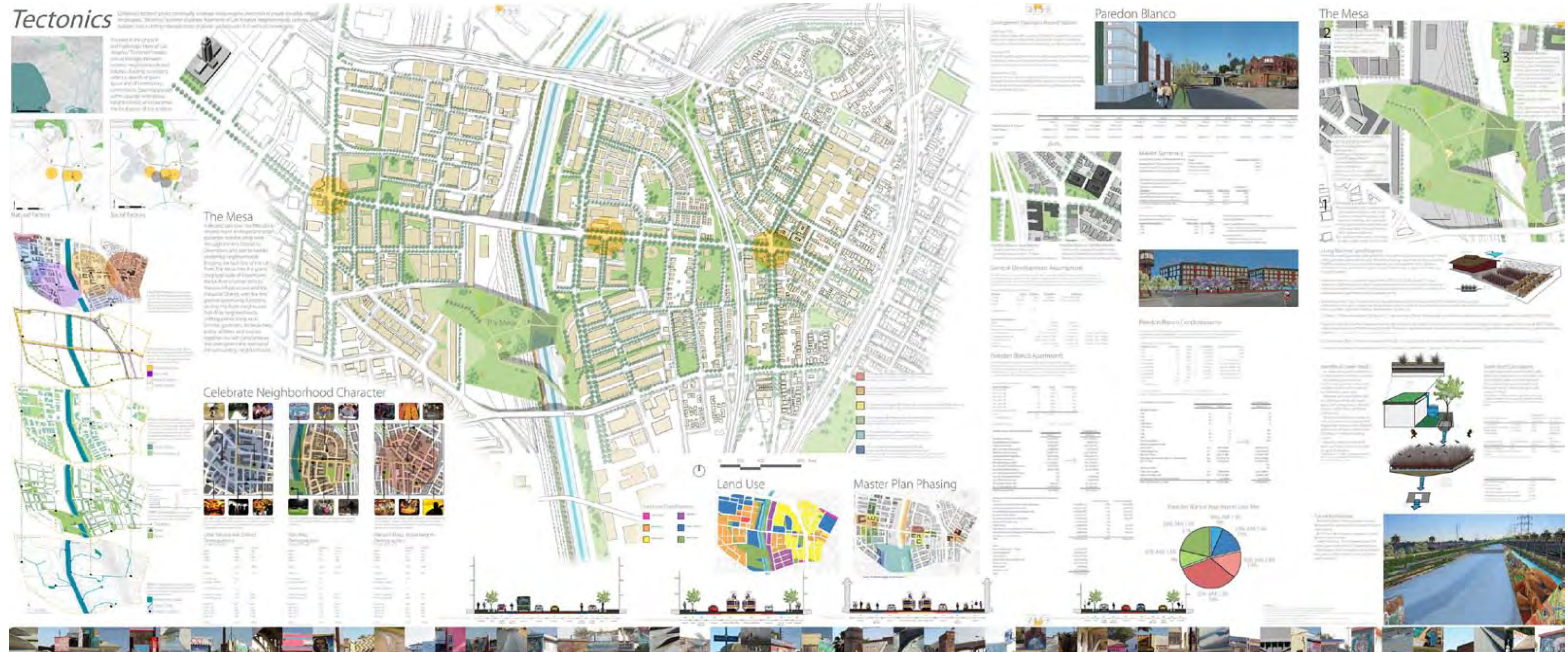


Urban Land Institute
 Gerald D. Hines Student Urban Design Competition
 Phase 1 Winning Entry
 Spring 2007

First Street at the LA River, Downtown Los Angeles



Phase 1 Submission:
 An Urban Design Scheme for the First Street Corridor and the Los Angeles River,
 including a site-specific design and development pro-forma for the Mariachi
 Plaza metro station area.

Team Members:
 Andrea Gaffney, Chris Lollini, Robert McCracken, Aditi Rao, Brooke Ray Smith



Phase 2
 Submission: Elaboration of Urban Design Scheme and a site-specific design and development pro-forma for the Mangrove site station area at corner of First and Alameda.

Personal Contribution awarded for the Eisner Prize in Urban Design from UC Berkeley in 2008.

My main responsibilities consisted of site analysis, analyzing and setting up a framework for consistent representation, diagramming, architectural and urban design, conceptual formulation for the project, land use decision-making, and site and building-integrated sustainable designs. I also worked closely with the financial person on the team to develop the appropriate mix and size of housing and commercial/retail space so that the numbers produced a net profit.

Infill the Court, Keep the Yard
 Thomas Church
 Memorial Design
 Competition
 Winning Entry
 January 2008



INFILL THE COURT KEEP THE YARD

Building and Landscape as One



Infill Building typologies create dynamic spaces by responding to existing topography. (The plan looks flat but the section reveals the character.)



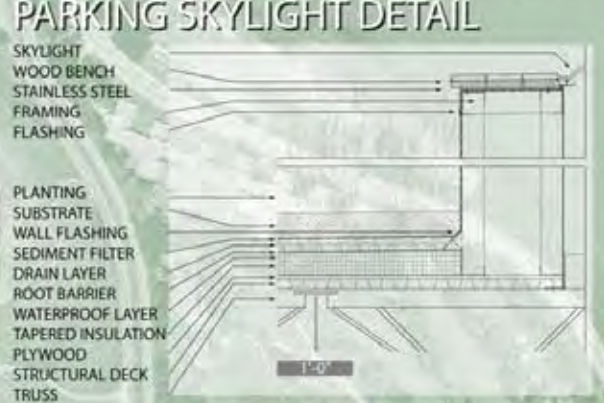
INFILL TYPOLOGIES

Maintain Park Merced as a Rental Community

Type 1 - Housing over Laundry Court Brezeway
 5 storeys max
 Ground floor Bicycle parking/laundry/storage/mechanical/communal space
 Reconstruction allows for reconfiguration of laundry water systems (see diagram)
 Oscillating facade maintains rhythm and scale of existing built fabric

Type 2 - Housing over Parking Court
 2 storeys max
 Individual entrances
 14' wide buffer between existing + new construction
 Rooftop gardens for individual and communal uses
 Planting setback incorporates space for skylight down to parking area
 Raised planting beds for gardens and trees. (increases soil depth, defines spaces)

Towers
 Limited to elevation of highest tower on site (13 to 20 storeys)
 Single loaded corridor - thin profile, energy efficient construction
 Incremental infill that respects both landscape and residents, while allowing for growth



Courtyards to be preserved and enhanced through the addition of architectural lighting, screening, and application of vertical green plane devices. Maintain integrity of original design intent.

Creation of additional garden space through the block infill housing types allowing views to, within and extending out to the surrounding landscape context.

Renovation of avenue greenways and central lawn with native plant species to conserve water, support habitat, retain stormwater and create a more interesting pedestrian experience.

Laundry gray water goes into a holding tank to cool, then gravity drains to a filter and then trickles into a mulch pit around a tree. Once saturated, the sub-surface water disperses down across the lawn. (The holding tank should have an overflow.)

IMAGES OF TOC FROM: Stone Trellis editor, Thomas Church Landscape Architects, Designing a Modern California Landscape, San Francisco, William Stout, 2003.

HARDING PARK GOLF COURSE

LAKE MERCED

OLYMPIC CLUB GOLF COURSE

FONT BOULEVARD

LAKE MERCED BOULEVARD

BLOCK A
 BLOCK C

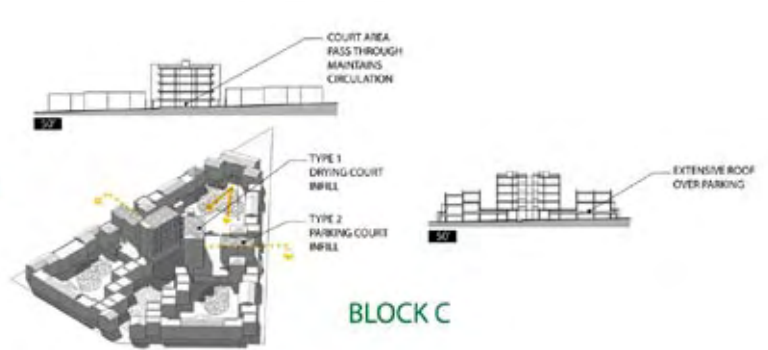
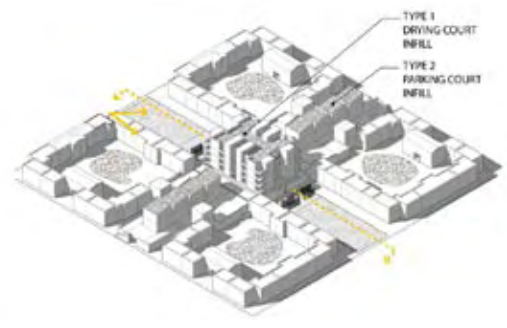
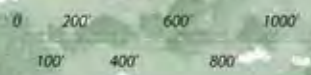
SAN FRANCISCO STATE UNIVERSITY

HOLLOWAY AVENUE

SAN FRANCISCO GOLF CLUB

JUNIPERO SERRA BOULEVARD

BROTHERHOOD WAY



Park Merced neighborhood densification and green infrastructure proposal in San Francisco, CA.

International Ateliers of Urban Design & Planning Cergy-Pontoise, France Workshop 2008: "A Reconsideration of Infrastructure"

Original project presentation in oral/digital format. Transcript available on website.



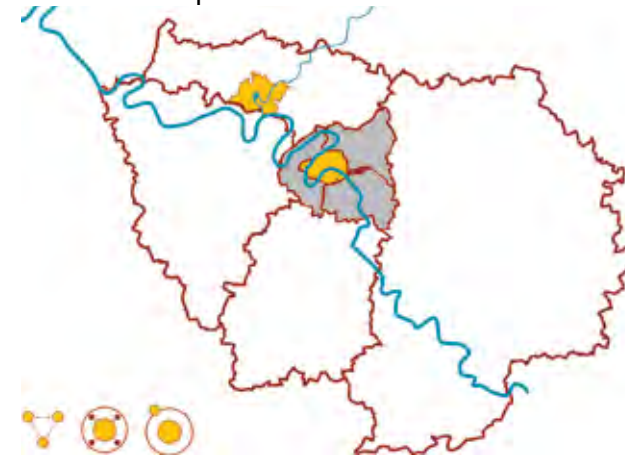
TAKE THE GAS OUT OF THE CAR CITY

Project Team:
 Andrea Gaffney
 Sophie Bolzinger
 Nikolas Rogge
 Claire Vige Helie
 Pongpol Thongsomchit
 Anjing Tang

How do you transform a conurbation with a history urban experimentation into a fossil-fuel free city?



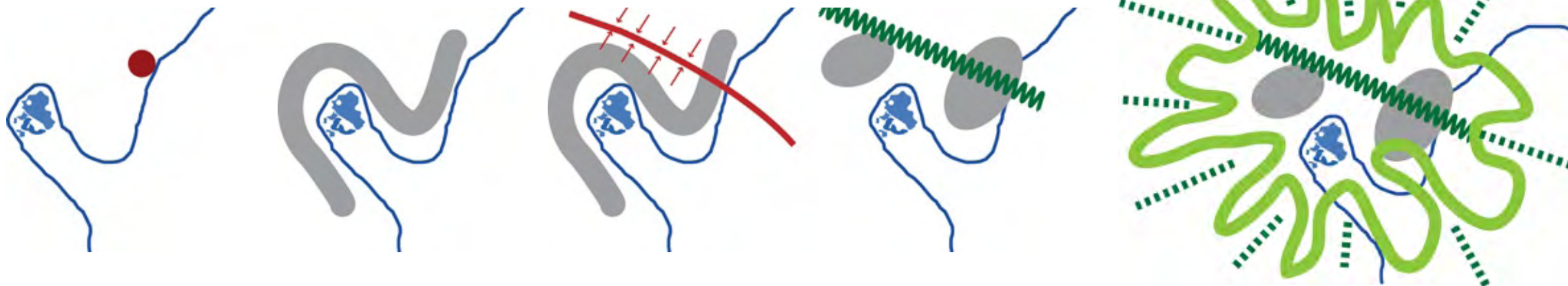
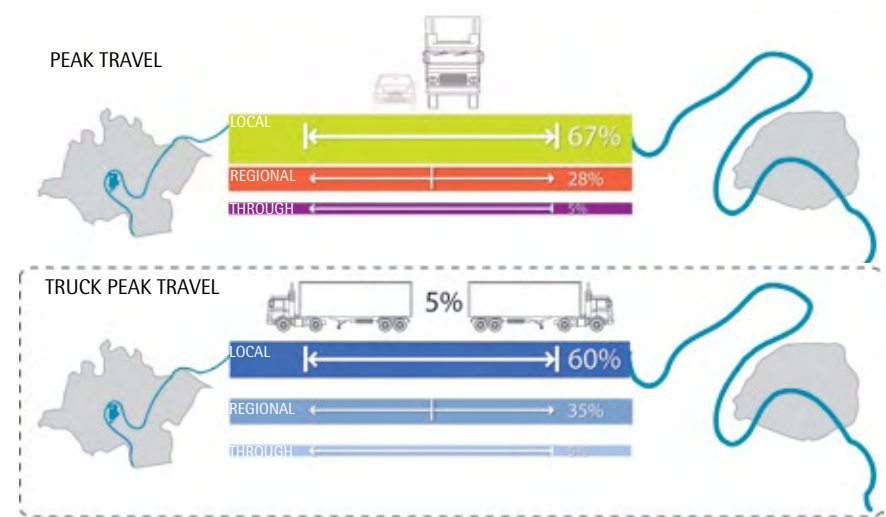
Stop and reverse automobile dependent development.
 Remediate existing auto-dependent land uses to allow for a multi-modal system.
 Localize food and energy production.
 Create economies that reduce fossil fuel dependency in the region.
 Create demand for carbon-free products.



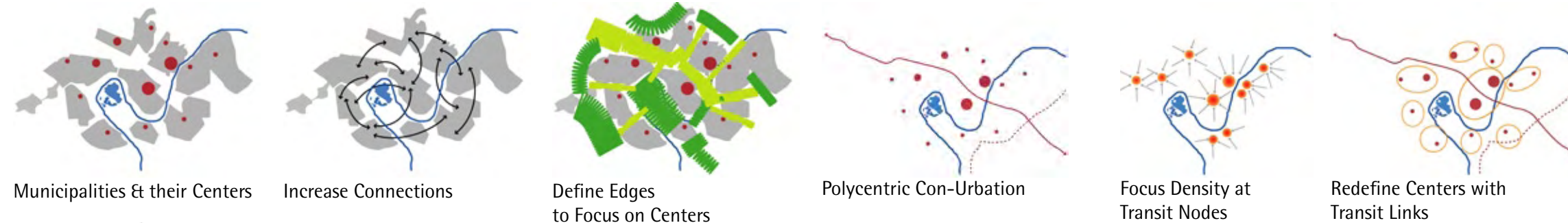
FAR AWAY SO CLOSE: CERGY-PONTOISE & PARIS
 Cergy-Pontoise falls under the economic mega-region of Paris, but is too far away to be included in the debate about the Grand Paris. For this reason, C-P needs to reassert itself, and find a unique purpose for that contributes to the regional identity.



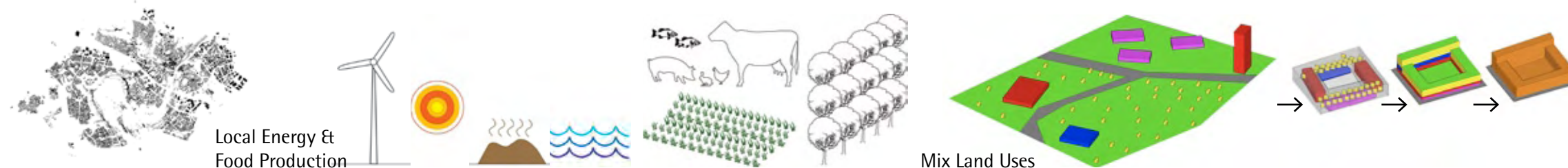
A15 + A104 = BOULEVARD VEXIN
 The A104 completion between Cergy-Pontoise and St-Germain-en Laye removes the need for a limited access single-use road in Cergy-Pontoise : there is no plan to turn the N14 into a highway leading to Normandy, so with the completed A104, traffic will divert to the preferred A13 highway.



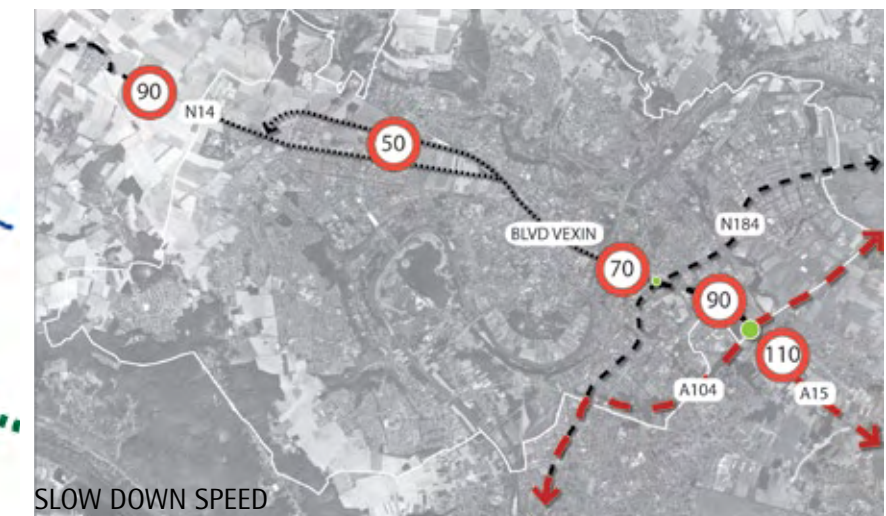
Historic Pontoise Ville Nouvelle Cergy-Pontoise The A15 & Cergy-Pontoise Boulevard Vexin & Cergy-Pontoise Fossil-Fuel-Free Cergy-Pontoise



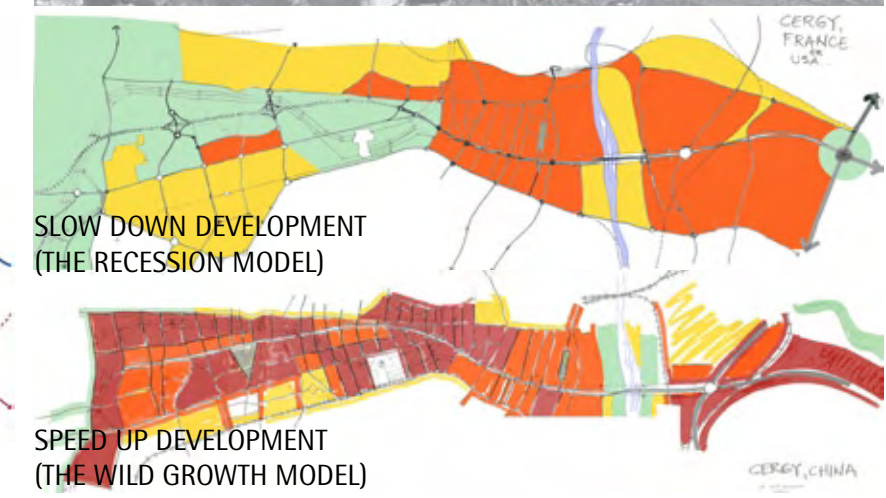
Municipalities & their Centers Increase Connections Define Edges to Focus on Centers Polycentric Con-Urbation Focus Density at Transit Nodes Redefine Centers with Transit Links



Local Energy & Food Production Mix Land Uses

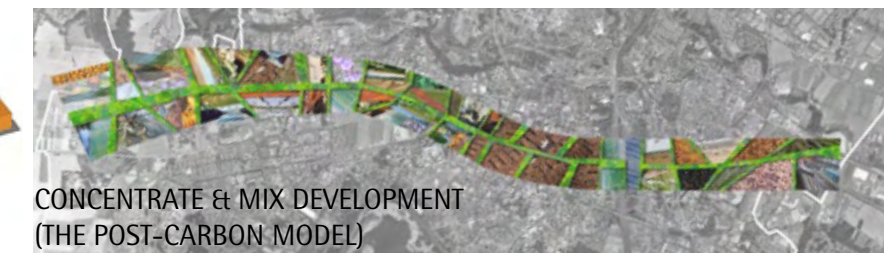


SLOW DOWN SPEED



SLOW DOWN DEVELOPMENT (THE RECESSION MODEL)

SPEED UP DEVELOPMENT (THE WILD GROWTH MODEL)



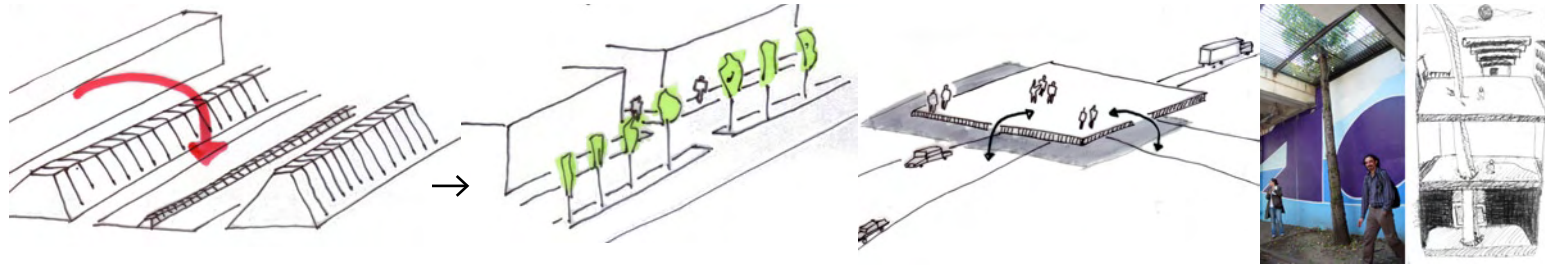
CONCENTRATE & MIX DEVELOPMENT (THE POST-CARBON MODEL)

International Ateliers of Urban Design & Planning Cergy-Pontoise, France Workshop 2008: "A Reconsideration of Infrastructure"



TAKE THE GAS OUT OF THE CAR CITY

Separated, single-use systems are the paradigms of modern planning and infrastructure, therefore re-configuring these systems into multi-valent and multi-functional networks becomes a method for reconsidering the landscape.

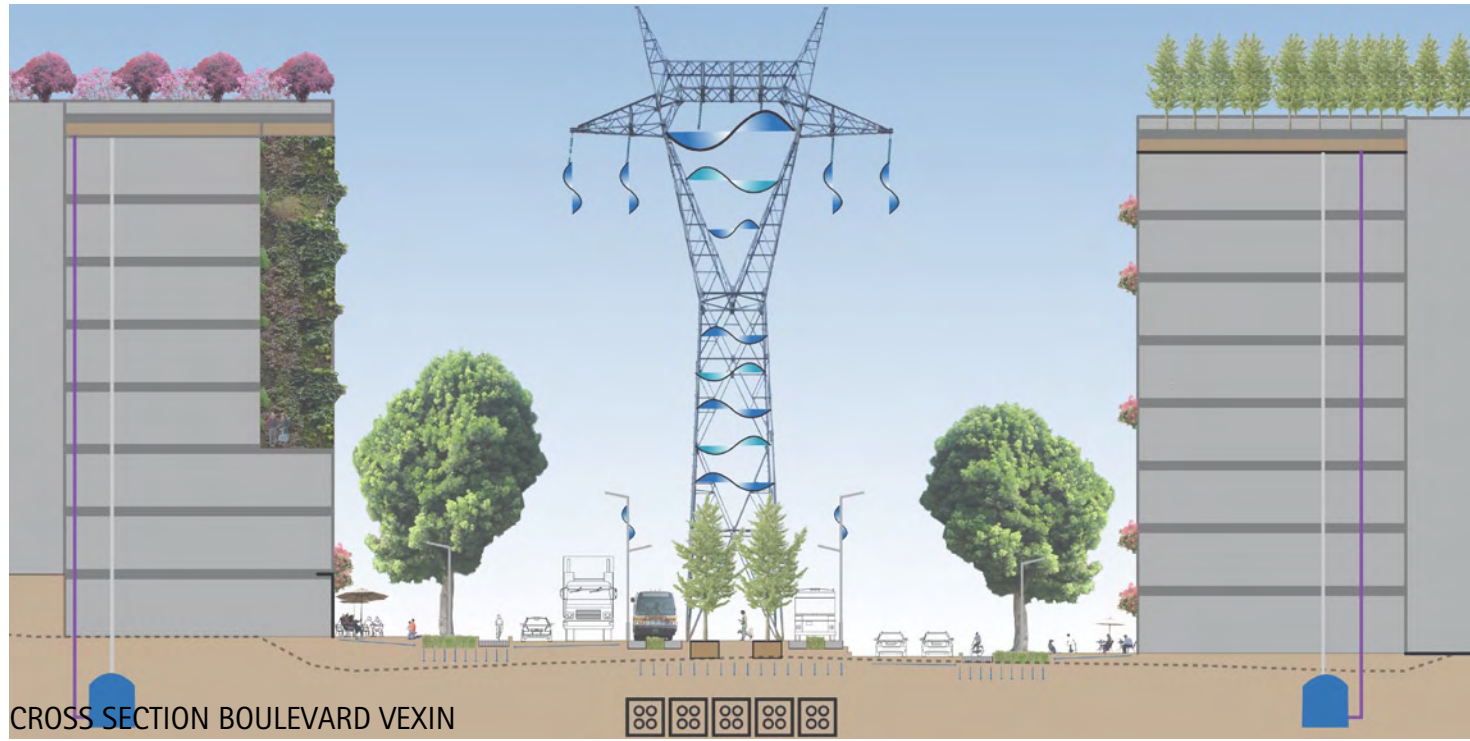


The RIFT: Highway A15

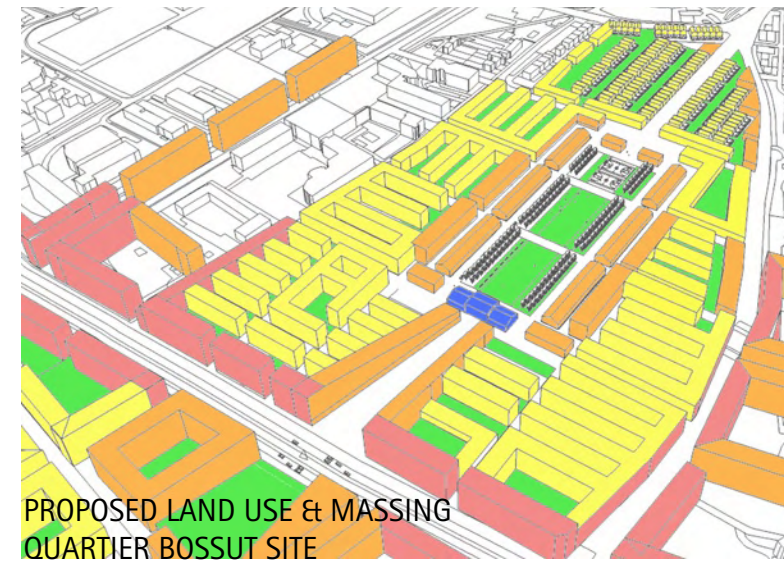
In terms of regional traffic, the A15 west of the planned A104 ring road is a local road with minimal through-traffic. The completion of the A104 will completely short-circuit this function of the A15 in Cergy-Pontoise. The following project presents an opportunity for reconsidering this infrastructural rift and how it could transform to reinforce multi-valent connections with the rest of the conurbation: Boulevard Vexin. a re-interpretation of a culturally significant street type into a high performance infrastructure.

The SLAB: Cergy-Pontoise Prefecture

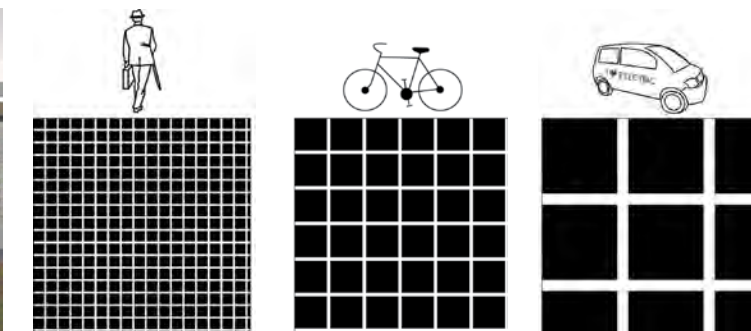
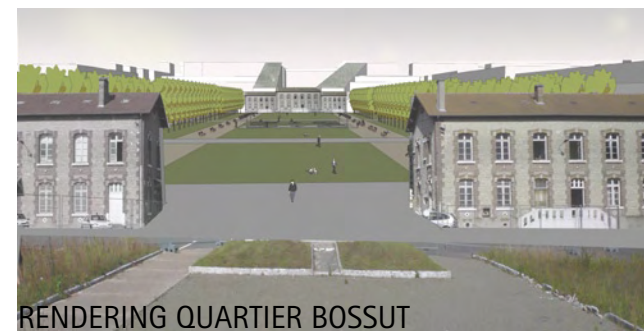
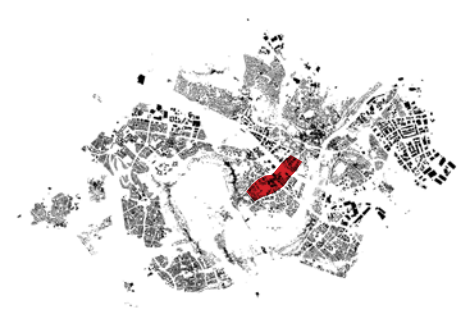
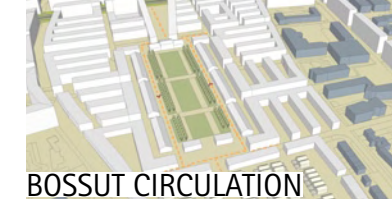
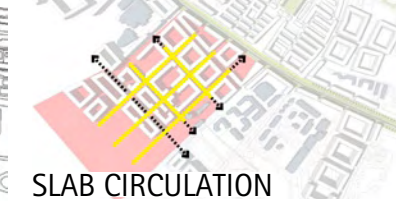
The historical vestige of modernism which celebrates the speed of the automobile by separating pedestrian and vehicular traffic interface with its surrounding, at-grade context in a relatively hostile manner. We propose to CRACK THE SLAB. This proposal provides access to both vehicles and people above and below the slab through a network of streets and stairs. The buildings along Bd. Vexin address the grade change between the slab and the rift.



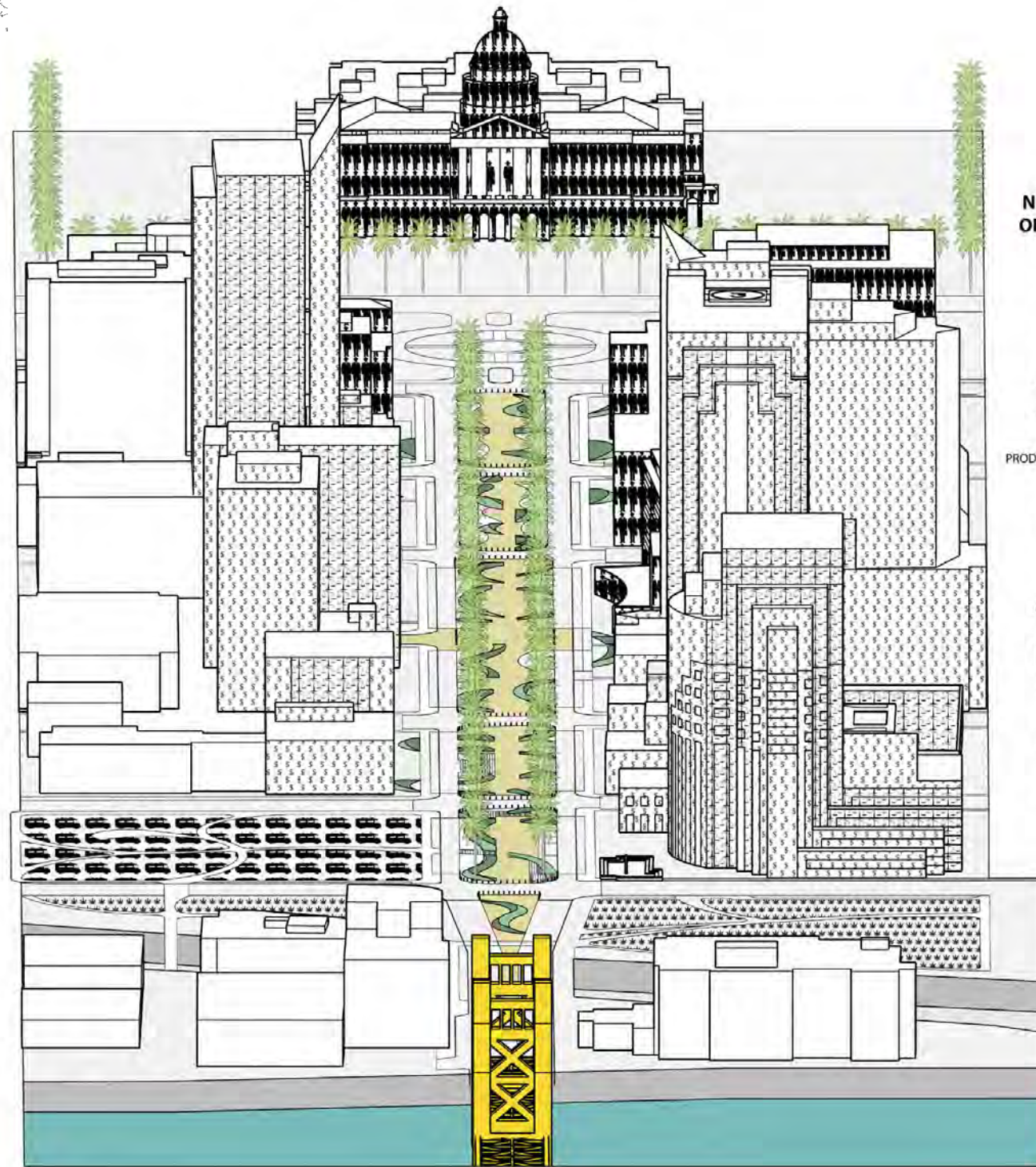
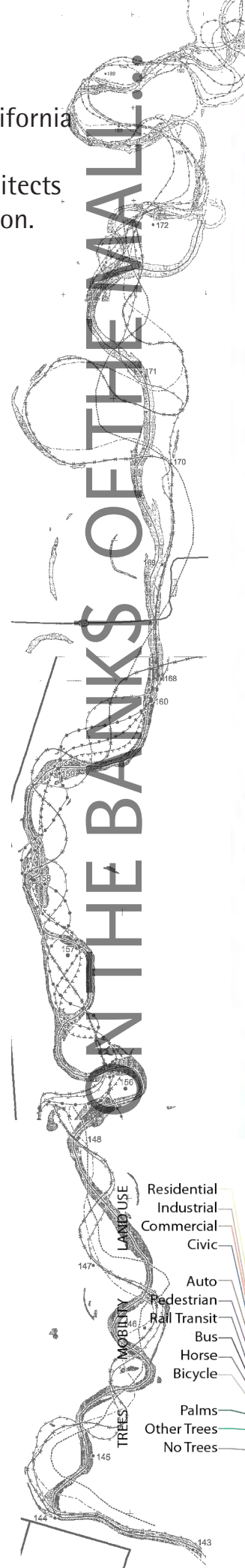
EXISTING SITE PLAN



PROPOSED SITE PLAN



SAC Catalyst Competition
 Sacramento Capitol Mall, California
 I led a team of three urban
 designers and landscape architects
 for this competition submission.
 Fall 2011



- NEIGHBORS OF THE MALL**
- \$ BANKS
 - PRODUCTIVE LANDSCAPE
 - GOVERNMENT
 - CATALYSTS
 - LAWYERS

ON THE BANKS OF THE MALL ...

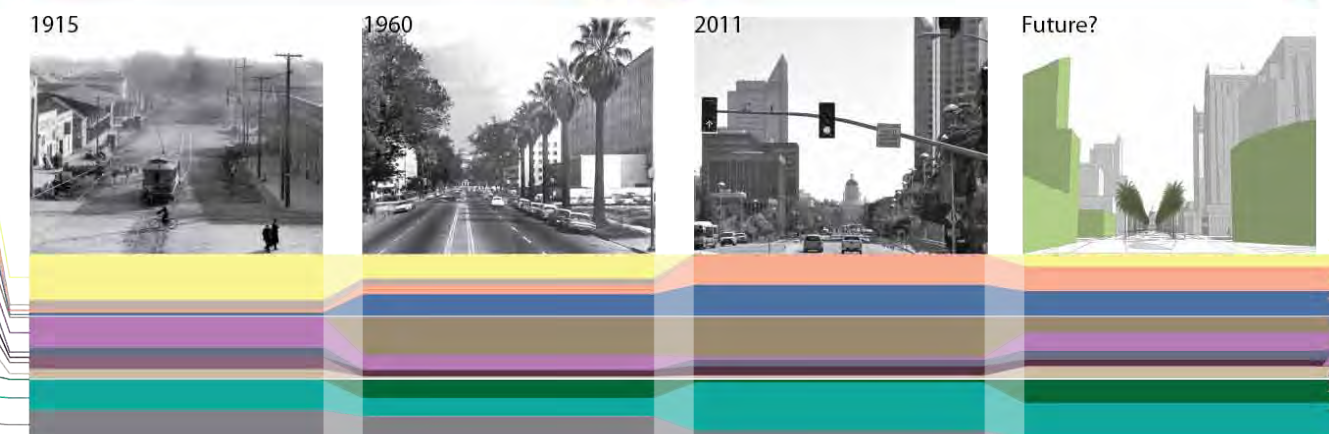
This vision encompasses planning transformations that can happen tomorrow, next week, next month, next year and many years from now. At this point, the future of the global economy and related long-term, large investment capital is uncertain. As such, this proposal suggests an open-ended future for the more capital-intensive development along the Capitol Mall, similar to West Sacramento's concept for The Bridge District TBD (To Be Determined). Instead, we focus this proposal on short-term, small-capital investment, an opportunity to practice Incremental Urbanism and Iterative Placemaking.

Incremental urbanism is a "design strategy that utilizes accumulation as a means of catalyzing change, while producing urban character and identity in the process." The authors of *Fast-forward Urbanism* further note that "new forms of urbanity begin with learning how things work and why—not with the intent of fetishizing them, but in order to think about how else things might work."

ON THE BANKS OF THE MALL...

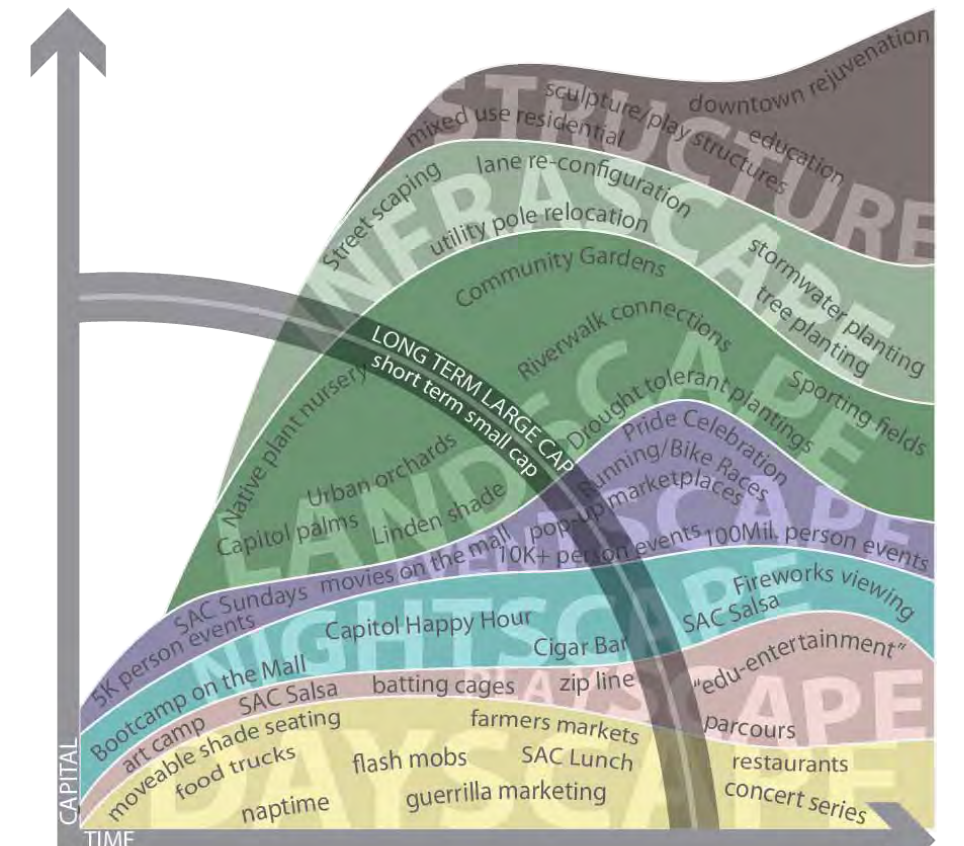
presents typologies for temporal scaping. To scape something means to shape, change or transform it. The migration of the Sacramento River and associated ecosystem transformations provide a replete metaphor to re-envision the Capitol Mall. The irony of the title does not escape us. In fact, we believe the banks and corporations that line the Capitol Mall can be primary funding sources to transform this green median into a **GOLDEN ROOM**.

- VIEW CORRIDOR**
Create a clear, navigable channel down the middle.
- CATALYST**
Restore the edges.
- LINKAGES & WALKABILITY**
Restore a balanced flow regime.
- CATALYST**
Increase exposure along ecotones.



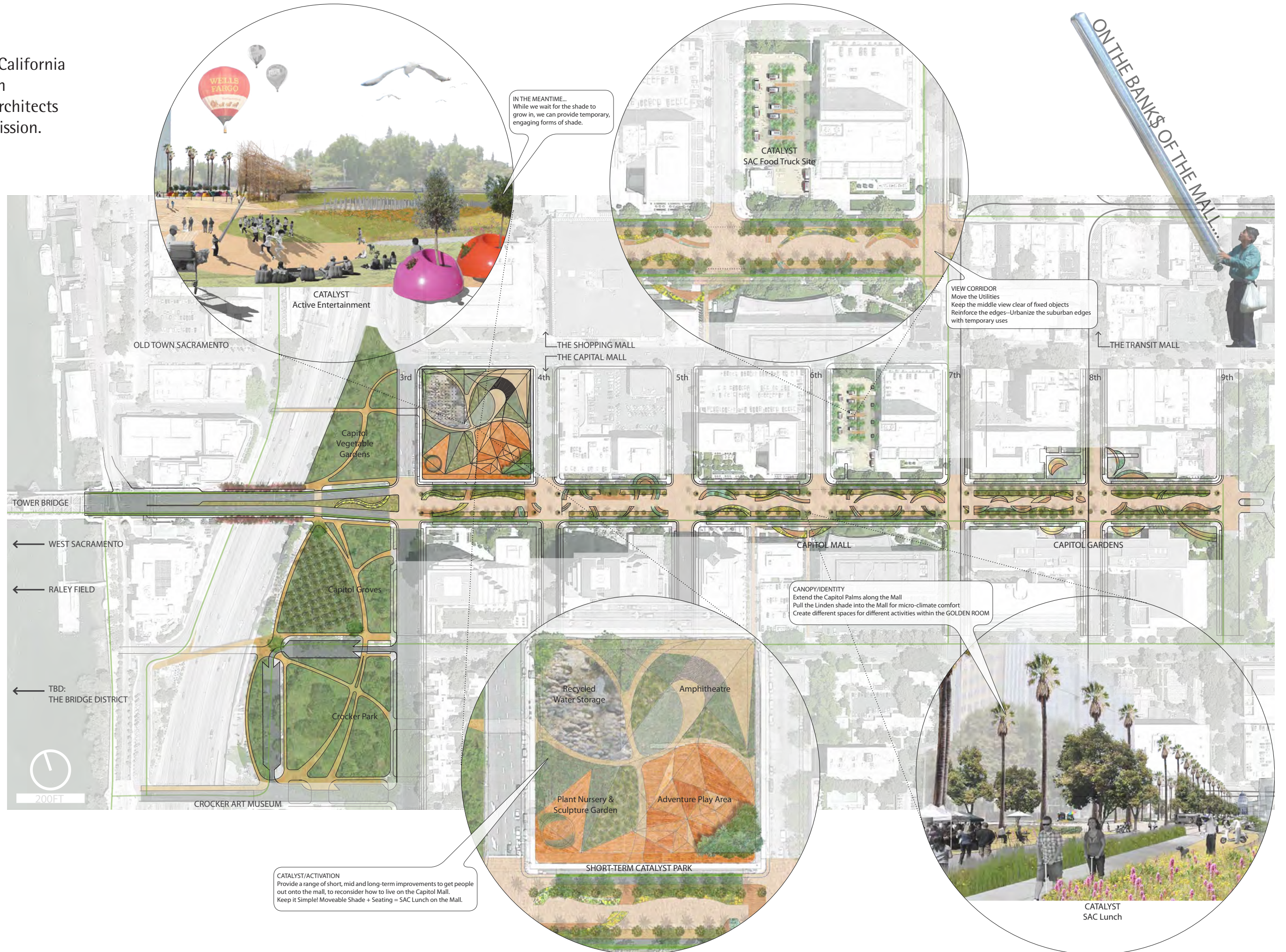
CATALYST/IDENTITY/SUSTAINABILITY
 Create diverse habitat.

Like the Nation's Capital City, California's Capital should shape its skyline to frame the Capitol. While the context around the Capitol has changed size over time, it has been a consistent frame. Keep the framing of the Capitol in mind when developing along the Mall in the future. Don't subject the State's heritage to raw market forces such as 50+ storey towers.



PHASING/IMPLEMENTATION -- CONTINUOUS CATALYST
 Allow for channel transformation over time.

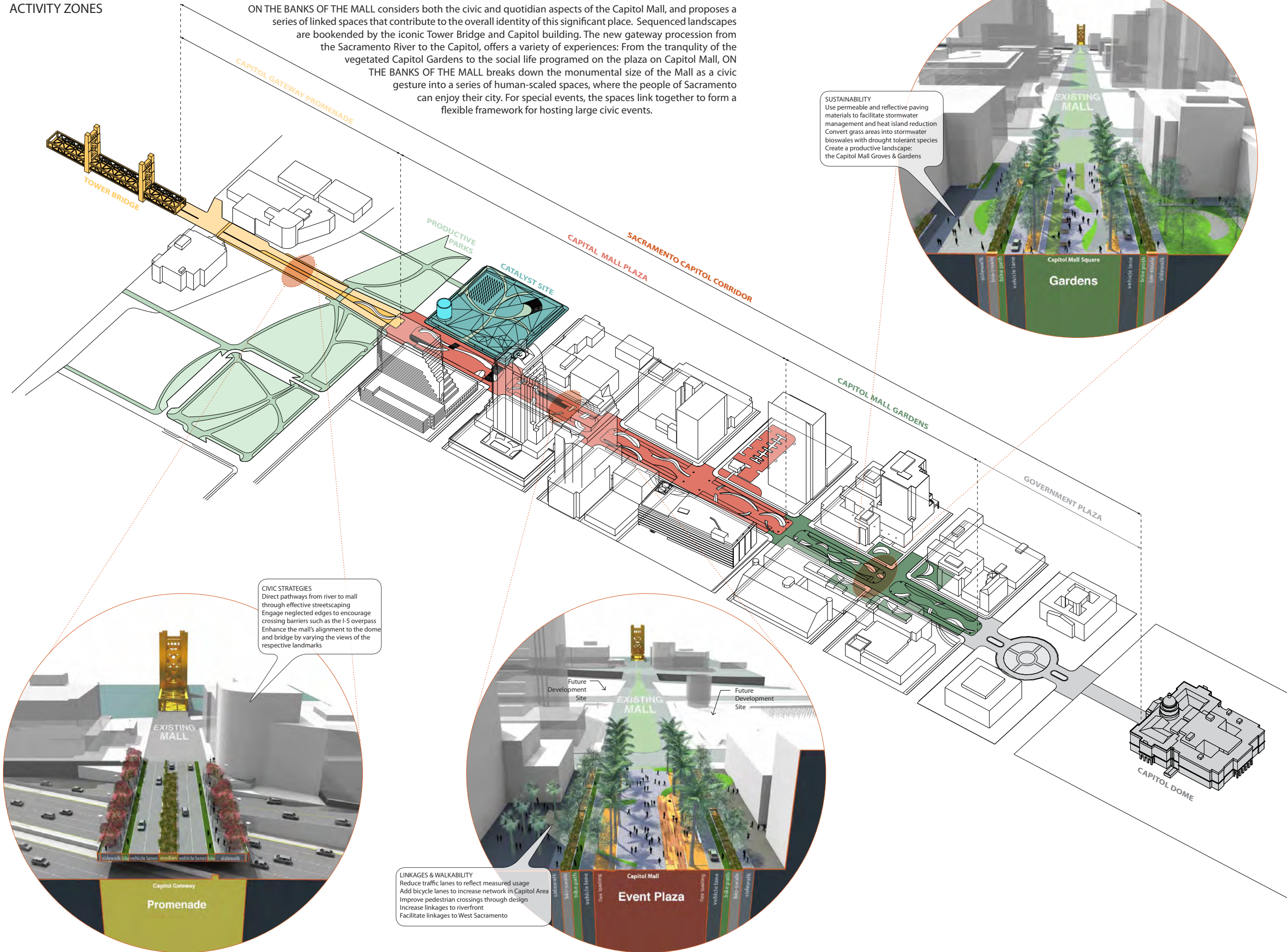
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ACTIVITY ZONES

ON THE BANKS OF THE MALL considers both the civic and quotidian aspects of the Capitol Mall, and proposes a series of linked spaces that contribute to the overall identity of this significant place. Sequenced landscapes are bookended by the iconic Tower Bridge and Capitol building. The new gateway procession from the Sacramento River to the Capitol, offers a variety of experiences: From the tranquility of the vegetated Capitol Gardens to the social life programed on the plaza on Capitol Mall, ON THE BANKS OF THE MALL breaks down the monumental size of the Mall as a civic gesture into a series of human-scaled spaces, where the people of Sacramento can enjoy their city. For special events, the spaces link together to form a flexible framework for hosting large civic events.



SUSTAINABILITY
 Use permeable and reflective paving materials to facilitate stormwater management and heat island reduction
 Convert grass areas into stormwater bioswales with drought tolerant species
 Create a productive landscape: the Capitol Mall Groves & Gardens

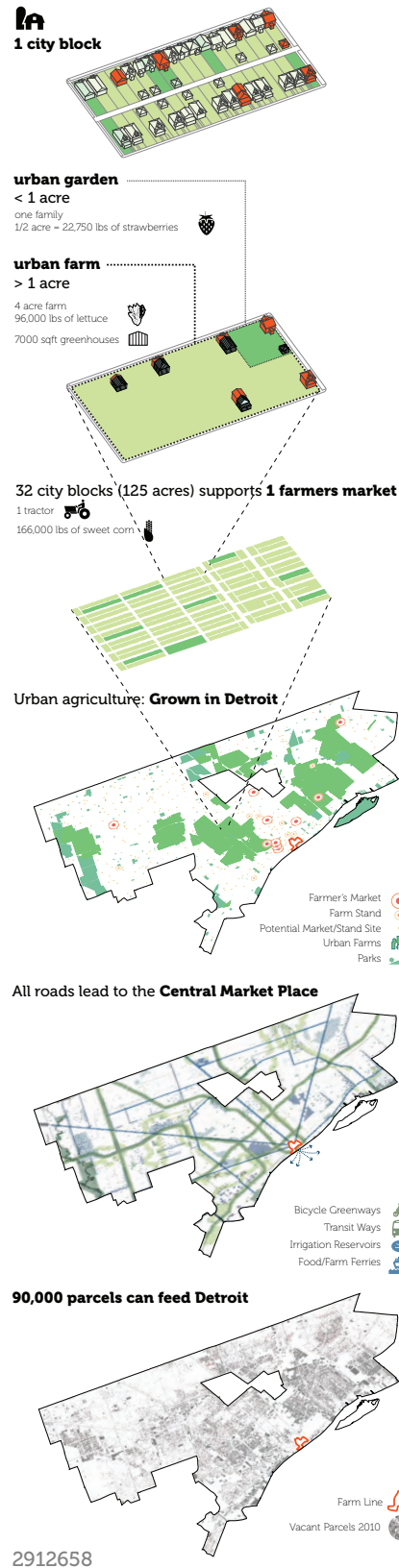
CIVIC STRATEGIES
 Direct pathways from river to mall through effective streetscaping
 Engage neglected edges to encourage crossing barriers such as the I-5 overpass
 Enhance the mall's alignment to the dome and bridge by varying the views of the respective landmarks

LINKAGES & WALKABILITY
 Reduce traffic lanes to reflect measured usage
 Add bicycle lanes to increase network in Capitol Area
 Improve pedestrian crossings through design
 Increase linkages to riverfront
 Facilitate linkages to West Sacramento

The Farm Line
 Detroit by Design 2012
 Riverfront Competition
 Submission by:
 Marisha Farnsworth
 Andrea Gaffney
 Jonghoon Im
 Gabriel Kaprelian
 November 2012

farmline

The farm line envisions a different type of urban renaissance for Detroit. With more than one third of the land lying vacant or under-used, Detroit has witnessed an inversion of urban and rural conditions. The hinterlands have reclaimed parts of the city, and with it, a strong return to rural agrarian practices has rooted in the communities of Detroit. Embracing the region's rich agricultural history and industrial urbanism, we propose a central marketplace that serves as the regional agricultural resource center to support the growing urban agriculture movement in Detroit.



Were I an aspiring farmer in search of fertile land to buy and plow, I would seriously consider moving to Detroit. There is open land, fertile soil, ample water, willing labor, and a desperate demand for decent food. And there is plenty of community will behind the idea of turning the capital of American industry into an agrarian paradise. -Mark Dowie 'Food Among the Ruins'

