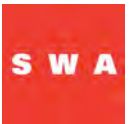




VALLEJO, CALIFORNIA
SWA SUMMER PROGRAM 2010



VALLEJO, CALIFORNIA

SWA SUMMER PROGRAM 2010





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**SWA STARTED ITS SUMMER PROGRAM IN 1972 TO FORGE STRONGER CONNECTIONS
BETWEEN ACADEMICS, THEORY, AND PROFESSIONAL PRACTICE.**



SWA SUMMER STUDIO

Every year, SWA offers a summer program for students of landscape architecture from around the world. The program consists of four, one-week design studios followed by a month long internship at one of the SWA offices. The one-week intensive studios explore issues-oriented design problems that are reinforced by field trips and critiques. SWA Principals direct the studios, and distinguished academics and professionals serve on review juries. Because SWA is a group

practice, students learn how a wide range of individuals can contribute to a variety of project types and scales.

SWA selects its summer interns in a manner that reflects our belief in the group practice. All staff members review the student portfolios and select their top choices.

In recent years, the program has attracted students from diverse locations including Egypt, Slovenia,

Taiwan, Korea, China, Scotland and Canada, in addition to individuals from leading U.S. universities. In the past 36 years of hosting the summer program, over 200 students have participate, 47 of whom have become full time employees of SWA, and 4 of whom have become SWA Principals.

The selected finalists represent some of the most talented and promising young designers in the country. At the end of the program, students

leave with a strong attachment to the projects they've worked on and a greater understanding of their own potential as design professionals. In 2010, SWA received over 125 portfolios. At the close of the summer, the six selected students joined a long list of students who have interned at SWA over the last 35 years, many of whom have gone on to become leading landscape architects and designers in the field today.





LOCATED AT A CENTRAL JUNCTURE WITHIN THE SAN FRANCISCO BAY AREA REGION, VALLEJO, CALIFORNIA - ONCE THE THRIVING CAPITOL OF

VALLEJO, CALIFORNIA

Student participants of SWA's 2010 Summer Program were tasked with analyzing and understanding the complex issues facing the downtown waterfront areas of Vallejo, in order to recommend appropriate urban planning, urban design and landscape architectural solutions that can be added to the current discourse on the cities' future. The students engaged with city stakeholder groups, regional and local leaders from multiple professional disciplines, and principles and associates representing each SWA office within the US. Students received a new design topic at the beginning of each week, worked together to develop a set of design ideas, went on several site visits and field trips, and concluded each week with a group presentation to the stakeholders.

Vallejo's downtown and waterfront offer exciting opportunities for design exploration. Located only 25 miles northeast of San Francisco, the city features a historic past as the state's capital and a waterfront location with a ferry terminal—and yet, in 2008, Vallejo became the largest California city ever to file for bankruptcy. This series of studios addresses the larger design questions: can some great design ideas help Vallejo realize its potential as a vibrant, mixed-use, transit-oriented community?

This summer the students explored the physical design problems of different types and scales by studying the city's regional setting, open space system, downtown grid,

and waterfront areas. The studios incorporated input from public officials, developers, consultants, and SWA principals. The students' explorations look at how design and planning solutions can help to revitalize Vallejo's downtown and waterfront; integrate new uses and destinations to trigger revitalization and breathe new life into a historic town; establish better connections between downtown / neighborhoods to the waterfront and other landmarks; create parks, plazas and public open elements that contribute to a high quality of life and a sustainable natural environment; and how to improve the identity of Vallejo by creating a stronger sense of place, a more beautiful public realm, and transformative objects of art, landscape and built form.



CALIFORNIA - OFFERS EXCITING DESIGN OPPORTUNITIES FOR REDEVELOPMENT AND RE-VISIONING OF ITS DOWNTOWN AND WATERFRONT.

URBAN PLANNING

WEEK
01

Working as a group, the interns examined the region's larger natural and man-made systems to understand the dynamic forces that shaped the downtown and waterfront areas. Some of these systems include: socioeconomic/cultural, transportation, land use, regulatory, hydrologic, ecological, and macro/micro climate. The end result was an analytical framework that considers stakeholder concerns, documents systemic forces, produces a master plan with key interventions to improve and connect Vallejo's waterfront and downtown with each other and with the larger region.

URBAN DESIGN

WEEK
02

The goal of the second week was to produce an urban design plans that builds on the broad region-scaled gestures from week one and responds to the specific needs and challenges of Vallejo. In this studio, students explored ways to re-connect downtown Vallejo with its waterfront and neighborhoods, using open space and green linkages as positive elements for circulation, social gathering, connectivity, environmental restoration, community identity, and revitalization of the public realm. Parks, plazas, trails, corridors and overall building massing were some of the building blocks for this week's urban design proposals.

DOWNTOWN CAMPUS

WEEK
03

Downtown Vallejo suffers from a depressed economy, with empty storefronts and struggling commercial businesses rendered obsolete by freeway shopping centers. It also possesses an urban street grid, historic neighborhoods, and a dramatic waterfront facing historic Mare Island. This studio explored programmatic and physical concepts to broaden the land uses and densities in the downtown area, facilitate a more vibrant urban life, and promote employment and retail activity. Students considered projects that could catalyze the revitalization of downtown, including options for a larger and long term Northern State University.

WATERFRONT DESIGN

WEEK
04

With scenic views and a ferry terminal accessing San Francisco, Vallejo's waterfront presents a compelling site to investigate the creation of public open space and objects within it. In this final studio, students used ideas and approaches from previous weeks to develop designs for areas along the water's edge. The character of Vallejo, past and future, and the nature of designed spaces influenced the expression of individual elements such as bridges, buildings, walkways, sculptures, water features, lighting fixtures, seating, shelters, and walls.

STUDENT PROFILES



SHANNON BRONSON

University of Texas, Austin

"Landscape Architecture effectively intertwines my two greatest passions—art and science. My childhood was spent in awe of nature, from our family camping trips in the California wilderness to the smallest patch of meadow that remained, waiting to be developed, in my suburban neighborhood. I have spent my later life drawing, painting and sculpting natural forms to adapt them into meaningful expressions of my identity, meanwhile pursuing urban ecological knowledge. I am called to be a landscape architect, as it marries both disciplines, to effectively solve problems with the goal of creating meaningful places in people's lives. I am excited to be a part of a field that I truly believe can change the course of how cities function for the enjoyment of many generations to come."



PO-SHAN CHANG

University of Pennsylvania

"As a landscape architecture student at the University of Pennsylvania. I received a Bachelor of architecture degree from Tamkang University in Taipei, Taiwan. After graduation in 2006, I worked at A+B Design Group in Taipei. I became more interested in landscape architecture after I worked as the project architect for Human Rights Memorial Park on Green Island in Taiwan. I enjoyed the scale and the public issues of the landscape architecture project. Lastly, for me the best thing in the world (except design) is a combo of traveling and concerts!"



HO YOUNG LEE

University of Pennsylvania

"I was born in Busan, South Korea. I am a graduate of Korea University, where I majored in Horticultural Science, in Seoul, Korea. My interest during undergraduate study was landscape architecture, therefore I decided to study more on landscape architecture at Seoul National University. In addition to my academic success, I have a great deal of real-world working experience that will serve me well in the pursuit of a graduate degree. I started my career as a landscape designer at Seo-Ahn Total Landscape, where I have been working five years. For the first three years, I learnt the basics of being a landscape designer. For the last two years I have participated in design competitions as a project manager and this has given me a chance to experiment with all the knowledge. "



YU-CHUNG LI

University of California, Berkeley

"I am currently a graduate student in the MLA program at University of California, Berkeley. Previously, I completed a Master's degree study in Urbanism at Delft University of Technology in the Netherlands, and my Bachelor of Science in Civil Engineering at National Taiwan University. Prior to studying landscape architecture in the States, I worked as a designer in an architectural design firm and also as a project planner in a NGO which specializes in ecological planning, historical preservation, and community planning and design for two years. The interdisciplinary and diverse background gave me broad interests in cross-scale and cross-culture design issues. Since stepping in the field of landscape architecture, I has been totally fascinated with its infinite imagination between human and environment."



JAMES LIVELY

University of Southern California

I am currently finishing my first year as a Master of Landscape Architecture +3 student at the University of Southern California. My work and study thus far have been steeped in Graphic Design and Fine Arts. I graduated with a BFA from Biola University with an emphasis in Design. At Biola, I also instructed a number of Graphic Design courses, teaching full and part time over the past two years, producing a number of publications for the Department of Art. My work is characterized by experimentation and spontaneity; driven by an inquiry towards systems, and constraints."



SOOMIN SHIN

Harvard University

"During my undergraduate years, I studied landscape architecture in Seoul, where I developed an interest in the urban environment. Having lived in a big city was an opportunity for me to reflect on urban spaces and form a different perspective towards it. After graduation, I worked for Korea Land Corporation where I participated in developing parks and public spaces in New Town projects. Through this experience, I had a chance to reconsider the role of landscape architecture in planning and designing the urban environment. Currently, I am studying at Harvard GSD to discover my strength and new potential as a landscape architect."

internship schedule

12

STUDIO 01

URBAN PLANNING

Elizabeth Shreeve, *Sausalito Principal*

William Hynes, *Sausalito Associate*

Sarah Peck, *Sausalito Designer*

STAKEHOLDER JURY

Kalvin Platt

Larry Kennings

Sean Kennings

Kevin Conger

Brendan Nee

SWA Staff

STUDIO 02

URBAN DESIGN

Sean O'Malley,

Laguna Beach Principal

Kathy Sun,

Sausalito Associate

Caroline Templeton,

Sausalito Designer

STAKEHOLDER JURY

David Meckel

Sophie Martin

Nicole Allen

Greg Cory

Frank Fuller

SWA Staff

WEEK 01 : URBAN PLANNING

LUNCH CONVERSATIONS

Kalvin Platt,

SWA Principal, Chairman

TOPIC: SWA History and Planning

Scott Chuang, *Sausalito Associate*

TOPIC: Design Development in China:

Longmu Bay Resort

Curt Johansen,

Triad Communities

TOPIC: Vallejo Downtown Development

PROJECT INTRODUCTION

Joe Runco, *Sausalito Principal*

John Wong, *Sausalito Principal*

Elizabeth Shreeve, *Sausalito Principal*

WEEKEND FIELD TRIP

San Francisco: Urban Design

Rene Bihan, *San Francisco Principal*

Michael Pon, *Sausalito Associate*

VALLEJO: SITE VISIT

Tom Scheaff

Lennar Mare Island

WEEK 02 : URBAN DESIGN + OPEN SPACE

STUDIO OFFICE VISIT

Peter Walker Partners

Berkeley, CA.

LUNCH CONVERSATIONS

Marco Esposito, *Sausalito Principal*

TOPIC: Campus and Downtown Planning

Travis Theobald, *Sausalito Associate*

Justin Winters, *San Francisco Associate*

TOPIC: From Design to Build Projects

WEEKEND FIELD TRIP

The South Bay: San Jose, Santa

Cinda Gilliland, *Sausalito Principal*

Sergio Lima, *Sausalito Associate*

● **STUDIO 03****DOWNTOWN CAMPUS**Ying-Yu Hung, *Los Angeles Principal*Chi-Wei Lin, *Sausalito Associate*Nancy Coulter, *Sausalito Designer*● **STAKEHOLDER JURY**

Curt Johansen

Paul Jensen

Frank Fuller

Marti Brown

Jason Victor

SWA Staff

● **STUDIO 04****WATERFRONT DESIGN**Scott Slaney, *Houston Principal*Joe Newton, *Sausalito Associate*Al Dewitt, *Sausalito Designer*● **STAKEHOLDER JURY****FINAL STUDIO PRESENTATION**

Jim Stickley

April Philips

David Meyer

Kevin Conger

Tom Scheaff

Joe Callahan

SWA Staff

WEEK 03 : DOWNTOWN CAMPUS● **LUNCH CONVERSATION**Larry Reed, *Sausalito Principal*

TOPIC: Sustainability and Pleasure

● **SITE VISIT**

California Maritime Academy

Downtown Vallejo

Mark Nickerson,

VP Finance & Administration

Marti Brown,
Vallejo City Council● **WEEKEND FIELD TRIP**

The East Bay: Oakland, Berkeley

Zach Davis, *Sausalito Associate***WEEK 04 : WATERFRONT DESIGN**● **LUNCH CONVERSATION**John Loomis, *Sausalito Principal*

TOPIC: Beasts of Overburden -

Two Large Living Roofs: Library

of Congress Packard Campus

and California Academy of Sci-

ences

● **WEEKEND FIELD TRIP**

The South Bay 2:

Palo Alto, Stanford, Redwood City

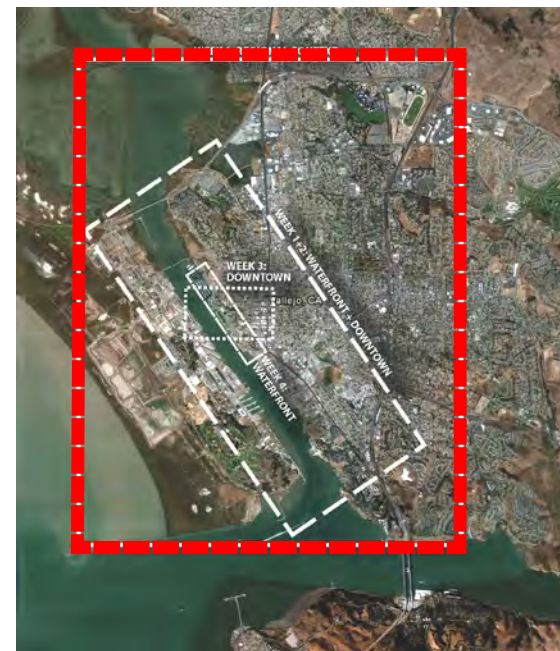
John Wong, *Sausalito Principal*William Hynes, *Sausalito Associate*

WEEK 01

URBAN PLANNING

The first week of the Summer Intern Program focused on inventory, analysis, and visioning for the Vallejo region. The week began with a tour of the city, the regional area, and adjacent Mare Island. The interns familiarized themselves with the character of the waterfront, the industrial buildings, the downtown and business districts, and the nearby neighborhoods. They also examined the major roads and intersections, transportation corridors, and thoroughfares leading to and from Vallejo.

Based on their initial site visit, the students determined key areas to study: regional urban patterns, history & demographics, transportation, land use & open space, and natural systems. The interns gathered information on each of these topics to formulate summary maps, analyze site conditions, and create initial urban framework diagrams. Each map built layers of information about the history of the site and the potential for the downtown and the waterfront, establishing a basis for conceptual and design thinking for the subsequent studios.



“The first week of the Summer Intern Program focused on inventory, analysis, and visioning for the Vallejo region.”



Latitude 38.1
Longitude 122.2
Altitude 27

WEEK ONE: URBAN PLANNING



STUDENTS WERE TASKED WITH ANALYZING AND UNDERSTANDING THE COMPLEX ISSUES FACING THE DOWNTOWN WATERFRONT AREAS





OF VALLEJO, IN ORDER TO RECOMMEND APPROPRIATE URBAN PLANNING, DESIGN, AND LANDSCAPE ARCHITECTURE SOLUTIONS



SITE PHOTOS

18





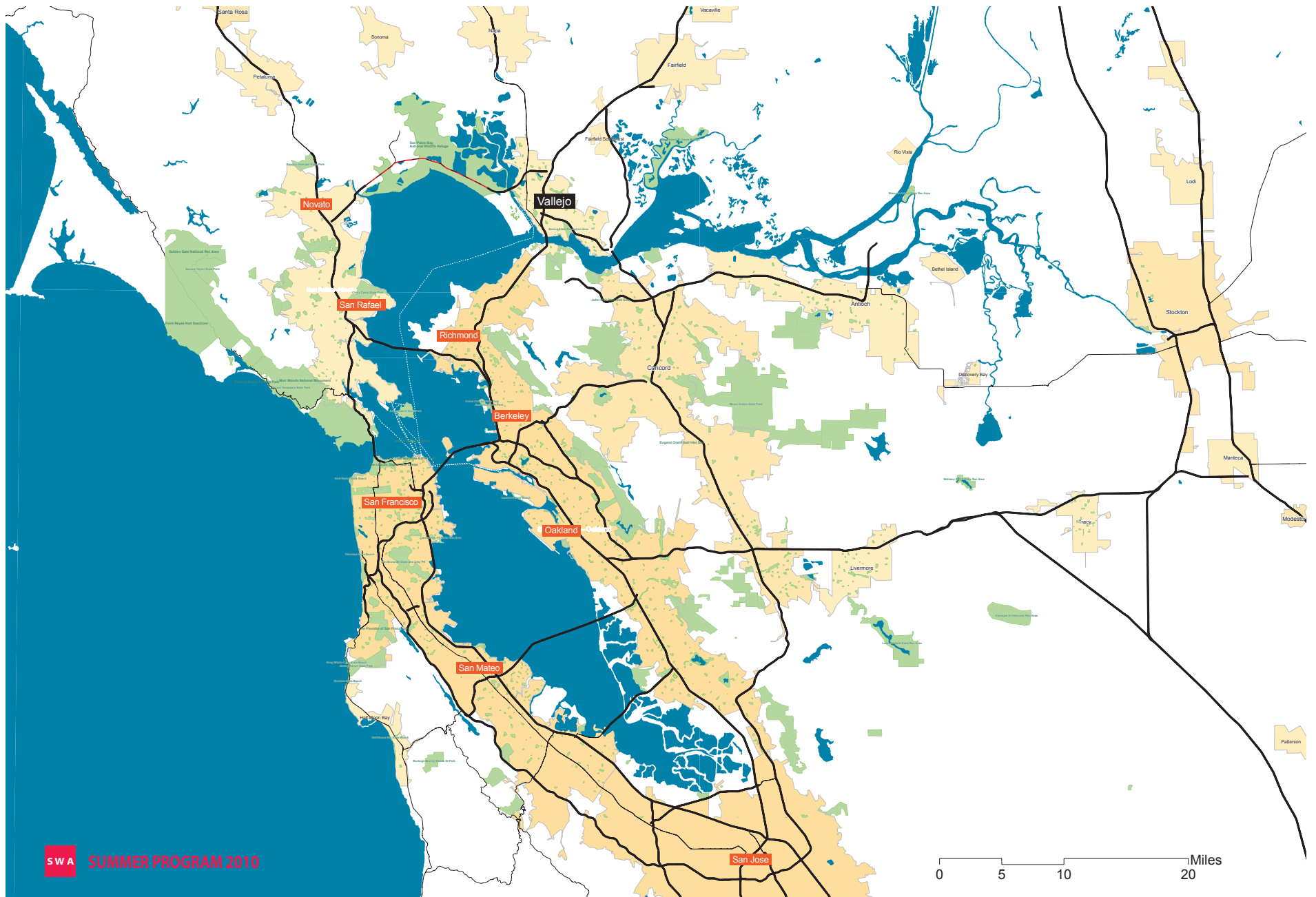
SITE INVENTORY

Regional Context

Vallejo sits at the mouth of a large delta - one that serves as a way of transport for commercial traffic inland, its waterways moving through Solano County and about one-third of the way across the state of California from west to east. This regional context diagram highlights the reaches of the bay's connected water bodies. Vallejo occupies a position of refuge from the open sea, distanced by the San Francisco Bay proper and also by the San Pablo Bay. The "Guardian of the Delta," Vallejo is strongly connected in the circle of major bay area cities and has a strong water-transit connection to San Francisco City by ferry and bus.

The vehicular transport connection that Vallejo has to the rest of the bay is also apparent in this diagram's depiction of freeway connections. A problem, however, was observed: that Vallejo has a weak traffic connection west due to a constrained roadway segment which closes the top of the Bay Area loop. The reason for this is that the freeway was constructed through a large wetland, which has not allowed for expansion of Highway 37 beyond two lanes in most areas. These natural areas that surround Vallejo, however, are nonetheless one of Vallejo's most valuable assets.



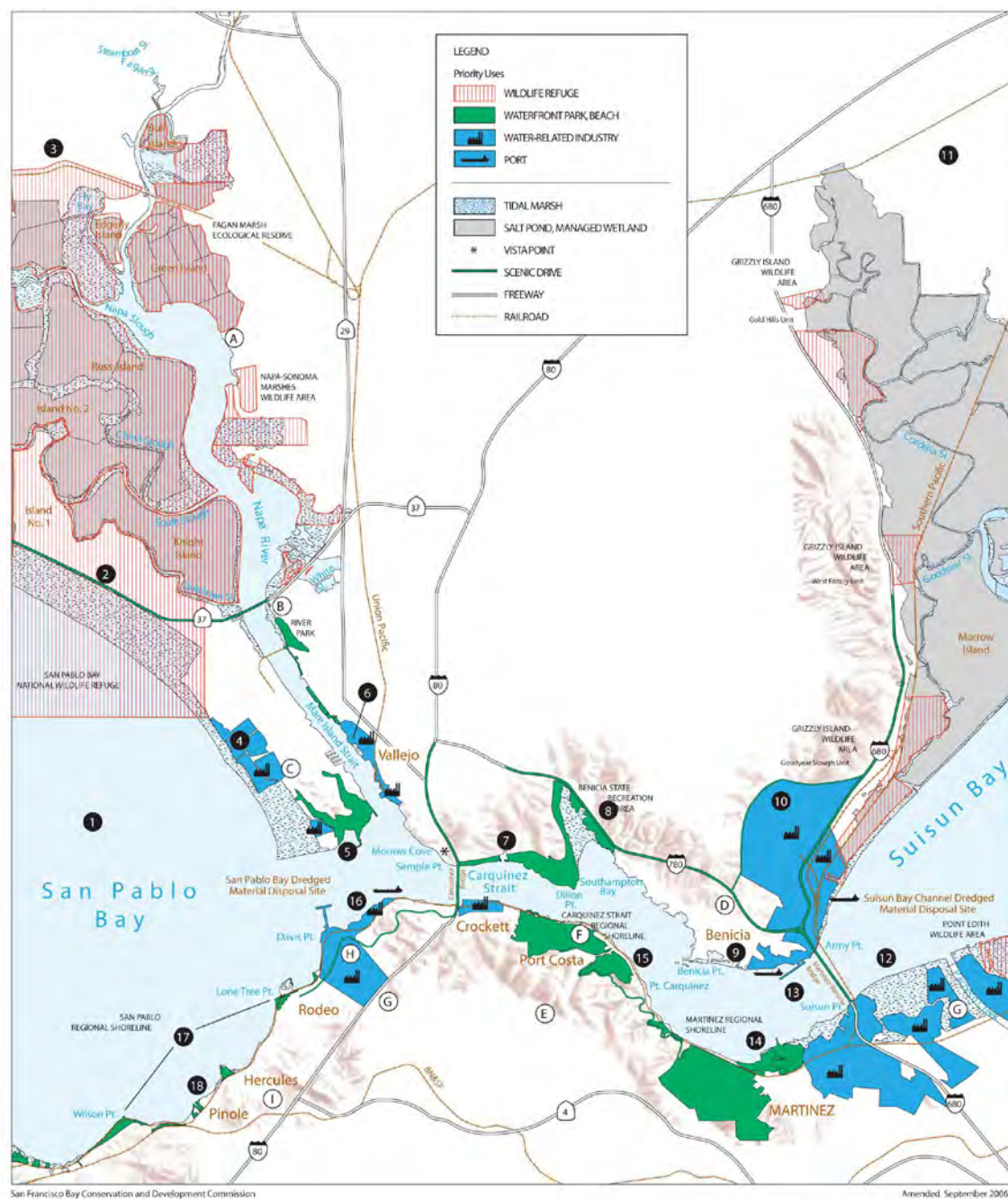


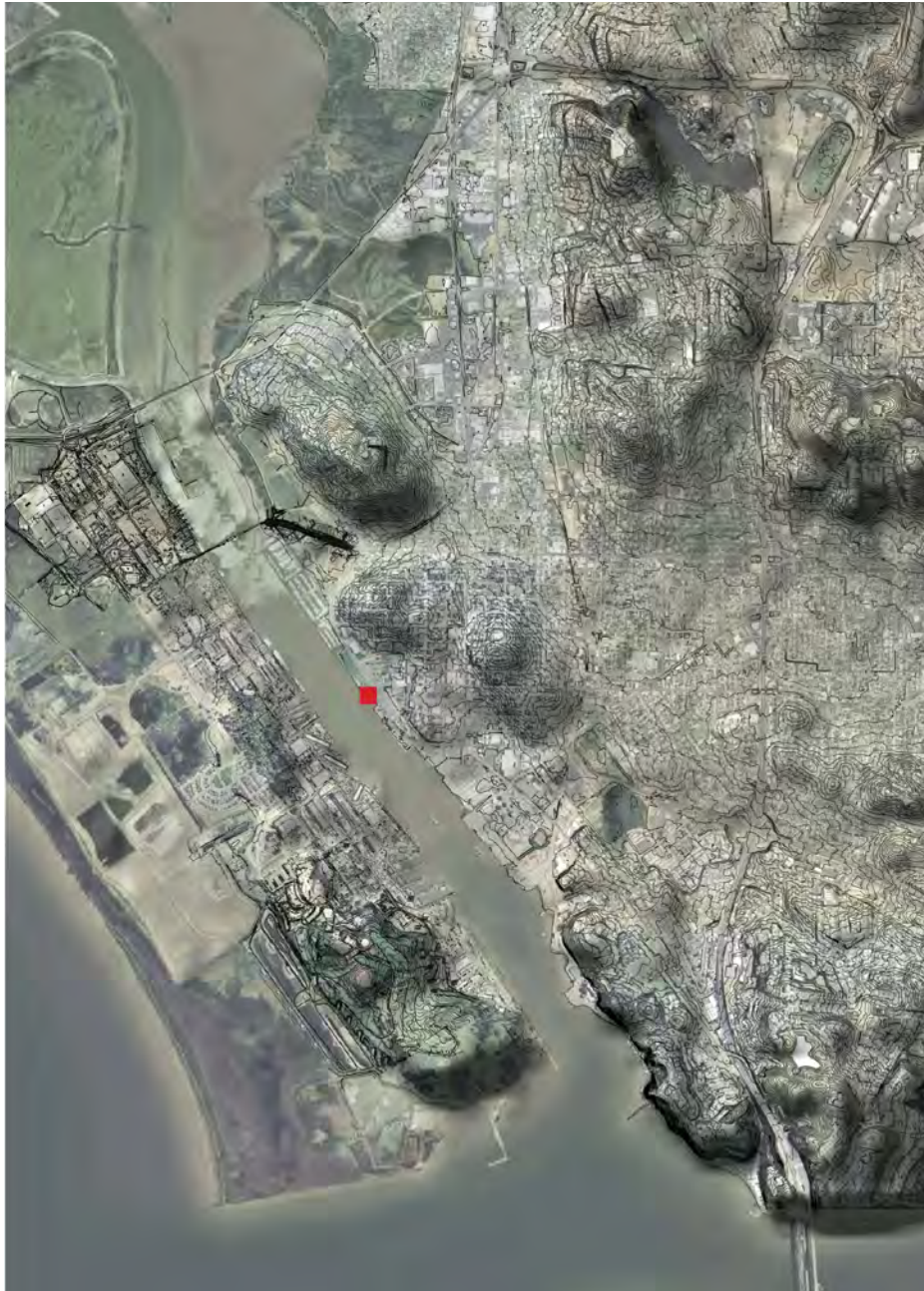
Topography and Bay Trail

In studying the topography of downtown Vallejo it became apparent that a strong and didactic visualization would be appropriate. The goal here was not necessarily to understand hydrology in detail, but to get a sense of the general massing of hills and slopes in our area of study. This was key to understanding existing and potential views and property value potential. The diagram became a constant reminder of the two large hills that sit northeast of downtown Vallejo, making movement and orientation toward the water favorable for the people of downtown. The diagram also helped to reinforce Vallejo's position at the mouth of a delta. The bold hills that stand at the edge of the Carquinez Strait inspired the students to recognize Vallejo as the guardian of not only the Delta but also the Napa River and Valley.

Bay Trail

The trails diagram shows the value of the incoming Bay Trail connection. Proposed plans include Vallejo in the primary pathway around the Bay that will complete pedestrian, bicycle, and tourist connections. The Bay Trail makes use of Vallejo's position near the Carquinez Bridge and affirms the great value of its waterfront.





Topography



Bay Trail

Hydrology and Landscape History

Vallejo is located at the intersection of two major hydrological systems at the mouth of the Delta that feeds into the greater San Francisco Bay Area. This location has historically been an asset, and was one of the reasons that Mare Island was chosen as the site for the first Naval Shipyard on the Pacific Coast in 1853.

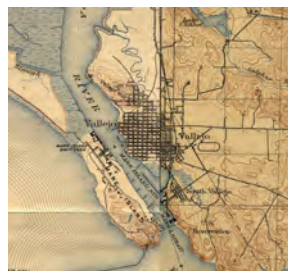
Historically, the landscape has played a changing role in the balance between human habitation and natural tidal landscape. The diagrams to the right show the history of the bay waters over time and the increasing human habitation of the landscape over time. Over time, the straits have been narrowed due to fill, shown in the second column of diagrams.

As a whole Vallejo has a lot of potential to be re-developed as a key gateway city in the greater Bay Area region. It is an important transition point for people traveling north to Napa Valley, and it has great potential to be a commuter hub for people traveling to San Francisco by Ferry.

1856



1916



1942



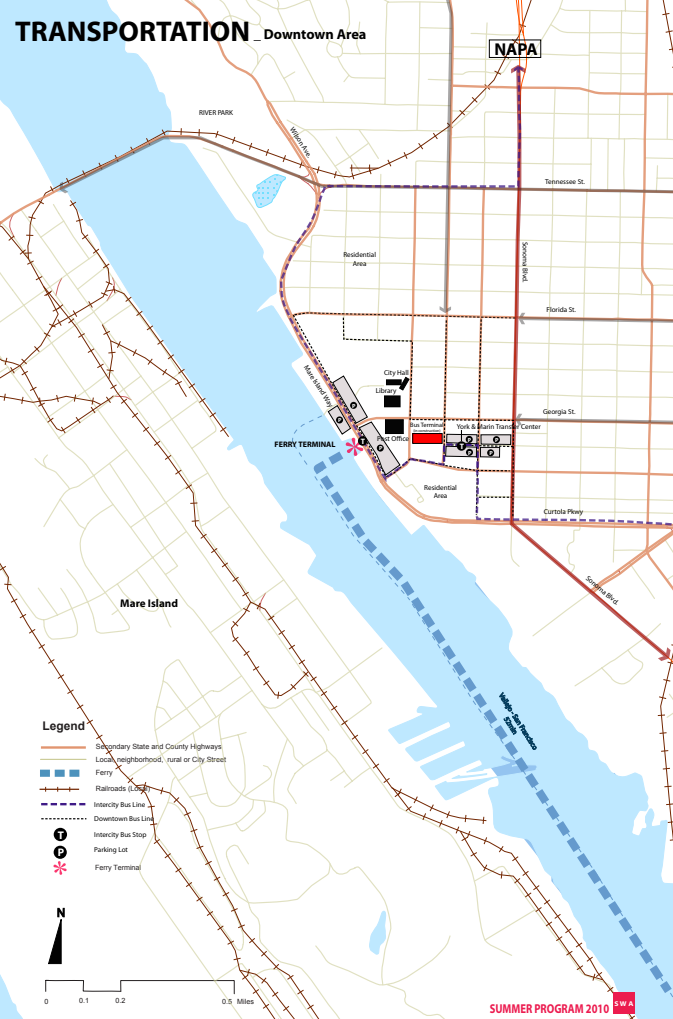
2010



TRANSPORTATION



Transportation System: Region



Transportation System: Downtown

Transportation

Wilson Ave, Curtola Pkwy and Sonoma Boulevard provide primary roadway access into Vallejo. All three roads intersect downtown.

Residents of Vallejo and adjacent cities enjoy the option of taking a 50-minute Ferry to downtown San Francisco. Many buses (including intercity buses) travel through Vallejo and stop at the Ferry Terminal Bus Station. As a result, significant amounts of parking occupy the areas around the Ferry Building and Bus Terminal. A new transit center and a new parking structure are currently under construction along the waterfront.

There are two rail lines that pass through the city. These rails are in use once weekly for freight transportation.

Land Use

To better understand the regional context and history of Vallejo, the students mapped land use patterns for both Mare Island and the greater Vallejo region.

On the Vallejo side, the land use is mostly residential, with some industrial uses including a wastewater treatment center. Along the northern part of Mare Island Strait, a river park connects to wetlands in the north. Commercial land use is typically aligned along the main streets and highway corridors. The civic center is located in the center of downtown Vallejo.

On the northern and western parts of Mare Islands, large marsh land connects to the San Pablo Bay National Wildlife Refuge. Newly planned residential area is in the center of the island, and along the eastern part of the island, there are both historical and existing industrial land uses with plans for future mixed use redevelopment.

California Maritime Academy is located in the south end of Vallejo and Touro University is in the middle of Mare Island.

Natural Resource Designations

- Water Bodies and Courses
- Park and Recreation
- Marsh

Agricultural Designations

- Agriculture

Public Designations

- Public/Quasi-Public

Residential Designations

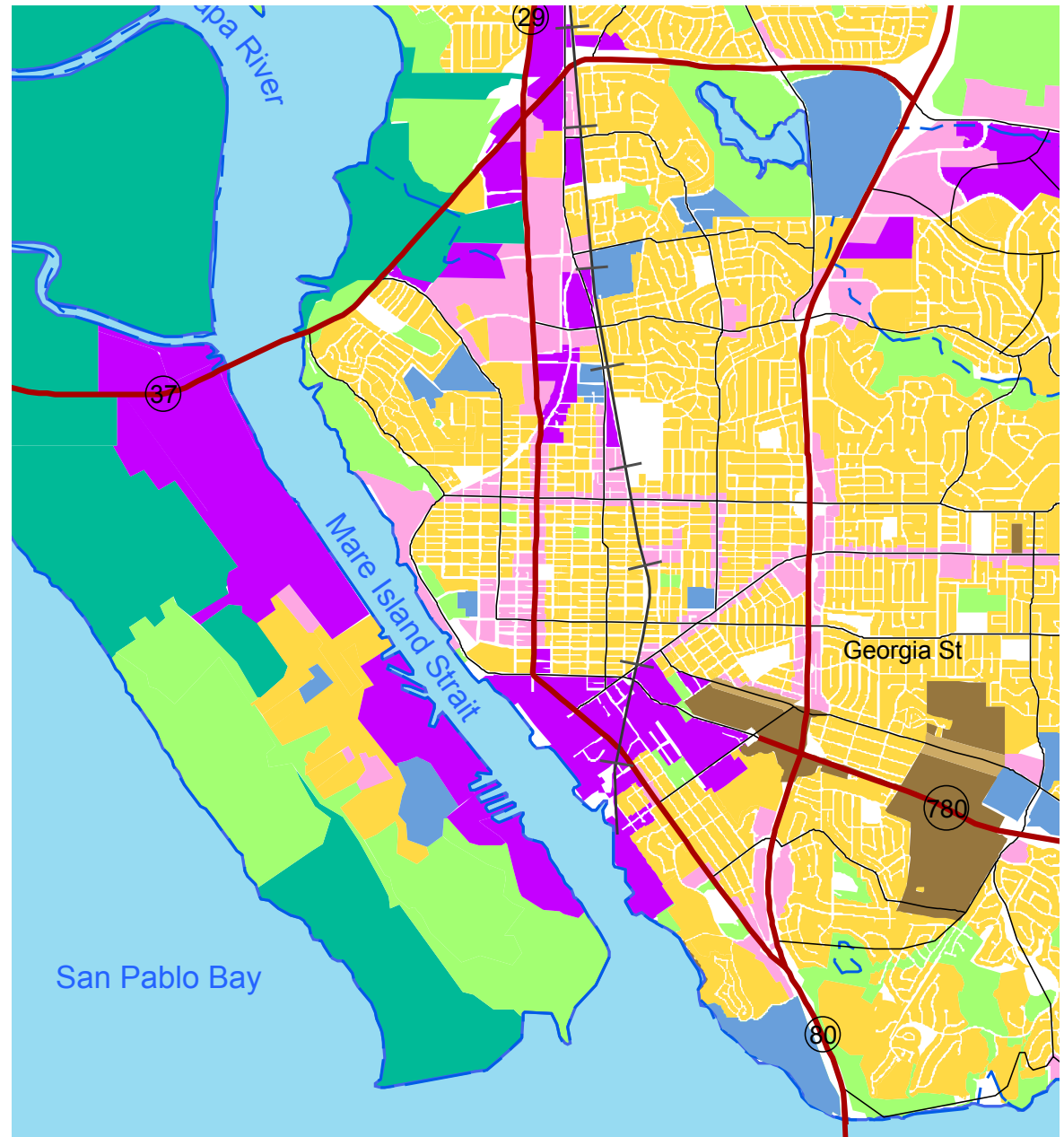
- Traditional Community - Residential
- Traditional Community - Mixed Use
- Urban Residential

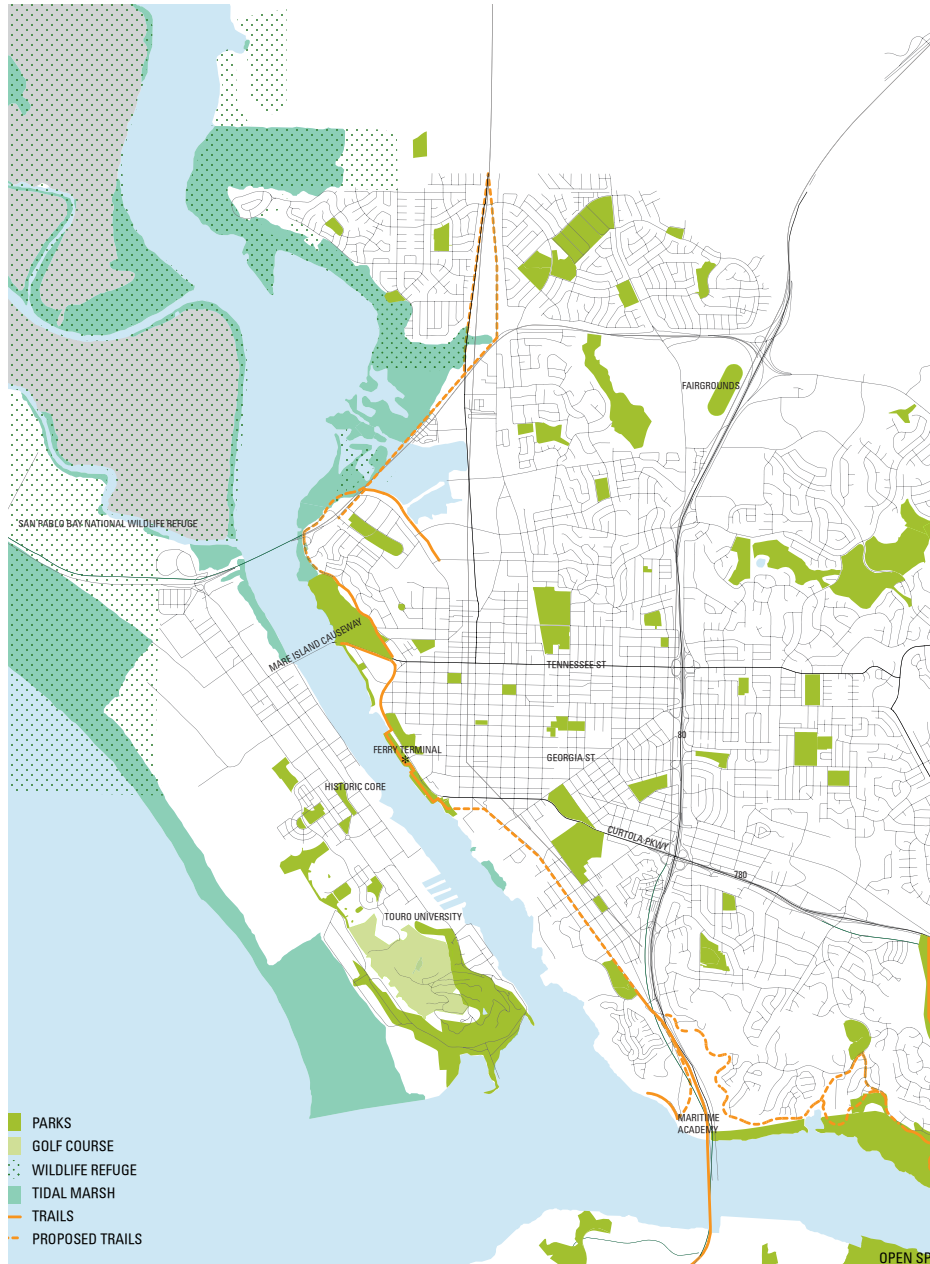
Commercial Designations

- Urban Commercial

Industrial Designations

- Urban Industrial





Regional Open Space



Regional Open Space

Vallejo is surrounded by a number of large open spaces, such as San Pablo Bay National Wildlife Refuge. Tidal marshes are abundant along the Western portions of Mare Island. Almost all of these open spaces are located outside of Vallejo, suggesting the need for better linkages.

Surface Parking

Downtown Vallejo is occupied by a huge amount of surface parking, which serves the high volume of commuter traffic. The surface parking map, below, shows a compelling opportunity for future change as parking surface is offset by transit and structure parking solutions.



Downtown: Surface Parking

Key Features and Views

Vallejo's position as a bayfront city with extensive waterfront vantage points, coupled with a diverse topography, make the city home to several beautiful panoramic views.

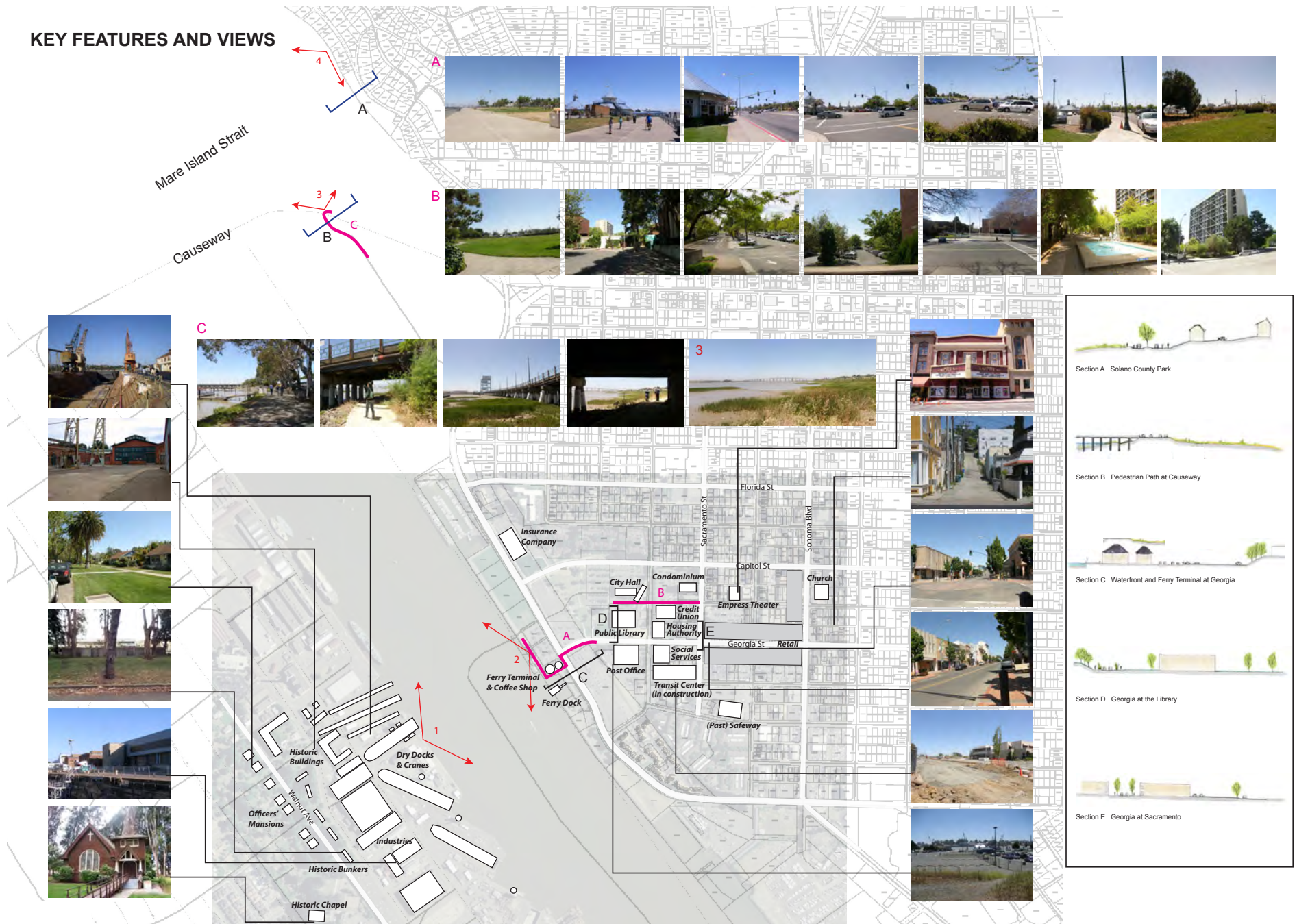
Many historic industrial remnants from the past shipyard industry - such as dry docks and cranes, historic buildings, officers' mansions and a chapel - are preserved within the Mare Island historic core. From Vallejo's waterfront, these industrial relics are quite visible.

On the Vallejo waterfront, the ferry dock and terminal are situated at a central location adjacent to the downtown area. A four-lane road, Mare Island Way, runs along the waterfront. Adjacent to the roadway are several large parking lots for commuters who use the ferry.

The city hall of Vallejo and a public library are located downtown, with their buildings facing away from the waterfront. The combination of large city blocks, large parking lots, and Mare Island Way along the entire waterfront creates a physical separation between the waterfront and the downtown areas.



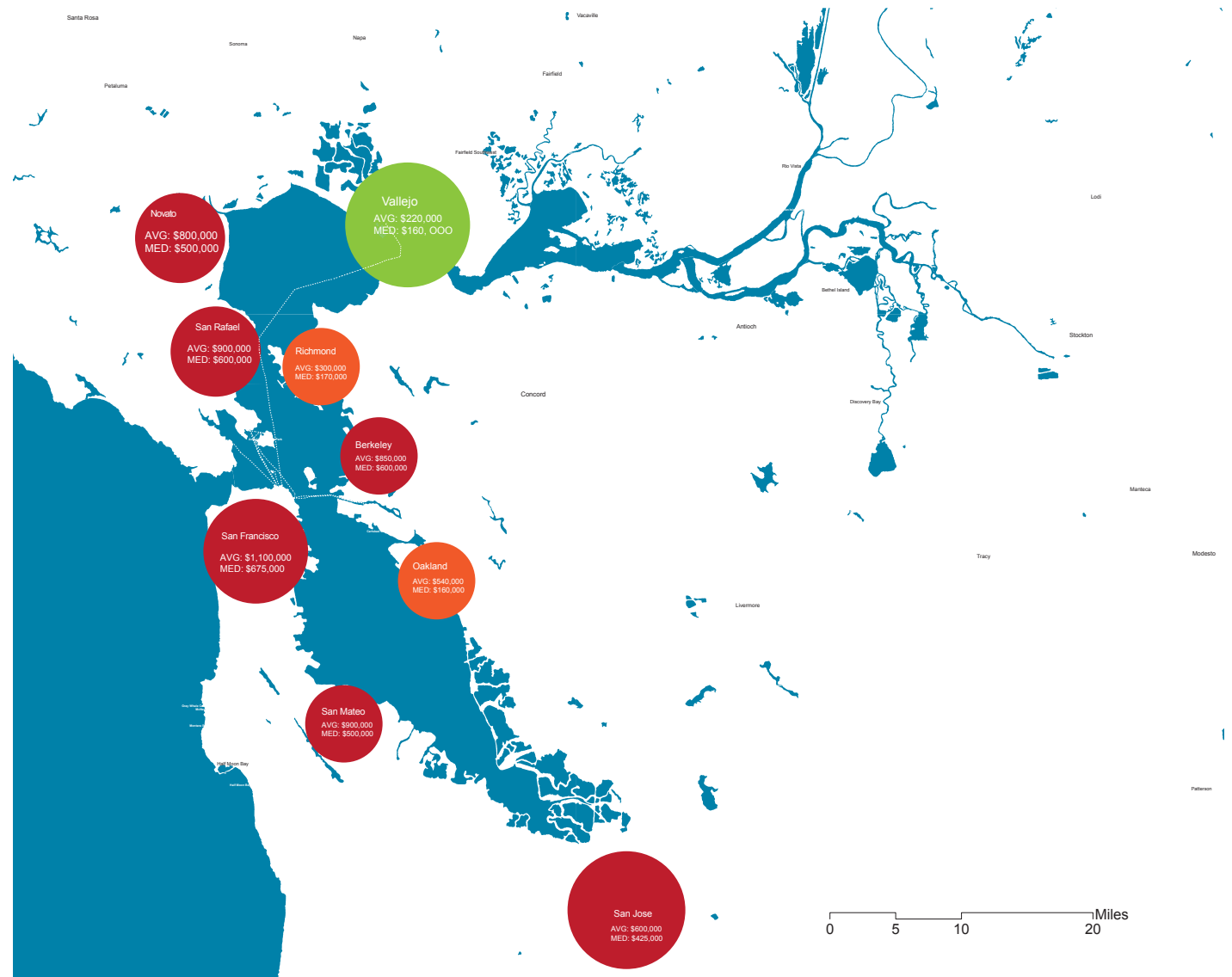
KEY FEATURES AND VIEWS



Property Value: Regional

Throughout the San Francisco Bay Area, property values are typically quite high and often prohibitively expensive for young families and first time homebuyers.

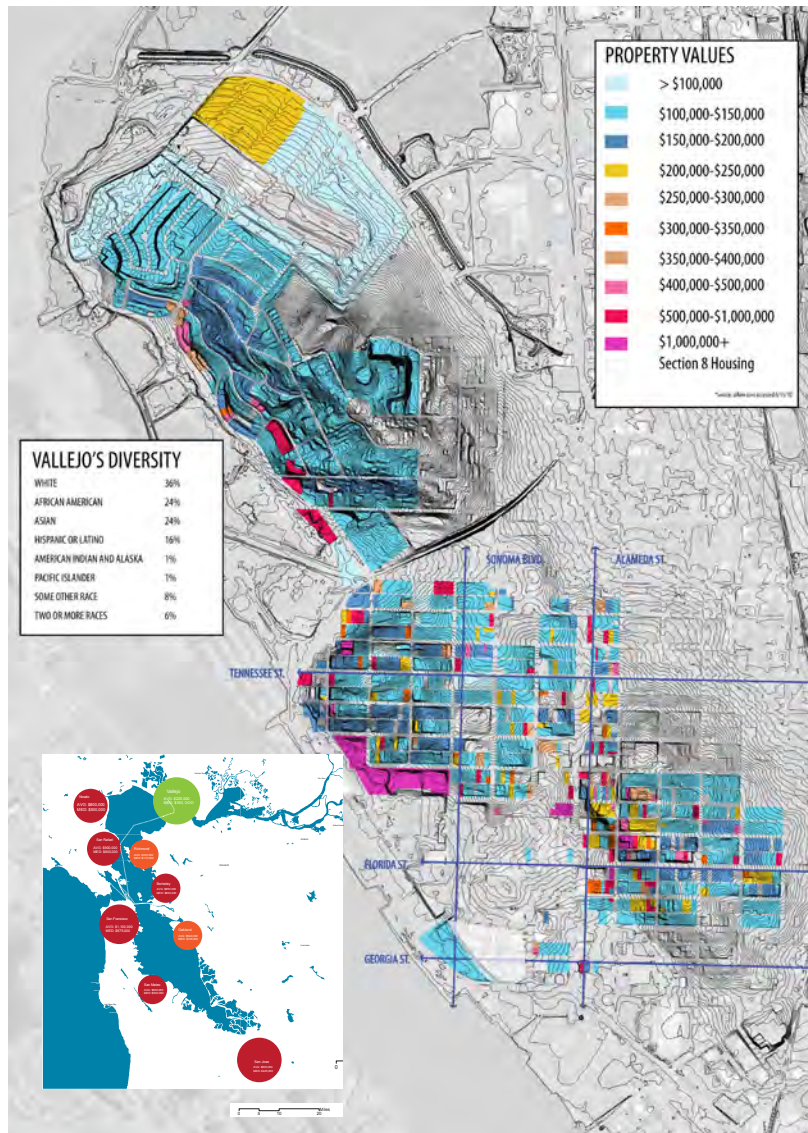
Mean and average property values were taken from around the Bay Area Region. This analysis shows that Vallejo is relatively affordable, compared to other cities within the same region. This data supports Vallejo's economic potential to attract new residents.



Property Value: City of Vallejo

Property values for downtown Vallejo and adjacent districts were taken from Zillow.com and mapped along with parcels, topography and an aerial overlay. The overall pattern showed blocks composed mainly of houses ranging from \$100,000-\$150,000 with outliers of higher priced properties on most blocks.

The trend for properties with water-facing views showed significantly higher property values than properties that had no view or an obstructed view. The analysis also showed opportunity to develop residential along the downtown core to relate to some of the higher property values along Georgia Street and the adjacent historic district.



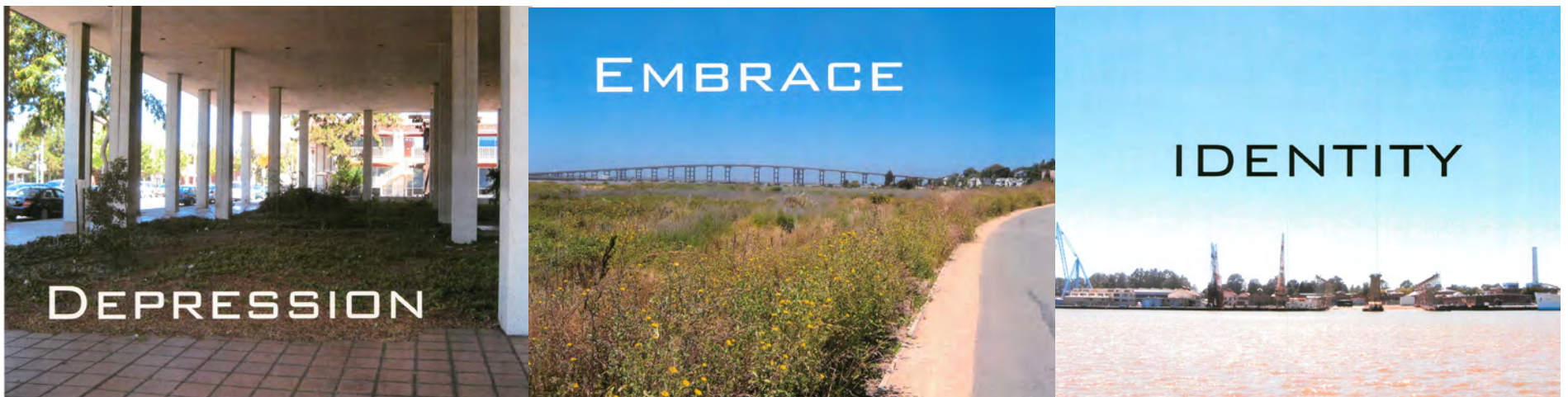
Vallejo Property Value

WORDS OF IMPRESSION

Impressions

As a final part of the urban analysis, each student selected two words to describe their positive and negative impressions of the project site.

Each selected word was paired with an image suggesting the opportunities and constraints present throughout Vallejo.





Fragmented

Inherited



VISIONING PLAN

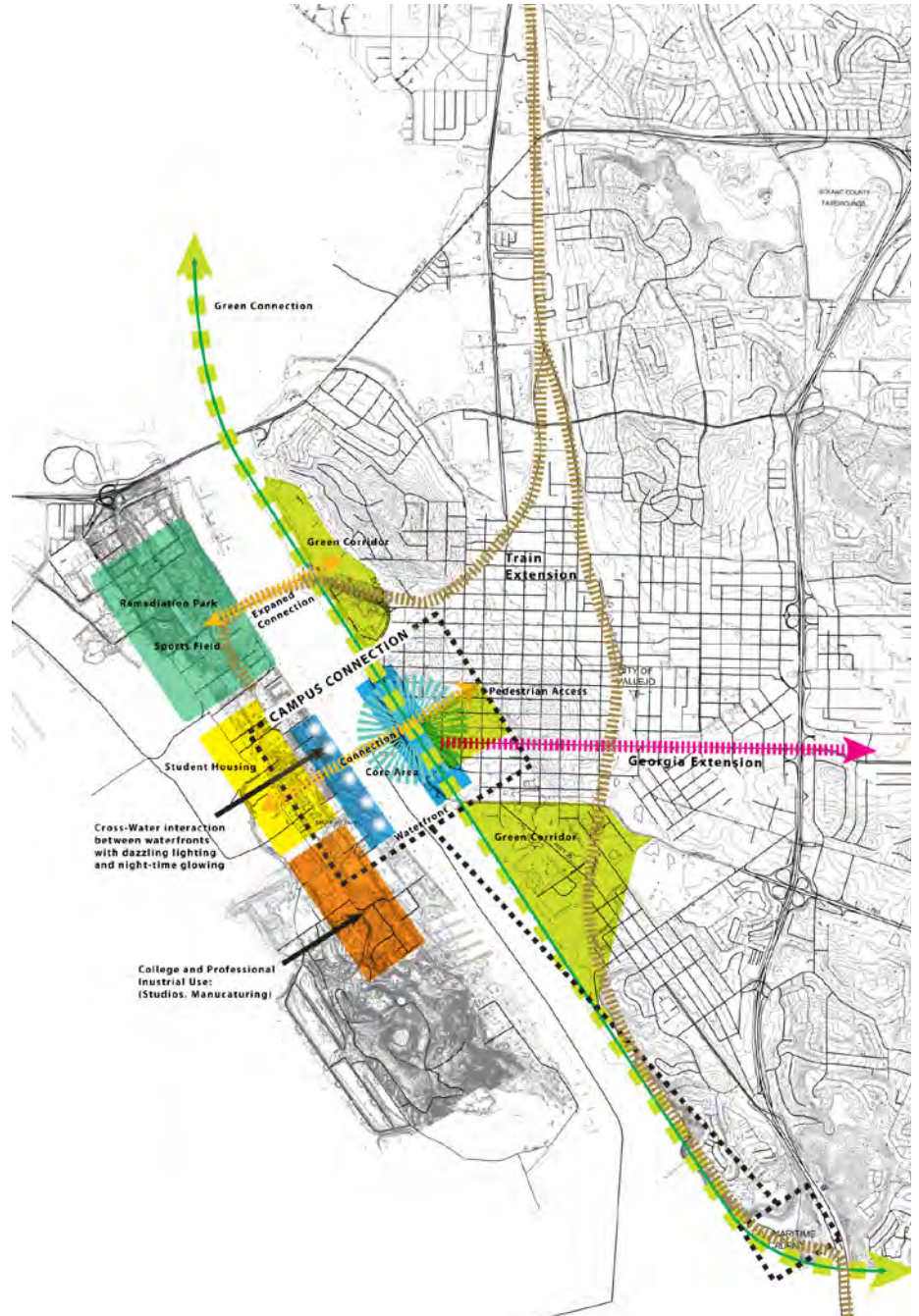
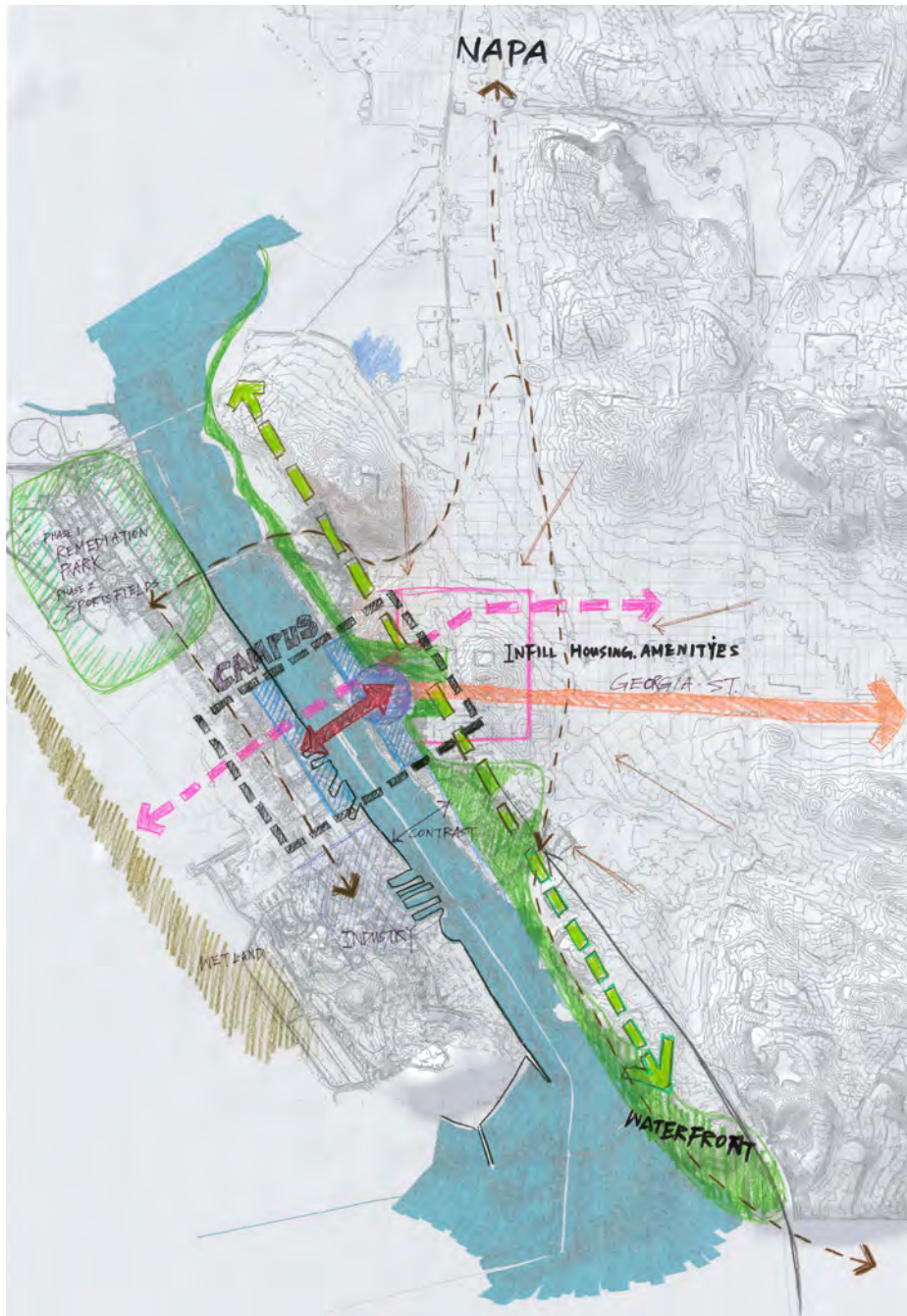
A City with Potential

The students completed their Week One analysis by drafting several concept plans and interpretive diagrams.

The initial visioning plan included several process diagrams: the idea was to get all of their conceptual thinking onto one piece of paper and record thoughts and observations in a conceptual master plan. The plan helped the students formulate several essential ideas from which to build upon over the following weeks:

1. The need for a strong physical, programmatic and visual connections between Vallejo's Downtown and Mare Island across the water;
2. The existing and potential strength of Georgia Street as a core right of way;
3. The potential for a campus that bridges the downtown with Mare Island and revitalizes both;
4. The potential to extend existing natural systems (wetlands) southward and the potential to remediate, transform, or soften old industrial sites through planting and ecological planning.





WEEK 02

URBAN DESIGN

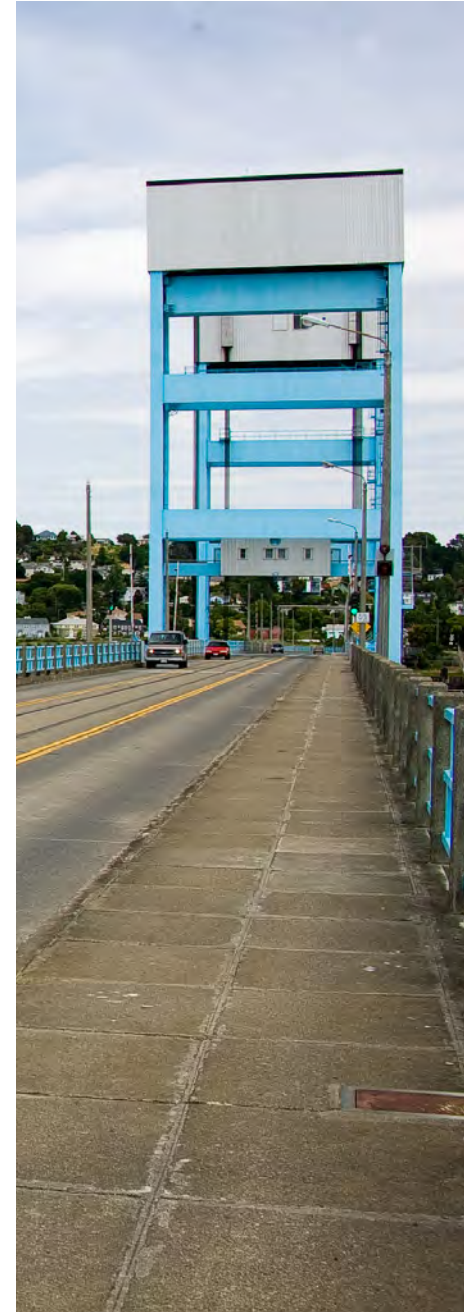
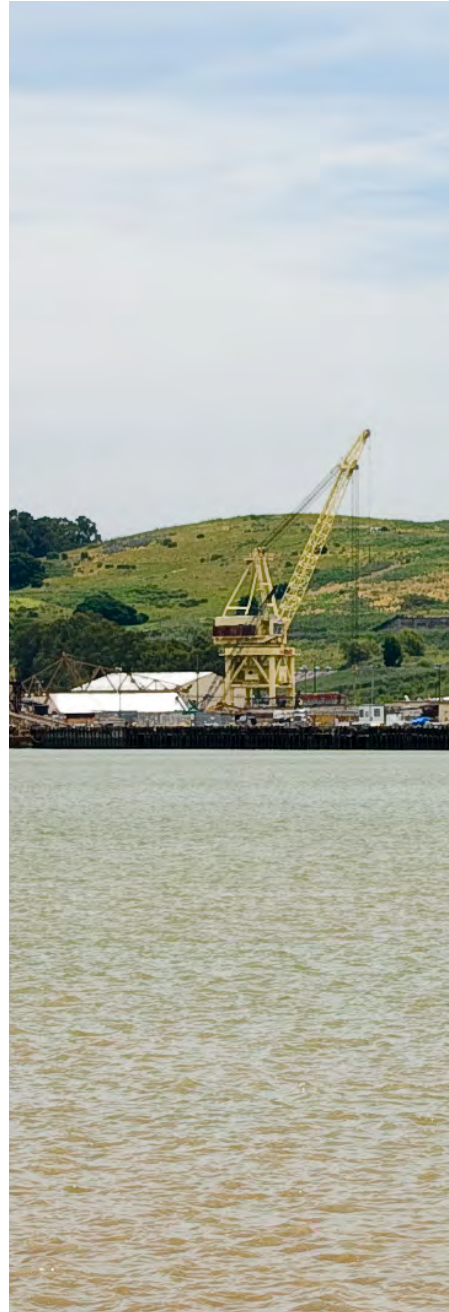
In the 1950's, reconstruction of Vallejo's downtown resulted in megablocks and inadequate parkland, with the downtown grid of streets cut off from the waterfront by parking lots, large public buildings, and the wide expanse of Mare Island Way.

In this studio, the students explored ways to reconnect downtown Vallejo with its waterfront and neighborhoods, using open space and green linkages as positive elements for circulation, social gathering, connectivity, environmental restoration, community identity, and revitalization of the public realm. Parks, plazas, trails, corridors and overall building massing were utilized as the building blocks for this week's urban design proposals.

At the end of the week, the students produced urban design plans that built upon the broad, region-scaled gestures from week one and responded to the specific needs and challenges of Vallejo.



"In week two, the students explored ways to reconnect downtown Vallejo with its waterfront and neighborhoods, using open space and green linkages as positive elements for revitalization."



WEEK TWO: URBAN DESIGN



IN THE 1950'S, RECONSTRUCTION OF VALLEJO'S DOWNTOWN RESULTED IN MEGABLOCKS AND INADEQUATE PARKLAND, WITH THE





DOWNTOWN STREETS CUT OFF FROM THE WATERFRONT BY PARKING LOTS, LARGE BUILDINGS, AND THE EXPANSE OF MARE ISLAND WAY.

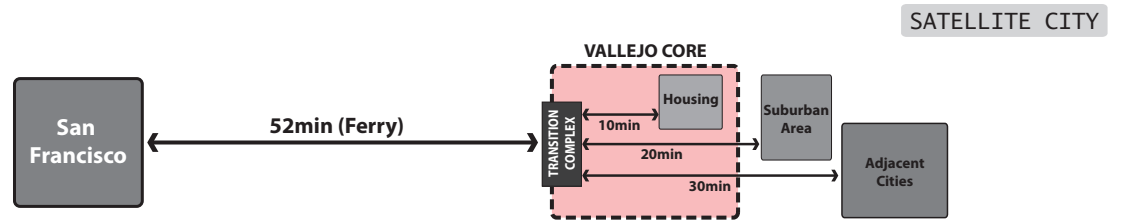


SATELLITE CITY

Yu-Chung Li, Hoyoung Lee



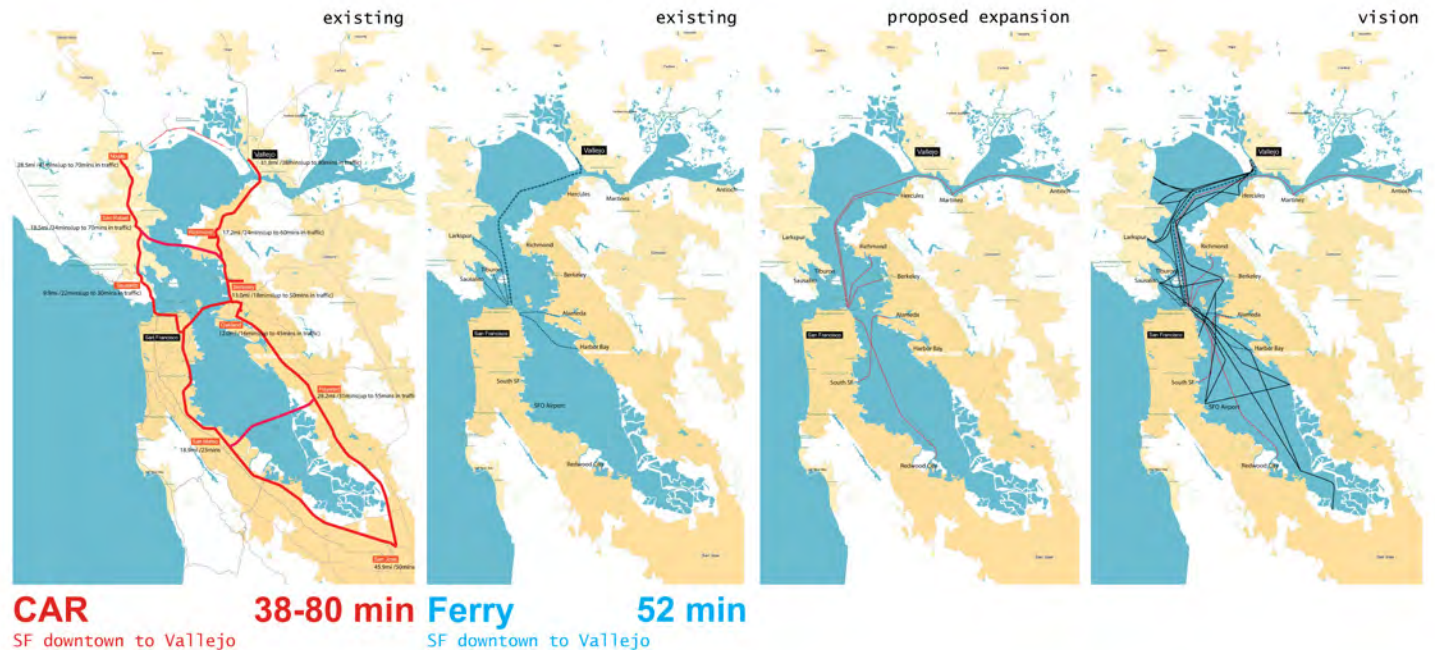
The “Satellite City” strategy proposes capitalizing on Vallejo’s excellent location as a satellite to San Francisco by building up an excellent public transportation system and living environment.

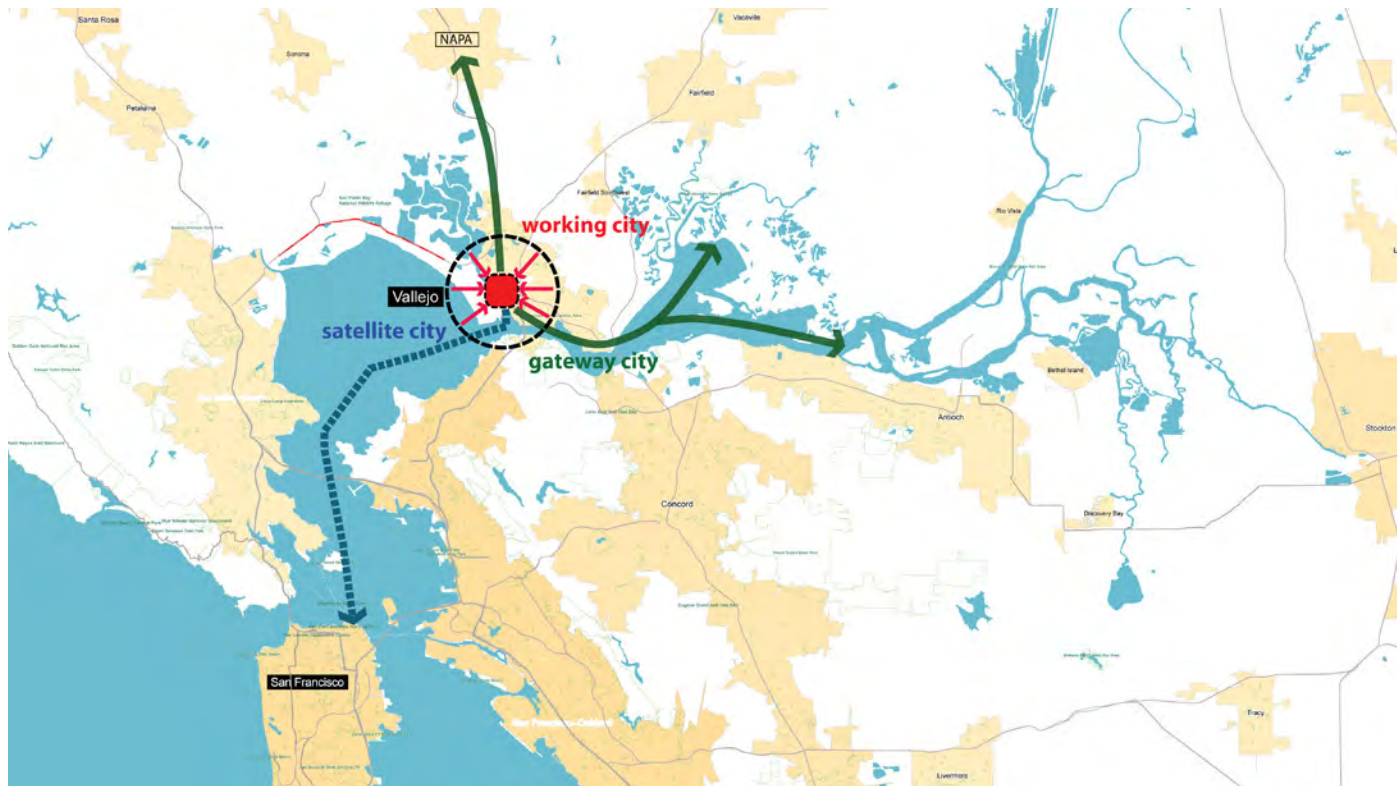
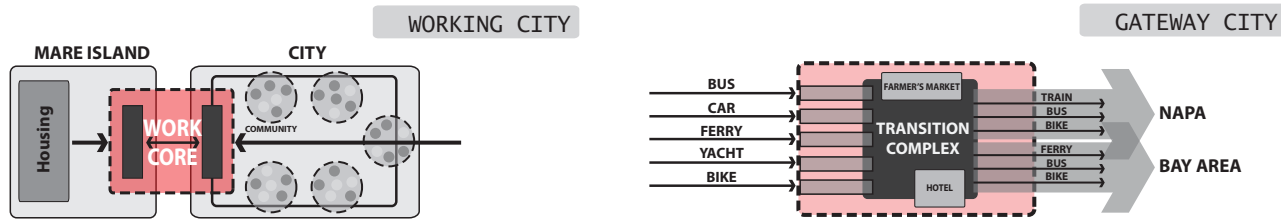


Vallejo
From Road City to Port City
Vallejo

Like many other cities around the bay, Vallejo suffers from the decline in port-related functions and its previous location advantage as a port city. Car-oriented development and a lack of a regional plan for development have marginalized Vallejo and excluded much of the city from the regional highway systems.

HoYoung and Yu-Chung analyzed the existing infrastructure and regional transportation system to develop a new strategy for regional and bay transportatic systems. They compared the time to drive from Vallejo to San Francisco downtown (38~80 minutes) to the time of traveling by Ferry to San Francisco (52 minutes,





guaranteed), and concluded that the Ferry provided both more reliable and more ecologically responsible transportation.

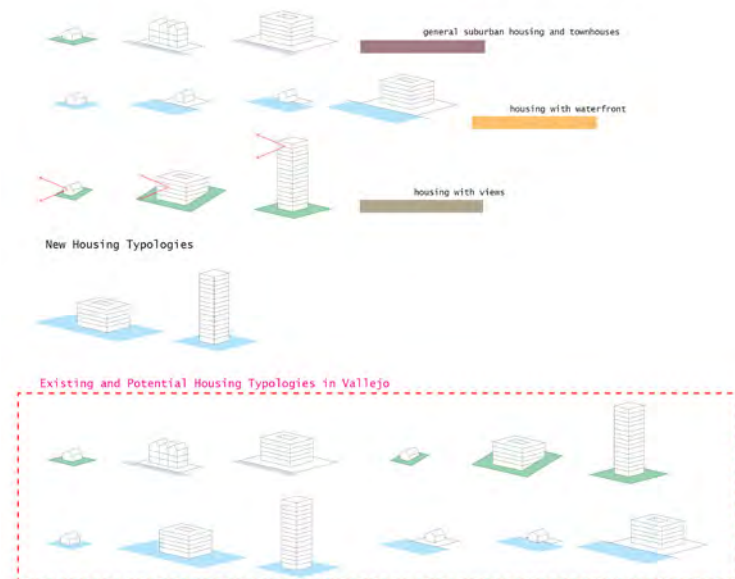
Hoyoung and Yu-Chung's strategy mainly focused on transportation and housing. Based on the assumption that Vallejo can redeem its advantageous location, they proposed 3 strategies to improve Vallejo at different scales. The strategies attempt to shape Vallejo as a satellite city, a working city, and also a gateway city.

First, the "Satellite City" strategy proposes to create a satellite city to San Francisco by building up an excellent public transportation system and living environment. By improving the living environment and infrastructure, Vallejo can become a place where housing is more affordable and commuting to other places in the Bay Area is possible. Second, the "Working City" strategy focuses on creating a strong working core for Vallejo and connecting it with neighborhoods and new housing on Mare Island. Last, the "Gateway City" strategy suggests creating a transit core where each separate system converges, including buses, roads, ferry terminal, pedestrian system, and bike lanes. Focusing on Vallejo as a gateway can help reshape Vallejo as the gateway city to Napa, the greater Delta region, and San Francisco Bay.

Housing is a critical part of these three strategies. Hoyong and Yu-Chung proposed to put more housing on Mare Island and create a strong connection between Mare Island and downtown Vallejo. The revitalization plan will attempt to create profit from Vallejo's wild nature such as wetlands, mudflat, and shorelines, creating interwoven patterns of housing and green spaces for better living environments. The wide range of Vallejo potential and existing housing typology will assure future affordability in the future with improved environmental character and quality of life.



Housing Plan



Housing Typologies

contrast & convergence



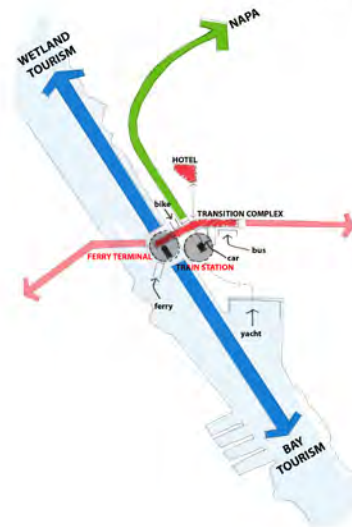
satellite city



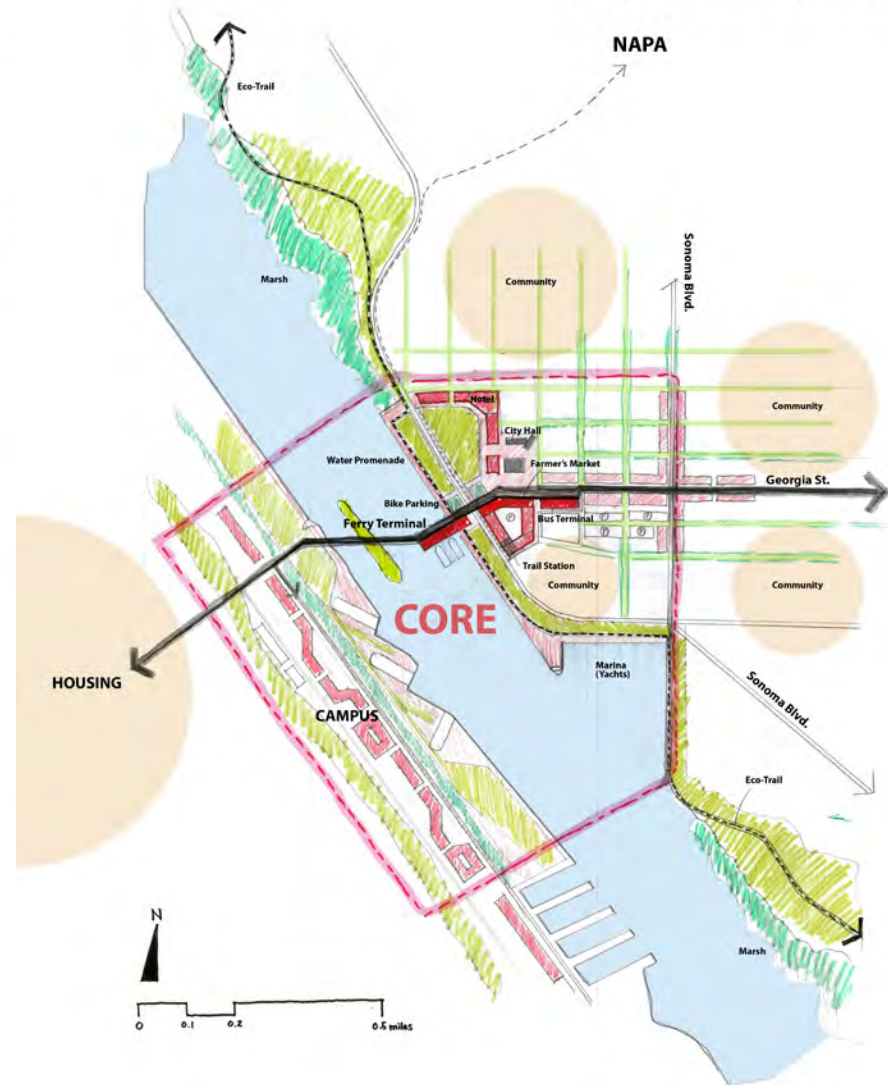
working city



gateway city



conceptual plan



OPEN SPACE

Po-Shan Chang, Shannon Bronson



Po-Shan and Shannon focused on open space as the system for their design strategy. They identified the main site challenge as “Freeway Dominance,” noting that Interstate-80 has contributed to the decline of Vallejo’s economic and residential community by eroding its downtown economic vitality and pulling people to the suburban edges.

The pair defined the main opportunity for the site as “Water Orientation,” suggesting that Vallejo can benefit from a human-scaled waterfront that would serve as an amenity for the city, a transportation hub, and an open space opportunity.



Combining the site challenges and opportunities, Shannon and Po-Shan determined the overall goal for an urban design strategy would be a “Green Connection,” where the improvement of Vallejo’s open space and transport systems would begin to provide compelling reasons to live in Vallejo and competitive ways to access it. With these ideas in mind, they identified the urban design concept as “Green and Grey Fingers,” where natural systems and human program are blurred such that their interaction provides creative new ways of living, playing, participating in culture and stimulating the economy. The



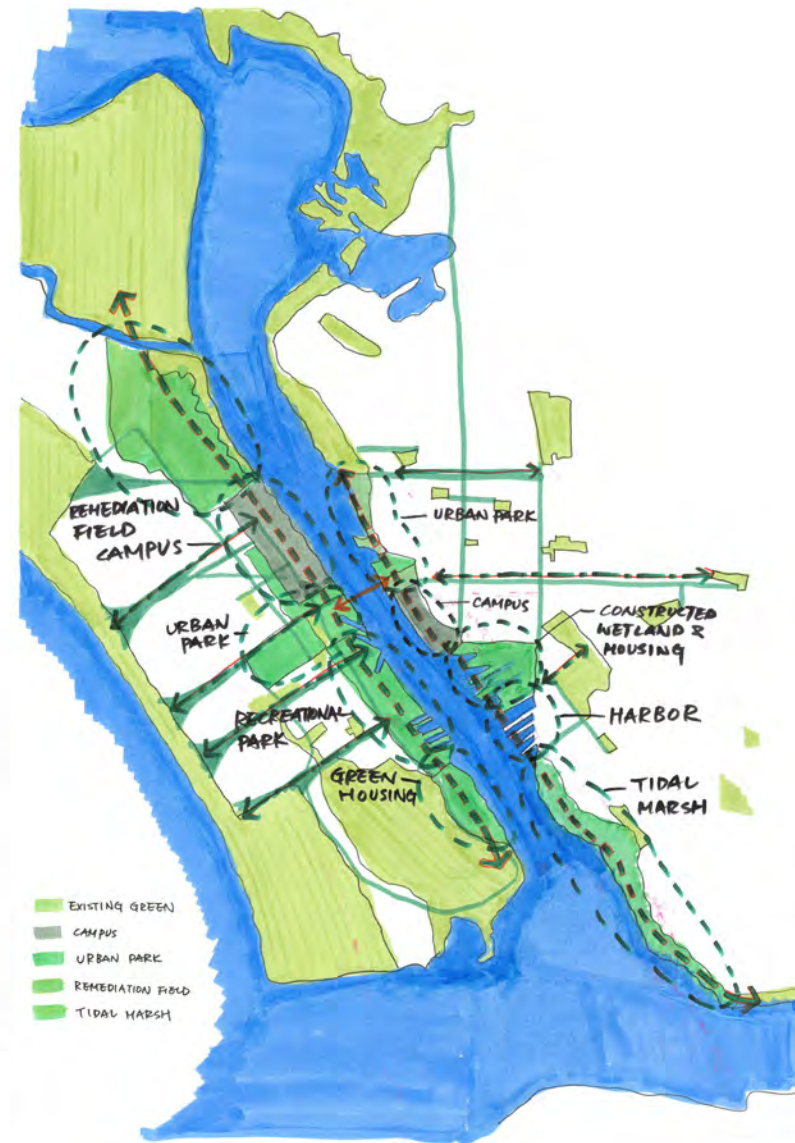
concept proposes breaking into the urban infrastructure and introducing major green corridors along the Vallejo waterfront.

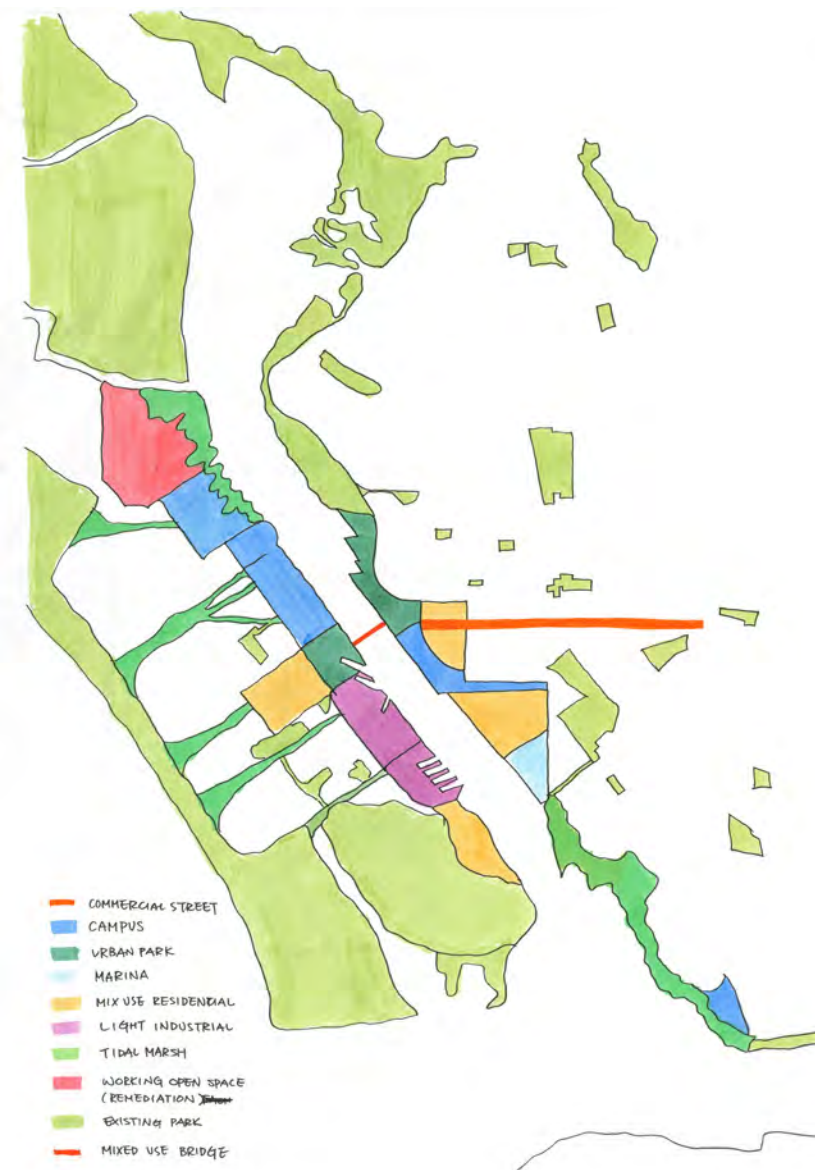
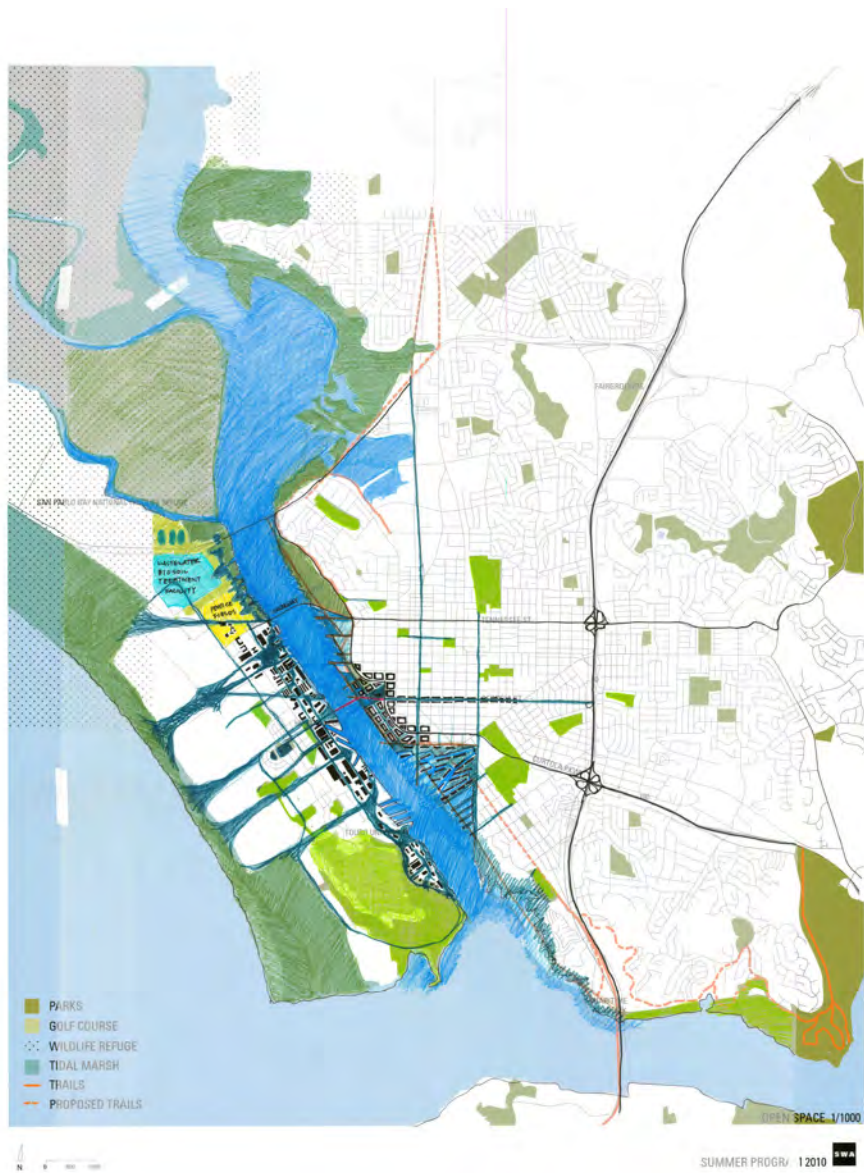
In addition, their strategy looks across to Mare Island and the San Pablo Wildlife Refuge for long-term connections between Vallejo and Mare Island. Phasing strategies include the opportunity for Cal Maritime Academy to expand its presence into downtown Vallejo. Later, with enrollment growth, a Cal-Poly sized campus could expand across the river towards Mare Island. Throughout the phases, different expressions of green fingers (open space)

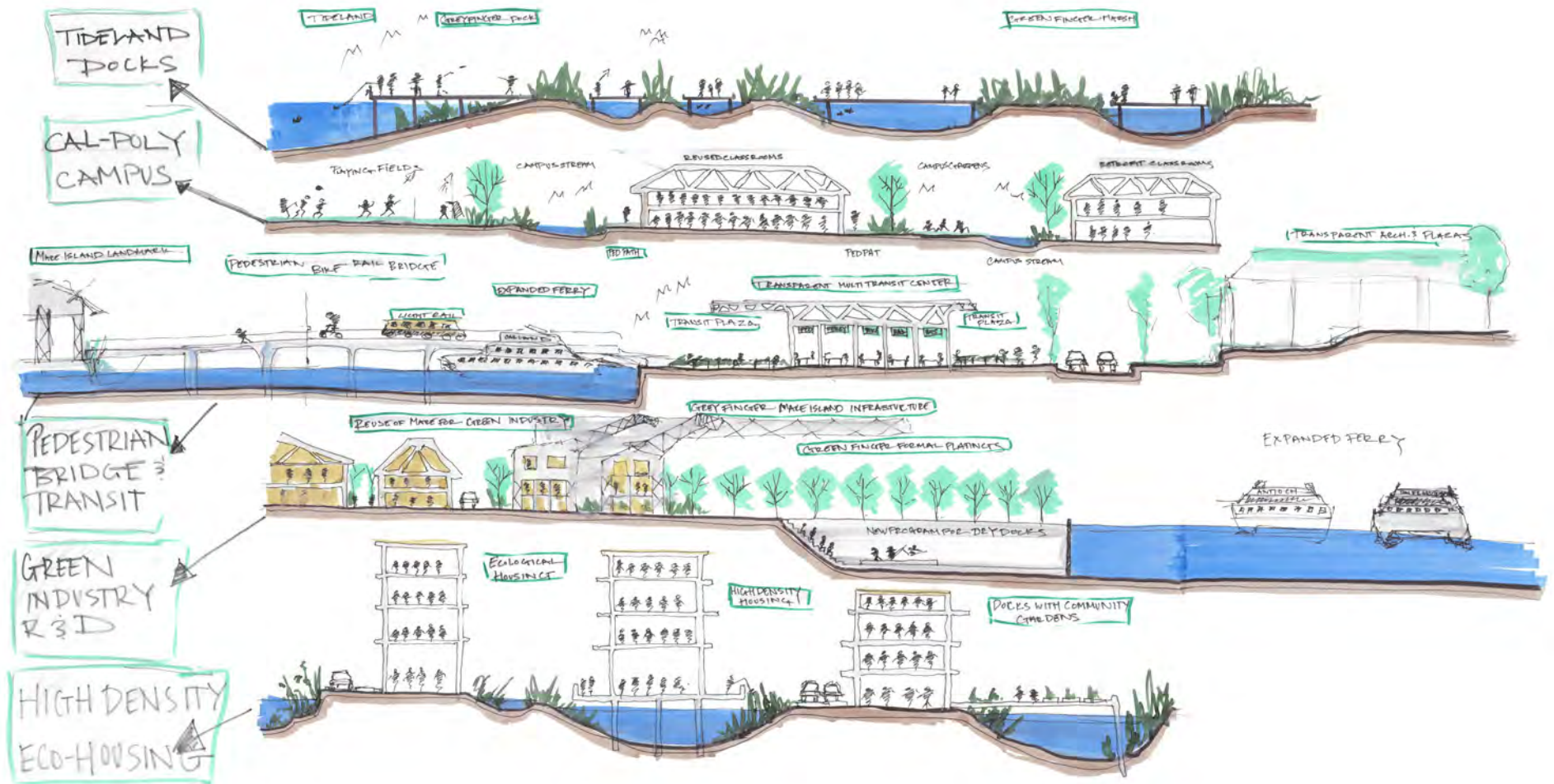


would relate to the grey fingers (program). Some examples include wetlands brought into the waterfront, plazas and green roofs into the campus setting, and constructed wetland and bioswales with floating housing.

The “Green and Grey Fingers” urban design concept suggests a blurring of natural systems and human infrastructure and program, such that their interaction provides creative new ways of living, playing, and participating in culture.”





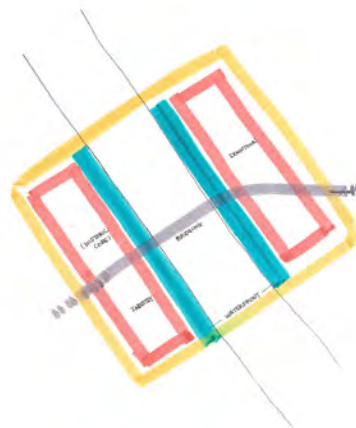


OPEN SPACE

James Lively, Soomin Shin



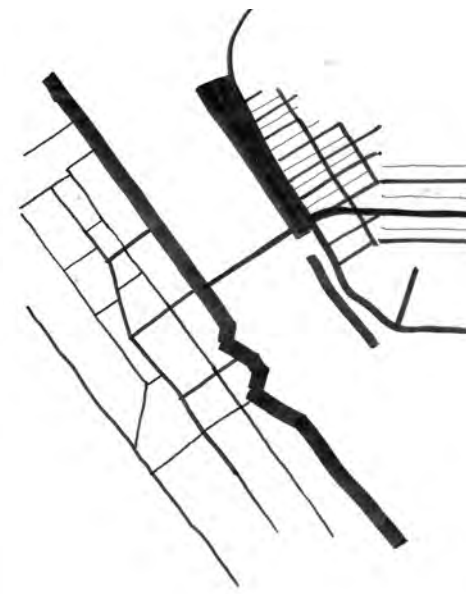
48



Concept Plan



Existing Grid



Proposed Grid

James and Soomin focused their efforts on a smaller area of Vallejo: the downtown and waterfront areas. As James described:

"Some of the strongest potentials for Vallejo include the need for a marriage between the very local Vallejo downtown area and the historic core of Mare Island and their corresponding waterfronts. The two sides currently have a very weak visual and physical connection."

The team's concept for the waterfront was to develop "two parallel lines" – a stark contrast from the existing Mare Island

waterfront which is entirely discontinuous and inaccessible. The concept for land use is the idea of "dissolve," suggesting that the large civic blocks closest to the waterfront had become ineffective adjacent to other land uses, and the potential for the city would improve with less rigid zoning boundaries. As Soomin said: *"For a place with such great potential for density, it's a shame that the downtown civic blocks are so unfriendly to pedestrians and urban density."*

The "dissolve" concept for the Mare Island side seeks to create an appropriate degree

of separation between uses, such as an artist/craftsman village, a university research campus, and light industry. The core point where these uses would find community would be the touching down of a pedestrian bridge coming over from Vallejo. Uses on the Mare Island side would seek to blend practical commercial and retail uses.

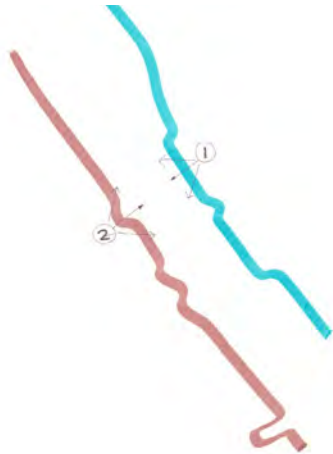
For both sides, the "dissolve" concept also applies to natural systems. The project explores ways to expand the wetland across more of the water's edge and ways to treat urban runoff and remediate toxic sites. In essence, the team wanted to "dissolve

the city grid" into natural systems both compositionally and conceptually.

In addition to their conceptual work, James and Soomin did several quick case studies. In one example, the segment of First Street in Los Angeles between Little Tokyo and the Southern California Institute of Architecture is shown in photographic elevation, along with labels for the uses of each building.

It is easy to see how a once heavily industrial site has been softened to adopt many other highly popular uses and has preserved some beautiful relics of its harder

“For a place with such great potential for density, it’s a shame that the downtown civic blocks are so unfriendly to pedestrians and urban density.”



Existing Condition



Existing Land Use



Proposed Land Use



Site Plan

industrial edge in the process. In addition to this illustration, a collage perspective image envisions the Mare Island waterfront after the water’s edge has been strengthened and its many facilities have found their appropriate use.

View toward Mare Island



Parking Lots



Mare Island Way



Georgia Street



Indian Alley



Waterfront Park / Boardwalk



Retail /Housing (Mixed Use)

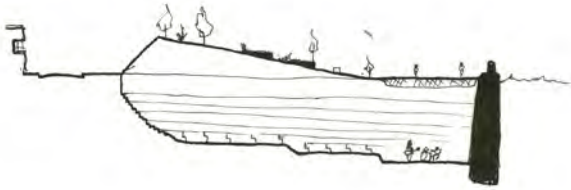


Mall

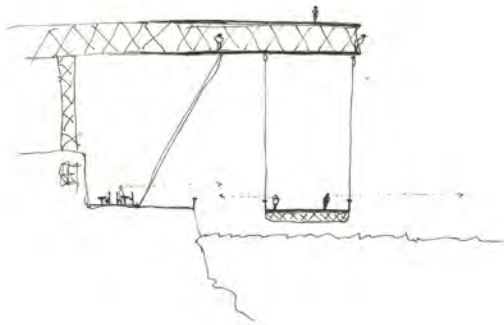


Alley





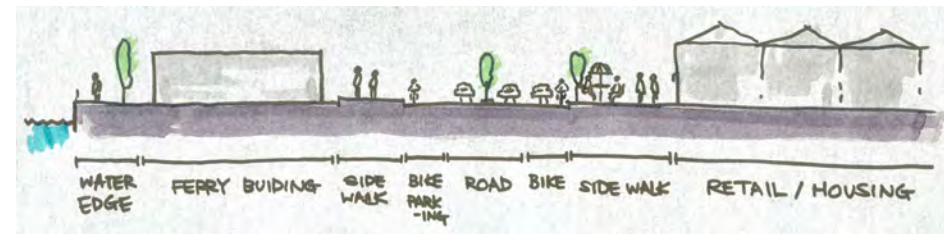
Section of Dry Dock



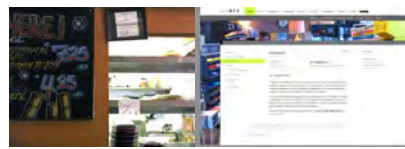
Section of Crane



Perspective of Mare Island Waterfront



Sections of Mare Island way



loft food/bar industry cafe/art supply/loft industry/loft sci-arc

Precedents Images

WEEK 03

DOWNTOWN CAMPUS

Beginning with several case studies of different Universities and urban patterns, the students looked at ways to give identity to this downtown. One of the key studies involved looking carefully at the adjacent Cal Maritime Academy and speculating about the expansion of the campus into a school with a vibrant downtown presence.

The students utilized the third week to come up with six compelling site-specific designs. The studies focused on:

1. Creating a strong campus identity
2. Developing a phasing strategy
3. Creating integrated open space networks.
4. Promoting pedestrian connectivity and walkable urban places.
5. Developing key programs and identifying potential linkages.
6. Capitalizing on the waterfront strength and potential views.

The proposals include parks, commercial centers and streetscape designs, as well as other designs approved by that week's visiting principal and associate. The interns each conducted detailed inventories of their sites, which they used in conjunction with work from weeks two and three to create design schemes. These ideas were then presented to a group of neighborhood residents and stakeholders.



“In week three, the students envisioned a new downtown campus as a means for generating economic revitalization and creating a new identity for Vallejo.”



WEEK 3: DOWNTOWN CAMPUS



THE STUDENTS LOOKED CRITICALLY AT THE ADJACENT CAL-MARITIME ACADEMY AND SPECULATED ABOUT THE EXPANSION OF THE





CAMPUS INTO A VIBRANT DOWNTOWN PRESENCE. COULD A NEW ACADEMIC PROGRAM BE THE ENGINE FOR ECONOMIC REVITALIZATION?

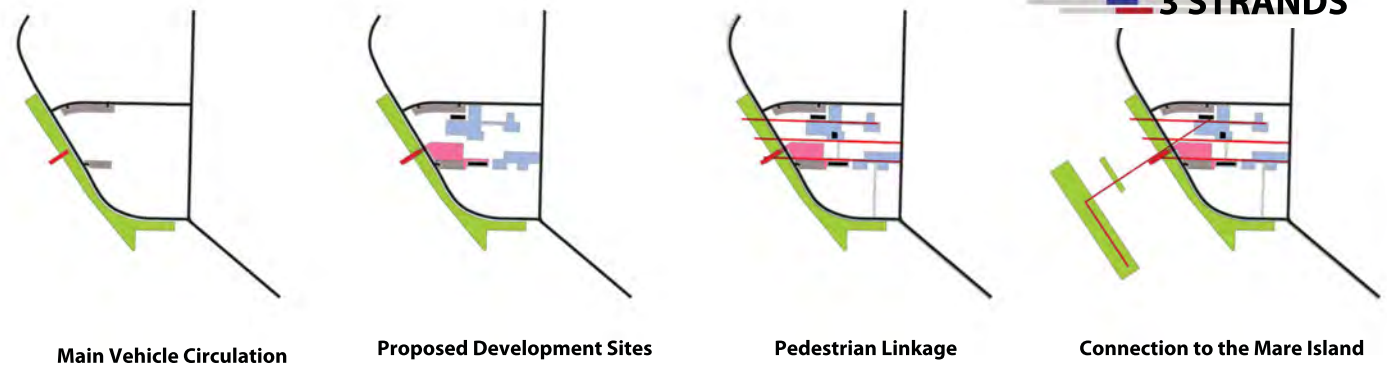


3 Strands

HoYoung Lee



“The success of pedestrian streets is intricately tied to the careful design of each layer of transportation.”



HoYoung focused on the urban design of the streetscape within downtown Vallejo. He describes the downtown: *“My impression about downtown area is that streets are quite wide. I think that wide streets have the potential to better.”* In particular, HoYoung sought to find streets with the potential for transformation into Pedestrian Streets.

His overall concept, “3 Strands,” looked at the development of three different pedestrian streets that weave through downtown Vallejo and bring vibrancy back to the city through its street design.

The success of pedestrian streets is intricately tied to the careful design of

each layer of transportation. HoYoung analyzed the traffic flow and functions of the adjacent Ferry Terminal, and selected streets that would not interfere with the daily transportation functions of the Ferry Terminal. Because Capitol, Maine, and Curtola are each main access roads, they were not selected for the three strands.

Instead, Virginia, Georgia, and York streets can be organized into a transition complex. In terms of program, the bus terminal and market are located on York Street and can be easily accessed by public transportation. Therefore, he proposed community colleges and dormitories as the main program along York Street. Because Georgia is an existing

retail street, it is maintained by retail and commercial functions. Adding a bookstore to serve students would fit well. Finally, Virginia street, with the city hall, library and high density housing, would work well with more community college functions related to city hall or education programs.

HoYoung spoke to the programmatic differences of each street in his Three Strands concept: *“From these programs, I can define three different pedestrian streets. Virginia street can be ‘public street’. I design a linear urban garden street and make community gardens along the street. Georgia street can be ‘commercial/retail street’. I narrow down four lane road to*

two lane and propose a retail pedestrian mall at the center of road. York street can be ‘campus street’. In campus, the important things are a strong street which connects each campus buildings, and gathering places where students meet. Therefore, I design a strong campus street and gathering places inside and outside of campus buildings.”



Circulation

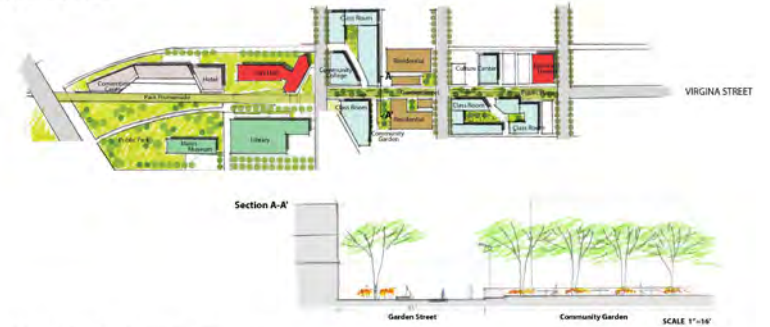


Land Use

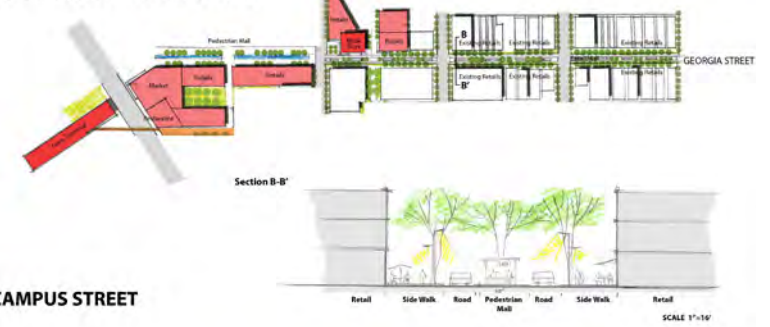


Site Plan

PUBLIC STREET



COMMERCIAL / RETAIL STREET



CAMPUS STREET



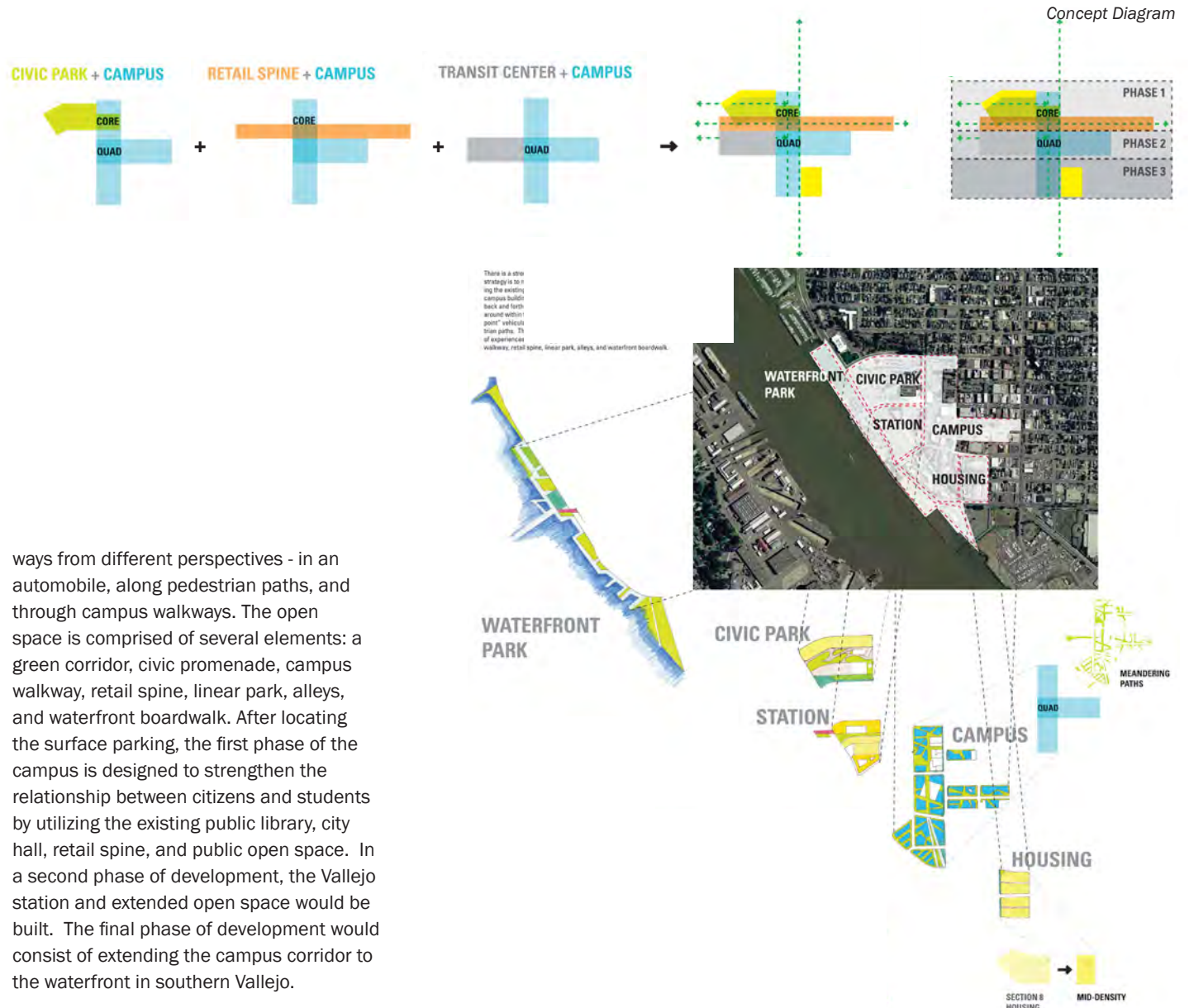
Pedestrian Streets

A City Within The City

Po-Shan Chang



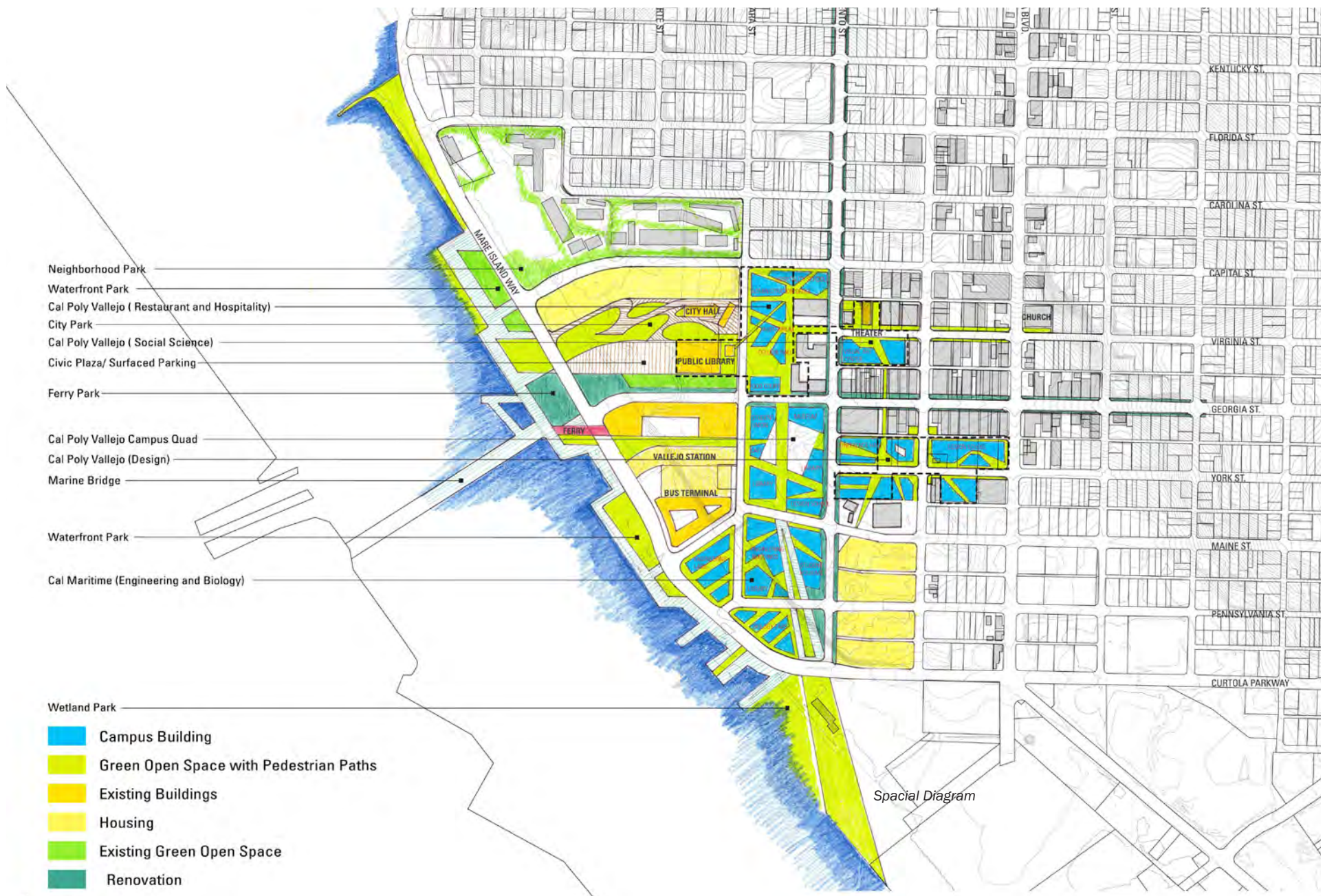
"The strong, regular structure of the grid should be the backbone for revealing the historical spirit of Vallejo."



Po-Shan focused on the strong, regular structure of the existing street grid within the City of Vallejo. Coupled with a campus-infill strategy, her aim was to "reveal the historical spirit of Vallejo without mimicking too closely the existing downtown." Her design proposes to build modern campus buildings and meandering walking experiences that frame the city from multiple vantage points. Her scheme encourages people to move around the city, both from point to point, as well as through meandering, wandering paths.

The open space is designed in conjunction with a campus infill strategy that allow people to experience the city in different

ways from different perspectives - in an automobile, along pedestrian paths, and through campus walkways. The open space is comprised of several elements: a green corridor, civic promenade, campus walkway, retail spine, linear park, alleys, and waterfront boardwalk. After locating the surface parking, the first phase of the campus is designed to strengthen the relationship between citizens and students by utilizing the existing public library, city hall, retail spine, and public open space. In a second phase of development, the Vallejo station and extended open space would be built. The final phase of development would consist of extending the campus corridor to the waterfront in southern Vallejo.



Aperture

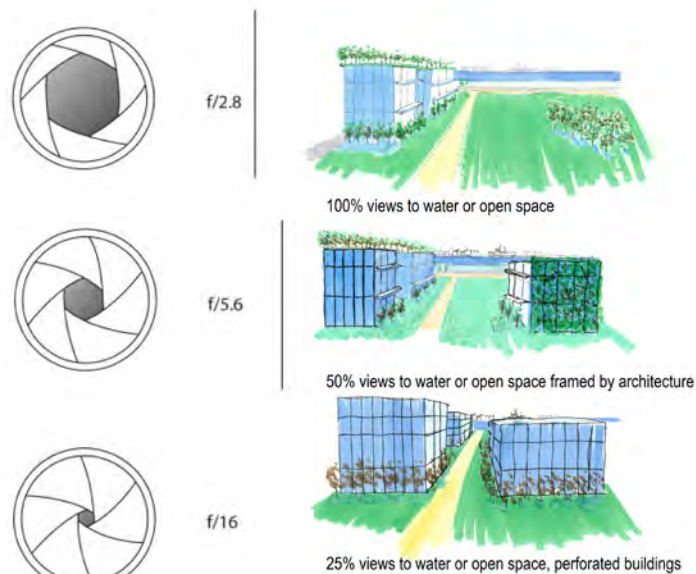
Shannon Bronson

“An aperture is typically used in photography as an opening, gap or hole that allows varying degrees of light to pass through.”

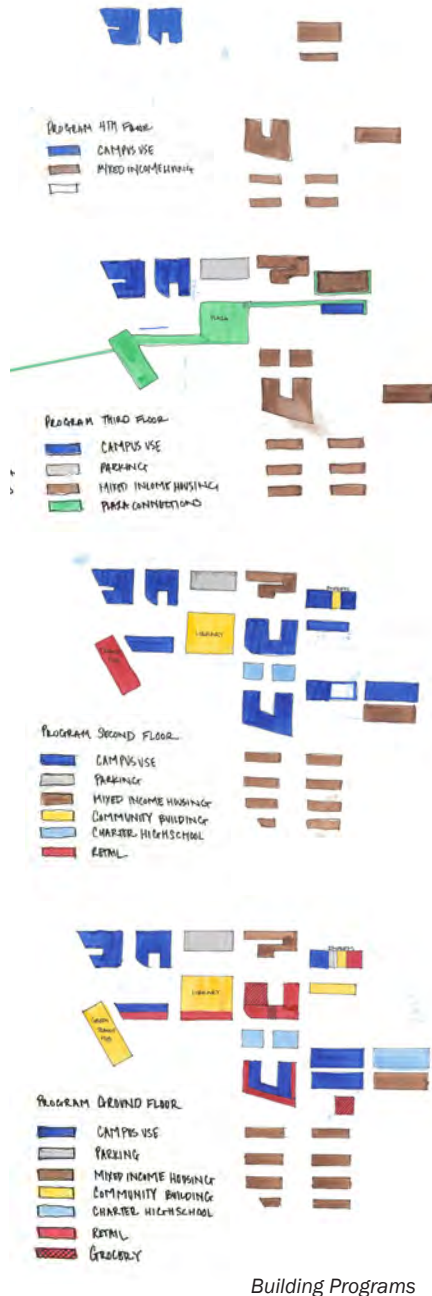


In week three, Shannon built upon the “Green and Grey Fingers” concept as applied to the downtown at a smaller scale. Because green space and water orientation were critical to the larger strategy, her downtown scheme focused on providing visibility to each under the umbrella of “Aperture.”

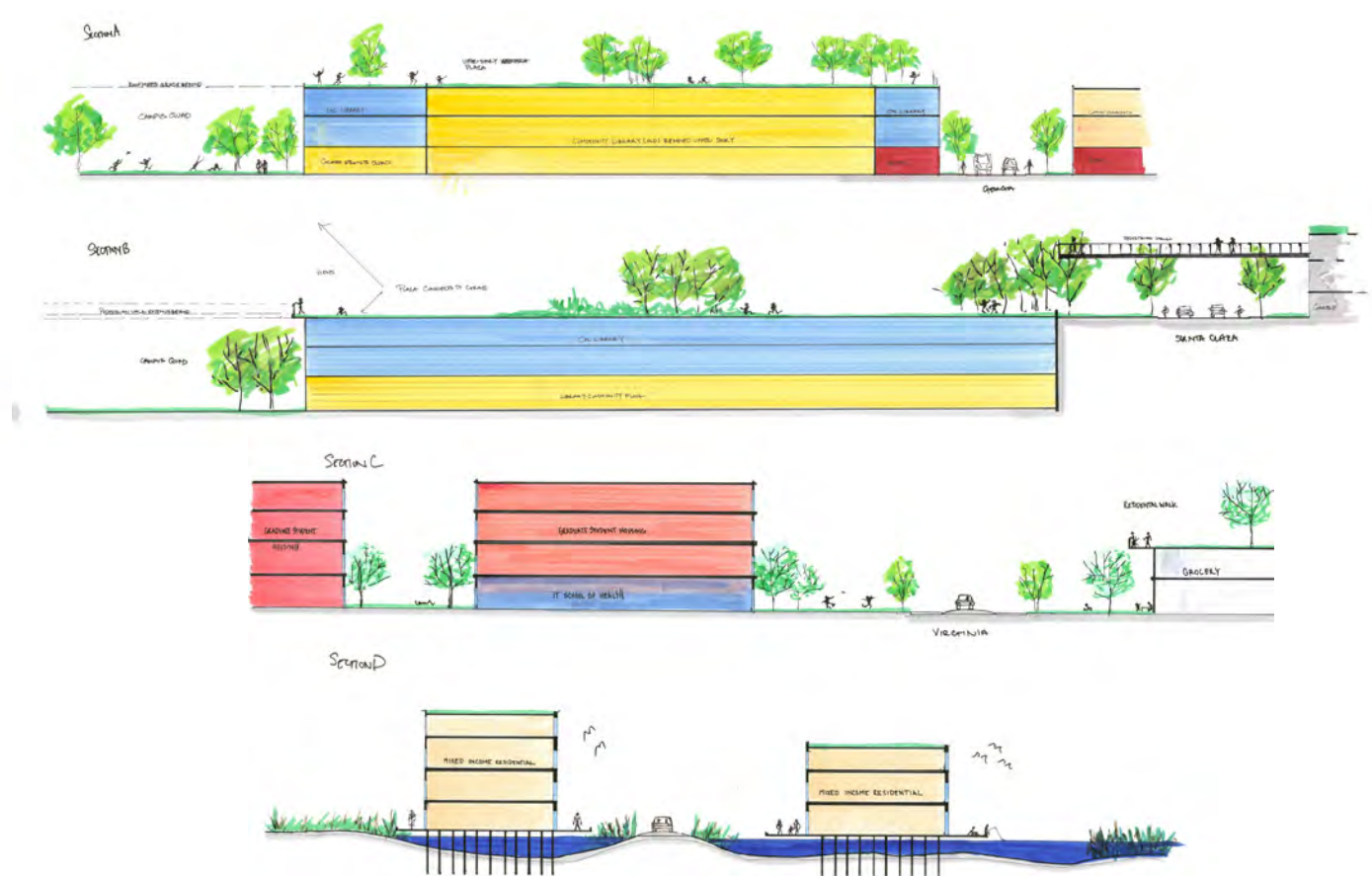
“An aperture is typically used in photography as an opening, gap or hole that allows varying degrees of light to pass through. The downtown was analyzed according to aperture f-stops, where a low f-stop meant unrestricted views to water or open space, a medium f-stop meant water or open space visible but framed by transparent



Site Plan



Building Programs



architecture, and a low-f-stop called out alley ways that could provide visual slippage to proposed green space.”

Opportunity for apertures was not limited to the ground plane, but also made use of architectural reprogramming and re-imagined grading to facilitate expanded views. To understand the potential apertures in the site, Shannon overlaid existing aerials, surface parking lots, topography and downtown open space. With

that she identified key areas to transform public space that could be framed with campus, residential or retail program according to the district character.

“The design locates public spaces close to private entities, so they became amenities to businesses and residents, yet they would remain non-exclusive to attract a diverse user base and multiple programs. The private realm is imagined as mixing residential, campus, and retail all in one

building to try to promote interaction among different ages, incomes, and races.” Her aperture concept also introduced the idea of removing architecture that obstructed views and replacing them with green roofs, plazas, and elevated pedestrian corridors.

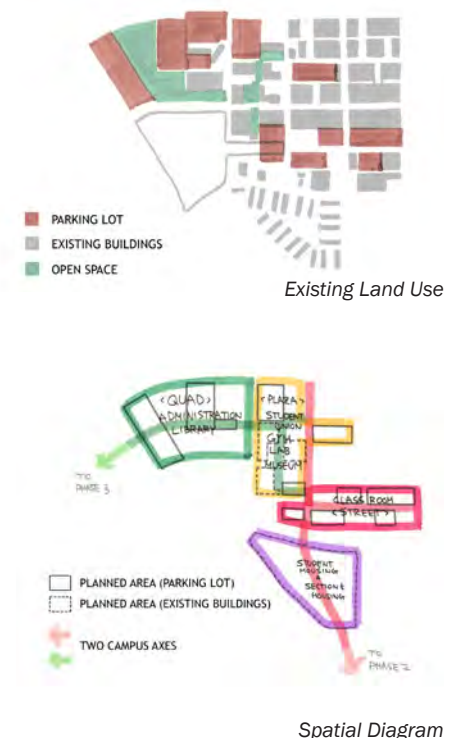
The scheme increases instances of 100% aperture to the waterfront while creating district appropriate expressions of open space that are visually connected through alleyways.

Weaving

Soomin Shin



Phase Plan



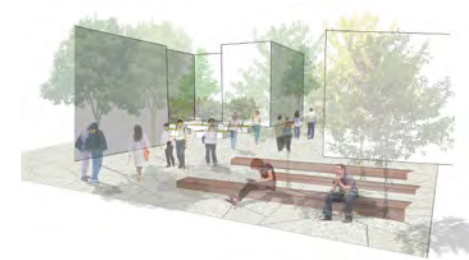
Spatial Diagram

Soomin's strategy looked at the expansion of the Cal Maritime Academy into an urban campus, with a particular focus on the phasing and circulation strategies. In her plan, the urban campus will be established in the downtown area first, with the school potentially expanding further to the southern part of the city and across to Mare Island. Based on the expansion plan of Cal Maritime Academy to grow into an expanded North Bay State University, most programs will be related to maritime studies. The curricula for each campus will be determined according to the site characteristics. The first phase of the urban campus utilizes curricula that focus on maritime studies within urban settings.



Land Use Plan

"Expanding the Cal Maritime Academy into an urban campus requires careful weaving of building, open space, and pedestrian uses, with each use intricately related to each other."

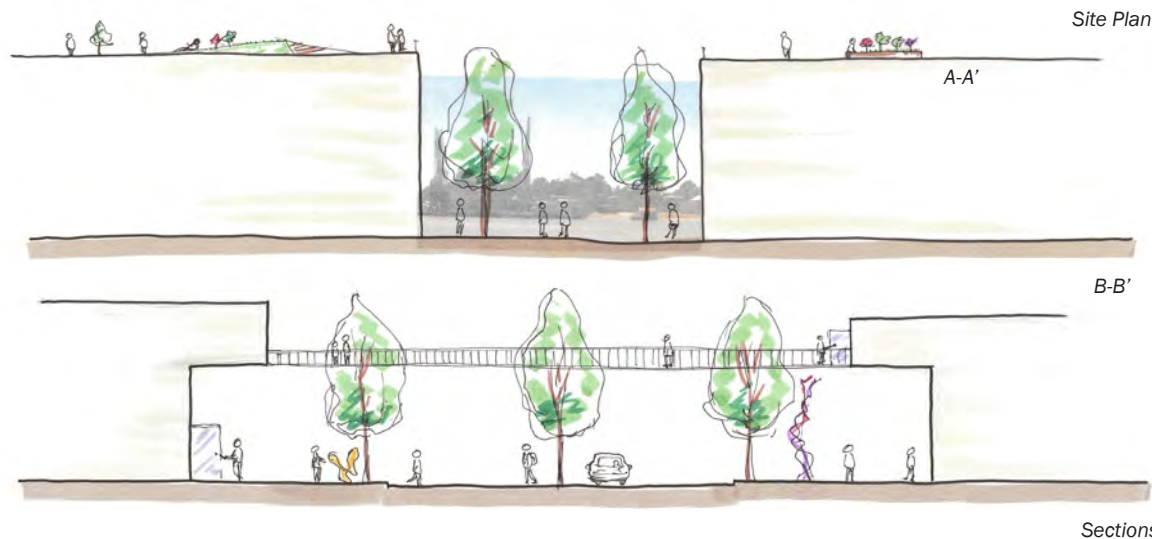


Perspective

In future phases, curricula related to marine science and environmental studies (including delta and wetland ecology) can be adopted. In the third phase, on Mare Island, curricula such as marine transportation and ship building engineering that involve field experiences could reuse the remained shipyard facilities.

Soomin describes her project: “For the downtown campus, existing conditions are layered. University buildings will be inserted in the existing parking lots and the open spaces will become the public plazas and quad areas. Considering the phase plan for expansion, the first urban campus will be the central zone to link the other two campuses. Thus, two axes toward the next phases will be weaving spines to integrate the three campuses and they also form the structure that the urban campus will be laid out.”

“So, some existing buildings including the section 8 housing are included for the plan to achieve the connection. The campus is composed of four serial spaces; quad, student plaza, classrooms and student housing. Each space has different functions and atmosphere, so, buildings are assigned to each space according to their purposes.”



Site Plan

B-B'

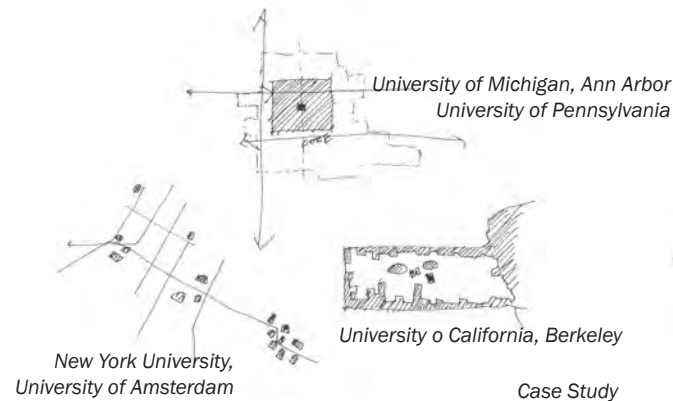
Sections

Suthure

Yu-Chung Li



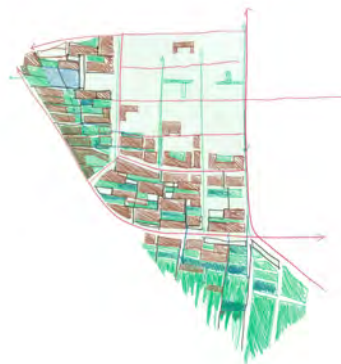
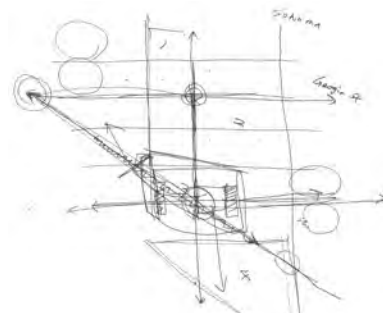
“This strategy creates a “Golden Triangle” that bridges transit core, downtown and campus together and use it as an engine for revitalizing Vallejo.”



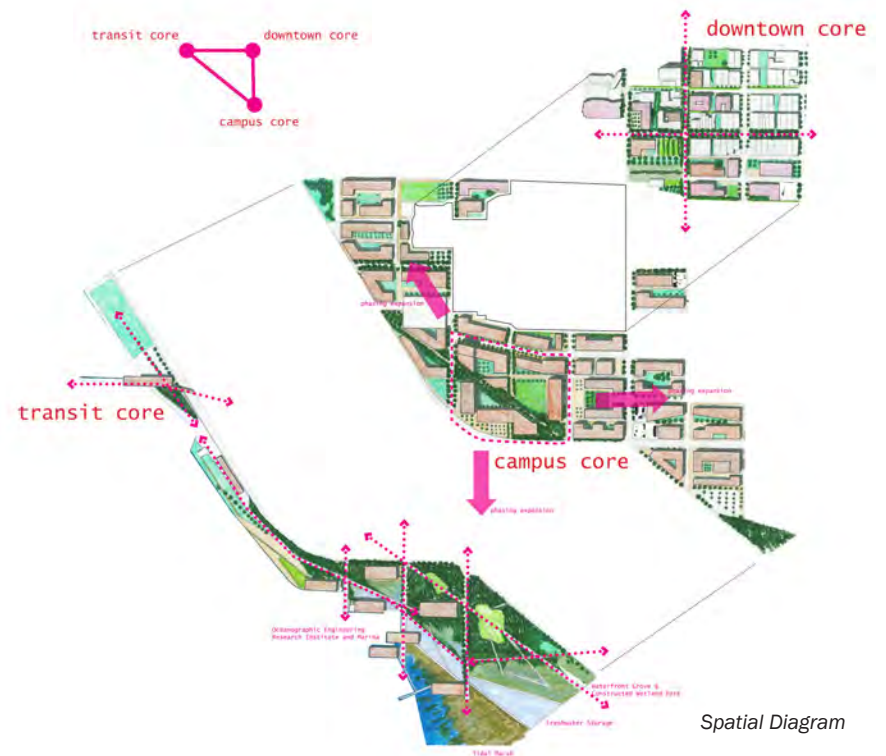
Yu-Chung's vision for Vallejo included focusing on reconnecting the downtown with the waterfront, bringing new economic activity to Vallejo, and integrating scattered programs, places and landscape in both Vallejo and Mare Island.

To stimulate the development of a new campus, Yu-Chung's strategy looks at the physical relationship between a campus and its open space surroundings. Accordingly, he studied three basic design prototypes:

1. The campus with buildings scattered in the city or town and that uses urban infrastructure intensively. Mostly, these campuses are located in densely-populated urban environment such as New York



Concept Diagram



Schematic Plan



Site Plan

University, University of Amsterdam

2. The campus with a strong core, and has penetrated into surrounding urban fabrics as it grows. Examples include the University of Michigan Ann Arbor and University of Pennsylvania.

3. The campus that has a strong boundary yet it has a series of public spaces along the edge to soften the hard street boundary and blend itself into the urban fabrics.

Yu-Chung's strategy for new campus was to create a "Golden Triangle" that bridges transit core, downtown and campus together as a whole and shape it as an engine for revitalizing Vallejo . It will physically create direct access and formulate strong connections between each core.

The transit core will be integrated into waterfront park while a green pedestal passage will be created to connect transit core and the campus. The waterfront park on the south side will serve as a destination for the streets coming from downtown Vallejo, and it will create strong bond between the waterfront and the downtown Vallejo.

As the campus grows, it can expand to the downtown on its north side and waterfront on its south side, and therefore it will blend itself into the existing Vallejo urban grids. As a result, a well integrated urban campus will be created to bond downtown and waterfront together as a strong heart of Vallejo.

WEEK 04

WATERFRONT

In the final week, the students studied the physical and object form of design and looked at how specific interventions - studied through physical modeling, rendering, and illustration - would influence and catalyze changes at the Vallejo waterfront.

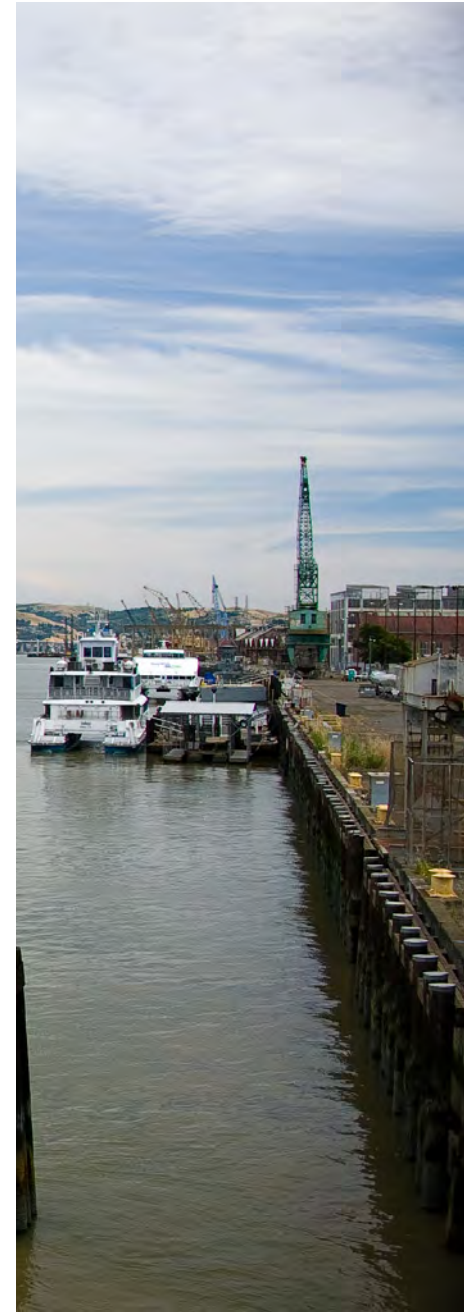
Throughout each of the student's final strategies, several themes emerged. The waterfront was an important and cherished component of Vallejo's history; thus, the students looked at landmarks, connections, parks, and/or economic strategies that would help revitalize the waterfront. Some students focused on the connection between Vallejo and Mare Island, exploring ways to both figuratively and physically bridge the strait.

Each intern recognized that parking was not the highest and best use for this wonderful location. They suggested ways to integrate the parking and transit needs of commuters while adding a variety of land uses and development types to the waterfront with the goals being activation and value creation. All students studied various ways to create civic open space, ranging from preservation of the existing public green to floating landforms used for both active recreation as well as ecological open spaces designed to improve water.

Finally, each intern looked at specific, physical design interventions and expressions for the waterfront, from a shipyard amphitheater to tidal marshes and wetlands to floating gardens and recreational parks. Each proposal included design details, material studies and model studies, culminating in a final model of the site and proposed intervention.



In the final week, the students looked at how specific interventions would influence and catalyze changes at the Vallejo waterfront.”



WEEK FOUR: WATERFRONT



THE WATERFRONT IS AN IMPORTANT AND CHERISHED COMPONENT OF VALLEJO'S HISTORY; THUS, THE STUDENTS LOOKED AT LAND-





MARKS, CONNECTIONS, PARKS, AND ECONOMIC STRATEGIES THAT WOULD HELP REVITALIZE THE DOWNTOWN AND WATERFRONT.



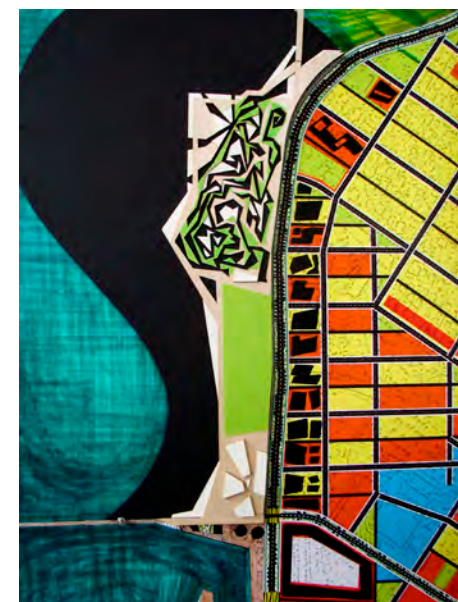
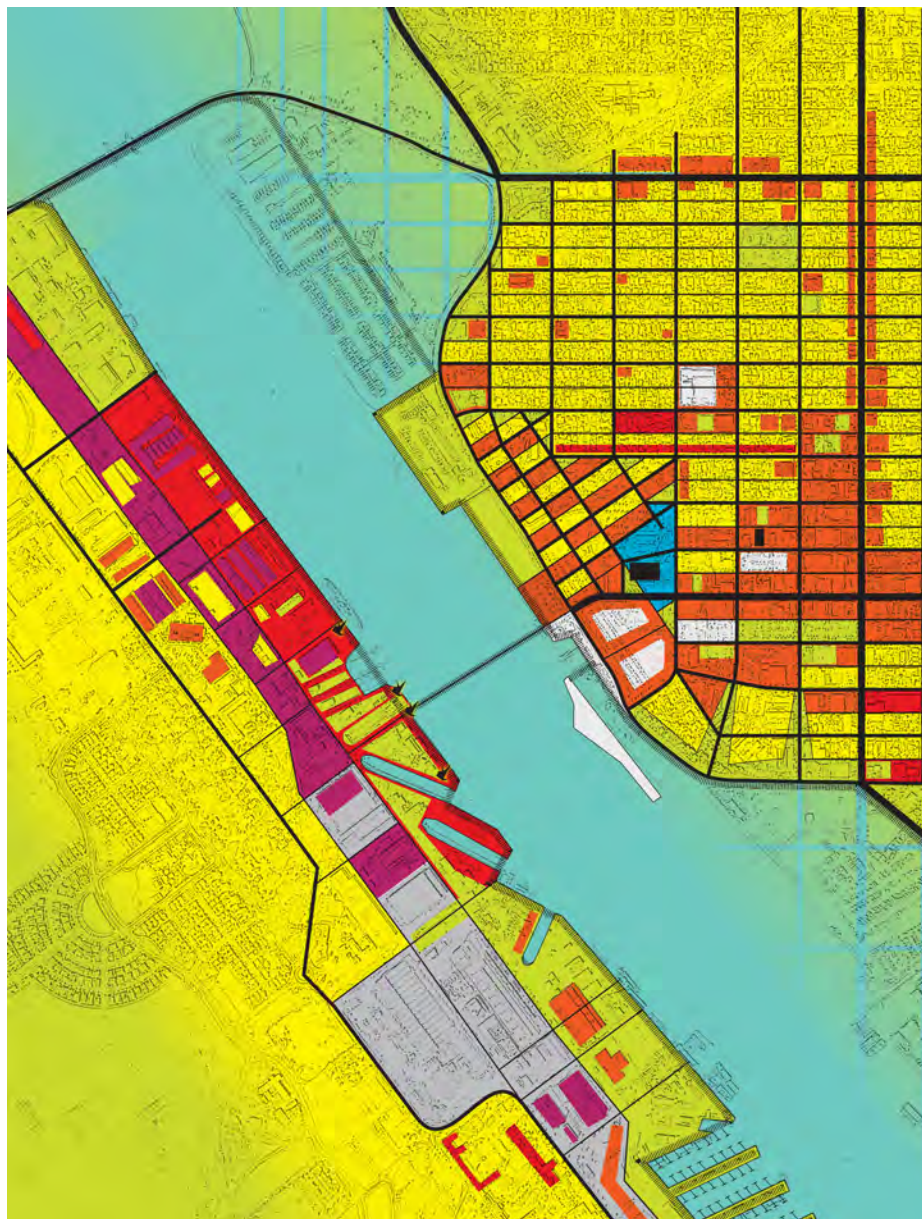
Water Labyrinth

James Lively



James focused on the important connection between Mare Island and Downtown Vallejo. Creating a physical connection through a pedestrian bridge, James' work focused on the design of the areas adjacent to a proposed pedestrian bridge. After making the critical decision to create a linkage between the island and downtown, James focused on the physical characteristics of design. Says James: *"These are the pieces that mediate and shape the atmosphere and environments created by our designs at a larger scale."*

James also focused his work on a second main element, the water labyrinth. "The water labyrinth would serve as another type





of urban park, which would embrace its position against the water quite literally.”

In developing the area, he focused his design on strong connections between modes of transit - both on land and on water. In his design, the Vallejo ferry building would become a prime destination, with easy connections to the bus terminal, opportunities for shopping, and plenty of open space. “The terminal would be designed with an island dock so that loading might happen from two sides, and this dock would also serve as its own type of plaza for ferry riders and passersby to have a closer experience with the water. At many points along the Vallejo waterfront, a lower floating level would be constructed to give visitors access to the water. These floating docks would also be integrated into the water labyrinth and would facilitate new network of aquatic activity and circulation.”

To develop Mare Island’s waterfront, James utilized a few simple, elegant moves to make a strong impact. The first design inspiration he had was to light up and create a spectacle of the old large cranes that give Mare Island its great identity. By illuminating the industrial history and character of the island - rather than tearing it down to rebuild it - a designer can create art out of reality. The second move was to fill the dry docks with water, creating new and more intimate boardwalk space that could be used by future restaurants or park edges.

The third move was to make innovative use of some old infrastructural relics. For example, one of the dry docks has a lot of potential to become an indoor space, if successfully concealed by a terraced park-space roof. Another possibility is an existing crane structure that overhangs one of the disconnections in the waterfront, where the water interrupts the continuous edge and there is no access across it. “Here, I proposed a hanging bridge that would make use of the outstanding crane structure and allow people to experience it not only from the bridge underneath, but also from atop the structure, with views across the water

to Vallejo. This structure, the lighting of the cranes, the pedestrian bridge, the transit island, and the dense city blocks closest to Vallejo’s waterfront would create a visual community between Mare Island and Downtown Vallejo.”



Ephemeral Landscape

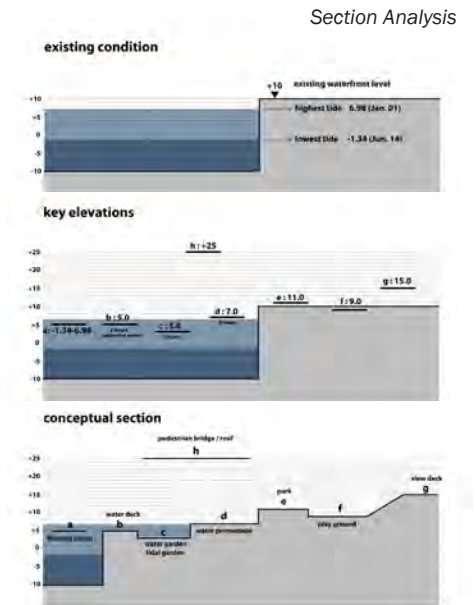
HoYoung Lee



Concept Diagram



Level Strategy



Section Analysis

HoYoung created two overarching strategies for the waterfront design. His first strategy was the concept of “3 Strands,” an extension of his work from the third-week studio. His second investigations looked at creating an “ephemeral landscape” through tidal level change.

For the first strategy, HoYoung extended three pedestrian streets to the waterfront; in this scheme, the three pedestrian streets are named “The Public Street,” “The Retail Street,” and “The Campus Street.” The public street meets the waterfront and then extends into the marsh area. The retail street extends to the waterfront and then continues over the Mare Island’s waterfront.

The campus street, finally, extends all the way to Mare Island, where new campus buildings could potentially be located.

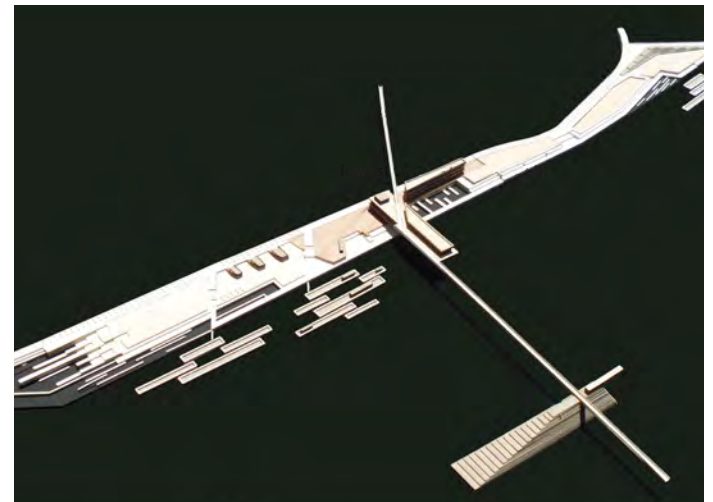
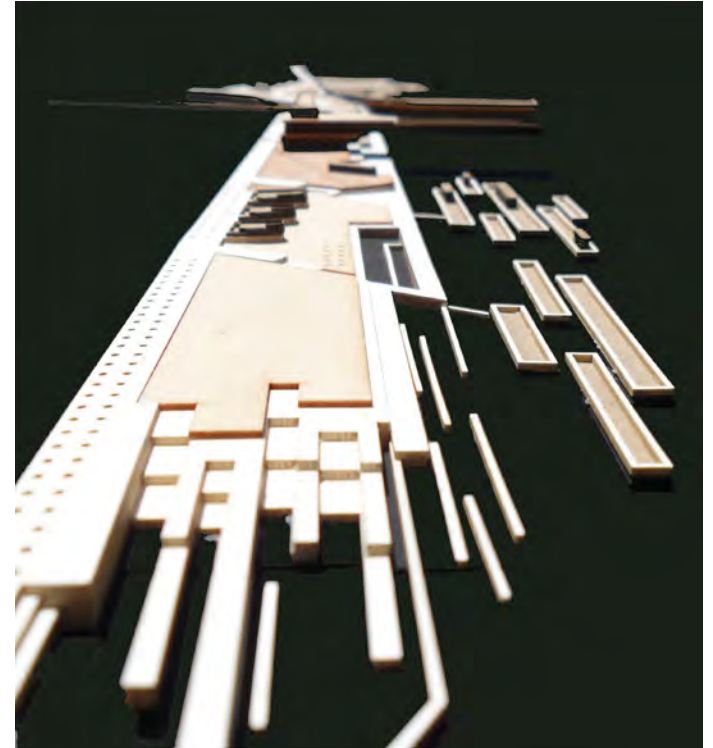
In addition, a fourth pedestrian street, “Residential Pedestrian Street” can be created at the southernmost part of our site.

“I propose floating islands at the area where four pedestrian streets meet the water. Each floating island’s program is related to the pedestrian street’s character. Therefore, the floating islands can be floating parks, floating restaurants and cafes, and floating sports fields. During the flooding season, these floating islands move to dry docks.”

His second strategy, “Ephemeral Landscape,” looks at the existing condition of the topography (+10) against that of the tidal fluctuations (lowest tidal level -1.34, highest +6.98). His strategy looked at different grade levels, A through H:

‘A’ level is continuously changing from -1.34~6.98 because it is a floating island. ‘B’ level is +5.0 which level means that the area on this level submerges under the water for average 2 hours per day. Therefore, I propose water decks which appear and disappear by time. ‘C’ level is +3.0 which level means that the area on this level submerges under the water

for average 6 hours per day. Therefore I propose water garden and tidal garden on this level. ‘D’ level is +7.0 which level is never under the water but very close to the water. Therefore, I propose water promenade at this level. ‘E’ level is +11.0 where I propose a park which can be a large openspace in this area. ‘F’ level is +9.0 where I propose a sunken playground. ‘G’ level is +15.0 where I propose view decks, so people can see the water at the higher level. ‘H’ level is over +25.0. The pedestrian bridge and roofs can be made at this level. I apply this level strategy to the waterfront site. People can experience various programs and changing landscape by time.



Waterfront Park Within The City

Po-Shan Chang



Concept Model



Land Use Plan



WATERFRONT PARK WITHIN THE CITY



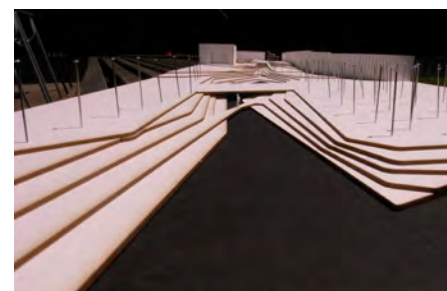
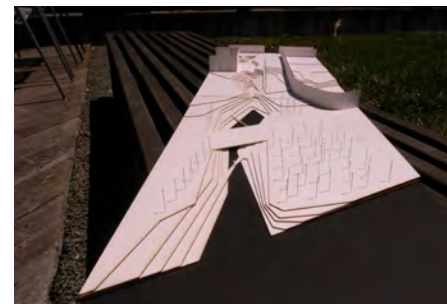
Concept Plan

Po-Shan focused on two important aspects to Vallejo's position in the greater San Francisco Bay Area: First, to revitalize the waterfront, the ferry could become an important gateway for Vallejo. The 50-minute distance to San Francisco makes Vallejo an easy location for commuters as well as tourists. Second, the connection between Vallejo and Mare Island could be strengthened, simultaneously improving both sides of the strait by sharing local resources.

Po-Shan proposed a pedestrian bridge connecting the historical core of Mare Island, the ferry, and the civic core of Vallejo. Previously, her work looked at



Site Plan



Models

connecting the city to the waterfront and increasing attention on one of the most important assets of the city. “Then,” she said, “why not do it the reverse way? Propose a waterfront park within the city?” Her proposed waterfront park will be located between the retail spine, the public park, the public library, and the Vallejo station; each of which connects to the Ferry Building.

“By creating a condensed urban setting for people to gather and experience the waterfront along the Mare Island Strait, the terraced waterfront will create the opportunity for people to actually touch the water and see the tidal change of the water. The constructed wetland and the gabion also provide the place for habitat in the water. The waterfront park is a place for people and wildlife to meet.”

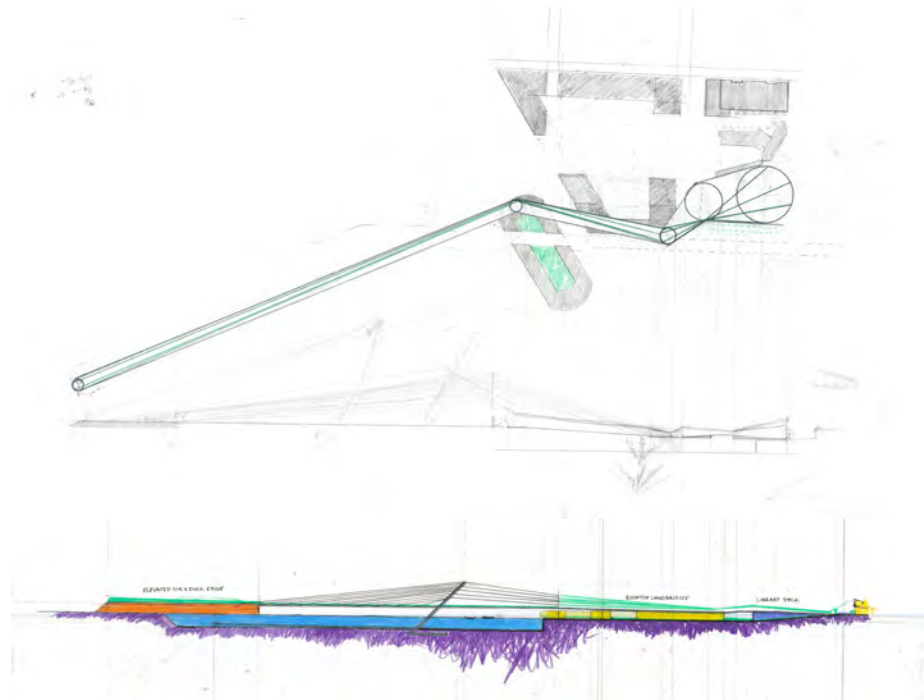
Vallejo Landmark Bridge

Shannon Bronson



In week four, Shannon revisited the site challenge and opportunity of “Freeway Dominance” and “Water Orientation” to understand Vallejo’s identity as a city. One of the issues Vallejo struggles with is a sense of identity – and strong landmarks or public spaces that tell the story of the place. One of the reasons Vallejo is not readily identifiable, perhaps, is because no one actually drives through it and because the city’s downtown buildings lack a strong character since the Navy closed the base.

When considering the water orientation of the site, Shannon saw the waterfront as



an opportunity to house a landmark that made Vallejo recognizable in an instant. To express the importance of landmarks as identifiers of place, she demonstrated random shots of cityscapes that were unidentifiable in themselves and contrasted this with images of landmarks such as the Golden Gate bridge and the Eiffel Tower which were immediately recognized.

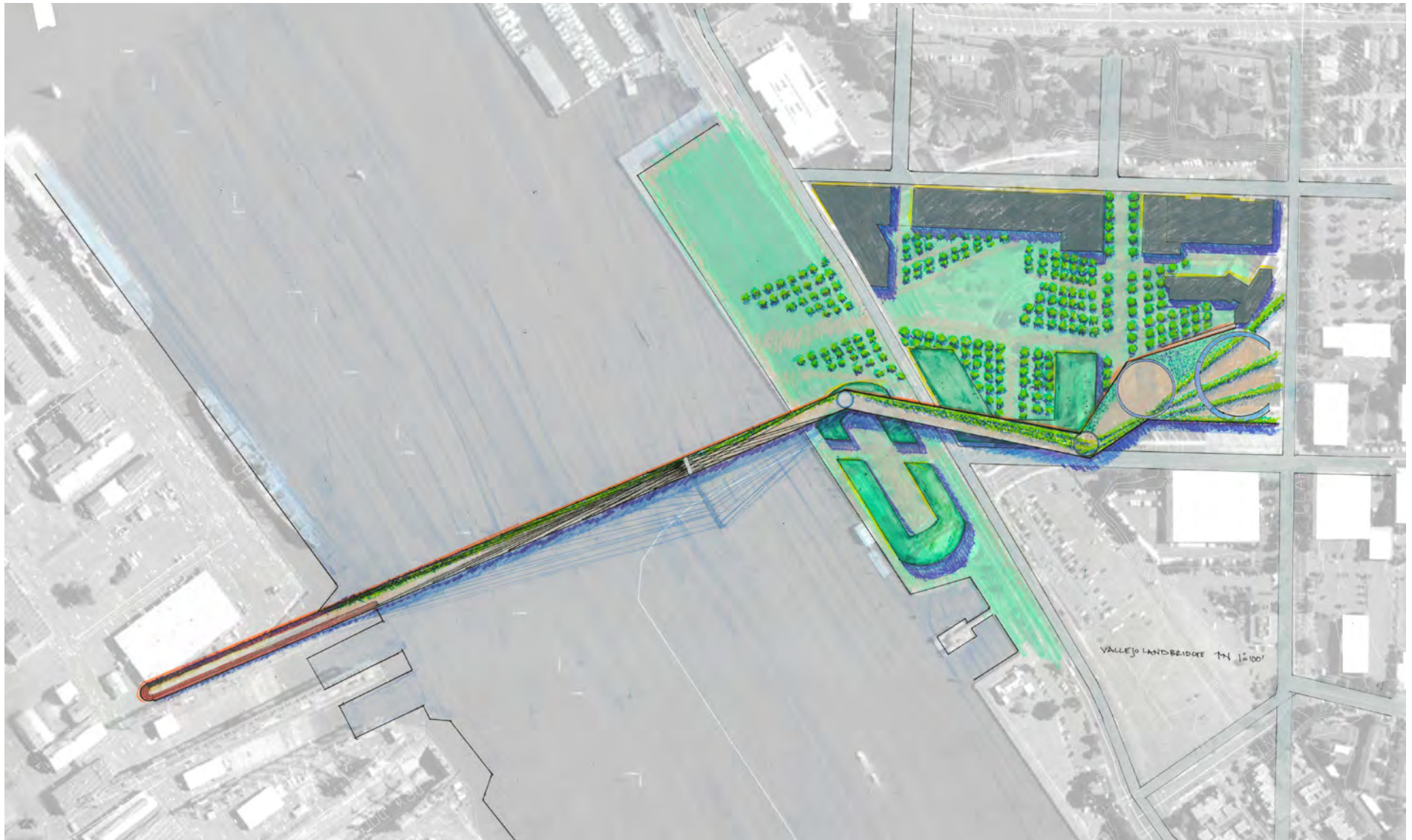
Shannon proposed a landmark pedestrian bridge that linked downtown Vallejo to Mare Island. This connection was identified as the group as critical to Vallejo’s ability to facilitate the proposed North Bay State

University and Green Industry to be housed on Mare Island, with employees living downtown.

She considered the bridge as the most effective strategy to link the connections because users would need fast connections from a downtown campus to a larger North Bay State University to make class times, and the bridge would encourage campus event-goers to park downtown and walk across, hopefully boosting Vallejo’s economy. The bridge could be the ultimate expression of green and grey fingers linking both Mare Island and downtown Vallejo into the larger regional framework.



Concept Sketches (above), Models (below)



Echoing Waterfront

Soomin Shin



Existing (above), Precedents (below)

Soomin focused on the interrelationship between Mare Island and Vallejo Waterfront. In her vision, she asks:

“What can be the main strategy for designing Vallejo waterfront? Considering the analysis from historic information to actual site views, it is difficult to think about Vallejo without Mare Island. In the past, Vallejo and Mare Island had strong relationship economically and socially. They relied on each other and one could not exist without the other. When experiencing the waterfront of Vallejo, the view toward the historic relics on Mare Island offers the strongest appeal. By experiencing it, residents reflect and visitors imagine.”



Concept Diagram



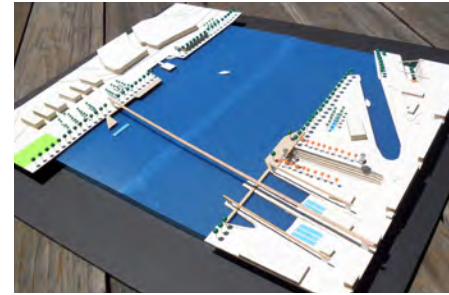
Concept Plan



Spatial Diagram



Site Plan

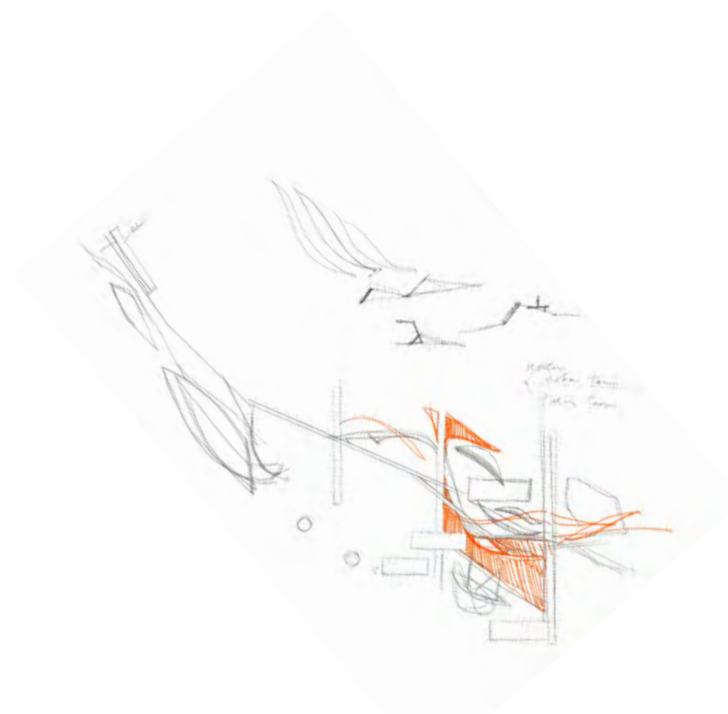


Model

Given this context, Soomin's strategy was to look at the two waterfronts as a pair that should be designed in one gesture. To connect the two sides, water taxis may be used to connect the dry dock on Mare Island to a newly transformed Vallejo Ferry Terminal. Second, Soomin proposed a bridge connecting the campuses in Mare Island and in Vallejo. As part of her strategy, she proposed reusing the existing cranes and designing main plazas and entrances for the two campuses. Her strategy interweaves a marine museum plaza, an eco-deck, a sunken garden, a swimming pool, and wetland areas along the north waterfront.

Tire Landscape

Yu-Chung Li



Yu-Chung's waterfront design strategy, titled "suture," attempts to stitch the downtown and waterfront together by creating a strong green promenade between the transit station and the proposed new campus. A strong green spine will connect pathways and urban fabric together, creating a well-connected linear park that links between the downtown and waterfront.

As a material element, Yu-Chung looked at the "tire" as his main design element, because of its representation of the important interface between water and land – similar to the role Vallejo has played for over 150 years.

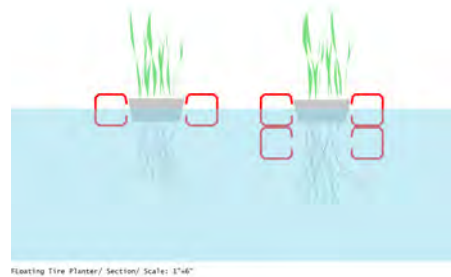
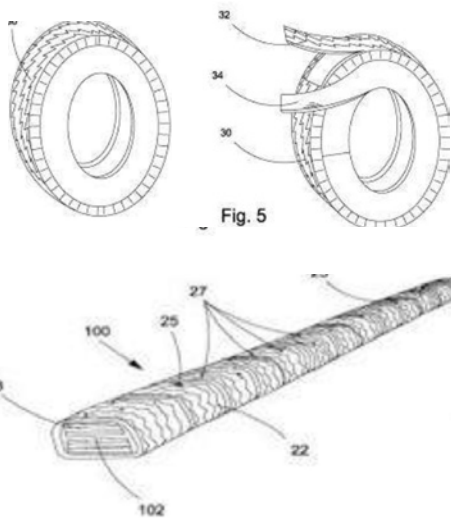
Every year, there are around 280 million scrap tires generated in the States. Although 80% are able to be recycled today to make other products, there is still a waste of 20% of scrap tires that are either dumped in landfill or burned.

Yu-Chung's revitalization strategy reshapes Vallejo as a water-transportation-oriented city, putting tires as a main design material in the riverfront park to make a strong statement about the sustainability of automobile transportation.

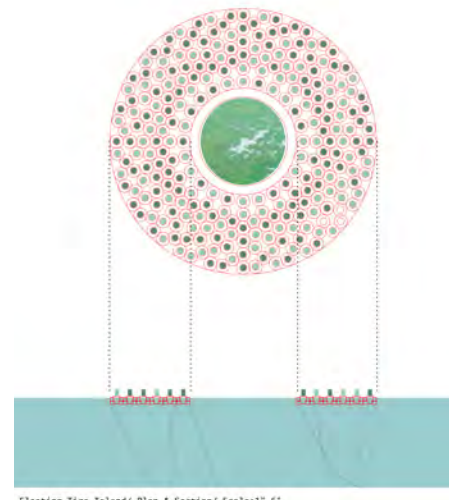
Furthermore, as recycling technology

evolves in the coming years, more and more recycled tire products are being used in infrastructure, landscape design, architectural design, and even street furniture.

In his design, the floating man-made island and wetlands, including the "Floating Tire Island Design" - can help to protect sea shoreline, conserve endangered species, restore the habitat, and create buffers and floating parks.



Floating Tire Planter/ Section/ Scale: 1"=6"



Waterfront Waterfront Waterfront Waterfront Waterfront Waterfront



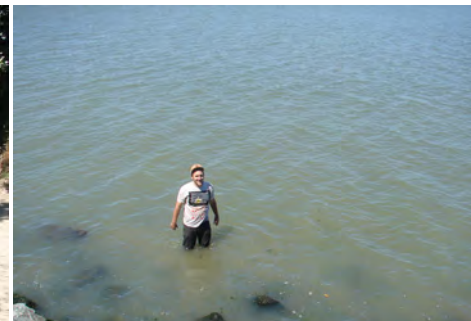
Tire Landscape/ Perspective/ Scale: 1"=6"

FIELD TRIPS

82



FIELD TRIPS



FIELD TRIPS

84



FIELD TRIPS



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SWA SUMMER PROGRAM 2010