

# The Presence of Absence: Haymarket

**James MacDonald Bruneau**  
Bachelor of Fine Arts  
University of Massachusetts at Amherst 1996

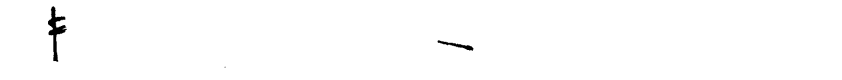
Submitted to the Department of Architecture in partial fulfillment of the requirements of the degree of Master of Architecture at the Massachusetts Institute of Technology.

February 2000


Signature of Author

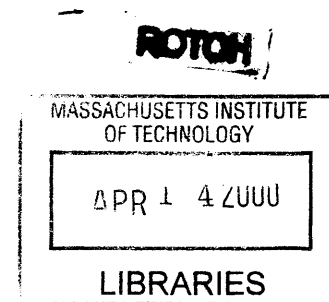
  
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## Abstract

### *The Presence of Absence: Haymarket*

James MacDonald Bruneau

Submitted to the Department of Architecture on January 12th, 2000 in partial fulfillment of the requirements of the degree of Master of Architecture at the Massachusetts Institute of Technology.

#### ABSTRACT

This thesis proposes that physical memory can be a basis for architecture. The goal of this project is to make legible the seasonal growth and decay of an open-air public market in a way that is resonant with the form of the city and its daily life. If we understand a connection to natural and seasonal cycles and a sense of continuity to be a positive thing, this project seeks to relate the use, form, and architecture of one piece of the city to larger ideas about cycles of transformation. By proposing both a permanent and seasonal market, the comings and goings of the temporary pieces are made apparent, giving a presence to their absence.

The site for the project is Haymarket Square, located at the southern tip of the Bulfinch Triangle area of Boston, Massachusetts. It is a part of the city which has undergone a radical series of transformations throughout its history, beginning as part of the Charles River and later developing into the first formally planned area of Boston.

Today, another series of changes is about to take place as the Central Artery project promises to re-establish some of the fabric of the Triangle that was lost during the construction of the elevated highway in the 1950's. These

transformations and the traces they leave behind were the point of departure for the project.

Rather than attempting to build or record the physical history of the city architecturally, this project proposes the use of visual and physical devices to make us aware of the cycles of change that take place around us. The major goals of the project are to:

- Detect and re-establish the urban rules which govern that part of the city by defining the edges of the Bulfinch Triangle, Dock Square, and North End areas.
- Create a building that is a focus and still adheres to those rules.
- Make the architecture communicate the weekly, seasonal, and annual cycles of the market in a way which is meaningful to its public spaces.

Thesis Advisor: Bill Hubbard Jr.

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*The Presence of Absence: Haymarket*

## *Thesis Committee and Jurors*

### *Thesis Committee*

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## *Acknowledgements*

The list of people who have kept me going through this experience is lengthy. There are a few people, however, who have helped me to stay the course and to remain focused on the ultimate goal.

Thanks to:

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**Paul Lukez**

**David E. Wiborg**

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**Jennifer Zaslou**, for patience, support, hard work, and love.

Dedicated to my mother and father, and to the memory of **Sylvester** the cat.

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## Introduction

### Why

The public market has been a part of Boston since the beginning when Quincy Market and Haymarket Square were places of commerce and important open spaces in the city. Located at the southern tip of Bulfinch Triangle, the first formally planned area of the city, Haymarket Square was a linkage between the North End and other parts of the city. During the 1950's, in an attempt to bolster Boston's economy, urban renewal strategies tore through the city fabric in order to make room for the elevated Central Artery and Government Center. This left Haymarket Square and Bulfinch Triangle as little more than fragmented places below an elevated highway.

Recently, the same vision and energy which brought about those events has been re-directed into a self-improvement strategy for Boston that has the new Central Artery project at its core. After the completion of the Big Dig in the first decade of the 21st century, a newly-developed corridor of parks and buildings will stand in the place of the elevated highway, terminating near Haymarket Square. It is plausible that this corrective momentum would one day occasion the re-design and re-establishment of Haymarket Square in its original role as a major public open space in the city, and that the Haymarket might be "re"-relocated to Haymarket Square from its current artery-side venue.

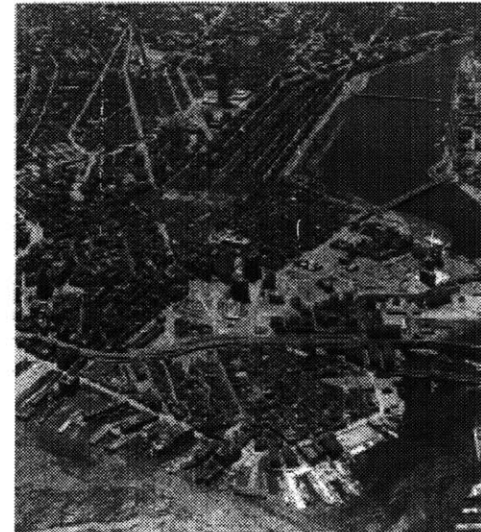
Further, property along the central artery corridor which is now almost worthless will in five years' time be among the most desirable in Boston. Currently, the Haymarket and a variety of other small businesses are located in and around the Blackstone block. These businesses, food merchants to those who cannot afford or prefer not to shop at the city's supermarkets, are in danger of being permanently displaced.

Not only would local businesses be harmed should this happen, but the Haymarket, a cherished Boston phenomenon, would be lost. To address this predicament, it is presumed that the city of Boston has included among its revitalization plans a new public market which will be a "permanent" venue for the Haymarket vendors and the neighboring merchants who are in danger of displacement.

The public market is an important entity for several reasons:

- It provides an economical source of fresh food for people of limited means.
- Markets tend to foster neighboring development and help create "addresses".
- Markets provide space for fledgling ventures at minimal cost.

*Bulfinch Triangle borders a demolished West End, the elevated artery already visible.*



*Image Boston Redevelopment Authority*

## Where

The richness of the city comes from its differences. The city is artificial. It is a place to be continually worked on that we will change as time passes. Rarely do we begin with a clean slate; most often we alter, adjust, modify, and rework our urban environments piece by piece. Because of this method of working, the process of change is revealed to us as we move through the city. New buildings next to old ones tell us about how areas have developed and even how they might change in the future. The rough edges of demolition, addition, and adaptive reuse add layer upon layer to the story of the city, sometimes obscuring the past and sometimes revealing it. Boston is full of visual clues about what was and what might be.

Sometimes the changes that shape the city are not linear but cyclic, recalling decisions made in the past. This is true in Boston today, as the Central Artery project promises to change again a part of the city which has been in an almost constant state of transformation for over two hundred years.

Bulfinch Triangle and specifically Haymarket Square are the areas of the city which were interesting because they are areas rich with the signs of building and rebuilding. Accomplishing the urbanistic goal of making sense of this part of the city would mean understanding the forces at work on the site, why they occur the way they do, and how to work with and engage them.

## What

The program for the project is a public market with both seasonal open-air and year-round enclosed components.

*The Presence of Absence: Haymarket*

The building is intended to house the Haymarket, Boston's weekend vegetable and fish market. Currently the market occurs immediately next to the Blackstone block, in a two-aisle linear layout between the shops in the block and the elevated highway. The Haymarket is a collection of vendors who buy produce at the Chelsea Market and bring it into the city to sell it.

Unlike the fashionable, nearby Quincy Market area, the Haymarket is an authentic open-air market. It is congested, difficult to move through, noisy, and sprawling. Customers often buy in bulk and haggle with vendors down to a few pennies. One does not touch the produce at the Haymarket; one asks for what one wants, and the vendor selects it. An integral part of the Haymarket is the trash lane, located adjacent to the expressway, where vendors discard containers and unwanted produce. A garbage truck moves up



*A typical Saturday at the Haymarket.*



and down the lane all day collecting trash. At the end of the day when the market is over, two large bulldozers clear the remaining mess from the streets, an aromatic ragout of discarded produce, trash, and fish.

The market is set up on Friday afternoons, each vendor erecting improvised awnings from tarps on wood or metal frames in specific, unchanging locations. The produce is displayed on top of packing crates and is lit by strings of naked bulbs. Ice for fish vendors is stored in a refrigerated truck that leaks a stream of water onto the street all day. Vendors park their box trucks in a line next to the expressway. The high season for the market is the spring and fall, although the market functions through the winter at about half its size with the use of kerosene heaters. Recently, sushi has been added to the list of goods sold at the Haymarket.

### Who

The clientele of the Haymarket is diverse. As it is a weekend event close to other attractions downtown, some visitors are there for the experience of the open-air market. Most are there to shop for food, some because of its charm and authenticity, others because it is affordable. Shopping at the Haymarket means also shopping at the adjacent butcher shop, cheese shop, etc., which sell inexpensive cuts to those less wealthy. These businesses, located in the basement of the Blackstone block, are important to the life and spirit of the market, and would be given a place in the proposed market. What Haymarket customers have in common is that they are all looking for a bargain.



*A typical vendor's stand.*



*Halal Meat Market,  
Blackstone Block.*

## Site

The site for the project is Haymarket Square, located at the southern tip of the Bulfinch Triangle area in Boston, Massachusetts. The site which appears in the final proposal does not currently exist as such, but is now occupied by a large parking structure and bus stop. To the immediate north is the remainder of Bulfinch Triangle, North Station, and the Fleet Center. To the west is the Scollay Square area, characterized by 1960's government buildings. South is Dock Square, with winding streets and North End-like fabric, and west is the elevated Central Artery and the North End beyond.

### History

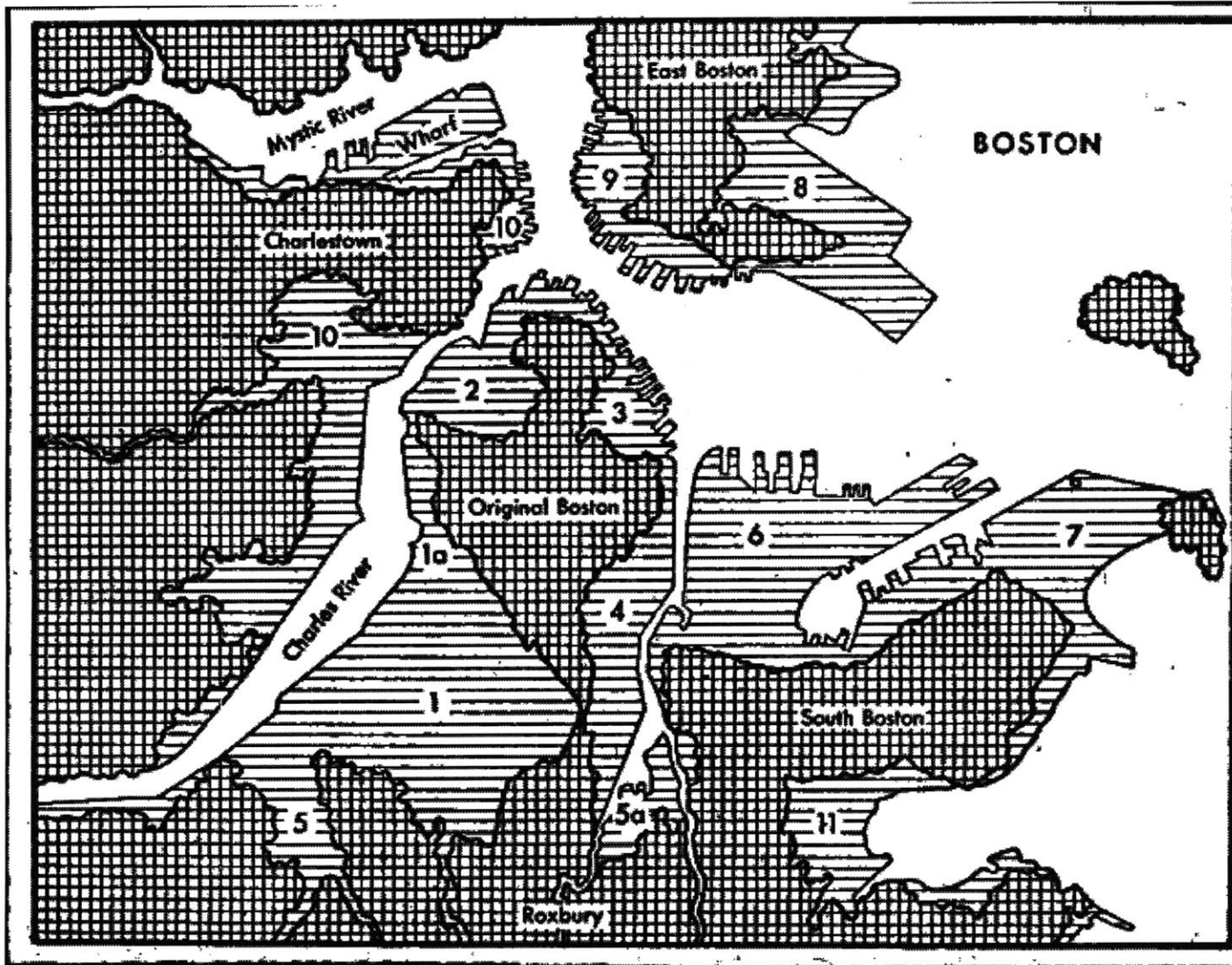
From the time when Boston was little more than a settlement, it has been expanded and re-worked in order to make it work better economically and socially. Fully half of the land mass of modern Boston is artificial, and is still being worked on to improve the quality of life and accessibility. During the 1950's, Urban Renewal efforts destroyed large areas of the city to make way for Modernist development strategies. Today, the city is once again in a state of change with the Big Dig well underway, which will bury the city's main traffic route, the Central Artery.

Bulfinch Triangle, Boston's first formally planned area, will be fundamentally effected by these changes. At its apex is Haymarket Square, one of the city's oldest marketplaces. Torn in half by the construction of the original Central Artery, the Triangle shows the signs of working and re-working typical of Boston. Once the Big Dig is completed, Haymarket Square has the potential to take on a new significance as an important open space at the end of the new surface boulevard and between the North End, Scollay Square, and Dock Square areas.

It is useful to understand some of the history of the area now known as Bulfinch Triangle. Located immediately west of Boston's North End, the Triangle is the result of nineteenth century efforts at land reclamation. Until 1808 the area was not even land but water. Called Mill Pond, it had been created much earlier in 1643 by building a dam at the present location of Causeway Street. In the drive to expand Boston's land area, it was decided that Mill Pond should be filled in with soil from Beacon Hill. Charles Bulfinch, a prominent Boston architect and Chairman of the Committee of Selectmen which included John Quincy Adams, drew a proposed plan for the layout of the newly made area.<sup>1</sup>

In his plan of 1808, Bulfinch shows a triangular arrangement of streets with Causeway Street at the northern base of the triangle, and Merrimack and (now) North Washington streets as the west and east legs. The triangle terminates in an incomplete apex, leaving an open space to be used for a market. This area would become Haymarket Square. A regular grid of streets is shown in the plan, which survives today more or less intact. Here Canal Street is shown to bisect the triangle and terminate at the market square.

The layout of this area would remain essentially as planned, changing, of course, as the city developed, but generally following the rules that Bulfinch laid out. The plan on page 14 shows Bulfinch Triangle and surrounds sometime in the late nineteenth- or early twentieth-century, the city densely built and Haymarket Square marked as such. It would remain much like this until the 1950's, when Boston fell on hard economic times. In a plan to reinvigorate the economy and make downtown Boston easily accessible, a new elevated highway was proposed which would snake through the city, connecting it with the interstate. This proposal required a



Site

This map illustrates the sequential growth of Boston through the filling of adjacent waterways.

Image Rotch Visual Collection

The Presence of Absence: Haymarket

major excision of Boston's fabric, which included bisecting Bulfinch Triangle with the elevated Central Artery.

The result of the construction was a new highway-scaled element in downtown Boston, totally antithetical to the type of city it was and the scale of the existing streets. The highway made an island of the North End and cut off the waterfront from the central business district and downtown, not to mention the valuable land it occupied and the undesirable spaces it created below.

Site

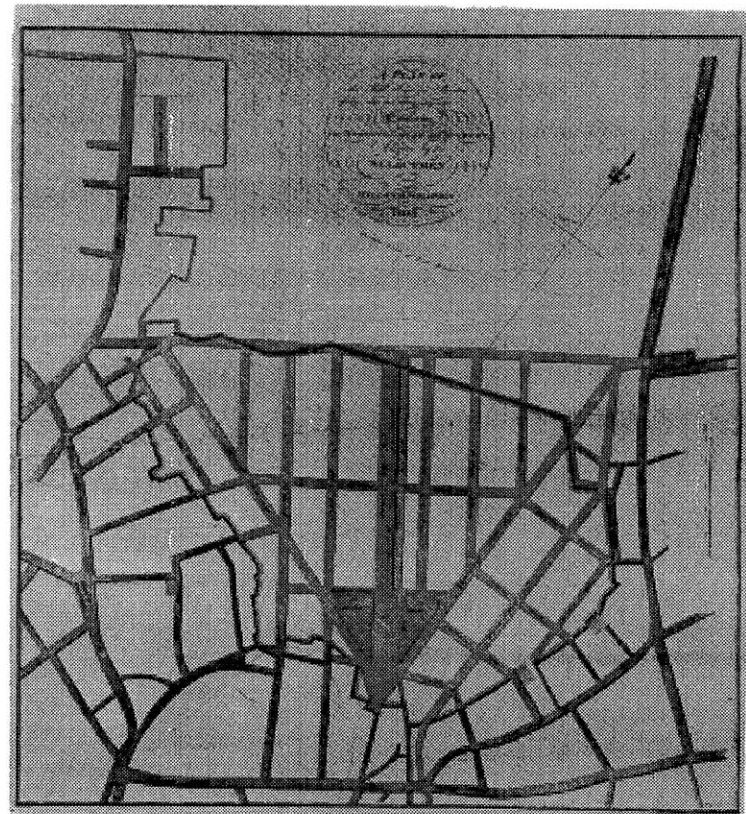
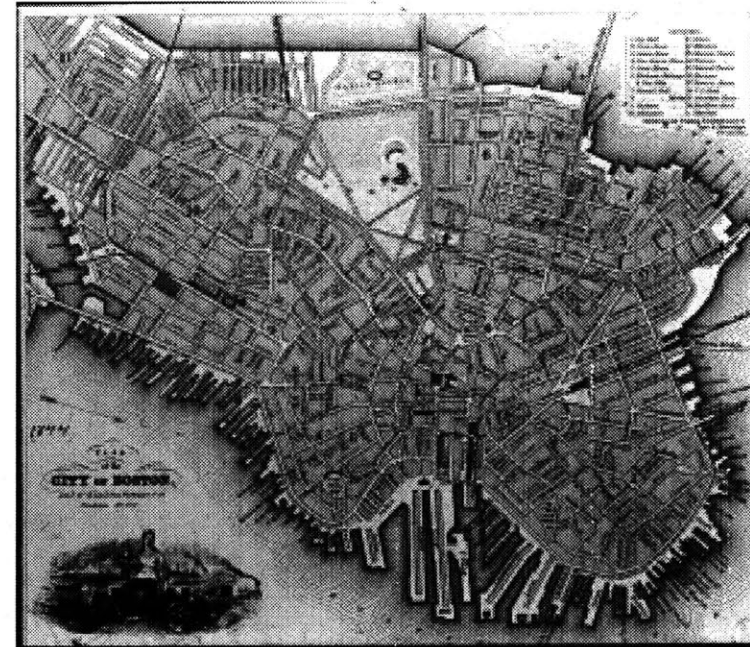


Image A Topographical History of Boston

Charles Bulfinch's 1808 plan



Above: By 1844 Mill Pond had been filled and developed according to Charles Bulfinch's 1808 plan. Bulfinch Triangle is at the right of this map.

Left: Mill Pond, at top, would become Bulfinch Triangle after filling with earth from Beacon Hill. 1800 map.

Site

Site



Image courtesy, Michael Dennis

Left: Bulfinch Triangle in the nineteenth Century. Haymarket Square is circle at center of plan.



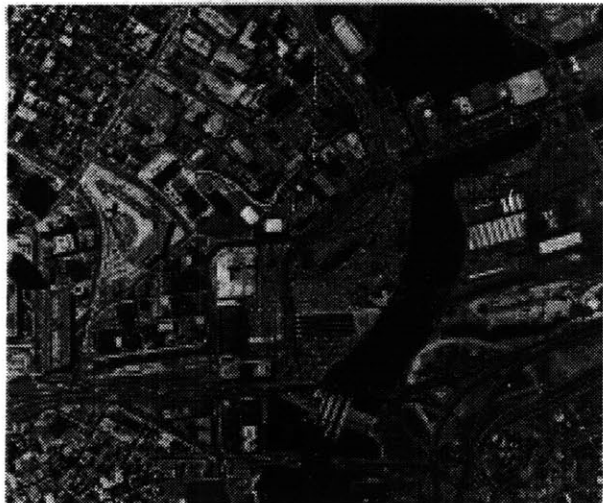
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Above: The West End and Scollay Square areas were demolished in the 1950's in order to make room for Government Center. Bulfinch Triangle was barely saved.

*The Presence of Absence: Haymarket*



1936 Photo, from by Aerial Photos of New England



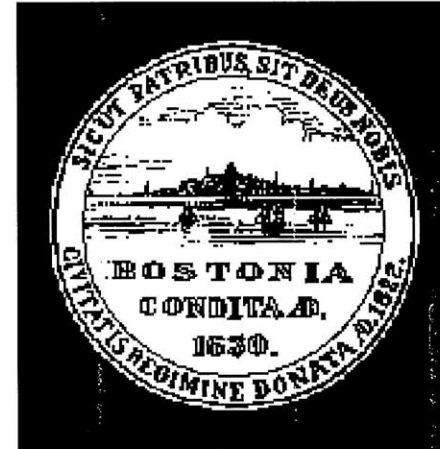
*These aerial photographs show the effects of the construction of the Central Artery, visible at bottom.*

Site

## Today

Barely saved from demolition itself during the 1950's, Bulfinch Triangle is today home to many offices as well as housing and retail. Proximate to North Station and the Fleet Center, it is a destination for both work and leisure activity, including several popular nighttime gathering spots. All this occurs within mostly nineteenth-century building stock that includes some superb examples of brickwork.

Although the basic layout of Bulfinch Triangle remains visible, it has been further obscured by the construction of a large parking garage that spans Merrimac Street and lands at what would be the southern tip of Bulfinch Triangle. This is once again an element out of scale with the rest of the area, that obscures the urban logic of the street layout and makes for a difficult pedestrian environment. With the recent construction of the Fleet Center and the Suffolk County Courthouse, it has becoming increasingly important that the area function as well as possible urbanistically for both pedestrian and automobile traffic.



Seal of the city of Boston.



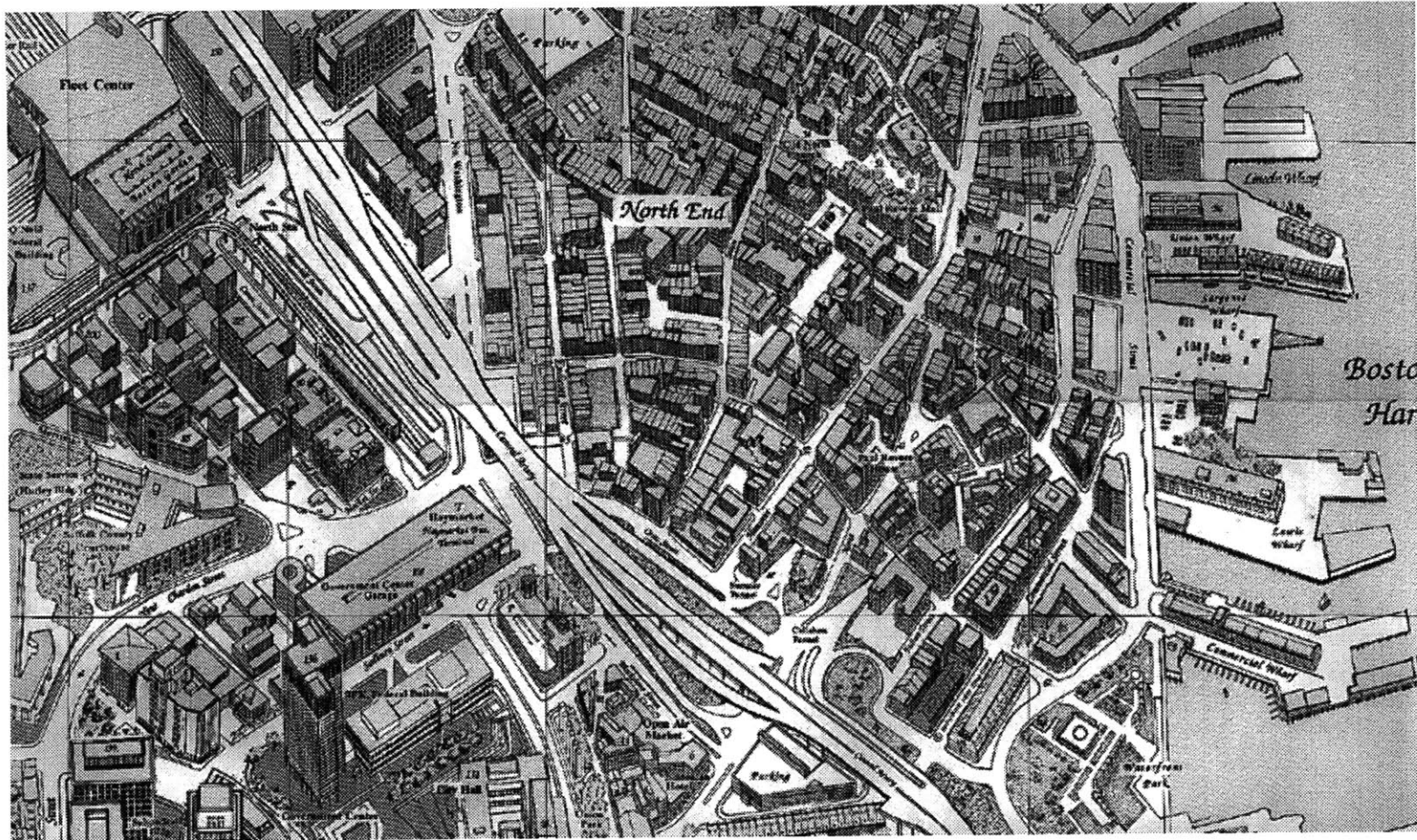


Image Boston Redevelopment Authority

Site

*This isometric map shows the elevated artery and its current relationship to the city. On the left side of the image is Bulfinch Triangle, and below it is the large, trapezoidal Government Center parking garage. The site for the project, Haymarket Square, is located below this garage. On the right of the image is the North End, and Government Center at the bottom.*

1. Fleet Center 2. Elevated artery I-93

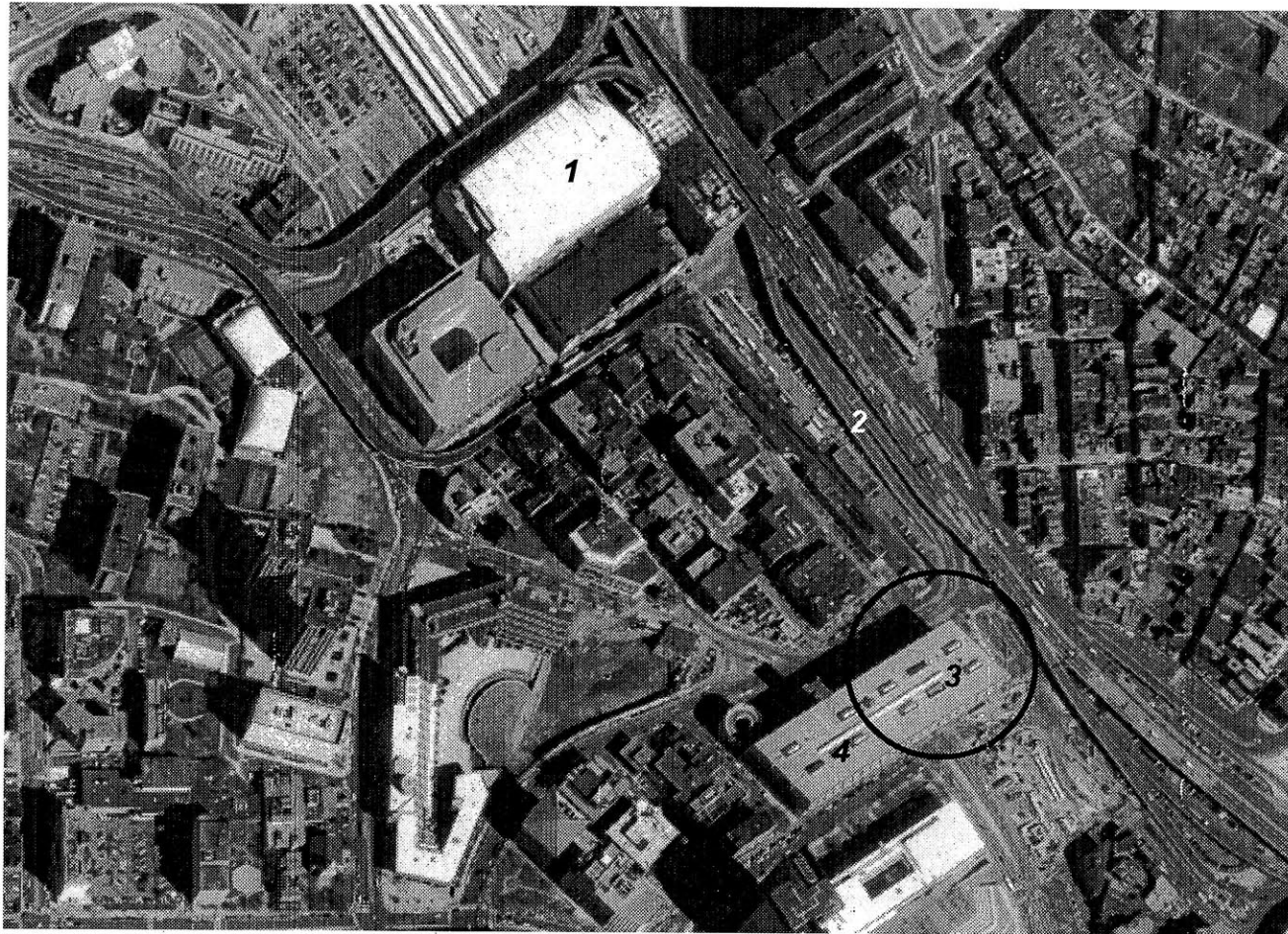


Image MassGIS

Site

Aerial detail of Bullfinch Triangle and the site.

3. Site 4. Government Center garage



Site

*Site photographs, clockwise from bottom left: View from Government Center garage, View from corner of Merrimac and New Chardon streets, Haymarket vendor's trucks parked along the side of the elevated artery.*

## Tomorrow

As mentioned earlier, this area is on the cusp of a series of major urban changes. The submersion of the Central Artery will affect Bulfinch Triangle in the following ways:

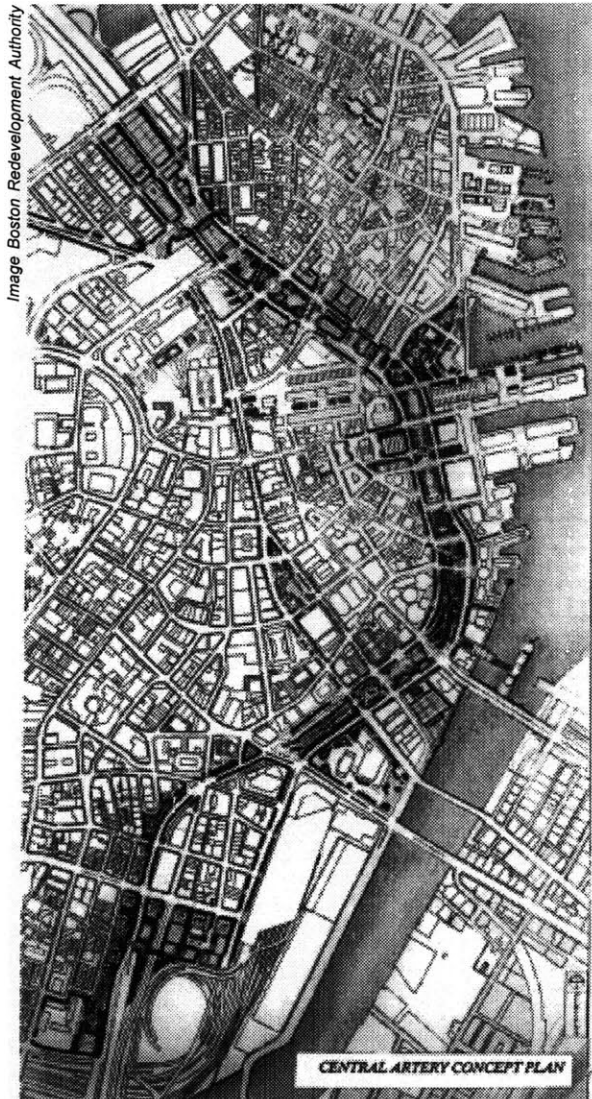
- 2+ new blocks will be made available for development, restoring the previous street grid.
- North Washington Street will become an increasingly important surface road for entering and exiting artery traffic.
- A major tunnel ramp interchange will be built immediately to the east of Bulfinch Triangle.
- The Causeway Street parcel that is currently parking (previously Boston Garden) for the Fleet Center will be developed.

Eventually, the current elevated Green Line tracks will be submerged to connect to a new subway station on Canal Street. This site is ideal because of its unique ability to:

- Restore the latent urban order destroyed by the construction of the original artery.
- Define the edges of the Bulfinch Triangle and the Dock Square, Government Center and new surface corridor districts around it.

- Provide easy access for vendors, shoppers and suppliers via nearby tunnel exits.
- Recall an historic market area in the city.
- Benefit from on-site public transportation access.

This proposal, then, is intended to further this series of changes to Bulfinch Triangle and its surrounds in order to restore the urban logic of the Triangle and improve its useability.

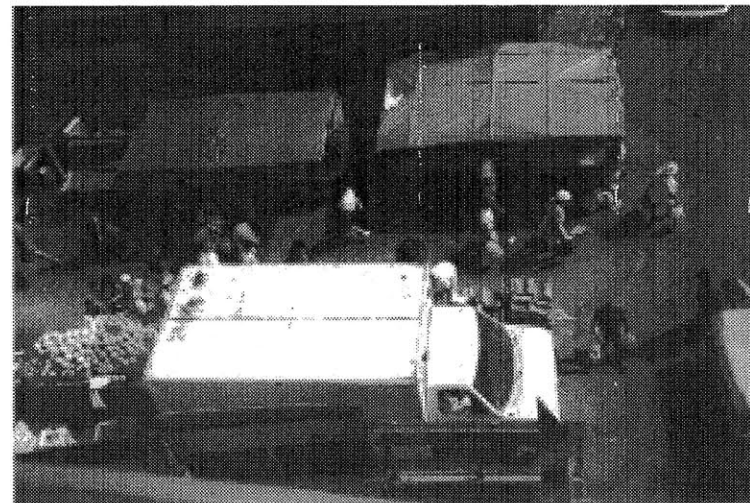
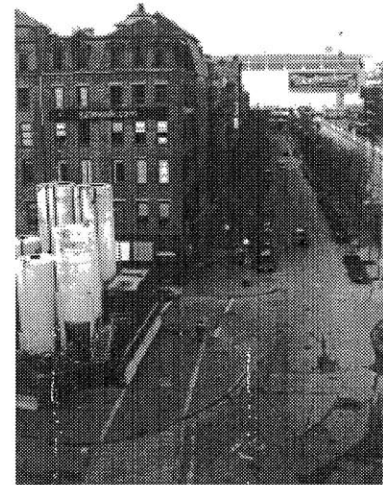


*This Boston Redevelopment Authority plan shows a re-developed central artery corridor which terminates in three newly developed blocks in Bulfinch Triangle. The date of completion for this project is currently 2004.*

Site



*Additional views of the site and existing Haymarket.*



*The Presence of Absence: Haymarket*

## Problem Statement

This project is as much about how to do architecture in the city as it is about how to do a market on this site. A building on this site is asked to function in at least two different ways: First, it must be something of a focal point, as it defines and addresses an important open space in the city, and is in this case intended to call attention to itself as it changes throughout the year. Second, it must be a good neighbor to existing (or newly proposed) fabric buildings and streets. It seems that much of the urban architecture that is being built today can do either of those things but not both.

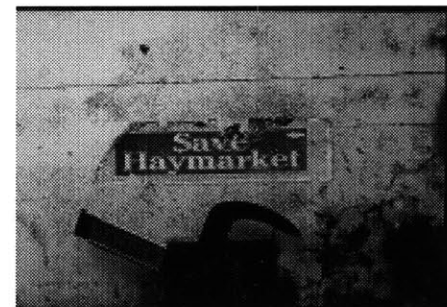
Architecturally, the problem is how to do a market which will tell us about its daily, weekly, and yearly cycles of operation by physically predicting its own "bigness" and "smallness". This will depend upon the use of what I have called "physical memory", or the ability of physical conditions, things, to help us make the mental leap from the state of being that we see to one which we can suppose will exist. What form will these clues take? Maybe they will be temporary structures or markings on a public square. It is these devices that will make the connection between a building that fulfills a self-serving purpose, and one that comes from understanding and interpreting the workings of the city.

More specifically, the program of a market at Haymarket Square must resolve several urban problems such as traffic and pedestrian flow around a site which is an island, relating a public space effectively to Merrimac and North Washington streets, and addressing its position as a focal point from Canal and Congress streets.

British architects Bob Allies and Graham Morrison talk about Aalto's Academic Bookshop in Helsinki and Albini's department store in Rome, two buildings that behave in a particular way in their respective cities:

"What is interesting to us about both these buildings is the way in which they make a direct response to the hierarchy and order of the existing urban structure. The significance of this gesture lies not in the impact it has upon the appearance of the buildings, but in its direct acknowledgement of the importance of the existing urban structure, and of the value of that structure as a means of orientation, helping to make the city comprehensible to its inhabitants and therefore easy and reassuring to use. They are both buildings, in other words, which are grounded in an understanding of how things are, of how the city works. And while they conform to the conventions of the city, they are also manifestly modern buildings, and therefore succeed not only in sustaining but also in re-invigorating the urban matrix of which they form a part."<sup>2</sup>

If we can accept this way of thinking about architecture in the city as valid, then it is important that this project be a site-generated response to, and re-thinking of, one piece of the city.



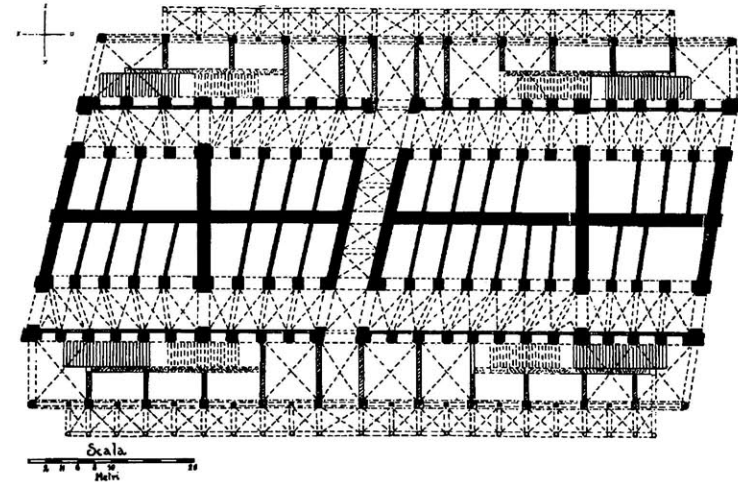
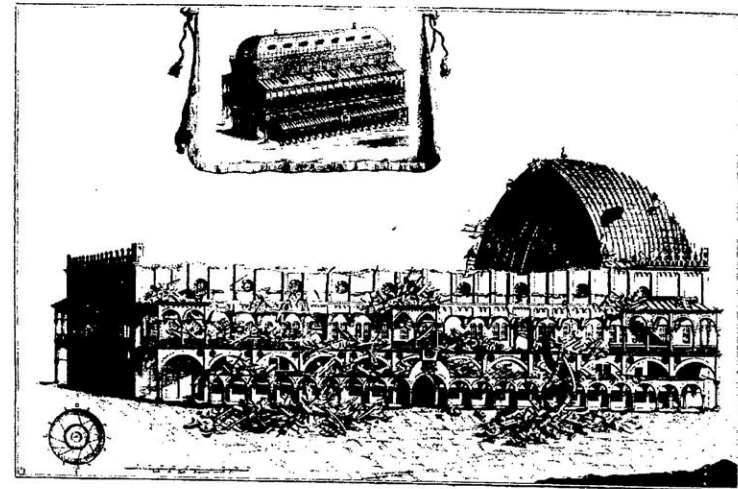
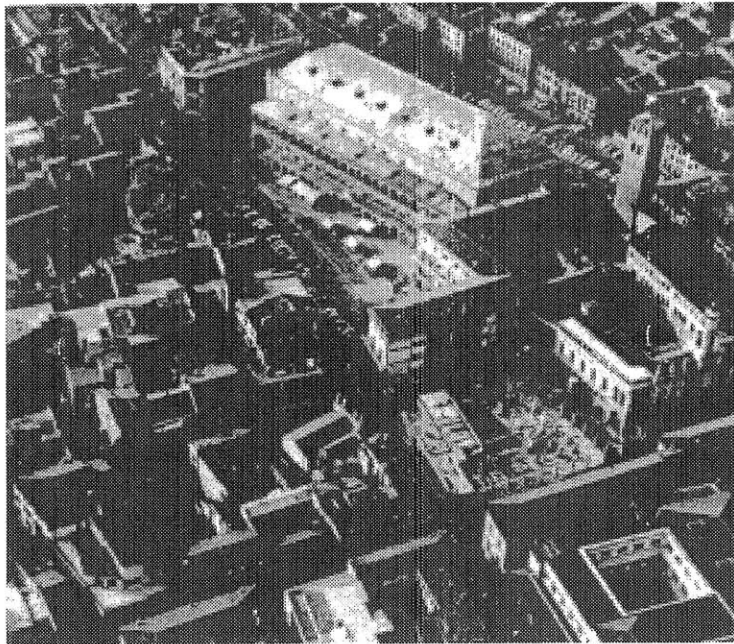
*The Presence of Absence: Haymarket*

*Precedent Study Palazzo della Ragione, Padua, Italy*

This urban marketplace illustrates the idea of an object-building which fits into its urban context by adjusting an "ideal" architectural form to the idiosyncrasies of its site. In the urban plan at right, one can see the building addressing two public squares and still reinforcing the rules of the city by changing its plan in reference to the street grid. This simple move reiterates the hierarchy of city, street, building.



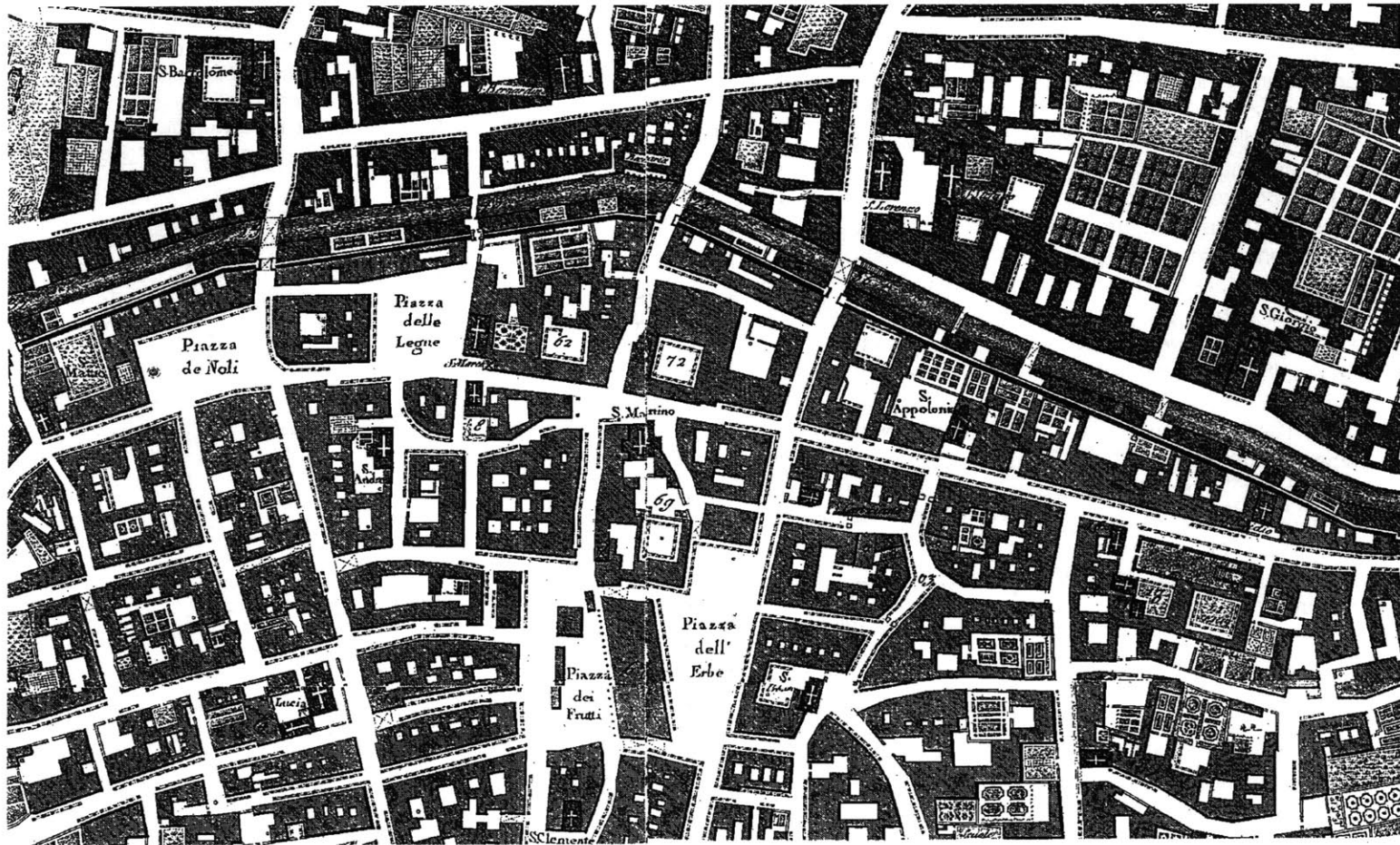
Precedent Study



*All images from The Architecture of the City, Rossi.*

*The Presence of Absence: Haymarket*





Precedent Study

Located at the bottom of the plan in the center, the plan of the market in relation to the city is visible.

## Project Statement

The problem of building new buildings in old cities is not, hopefully, simply a question of style, nor is it only a matter of addressing functional and environmental concerns. The idea of continuity, that something came before and that something will come after, is at the core of the way this project addresses its urban component. Rather than taking a “look at me” position like much of the current rhetoric, or conversely an architecture-as-background position, the approach is to try to learn from what the city has to tell us and, based on that, make architecture that maintains the crucial elements of urban spaces, i.e. edges, places, etc., but considers how these pieces might be used in ways to let the city talk to us, revealing the layers and edges that make it rich.

The approach to the architecture is, obviously, related inseparably to the urban facts of the site and its surrounds. This in combination with the programmatic demands of the market, and the conceptual stance that this building and its adjacent open space should be designed so that they communicate its annual cycles to us, were the guiding ideas that shaped the design.

The market is not intended as a ‘boutique market’, catering specifically to the affluent or ‘yuppie’ customer; it is not a new Quincy Market. This market is intended to serve the current customers of the Haymarket and neighboring merchants as well as local restaurateurs. It will not be made palatable or chic, but will be an authentic establishment for those who wish to buy in a particular type of environment.

In *The Architecture of the City*, Aldo Rossi talks about what he calls “primary elements” in the city. He defines primary elements in this way:

“...(primary elements) are those elements capable of accelerating the process of urbanization in a city...often they act as catalysts. At first their presence can be identified only by their function,...but they rapidly take on a more significant value. Frequently they are not even physical, constructed, measurable artifacts; for example, sometimes the importance of an event itself “gives place” to spatial transformations of a site.”<sup>3</sup>

Rossi’s statement very accurately describes the intention of this project. By placing the market in a particular relationship with the city, the intent is for “the importance of an event itself” to “give place to...a site”. In this case the event is the cyclic comings and goings of market activity.



*The Presence of Absence: Haymarket*



*Problem Statement*

## Program

There will be two main components to the market, a temporary open air or semi-enclosed piece.

### The temporary piece will house:

The Haymarket vendors (approx. 17,000 sf /summer,  
8,500 sf /winter)

Other summer/weekend vendors,  
i.e. bread, flowers, misc. merchandise,  
etc. 5,000 sf

Covered festival space for seasonal  
events related to the market  
(Pumpkinfest, Last Ear Contest, etc.) 2,500 sf

### The permanent piece will house:

Meat and fish vendors requiring  
freezing/refrigeration equip.  
(beyond ice). 5,000 sf

Other year-round vendors 5,000 sf

Space for market "start-ups" and  
entrepreneurs. 3,000 sf

Administrative market offices. 1,000 sf

A meeting room for market  
planning sessions. 2,000 sf

Storage space for vendors  
~30% total sf. 4,500 sf

Infrastructure and storage of enclosures  
for the temporary market. 2,000sf

### Other

HAYMARKET entrance to Green and  
Orange T Lines. 1,000 sf

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Approx. Total : 48,000 sf

Approx. Site Area: 75,000 sf

### Related program (square footage not calculated):

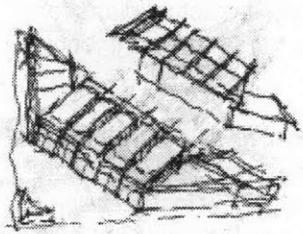
New parking structure to replace current on-site  
garage.

New mixed-use blocks on Merrimac and North  
Washington Streets.

New MBTA bus stop and shelter.



Program



*Design*

## Design

### Process

This project was developed almost entirely in model form using a site model at a scale of 1"=40' and a building model at 1/16"=1'-0". Drawings were used as a means of recording decisions made on the models. All drawings were done by hand, including the final presentation renderings. Meetings with my advisor were held weekly for about an hour, twice including my reader.

### Urban Design

Based on the notion that the urban design should make the order of the city more comprehensible, and that the architecture ought to talk about the seasonal nature of this building, it was possible to make major decisions about the site strategy early on. It was decided that completing Bulfinch Triangle would achieve these goals and solve the traffic issues around the site in the simplest way.

Among the main urban design issues in the project was how to relate the building / site to new buildings on Merrimac Street and North Washington Street west and east of the site. It was imagined that putting a market here might encourage a market district to develop in the immediate surrounding area, and these relationships would be important in creating a pedestrian-friendly environment. Visibility of the building, i.e. signage and image was also important in an area with many other large signs. The fact that the building was a visual terminus from Canal and Congress Streets made it necessary to consider the scale and placement of signage carefully. Also, the existing site houses both bus and subway stops (HAYMARKET "T") which would have to be accommodated in any new proposal. Finally, servicing the

market was also a central consideration, as trucks had to have easy egress to and from the building.

It was decided to treat new development on Merrimac and North Washington streets as "fabric" type buildings which would not be designed in detail but which would conform to the scale of typical Bulfinch Triangle buildings (5 - 8 stories). Cornice lines and other features on the facades of these buildings were used to create various scales for the area, which addressed the plaza, market, and pedestrian scales of the project. Development shown on nearby, newly available central artery surface parcels was intended to create a local density which would support a moderate open space like Haymarket Square. This is counter to the actual plans for these parcels, which call for making parks of the majority of them.

Despite the apparent symmetry of the Merrimac and North Washington Street conditions, it was realized that the portion of North Washington Street adjacent to the site would not be heavily traveled as most of the traffic would have split onto the southbound surface road or into the underground artery. This provided the opportunity to make a strong connection between the market and the new fabric building to the east, which would house market-related retail. It was imagined that on peak market weekends, this section of North Washington Street could be closed off to let the market move into the street.

### Site Strategy

A basic service concept provided the starting point in formulating the site strategy: The market would be organized around a service zone along Market Street to the north. This

provided excellent truck egress and suggested a serve-from-the-back arrangement. The market areas would wrap around this zone, presenting three main public faces to the south, east, and west. The southern half of the site would be left open to become Haymarket Square.

While other schemes were tried, in order to make the market grow and shrink as visibly as possible, perimeter schemes that largely enclosed the site by building the entire street edge were discarded in favor of the above scheme. The outdoor market component would then be allowed to fill up the resulting triangular market square in an incremental way until, at the height of the season in the fall, the last market stall would be erected at the tip of the triangle. As the season went on into November and December, the stalls would recede until the first snow, at which time the outdoor market would close.

It became apparent that it would be impossible to maintain a purely triangular geometry at the tip of Bulfinch Triangle due to the complex intersection of Sudbury, Congress, Merrimac, and North Washington Streets. Rather than obscuring the urban order this project was trying so hard to make clear, adjusting the site to address this condition provided space at the tip of the Triangle for the Haymarket subway entrance, which was expressed as a cut into the pavement. This allowed the boundary of the original triangle to be expressed here in the negative and experienced when entering or exiting the T.

Lighting was also used as an opportunity to make visible the geometry of the site at night. In order to exploit the drama of night lighting, light towers were arranged at the perimeter of the site at the same interval as the structural bay module of the building, and the lighting was continued onto the

market building itself. This was intended to create a series of points of light which outlined the triangle, with more diffuse sidewalk lighting.

### **Architecture**

The market building was conceived of as an extension of the market square. The paved surface of the plaza would continue as the building floor. As is clear in the plan, the building is organized in bands of functions, with the loading docks and storage areas at the north, the meat and fish vendor's area adjacent to it where mechanical refrigeration is required, and the vegetable market to the south. The vendor's areas form two public circulation lanes which terminate at the ends of the building. Entry is at these ends, or in fair weather, through garage-type doors located on the three main facades. There is a small mezzanine level to the north which houses administrative offices and a meeting room for vendors.

Structurally, the building is a series of concrete roof umbrellas supported on large masonry piers. Larger than necessary to support the roof, the piers also house mechanical ducts, roof drainage and wet cores which service the vendor areas. Spatially, the piers are intended to act as walls which divide the quite linear building into smaller distinct areas. This is to give the sense of passing through a series of spaces when moving through the building. They are spaced at thirty-five feet on center to accommodate typical four-foot modular displays.

Urban facades are important devices for communicating the hierarchy of the city. The intention here was to vary the skin of the building to respond to its specific and varying street edges. On the east and west sides, which address well-used sidewalks, the scale of the twenty-seven foot

Design

-tall building is broken down using awnings and smaller-scaled sliding barn-type doors. The skin alternates between mostly glass and some masonry panels. To the south, the awnings give way to a larger scaled system of brises soleil that protects against the summer sun and provides a more formal facade, which addresses the public market square. Made of copper tubing, they will age visibly and beautifully.

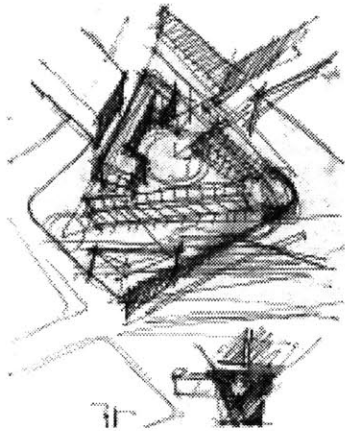
The skin of the building was intended to be kept distinct from the roof system, which is apparent in the detailing of the connection between the two. If the temporary stalls in the square will together form a type of lightweight roof, the concrete roof umbrellas will form a heavier canopy. To this end, the skin is freestanding, mostly glass supported between sand-cast steel piers spaced on the same module as the roof piers. This system is a base which remains consistent on the main facades of the building, providing an armature that supports variations in detailing.

The connection between the market square and the building is crucial to the project, as one represents the city and the other its architecture. Rather than simply paving the square, care was taken to insure that it would be detailed in a way which would bring the concept of physical memory to the surface. With the intention that the absence of the temporary stalls should be felt, a paving pattern was designed which demarcates the vendor's areas and public circulation paths. Within this, the armature for erecting the temporary stalls, a series of five sleeves set into the pavement to receive supporting posts, are the smallest scale of detail and serve as a reminder of the cycles of the market.

Among the field of vendor's stalls in the square there is a figural open space which is maintained even in the busiest

season for gatherings associated with the market, i.e. the pumpkin festival, etc. In the center of this space there is a gnomon with markings on the pavement which form a huge sundial, charting in another way the passage of time and the changing of the seasons.

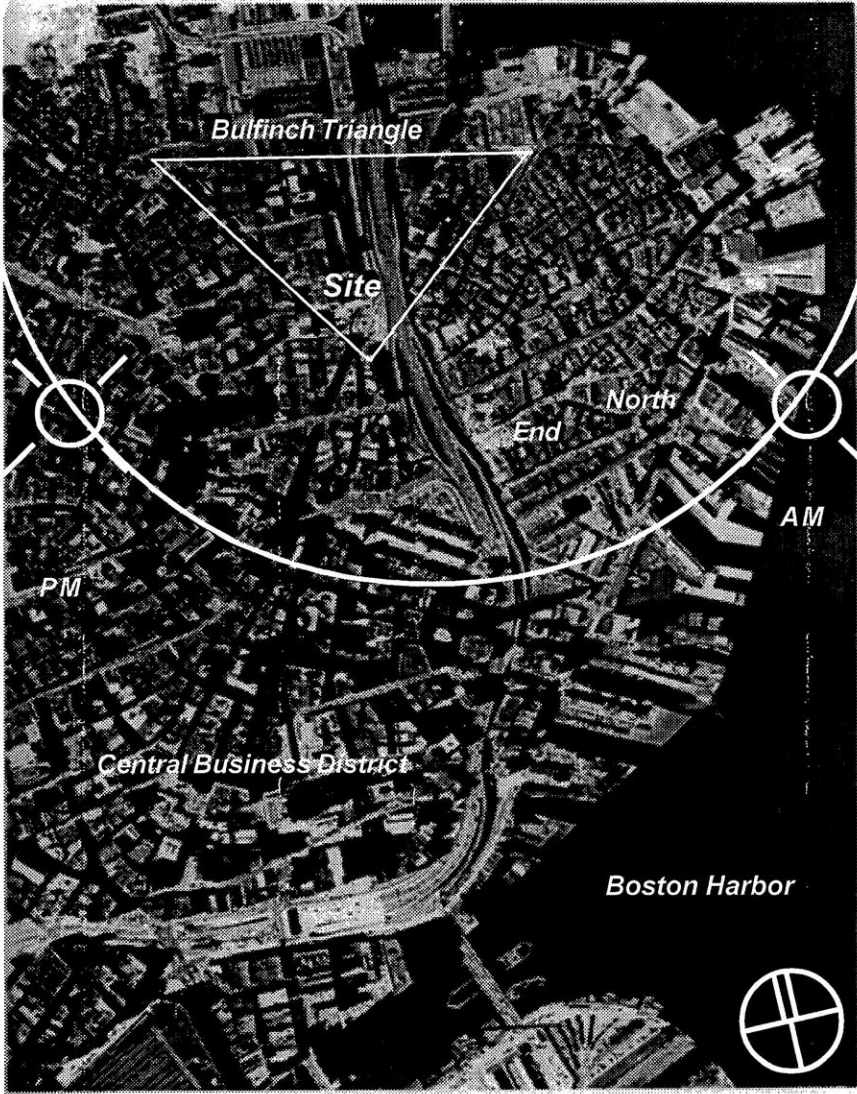




*Drawings and Models*

Site Analysis - Existing conditions

Site Analysis

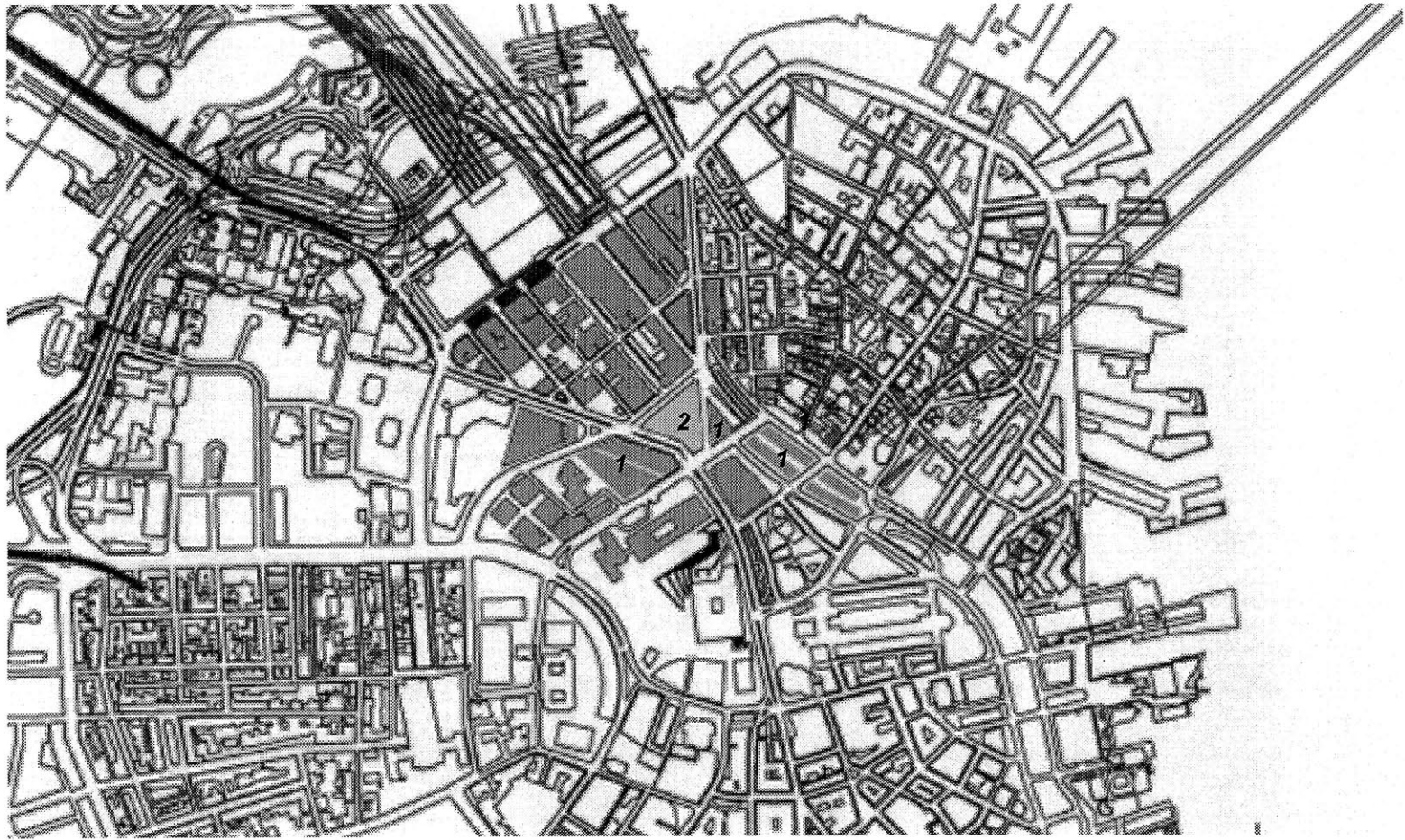




1. Fleet Center 2. Site 3. Government Center garage

*Urban Design Proposal - Complete the Triangle*

Urban Design



1. Proposed new "fabric" buildings    2. site

*Truck Access to site from the underground artery and I-93*

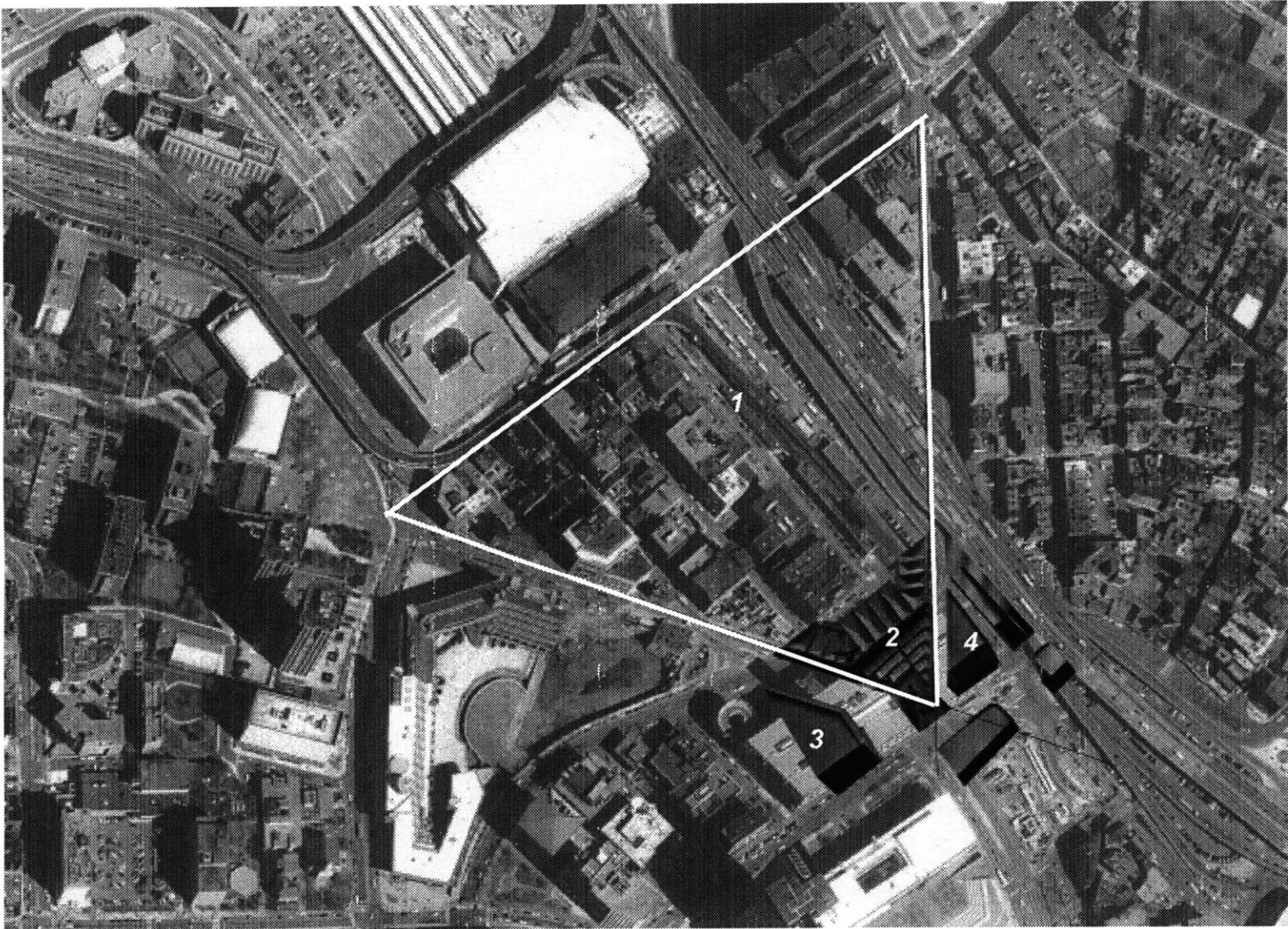


Urban Design

The image at right shows a montage of the major components of the scheme superimposed on the existing site and surrounds. In summary, the urban strategy is as follows:

- Remove Government Center parking garage.
- Build new fabric along Merrimac / Congress streets.
- Build new fabric on nearby new central artery surface parcels.
- Expand Haymarket Square (site) boundaries to Market Street (north), Merrimac Street (west), North Washington Street (east).

1. Urban concept: complete the triangle 2. Proposed market building and open square



Urban Design

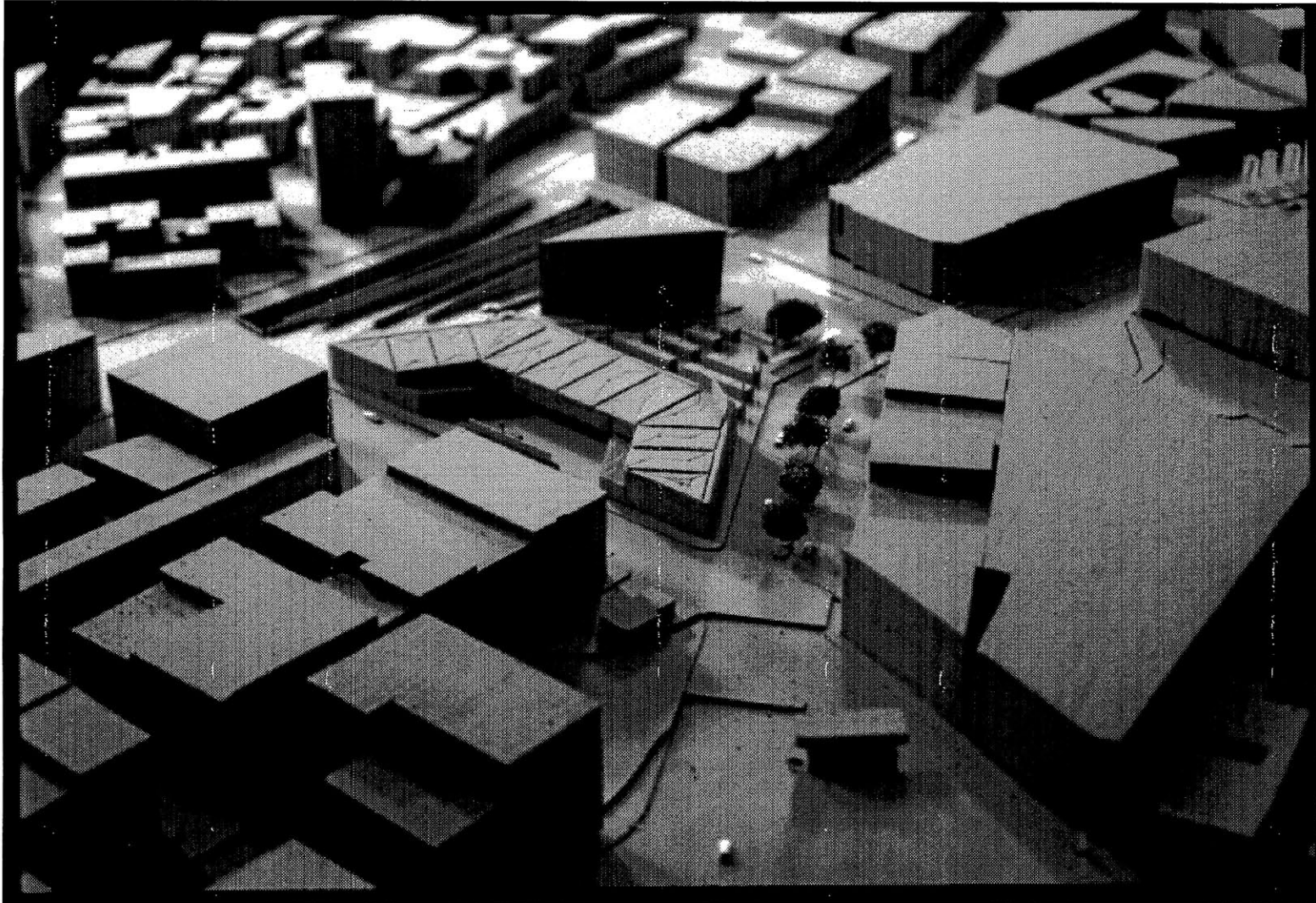
3. New fabric buildings along Merrimac / Congress Street edge

4. New market-related fabric building continues North Washington Street edge

The Presence of Absence: Haymarket

*Site model looking south above Merrimac Street*

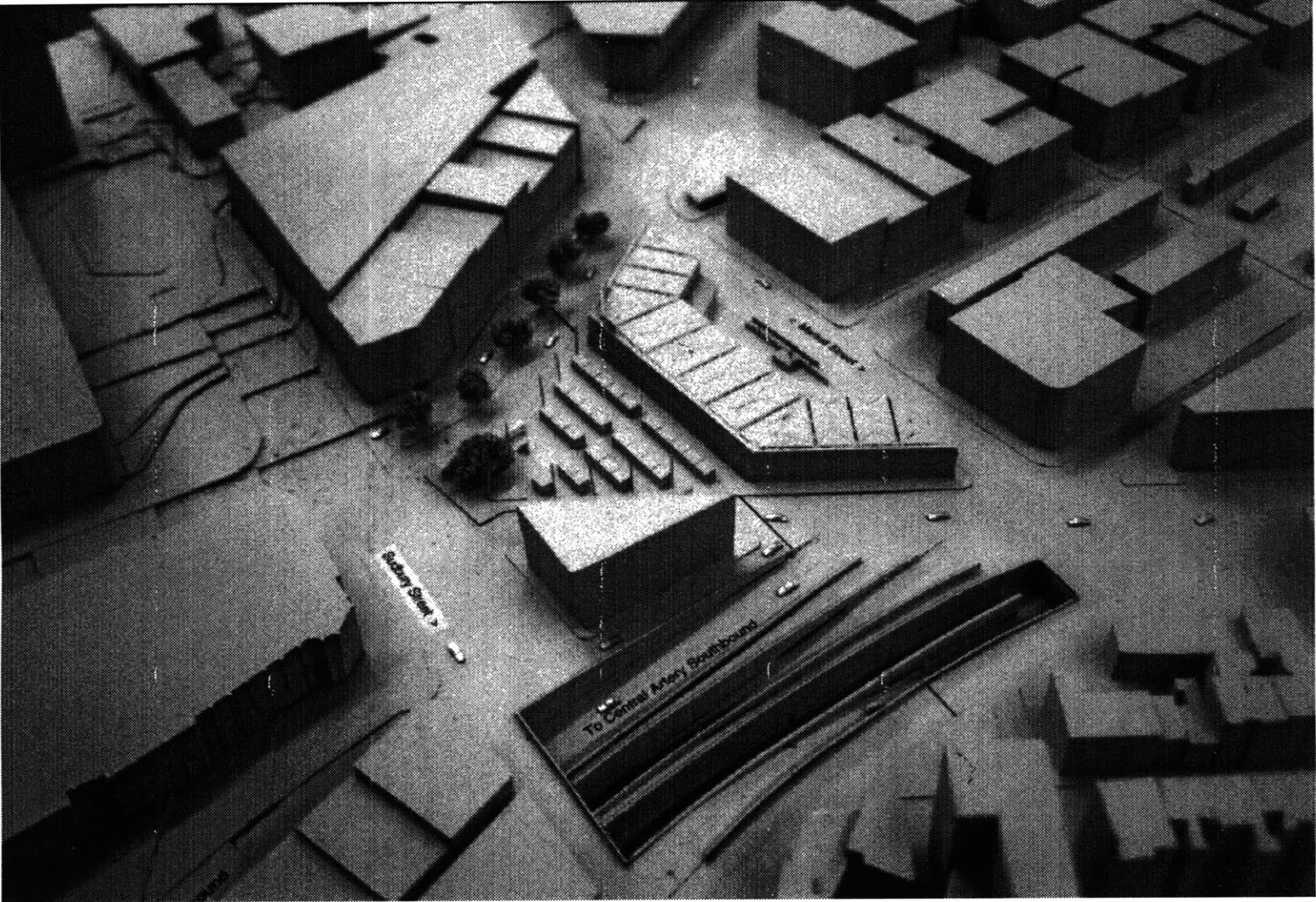
*Site Model*



*The Presence of Absence: Haymarket*



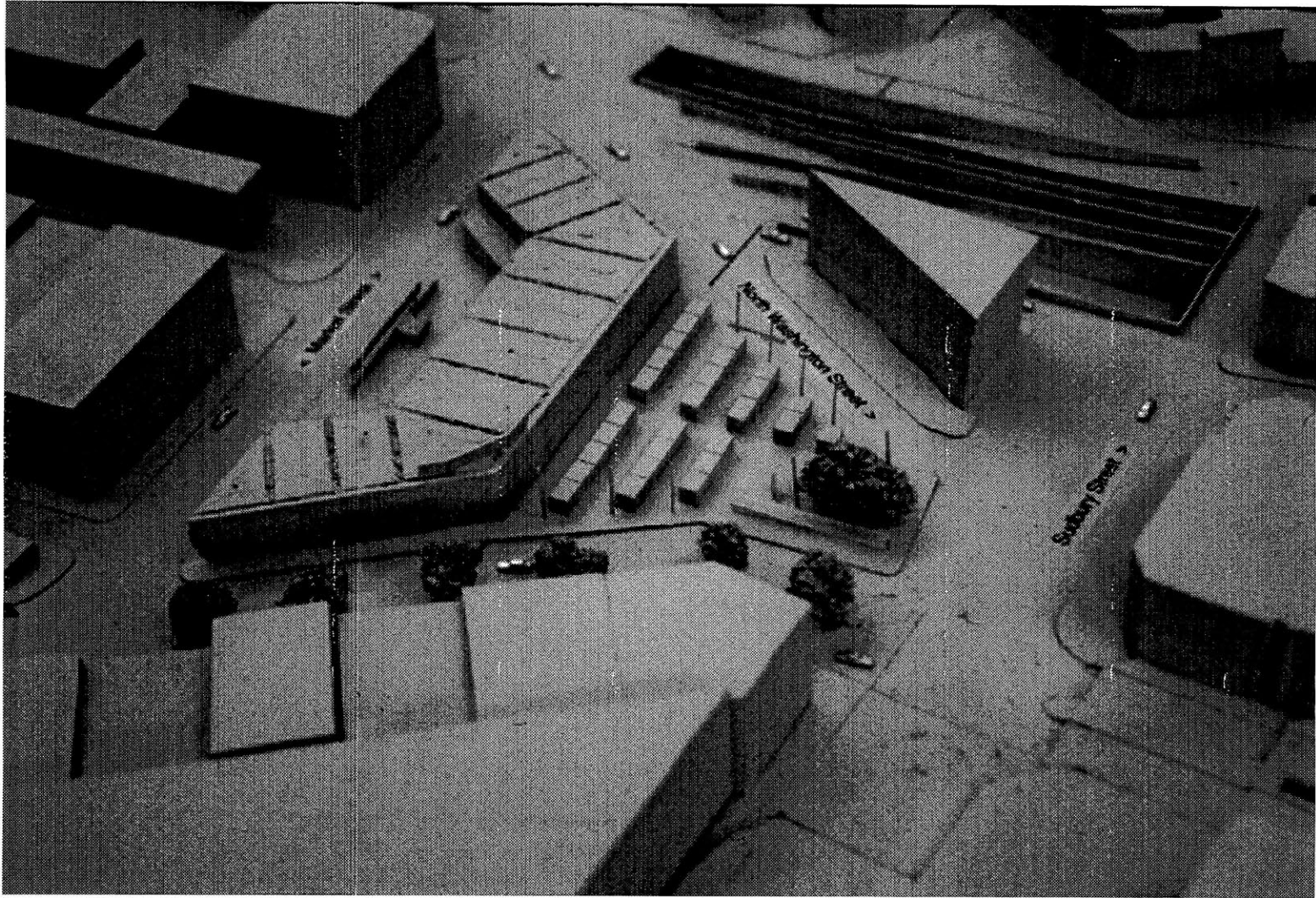
Looking east above North End



Site Model

*Looking west above Sudbury Street*

Site Model



*The Presence of Absence: Haymarket*

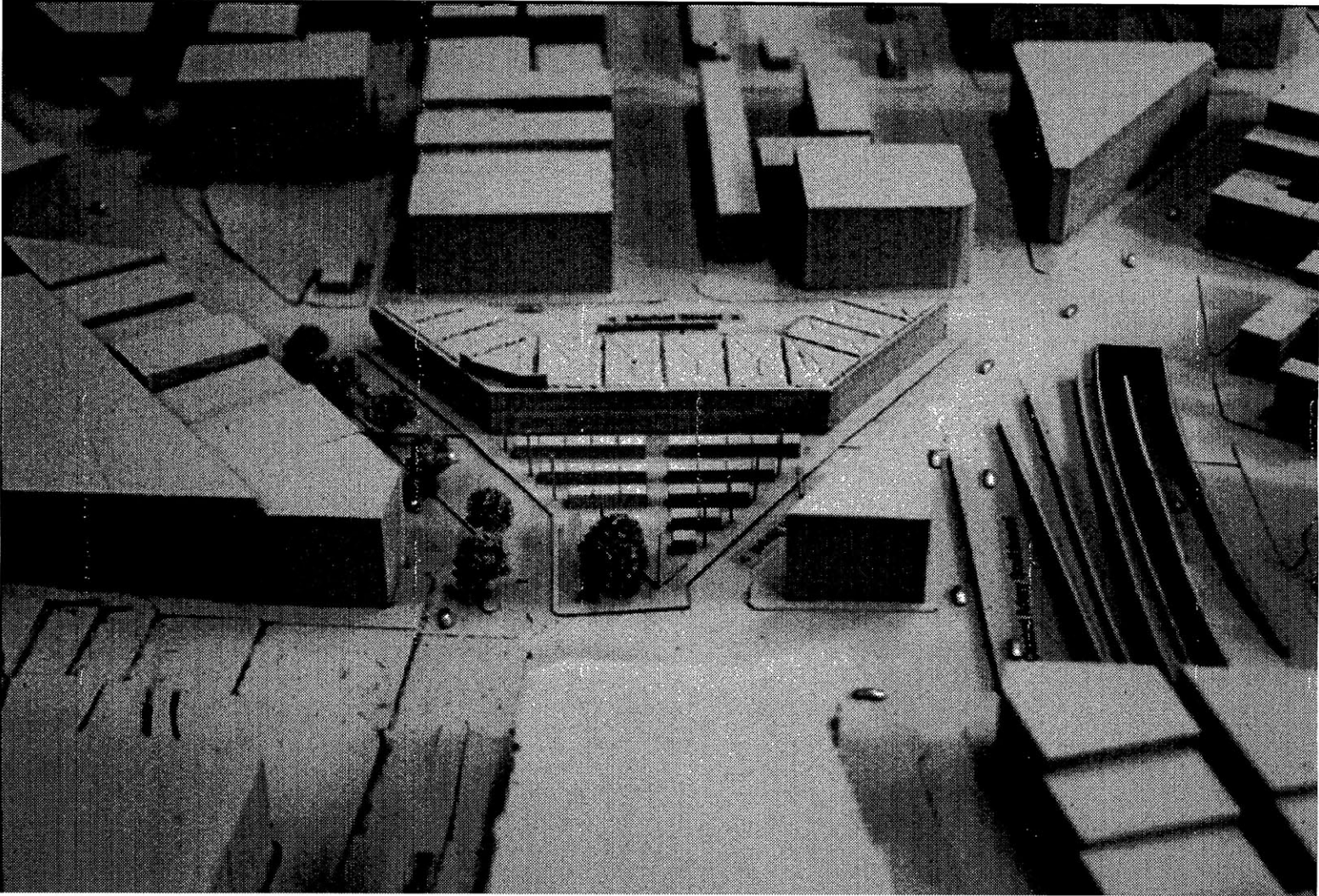
*Overview of market and new fabric buildings*



*Site Model*

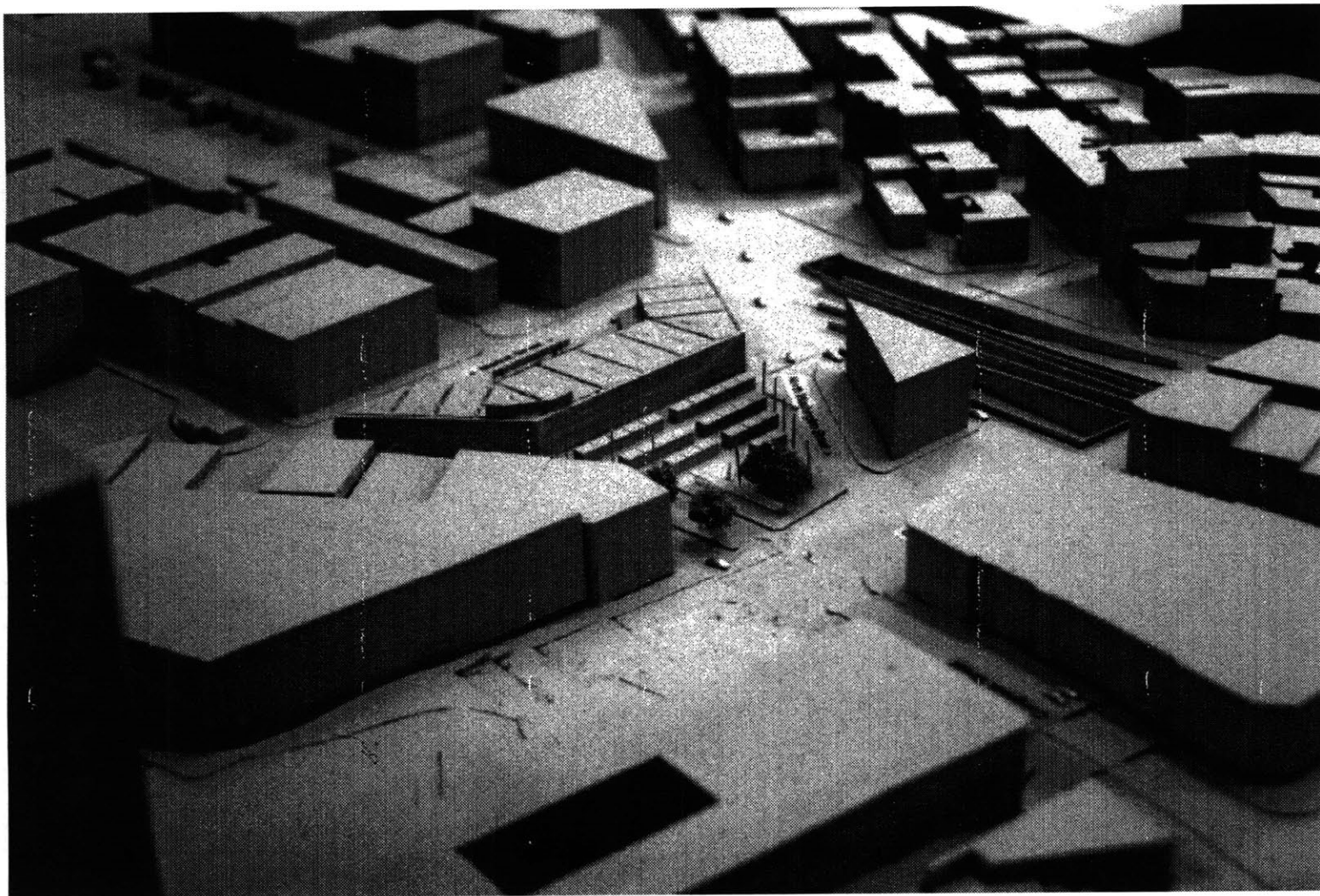
*Looking north at Haymarket Square*

Site Model



*The Presence of Absence: Haymarket*

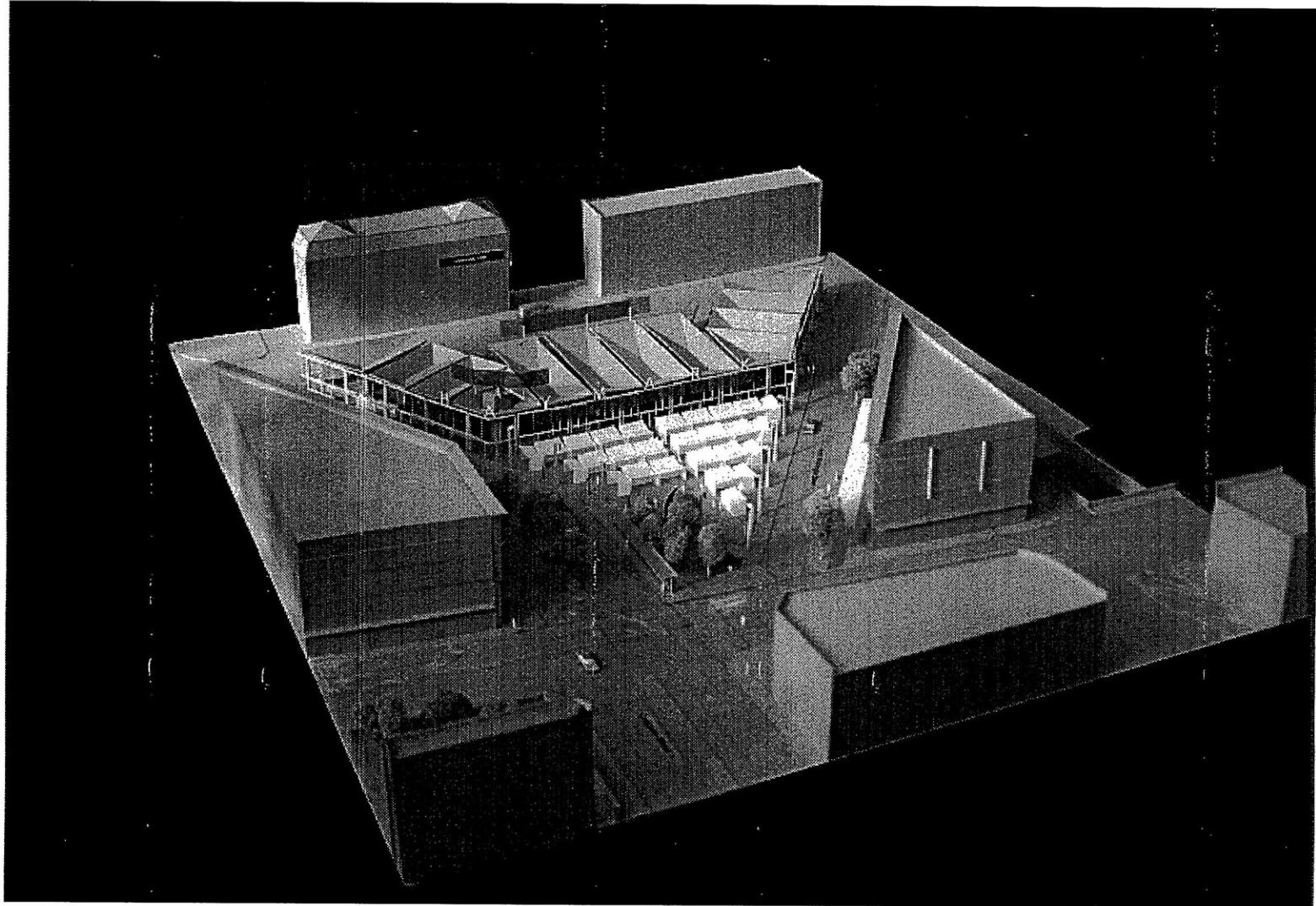
*Haymarket from the 21st floor of the JFK government complex*



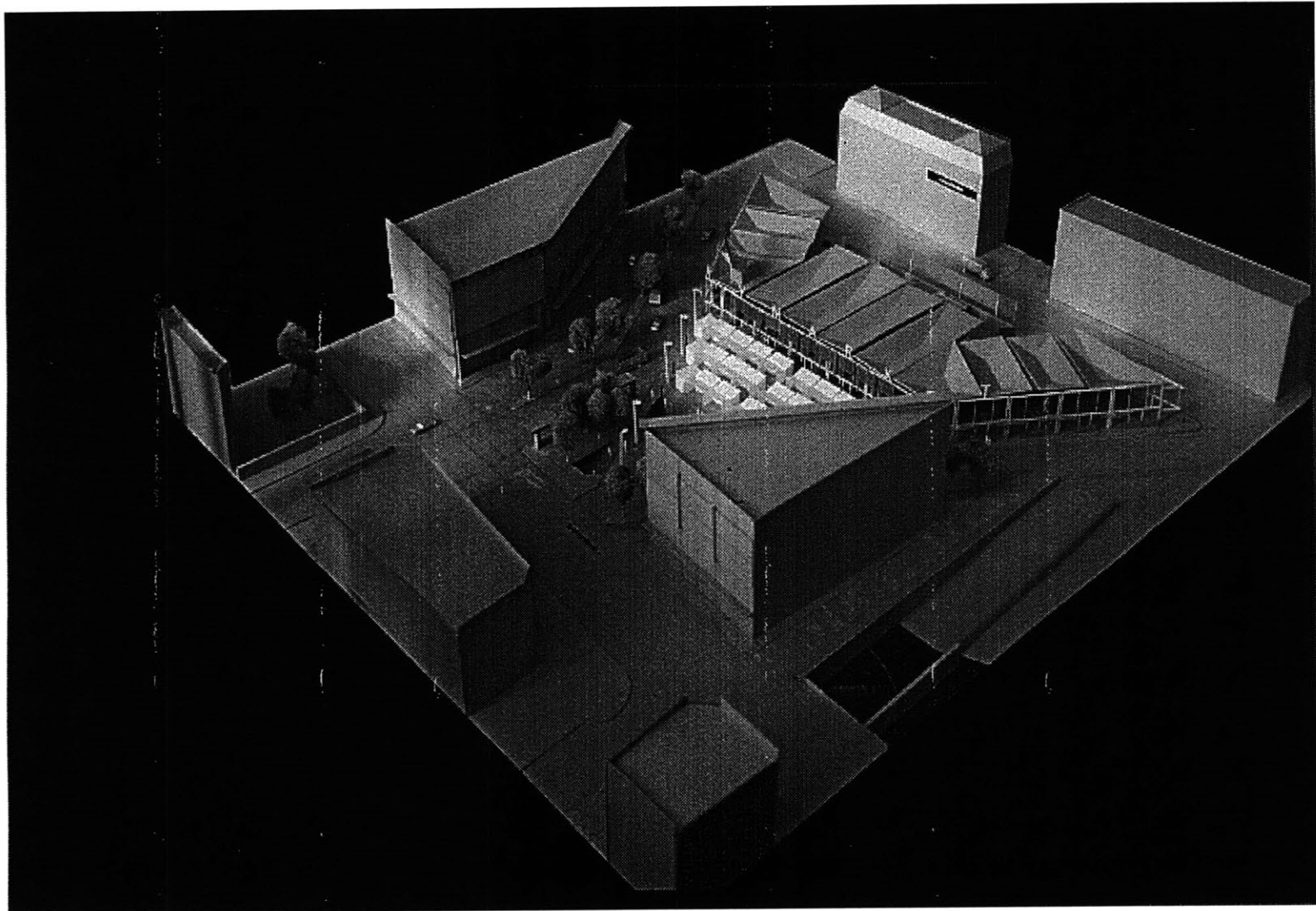
*Site Model*

*Building model photographs*

*Model*

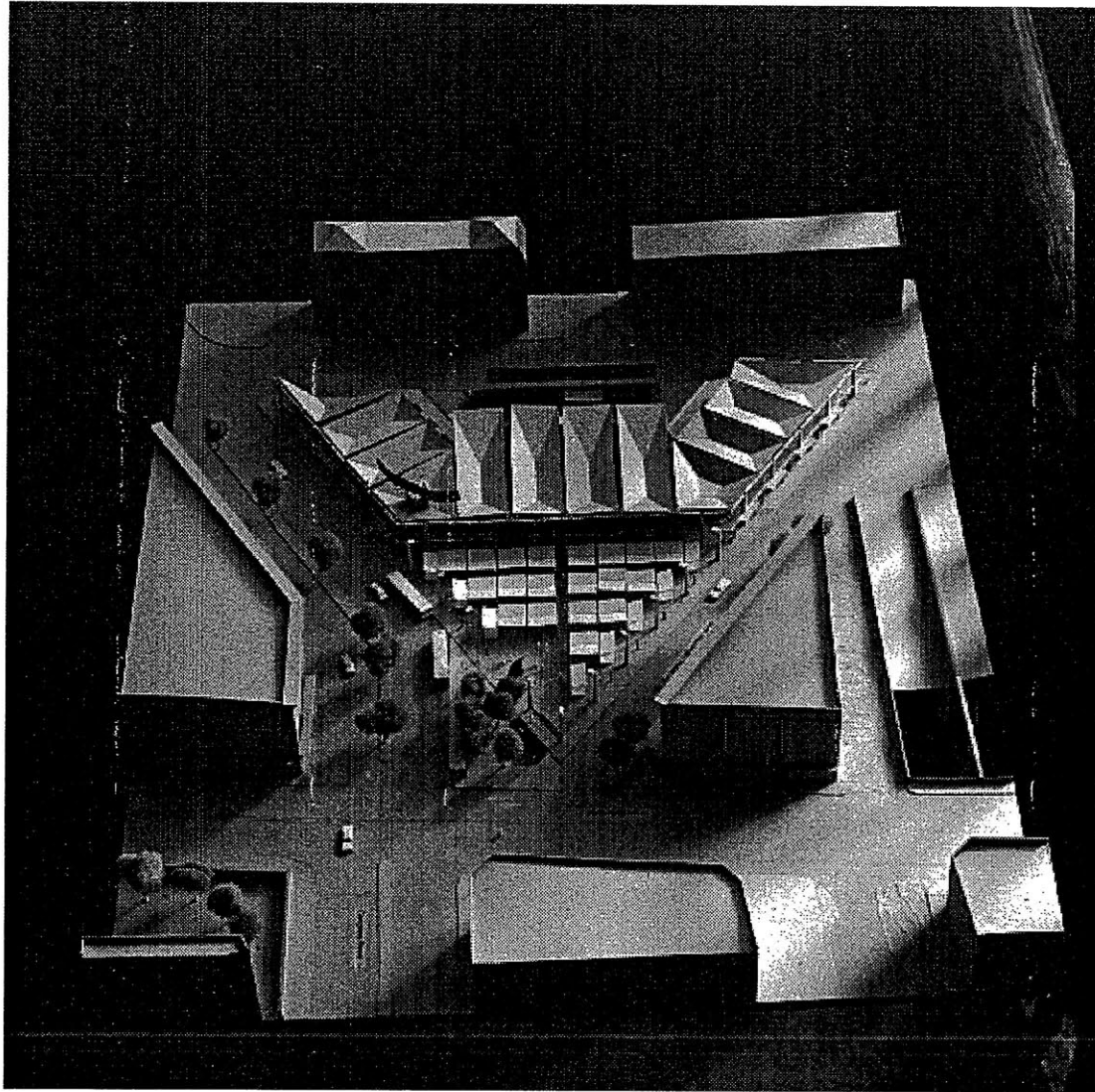


*The Presence of Absence: Haymarket*



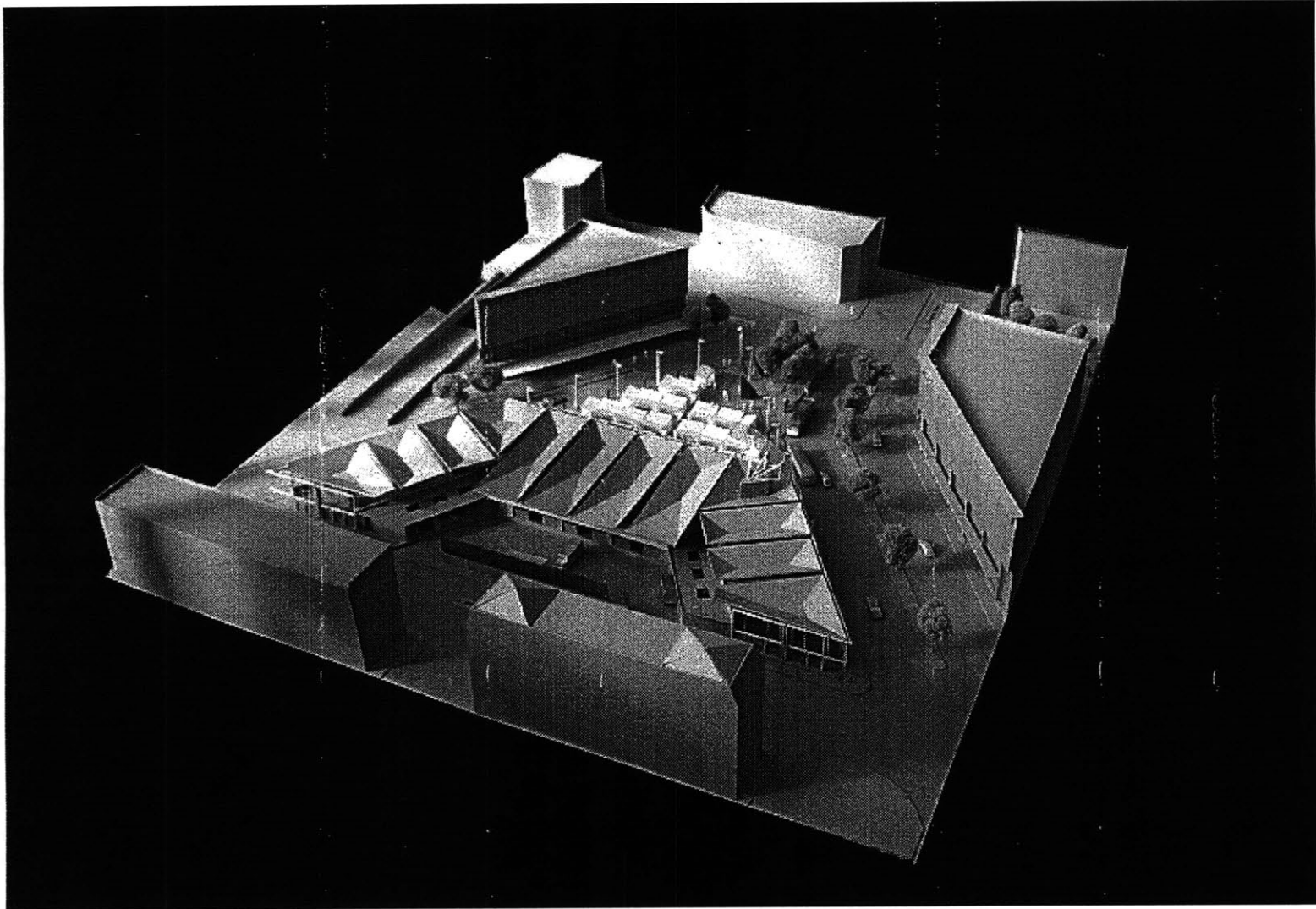
Model

*Model*



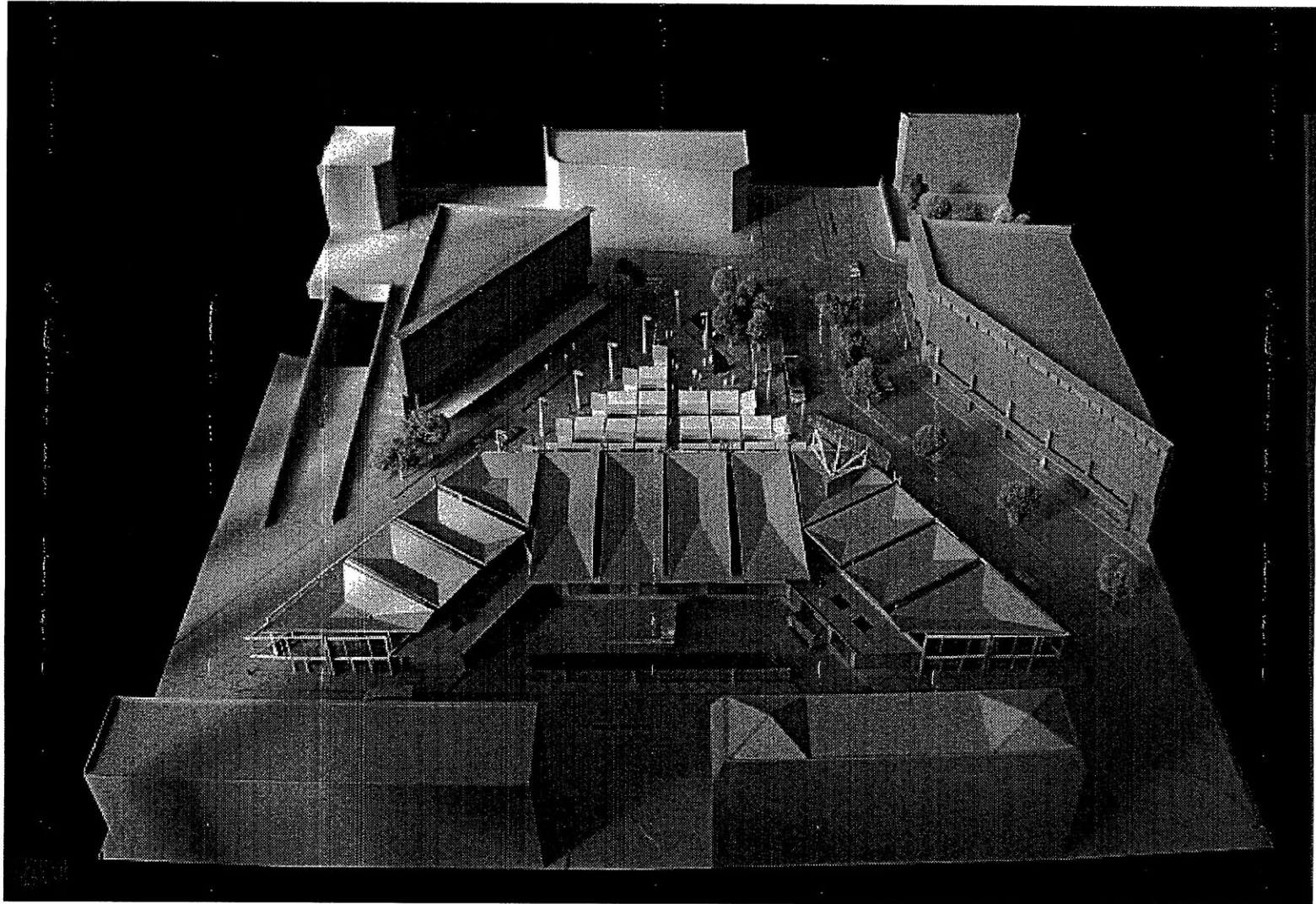
*The Presence of Absence: Haymarket*





Model

*Model*

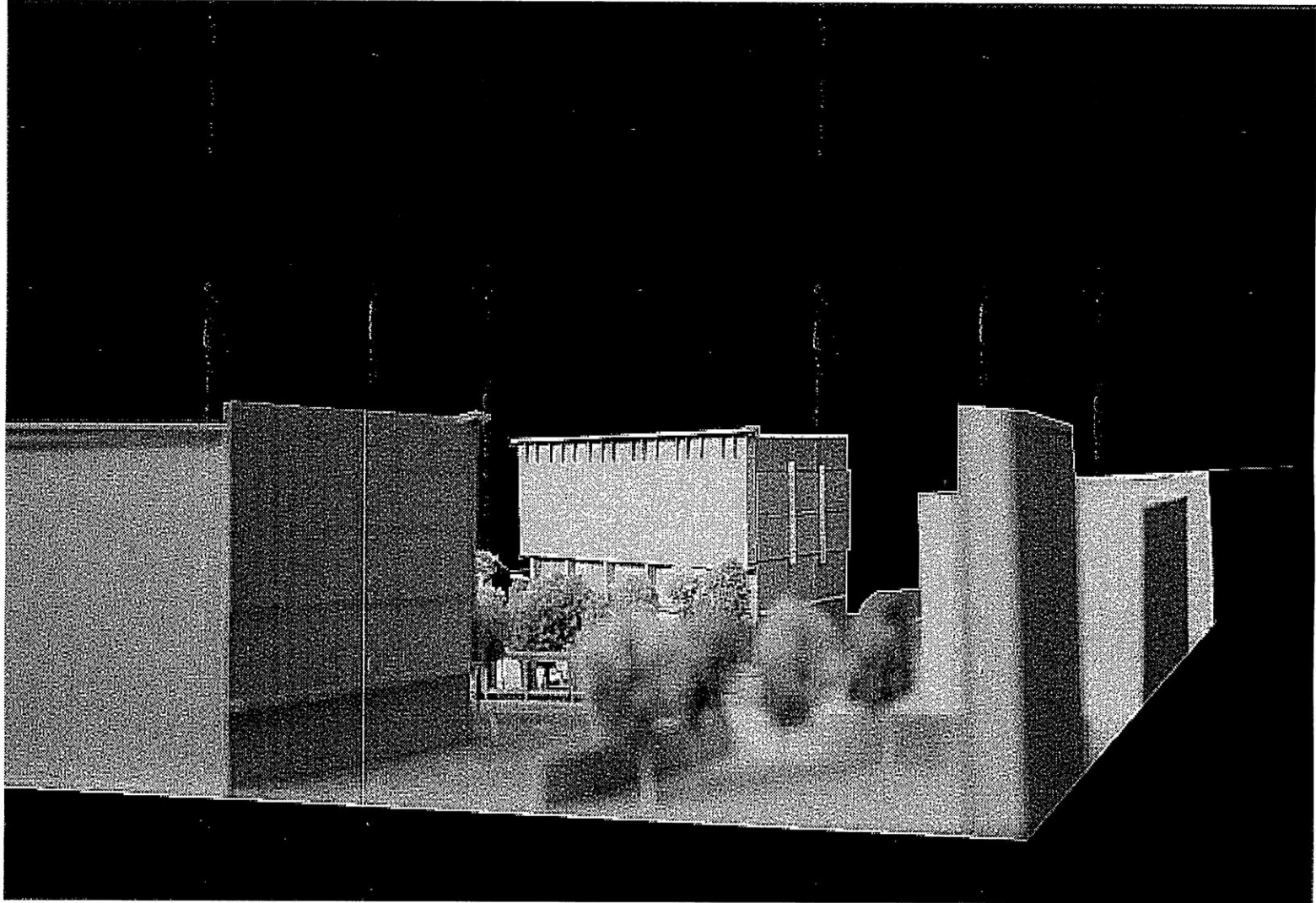


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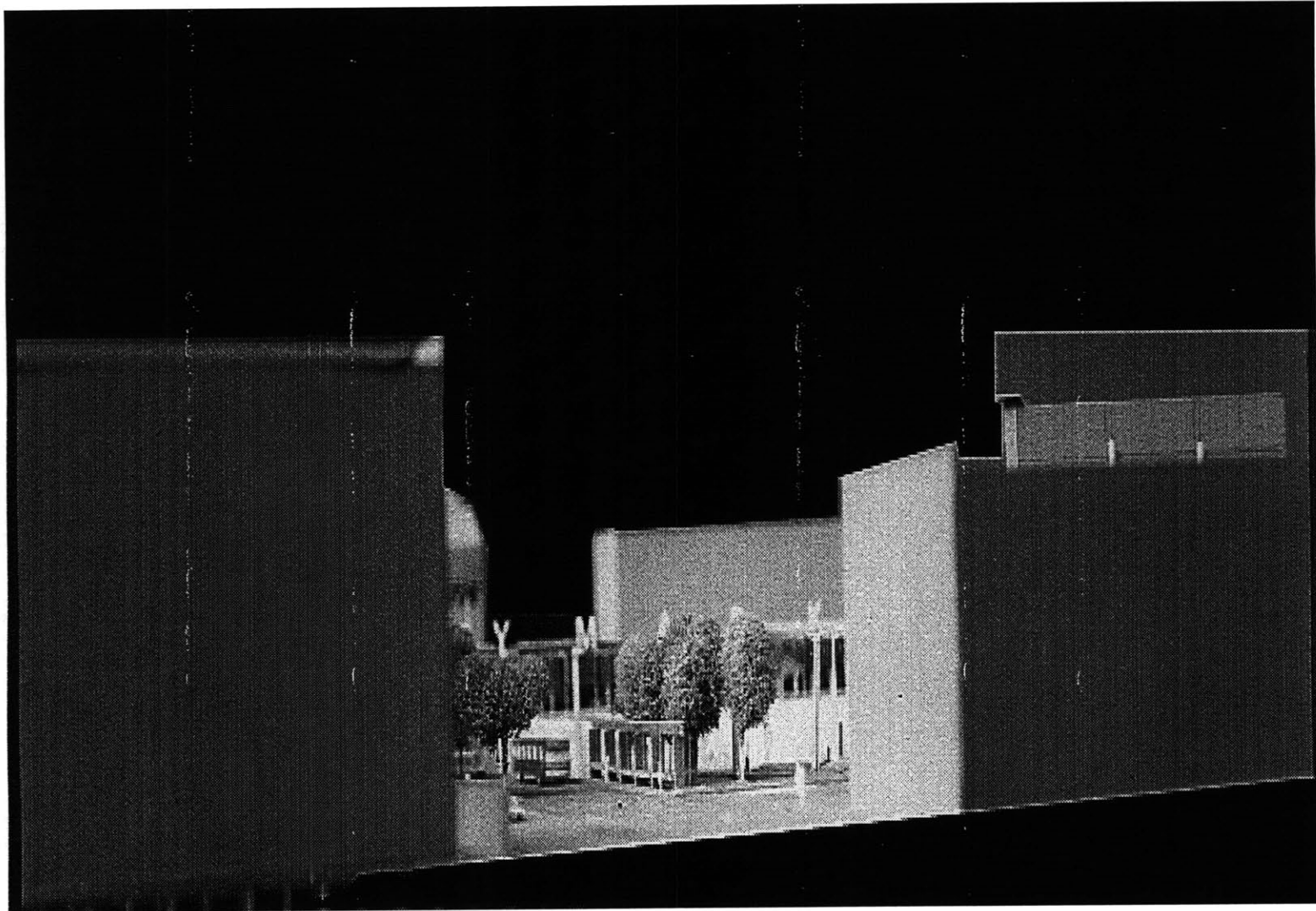


Model

*Model*



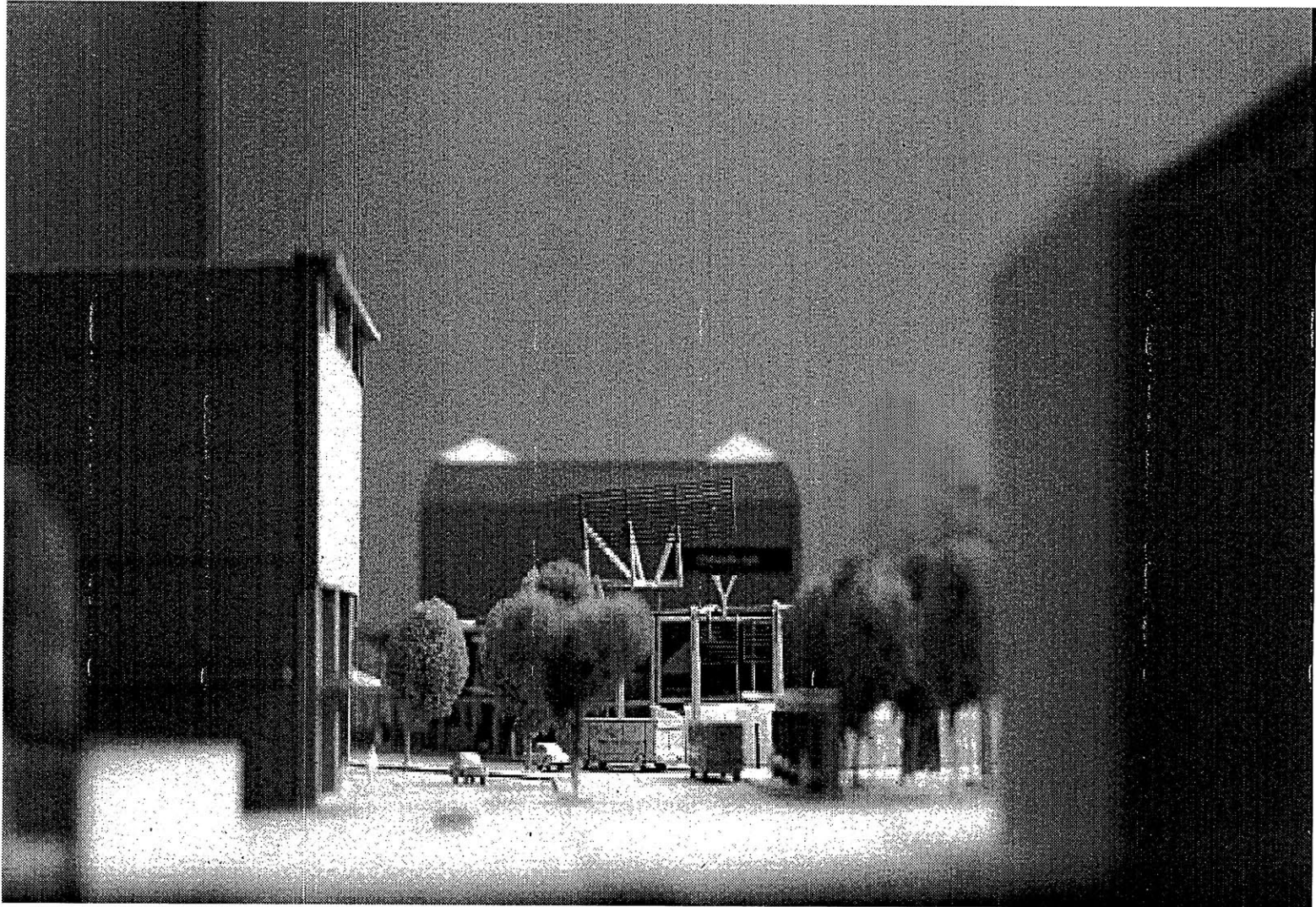
*The Presence of Absence: Haymarket*



Model

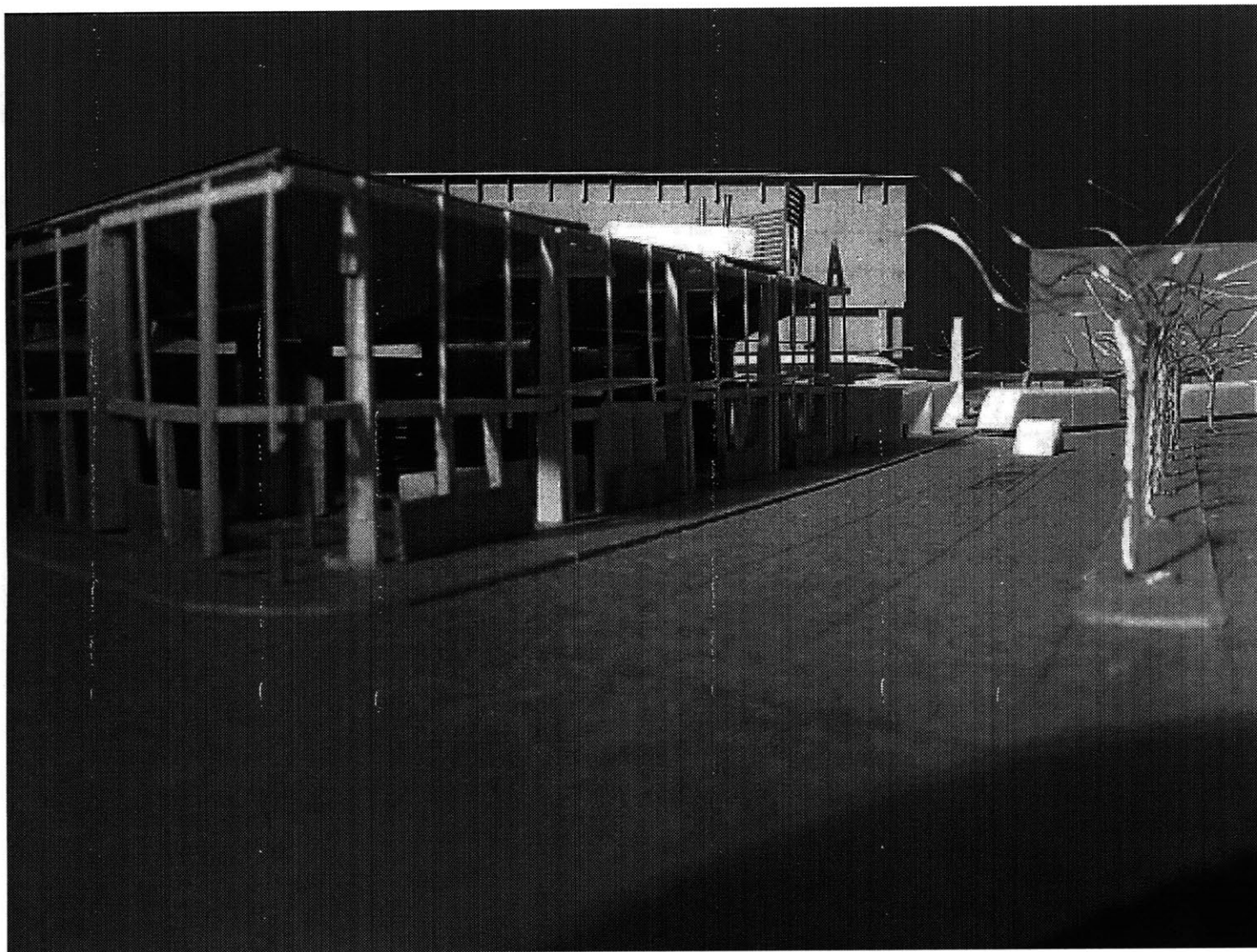
*View of market looking north on Congress Street*

*Model*



*The Presence of Absence: Haymarket*

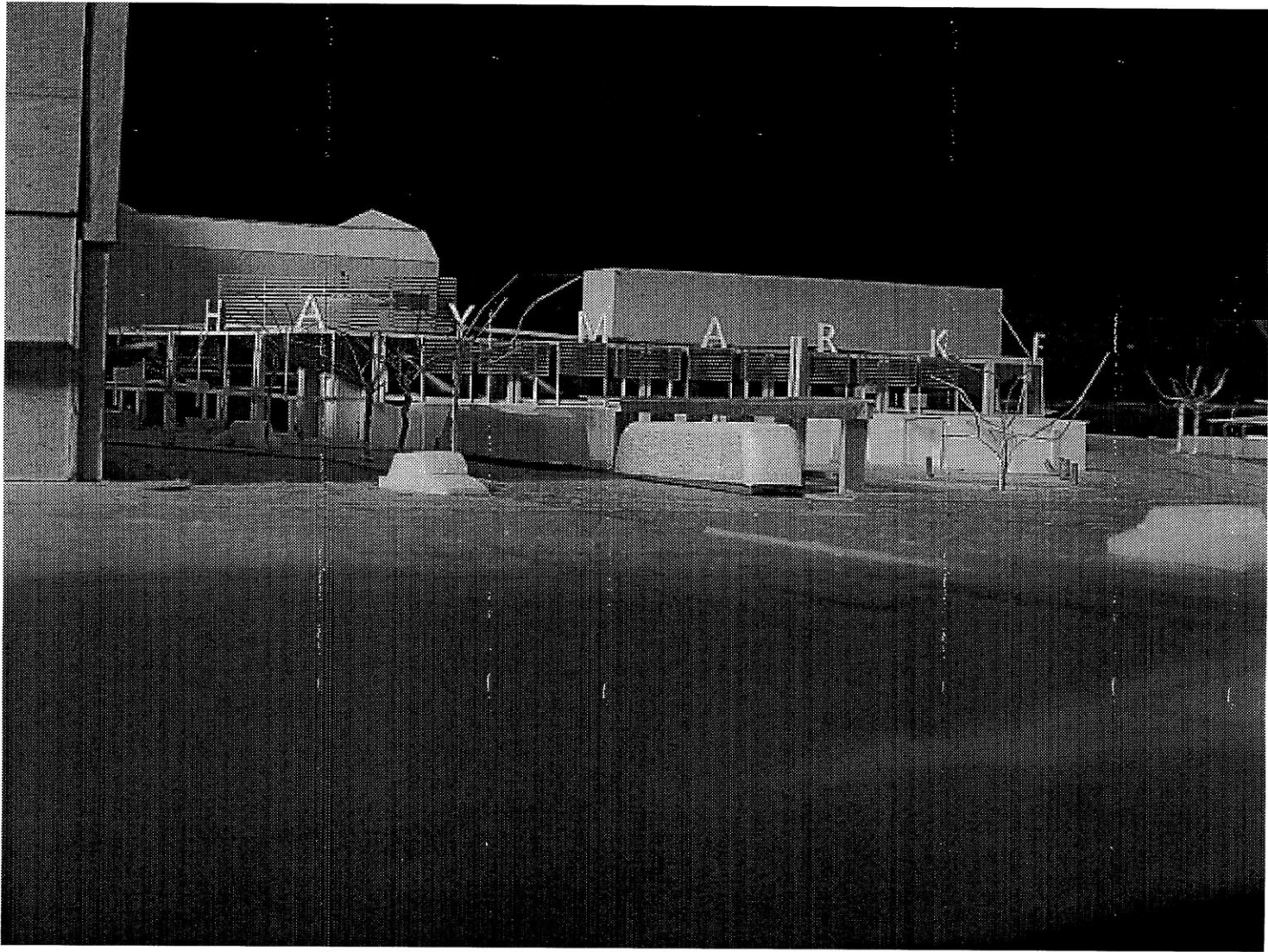
*View south down Merrimac Street*



*Model*

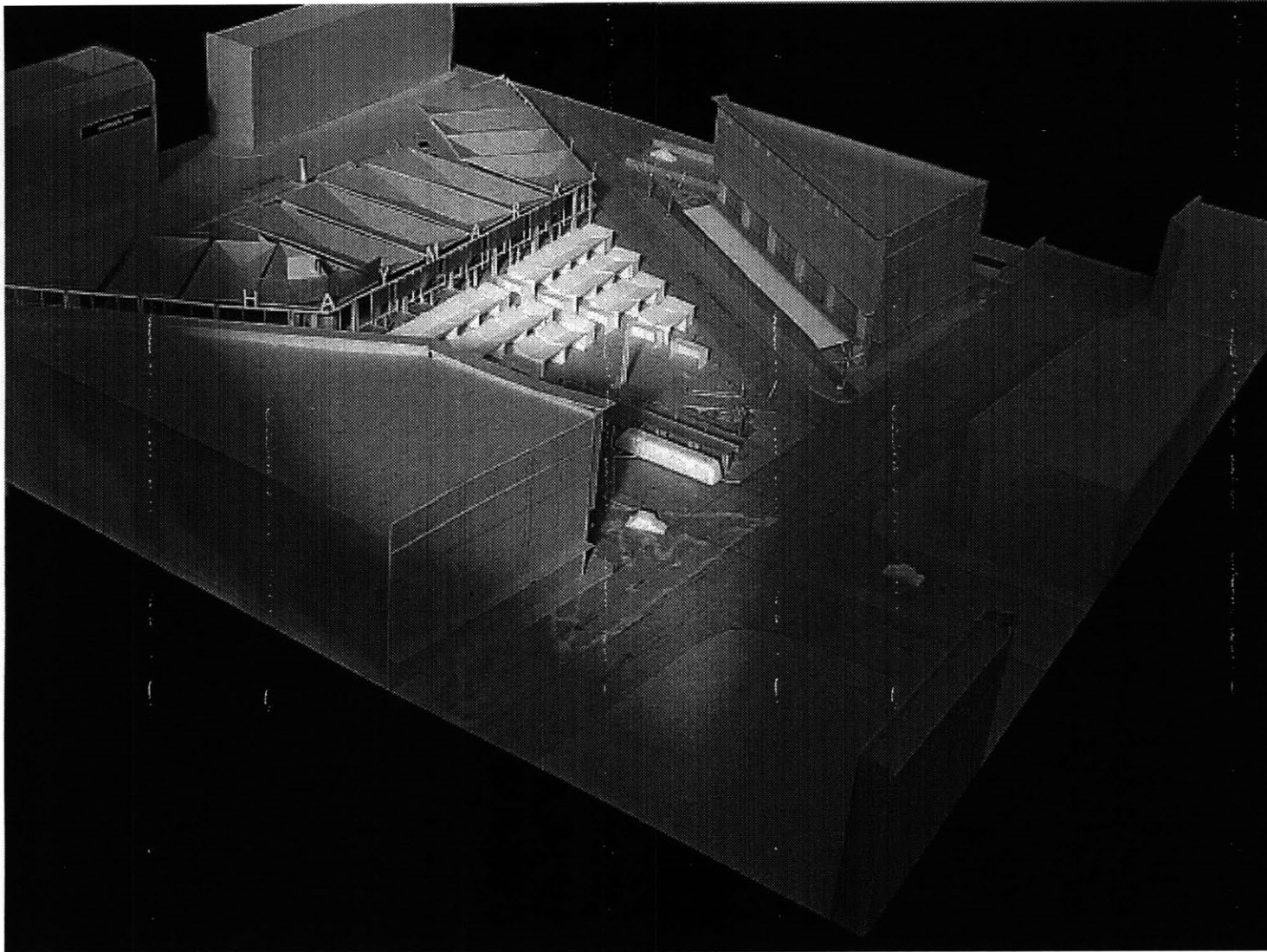
*Haymarket with bus stop in foreground*

*Model*



*The Presence of Absence: Haymarket*

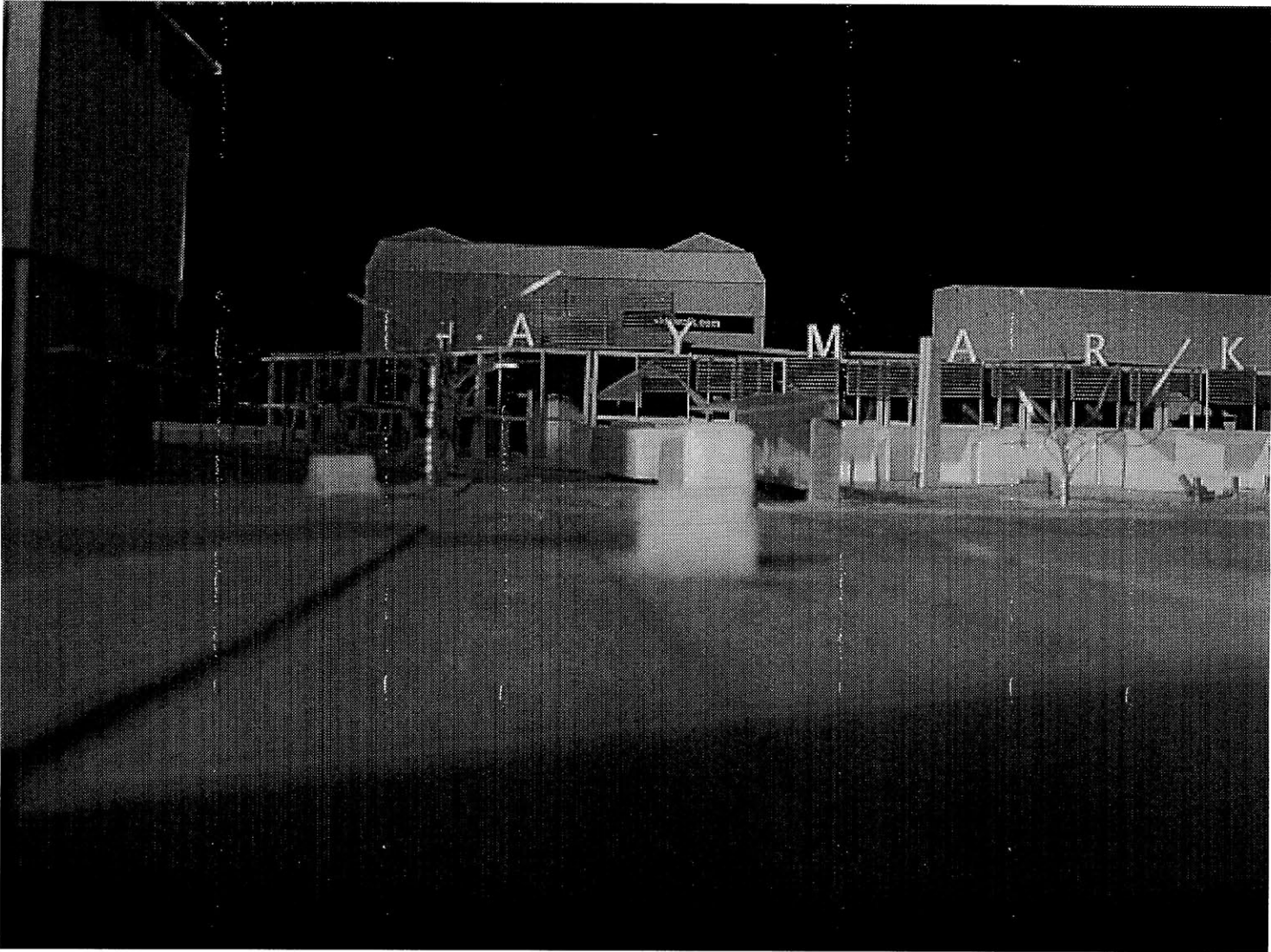




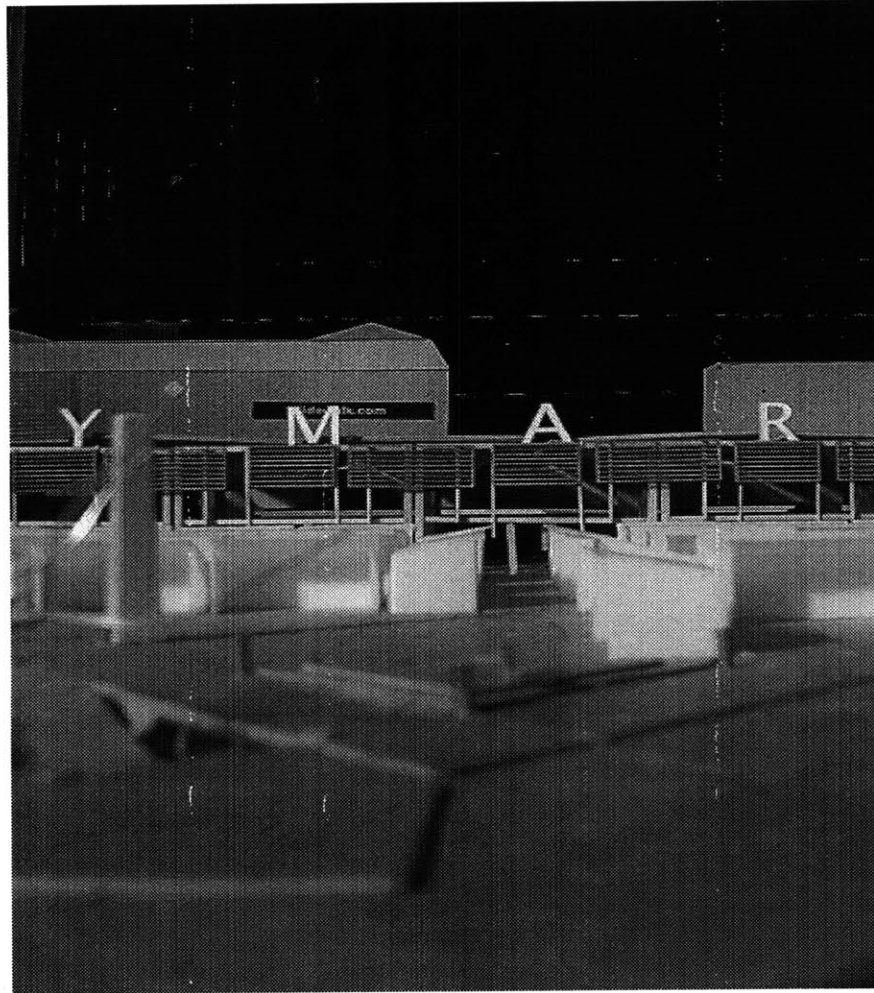
Model

*View of the market from Congress Street*

*Model*



*The Presence of Absence: Haymarket*



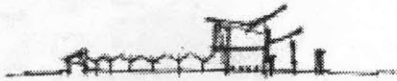
Model

*The building in its context*

*Montage*

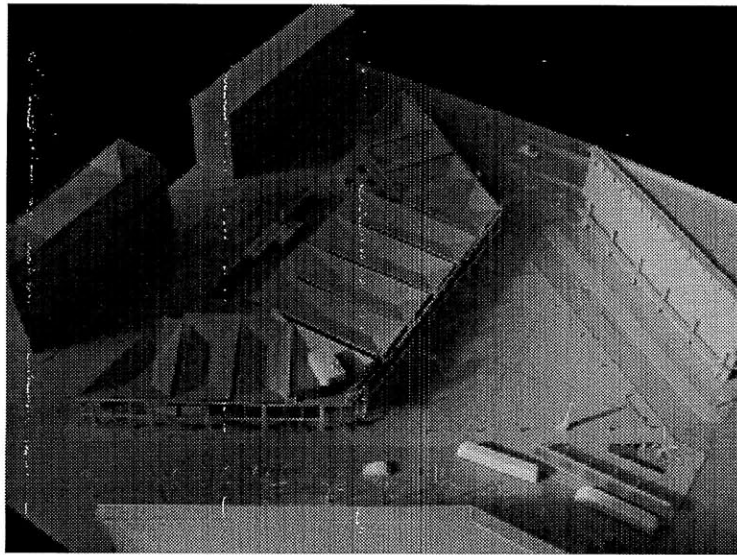


*The Presence of Absence: Haymarket*

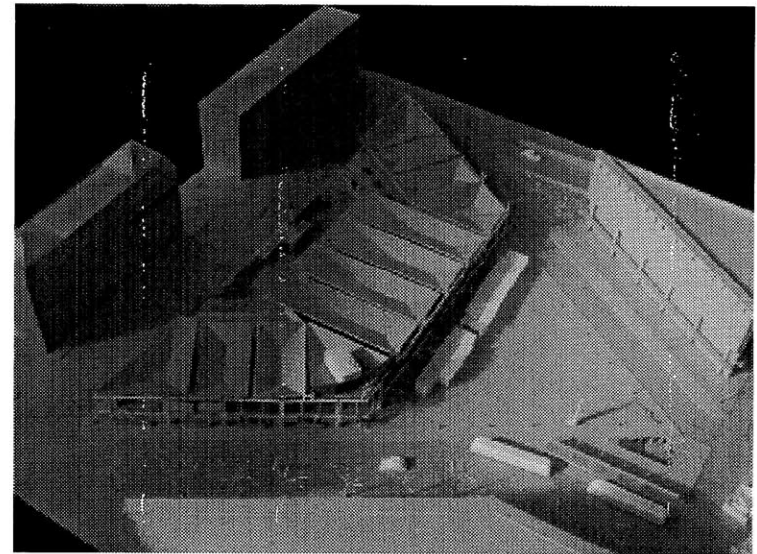


*Seasonal Sequence*

*Winter*

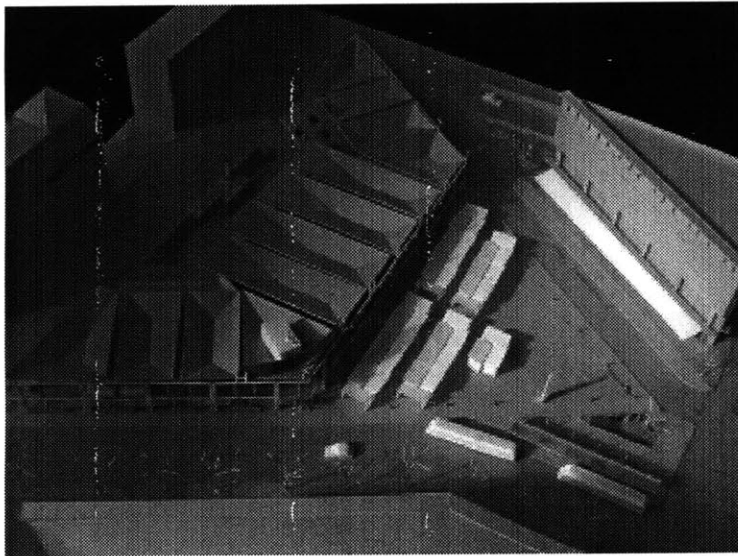


*Early Spring*

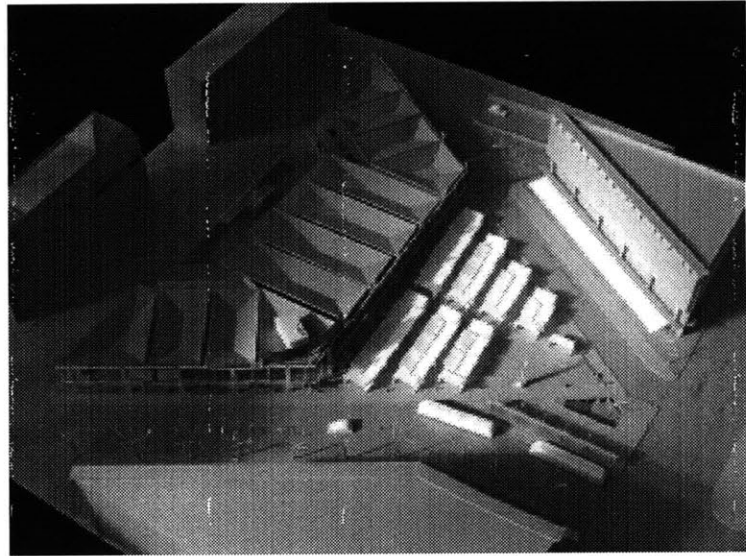


*Model*

*Summer*

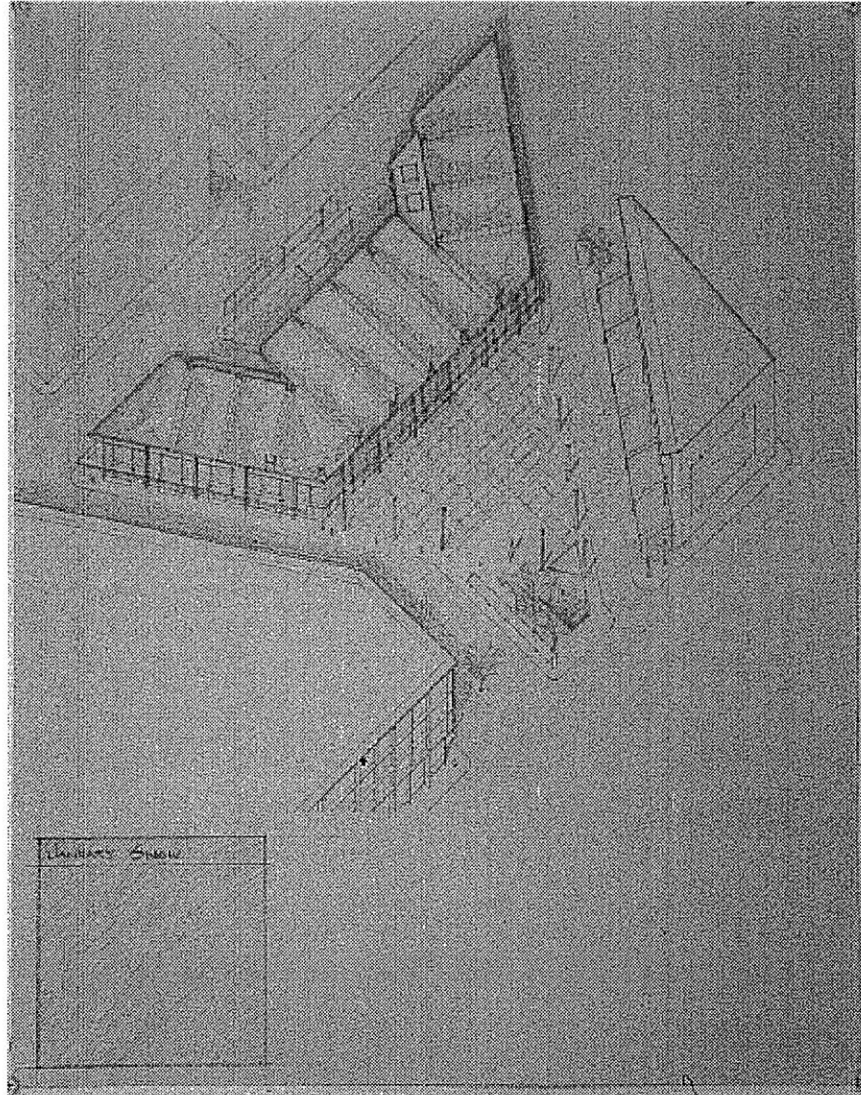


*Late Fall*



*Model*

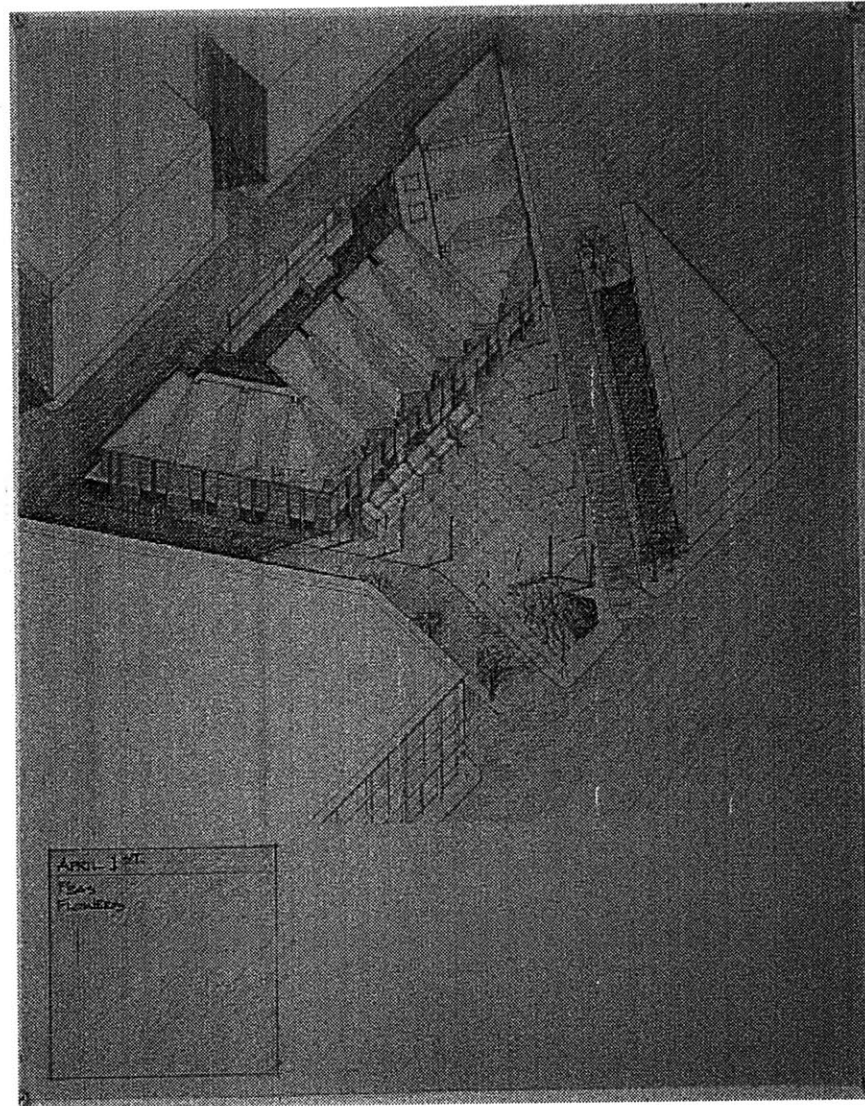
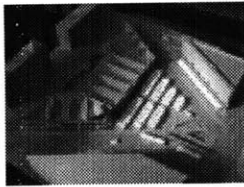
Axonometrics



*January Snow*

*The Presence of Absence: Haymarket*

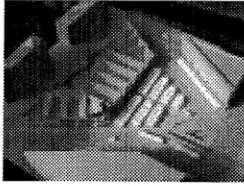




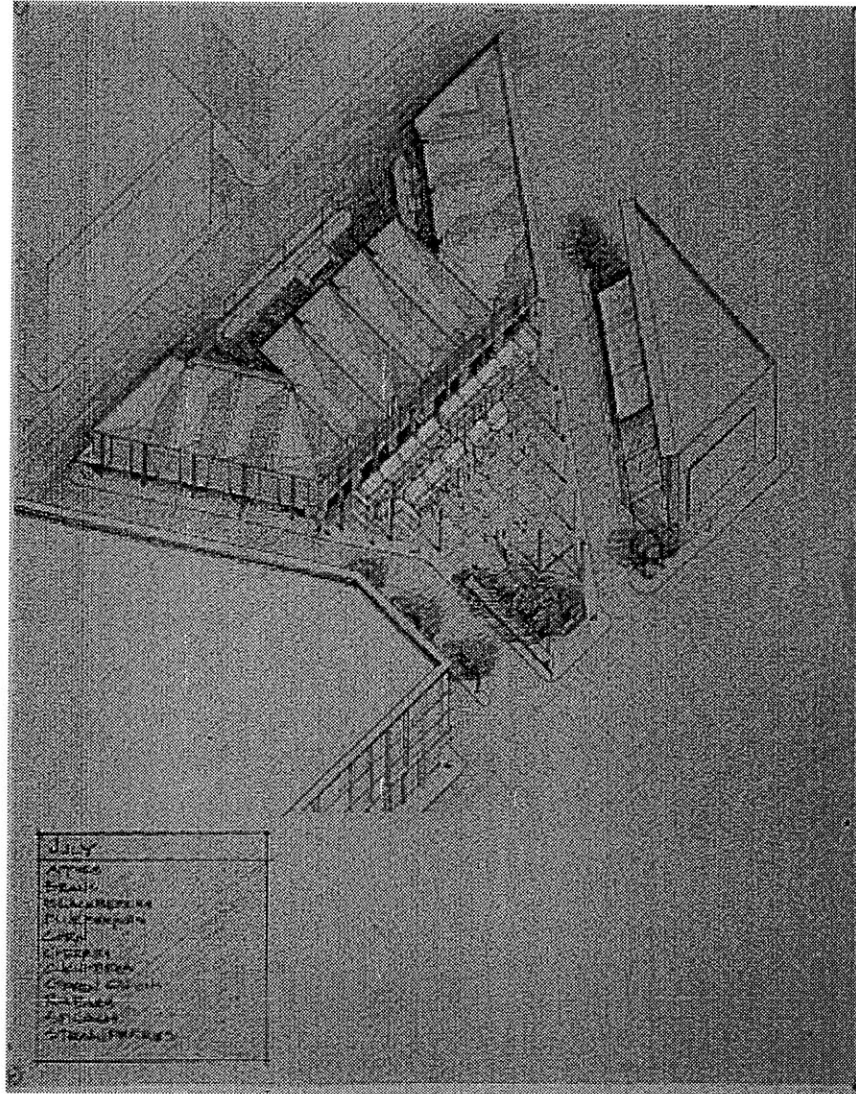
April 1st

*The Presence of Absence: Haymarket*

Axonometrics

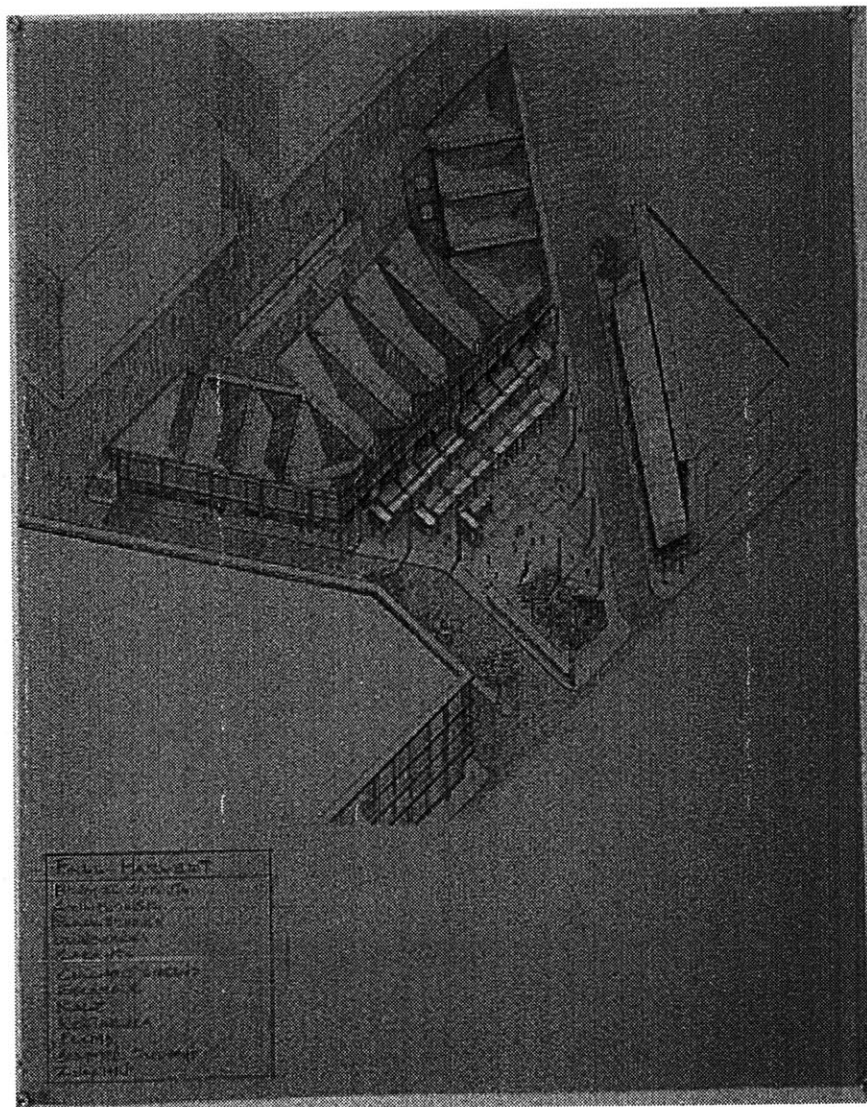
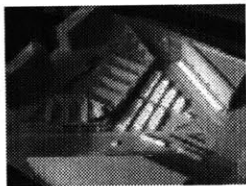


Axonometrics



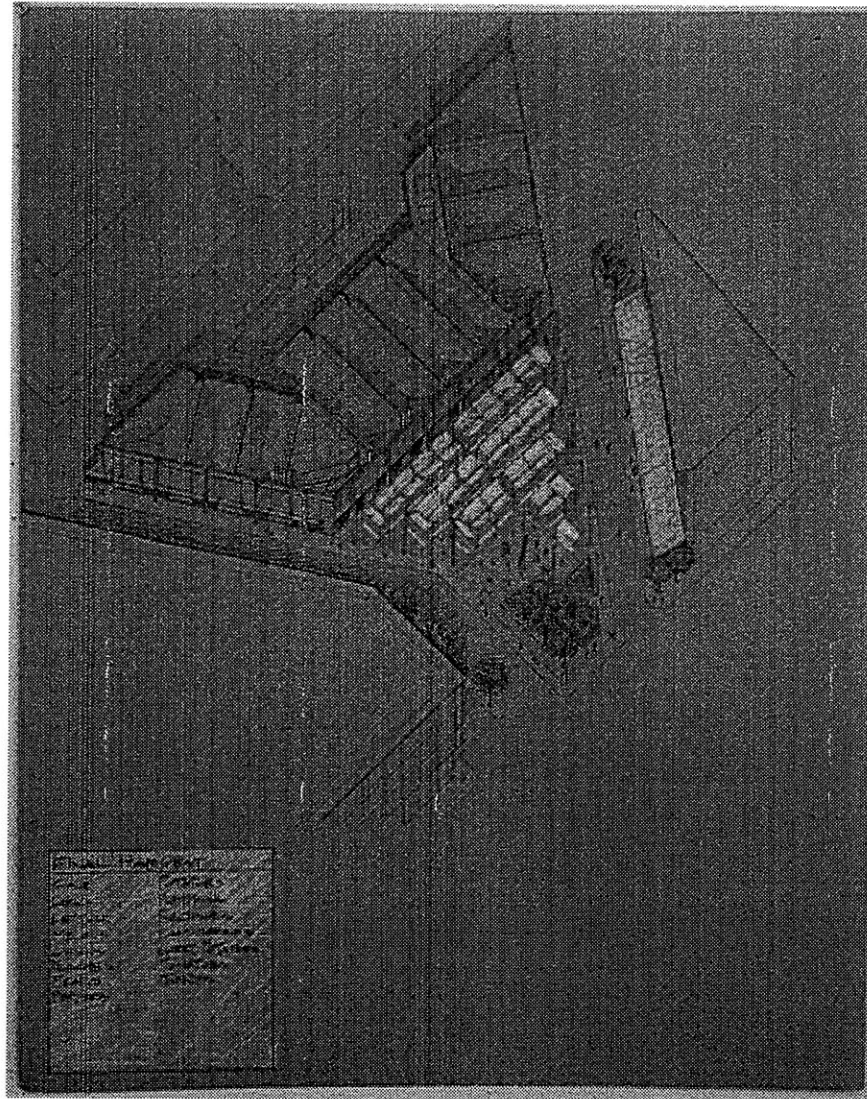
July

*The Presence of Absence: Haymarket*



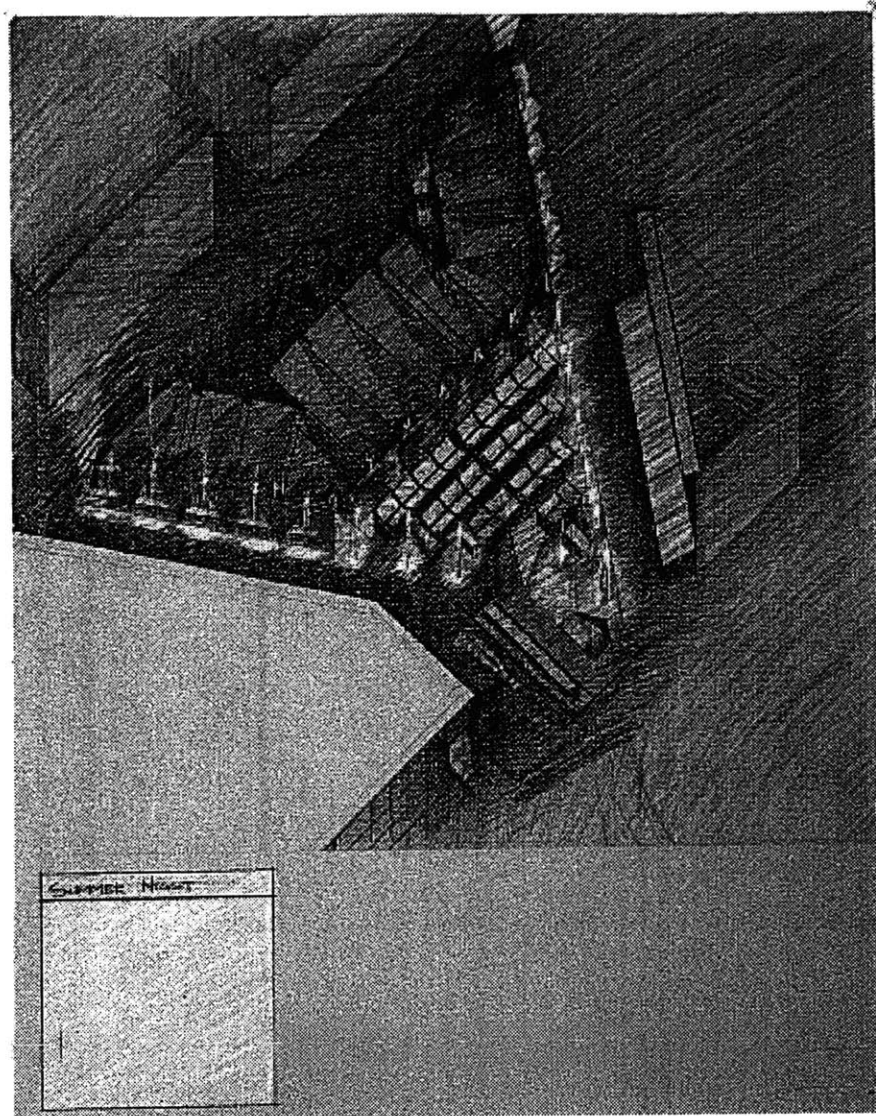
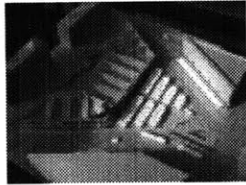
*Fall Harvest*

*Axonometrics*



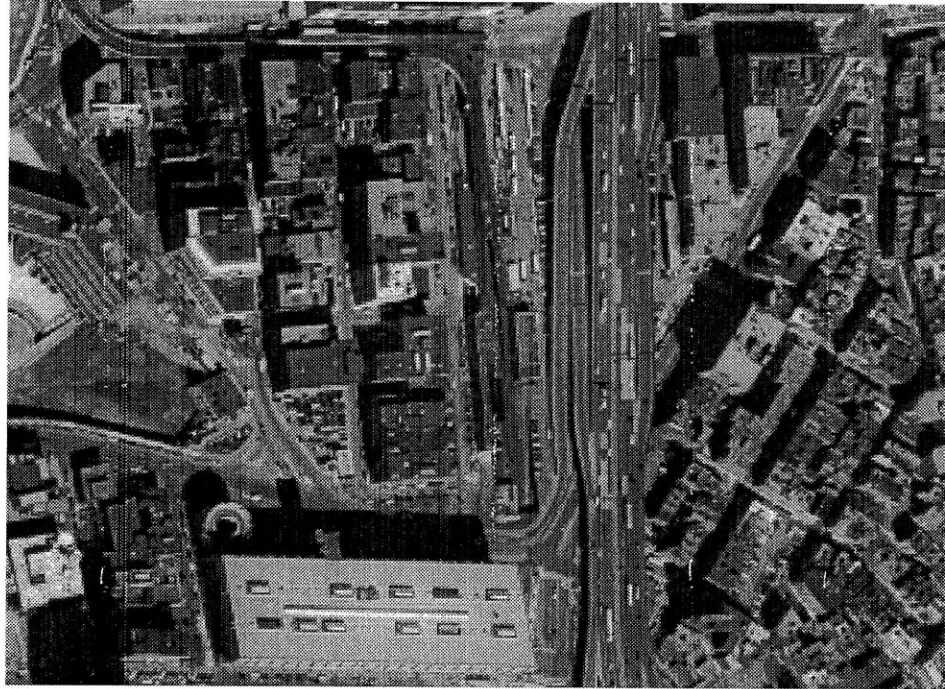
*Final Harvest*

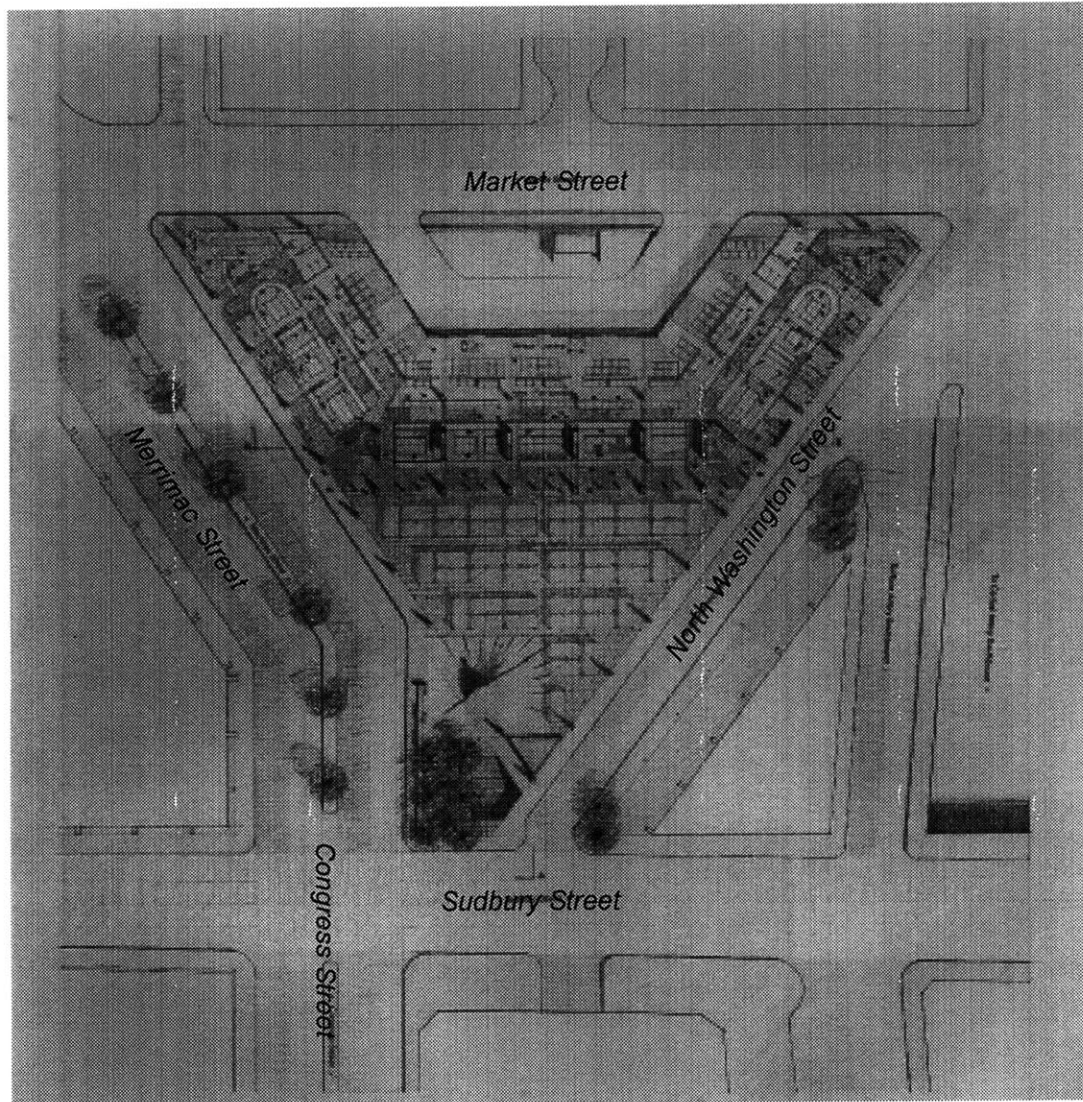
*The Presence of Absence: Haymarket*



*Summer Night*

Axonometrics

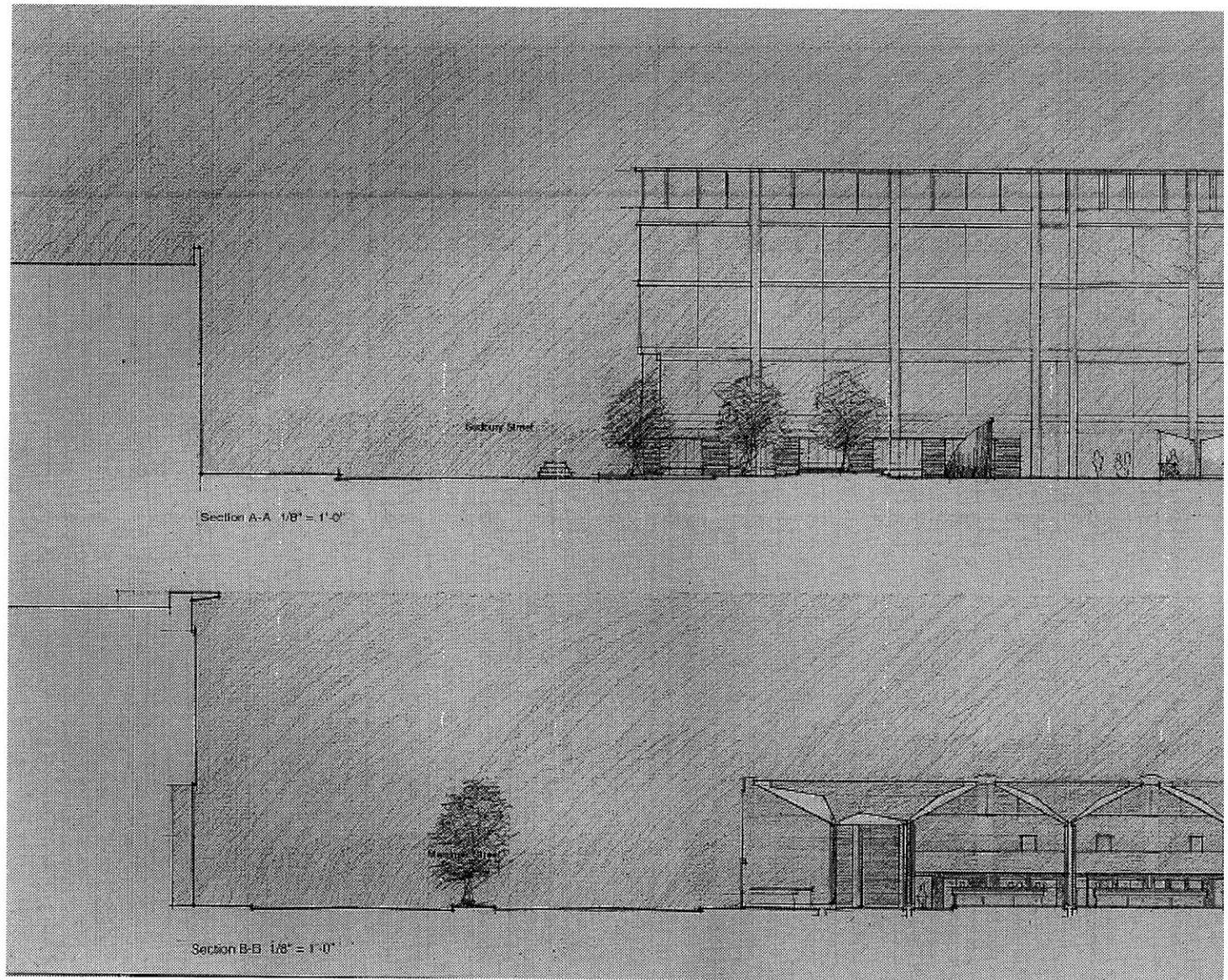




Ground Plan

Plan

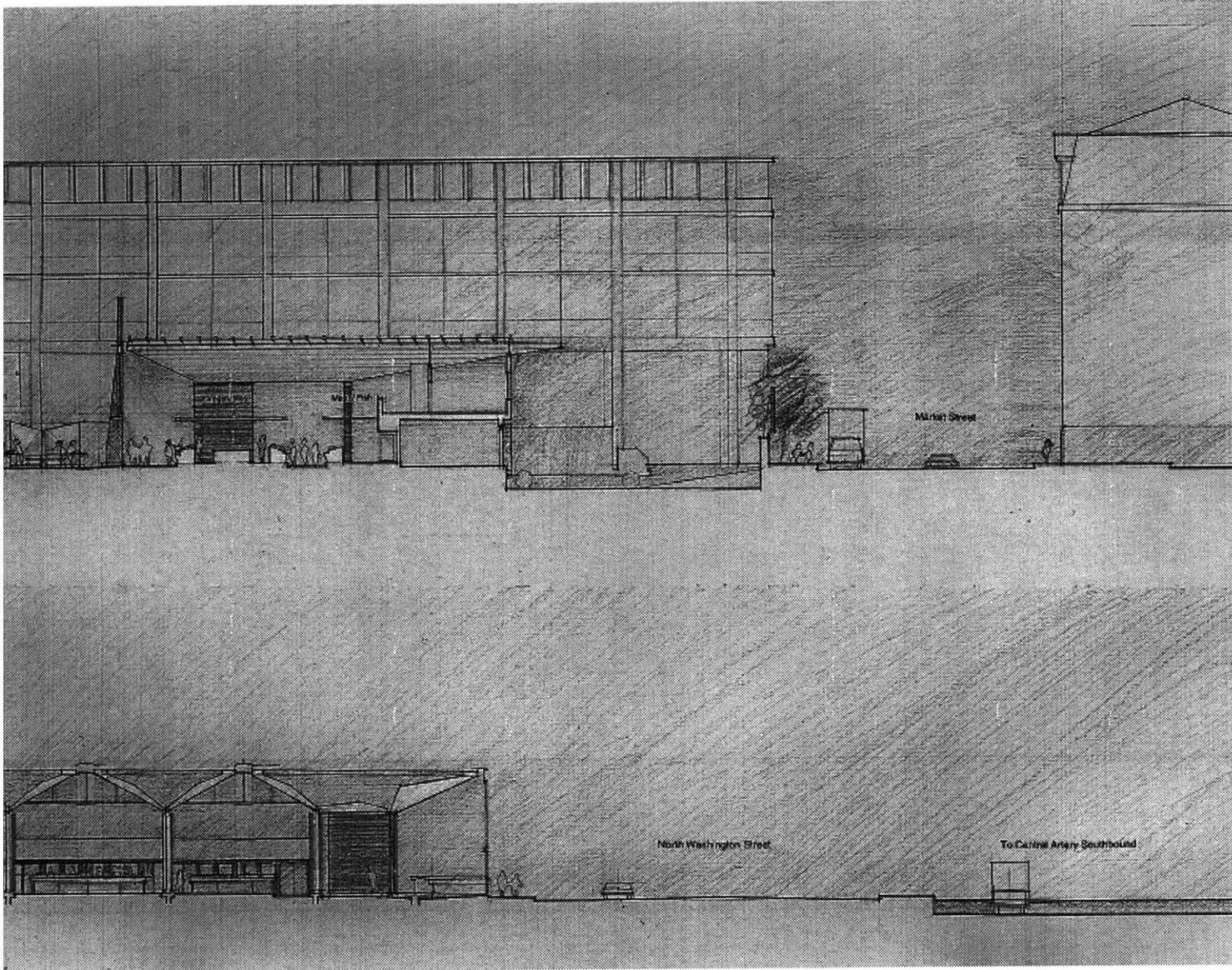
Section A-A: north - south site section



Section B-B: east - west site section

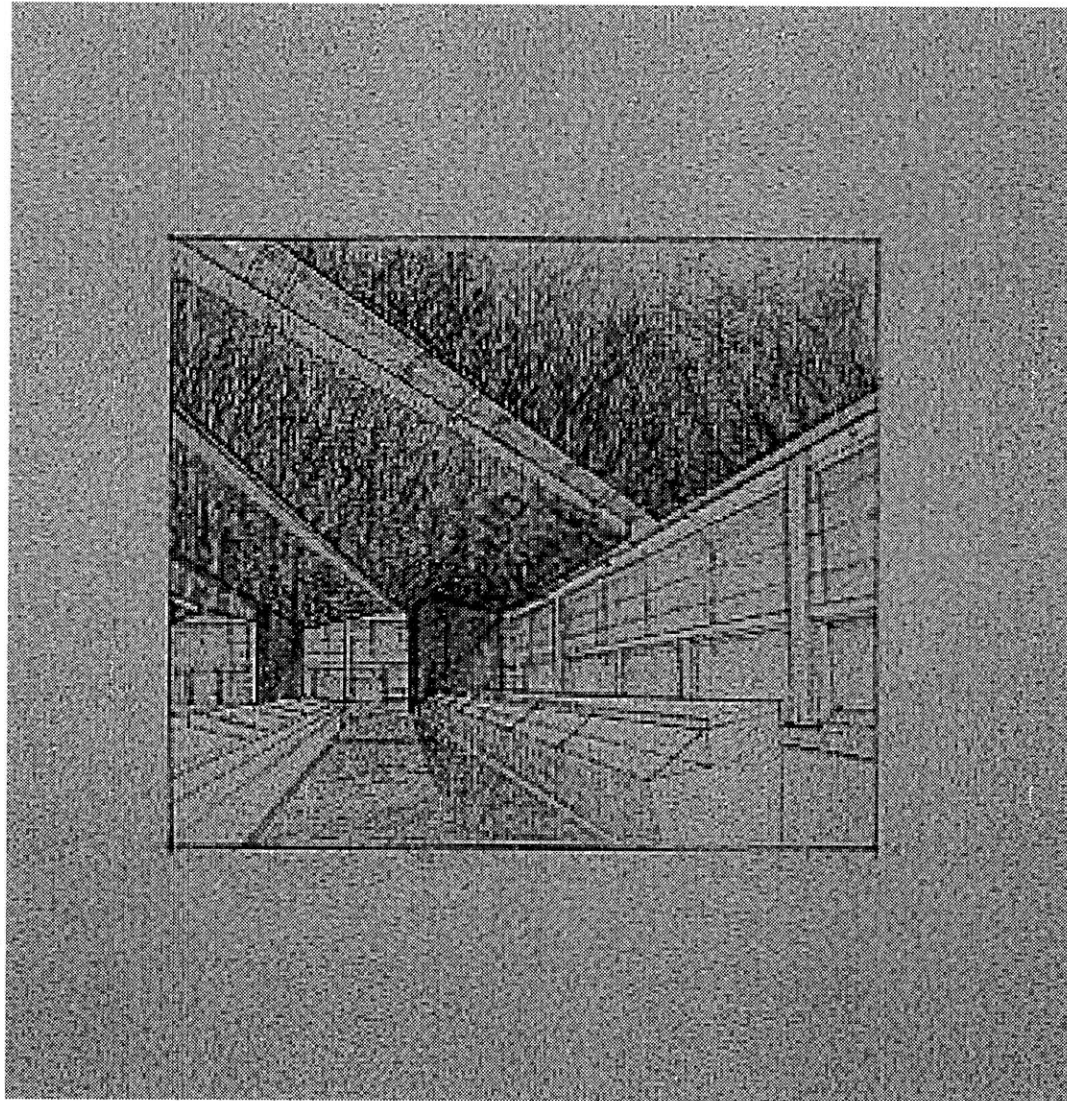
*The Presence of Absence: Haymarket*

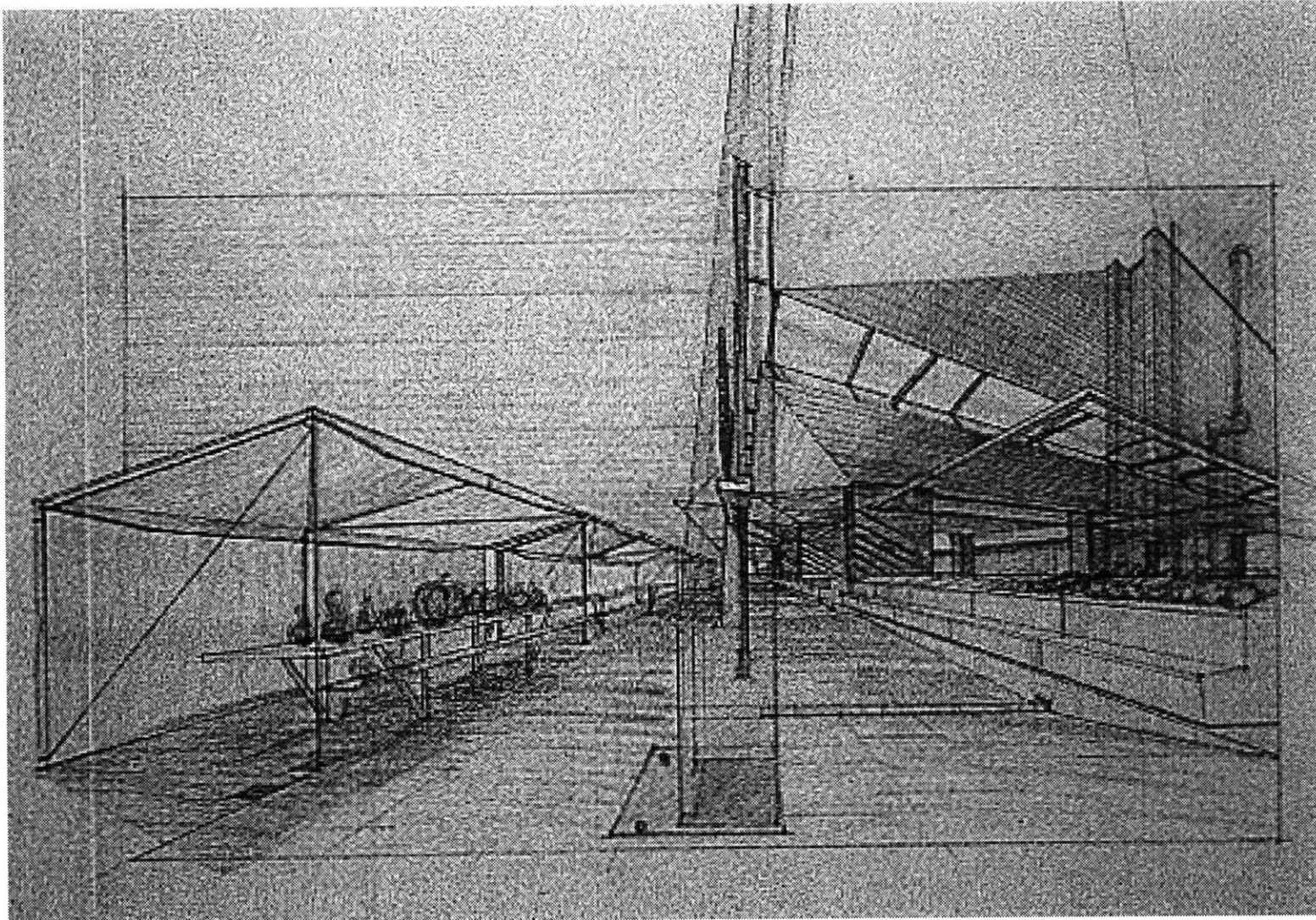




Sections

*Interior perspective of vendor areas and roof "umbrellas".*





*Exterior X-ray perspective showing outdoor stalls and building construction*

## *Bibliography*

- .1 Whitehill, Walter Muir, *Boston: A Topographical History*, p.79
- .2 Allies, Bob and Morrison, Graham, *Allies and Morrison*, p.15
- .3 Rossi, Aldo, *The Architecture of the City*, p.87

**\*Note:** *All images by Author unless otherwise noted.*

*Bibliography*

