LOWER SCHUYLKILL SMART BY DESIGN

year 2009

location Philadelphia, Pennsylvania

purpose Studio project

Redevelopment along Philadelphia's "hidden river" is focused on retaining Philadelphia's brain capital: graduates of its stellar educational institutions, who have been leaving the city for work elsewhere. At the Grays Ferry site, which has been so cut off from the rest of the city by poor infrastructure decisions that it has been nicknamed the Forgotten Bottom, renewal is catalyzed by university expansion, highway removal, freight line reconfiguration, and the development of a technology campus.

THE LOWER Schuylkill SMART BY DESIGN

ILLUSTRATIVE PLAN
SCALE 1" = 400'

SECTION B-B
SCALE 1" = 10'

LA MODA FRESCA

year 2010

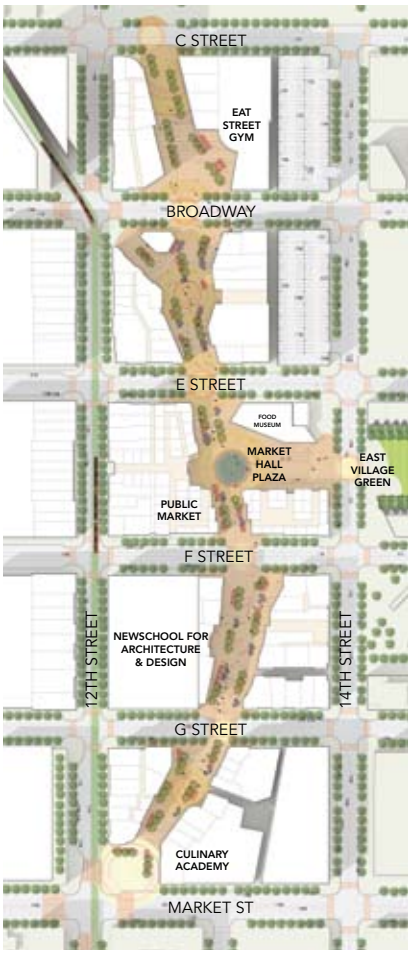
location East Village District, San Diego, California

purpose ULI/Gerald D. Hines Student Urban Design Competition finalist entry

The East Village of San Diego is a declining warehouse district with new redevelopment opportunities but challenged with active fault lines. “La Moda Fresca” transforms the site into a vision of fresh food and fresh ideas. The centerpiece is “Eat Street,” a pedestrian promenade of restaurants and street food that is a flexible, multi-function space celebrating food culture. It integrates local artist colonies, a growing student population, a community garden, and introduces an innovative food waste recycling program. Working in an interdisciplinary team of five graduate students, this proposal was selected as one of four finalists in this industry-wide recognized competition.


7:45 PM, 4 AUGUST 2012
EAT STREET


4:47 PM, 2 APRIL 2014


C STREET
EAT STREET GYM
BROADWAY
E STREET
FOOD MUSEUM
MARKET HALL PLAZA
EAST VILLAGE GREEN
PUBLIC MARKET
F STREET
12TH STREET
NEWSCHOOL FOR ARCHITECTURE & DESIGN
14TH STREET
G STREET
CULINARY ACADEMY
MARKET ST


SAN DIEGO CITY COLLEGE
C STREET
BROADWAY
EAT STREET
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6:19 PM, 6 JULY 2017
EAST VILLAGE GREEN
16TH ST
CORNINGSTONE AMPITHEATRE
17TH ST
ORCHARD WALK
INTERSTATE 5

CENTRAL FLORIDA STUDIO

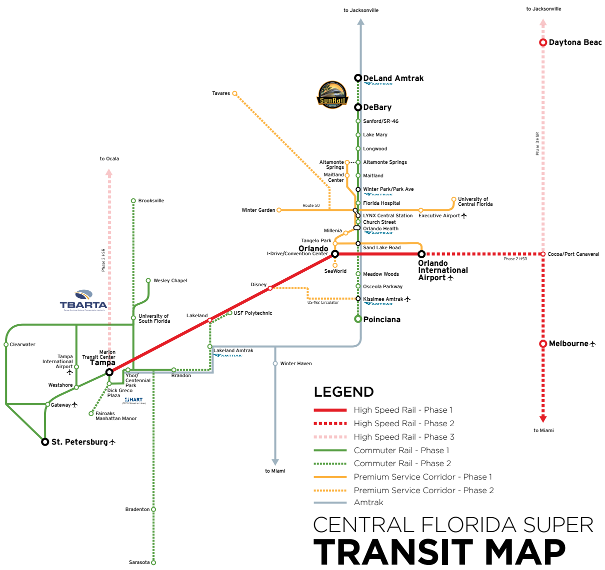
year 2010

location Central Florida Super Region

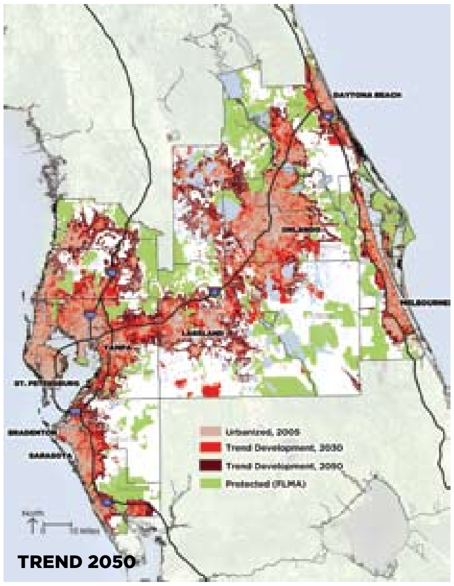
purpose Studio project

The thirteen counties of Central Florida have come together to work as a super-region. With the momentum toward investment in high-speed rail linking the metropolitan centers of Tampa and Orlando, the region is looking for ideas that can help catalyze economic development and global competitiveness while looking toward transit-oriented development and environmental conservation over the next forty years.

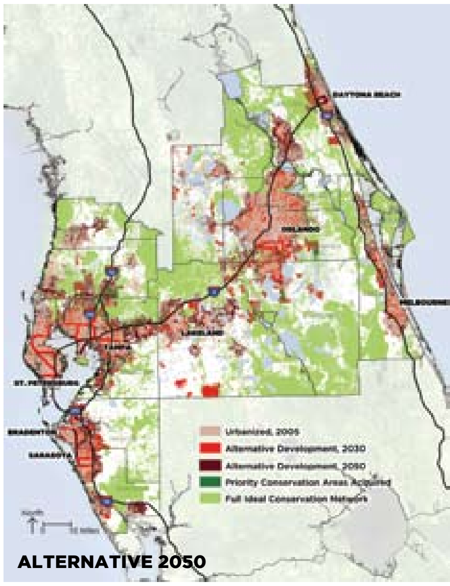
Illustrative Masterplan of Carillon Station
New buildings (in white) infill surface parking lots and other unused spaces around existing buildings (in gray).



CENTRAL FLORIDA SUPER
TRANSIT MAP



TREND 2050



ALTERNATIVE 2050

The first stage of the project was a GIS-based analysis of a trend development scenario to 2050, in comparison to an alternative scenario based on smart growth and transit-oriented development principles in conjunction with an ideal environmental conservation network. The studio posited an interconnected transit network (left) and focused on design and development opportunities at key locations in Central Florida, including the Carillon development in St. Petersburg (above) and Daytona Beach (reverse).

NORTH ARLINGTON

year 2009

location North Arlington, New Jersey

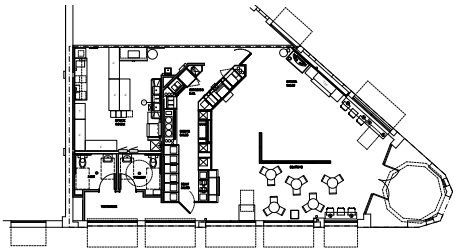
Redevelopment proposal utilizing form-based strategies for infilling a suburb of the New York City metropolitan area, to improve the urban fabric and allow for smart economic growth. These maps show the existing buildings and parking and how streets can be improved by removing, replacing and reconfiguring parking lots, adding streetscaping and sidewalks, and by building up to the front setback lines.

Infill development is a process occurring over time. At left are maps showing existing conditions in the city of North Arlington, NJ. At right are maps showing the initial phase of a redevelopment process that follows a proposed form-based code and other related implementation strategies. A full build-out of the Ridge Road commercial corridor is shown on the reverse side of this page.

PEET'S COFFEE & TEA

project Peet's Prototype
year 2006
location Emeryville, California
role Drafting, construction administration

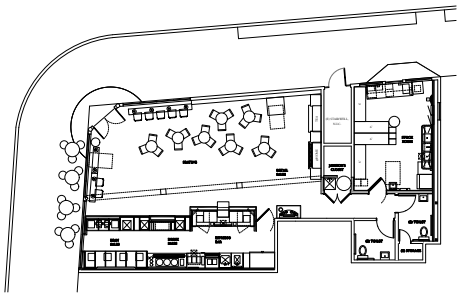
In a push to differentiate itself from its competition, Peet's wanted to create a brand new "prototype" store designed to focus on its bean sales. After many design iterations, the final result was this open marketplace-like atmosphere where baristas at free-standing counters were on hand to take questions and encourage bean tasting.



location Redwood City, CA

year 2005

Redwood City, on the peninsula of the San Francisco Bay Area, has seen much urban development in its commercial core over the past decade. The city has adopted codes emphasizing walkability and the human scale, and its design review board worked closely with Peet's to renovate an old, 1940s-era warehouse.



location Berkeley, CA / Telegraph Ave

year 2006

In 1966 Alfred Peet opened his first store in Berkeley, California, and forty years later it has become one of most beloved coffee brands on the West Coast. Despite its reputation, the sixth store to open in its original hometown met with resistance from city planners. Yet, with stores struggling to stay open on Telegraph Avenue, we worked alongside supporters in the community to convince the city that Peet's was needed to bring shoppers back to this iconic Berkeley street.

Full Project List

Albertson's Kiosk, San Diego, CA (2007)
Andale Kiosk, Oakland Airport, CA (2007)
Berkeley, CA / Telegraph Ave (2006)
Chino Hills, CA (2008)
Concord, CA / Clayton (2005)
Corte Madera, CA (2006)
Cotati, CA (2008, proposed)
Danville (2007, remodel)
Denver Airport, CO (2006, unbuilt)
Emeryville, CA (2005)
Granite Bay, CA (2006)
Lake Forest, CA (2006)
Los Angeles, CA / Larchmont Blvd (2005)
Mill Valley, CA (2007)
Oakland, CA / Dimond District (2007)
Palo Alto, CA / Town & Country (2008, remodel)
Pinole Valley, CA (2008)
Raley's Kiosks (2006)
Redwood City, CA (2005)
Safeway Kiosk (2006)
San Luis Obispo, CA (2007)
Stockton, CA (2008)
Sunnyvale, CA (2006)
UC Berkeley / The Den Kiosk (2005)

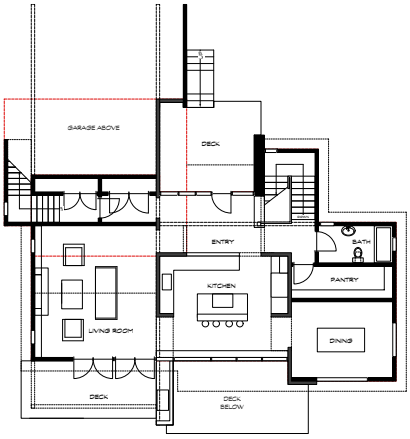
DEAL HOUSE

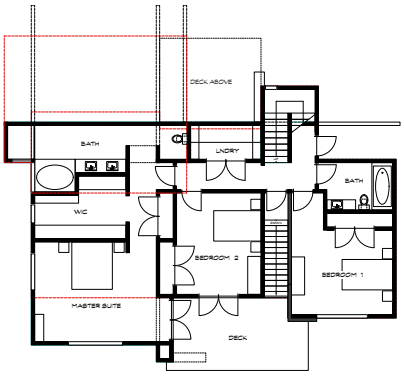
year 2006-2007

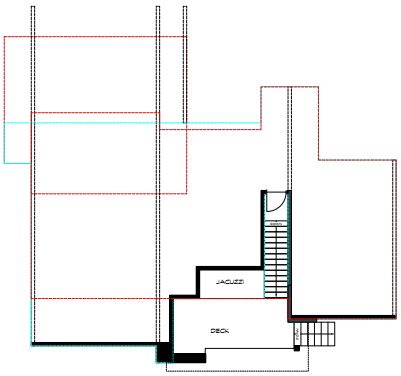
location Fairfax, California

role Drafting, planning review preparation, 3-D modeling

Designed with Marin County's stringent green building guidelines in mind, this new single-family home also integrates innovative techniques to address the lot's challenging steep slope. The house disturbs the landscape as little as possible by limiting unecessary cutting into the hill and avoids felling healthy trees.


GARAGE ABOVE
DECK
ENTRY
BATH
KITCHEN
PANTRY
LIVING ROOM
DINING
DECK
DECK BELOW

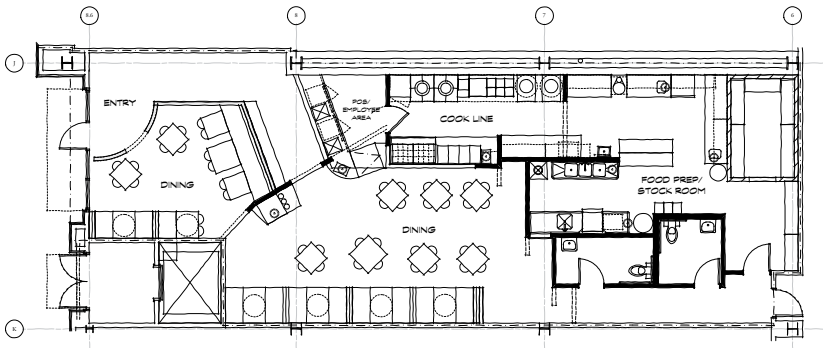

DECK ABOVE
BATH
LNDRY
BATH
WIC
BEDROOM 2
BEDROOM 1
MASTER SUITE
DECK


JACUZZI
DECK

TANDOORI OVEN

year 2006
location Redwood City, California
role Schematic design, drafting

Design concept and branding for a restaurant that is expanding to new locations in the Bay Area.


ENTRY
DINING
POS/
EMPLOYEE
AREA
COOK LINE
FOOD PREP/
STOCK ROOM
DINING

CACIQUE GARDENS

year 2009

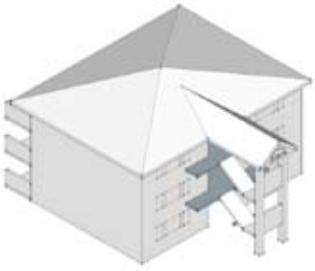
location Kingston, Jamaica

purpose Class assignment

Cacique Gardens is a new, hypothetical 200-acre mixed-use development. Working with a partner, we developed a pattern book for housing, retail and street typologies that would fit into its regional context.

CACIQUE GARDENS
KINGSTON, JAMAICA
• PATTERN BOOK •

APARTMENT TYPOLOGY



DESCRIPTION

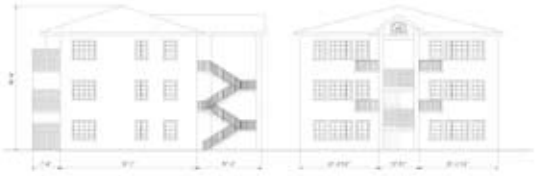
Structures in Kingston are typically less than three or four stories in height, except for a very limited handful of high-rise office buildings, hotels, and apartment buildings, especially at the waterfront. In keeping with the usually lower scale of development, apartment buildings in Cacique Gardens should generally keep to a two- to three-story maximum height.

As with other home types, the tropical climate of Jamaica is ideal for exterior circulation and connections with the outdoors. Therefore, apartments should be arranged so that each unit has at least front and back views and accessibility.

DETAILS

UNIT AREA (TYP)	1,000 sq ft
TOTAL NUMBER OF UNITS	280 units
PARCEL DIMENSIONS (TYP)	230 ft x 200 ft
PARCEL AREA (TYP)	46,000 sq ft (1.06 acres)
UNITS PER PARCEL (TYP)	20 units
FRONT SETBACK	40 ft
SIDE SETBACKS	8 ft
REAR SETBACK	40 ft
LOT COVERAGE	30%
FLOOR-AREA RATIO	0.7
MAX # OF STORIES	3 stories
PARKING REQUIREMENTS	1 parking space per unit
BUILDING MATERIALS	Concrete and stucco
BUILDING COLORS	Gold, white

TYPICAL ELEVATIONS



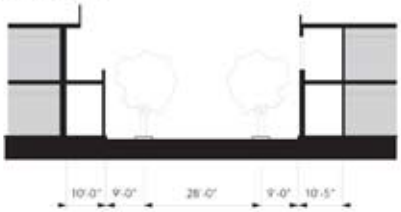
TYPICAL PARCEL PLAN

TYPICAL FLOOR PLAN

Two units shown. Ground floor units do not have balconies.

MAIN STREET PLAZA TYPOLOGY

SECTION VIEW



TYPICAL FACADE ELEVATIONS

PLAN VIEW