MARINA del CORONADO

a bayside marketplace / marina / recreational complex

CORONADO, CALIFORNIA

TIMOTHY J. FRANK

MICHAEL J. STASIK

* Submitted 19 May 1981 *
• ABSTRACT •

An Architectural Thesis Project challenges one to test and balance both pragmatic and philosophical design issues. Thesis students are given certain freedoms in order that they ideally may test their design theories that have been developing over the past five years and prove both to themselves and their critics that these theories have validity. It is a learning process that challenges one to use his creative abilities to their fullest potential.

In light of this approach, we have agreed to combine our talents as architectural and landscape designers in order to broaden our professional understandings of the idiosyncrasies, interrelationships, philosophies, and problems in dealing with the diversity between the disciplines. We have also tried to deal as effectively as possible with the problems arising from the differences in the requirements and scheduling of the two disparate departments.

We have followed the goals and objectives of the Port Authority of San Diego as closely as possible. We have also been respectful of the desires of the community of Coronado and the people of the metropolitan San Diego area in their needs for a new water-related park...a distinctive and identifiable place to be enjoyed by all. We would like to take this opportunity to thank those who have given us information, encouragement, criticism, and guidance in the completion of this project.

The final design solution, as well as the design process involved, is presented herein. We offer this thesis book as a permanent record: not only of a process and a design, but also of a philosophy.

• TABLE OF CONTENTS •

CONTEXTUAL MAPS
BACKGROUND INFORMATION
  history
  site inventory and analysis
  building type analysis
  program
  goals, objectives, and issues
SCHEMATIC DESIGN PROCESS
DESIGN DEVELOPMENT PROCESS
FINAL DESIGN PROCESS
  site design
  building design
  character perspectives
FINAL DESIGN SUMMARY
APPENDIX
BACKGROUND INFORMATION

Coronado, California is a small resort/retirement/atomic community of approximately 20,000 residents. It is on a small peninsula of land which sweeps up from the south and gives form to the San Diego Bay. Currently there are only three routes of access onto the "island." For the majority of the people, the Coronado Toll Bridge, completed in 1969, serves as the main mode of access. Before the bridge was completed, access was limited to the Silver Strand Highway which requires a 15-mile drive from Imperial Beach, the closest community to the south, or via ferry or small pleasure craft. With the completion of the bridge, however, the ferry service was discontinued. This relative isolation has endowed Coronado with the character of a quiet stately town which stands in contrast to the more fast-paced San Diego style of living.

In 1884, Ellish Babcock and H.L. Storey, two mid-western financiers, realized that Coronado would be an ideal location for real estate development. They purchased the land and sold building lots. Proceeds from the land sales went to finance the magnificent Hotel del Coronado which is still extant today. Designed by architects James and Merritt Reed, it is, to quote critic Reyner Banham, "One of the world's great fantasy buildings."

Coronado was settled quickly, hence most of the buildings are pre-Depression. Many of the houses have an Edwardian or Spanish-of-California bungalow flavor. The northern half of the island is reserved for the North Island Naval Air Station. The base is the source of much of the town's vehicular traffic. Daily, thousands of naval, commercial, and pleasure craft pass through San Diego Bay, making it one of the busiest ports in the United States.

The site is located at the base of the Coronado bridge; it forms the southeast "corner" of the island. The original use for the forty-two acres was a naval training base used in World War 2. This was demolished in the mid-1950's and all that remains are many concrete foundation slabs-on-grade. After the Navy abandoned it, it became the jurisdiction of the San Diego Unified Port District. In 1972, the Port Authority proposed to put a major convention center there which enraged the residents who blocked any such development of the site for several years. They feared that any major building operation would create more traffic congestion and ruin one of the few areas of open land left on the island.

Little action was taken until November, 1978, when the Port Authority issued its "Preliminary Draft Master Plan." A "City/Port Committee" was established to "develop a mutually agreeable plan that is both respectful of Coronado's needs and residential character, open space requirements, and traffic problems, and consistent with the Port District's primary purposes and duties as a trustee of public lands." In the position paper filed by this committee, the emphasis of the usage of the site is on the "increased water-oriented recreational uses of the San Diego Bay and its tidelands." A chart and glossary of several of the governing statutes in effect may be found in the Appendix.

SITE INVENTORY AND ANALYSIS

Coronado is a flat alluvial plain built from sandy stream deposits and wave action. Man-made fill underlies most of the land where our site is located. Test show the fill to be fairly dense clean compact sand. The major portion of the site was filled in 1941, with the remainder being filled in 1956. The land is fairly flat, sloping from one to five percent.

Historically seismic dangers have been minimal. Any danger to the area would most likely result in the form of ground shaking. The nearest fault zone lies just east of Coronado.

The tidal range varies between four and nine feet. Tidal flow is greatest near the bridge and flushing action is adequate in this area. The tidal current reaches a maximum velocity of 0.9 to 1.5 feet per second. This figure will have little effect in the design. Shoreline erosion is a minor problem on the site, due to the extensive use of rip-rap along its edge.

The climate is typical of coastal Southern California with moderate temperature, light rainfall, warm winters and cool summers with little fog or hazardous weather. The prevailing westerly winds are moderated by the protection of the Coronado mass.

Vegetation on the site is nearly non-existent, except for sparse scrub brush and screening along the site's edge. These natural physical factors along with the surrounding macro-contextual environment were carefully studied to aid in the final programming and conceptual development stages.

Thematically, this site is to be developed as a water-oriented park; therefore much attention should be paid to the definition of the water's edge and using this unique feature to its greatest potential. The spectacular views, both to and from the site, should be enhanced by any building activity. The site has more than ample space for all the activities programed, but these activities should not be allowed to become too diverse and separated into zones, especially by the building of the road through the site necessary to the continuity of the present system. Also with the climate as ideal as it is (see Appendix), the designers should take advantage of the siting and design of the building as to enhance the natural cooling ventilation of the building.
BUILDING TYPE ANALYSIS

FANEUIL HALL MARKETPLACE. BOSTON, MASSACHUSETTS
1742 - JOHN LAMBERT SMITH. 1806 - CHAS. BULLFINCH. 1976 - BENJAMIN THOMPSON.

Consists of three linear Neo-Classical buildings that have been recently restored in a commercial urban setting. Quincy Market, the copper-domed center structure houses food-related specialty shops. The center rotunda space has been opened up for small-volume merchants with push-cart type stands. It is symmetrical in composition with the emphasis placed on the major axis. The larger restaurants act as magnets on each end. The other two buildings, the North and South Markets have been developed into mixed retail and office use. Each has its own merchandising theme. The space between the buildings is used for vendor's stands, working crafts, informal gatherings, and other attractions.

COVENT GARDEN MARKET. LONDON, ENGLAND
1829 - CHARLES FOWLER. 1976 - GREATER LONDON COUNCIL.

Recently restored, it is the center of the Covent Garden section of London. Also Neo-Classical in design, but unique in that the outdoor space is covered with a lacy Victorian cast iron and glass canopy. Many different materials are used, but all work together harmoniously. Symmetrical in plan with the emphasis on both the major and minor axes. Originally a traditional market, now occupied by specialty boutiques and food stores. Shops relate to the two main pedestrian spines; many occupy two or three levels with vertical circulation for each internal. The space along one corridor is reserved for market stands and small volume artists. The floor in the other corridor has been punched open to allow access into the lower level. Many of the spaces within the shops are very tight but always give a feeling of intimacy and warmth.

HARBORPLACE. BALTIMORE, MARYLAND
1979 - BENJAMIN THOMPSON.

A new development which links the downtown section of Baltimore to its revitalized harbortfront. The buildings consist of two concrete and steel roof framed pavilions set at right angles to each other so that diagonal vistas to the harbor and a historic frigate are framed from the center of town. In form and scale, the buildings have a strong resemblance to traditional wharf buildings. Entry to the buildings is from three points on either side which intersect with the main axis forming vertical circulation nodes. The circulation corridors are intentionally narrow in order to bring people closer to each other and the merchandise. The structure along the corridor is not very elaborate but along with the skylights, gives a nice sense of spatial progression. Glass sheds attached to the front break up the scale and give color with a printed fabric sun protection.
FRUIT AND VEGETABLE MARKET
MEAT AND FISH MARKET

Very flexible spaces for temporary or seasonable retail activities. To be let on weekly or monthly terms to those who require a centralized market within the region for their merchandise. Small refrigerated stands for the effective display of goods are required to have the ability to be closed and locked up at night. These markets should either be given a position of central importance within the building or be situated so that they become magnets of activity at the ends of an axis. The space should be open, bright, airy, and colorfully animated. There should be protection from rain and direct sunlight if the markets are placed in an outdoor space. It is suggested that they be approximately 3000 square feet in size.

CAFES

Small eating establishments which specialize in a limited range of specialty food items which can either be catered in or quickly prepared with simple equipment at a grill, micro-wave oven, etc. Shops may also provide counter service or have a limited amount of tables. Shopowners should be allowed to furnish and equip their establishments as they see fit within certain guidelines. Water supply and ventilation equipment will be provided. Thematically, the cafe should relate to the type of market which they center around. Possible selections include: health foods, delicatessen, dairy products, candy, cheeses, wines, bakery, ice cream, coffees and teas, etc. It is suggested that they range between 1000-1500 square feet in size.

PAVILIONS

Much like the cafes in concept, only larger in size and scope to accommodate more seating space. These shops may also contain a second-story mezzanine level for extra seating. These establishments should also have an airy, open feeling to them with a close relationship to the outdoors. Possible selections include: creperie, wine bar, pub/nightclub, fish and chips, QL's, pizza, coffee shop, etc. It is suggested that they be approximately 2500 square feet in size.

PERGOLAS

Outdoor eating areas which relate directly to a designated market area. Should be treated in form and scale to a traditional garden pergola which has given form, focus, and grace to gardens throughout history. While defining the corners of the building, they serve the same memorializing function as a tower. Also, they should be intrinsically colorful and whimsical: signals of festivity and celebration, a special event in time, or even seasonal pleasure, like the awnings of a sidewalk cafe. One should treat them as minimalist structures in that their definition of space is a transitional one: in simplest form just four columns together holding up a roof forming a ceremonial canopy - an aedicule, a shelter, and a place for the ritual of eating. These areas should be given the best views possible. Possible selections include: Beer garden, wine and cheese, fish and chips, vegetarian. It is suggested that they range between 1750 and 2250 square feet in size.

PIAZZA

The "front porch" to the building - a colonnaded space that unifies the building together and serving as the transitional "street" along which the stores front. May also include vines and trellises for sun protection.

ARCADE

Serves the same function as the piazza, but also used to reduce scale, constrict corridors, and give a sense of spatial progression to the interior space.
PIER AND AMUSEMENT ARCADE

A collection of small penny-arcade type booths which extend out on a pier from the building. A historical frigate, The Star of India, and the San Diego - Coronado ferry will also dock at the pier. Its purpose is twofold: to draw people towards the waterfront and to be an integral part of the procession of space leading from the landing to the building. The amusement arcade may also contain attractions of entertainment, skill, chance, and refreshment.

COMMUNITY CENTER

The existing abandoned school located on the site is to be renovated to house the municipal community center for the city of Coronado. Its major purpose is to oversee and regulate all developed recreational activities and operations. The administrative offices, registration, admission and indoor recreation will take place within this building. Films, lecture rooms and sports clinics or lessons may also take place here. All other recreational activities should relate in a hierarchy of user to center needs.

OUTDOOR RECREATION ACTIVITIES

OPEN SPACE

An informal space allotted for informal play, frisbee, kite flying etc., is to be located on the site. This space should relate strongly to the neighboring community.

OUTDOOR SEATING PLAZA

The outdoor seating plaza should be located near the central portion of the community center. This space is to function as a central gathering area for the center and recreational activities. Seating, landscaping, and overhead protection from the sun should be incorporated in the design for this space.

COMMUNITY SWIMMING POOL

A community swimming pool should accompany the community center. Lockerooms, showers and other necessary facilities can be located within the center.

BASKETBALL COURTS

Two courts should be provided for informal pick-up games. These courts need a strong relation to the community center and night lighting.

TEennis

The tennis courts shall add to the recreational complex. A minimum of four courts should be incorporated in the design. Proper orientation should also be considered.

FITNESS TRAIL

This is to be a trail system relating all outdoor activities to the community center. The distance should near a quarter mile in length. Its major purpose is for jogging and stopping along the way at the different fitness stations. Each station will have a description of the exercise to take place, and how many of each should be performed.

FOOTBALL/SOCCER FIELDS

This area should be combined with the baseball fields for local leagues and neighborhood play. Proper orientation and night lighting are also recommended.

BASEBALL

These fields will be primarily for the use of the Little League or other organized leagues, but can also be used for informal neighborhood play. Seating, scoreboards and night lighting are required.

PICNIC

An area should be provided for family picnic and outings. Views to the surrounding activities and across the bay should be considered. Close proximity to parking is required along with tables and fire grills. Some shade is recommended.

CHILDREN'S PLAY AREA

This playground space for children should be strongly related to the picnic area and open space. Creative wood structures should be used for exciting and imaginative play apparatus.
BEACH
This should consist of a sandy area near the open space for informal play and small visitor sailboat parking. The beach is mainly used for its aesthetic value and not intended for public swimming.

FISHING PIER
A small extended pier and pavilion structure should be provided for fishing. This should be of the same character as the other docks and pavilion structures.

SAILBOAT RENTALS
Small pavilion structure to accommodate rental space and shelter for small leisure sailboats and windsurfing boards to be rented on a daily or hourly basis. Should be positioned for high visibility, easy access, and along a sandy edge.

BOARDWALK
The boardwalk is basically a walkway linking the various activities of the site together. It should have a strong relation to the water's edge, the market place, marina, parking and other activities that may occur along the waterfront. The boardwalk needs to create an identifiable image along the shoreline. Terminating points, as well as activity nodes along the way will help to enforce pedestrian movement along this boardwalk.

MARINA

MARINA BERTHING
Temporary and semi-permanent berthing for approximately 200 small powercraft and sailboat. Planning needs to provide ease for turning radius and mooring of boats into the slips. The materials should be of low maintenance. A close relationship to the boat launching, fueling area and marina building are also important. Security is a must for these berthing spaces!

MARINA BUILDING
The marina building is to include administrative offices, locker facilities, and a boat owners clubhouse. It should be located as an entry point for the boat docks. Close proximity to parking is essential.

GAS PUMPING STATION
Serving gas and oil to power boating customers is its primary function. The gas dock should be centrally located within the marina for easy access from all areas. Small necessity items and refreshments can also be sold in this area.

CAR/TRAILER PARKING
This parking is only for short term users who brought a boat for launching at the site. A minimum of 40 spaces are required.
• GOALS, •
• OBJECTIVES, AND ISSUES •

The major goal of this project is to develop a community, municipal, and regional water-oriented park — a place for enjoyment, recreation, pleasure, fantasy, and escape. Therefore, it must contain the facilities and open spaces as outlines in the tidelands trust and be sympathetic to user and community needs. In order for these goals to be successful, these objectives must be met:

The development should follow the policy of the State of California (Marine Resources Act of 1967) to develop the coastal resources in such a manner as will insure their wise multiple use in the total public interest.

The current General Master Plan of the San Diego Unified Port District must be respected.

The development should recognize the governing statutes of the California Coastal Commission, the superior authority of both the city of Coronado and the San Diego Unified Port District for such land use planning provisions and specifications.

The development should respect the competing demands which exist between the Port’s goal of their realization of the commercial potential of this high-value land and the localized demand for the generous treatment of open space and parks.

The development should respect the great regional need for increased water-oriented recreational uses. Buildings and commercial activities which support and serve this park should not overwhelm it physically, but serve to enhance it. The land use, therefore, should be compatible with those outlined in the tidelands trust.

The public uses to which the tidelands are subject to should be sufficiently flexible to encompass changing public needs.

Tidelands development must not only minimize any increases in traffic congestion and transient population, but attempt to alleviate existing traffic problems.

Parking areas and access roads should cover as small an area as possible as to not intrude upon the physical beauty of the site.

Commercial ventures should not be emphasized which adversely affect the economic stability of the establishments already existing within Coronado’s commercial zones.

The ferry system, which was once integral with Coronado’s image, should be restored. The market building, site, and other physical facilities should gear their organization around this fact and serve to enhance the pleasure and convenience of the passenger.

The maintenance of the facilities and grounds should be accomplished with as little cost and care as possible.

All the facilities should be for the benefit and pleasure of the handicapped person; therefore, the structure and landscape should be as barrier-free as possible.

The various uses of the site should be developed into a wholistic totality and read as a unified identifiable image. The market and marina facilities, the two most dominating features physically, should be of unique and memorable design, yet sympathetic to the regional character and sense of place already established in Coronado.

Because of the relatively small physical size of the building on such a large site, its placement on the site and the views towards it should be juxtaposed in a creative way with the site features to enhance its remarkable design.

The development has a spectacular site with dramatic views and a long, undeveloped shoreline; therefore, it should take optimum advantage of both these unique features to provide a place for enjoyment, consumption, recreation, fantasy, and escape.

Image, especially within the context established within the Coronado and San Diego region, has an identifiable and tangible basis; consequently, the image, character, and scale should be compatible with this special context and the historical criteria for the building type.

The marketplace is a consortium of specialty shops and merchants who are united within a special building; therefore, in order to be successful, the consumer must be drawn by overall variety within the building which means that one or several uses must not be emphasized.
Several basic notions or conceptions in the architectural design have been very clear throughout the design process and have remained relatively constant through the final design. From a first-hand knowledge of the site and its unique and very beautiful context comes a strong feeling of the importance of form and image and the roles that they play in creating a memorable place. From a study of building types within similar park settings comes a direction of the character and massing of the building which is likened to a traditional pavilion which gives a sense of animation and hierarchy to the site. From an analysis of similar building types comes an appreciation for the simplicity of axial organization and the progression of spatial hierarchy along it. From an analysis of the site, a realization that a system can be developed which uses siting and plant material to take advantage of the cooling effects of cross-ventilation.

Considering these directions, the building began to take shape in plan with as conceptually simple an organization as possible: shops arranged along an axial corridor which was terminated at both ends by market spaces. The axiality became a powerful and dominating regulating device. It induced movement and views along the path that it created. The market spaces became the "magnets" of the plan, much in the same way that they are used in major retail centers and therefore became hierarchically important. At the same time they fulfilled the goal of not using an overtly-eminimized single retail shop as a primary magnet. Cales clustered themselves around these spaces and linked into the shops which lined the corridor. The corridor was intentionally left open to the sky above, creating a sub-theme of inside/outside. The market, however, required protection from the elements. Using the simple form of a tent/canopy rotated at a 45-degree angle to the structural grid emphasized the hierarchy of the space.

Repeating the language established by the axial organization, cross-axes were studied in various forms in order to gain variety within the plan and create outdoor space integral with the building. It was also felt that the building's corners should be emphasized in order to relate it conceptually with the Hotel del Coronado, the most predominant landmark on the island. Therefore, "wings" were placed along the cross-axes of the markets. These became outdoor eating pergolas relating to the theme of that particular market. The conceptual form that these spaces took was that of a tent - one of the most timeless and animated building forms but one which also has a sense of immediacy - "here and now."

Thematically, this site is to be developed as a water-oriented park; therefore much attention should be given to the definition of the water's edge by using it to its greatest potential. The spectacular views, both to and from the site, should also be used to their greatest potential. In conceptually fitting the various programmed functions into the site, a schematic design began to take form. Proper zoning of these diverse activities must be considered along with the existing site features. The problem that arose was to properly organize these activities so there is little or no conflict between themselves, but also recognize the fact that these areas need to be related or somehow linked. The site needs this overall relation to read as one total design complex.

A major constraint in our schematic planning was due to the underground parking scheme which severely limited the interface between building and landscape. The problem of visual impact created by the on site parking was resolved, but a major conflict in pedestrian and vehicular circulation occurred. Another problem focused on the orientation of the building. The smooth flow of pedestrian movement along the boardwalk was interrupted by a level change and the positioning of the building. An overall disorder and lack of physical relationships were still present. The important issues discovered in this schematic planning stage were vehicular circulation, zoning of activities, orientation of the building and the shoreline development. Various methods and schemes thus developed in order to determine what actually could be the strongest organizer of the site, both in form and function.
DESIGN DEVELOPMENT PROCESS

The conceptual strength of and simplicity of the building in form, and especially in plan, allowed more energy to be devoted to developing details and correcting flaws in the conceptual design.

To give the user a sense of orientation within the building, variations on the theme of symmetry were incorporated within the floor plan. For example, the markets differed in size according to the volume of sales in each. Moreover, the pergolas became inversely proportional in size to the area of the market due to the simple fact that those eating establishments which associated with the selling of fruit and vegetables programmatically demanded more space than those selling meat and fish.

The collision of the two grids - that along the corridor and that which clustered around the markets - failed to resolve itself in a clean solution. This problem was compounded by the fact that the "pockets" placed at diagonals from the markets interfaced with the vertical circulation points down to the parking level.

Plant materials within the building were incorporated to give color and texture and also to provide shade areas exposed to the intense sun. The piazza and arcade became natural places for such planting: vines and trellises were used to give a playful shadow and light pattern which would change with the season and the time of day.

A unique system of proportioning, based on an eight-pointed star, was experimented with during the design development phase. The markets contain the most literal interpretation of this concept: the actual star became a pattern on the ground plane and where the arms of the star met, a column supporting the tent/canopy was placed. The proportions of the star were also used in designing the building section, elevation, and building components.

After resolving the underground parking problem and working with a different building orientation, a new site concept began to evolve. By placing the parking on site, the building would be closer related to the boardwalk and other site activities. The connection between the marina, boardwalk, and open space were more directly related. On site parking does not have to be a negative factor. A well designed parking area can be a much more pleasant experience, as compared to an underground parking garage, if landscaping and vegetated islands are introduced.

By re-orienting the building, more advantages became apparent. Stronger visual as well as physical links were established. This orientation also set up a new concept of axiality. The locating of various activities along this boardwalk helped to tie the entire shoreline together. The Market Place is the centralized node of activity along this walk, with several smaller nodes branching off from it. The boat launching and historical frigate serve as one terminating end, while the other is concluded with a fishing pier. One other important linkage still needing consideration is between the market place and boardwalk to the developed recreation area. With this link the site would have complete pedestrian access without conflicting vehicular circulation. A pedestrian overpass provided this link as well as created a new axis across the boardwalk. This axis complemented the main entries to the market pace, as well as continued along the line of the pier and arcade shops.

The last issue discussed before moving into the final design development was the degree of formality the site should take on. The building reflects a formal image, whereas many of the site features express an informal character. Both ideas were studied in full detail.
The change which had the most impact on the final form was the removal of the parking level beneath the building. Its inclusion was not economically justifiable and was creating more problems within the building than it was solving. This act allowed the successful integration of the structure around the market with the linear structure of the corridor. The "pockets" were developed as both links to the outside and as formal promenade entrances into the cafes.

Development of the piazza, pergola, and arcade spaces became important issues since the function of these spaces was to unify the building as a cohesive totality. After an extensive process, a solution incorporating giant, overscaled columns was determined to provide desired unification of elements, monumentality of form, and appropriate proportional relationships between building elements. These columns would essentially be hollow and have the potential of incorporating a lighting device which would give them a unique illumination at night.

Fenestration of the building was based on incorporating the 7.5' x 7.5' trellis system used in the piazza in lieu of traditional windows. The pattern established by this screen would provide a foil, or view coded by a foreground pattern, to those sitting behind it. This also enhanced the pavilion-like qualities of the building while not depending on a plane of glass to provide the transition between interior and exterior.

The pergolas and markets evolved with qualities which enhanced their functions. The tents which previously covered the pergolas now covered the market, and the trellis system of the piazza now became part of the pergola, relating it back to its historical precedent. After the final building orientation was determined, the sequence of space through the minor axis became very important as a dominant organizer of the building. The form of the piazza bowed out at the entrance to reflect the elevation and also to create a memorable entrance space with a fountain providing the pleasant sound of splashing water one moved along the arcade or piazza.

The final design solution of the site plan represents a compromise between the formal and informal design layouts. The final site plan is intrinsically formal in layout with the major thrust of the organization being along the diagonal axis that penetrates the building. The boardwalk is the primary organizer along the shoreline; it breaks from the direct linearity to create special spaces within the site for designated activities, such as the marina and the informal beach area. The marina rests in its own pocket of space along with an exhibition for the historical frigate, the Star of India. Short term boat docking is also located within the marina for easy access to the market building.

The building has been consciously sited in order to open out onto and become an extension of the boardwalk, while orienting itself for maximum views and cross-ventilation potential. It is also placed at an askew angle from the approach onto the site in order to emphasize its picturesque qualities. The penetration of the road through the site picks up the same axis as the boardwalk. As one drives along this road, a major view unfolds by enfolding the view through the overpass to the historical ship docked in the marina area. This road layout also forms a large open space for developed recreation. The open space is has a strong relation to the community center and in the larger context a strong relation to the expansive open space of the tidelands golf course, across the bridge. The landscaping helps tie these open spaces together, as well as to play down some of this formal symmetry created in this design.
One could not possibly hope for a more ideal location for a thesis project than Coronado, California: the site chosen on this peninsula of land which separates San Diego Bay from the Pacific Ocean is one of the few remaining pockets of land on the bay. Its dramatic views to downtown San Diego, especially at night, are unrivaled by any other urban center. The climatic conditions are consistently ideal year round. The social climate, energetic and actively "California," has developed within this context of the beautiful climate, sandy beaches along the Pacific, palm-lined avenues, sub-tropical vegetation, deserts, mountains, and interstate highways.

San Diego and Coronado are uniquely different, however, than the remainder of Southern California. Whereas the overall social, political, and environmental structure is very conservative and formal, the activity generated within this structure is very open, friendly, and informal. This dynamism of context has manifested itself in our thesis project: the infrastructure of both the site and the building has been intentionally designed as being very formal, almost to the point of pure symmetry. However, by juxtaposing very informal activities within this formal structure, a dynamism has been created which reflects its macrocontext.

Perhaps if one wanted to single out the one factor (if this were possible) which had the greatest influence upon our design, we would say that this factor is image. Any building, good or bad, has an image. To make an image memorable and special, however, it must be responsive: not only to its spatial requirements and programmatic interrelationships, but to its spirit. We have had the great fortune in this project to have this rich community spirit and context in our back yard: the spirit of tradition, pride, and elegance is not just something special in Coronado, it is an integral part of everyday life. This spirit simply cannot be translated into a building that is iconographically dead: it must be vital - fun to be around - in tune with the community spirit.

The spirit of the building precludes a final condescending idea: architecture is an art; and it must be an honest one at that. It is the spirit of the time. Its sources must be honest: art should not copy art. The artist Dali said, "The first person to compare the cheeks of a woman to a rose was a poet. But the second person to do it was an idiot." The Modern Movement has produced architecture, to a large extent, for and by idiots. Art has become so disparate from architecture that an oversized Picasso in a barren Chicago canyon has become the accepted corporate tradition. Even Post-Modernism associates art as an idea rather than a material fact. A work of art can exist as a bridge between what you do not know on one hand and what you do know on the other: a filter of information. A building does not necessarily have to be an exercise in space, structure, and form. It can be this filter. Our thesis project explores the ramifications of this philosophy. Unfortunately, it will only exist on paper.
<table>
<thead>
<tr>
<th>MONTH</th>
<th>DAILY MAXIMUM</th>
<th>DAILY MINIMUM</th>
<th>MONTHLY</th>
<th>RECORD HIGHEST</th>
<th>RECORD LOWEST</th>
<th>YEAR</th>
<th>NORMAL HEATING DEGREE DAYS (BASE 65°F)*</th>
<th>MEAN</th>
<th>MONTHLY MAXIMUM</th>
<th>YEAR</th>
<th>MONTHLY MINIMUM</th>
<th>YEAR</th>
<th>MAXIMUM IN 24 HOURS</th>
<th>YEAR</th>
<th>MAXIMUM IN 24 HOURS</th>
<th>YEAR</th>
<th>MAXIMUM IN 24 HOURS</th>
<th>YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>62.8</td>
<td>46.9</td>
<td>54.9</td>
<td>88</td>
<td>1969</td>
<td>30</td>
<td>1949</td>
<td>314</td>
<td>1.7</td>
<td>5.1</td>
<td>1969</td>
<td>T</td>
<td>1972</td>
<td>2.0</td>
<td>1969</td>
<td>T</td>
<td>1949</td>
<td></td>
</tr>
<tr>
<td>FEB</td>
<td>63.5</td>
<td>48.0</td>
<td>56.0</td>
<td>85</td>
<td>1954</td>
<td>38</td>
<td>1966+</td>
<td>237</td>
<td>1.2</td>
<td>5.3</td>
<td>1976</td>
<td>T</td>
<td>1967</td>
<td>1.7</td>
<td>1959</td>
<td>T</td>
<td>1959</td>
<td></td>
</tr>
<tr>
<td>MAR</td>
<td>63.6</td>
<td>50.3</td>
<td>57.5</td>
<td>64</td>
<td>1968</td>
<td>41</td>
<td>1953</td>
<td>219</td>
<td>1.2</td>
<td>4.3</td>
<td>1952</td>
<td>T</td>
<td>1972+</td>
<td>1.7</td>
<td>1952</td>
<td>T</td>
<td>1963</td>
<td></td>
</tr>
<tr>
<td>APR</td>
<td>65.5</td>
<td>52.0</td>
<td>60.0</td>
<td>89</td>
<td>1971</td>
<td>44</td>
<td>1953</td>
<td>144</td>
<td>.6</td>
<td>2.9</td>
<td>1965</td>
<td>T</td>
<td>1962</td>
<td>1.1</td>
<td>1965</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAY</td>
<td>67.0</td>
<td>55.8</td>
<td>61.9</td>
<td>92</td>
<td>1971+</td>
<td>47</td>
<td>1960</td>
<td>79</td>
<td>.2</td>
<td>1.3</td>
<td>1977</td>
<td>T</td>
<td>1970+</td>
<td>1.0</td>
<td>1977</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUN</td>
<td>68.8</td>
<td>60.7</td>
<td>64.4</td>
<td>97</td>
<td>1957</td>
<td>54</td>
<td>1950</td>
<td>52</td>
<td>.1</td>
<td>.4</td>
<td>1976+</td>
<td>T</td>
<td>1973+</td>
<td>.3</td>
<td>1972</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUL</td>
<td>72.9</td>
<td>61.0</td>
<td>68.6</td>
<td>90</td>
<td>1972+</td>
<td>57</td>
<td>1975</td>
<td>6</td>
<td>T</td>
<td>.1</td>
<td>1968</td>
<td>T</td>
<td>1974</td>
<td>.1</td>
<td>1968</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUG</td>
<td>75.4</td>
<td>61.5</td>
<td>70.2</td>
<td>92</td>
<td>1972</td>
<td>57</td>
<td>1975</td>
<td>0</td>
<td>.1</td>
<td>2.0</td>
<td>1977</td>
<td>T</td>
<td>1970+</td>
<td>1.5</td>
<td>1951</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEP</td>
<td>74.8</td>
<td>62.0</td>
<td>68.7</td>
<td>108</td>
<td>1963</td>
<td>56</td>
<td>1971+</td>
<td>16</td>
<td>.1</td>
<td>1.4</td>
<td>1963</td>
<td>T</td>
<td>1970+</td>
<td>1.2</td>
<td>1976</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCT</td>
<td>72.1</td>
<td>57.3</td>
<td>65.6</td>
<td>106</td>
<td>1961</td>
<td>47</td>
<td>1949</td>
<td>43</td>
<td>.3</td>
<td>2.5</td>
<td>1957</td>
<td>T</td>
<td>1967+</td>
<td>.7</td>
<td>1957</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOV</td>
<td>67.5</td>
<td>50.5</td>
<td>60.6</td>
<td>95</td>
<td>1966</td>
<td>40</td>
<td>1964</td>
<td>140</td>
<td>1.2</td>
<td>5.7</td>
<td>1965</td>
<td>0.0</td>
<td>1956</td>
<td>1.6</td>
<td>1965</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEC</td>
<td>64.1</td>
<td>47.0</td>
<td>55.9</td>
<td>85</td>
<td>1963</td>
<td>37</td>
<td>1951</td>
<td>257</td>
<td>1.4</td>
<td>5.6</td>
<td>1965</td>
<td>T</td>
<td>1950</td>
<td>2.2</td>
<td>1951</td>
<td>T</td>
<td>1967</td>
<td></td>
</tr>
<tr>
<td>ALL</td>
<td>68.2</td>
<td>54.4</td>
<td>62.0</td>
<td>108</td>
<td>1963</td>
<td>30</td>
<td>1949</td>
<td>1507</td>
<td>8.1</td>
<td>5.7</td>
<td>1965</td>
<td>T</td>
<td>Many</td>
<td>2.2</td>
<td>1951</td>
<td>T</td>
<td>1967+</td>
<td></td>
</tr>
</tbody>
</table>
• MARINA del CORONADO •