

STREET AS STRUCTURE

An Approach to the Incremental Development of Fort Point Channel

by

Darleen D. Powers

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with distinction in Architectural Design

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Signature of Author:

Department of Architecture, September 1979

Signature of Thesis Supervisor:

Professor Gary Hack, Professor of Architecture

Accepted by:

Professor Imre Halasz, Chairman  
Department Committee for Graduate Students

*To My Children; Michael, Mark, & Keith*

*In hope that I can share their dreams,  
in the same loving way they shared mine*



*To the several people without whom this work would have suffered;  
especially Chris Packard and Rebecca Packard  
whose great understanding of the written word  
was only matched by my inexperience in their  
world. And to Barbara Scholl, Gary Hack, and  
Christian Lischewski for their part.*

*To my friends at Mass Art and MIT with whom I shared the last eight  
years. Those of us who 'thesissed' together and  
thereby worried and worked as a special group  
of friends; Gale, Paul, Paul<sup>2</sup>, Sally, Erika,  
Bob, Frank, Marilyn, Greg.*

*To those special teachers who had more faith in me than I did; for  
their prodding and attention, for giving me their individual and  
collective attitudes and love of Architecture to take with me as my own.*

*To my family; whose support and patience was only exceeded by my determination  
Thank you for being yourselves; especially my  
Mother, sister, and children.*

*To Paul-- who was there--  
my joy and love are yours*

ABSTRACT

STREET AS STRUCTURE

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1979

Submitted to the Department of Architecture  
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This work seeks to create an approach to the incremental development of a warehouse district in the City of Boston. The focus of the thesis is on the generation of rules and an implementation process that will organize the interface between the public and private realms. This is achieved through an archaeology of the existing site form, the analysis of disassembled elements that suggest the shape of contextual patterns, and the process for assembling the transformation from a warehousing district to a mixed-use community.

The organization of the physical fabric lends itself to a variety of opportunities as well as describes the physical limitations of change. The fit between the physical parameters and the potential program for recycling determines the dynamics of the public/private interface. By designing and constructing the public network, the impact of unknown new uses can be predetermined and controlled.

The evolution of the street as structure and the sequencing of pedestrian path as the primary movement system becomes the progenitor of new tenancies. The viability of the district is constructed by designing supportive networks of movement, security, communication and territory. The inter-locking of the wide range of uses forms an urban environment unique in its place. The intention is to provide a constructive process which contains the method of assembly for the interface of public and private, site and surroundings. The goal is to generate public place, while not constraining the program which remains open-ended.

The process is as significant as the design itself; in that the development of Fort Point Channel and the warehouse district is a strategy problem where the actualization of the product is continuous and without end. The process is the framework for sustaining the goals, and Street as Structure is the working method that implements those goals.

Signature of Author:

Darleen D. Powers

Signature of Thesis Supervisor:

Professor Gary Hack

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FORT POINT CHANNEL  
EAST BANK

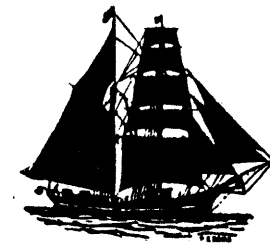
WAREHOUSE DISTRICT





I am proposing a program that seeks to orchestrate private development with public interest, a controlled process that encourages reuse of existing buildings while serving as a framework for decisions of what to build where and when and the examination of the effects of these decisions. The idea is simple, the implementation is not so simple.

All of Boston's Fort Point Channel redevelopment area is controlled by a few developers who have a unique opportunity to unify their diverse projects by co-operating in the making of solutions for problems that affect both their projects and the others as well as impacting the city and coastal zone. The unilateral implementation of the public open space as a interactive element of urban landscape will reduce the risk of investment and insure the pedestrian activity that will be necessary for the district to become a viable community. The cooperative contract for exchange of guidelines for public open space will insure transition from one project to another and the elimination of contested boundary control.

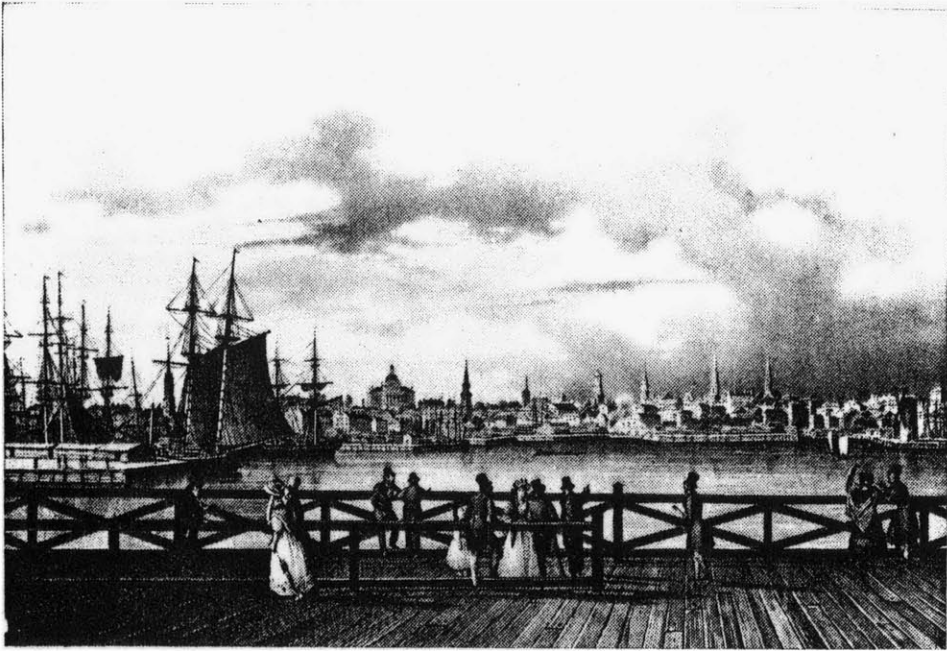




The private sector (developers) and the public agents of the city share an interest in insuring the success of Fort Point Channel as a new residential/commercial district for the waterfront. This common interest is motivation to construct projects as joint ventures with the city and the developers' participation becoming a collective force.

The developer's responsibility is mostly restrained to the site, but his impact is felt throughout the city. He is responsible for the complexion of the mixed-use district and its effect on the surroundings; the city seems to clearly share in the responsibility for such areas as: the implications of increased traffic flow; public transportation systems and parking; water pollution; infrastructures and public safety.

Other problems are solved through extending that responsibility and sharing it with either the Federal Government as in the case of the Northern Avenue Bridge for pedestrians, or the State as with the new vehicular bridge to replace the trestle bridge, or both as in the case of moving Northern



Avenue to a location that will allow the public control of the waterfront, or the construction of the new Seaport Access Road.

The program for future urban communities should indulge in the extraordinary multiplicity of the regenerating city: it is based in consumerism, on entertainment, leisure, and accessibility of work and home, selective neighboring, and opportunity for excitement and richness. By integrating uses and forms that offer stimulation, choice, and participation of the pedestrian these events are connected into his everyday life.

The warehouse district has been undergoing a change-of-use for some years: storage in a vertical building with wood floors becoming less and less economical, and reconstruction of the city waterfront is making inner city office and commercial space more and more marketable. Entertainment has soared, with the warehouse district itself becoming a focus for leisure.





The recently completed Museum Complex at Congress Street and the Channel has demonstrated that the location of public events "on the other side of the channel" justifies it as a highly marketable place.

The street as a construct of a volume of public spaces generates a continuous inter-museum pedestrian path. The walls are the reference. The penetration of that barrier, opening-up the warehouses to display the production of present and the process of industries past, will produce a physical, spatial, and historical transparency. The already operating museums, and the proposed antique fire apparatus museum and possible railroad museum, as well as the hotels, restaurants, and commercial development around the warehouses have precipitated the flow of pedestrians; the movement is to sift through the site moving from South Station through to museums, from Faneuil Market/waterfront park over Northern Avenue Trestle Bridge into the site from the north, and in direct counterdirection; pedestrians from the redeveloped Penn Central land, and from the piers; hotels, and commercial

magnets. However, the warehouse district itself needs direction and control to organize these pedestrians, to make safe and secure paths, and to reinforce the uniqueness that it alone embraces; a continuing of businesses, some 100 years old, which reflect the very essence of industrialized America.

The Pedestrian is effectively moved through the site by predetermined sequences of experience that reinforce the connection of places, events and landmarks of the place. In return, the pedestrian activity must be made possible through the distribution of activities to accelerate the marketability of tenancy along the pedestrian path. The design and construct of the public network is the single most important generator of new tenants and its implementation controls the impact of new uses.

The thesis is, therefore, intent on:

- Providing a format for collecting information on a "whole" context, i.e., its historical/social/functional and physical profile.

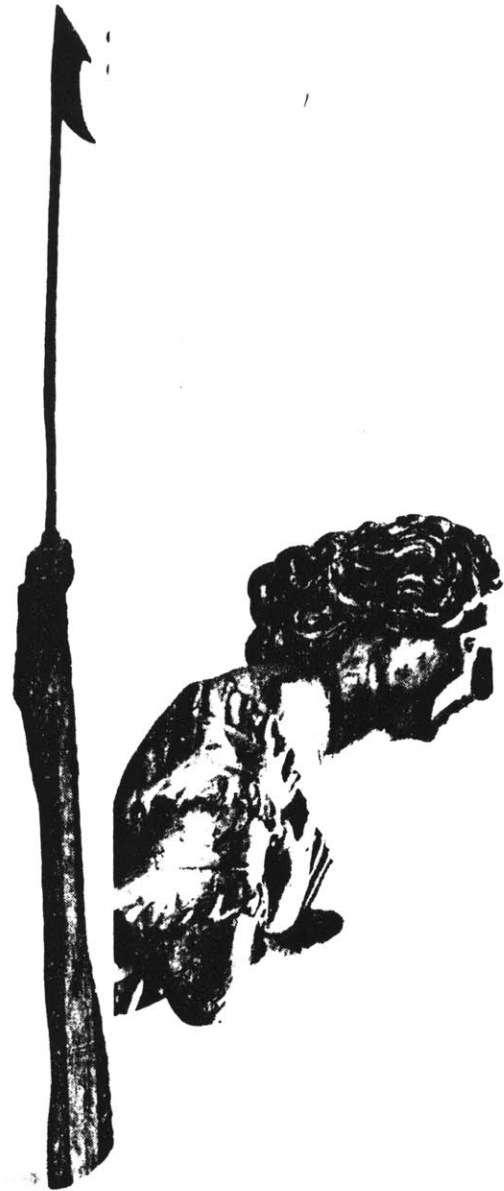
- Categorizing the components of the physical fabric into building types, orders of built, and elements of street and building interface.
- Analyzing the assembly of elements into general patterns, potential patterns and idiosyncratic patterns that will both generate and receive the transformations designed to control the interface of new uses and the public network.
- Assembling the context opportunities into a conceptual framework that reinforces the motivating program for development and affords both the range and limitations of the method of changing the uses within the structures.
- Generating a series of "rules" that are in a variety of forms. These alternative vehicles of control match the complexity of the development and simplify the method of solving local problems; implementing limited solutions and connecting the short-term opportunities to the long-range goals of the development.

The thesis presents the method of generating these rules by looking at the opportunity and the limitations of the "standard" and usual situation in terms of collective blocks of structures and their relation to the street structure. Performance standards are reached for use-situations to insure compatibility of activities and safety of pedestrians. These are dimensional norms for making places that might occur in various settings. Site-specific situations are noted and special rules applied. A second category of specific design rules are for idiosyncratic public spaces and buildings--where the special opportunities offered are reinforced and effected. Site rules are set forth as factual; those derived from energy use, light, and use controls applicable throughout the site.

The planning for design is at least as difficult as the design itself. It is the thin line between presenting and preventing. It is the controlled liaison of a timeframe and an inspired image of what-might-be. The fourth section of the thesis offers an illustrative study of the transformations of four

settings, utilizing the rule systems developed and responding to the program proposal. The quality of the incremental process put forth is found when those who come after me see other visions of the place and still sustain the concerns I nurtured.





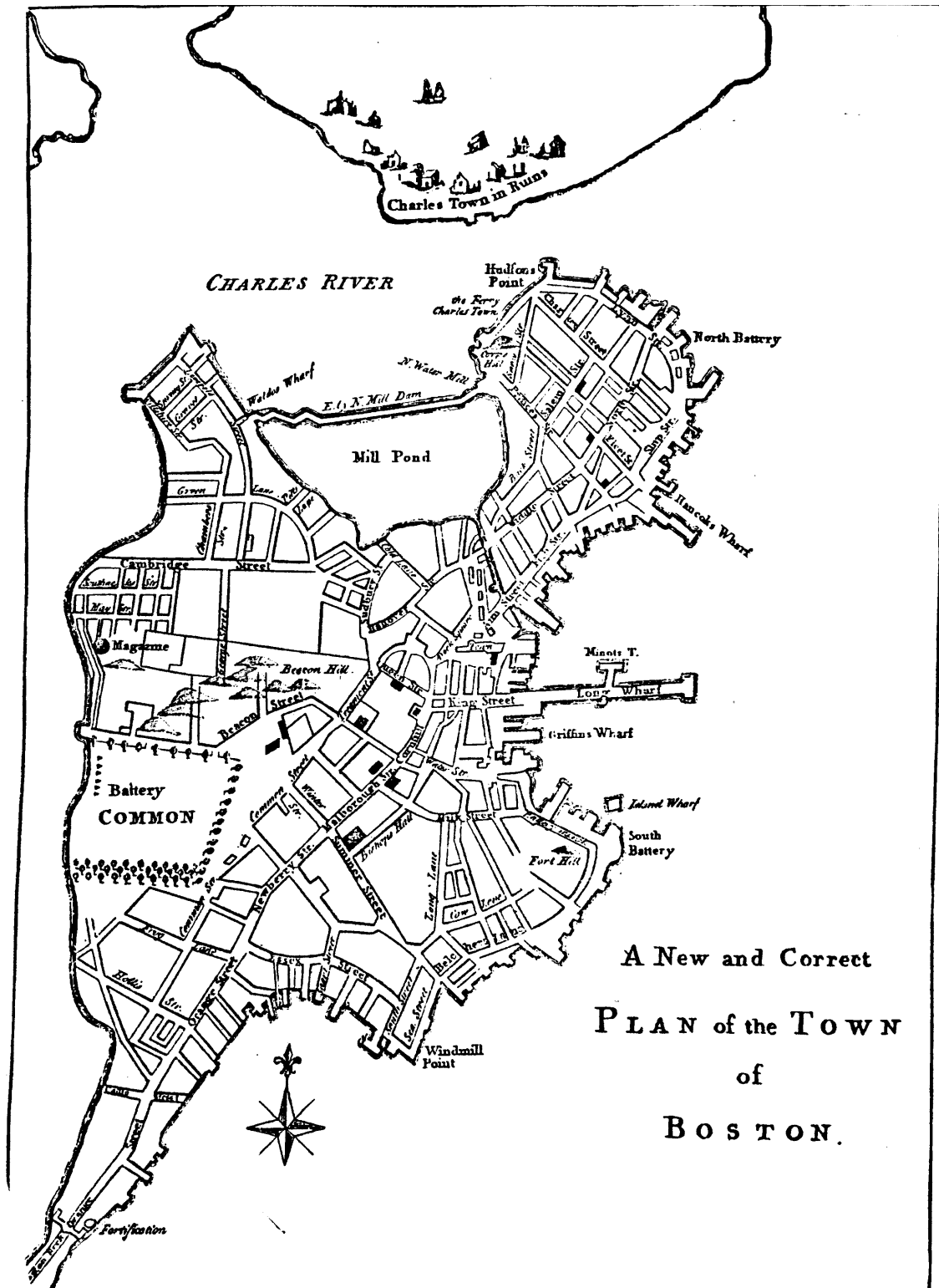
CONNECTION OF PAST, PRESENT, AND FUTURE





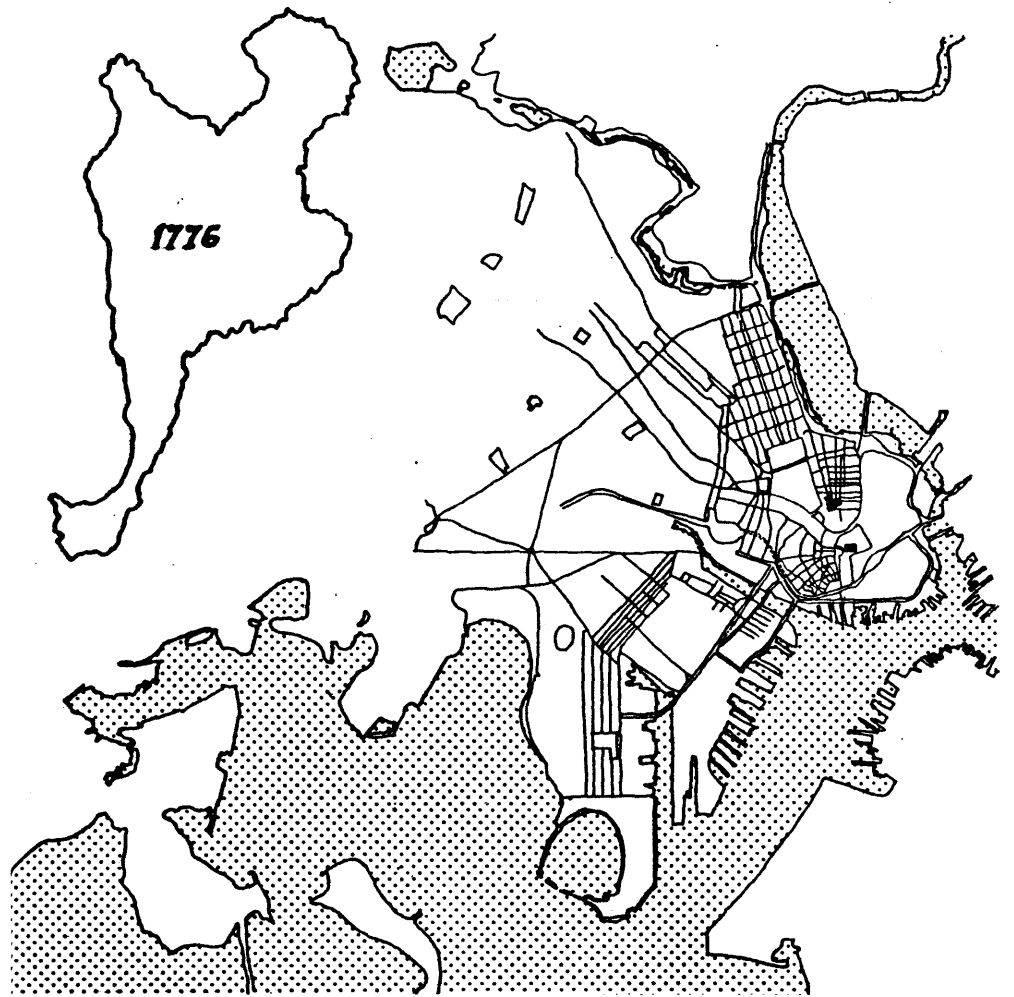
The rehabilitation of the city is a national phenomenon that is only matched in history by its countercultural action; the move to the suburbs. The dynamics of these interacting social trends is not for this thesis, except to acknowledge that they are the motivators of the present private market's interest in reestablishing commercial, retail, and housing in inner cities. The city is no longer the empty nest. But, it is somewhat easier to understand the future of the recycled city if the past is considered as its foundation. The transition of uses within the containers specifically designed and built for another use is the bashing together of the past and future. And, in Boston, its effectiveness is best seen where the city becomes a port.

For the most part, Boston's waterfront has been defined and extended by infill. The water's edge and the wharves along it were constructed by men who saw the worth of a deep harbor to encourage the large ships of world-wide trade. Fort Point Channel is one of these bodies of ocean-rivers that was once both harbor and open ocean. Once only high



tide would deliver a ship and cargo deep into Roxbury. And after that, only manmade lands tamed it for manmade use. The channel was captured by reclaiming tidal land as it crept deep into the waters. Wharfs were constructed to receive goods off ships and move merchandise to and from the production place into and out of the storage containers. The systematic laying down of street to and from the wharfs and rails bore a simple structure built with the craft and systems of its day: the warehouse.

This warehousing place, on the East Bank of Fort Point Channel, was assumed to be static -- a place that would forever be best used to support the industries that Boston had supposed would continue to provide the mainstream of employment and revenue. However, the changing economy and the involvement of technology and alternative industrial modes of operation and location left the ports waiting and the warehouses empty. The warehouse district has become, for all intents, a place out-of-the-way from any place you might want to be.



The rehabilitation of the city is historically a regenerative cycle of economic redistribution. The affluent moving to the outlying districts, the city filling with poor residents --the rich using the city only to work and shop, then the poor finding ways out -- leaving the housing stock unattended. The empty city is rejuvenated first by those artist/craftsmen looking for inexpensive space, and then by businesses looking for the same, followed by the consumers who want access to the attributes of the city, harbor, and leisure components of living and working close together: the young, the childless, the affluent. The warehouses along Fort Point Channel can be a framework for change; well-constructed, spatial containers that can be distorted, added to, subtracted from, and implanted with new uses. The firmly set streets with useful docks, service elevators, delivery trucks, and buildings at their edges are already showing signs of new activities.

The warehouse district on the east bank of Fort Point Channel connects to Boston only when its isolation is clearly



*Oysterseller of the Colonial period.*  
British Museum

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*What makes this a place?*

*It is the absoluteness of the building form--the completeness of the image based on a singularity of form created for an environ of heterogeneity.*

*It is the simplicity of plan.*

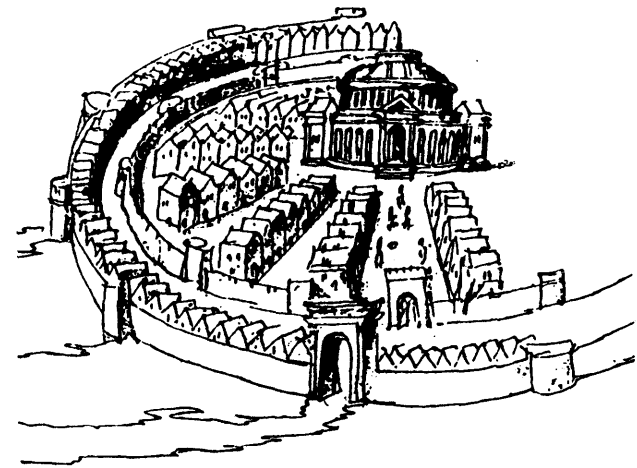


understood. The absoluteness of its place and time: its history and its function. Then, confronting the continuity of its buildings, its simplicity of streets, and the discontinuity of its built landscape from any other place of work or living, is the discovery of its past and the generator of its future. Its viability as a recycled mixed-use district is dependent on the integration of the disengaged boundaries of this place with the vitality of the city.



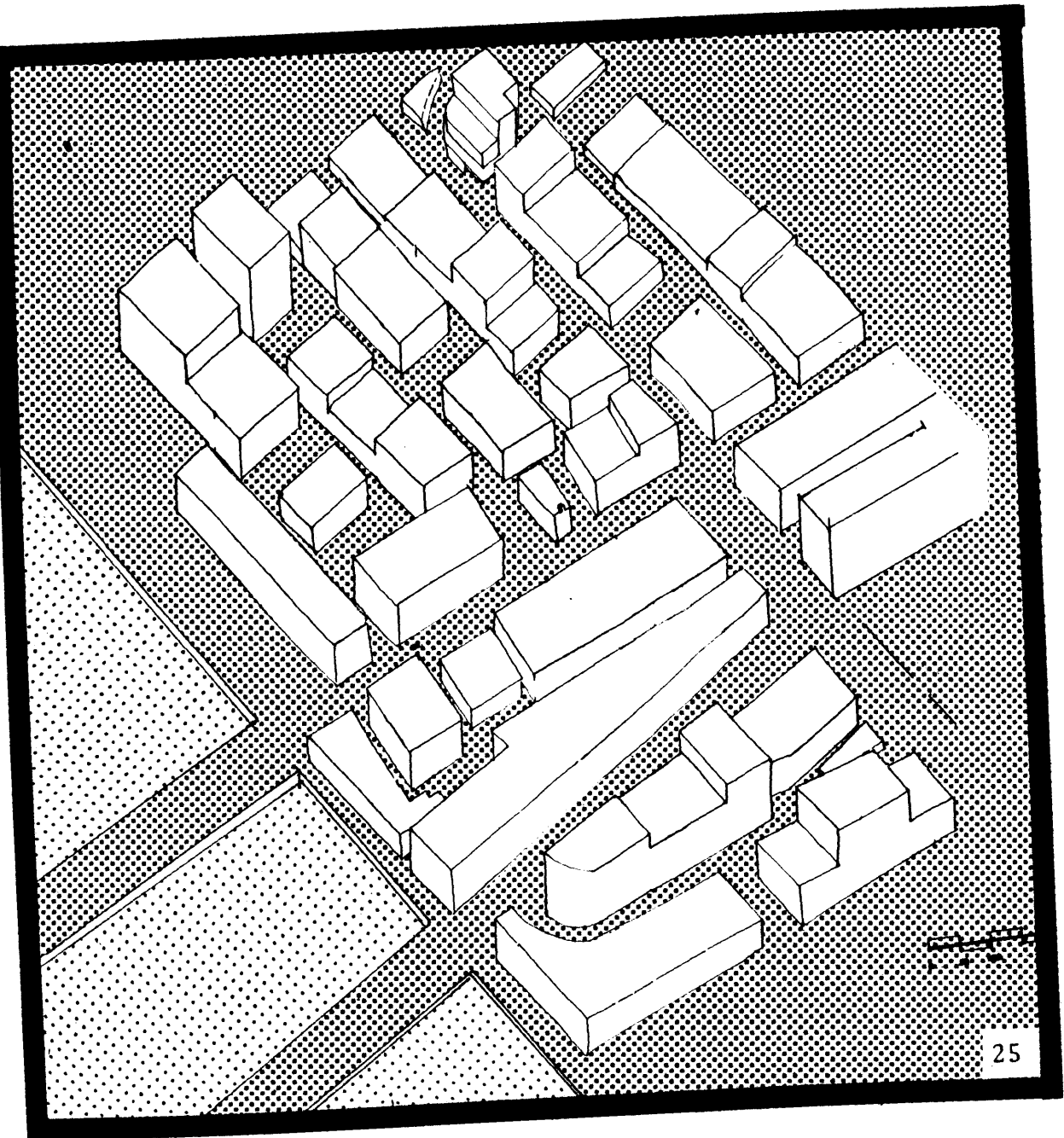
"Some time after this it was that I drifted over into South Boston and found myself among the manufacturing establishments. I had been in this quarter of the city a hundred times before, just as I had been on Washington Street, but here, as well as there, I now first perceived the true significance of what I witnessed. Formerly I had taken pride in the fact that, by actual count, Boston had some four thousand independent manufacturing establishments; but in this very multiplicity and independence I recognized now the secret of the insignificant total product of their industry."

Edward Bellamy, Looking Backward



A: PLAN FOR AN IDEAL CITY, ca. 1500. ATTRIBUTED TO FRA GIOCONDO

ARCHAEOLOGY  
of  
THE SITE FORM



*"It is not the quality of  
knowing the city, but the  
process of unfolding"--*

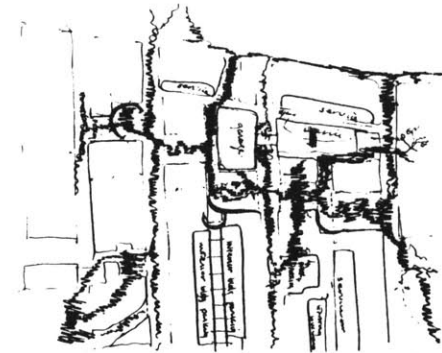
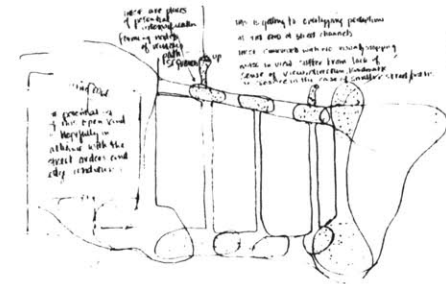
*Lynch*

*The singularity of use, the  
unity of place, only served  
to strengthen the feverish  
competitiveness of the hun-  
dreds of small production  
places that spun off the  
warehouse district.*



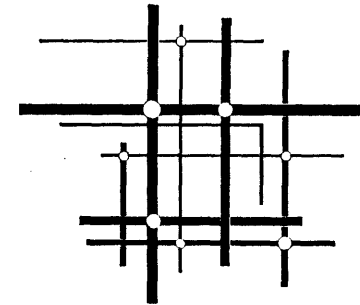
If one of the requirements for a viable neighborhood is that the place that one calls "neighborhood" be recognizable as a physical entity, then the warehouses with their continuous masonry walls lining the streets with green-painted, double-hung windows, doors and docks, elevators and fire escapes, surely meet this requirement.

To describe the "whole," the parts must first be disassembled. Reducing these parts to their simple-forms is the beginning of the synthesis in which the parts clue the development to reorganize in order to accommodate new uses.

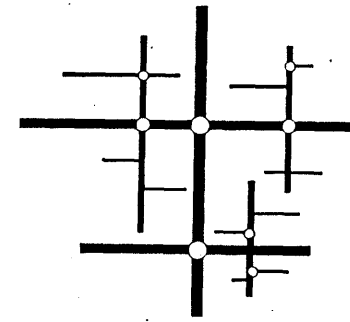


THE PLACE WITHIN

*The qualities of this place are repetitious and consistent. The building mass is described by the voids-- which are volumes of street captured by continuous definition.*



相關的開放系  
Open ended system



体系的開放系  
Hierarchical system

Disassembled Parts:

MORPHOLOGY OF THE BUILT FORM

The Primary Form; the existing structures

Elements; components of the buildings

STREETS

Entering; the gateways to the site

Street as a Network; movement in the site

INTERFACE

patterns of street and buildings

latent spaces

LITERACY

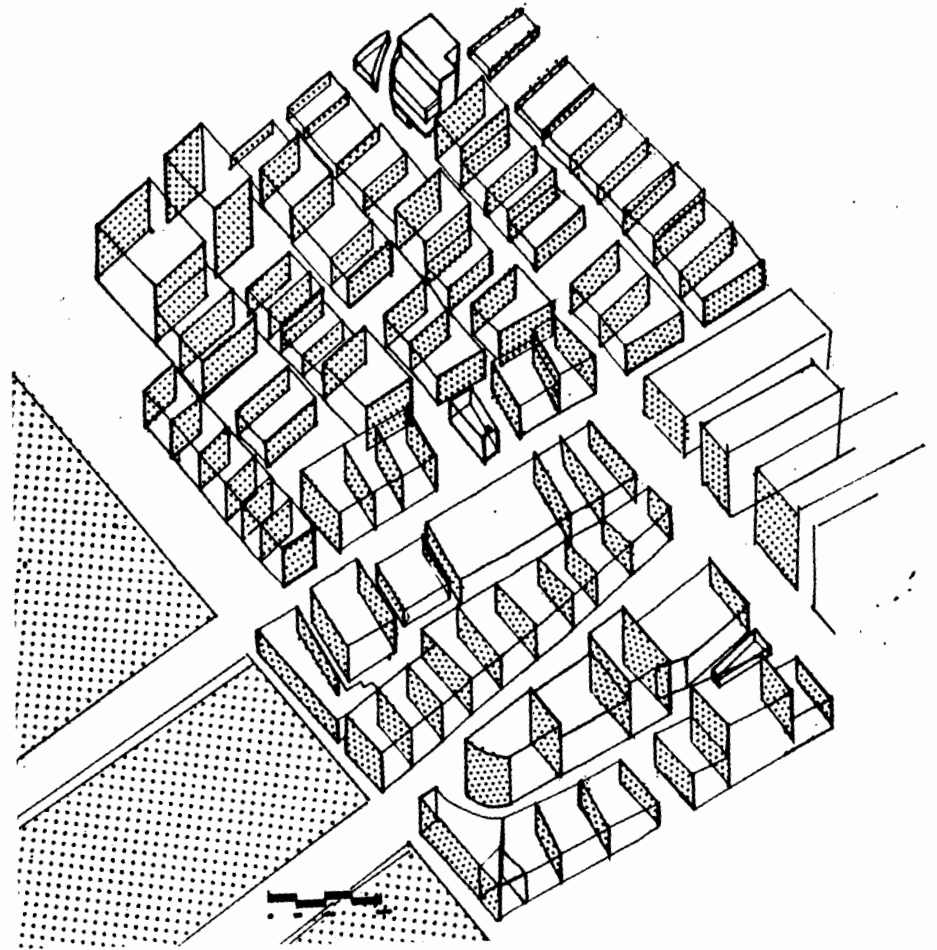
Memory of time and place

Landmarks

Signage and visual symbols

The Streets are walled in by buildings...

The strength of the continuous built wall is only in competition with its negative void, the street. This void becomes



*Morphology of the whole site*

*Composite field of bearing  
walls, existing stairs and  
elevators.*

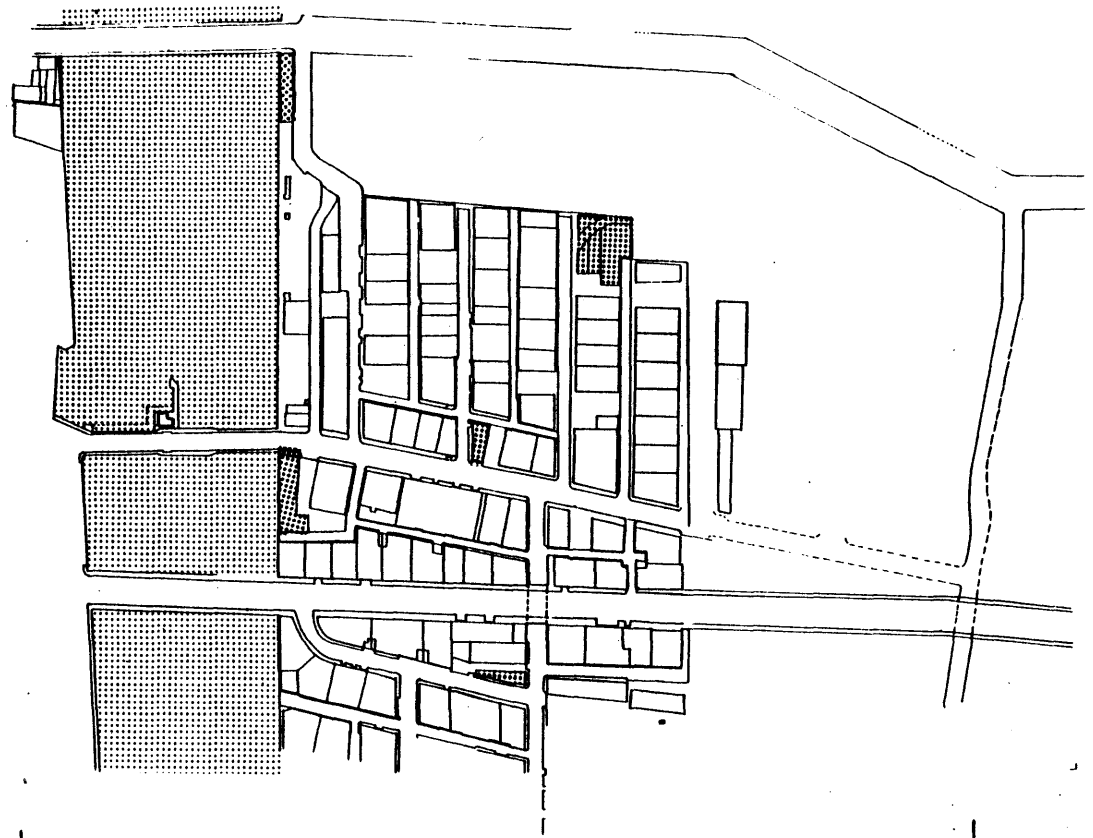
The whole site, which is the base for building, contains its own parameters and directions. It is a field of built, that is assembled walls; walls that were generated on streets which in turn generated more buildings. The interruption of that directionality is the discontinuity that will make edges and corners, which are the moments of poetry -- those interlocks of place and movement which demand intensification to express clarification of direction and identity. The heterogeneity of the street elements is parallel to the concept of unique expression of a special place as visual signal for the pedestrian.



The sameness, the consistent hedge of building, makes trucks seem huge fearless animals that have the run of the street. One steps up, into, or around these animals that are herded into docks.

Holes of open-space are luscious finds along the way; alleys look in their worst condition as respite from the magnitude of action that is clearly not including the pedestrian in its program. You duck through an alley and then around a corner, through a hole and find yourself free of the street and the constraints of the buildings' parallel walls-- discovering a direction that is symbolic of a latent richness in an otherwise simple construct of warehouse and transport.

A FEW BUILDINGS ARE IDIOSYNCRATIC  
lending themselves to Special-Uses



a volume of space that has parts and edge, surface and punctures. The walls, or buildings' outer surface, provide the definition and condition of the street edge.

With the exception of a few buildings, which are strange creatures amongst the warehouses, each building was built by the Boston Wharf Company to store goods. The few idiosyncratic structures are those that I feel offer the opportunity for special uses and which reflect the conditions of designation by having different setback, form, material use, and articulation than a warehouse. The ownership is by separate people, which gives the City of Boston an opportunity to purchase these buildings for public use.

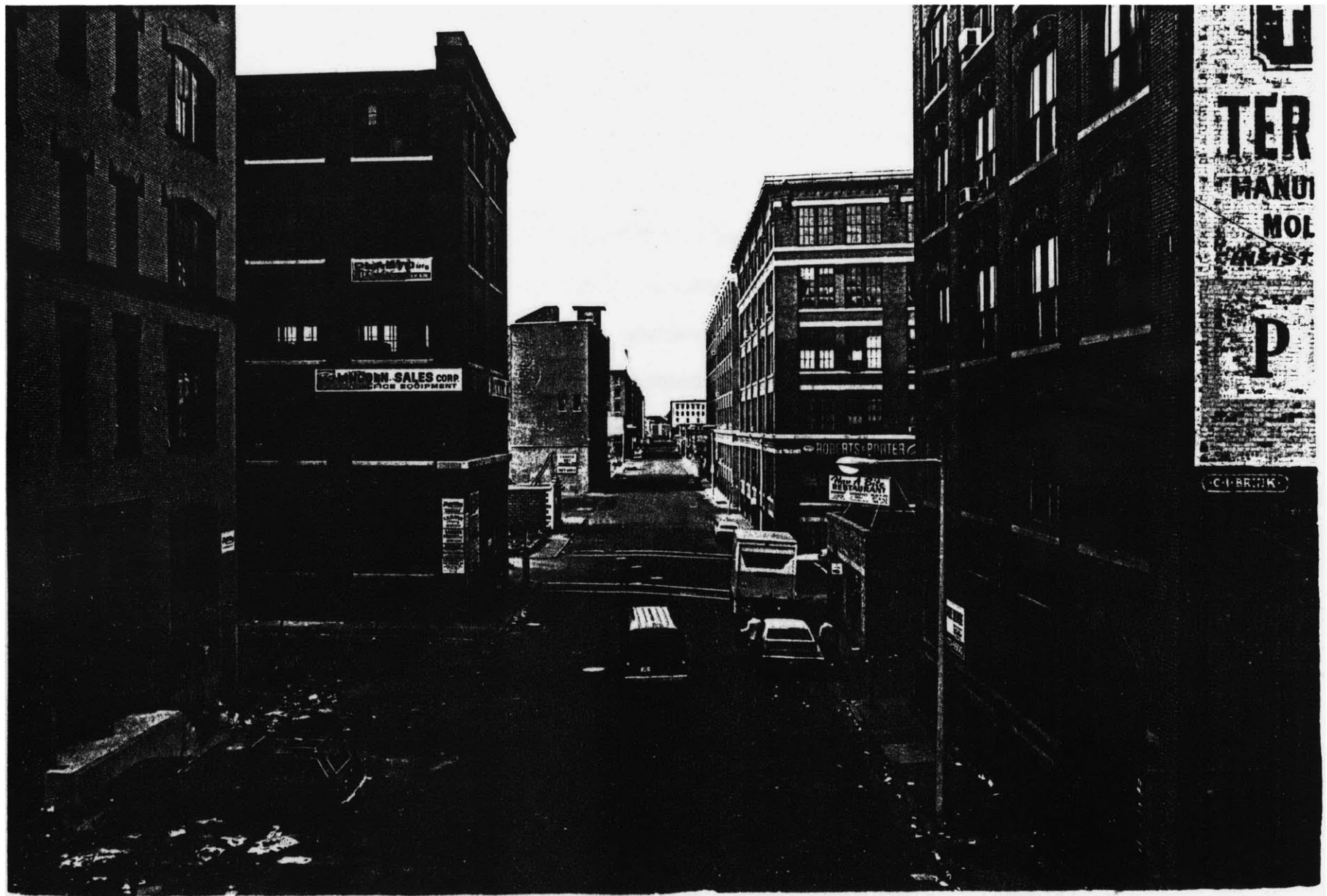
The other buildings are of two types: the large 6-9 story office structure, with handsome fenestration and raised entry from the main through-streets; and the more humble continuum of masonry brick warehouses 2-6 stories high and some 120' deep. These warehouses are party-walled, wood column and wood floor buildings that run along the edge of



the street with little or no zone between built and vehicle. They are without exception on the filter streets, so while their fronts are north-south, the inside directions are defined by the party walls east-west. The fronts of these warehouses are punctured brick with 6' windows, while the backs of these structures, at the alleys, become transparent to the production/storing within. The windows are smaller in the back, but there are more of them. Fire escapes wind lovingly up the sides of the building, and in themselves nurtured ideas of attachment of lighter structure to provide a relief from the magnitude of the primary form -- a structural primary form that seems to be without regard for human scale. It is this overwhelming heaviness of the form, in tension with the thin tall doors for people, office person size windows, and bulk size doors for hauling goods, that creates the format for "adding and attaching on, puncturing and taking apart" the primary form in order to reinforce the past warehouse, while building the complexity of orders of built fabric that will accommodate a mixed-use and urban environment.



The edge of street and the surface of buildings is the small dimension which is used to embellish. The warehouses make no claim to great articulation; but we who appreciate the fine craftsmanship of that day find joy in the corbelling, the granite lentels, the many six-over-six double-hung windows, the over-sized wood and glass doors, and the shafts of elevators climbing the buildings' skin. The fire-escapes are a work of art and, in some places, make a continuous framework over the buildings; a net of lightweight iron.

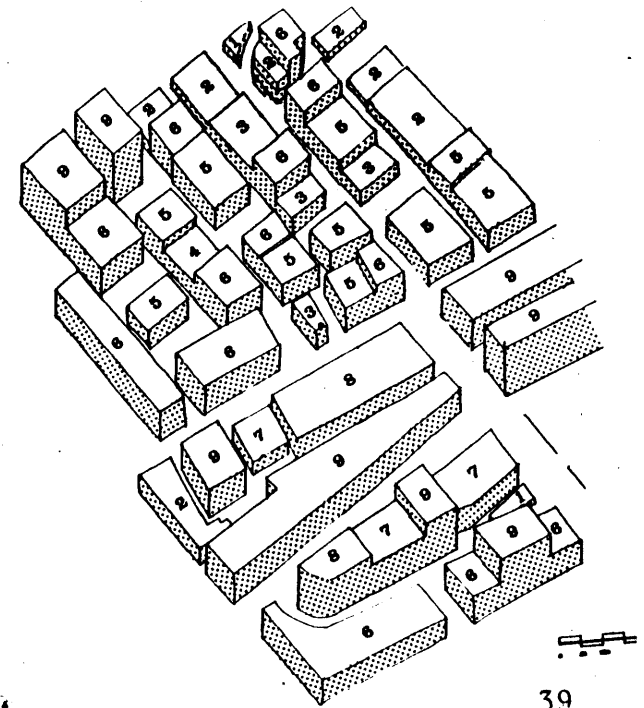


Boston Wharf Company is an emblem of the past; it sits above every entry up on the brick. The sign system of the district is to paint advertisements of the products that are stored or produced directly on the brick. The effect is carnival; announcements of the contents in picture and sign, which is the only visual transparency to the outsider.

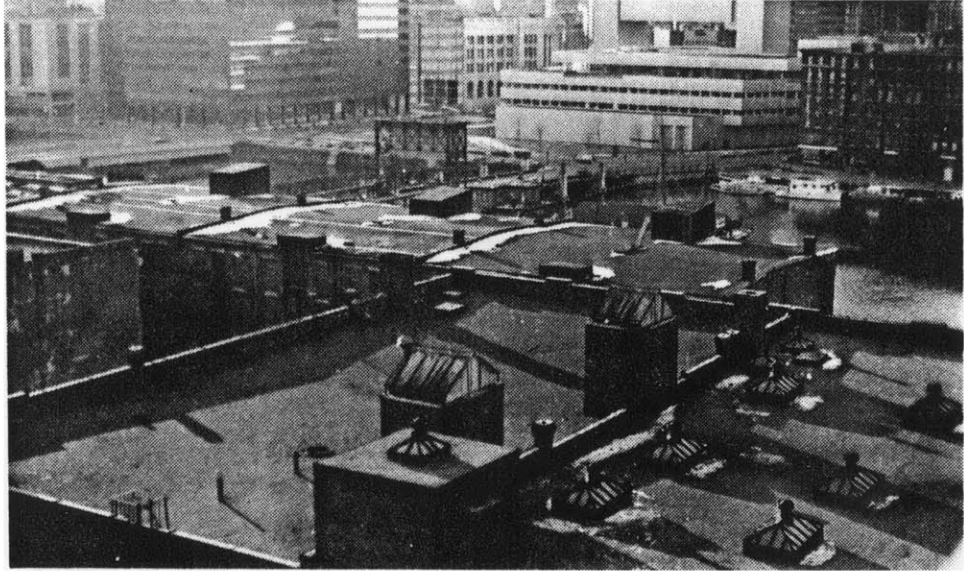
The best representation of continuity beyond the building form itself are the green wood windows and the brick color. The integrated color image is frozen throughout the site. Its overlay is the very monotony that will permit the attachment of the new.

Patterns of use that have been long established will be remembered in the recycling of these warehouses. Their forms are undistortable. The docks lined up at the street. The raised door next to the docks for people entry. The shaft at the skin for elevator. This thematic organization of

*NUMBER OF FLOORS IN THE  
WAREHOUSES*







*Acousticsensory:*

- 1. Sounds in the caverns*
- 2. Bells for workmen*
- 3. Seagulls*
- 4. Plane noises bouncing off building*

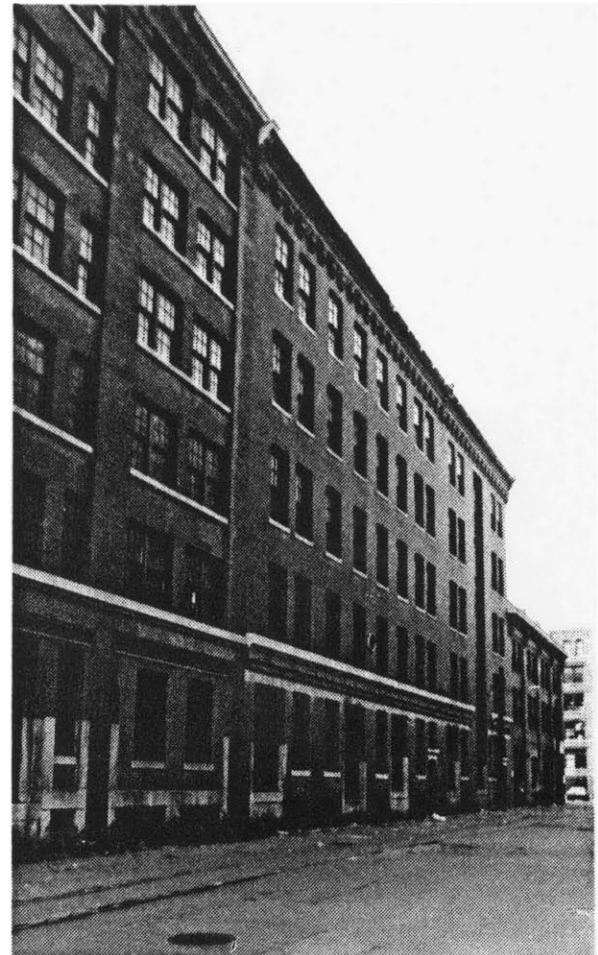
elements is the clue to reuse. The punctures, their size and relationship to other elements, distribute the access, clue as to the size of the interior space it makes accessible, contain the dimensions of either one person or several people or a crowd.

The elevators (both passenger and freight) are along the skin of the buildings front and back to allow easy access. The passenger elevators are elaborate machines that carry you up in ritual of creaks and cables moving and lurching through your view in the sculptured iron boxes. The trip up is along the edge of the stairs which wind around the elevator shaft. The roof hatch is up above the shaft and each landing is windowed and marble-silled. The freight carriers are metal and wood and haul goods up and down along the building's skin. At each floor there is a bar at the edge and the landing is open to storage areas.

Buildings with useable basements often have their first floors and entrances raised four steps above street level. Docks



assemble close to the elevators to receive goods. In several buildings the framed structure is rearranged to make space for tracks running into the alley from the railroad yards at the north end of the area. The fragmented piece of the building beyond the inner tracks is a curious fracture of the structure, giving opportunity to develop these low profile buildings as new secondary building forms.





Entering the district -- one feels as if he passes through, not over, the three aging bridges leading to the Fort Point Channel East Bank. Two of these bridges move laterally on tracks at the water's surface. The third bridge at Northern Avenue, now designated a National Historic Place, is a magnificent three-part trestle bridge. It is a web of iron works that stimulates memories of trains and ships, and of work at the piers. It is an eventful passage; one that sets the stage for increased anticipation as the channel is left behind and the warehouses loom around you.



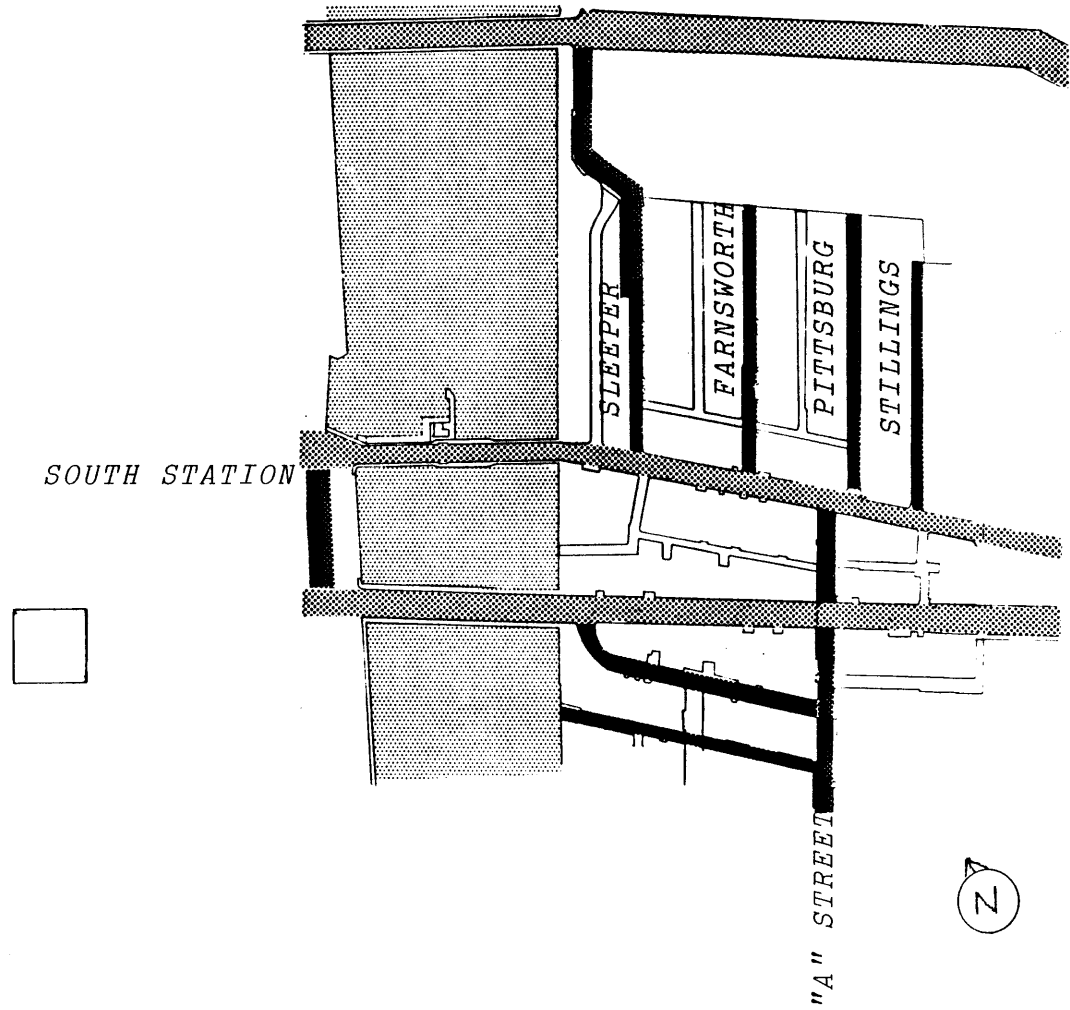
These bridges are the first of an array of "object forms" that are sprinkled at the seam between the water and the land. Piers wade into the water, the bridge tracks, drains and pipes, buoys and ropes, chains and wooden posts, speak of taking care of the business; of working the ocean and its products to the good of man. Large scaled forms are set at the channel; fishing shacks; lobster boats, a red-painted steam shovel on a barge that defies scale and looks like a child's toy, The Boston Tea Party Ship and gift shop, the Hood Milk Bottle standing 20' high, and the orange metal glass elevator of the museums visually dominate the gateway to the warehouse district.

The streets that pass over these bridges running east-west carry trucks through the warehouse site to the industrial area beyond. More importantly, the network for transportation within the site is based in an already clear order and direction of streets.



*The larger Streets running E-W*

*The narrow Filter Streets N-S*



The three bridges lead to three 100' wide streets travelling east-west through the site connecting South Boston, by bridges, to Boston. Each of these three is characterized by differences in position through the site; destination; routes; and distinguishable features. Seven narrow streets run north-south, filtering through the warehouses, delivering the goods to the door. Where they cross or meet the through-streets there is a change in the direction of the buildings, a change in size and character of the buildings, and a junction of view, providing an opportunity for orientation otherwise impossible. At their ends, the north railroad yards provide a framed view of open land which is a way out of the maze; a visual connection to the boundary beyond.

NORTHERN AVENUE

SUMMER STREET

CONGRESS STREET

The through-streets (Northern Avenue, Summer and Congress Streets) provide major access for trucks travelling from the artery that runs north and south of Boston to the industrial park at the outer end of South Boston in what was, until recently, the South Boston Naval Yard, now an industrial park. There is also an Army Base, there are many major food produce and container facilities, and manufacturing plants located beyond the warehouse district. These facilities have taken over housing the industries that might have once been housed in the warehouses. The new structures -- economical and flexible long span construction, with abundant parking and service areas -- provide cost benefits to these companies that the vertical warehouses cannot match.



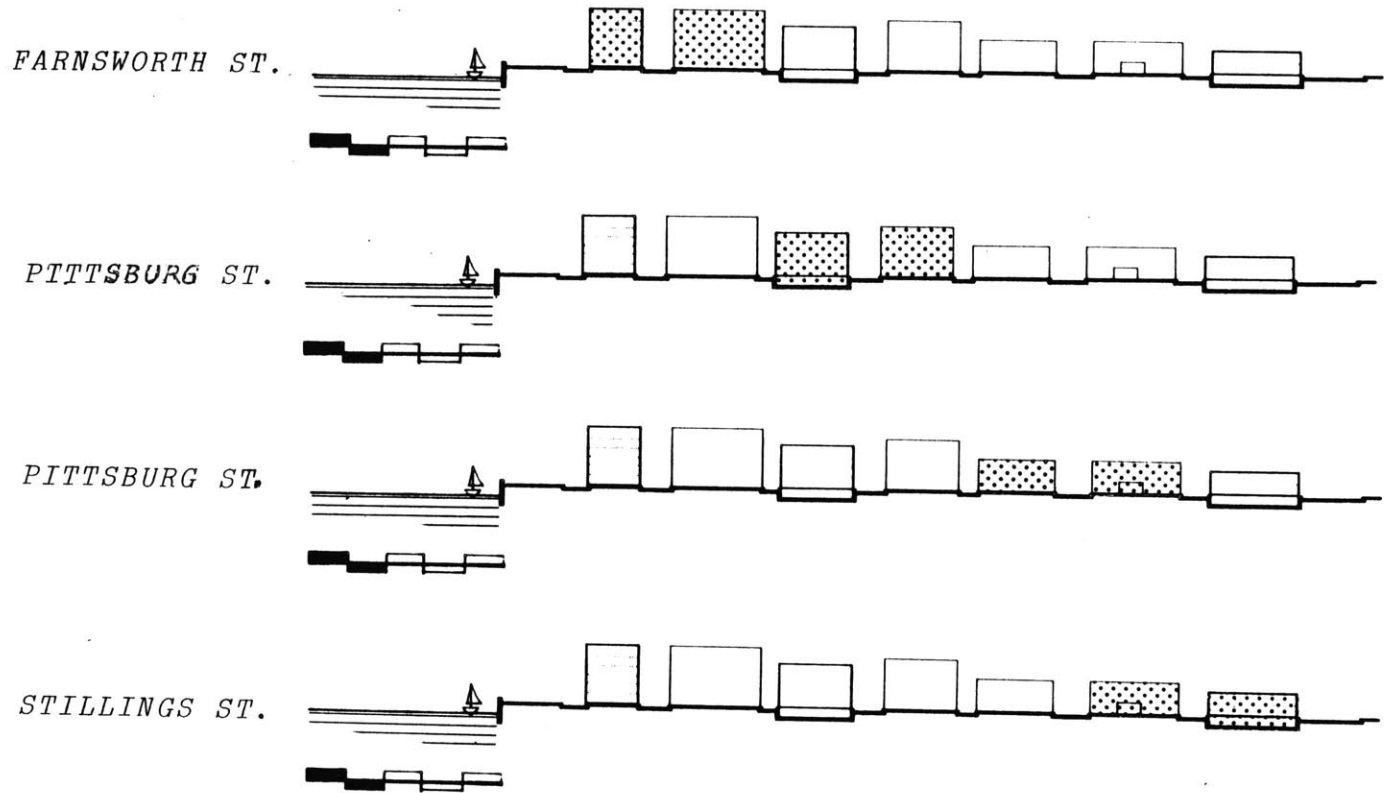
Northern Avenue travels closest to the water, along abandoned railroad beds that are ready for development into hotel, commercial, and retail uses. It is by far the most expeditious of routes for through-truck transport, because it is unhindered by buildings and meets the crossroads of both the major piers and the industrial parks. Summer Street begins in downtown Boston as a retail/commercial street and crosses over the depressed expressway at Dewey Square. This location, at South Station and Atlantic Avenue, will be the site of a major regional transportation center. Several new highrise structures weave into the Boston landscape, but the channel on the West Bank is yet to be developed to its potential. The Summer Street Bridge meets the East Bank of the channel at what is the visual gateway to the warehouse district. Well-kept office structures line the edge, with lovely facades and detail.

*The total dismay of most people when asked to describe South Boston, Boston Harbor Edges, or how the road systems work beyond the and south of the waterfront, or how to get to Castle Island, predicts the isolative and contradictory status of the case study area. The rings of disconnection and 'unseamed' boundaries occur throughout the range defining orders from city/ water place to confronting the discontinuity of the whole area to other places, events, settlement tissues, fabrics transport, or even its own manmade landscape.....*

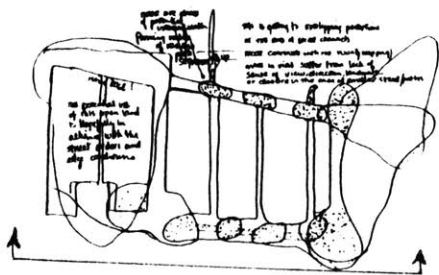
Northern Avenue and Summer Street are both the boundary streets for through traffic and the primary pedestrian connections from Boston into the district: Northern Avenue from the well-publicized waterfront park and Faneuil Markets area, and Summer Street from South Station.

Congress Street, the third through-street, starts in Boston's financial district and cuts through the web of Atlantic Avenue and the Expressway ramps and passes by the "back-side" of the new Federal Reserve Bank highrise. It crosses the Fort Point Channel in the middle with branches reaching out to the north along the channel, an area that is fast becoming an extension of the waterfront park that begins in the North End. Congress Street reaches on through the warehouses, connecting with each of seven filter streets running north-south and finally coming to rest in the abandoned wasteland of the Penn Central Railroad. Congress Street is the heart of the access to the inner warehouse district; it is the splice between inside and outside and creates the first definition for use-designation; future housing will be primarily to the north of Congress Street.

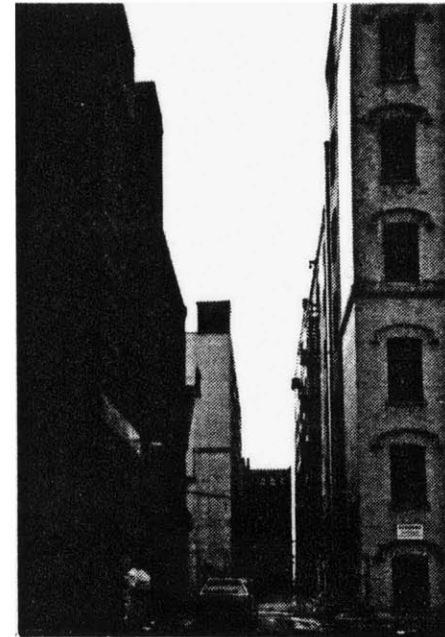




FILTER STREETS CROSS SECTION EAST-WEST



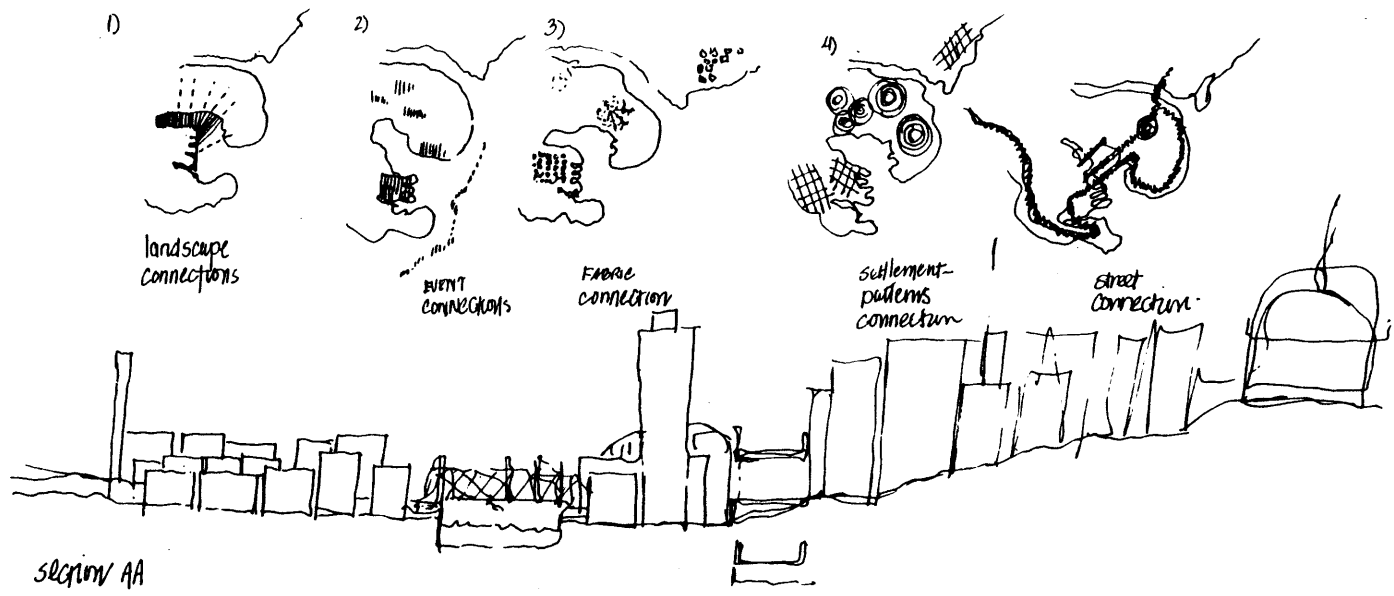
The seven filter streets feed north-south into the innards of the warehouse district. They are narrow (35' wide) caverns walled by four 9-story high masonry warehouses. Orientation is diffused by the sun's movement through crevices onto buildings, moving behind others, and basking others in warm light on brick. South is never obvious. The water is always in the vicinity, but seldom visible unless you happen to walk to its edge. Only distant views give clues. Boston is "behind" you. The airport is north-east. And the filter roads empty into a boxed frame of open land which lets you know that there is an end.





The development of Fort Point Channel is not the warehouse district alone; several projects proposed for the land around the warehouses include the Penn Central land, Anthony Athanas' expansion of Pier 4 along the water, the Gillette land, and public expansion of public amenities and transportation facilities -- ferry to Logan airport, marinas for small boat docking, channel and ocean parks, increased facilities at the South Station Red Line of the MBTA and a major regional transportation center, improved bridges to South Boston, Northern Avenue relocation and improvement, and a potential people mover from Boston across the channel.

The planned improvements to the transportation network by public money will pave the way for the private market's interests in the area. The impact of converting some of the warehouse space into housing (up to 300 units -- building housing in a residential zone along the channel to the Gillette would create from 1500 to 3000 units; in addition, an estimated 300 units might be built in new structures in the warehouse area itself where view or other development amenities make this



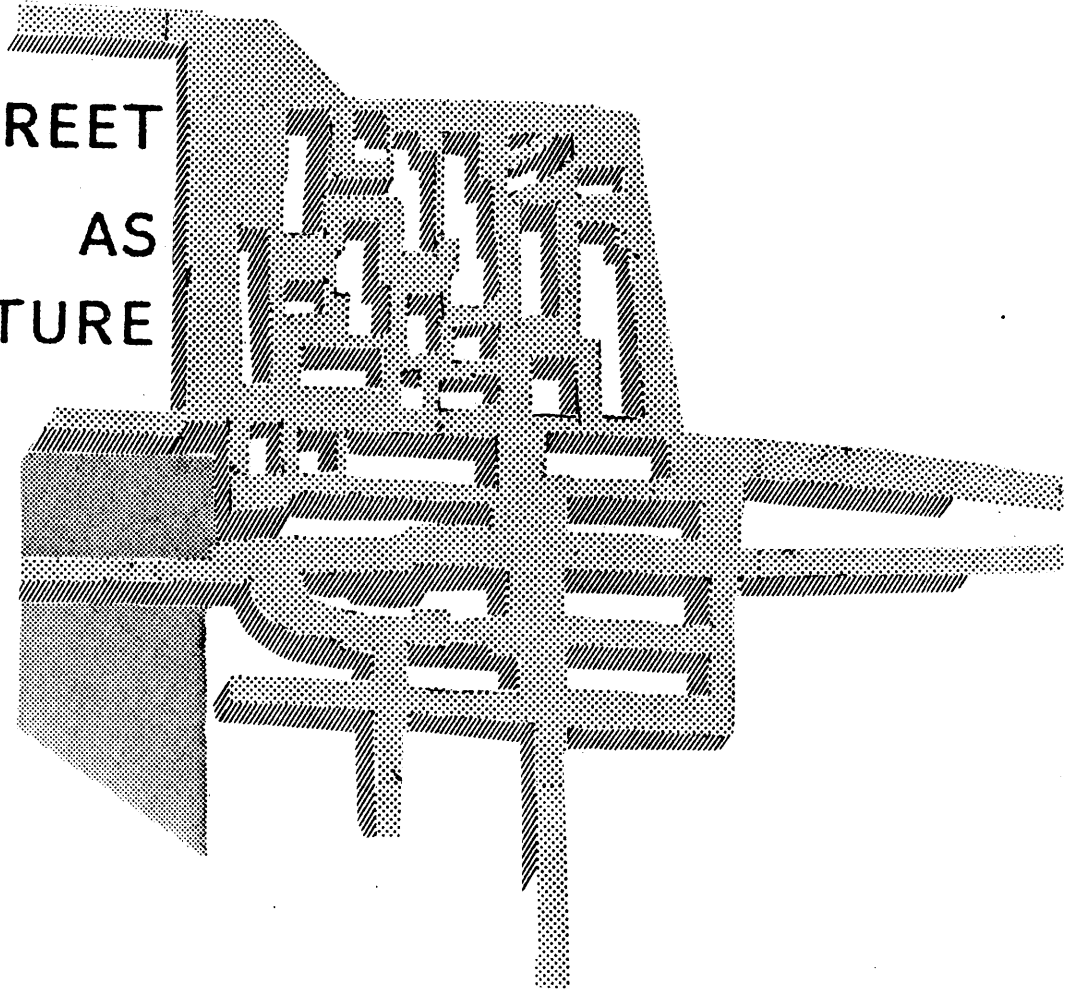
desirable) will be to create mixed use in what has been historically industrial landscape.

In addition, the first large recycling of a warehouse structure has been completed jointly by the Museum of Transportation and the Childrens' Museum. The effect of 2000-4000 visitors to the warehouse district every week has wrought havoc on the area's parking facilities, but it also brought a waterfront park, several restaurants, a gas station, and a carnival-like joy in "discovering" what almost everyone "knew" was across the channel, but to which few had ever travelled, and fewer still could describe.

Making the connection between the East Bank events and the events of Boston proper is dependent on a high degree of East Bank visibility and a simultaneous marketing of East Bank events so visitors flow along from one place to another. This means that the public places will have to be accessible from Boston itself and that people will have to be encouraged to cross the channel by lighting, massing, visible landmarks, and a convincing pedestrian connection.

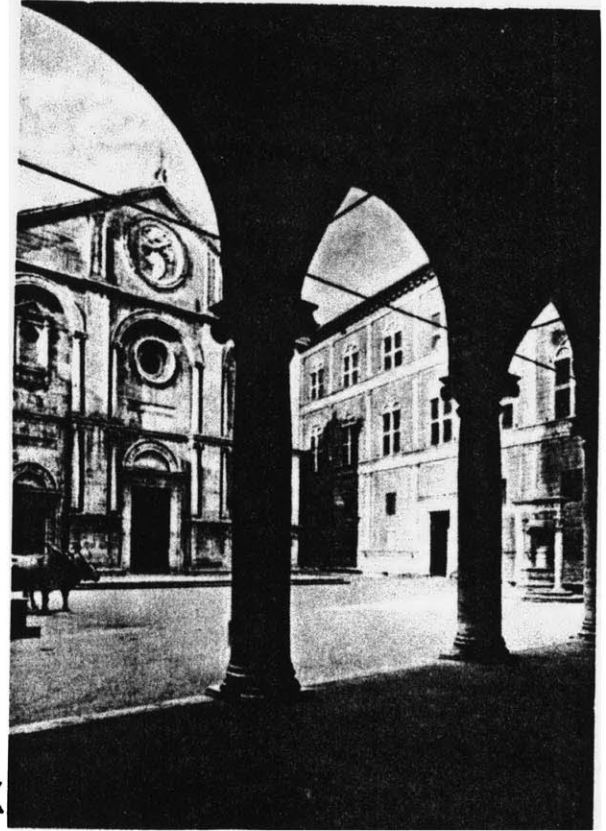


STREET  
AS  
STRUCTURE



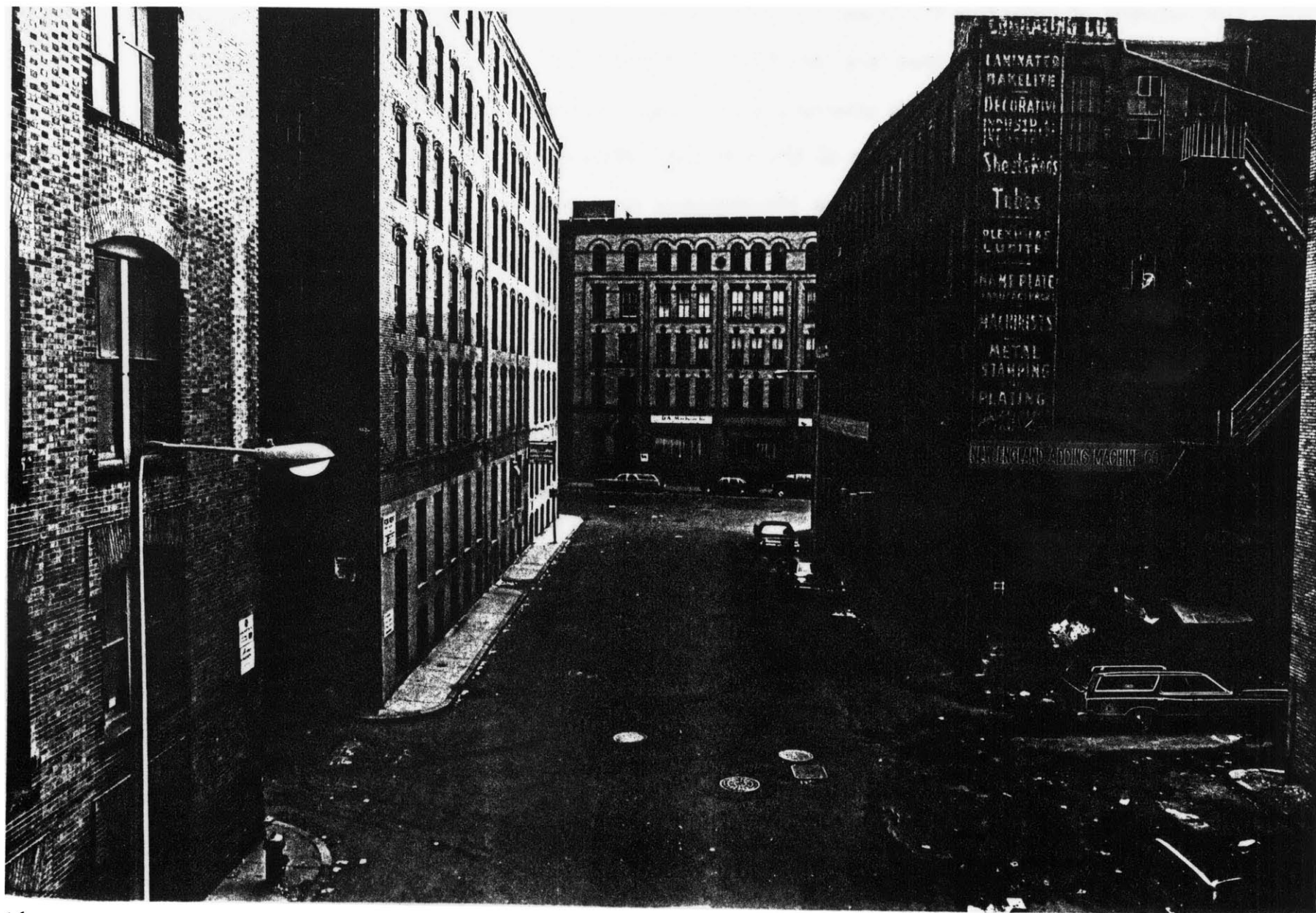


STREET AS NETWORK



The network of collective movement systems contains "orders" of circulation and place that are described by their use, direction, form and size. The intense mixed-use of an urban environ demands special attention to the sometimes discriminating forms of these orders. The simultaneous movement of vehicles and pedestrians needs both separation and interlocking. Separation for safety and clarity of responsibility and interlocking for tension and richness. The construct of link, joint, and public/private interface within the movement system assembles the elements into operations of territory transition. The organization of these orders describes the plan for pedestrian traffic.

The intrinsic quality of "deep buildings"; the multiplicity of building section dynamics for use and adjacencies of those uses, set in motion the demand for interconnecting multiple levels within the structural "framework." It is within the built "landscape" that the clues for organizing the multi-dimensional orders are discovered. It is in the organization of the orders that the potential of the site itself emerges.



The "orders" of circulation are:

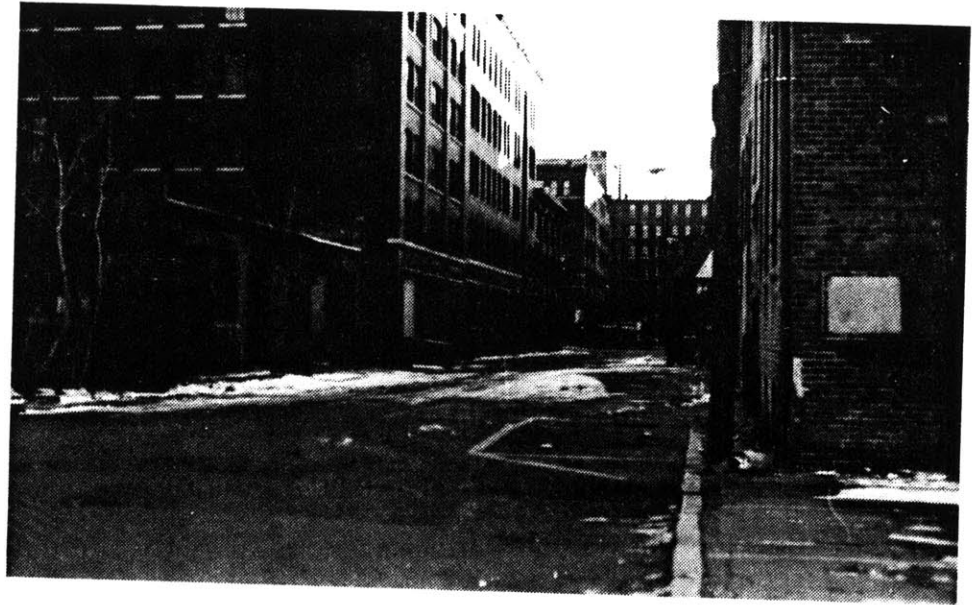
- the Street volume itself where vehicles and pedestrians share space;
- the Path system which permits new public edges to emerge through-out the site; and
- a range of public spaces that are inside the walls as well as outside.

#### STREETS:

The Street of Fort Point Channel today is a structure for transport and storage. It brings goods in and hauls them out of a network of distributors who produce and store, assemble and sell to sellers.

It is a set-down and layed-out system of expediting. Through-Streets feed large trucks screaming off of highways on their way to the facilities beyond the warehouses in the industrial parks. Smaller, narrow Filter-Streets which are content to

*Getting lost amongst the buildings, they seem to go on forever if you walk through the streets. It is more like a wall along the roads if you drive; where holes appear at what seems to be rather regular intervals--places to get in, you suspect, but who goes in?*



describe the edges of warehouses, and which sit north-to-south through rows of masonry structure with docks and doors assembled and waiting to load-up or unload. The street itself is a connection to areas beyond the local place; inclusive and interlocked with the rest of the district, the city, the region. Symbols and signage support pedestrian movement and transportation systems.

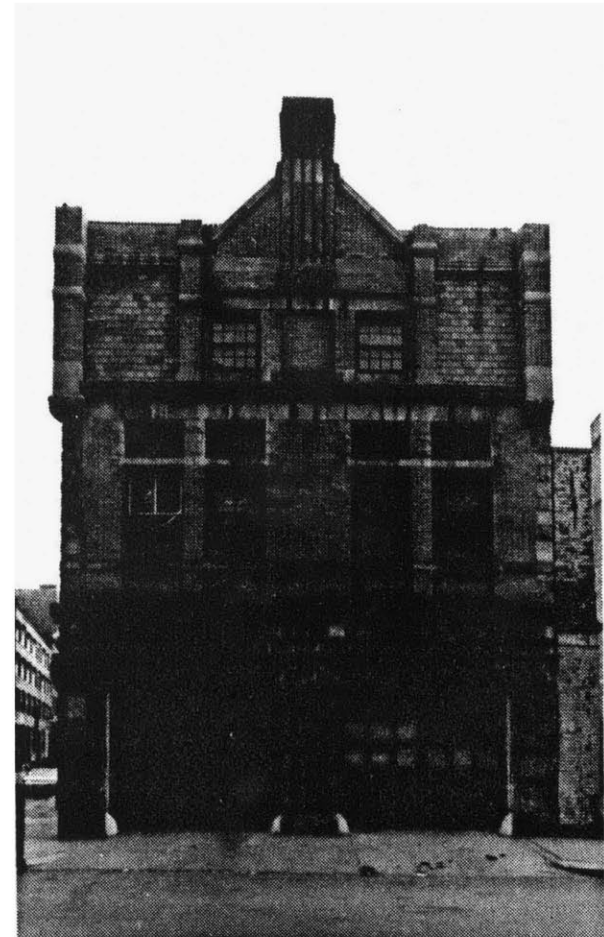
Maki<sup>\*</sup> speaks of the movement systems in a city: "Generally these systems are loosely recognized and relate to each other, frequently causing peoples' bewilderment and impression of chaos. This chaos refers not to the difficulty of perceiving it; and the problem is not one of restructuring but one of making understanding easier. A person moving through a city must be given visual clues and explanation of where he is and where he is going, of what these places are, and how they are related to each other."

*\*Maki Associates, Study of the Collective Form, pp 36.*

*The sequencing of pedestrian experience, with clear and recognizeable differences in each String of buildings along the public network, and the connecting of events and landmarks, will make what is now a maze of masonry, a legible place for people to work in, live in, and be in.*

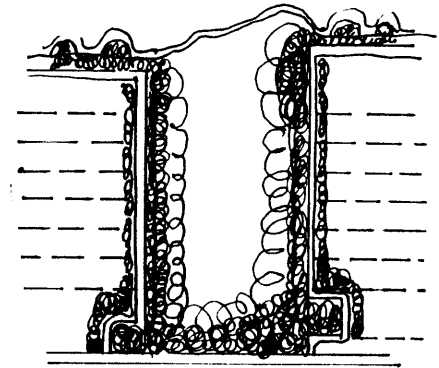
*Each street sequence strings an assembly of the elements to structure an interface of the private realm with the public street.*

The "sequence of pedestrian experience" is a dynamic combination of the implied movement, time frame, and spatial changes that are perceived by the pedestrian. The range of experience is limitless in the minds of many with infinite memories and associations. These experiences are also absorbed in terms of their context, so that the presented sequence impacts the vast and varying public with an image of place. The street has character and landmarks that are put forth, not discovered. The pedestrian is the consumer. It is a pragmatic orchestration of elements that accommodates multiple functions. It is a spatial volume that contains a hierarchy of built orders, elements of entry, function, and ornament. It is a receptacle for stimulation and display. The "place" is greater than the sum of its parts. The continuing associative qualities of place are made richer, not less clear, by the aggregation of variation.



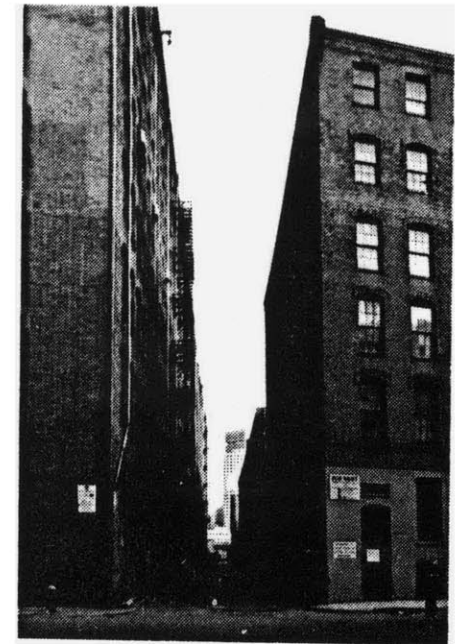


## STREET AS VOLUME



By looking at the Street as a continuous volume that is amorphous in its shape, adopting the surface of building and ground as its boundary, its negative model is a structure which takes on all of the characteristics of a discrete form. The street as a volume has changing section-characteristics; a ground plane; a lower level section to 20 feet high; a middle ground; and a top section with roof edge. The "character" of a street is the product of the interaction of these sections with the continuing surface of the building walls, its penetration of this surface, and the interruption of its volume with embellishments, added structure--attachables, extensions, and groundforms.

The linking of functions is executed in the connection of places of movement with places of centering. This provides an array of possible sizes, conditions, and activities.

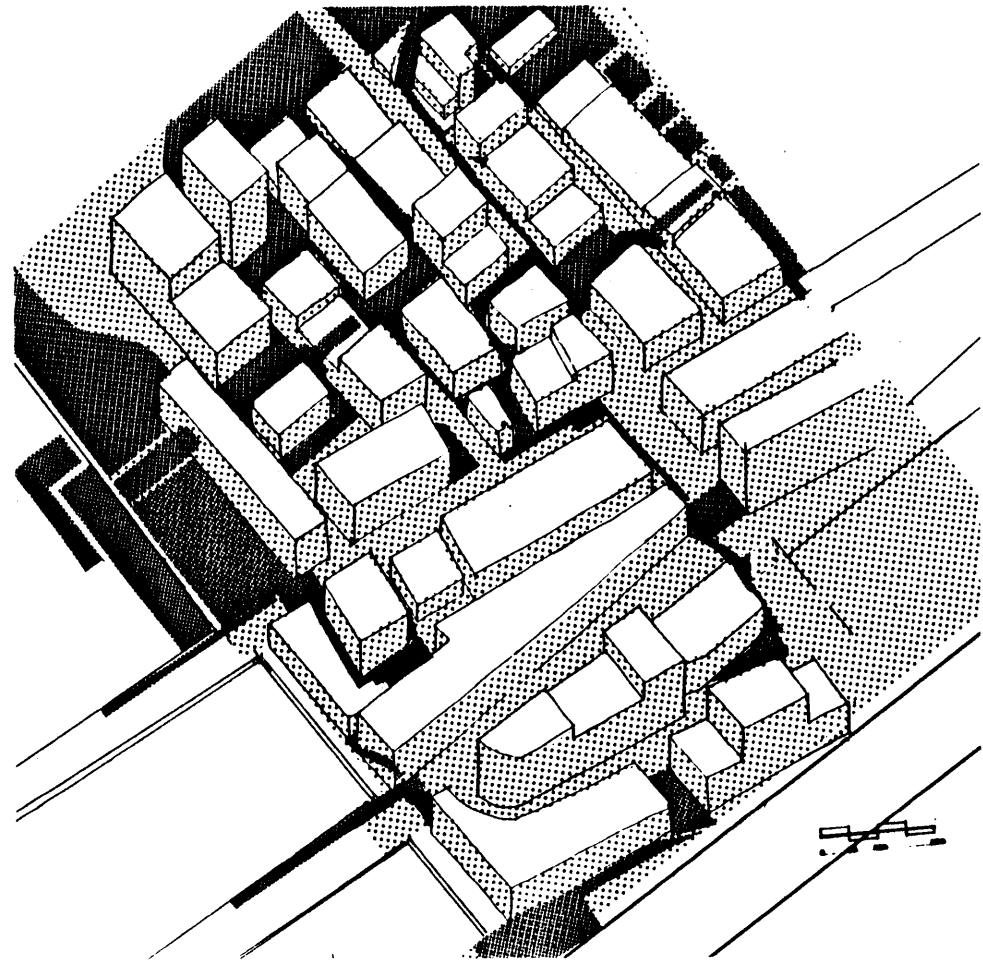


*The Path System has many parts:*

*the ground level path that connects  
the 'holes' of the site in a string  
of City Parks,*

*the path of small cut-throughs  
through buildings down alleys*

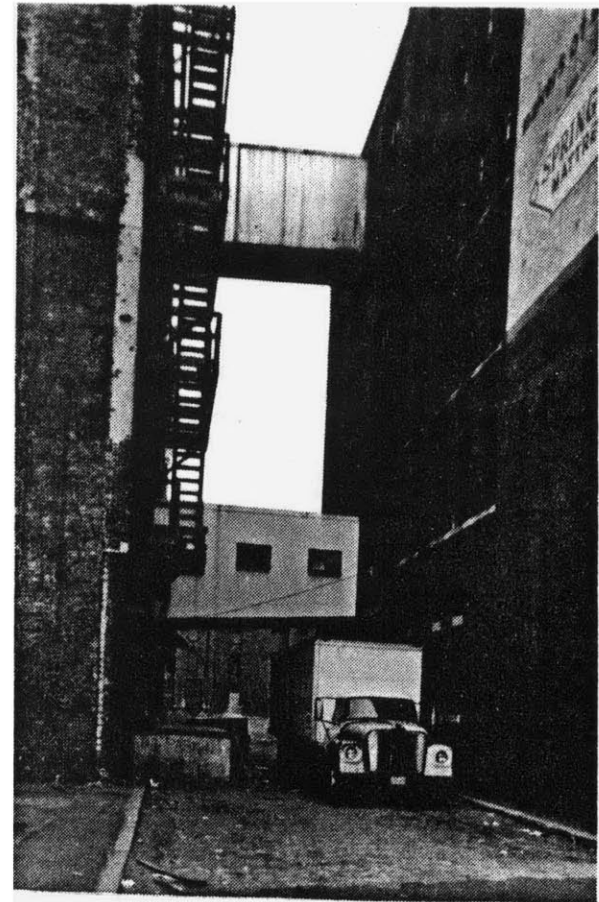
*The potential paths need but to  
be clearly stated, unencumbered*



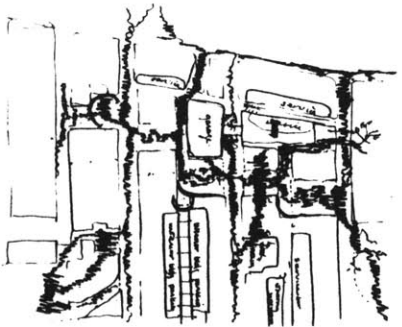
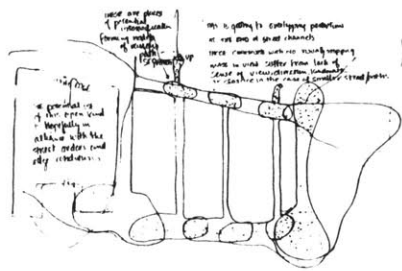
## THE PATH SYSTEM

The paths are the secondary system of the street structure. Within the path system there is a hierarchy of use. The primary form of pedestrian path is for "entry" and "gateway." The gateway of the site is the passage of the pedestrian from one built fabric into the realm of a recognizable "place." The gateway to a street might be the connection of two streets with a pathway. Paths interconnect the Streets. Paths can also become concurrent with the Street, while adopting the Street characteristics temporarily. The entry into a public space is always down a path with a sense of entering "place."

By interconnecting blocks of existing Streets with paths, the hard-edged Streets are intensified at their mid-block locations, forming a series of commercial edges/corners to otherwise incidental latent space. The ability of the path to generate new public edge conditions is the second characteristic of path.



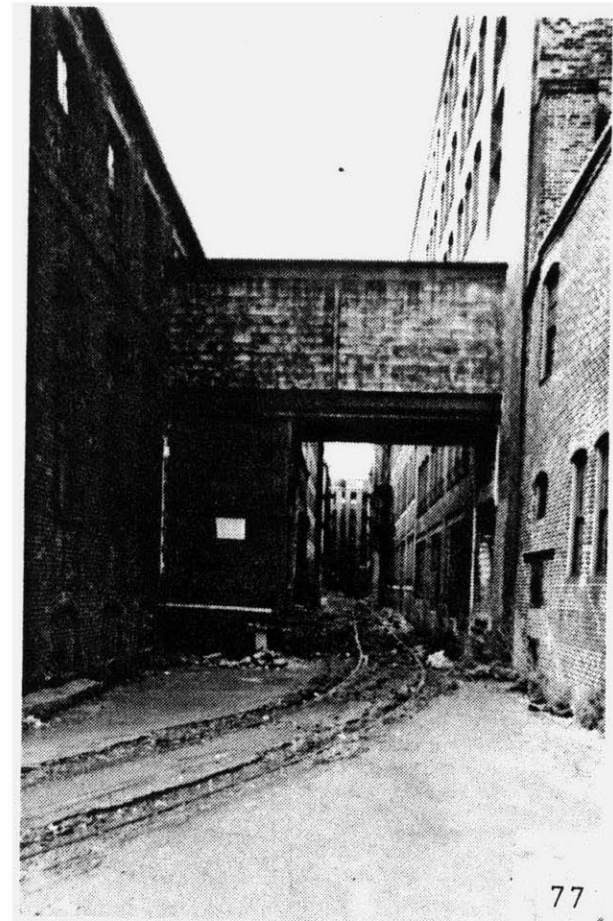
*Generating the idea  
of counter directional  
pedestrian movement*



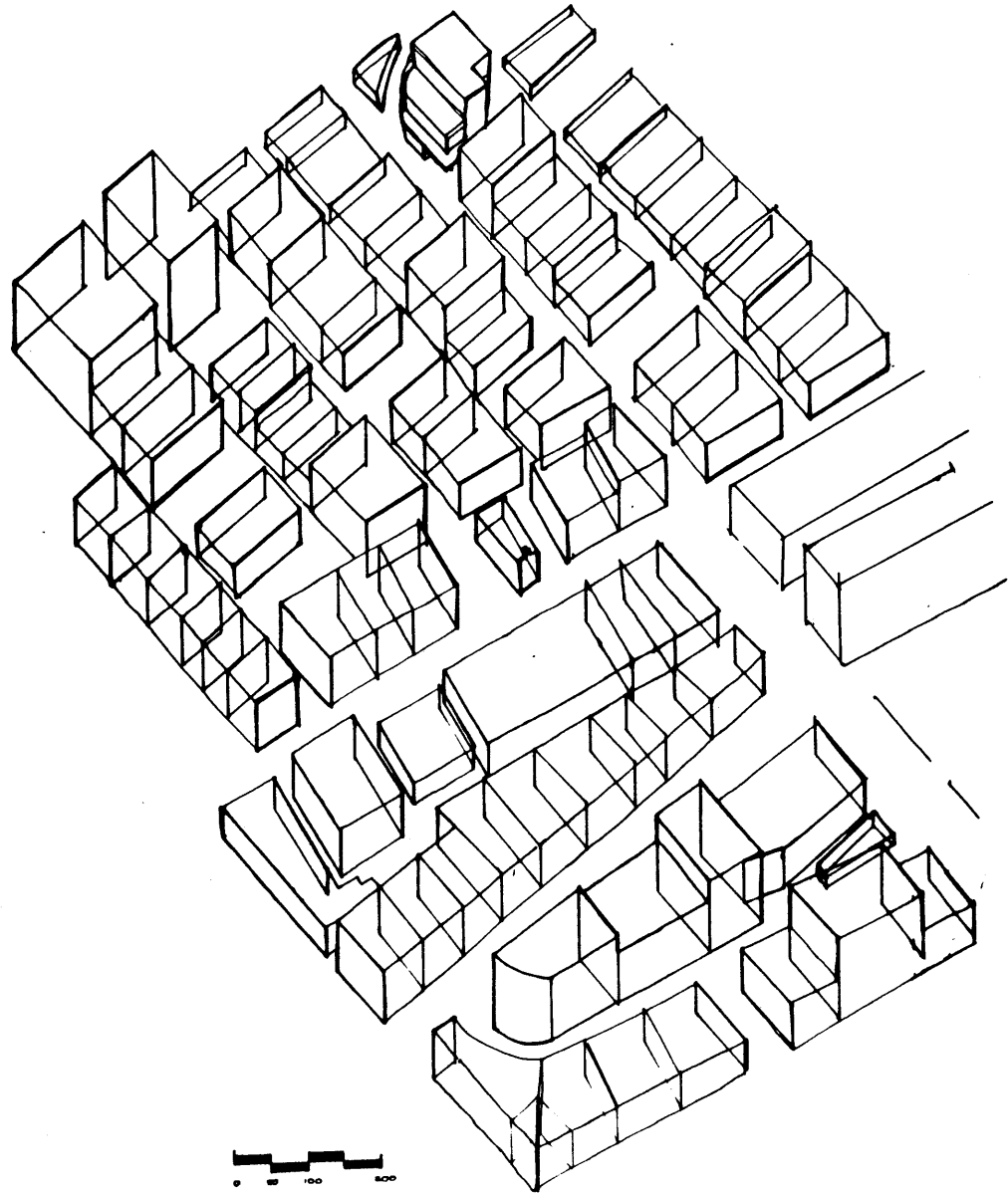
The third characteristic of path is its ability to penetrate the private realm as a function of the public network. The path system is boundless--as it can afford to be--because its maneuverability is maintained by controlling its size and because its interface with the private realms at its edges is the result of the private realms' control. The path is characterized by its varying expressions of its specific location and its use-dimension. The path never exceeds the size demanded by its use, and at the same time, is dimensioned by its generating use, so as to vary in a way that Street, restrained by buildings, can never respond.

#### INTER-PATH

The weaving together of functions within the mega-structure is executed with a linking mechanism. The social and economic spin-offs from reactive involvement of path uses will cause regenerative cycles that will secure the "designed" link to the new history of the place.



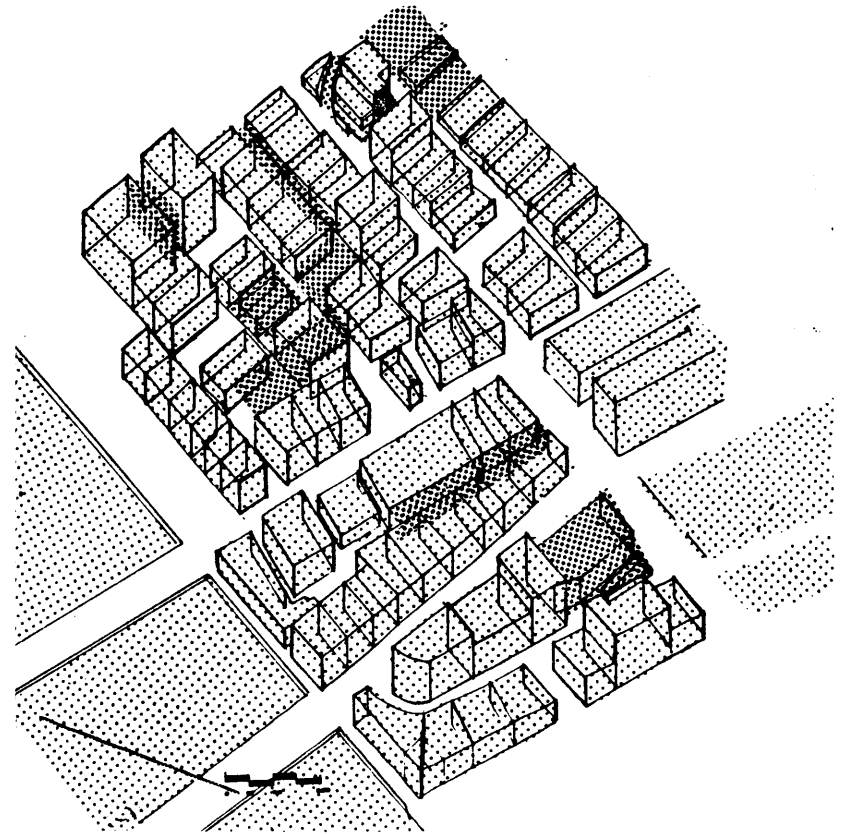
*The primary form makes a  
continuous framed structure*



courts. The Inter-Path organizes access to upper housing and mid-section, middle ground offices, as well as connecting parking structures and transportation modes to the public network. The magnitude of the inter-paths' impact on the primary form will be found in its ability to be and to generate an order of structure that is light and attachable. It will then send a richness deep into the mega-form where there is now definition of volume and a unity of directional party-walls.

The creation of a public network through what might normally be called the private realm presents complex, but exciting, possibilities for penetration through the site at multi-levels. The management of the path edges is dependent on the implementation of a "Zone of Supports" which is designated for the private realm to operate/construct/maintain. This is one of the ways the private realm impacts the public realm, giving it its characteristics, its open-ended opportunity for change. The most complex pedestrian connection occurs where the activity of the ground level is joined to the upper





At the Fort Point Channel warehouses, the connection of functions between the many discrete "quasi-buildings" can be within the large multi-functional structure. The "useability" of the "mega-structure" as a framework is dependent on the success of the path to penetrate as a "movement system" in a three-dimensional activities sequence into the depth of the built form and to its upper levels.

If the skeleton of the mega-structure is the warehouse framework--directional party-walls, columnar wood interior structure with front and back masonry piers--then the life line throughout is the path system.

The portion of the path system that penetrates the interior of the mega-structure is collectively an Inter-Path, a broad term for a system of inside streets, paths, alley enclosures, atria, semi-private office connections, elevator and stairs, bridges over streets and building to building. These linking mechanisms converge in a range of public places from plazas, and winter-garden type spaces, to small terraces and upper

*so complete in their interface with their past, is the very mechanism by which their resurrection will contribute a dynamic interaction of site and city, water and land, buildings and street, and people and uses. They are containers that will not be distorted from our memory of what was, nor will they prevent our association from being urbane and rich in complexity.*

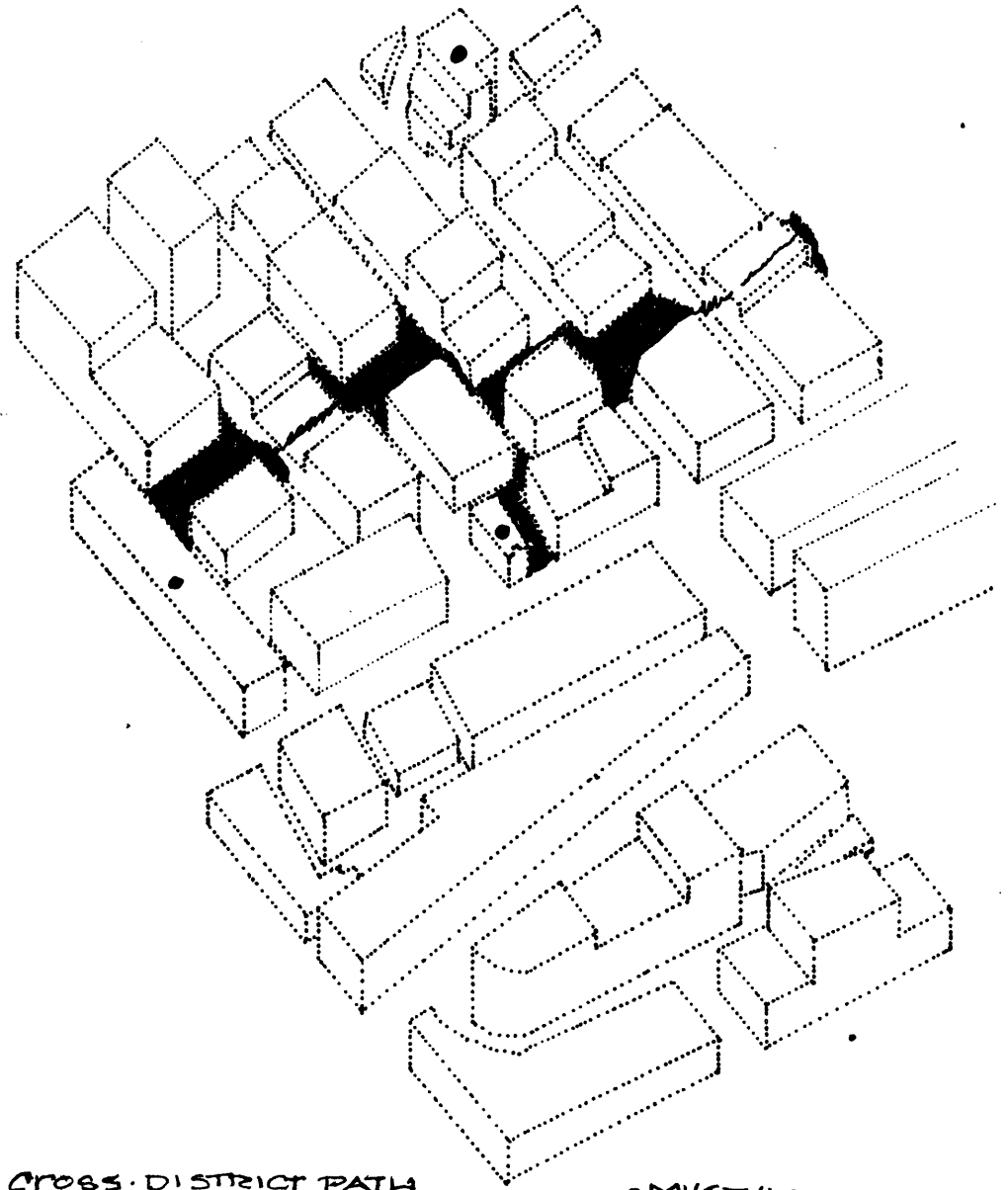


levels through the Inter-Path. The concept of Magnet Functions which create destination-bound pedestrian movement is one catalyst. But the pedestrian's extended understanding of his three-dimensional urban community is dependent on the visible Euclidean connection of space. The meandering pedestrian is drawn by visible connections and propelled by a designated path in a sequence of experience.

#### CROSS-DISTRICT PATH

The connecting of public open spaces creates an inner-site circulation on the ground level, specifically for pedestrians. It is a path that starts in the center of the district at an open agora; a wide path/centre communal place, where the junctions of many other routes, on the way to and from somewhere, form a major axis. It is a place in the sense of the old town center--the finding of a collective soul--a spatial and social setting for neighboring, for making routine visits between the various areas of the site.



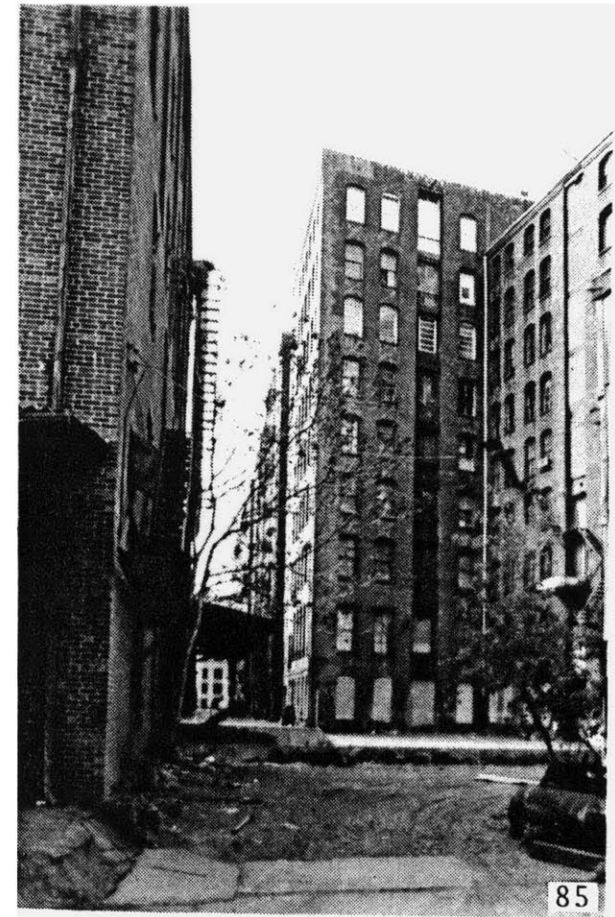


CROSS-DISTRICT PATH

• MUSEUMS

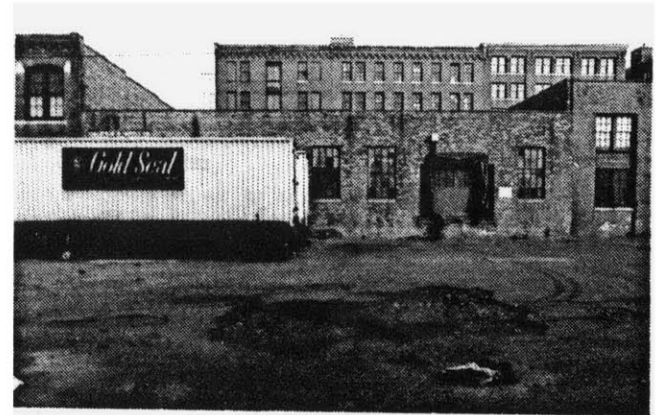
The Cross-District Path connects the existing "holes" in the fabric of building wall at the Street by running counter-directional to the street grid. It winds from the deepest section of one open place into the tiniest crevice between the backs of buildings. It is salve for what are now open sores. The eruption of the Cross-District Path into place, from alley to open space, orchestrates a concentration of pedestrians in the midsection of the site. The site itself from Congress Street to the end of the Filter Street warehousing, has a change of section; buildings are smaller and lower than the outer ring of buildings. From north to south, the buildings step down into the Cross-District Path. The existing built fabric is the natural landscape. The path becomes one with the landscape, linking activities to the topography.

The benefit of the Cross-District Path is its descent on the site in the center of the Filter Streets with their long solid blocks of building. The additional public exposure to the deep sides of the built block allows new commercial corners



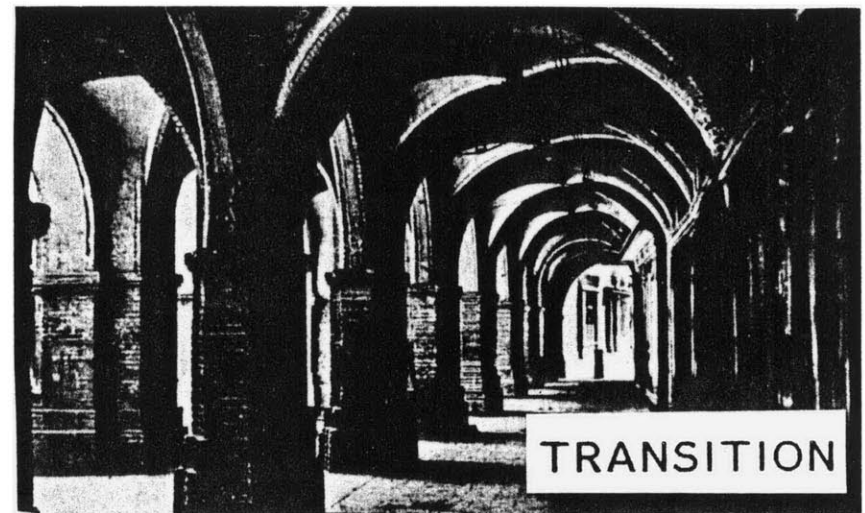


to evolve, and it focuses the additional inner-building commercial/retail space on the sections of "deep building" that have been to this time unuseable storage "caves." This also frees the existing streets to retain their character; to continue servicing and trucking--to celebrate the working world on which the viability of this place is so built. Direction and orientation throughout the Cross-District Path is reinforced by such visual clues as the crossing over of the north-south Filter Streets--with extended view up and down each of these streets and the clear articulation of "side of building" from front of building, and back of building. As the new first floor structure will be restricted to the side of buildings, and the existing streets will have limited changes to the ground level, the visual identification will be explicit in form and function.





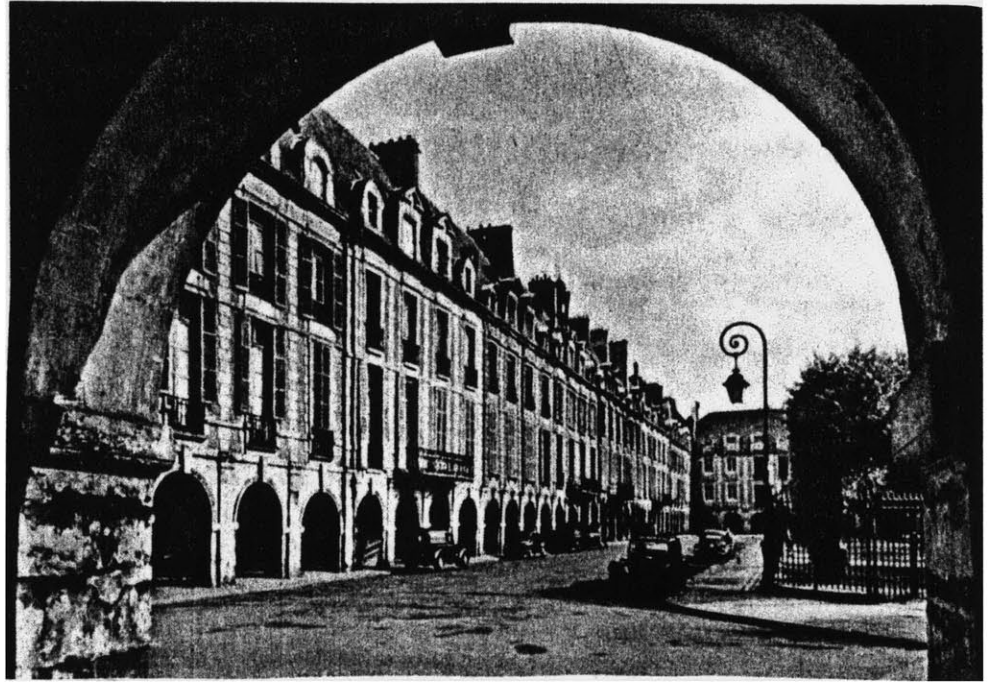
*A seam is an interesting notion as it contemplates having its own dimension; like a structural connection it needs room. It's one of the "glues" that work on the many levels of mediation. A "seam" that works at the order of landscape transition--either water and land, parkland and built masses--demands an order, and a vocabulary that has a range of uses and settings. A park could work as a seam--separation of the buildings from the greater world by the leafy columns of continuous parklike place. Or a wall like many of the world's fortresses, could embrace and hold the warehouses away from the chaos.*



## INBETWEEN SPACES AND CONNECTING JOINTS

The integration of one part of the Street Structure to another, and the connection of outside to inside are both subject to movement through a zone of transition. The size and vocabulary of the transition varies with its use; its dimension reflects the size and use of what it is connecting, and its vocabulary is instructive and clearly fit to its use. The smallest transition might be a threshold, a stoop at entry, or an expanded curb at a corner. An expanded transition reaches a size and quality of a joint--that is, a three-dimensional interlocking of parts of the movement system. The use of a joint varies from making a place at the elevator that connects several directions, to creating a plaza to accommodate the multi-directional flow of entering pedestrians.

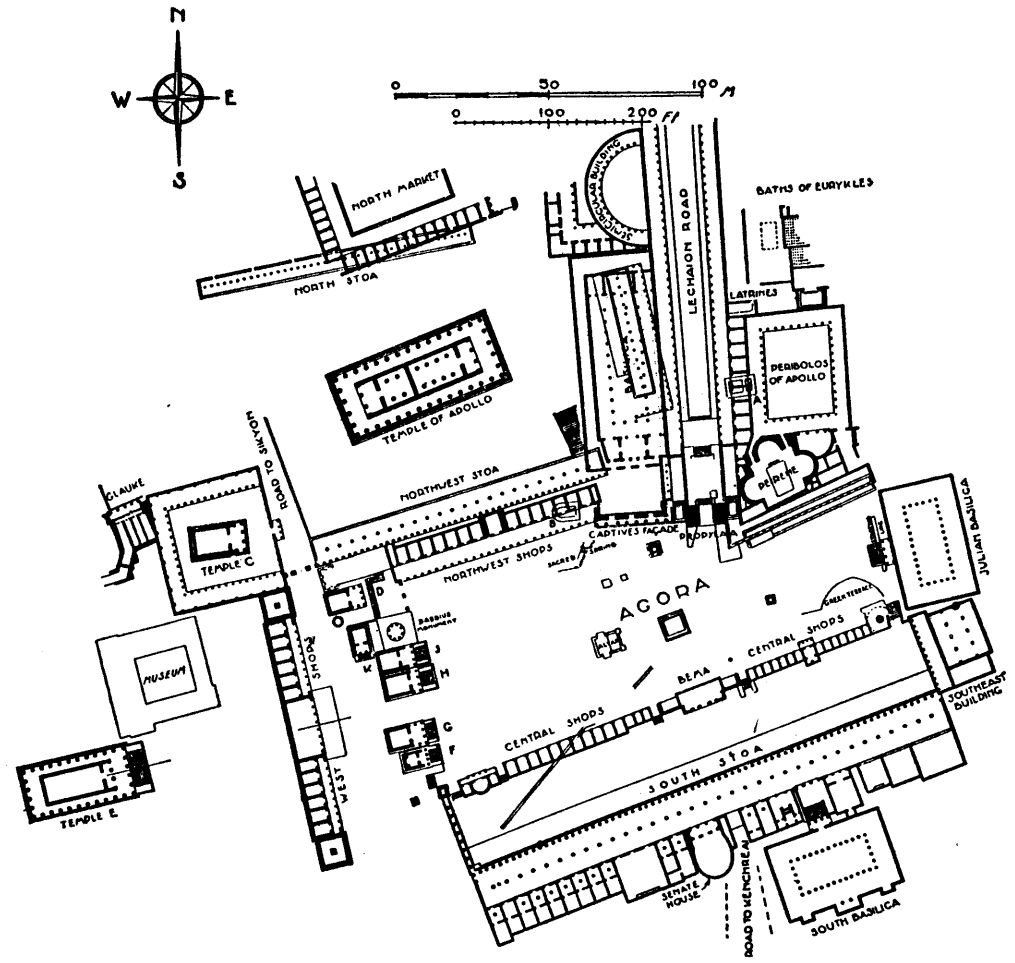
The specific parts of the Street Structure in the warehouse district are connected with spatial devices which are intent on giving direction and control to pedestrian who is negotiating through a sea of brick and fronts and backs. The



solutions to specific conditions, are docks, entry types, awnings, canopies, bay windows, balconies, columns, trellises, stairs, bridges, and service furnishings such as telephone, public rests, water fountains, and information kiosks.

While the range of size, shape, conditions of location and connections will vary, the open space has characteristic qualities that set it apart from the other elements of the public network. Even at its narrowest dimension, an open space is different than the wide path it resembles.

Each open space shares a quality of "entering into" and a distinction between its "perimeter conditions" and its "centre forces." The perimeter of an open space is a connected aggregation of dissimilar entities that may share common interests (such as supermarkets, restaurants, and cinemas sharing consumers). The perimeter entities must accommodate at least as much public space inside as they generate outside. Each public space should have access to both interior Inter-Path and ground level weather protected circulation. The

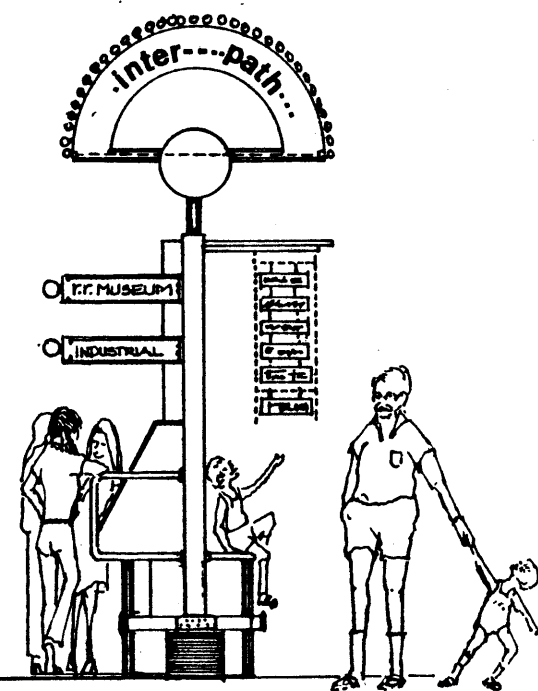


**FIG. 9. CORINTH. PLAN OF THE CENTRAL AREA**  
 Courtesy American School of Classical Studies at Athens

Sometimes the incoming streets were distinctly separated from the agora by gates or by the continuation of the porticoes which framed the agora.

Street itself, the connection of that Street to the site, the penetrating Cross-District Path, and the vertical access to the upper-level Inter-Path are assembled at the edge of the Filter Street where Street and open space interconnect. The device is a spatial "Island" that contains an identifiable set of visual symbols for orientation, connection/direction, and announcement of the Cross-District Path and the Inter-Path.

The benefit of the "Island" at the Street and Path intersection is that the pedestrian flow will be mobilized as a collective force at designated points drawing the pedestrian into the "innards" of the district. The effect of this manipulation of the street structure, by the developer, is to create corners of intensified commercial use--some thirty-two more than is possible utilizing only the existing streets. The "Islands" also tighten the street at points of pedestrian crossing, and provide "harbors" in which truck docking can continue undisturbed. By reinforcing the working vitality of the district, and stimulating pedestrian activity, the mixed-



*The interlocking of uses with variations*

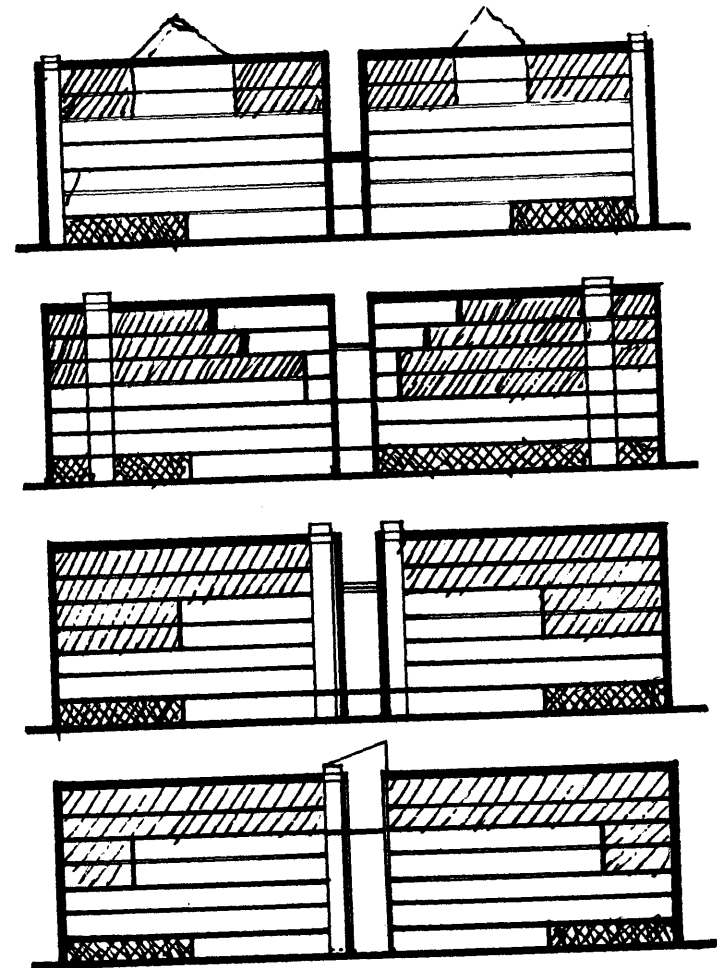
*housing: loft type 60' deep*

*office:*

*commercial:*

*The alley mediates the mixed use services*

*The conditions are varied in terms of  
both section and depth/additional lighting*



uses will engage in a dynamic interlocking of what otherwise might have been incompatible adjacencies.

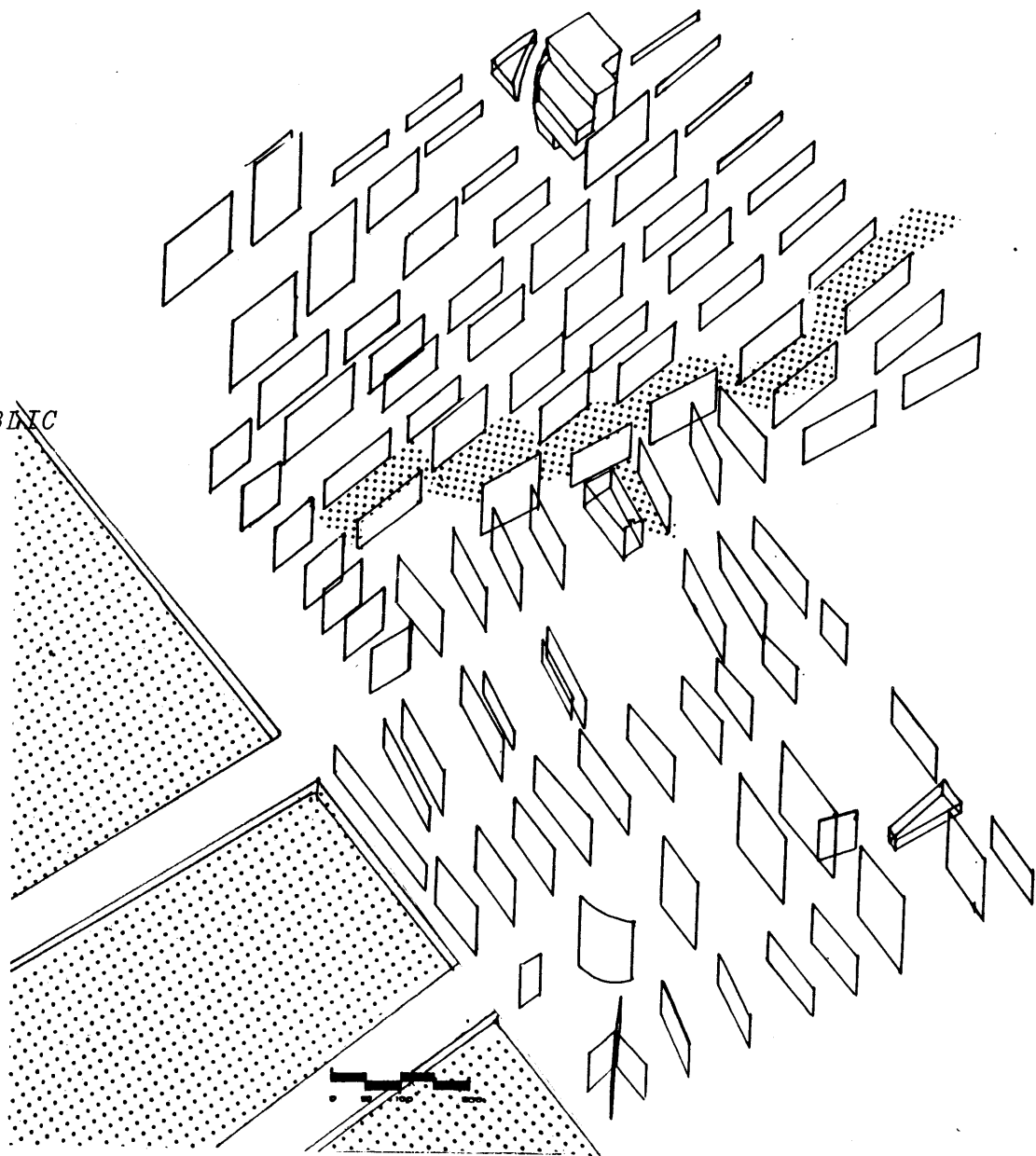
The interface of new uses to each other, to the existing business activity, and to the public realm is dependent on a process of predetermining the effects of their combined aggregation. Their combination in any "string" of uses at the street, in any "deep block" of continuous interconnected building and in any site districts dependent on contiguous services affects not only their adjacencies, but the whole site.

#### OPEN SPACE IN THE PUBLIC NETWORK

The Cross-District Path is the plan of connecting the district's latent open land with the street structure. The design of the path system is dependent on the collection of "holes" in the fabric being reborn as a City park. These are "holes" that define the space where a building once was

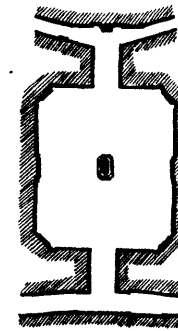


*CONNECTED OPEN SPACES: A PUBLIC  
NETWORK OF PATHS*

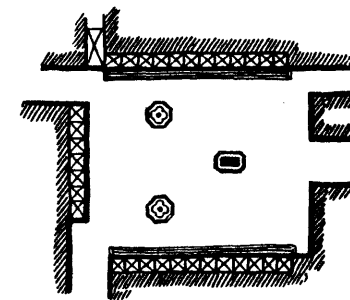


or could be. Its negative volume is part of the built landscape which forms the street structure.

The use and, therefore, the personality of each open space, is idiosyncratic. It is intrinsically part of path while associating with the built landscape as a response to its "edge" conditions. It is a spatial mechanism that "harbors" rather than continues. It demands an additive aggregation of elements that demonstrate responsive and generative qualities. The open space is a place which people move into and about. It has closure and movement at the same time. Its edges are in control of its dynamic flow of movement, and the variation of elements at the edge describes the image. The elements of the open space which are the result of the development's primary implementation are the "Continuous Elements" that provide a consistent and clear orientation/ direction to the pedestrian. These elements may be continuous paving, a wall, signage, color or landscape. Combined, these contribute to the "grain" of the context. The special use elements that re-occur throughout the site, but are responsive



B: FLORENCE  
PIAZZA DI SS. ANNUNZIATA. PLAN





"centre force" of an open space is a zone of varying dimensions that interfaces with the perimeter movement to accommodate changing numbers of pedestrians and to provide a place of activity for vendors, showmen, objects, and respite for the weary. The additive quality of the aggregation of the pieces of the open space renders a continuity of City Park weaving through the site--some large and active, some serene and closed, some commercial malls--but each distinct in its reflection of the specificity of its location.

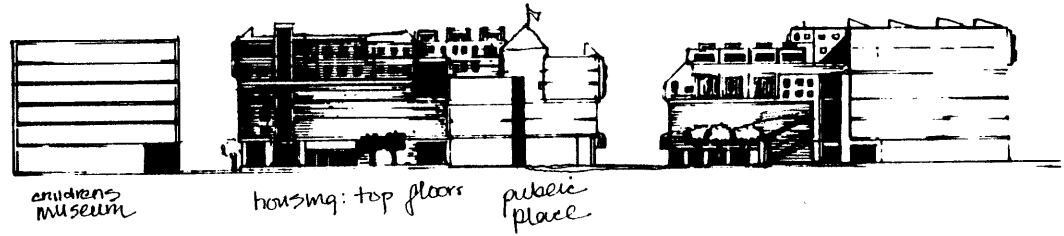
The direction of this system of path and place is harmonious with the field of party-walls generated front to back (east-west) and counterdirectional to the Filter Streets. The "opening-up" of the deep sides of the buildings along the Cross-District Path at the open-spaces allows the interconnection of "inside" the structure to the "outside" public world. Transparency from within is structured by using the building wall as a penetrable and, therefore, interrupted reference. The open-land, in turn, is recycled into open space which increases the amount of building wall. The



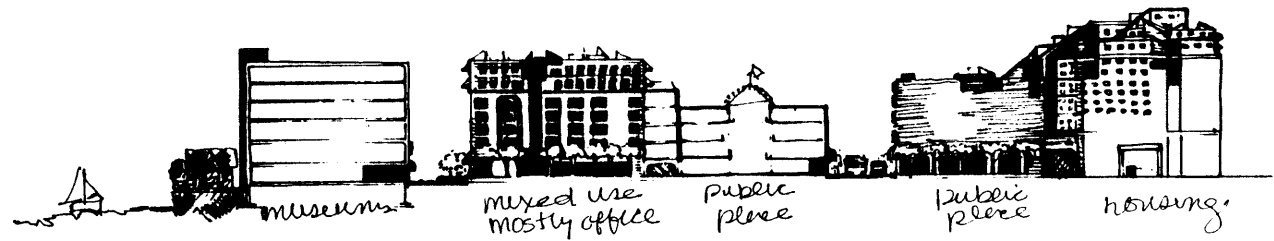
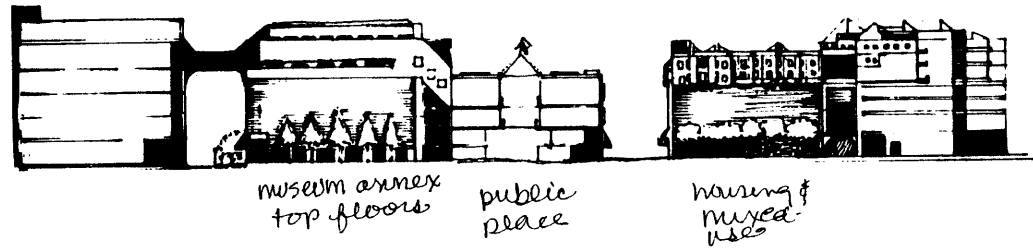
architecture of the public realm is in the "making of the in-between places" to interface with the private realm.

The internal adjacencies of deep-block neighbors are controlled, much as the adjacency of the exterior interface of public and private at the street and along the path system. The dual organization of the deep-block tenants--through the existing street access or the new ground level access, and the internal public access from the upper-level atrium or Inter-Path--has a variety of implications which are dependent on site locations of the block. The place within the deep block structures depth, and the dynamics of the tenants of that particular deep block share the internal organization. Issues of front and back are controlled by making those through-building tenants inaccessible from the internal circulation, although they may be transparent to the pedestrian or could benefit from the added light. Commercial businesses which can separate access for production from access to offices and may also want to benefit from the access to the Inter-Path for outlet-sales, can be accommodated

THE SAME SECTION FROM THE  
CHILDRENS MUSEUM CUTTING  
THROUGH THE SITE ALONG THE  
CROSS-DISTRICT PATH.



CHANGING DYNAMICS AND COSTS



by using the full 120-foot depth of the building. Most commercial/retail spaces along the alleys in the Inter-Path are no deeper than sixty feet, allowing the continuation of offices unrelated to the interior circulation to use the remaining 60-foot section at the front street edge of the building.

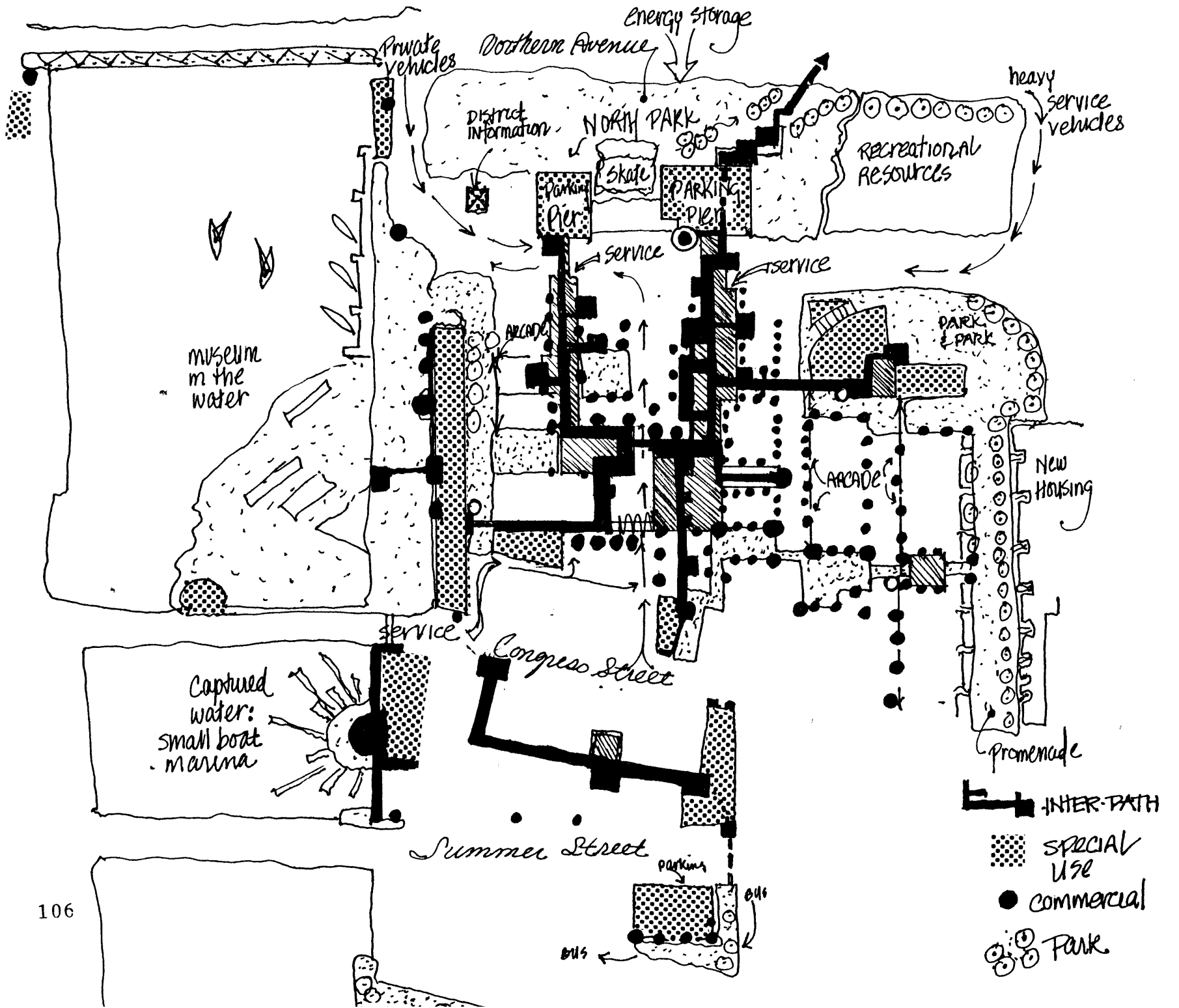
The zone of transition from outside to inside is either from the exterior street structure to the private realm or a public inside space. Or it may be from the Inter-Path to the private realm or an "inside" public place. The intervention of the private realm on the public is to give over a section of the street structure or the public Inter-Path to the control of the occupant at the edge of the public realm. The transition zone is also dependent on taking its "cues" and patterns from the existing context at that location.

The tension between the past uses and the new uses is created by inhabiting the shell of what was there once with something new. To nullify the shell is to deny the existence of history. Therefore, the transformation of the existing





elements, is reorganized into functional components of the new structure. The assembly of these forms and elements create the potential pedestrian experience. The overlaying of attachables, additions, symbols, signage, and subtractive architecture is what makes the characterization of place within the site a product of new transparency derived from articulating the new uses.



## PROGRAMMATIC AND PHYSICAL MECHANISMS

The organization of the public network in the warehouse district serves as the glue for implementing a process designed to connect the short-term opportunities with the long-term goals. The interwoven parts of the street structure are generative as well as reactive contextual patterns. The organization of these patterns controls the connection, arbitration, or mediation of territories.

An arena is created for a multiplicity of mechanisms that are instituted to selectively sequence the recycling of the warehouses to absorb new uses. The subsequent new tenancies simultaneously strengthen the physical patterns through their interactive impact on the public realm. This symbiotic fit insures reiterative cycles for continuous regeneration. The momentum to sustain a process of change over time is dependent on this connecting through inbetween spaces that

*The structure of this community is described by the management/ownership controls and the construct of living, working and public domains.*

*"Descriptions are of the disaggregated whole, where the solution is in focus, but the context of each solution is the glue which makes up the whole."*

take more people from public to private, in a series of increasingly more private places, while structuring a way that the private realm can impact the public realm. The effective richness and complexity is reminiscent of small parcel aggregation through collective and personal intervention in the landscape. Neither the simulation of "instant old age" nor its nostalgic affectation is sought; but, the richness of variation and the excitement wrought by inconsistencies found in a consistent and recognizable landscape which will elicit poetic tension.

The nature of the implementation tools are implicit by deduction: the fewest rules that will embrace the largest range of situations with the least restraints. The more fluid the process, the less rigid the subsequent solution will be.

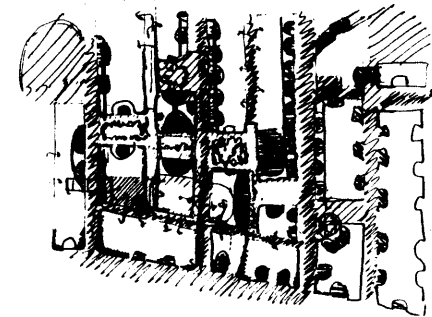


# KEYS

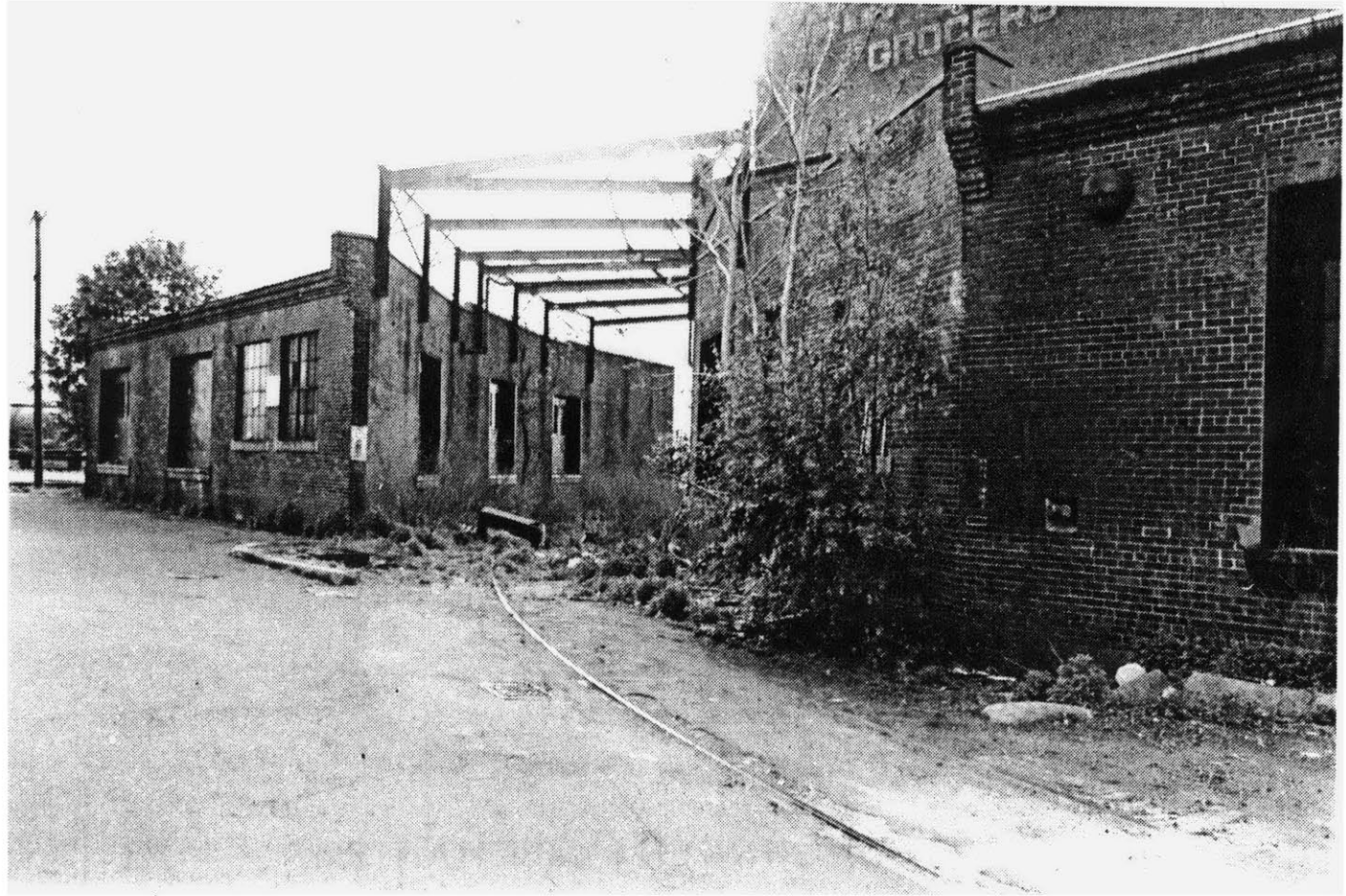
There are two KEYS to building a successful Network for public movement:

**BUILD INTO AND ONTO  
WHAT IS ALREADY THERE**

**PROGRAM CONCURRENT MECHANISMS**







BUILD INTO AND ONTO WHAT IS ALREADY THERE: assemble the characteristic elements of the existing context; reorganize, and distort, add to, and claim for new uses, but build from the intrinsic qualities of the primary form and natural landscape. Utilizing the opportunities and parameters of the built landscape, institutionalize the physical and psychological connections that will build a sense of "place" as well as weave the warehouse district to the surrounding cityforms.

PROGRAM CONCURRENT MECHANISMS: optimize the effect of decentralized magnet activities by constructing the pedestrian path between planned magnets which, when developed in phases, allow the generating of new tenants to become associated with a particular sequence on the pedestrian path. The concurrent application of programmatic and physical mechanisms set the stage for retailing, commercial, and residential mixed-use. The programming of these mechanisms is founded in the same opportunities and parameters that the rules for interface

*"The architect, thereby through the organization of parts, creates meaningful contexts for them within the whole. Through unconventional organization of conventional parts he is able to create new meanings within the whole."*



**BUILD INTO AND ONTO WHAT IS ALREADY THERE**

The ruins of industrial property are the containers of new uses.

The found-quality of artifacts of the past are the pieces which are the framework for accommodation of new-uses. The elements of this framework are hierarchical in their nature as was their fit with their past. The disengagement of that hierarchy, its distortion and translation into new assemblies of organization, causes multiple meanings to emerge.

## COMPONENTS OF THE STREET STRUCTURE

The organization of an assembly of elements in the street structure is subject to:

1. Site Rules based on energy and locational conditions;
2. Performance Standards for the assembly of specific strings; and
3. Use Designation Guidelines.

## REUSE THE EXISTING STREETS

The following is a format of the controlling elements of the existing contextual patterns. While mapping the entire area would be useful, the process of locating these conditions when a particular string of the district is affected is, in effect, the planning of a pedestrian sequence.

*Access Rules:  
from Street*

*TO:*

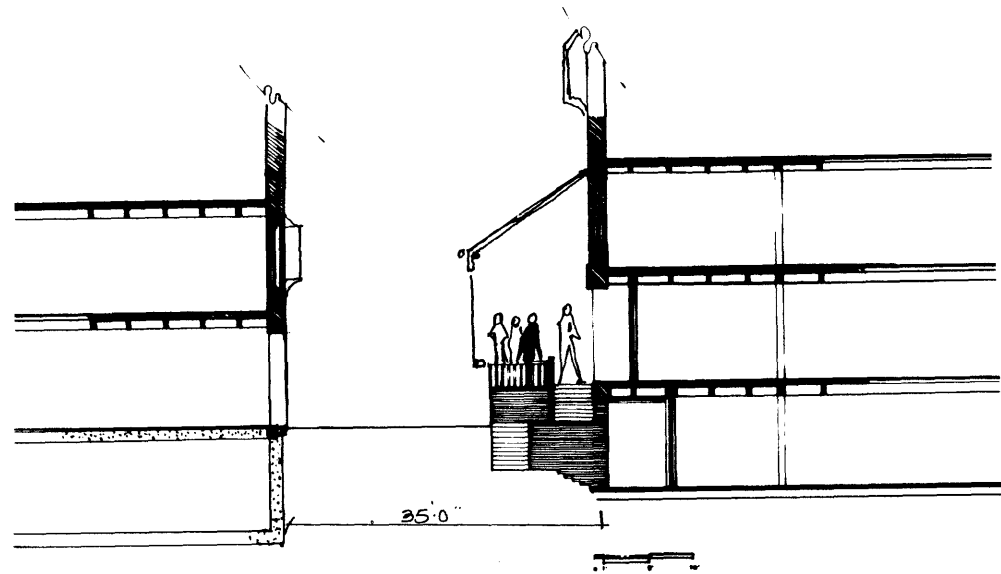
*Single Purpose Entry  
Direct Street Access*

COMPONENTS

*Single Purpose Stoop  
Cover and/or Set Back  
Lighting  
Identification*

OPPORTUNITY

*TO RETAIN THE EXISTING ELEMENTS  
OF THE STREET, AND TO KEEP THE  
SENSE OF PEOPLE-SIZED DOORS FOR  
ACCESS.*



*35' wide Filter Street*

## ORDERING OF WHAT IS THERE:

The width of the street has three zones which may be one- or two-sided depending on the specifics of use:

1. the mid-travel zone;
2. the dock and deck protrusion/extension zone; and
3. the negotiable first bay into the building which is arcade, walkway and entry ground.

The penetrating elements are carefully controlled because they are generated from priorities of safety. Docks should harbor their trucks; proper back-up space is needed. Commercial enterprises while in the middle of a building should



*The Relationship of Puncture Size to Reuse*

*The physical edge of building and street is not discreet; it is a zone of transition from outside to inside that demands room. The transition zone is a fit with the amount of pedestrian traffic and the visible identification that is appropriate for an occupant.*

*The stitching of this seam is accomplished by regulating the amount of 'interior space' to be used as semi-private public space. Its management is highly dependent on the amount of security this space has: if it is locked lobby or left open as an arcade.*

*Single purpose doors are lockable.*

*Arcades are left open.*

*And then there are those areas of transition that are less clear and are resolved in terms of the specific location. Shopping malls for instance, that also access operations open at night, on Sundays, need special security measures, or dual entry.*

have ways of opening to the visual streets. The pedestrian should have the opportunity of understanding his environment and of "seeing" the activity behind the walls.

The organization of uses other than those in special uses is not to be predetermined use designation, but rather, the posture is that building walls are a reference, a constant that can be altered; punctured, distorted, and penetrated, and that the buildings are containers which will be filled by the private market in the pursuit of economic stability.

*On making a "LANDMARK"; it does seem that one of the ways to measure your place in this world is to count your landmarks--not just your everyday world-wide landmarks that we all know, but right down to your own personalized landmarks in everyday life.*

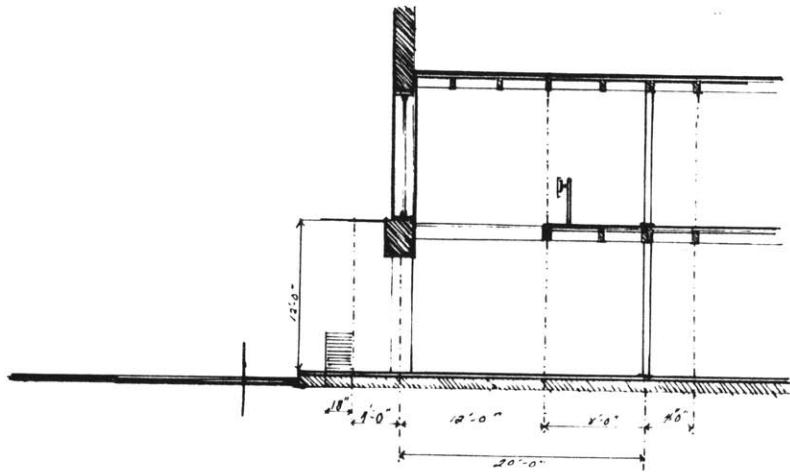
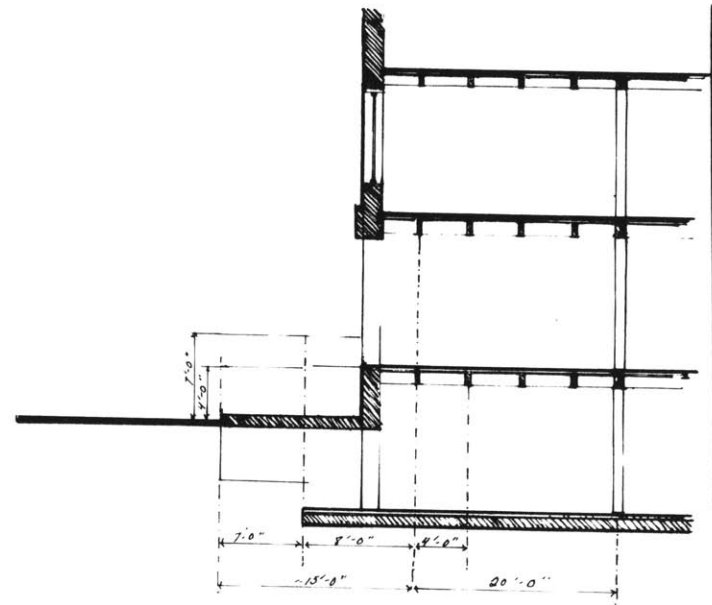
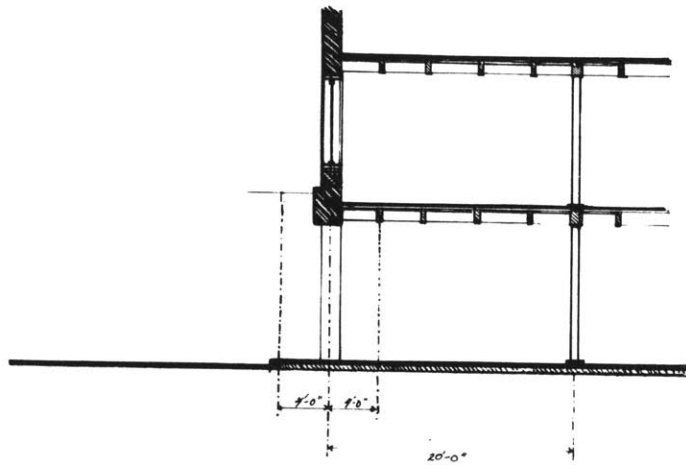


Structuring assemblies of pedestrian experience in "strings" of continuous fabric along the public network allows the "seeing" of parts of the site. By virtue of their existing continuity, the string provides the makings of an association of characteristics which will make them a local condition that is identifiable. Traveling from one activity to another will route the pedestrian along paths, along "strings" of built fabric, whose potential characteristics and, therefore, sequence-of-experience, can be induced.

The placement of these activities in a generative manner forms a concurrent mechanism which is a progenerator of pedestrian path and new tenants.

#### PERFORMANCE STANDARDS: FOR ABUTTING USES WITH PUBLIC NETWORK

- String A: retail/commercial sequences: path system
- String B: retail/commercial sequences: arcade
- String C: retail/commercial sequences: open space
- String D: residential access/mixed use: path system



Normative Dimensions  
 South Facing Facade  
 Mixed-Use: Increased  
 Transparency and Access

*FILTER STREETS: SOUTH FACING EDGES  
EAST*

*OPPORTUNITIES:*

*Increase glazing for direct gain and light;  
subtract building mass from the top floor to  
allow additional light source and perimeter  
edge for housing.*

*Attach secondary structure, balconies, porches,  
greenhouses, retail/commercial spaces.*

*GOALS:*

*Reduce docking on the side of the street that  
benefits from direct sunlight. Reuse the docks  
for new pedestrian spaces.*

*Use large docking or punctures for added transparency.*

*FILTER STREETS: NORTH FACING FACADE  
WEST*

*OPPORTUNITIES:*

*Due to the Lack of any Sun on the N-W Facades and the need for continued weather-protection at the streets and a widening at the ground-level street walk.*

*GOALS:*

*As there is a First Bay along the street that is penetrable, the Building edge will be pulled back to allow an Arcade to run along several sections of Street in the site; taking the pedestrian from one Interior Public Place to Another when the street-proper cannot accommodate pedestrian and vehicle.*

*CONTROLS:*

*Weather-tight glazing panels for winter or permanent interior arcade not less than 18' (one bay) deep or an interior height of 15'.*

*Visible signage to identify access and advertisement of those tenants that share the arcade.*

## TOP FLOORS

*Top floors enjoy the benefit of changeability while not affecting the pedestrian movement. The subtractive response is more desirable than addition of more height.*

*Additional height of buildings, should be subject to review and located in terms of their effective change to the pedestrian light and street volume.*

## MIDDLE GROUND

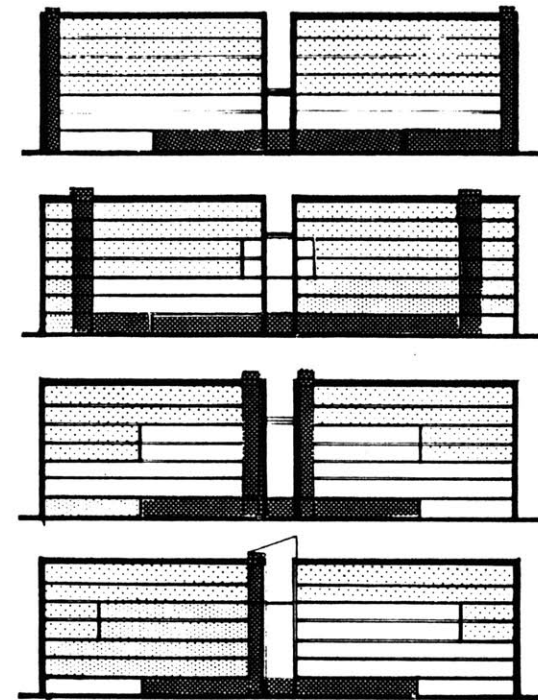
*Middle ground are those floors that make the high wall of the street and at the same time are higher than direct experience to the pedestrian sequence.*

*Middle ground can be altered through additions that are not greater than the largest existing puncture.*

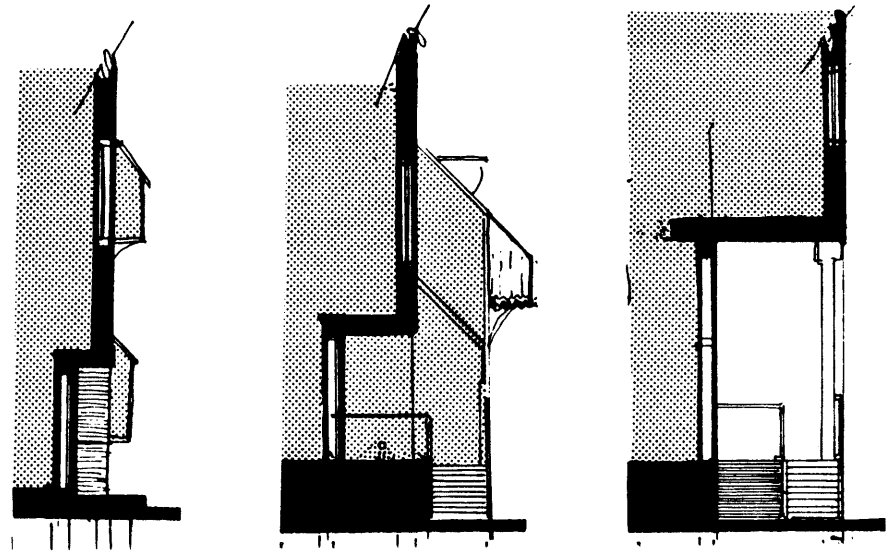
*Wall-painter signs fall into the middle ground*

## GROUND LEVEL

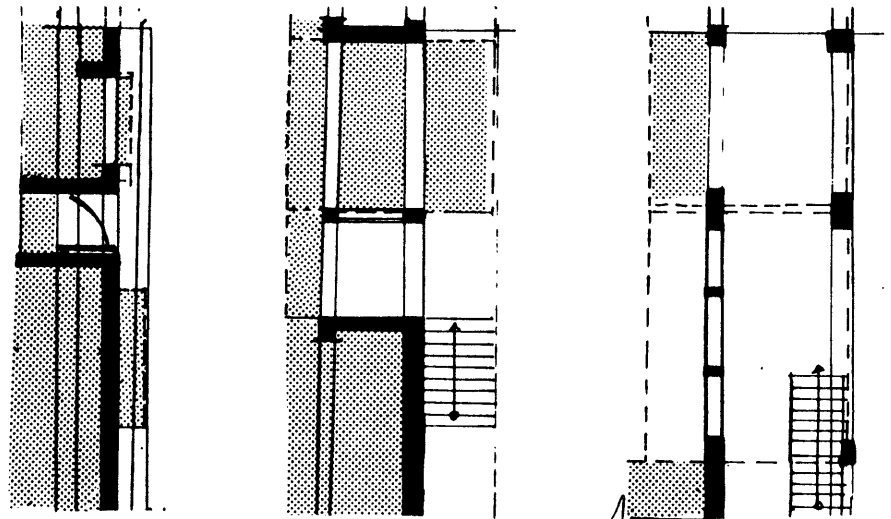
*By definition the Street Structure. A varying edge of built and public space that is subject to locational conditions and sun conditions.*







STREET/BUILDING



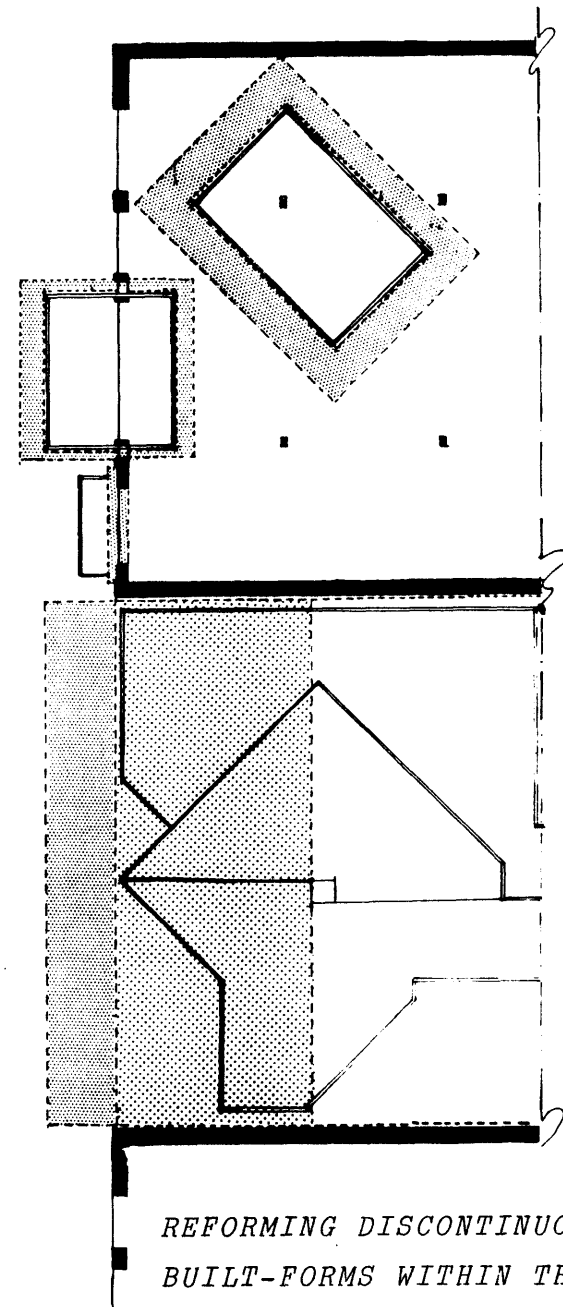
TRANSITIONS

The size of a place of transition is evolved from the contextual patterns of punctures, and the pedestrian traffic to be generated by a particular use.

The pedestrian experience, while not homogenous, is certainly derived from the construct of the spatial and visual stimulation that is encountered in the sequence of movement. Perception of that experience is engulfed with memory and associations that are personal but the generative image-making of the place is founded in the context. The measurement of the perception of place based on the fulfillment of sequences that provide the networks of safety, security, sensory stimulation, communication, movement and place, and multiple meanings. The aggregated orders of physical elements and the activities fit to these forms orchestrate a dynamic interaction for image, activity, and expectations.

RULES GENERATED FROM THE  
USE OF WALL AS A REFERENCE

*The adding to, reducing from, obscuring or interrupting of, the existing walls of buildings is controlled by the section characteristic of any building and its place in both the block and the string\* (the continuous run of pedestrian experiences in a block, terminated by either a mediating space or a joint that makes the transition into a public node.)*



REFORMING DISCONTINUOUS  
BUILT-FORMS WITHIN THE  
WALL REFERENCE

## WALL AS REFERENCE

By taking the wall of the building as a reference, as a constant that is alterable, penetrable, and able to be therefore distorted while maintaining its integrity, the warehouses remain a viable entity. The increased transparency of the inside of the structures to the outside of the structure is a result of engineering inbetween places for transition.



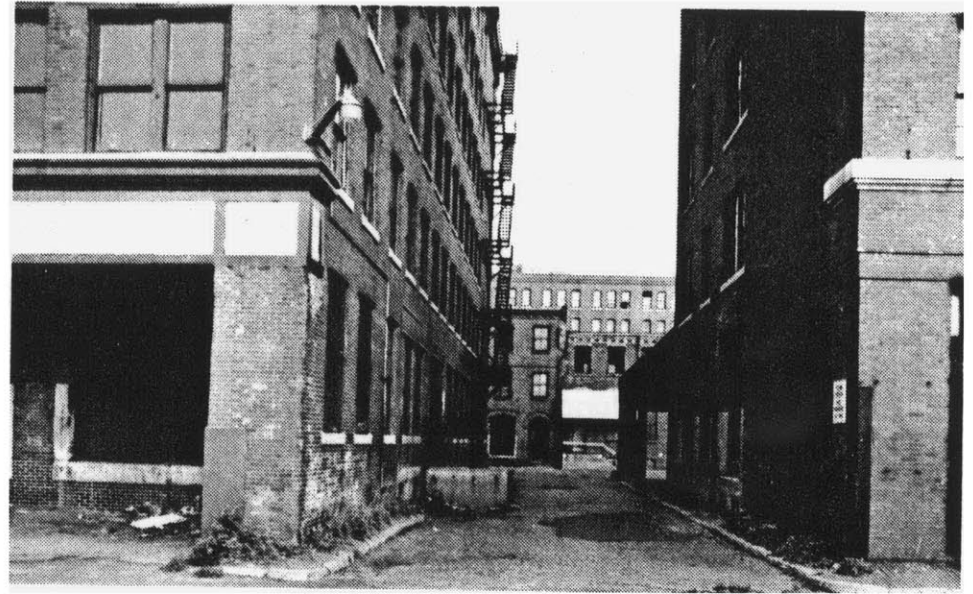
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"To make a sequential path: to arrange buildings or parts of multi-use buildings in a sequence of useful activities. Further, to reinforce such a path by any means necessary to propel persons along a general designated path in the natural landscape which will catalyze and give direction to new development along its course."\* (Maki)

The pedestrian is effectively connected and moved through the site by predetermining the construct of the public realm.

## NOTES

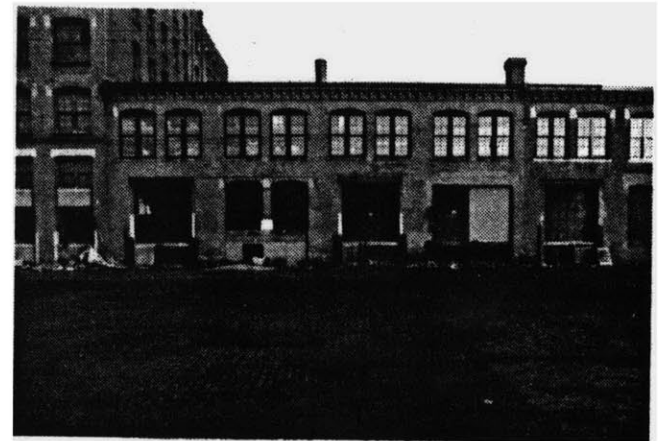
*The isolation and the consistency of the warehouses can be seen as the measure of time that preserves the place. These huge containers are planted "on" the land; land that was planted. They sit at once like objects and still again as a grain that is textured continuity. They feel heavy. It is the burden of industry weighing on them; they wait, content to lumber through the changing times--inflexible monuments to the industries that are no longer. Industry that bore the mainstream of merchandise and men moving merchandise; connecting the city to the ship to the world trade.*



Any sequence of uses occurring less than 60-foot distance are considered as autonomous conditions subject to the general guidelines and specific performance standard of the use-type and the street locale.

## STRINGS

The cohesiveness of a string is dependent on the sequential elements of the street structure delivering a continuum of performance. Their size, use forms, placement, rhythm, material use, visual identity, and their relationship to the existing fabric express an identifiable set of characteristics that permit the site to be massaged into smaller neighborhood pieces.





*A String is qualified by normative dimensions that includes:*

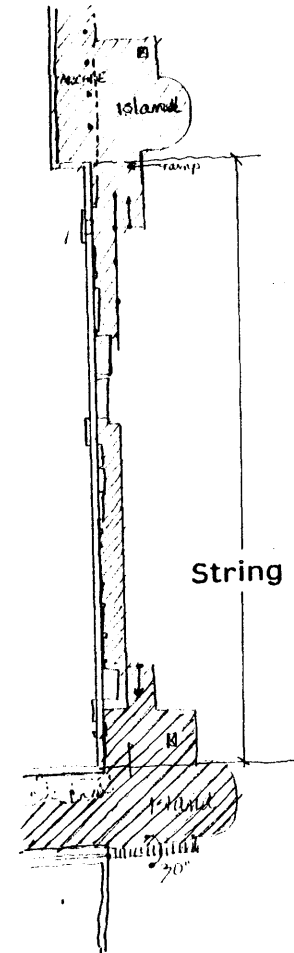
- a) Not less than a Sequence of three entries*
- b) Continuous Building wall width-of-street*
- c) A Distance not less than 60' or a three minute walk from beginning to termination of String.*
- d) Continuous Building wall Condition-- setback, material-use, rhythm of punctures.*

*A String greater than 60' in length must terminate with a 'node': that is a zone of transition preferably executed by the pedestrian path intersection: an access to the Cross-District Path, to The upper level Inter-Path, and into the Buildings.*

*The Dock is subject to Trucking Regulations:*

*Docks must harbor their trucks: providing side parking along the building as well as the proper back-up dimensions.*

*Stairs should allow people to the docks on their backsides.*



Not all Strings and, therefore, not all Streets or Deep-Blocks share identical combinatorial patterns of interface. Each String does, however, share a common framework in the primary form and its positions on the pathway system and Use-types. The variations in elements are reflective of what was there and the specific new use is hung onto this framework through a mediation zone at the "wall reference."

Reusing the holes of open land: a spatial memory of demolished building and parking lot forms a "Cross District" ground-level public network as a system of paths and parks cutting through buildings and into alleys. The connection of the north-south Filter streets (described and named in the Context Analysis section) at mid-points will allow the



*wall could sometimes be a building, or a plaza, or a wall wall. It could break down in places; it can fragment*

*FORM CHANGE THROUGH THE USE OF OTHER BUILDING SYSTEMS RESERVED FOR SPECIAL-USE BUILDINGS IN OPEN SPACES*

JOINTS:

*Points of interface that present duration of image-- a collection of dissimilar elements that knit together in scale and material while orchestrating change in elements and form.*

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*OPEN SPACE:*

OPPORTUNITY

*To provide a Continual Public Network which is, in part, exterior open spaces.*

GOAL:

*The Inter-Path System is accessible/terminate at in open space: giving a connection to Inside the Walls.*

*To make the nature a reflection of location and edge conditions: identifiable place.*

*The public path through an open space contains the continuous element: material uses that make the continuous path identifiable as a system.*

CONTROLS:

*Entry from the street is signaled by an Island Open spaces with unpunctured side walls, may attach to those walls with ground level extraordinary height secondary structure.*

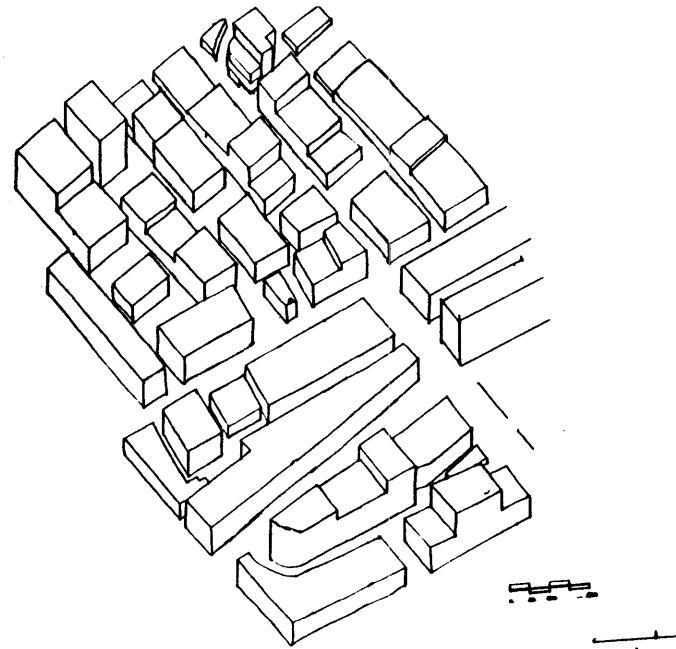
pedestrian to "discover" the backs and sides of buildings. The developer will take advantage of the deep building by constructing this public path along the 120-foot deep buildings giving rise to access into what is now unpenetrable storage space in the depth of buildings, transforming sides and backs of buildings into the new light retail/commercial edge. The unembellished brick walls provide a background for the attachment of a secondary structure.

The range of open space types:

b. agora	atrium	
urban room	overlook	b. <i>Connects with other open space</i>
planned parkland	view cliff	c. <i>Supports positive open space</i>
festival container	stair connector	(1) <i>By volume</i>
garden	terrace	(2) <i>By similar building type</i>
island	balcony	(3) <i>By smaller structures</i>
cobblestone court	upper ground	d. <i>Has potential use as positive open space</i>
comfort harbor	roof garden	e. <i>Needs to accommodate existing use</i>
laced park/path	patio connection	f. <i>Needs to terminate existing use</i>
atrium organizer	mall	
alley	windowbox	

Ingredients for placement in a block and in a string and in a section:

- string: a sequential assembly of interfaces with the street and the alley--several blocks may be in a string
- deep-block: a framed structure which shares common elevators, services, fire zones, street access, pathway control, and common space
- section: the sectional placement of a use within the blocks of a string--and property unit within a quasi-building



# CONNECTION

*The warehouses are clear;  
but how they begin and how  
they end are the questions.*

*At first, travelling over  
the bridge from Boston to  
the east bank of Fort Point  
Channel, there is an imme-  
diate sensation of looking  
back at the city; as is a  
first look back to the  
harbor when you are out on  
a boat. Then the change of  
landscape is abrupt and  
without alleviation; you  
are clearly beyond the city-  
form into a place that no  
one lives. And you wonder;  
what goes on here...*



## GATEWAYS AND BOUNDARIES

Reusing the existing streets to reinforce ongoing businesses and to retain the character of the warehouse district.

Connect the district to its surroundings by creating seams and new transitional forms that weave the warehouse place to the city.

## THE MAKING OF GATEWAYS AND BOUNDARIES

## THE MAKING OF CONNECTION AND TRANSITION

### EAST BANK FORT POINT CHANNEL

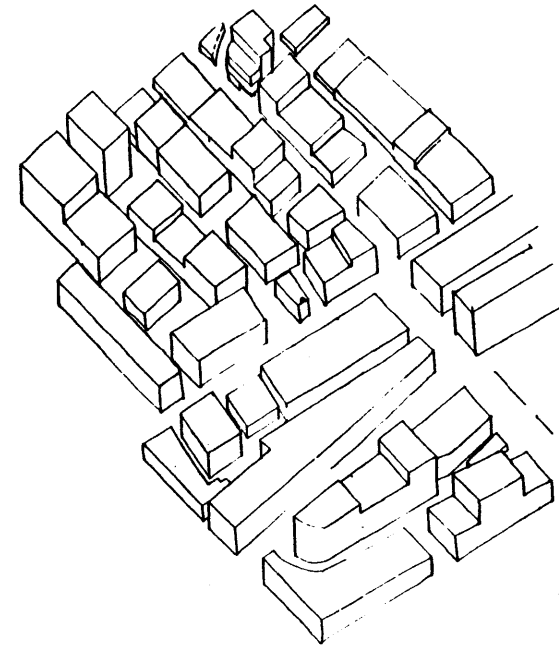
The nature of the seam between the ocean and land; between the water and man's use of the water is the only "clear" association that can be re-established, re-inforced, at the site's boundaries. Defined, this boundary is the only boundary of the warehouse district to serve the warehouse district as a connecting force. And because of its luring power; its





ability to focus on its natural dynamics, it is an obvious first magnet. Coupled with the first two museums at and in the water edge, the first East Bank "landmark" is a signal for intense public-use. The other three sides of the warehouse district are yet to be discovered or defined.

Central land: the smaller-sized buildings of Stillings Street and the idiosyncratic structure at the northeastern side of Pittsburg/ Stillings Street present an opportunity to reconstruct the street/ building relationship in order to make a transition from warehouses to whatever commercial/housing/hotel complex might be envisioned by others. Presently, Stillings Street runs as a large service street making the Front and Backs of the Pittsburg Street buildings that abut it ambiguous. As Pittsburg Street is a quality filter street of cobblestones and continuous strings of alike elements--all front-of-building docks, windows, doors, and embellishments--the inclination is to develop Stillings Street buildings also, which seem to face both the street and the Penn Central Railroad Land.





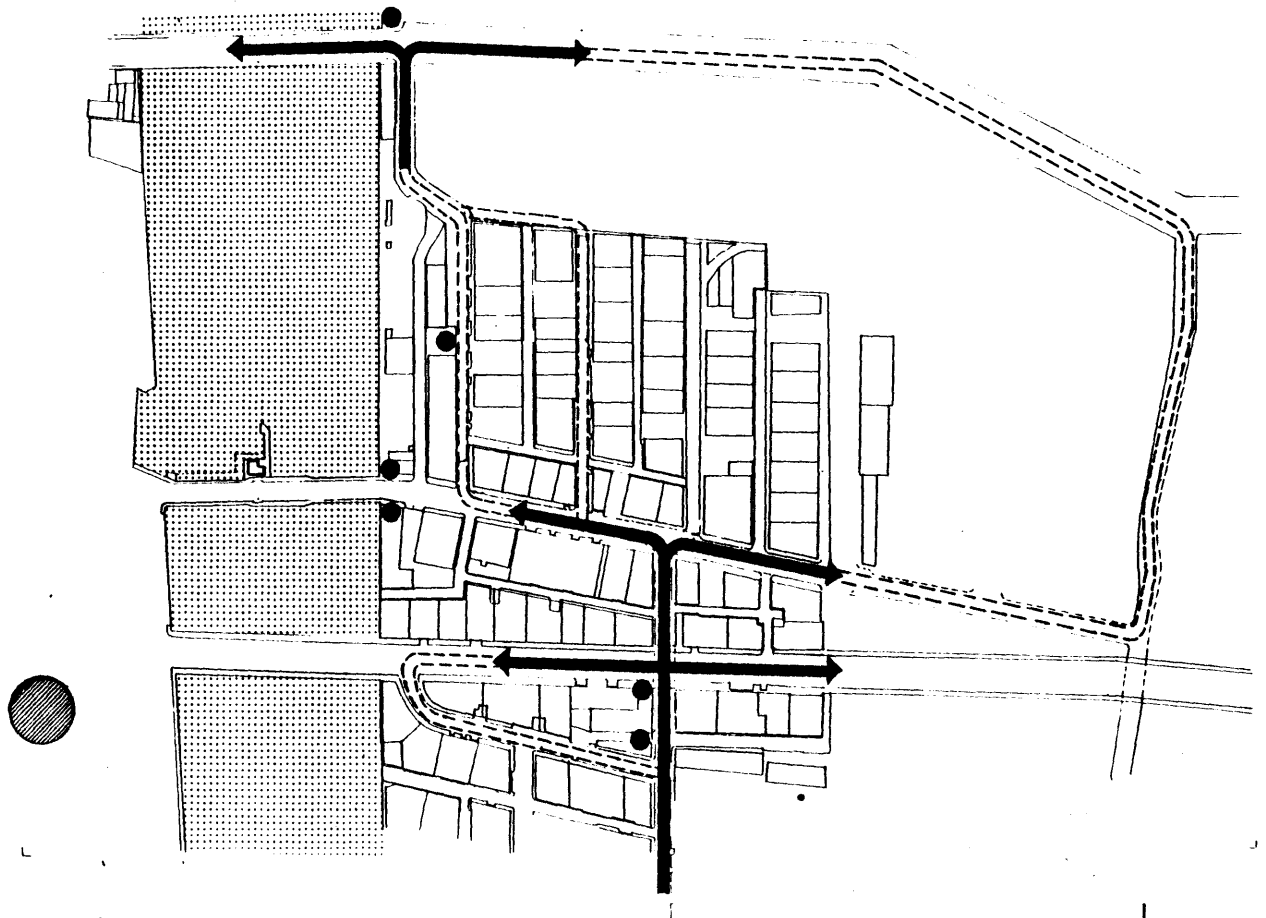
## SITE RULES:

### TRANSITION TO NEW STRUCTURE

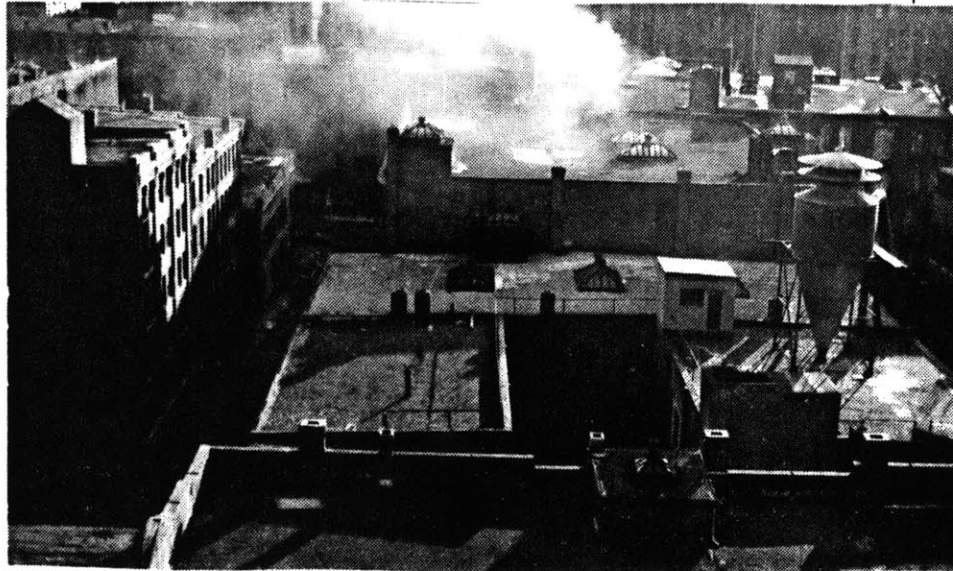
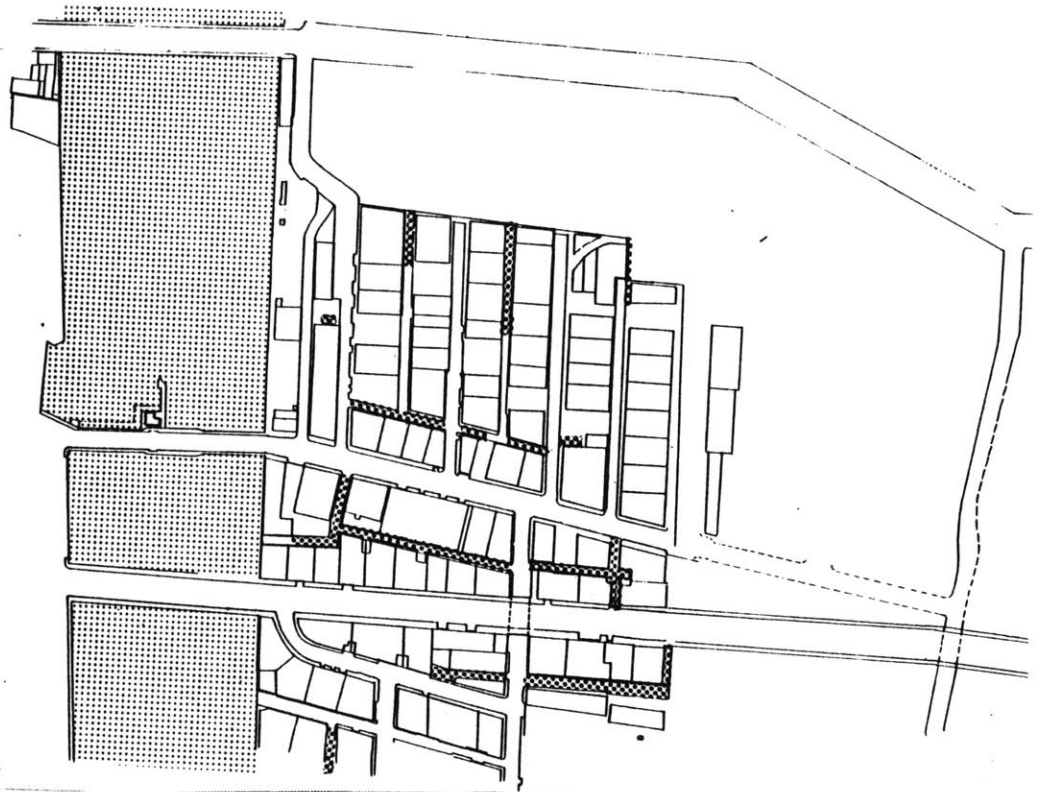
The East Boundary and the South Boundary both will be primarily new structure. The warehouse district, as primary form, will be the receiver of the impact of a change in form. The new structure, while retaining its own integrity, will be connected to the warehouse district through the public network. The seam from one built landscape to another will be a zone of transition that is malleable in its dimension so as to structure the visual connection, and the sequential experience that strengthens the connection between the entities. The transitional landscape at property boundaries is developed by a co-operative agreement to exchange information and assemble the elements of transition as a continuing condition that has its own qualities of place while mediating the differences in landscape at its edge.

*Transportation and  
Parking into and  
around the site, as  
opposed to in the  
middle of the site.*

*Bus Stops placed in  
localities that access  
the Inter-Path for all  
weather conditions.*



East Bank South: along A Street either side--to one side the warehouse district breaks down into manufacturing/production buildings with increased services. A Street eventually runs into Broad Street which runs east-west into South Boston proper. On the Channel side of A Street, there is some structure, but also open land. This land has been under great speculation; from use as housing to sports arena. The wide range of opportunity for this land at the channel needs to be knitted to the warehouse fabric--both in its transition from "warehouse" to "new structure/ new use" and in its pedestrian/vehicular connections. Housing will require commercial/retail services to be added to the perimeter edge of the warehouses on the South side of Melcher Street. Continued public access to the channel's edge and marina/small boat docking. Parking and transportation locations as well as a central transportation building will contribute the single biggest impact to the warehouse district. The effects of housing or a sports arena are of utmost concern, both for their potential and their problems.



*CENTRALIZING SERVICES*

*WASTE DISPOSAL*

*STORAGE OF HEAT*

*CITY PICKUP*

As it is unclear what the exact form of the new development on the Penn Central Land might be, I propose that the warehouse district convey strong directions to those developers. This would strengthen the co-operative effort of both developers to transmit design intentions and use-designation information. This co-operative contract to convey and share decisions for the public network and street structure at the meeting of properties is essential to forming an integrated urban district.



This proposal constructs a scenario for the Penn Central Railroad boundary that faces the Stillings Street buildings to the East fronting the Penn Central Land by constructing a new pedestrian PROMENADE running from the Summer Street elevation above to Northern Avenue and through to the new Anthony's pier development to the water. The two-story buildings are retained and stepped-back residential/office facing the warehouse edge. The fragmented idiosyncratic structure at the North end of Pittsburg/Stillings is designated for special-use. The last building in the Stillings Street row facing the new promenade structure is designated to be demolished. A tall building is suggested to be built in its place.

It is the only open land that abuts Northern Avenue with any convincing connection to the warehouse district. Services for the mixed-use with housing warehouse district North of Congress should utilize Northern Avenue to access the site. This program provides parking and North Park Piers to connect the inter-path system on the strip land at the North Boundary as a second concurrent mechanism to the Implementation program.

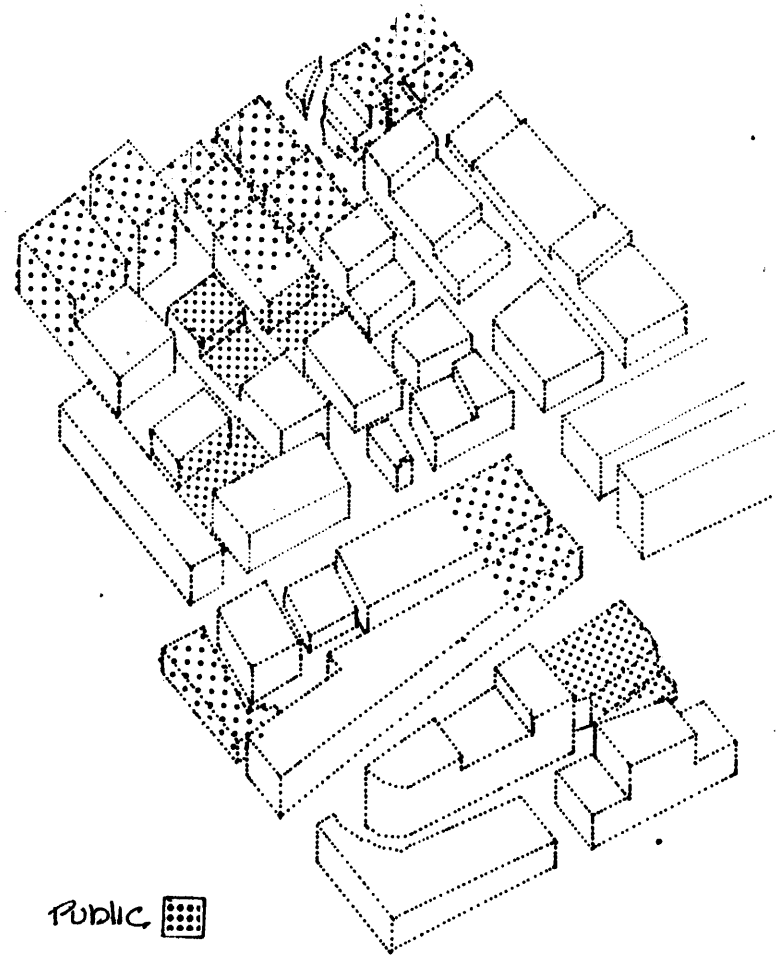
#### SITE RULES:

##### NEW AND TALL BUILDINGS


New structure should be generated and encouraged wherever the existing structure is implicitly inappropriate for the potential of its location. The idiosyncratic structures that provide no particular contribution to the strength of the place would serve a better purpose as a new structure. A Transportation exchange, North Pier parking, a Marina Center, and added special-use structures will enrich the urban

*To take advantage of the location of the warehouses: the potential view from high buildings: several warehouses should be transformed into taller structures.*

*Special use buildings are mostly generated from the several buildings that are not Town and City Properties and that are autonomous in both their location and their form. Their use is programmed for highly public use.*



PUBLIC 

TALL 

form and assemble building types not possible in the warehouse structure.

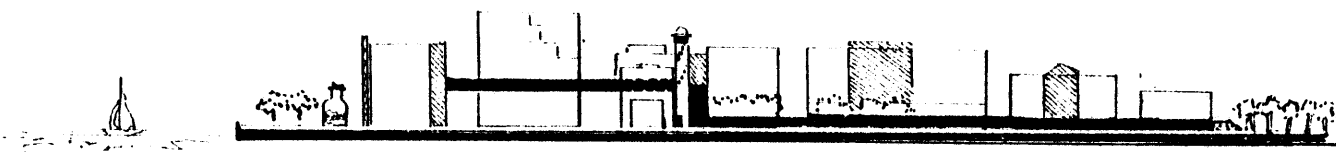
The location of tall buildings is a use-designation that should be developed both in terms of conditions it would effect at the ground and its siting effect on lighting and solar gain to other places. Tall buildings should be restricted from locations where their shadow would fall across public exterior places or on the facade of existing buildings to be housing. Their implied attractiveness as a building form is in their ability to provide view, to consolidate an increasing population without assuming great pieces of open land for construction.

The location designation for a tall building has evolved to take advantage of special location in terms of the site itself and in terms of the "entering" passages of the site to form gateways. The long distance visual identification of the warehouse district as part of the city form will increase its connection to the city, by providing major visual landmarks.

*Transformation is only possible when the parts and their implicit interactive qualities have been explored, where the fragment implies richness and meaning beyond itself. Only when the organization of parts is woven into the fabric of the collective form and its connection to the symbolic connection of time and place is expressed does the life within the structures synchronize with the life beyond its boundary. By strengthening the built connections the programmatic and symbolic connections are reinforced. The exterior spaces become positive volumes with potential use-spaces around their edges. The landscape of built-form is nested in the web of street, path, and visual connectors.*

**KEY**

**PROGRAM CONCURRENT MECHANISMS**



**KEY** 2ND TO PROGRAM CONCURRENT MECHANISMS TO OPTIMIZE THE PUBLIC NETWORK AND CONNECT THE DISTRICT TO THE CITY

The idea behind the planning, design, and construction of a series of Concurrent Mechanisms is to insure that the phasing of the recycling can benefit from the advantage of the special conditions of this development. The single ownership and control of most buildings and many of the streets where mixed use will occur permit the coexistence of the wide range of uses that is proposed.

Obvious Concurrent Mechanisms might be routes that involve:

1. Site to City via Waterfront Park

## 2. Warehouses to Surrounding Developments

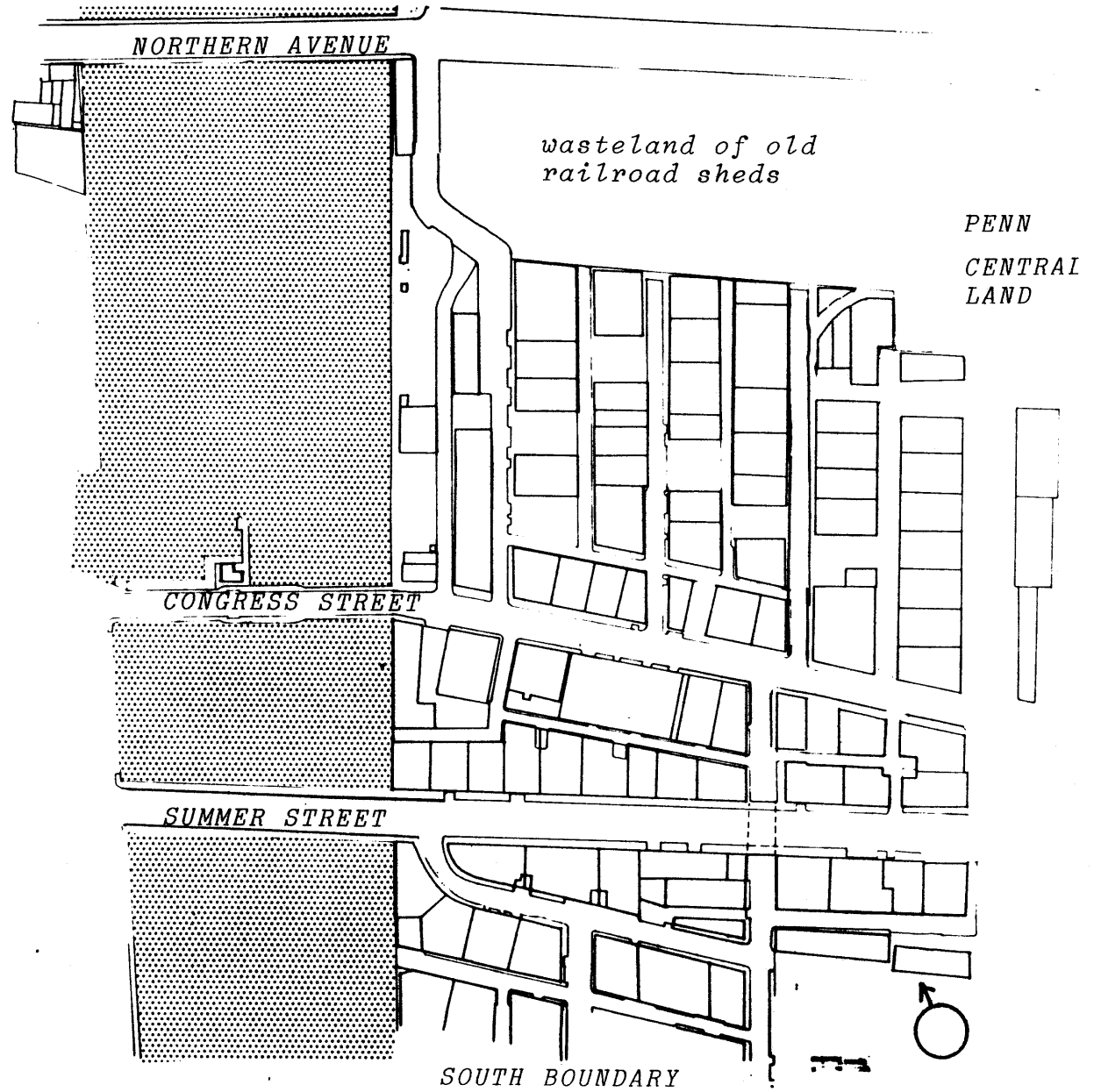
- a. Museums - Museums
- b. Museums - Parking
- c. Housing - Public Transportation
- d. Public Transportation - District Special  
Uses

If the routes between the Magnets are to be the generators of pedestrian traffic and new tenants, then the placement of these mechanisms is essential to analysis. Several locations are investigated for each of the Magnets and the routes that they generate.

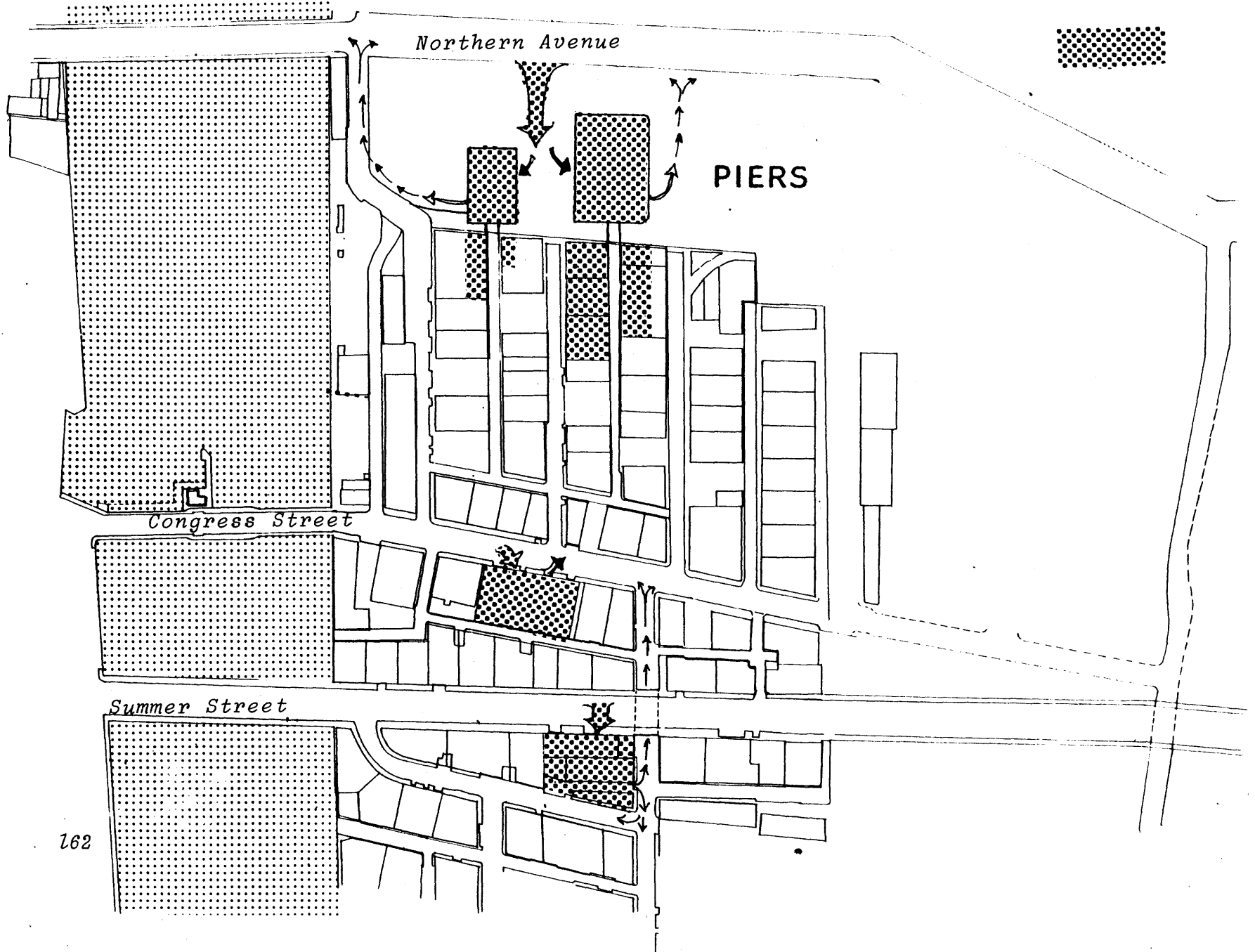
The scattered-site museum network that is just now emerging at the Warehouse District is one of the "concurrent mechanisms" that is proposed to create the staging for the public network. The opportunity that this thematic use puts forth is to extend the "idea" of museum throughout the public network. The following identifies some of the ways this might happen.



ANTHONY ATHANAS



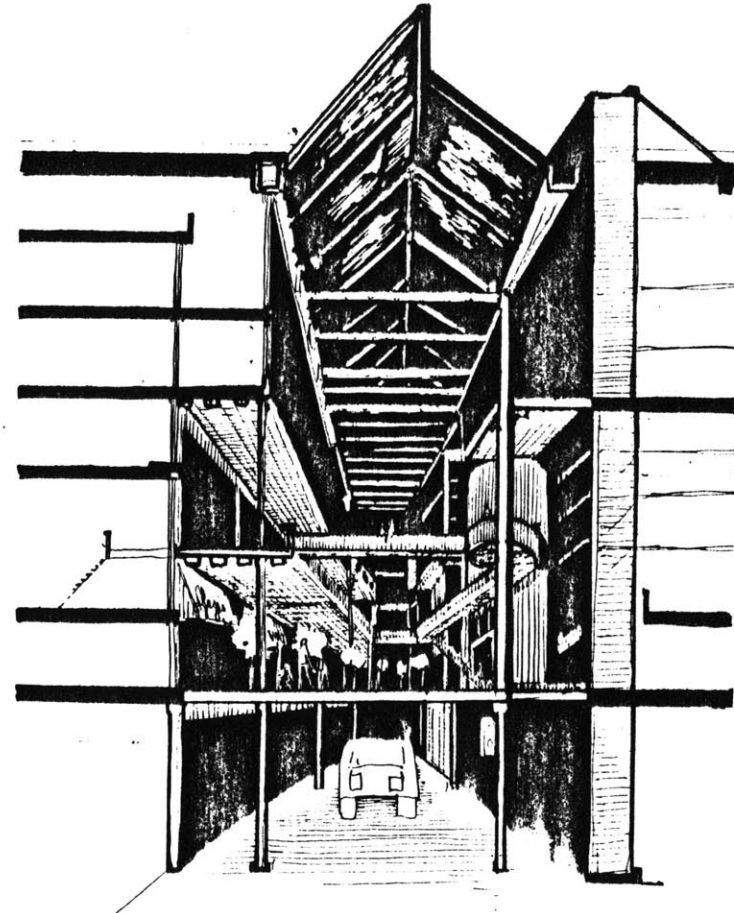
I am proposing a dual-use mechanism for development of the Northern Boundary up to Northern Avenue.



The proposed museum network generates the first of a series of potential use "magnets," i.e., places that, because of their use and location, stimulate the public network and are at the same time the reason for a public network. The museum network would provide a number of opportunities, including:

- Providing covered and park-like pedestrian access throughout the site, to and from the museums. Currently, the newly housed Museum of Transportation and the Children's Museum bring 2,000 to 4,000 visitors per weekend. The majority of these visitors are young people. They, as an active public, demand increased public space, safe and legible paths, and an abundance of fast food and entertainment-type additions to the main events. The expected Fire Apparatus Museum on Congress Street and the Railroad Museum at Pittsburg/ Stilling will increase this traffic, and because their locations will be scattered, there is a need to move the people through the site.

*The generating of "thematic" uses as a publicly visible structure will enhance the cohesiveness of "place". The "making" and showing/selling of designed products/goods and services is a reasonable mechanism. These "places" of business should be interconnected through and between buildings in a network of a "complex" pedestrian path--secondary and uncharacteristic of the street system--which needs continued reinforcement with housing and retail/commercial and public attractions interacting directly with the existing street.*



- Developing from the thematic museum mode a retail/commercial/entertainment/parking/childcare centers/theater-cinema--all healthful nutrients to the dynamics of an urban center.
- Constructing a living reflection of the industry of Boston through implanting the proposed public network with artifacts of past industry.
- Utilizing the "inter-path" at the alleys for transforming the well-glazed framed backs of buildings into overlook and warehouse outlets for those currently housed and future industrial tenants. These will be limited to the makers of products which can be assembled and contained in the multi-use structure. There has never been a proper public perspective in the cycles of industry that have lived and died throughout Boston's history. The history of South Boston is meshed together and part of the immigration, transportation, political and economic memory of Boston. The continuation of the relationship of the warehouses, the channel, and the Port of Boston.

*The generating of "thematic" uses as a publicly visible structure will enhance the cohesiveness of "place".*

*The "making" and showing/selling of designed products/goods and services is a reasonable mechanism.*

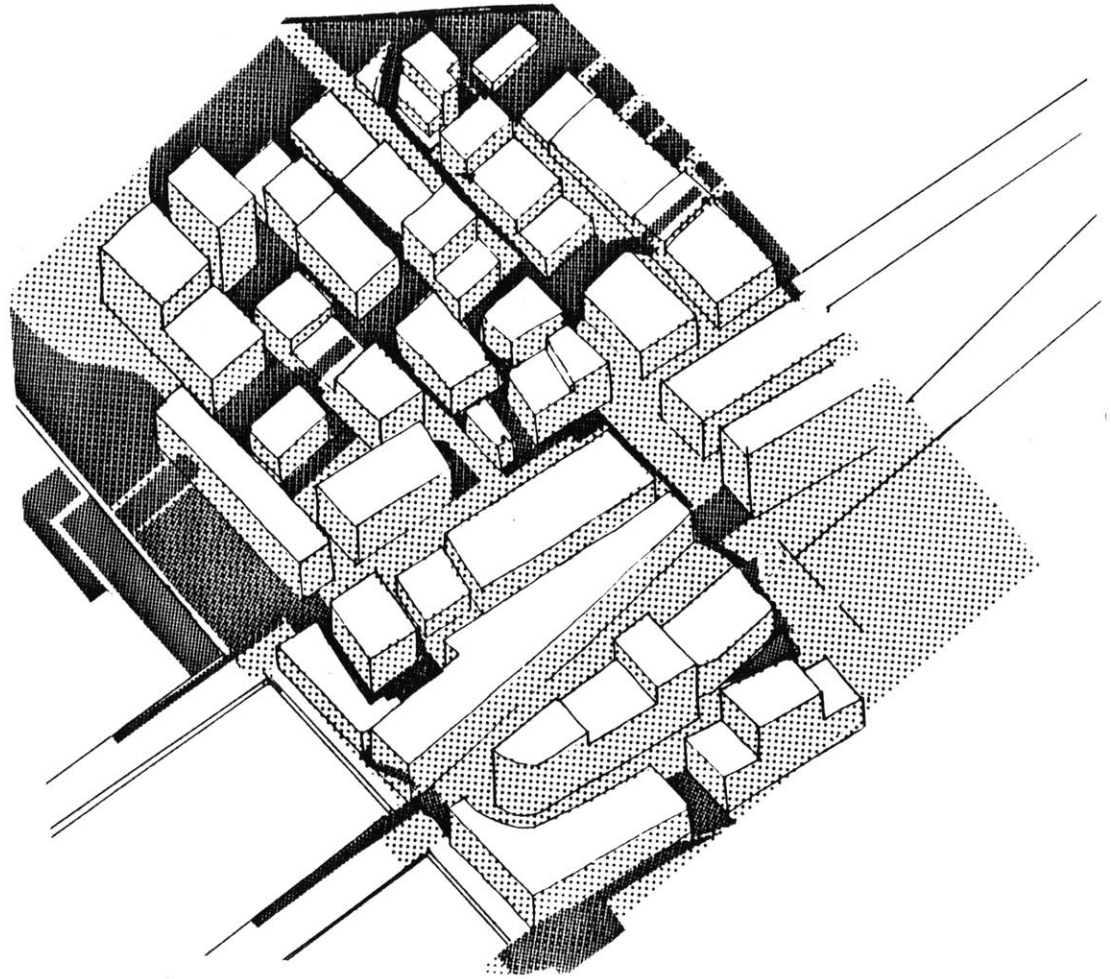
*These "places" of business should be interconnected through and between buildings in a network of a "complex" pedestrian path--secondary and uncharacteristic of the street system--which needs continued reinforcement with housing and retail/commercial and public attractions interacting directly with the existing street.*

Allowing the outlet sales of products adds but another layer of richness to the district. Rather than diluting or de-emphasizing the "business" production of the district, the proposal is to provide a functioning interaction of what might be an otherwise incompatible variety of uses.

It is from the view of the pathway that the walls are carved out, the glass replaces brick, that the hung fire-escape travels over alley and into new caverns that house yet other productions. It is a spatial mechanism that encourages peeping into while maintaining security within.

The transparency gained from the display of products and production will dramatically elaborate the "tension" of the old and the new, past and present, and stir memories that are universal associations, while providing a rich array of references.

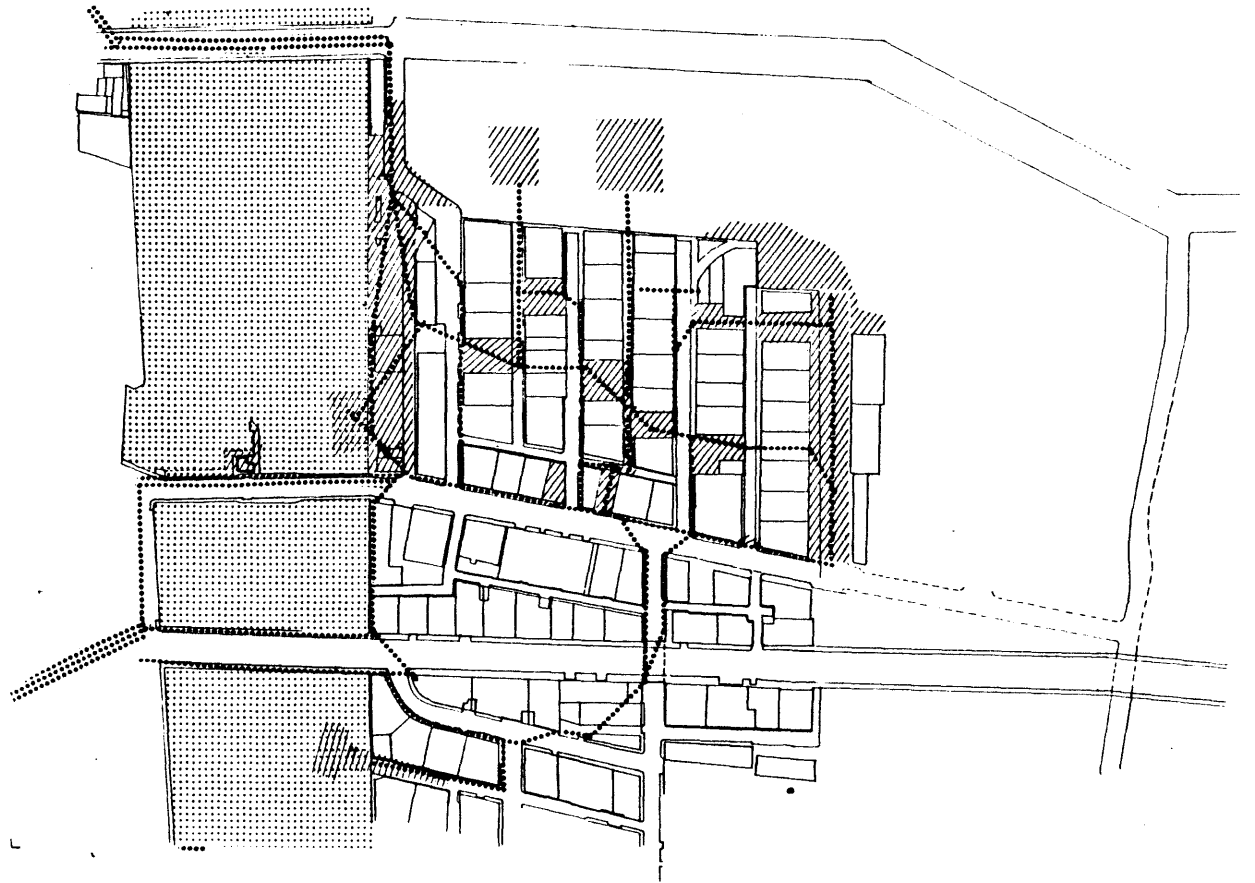




THE PATH SYSTEM

I am proposing that the public network need, from museum to museum, and from parking structures to museums, become the lifeline for the aggregation of new uses. It is essential that the entire site of warehouses be reconnected with the events of Boston, that they find their place as a "landmark" by becoming a living city park where the district is an artifact of industry. As such, it should be designated as a National Park worthy of the appropriate funds to insure that the past is contained in both the present and the future. The effects of such an implementation would be as follows:

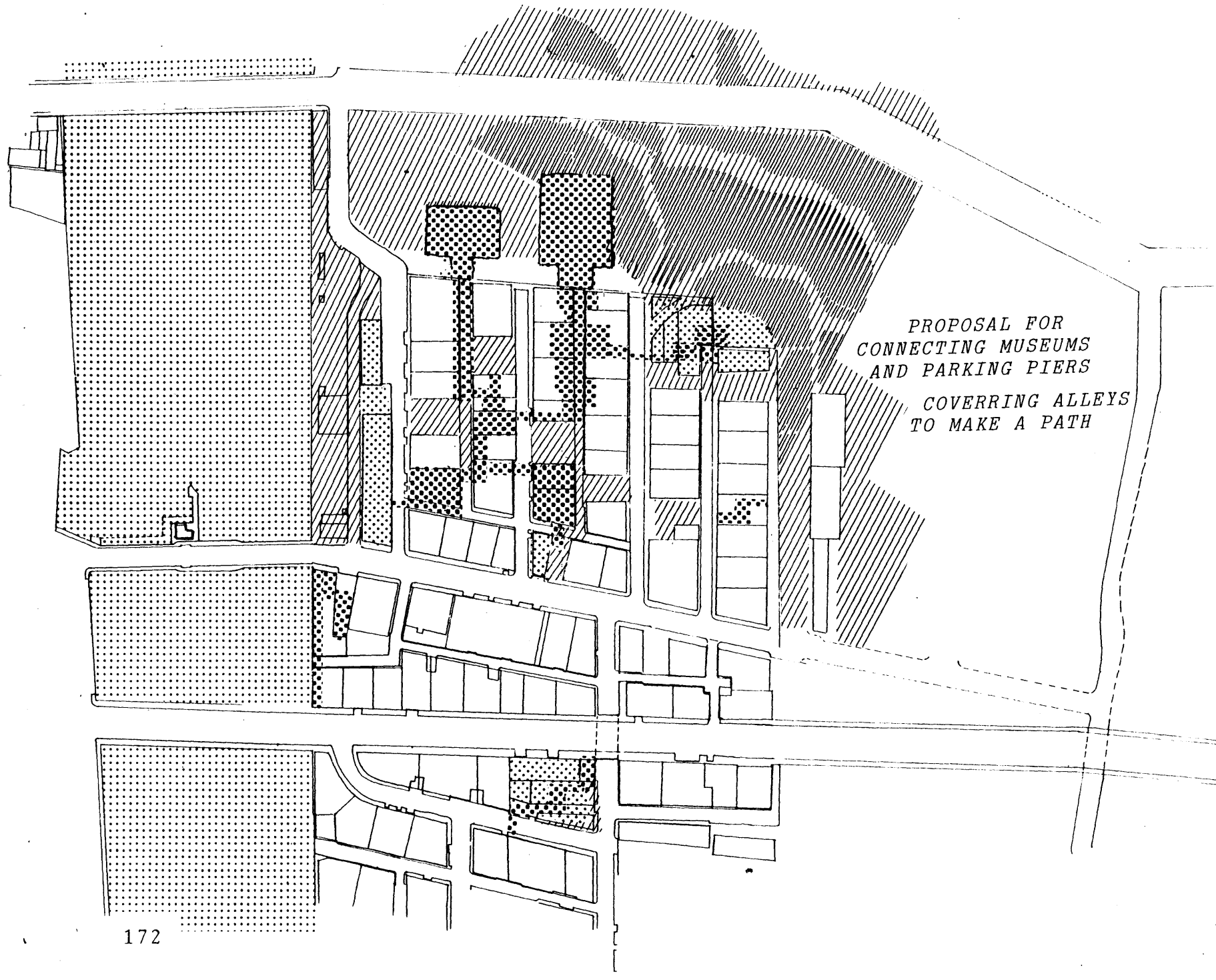
1. The ownership of all but four of the buildings and most of the streets by one owner would be seen as an advantage; serving the interest of the general public, the designation as National Park would generate interest on the part of both the city (responsible for transportation improvements and waterfront park infrastructure) and the developer to develop the "public places" as the catalyst for recycling.



CONNECT THE DISTRICT

2. The recycling of the buildings for new uses would be controlled to the extent that the incoming tenant would first have to meet standards of performance that would not be in conflict with the performance of the National Park.
  
3. As an urban city park, the district would become the heart of the proposed new development in the Fort Point Channel, rather than the service core. Its elevation to a place of public consumption does not decrease its viability as a residential neighborhood or as a mixed-use environ.

The range of pedestrians is the range perceptions of what the district should provide. The path to home will not necessarily be the path to the museum. The success of mixed-use living together is dependent on the evolution of a complex movement system. A system which structures that range of pedestrian; each having a set of needs. The ordering of that structure is derived from the combining of opportunity

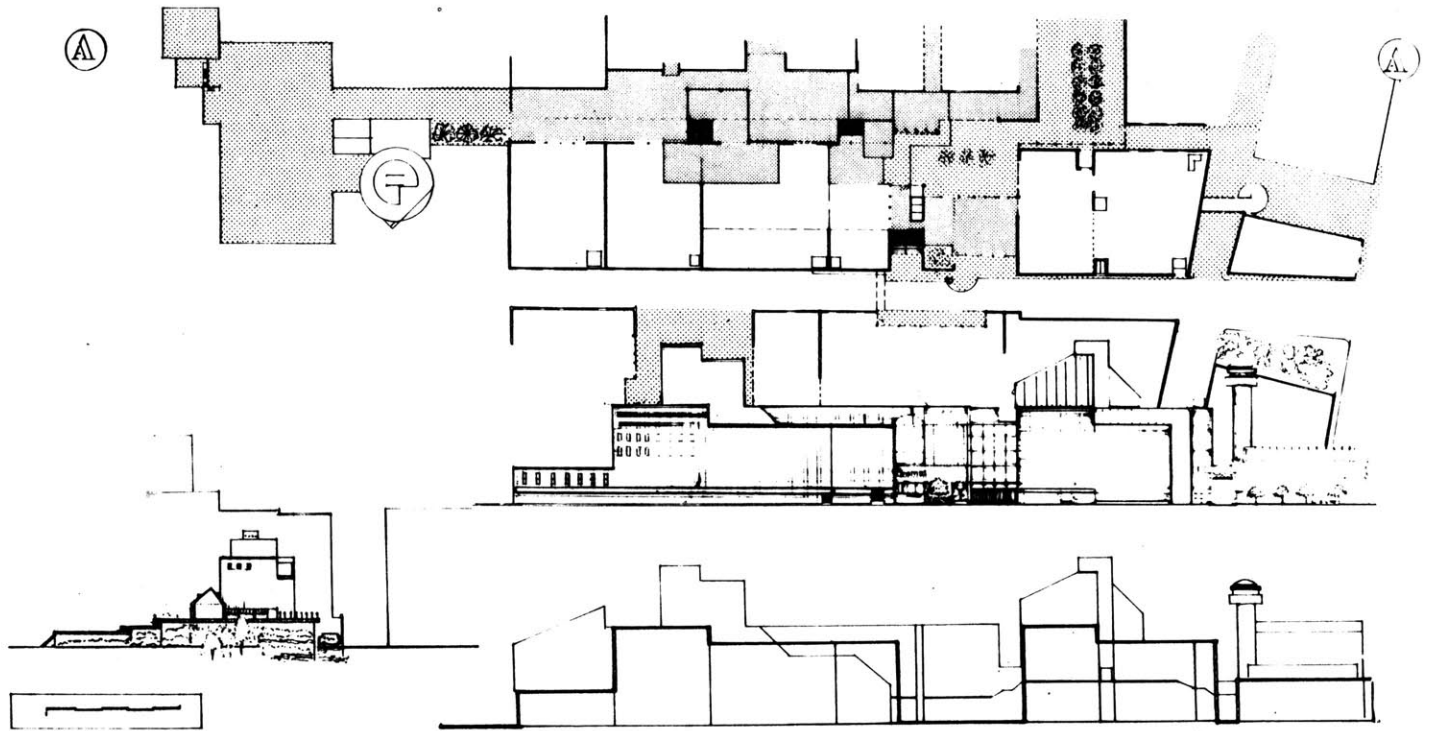


PROPOSAL FOR  
CONNECTING MUSEUMS  
AND PARKING PIERS  
COVERING ALLEYS  
TO MAKE A PATH

with motivation in the existing context. The expedition of that structure is performed with a focus on the interface of the private and public realms. The implementation of that interface is constructed in series of predetermined public magnets to generate the public network and vice versa.

#### THE SECOND MECHANISM IS A FOCUS ON ENERGY AND ITS RELATION TO ARCHITECTURAL DECISIONS

The construction of two multi-level piers at the North Boundary built to the height of the second floor of buildings that form 440 feet of back-to-back deep blocks. The alley is used as a pedestrian connection. Three tiers plus on-grade parking and service area, this structure will be connected to the deep block via the alley. The second level pedestrian access through the alley inter-path generates atria--giving superb warehouse outlet sales, commercial/retail, and access to the production/products in keeping with the goal for an "inter-museum network." Ground level services travel under the alley supplying services to adjacent buildings and limited

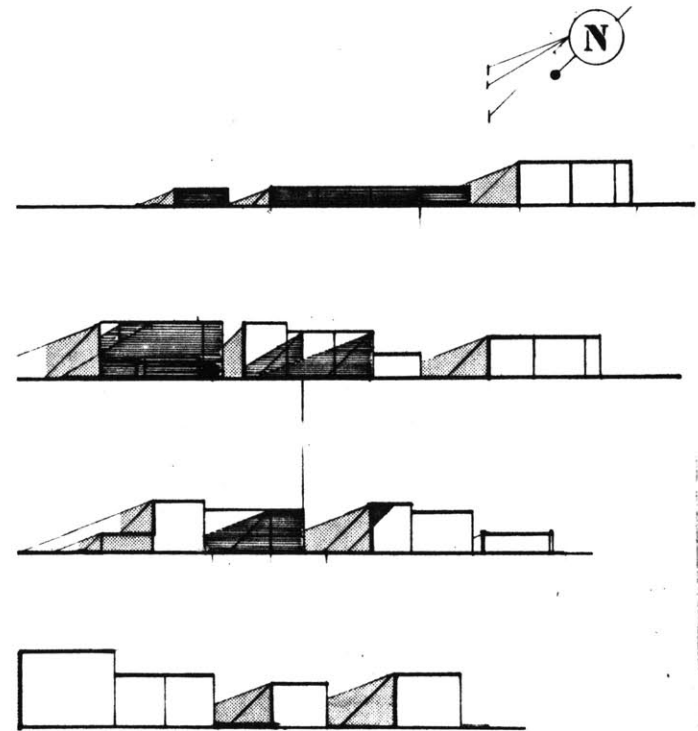


AN IMPLEMENTATION STUDY • WAREHOUSE DEVELOPMENT •

direct parking for housing tenants. The PIER roof surfaces become ground. NORTH PARKS will be both exterior and interior space for summer and winter recreation; water pool for skating, antique and flea markets, Fort Point Fair of Industrial Goods, extended museum exterior space, vendors, and tennis courts. Connected to the PIERS will be an adjunct area for a health club and a district energy storage facility.

The construction of the two PIERS and the enclosing of the alleys for the public network creates a back-to-back block of some 245 feet in depth. This "district/block" lends itself to the conservation of energy, and the storage of energy as supplied by the airconditioned offices to housing above. The design of "site rules" is in concert with the application of conceptual guidelines for energy conservation, storage, and distribution.

The scenario of energy conservation and redistribution might be as follows:



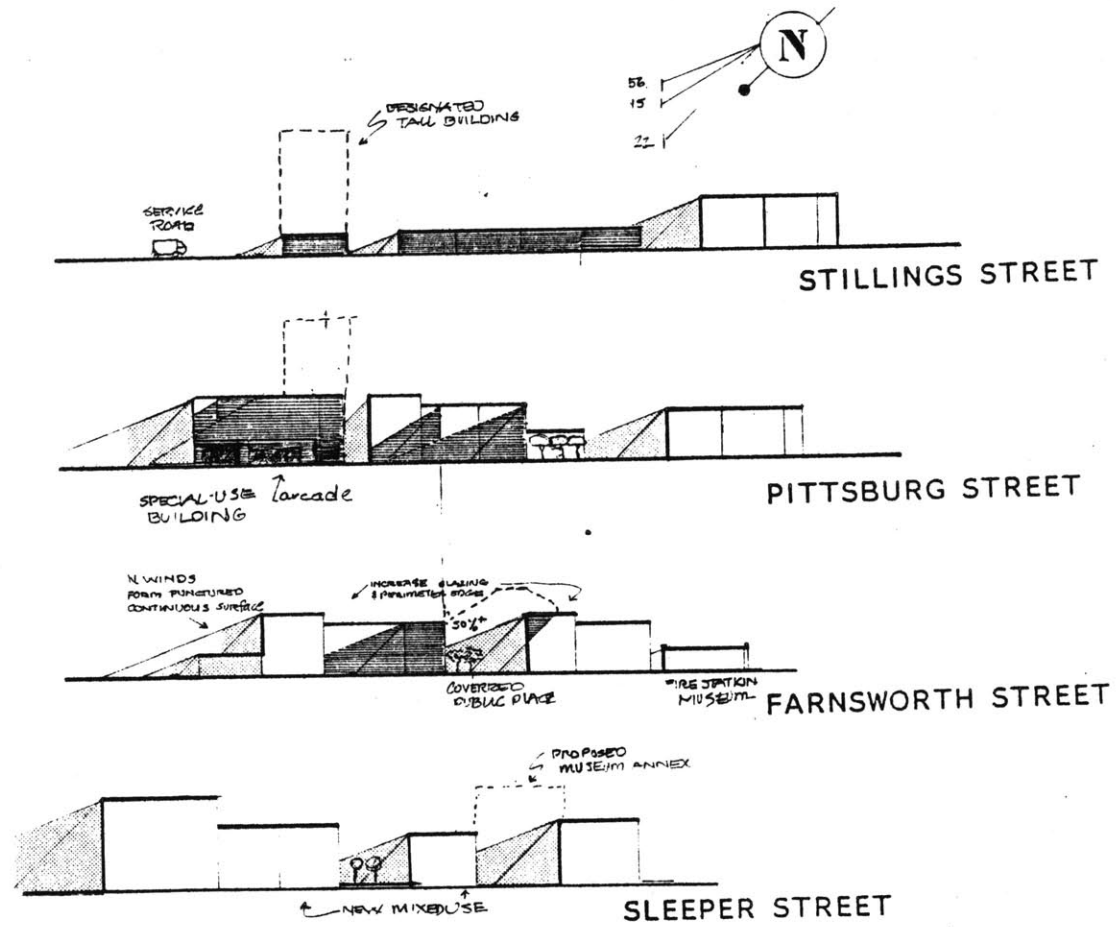


1. The excessive heat from atria, the Inter-paths, the Alleys, and especially the offices will be ducted and stored in district storage facilities located at the NORTH PARK PIERS. Housing, the Parking structure, and the health club (water for pool, showers, sauna, space heat) will be supplied with heat.
2. Subtractive design of upper levels will accommodate South-facing housing units; giving increased perimeter edge to each unit and increased glazing for direct solar gain.
3. South-facing masonry facades shall have attached sun spaces for direct gain to the occupant or where views nor windows are appropriate and the gain is evaluated. Tram walls can be placed.

Measurement of the effectiveness of the energy component of the plan would take an extensive audit of the "whole" North Congress Street area.

Services that involve waste disposal and otherwise produce activities that would undermine the viability of the pedestrian network are to be totally separated from the pedestrian path by organizing the site to accept single points of entry into these blocks of buildings. Therefore, part of the alley system is used for service from the backs of buildings. Existing businesses which have historically used the alley for everyday shipping and service will continue to do so. Those incoming tenants that will cause concern in their disposal of waste should be placed in districts where the public and the services are clearly disengaged. Acoustical and air polluting tenants should be unacceptable to the mixed-use site. Existing tenants which create pollutants should be given incentives to move-either to another location on the site, or to a more industrialized area of the city.

The "humanizing" of the warehouse experience must be in synchronization with the detoxification of the district. The redistribution of tenants and service organizations should be limited to only those who present an unalterable incompatibility for pedestrians and residents.



# DEVELOPMENT

## DEVELOP AN EVALUATION PROCESS FOR ASSESSING THE IMPACT OF NEW USES:

The consequences of a new use on the physical fabric, and on the services of that section of the district can be deduced by separating the possible uses into families of use-types. To fall into a use-type, the tenant must share common demands and needs with all others in that family. If a tenant does not fit into any use-type, it is considered a Special-Use type and is subject to idiosyncratic controls. The individual, then combined effects of change-of-use on a specific location, can be diagrammed to assemble rules for new uses.

The wide variety of uses provides identifiable adjacency problems. By themselves use-types are not incompatible, it is in the connecting with each of the other uses that the effects of their interaction must be accommodated. It is not enough to assemble any street sequence; the aggregated quality of activities and experiences must provide a richness of use and meaning to the pedestrian.

INCOMPATIBILITY MATRIX

determinants: NOISE POLLUTION RATE TIME FRAME WASTE SECURITY SAFETY

use-type:

There are several over-riding categories of use-types; each with several families.

Housing - street associated, upper ground associated

Office and Clean/Quiet business

Retail - direct

Retail - associated

Retail - wholesale

Retail - commercial/entertainment/restaurant

Producers: light manufacturing with expanded services

Producers: light manufacturing with storage/docks/freight

Special Use: public/entertainment

unsecured/public

polluting/waste producing industry

Quality Control Incompatibilities as an Evaluative Tool

Sensory: noisy dirty fast light hot safe visible clear up  
quiet clean slow dark cold unsafe hidden unclear down

Interface: public unsecured crowded outside  
private secured separated inside

and

180 Control: semi-public / semi-private; safe-unsecured open inside; or covered outside public open.

As change of tenancy will be slow and sporadic and the opportunity for negotiating an occupancy forever sought by the developers, the working method determining the placement of a new interested tenant into the network of use and activities becomes predictable. A recipe of criteria forming a profile of use--characteristics of a tenant and its impact on the string, block, and district--places it in a proto-type family and its identification presents the parameters of where and how it can be placed.

The only criteria we are interested in is that which has an effect on those other uses and the public space around it. Therefore, it is those characteristics which push an activity beyond the pattern for that section/block and string which produces threshold of failure, which render it unacceptable and which create an imbalance between controlling/implanting the use and providing/ reflecting a developed street structure.

It is the average or median criteria which can be looked on as the predominant characteristics of that activity. It is

then up to the guidelines to determine if the use is acceptable for a particular placement on the string. If a block placement with special services is demanded, then it will be the sensory incompatibility patterns that establish its placement. If it is in need of particular spatial and privacy demands, then it is the section requirements that will be of priority. The combining of the performance standards for each of these areas; median criteria, special uses, special services, spatial/privacy needs evolve a set of use characteristics that program the organization both internally and its interface with other uses and the public realm.

An example of designation of a tenant might be as follows:

PROGRAM: DISCO CLUB

The potential tenant approaches the developer; the program is an exclusive disco running as a private club around the clock. The space must be accessible but different and exciting; open spans for dancing and the opportunity to get

outside on a terrace. There will be a restaurant and direct street access. Taxis and private cars are expected to have to pull up to a weather protected area. Parking nearby is essential, as is a secured walk to and from the car.

- Median criteria: public entertainment  
parking access  
food and waste access  
generating noise at night  
spin-off activities: massage parlors,  
prostitution, theft and mugging
- Special uses: acoustic control  
weather protected entrance at street  
security from intruders  
protection of customers
- Special services: refrigeration  
ventilation  
waste disposal  
freight elevator  
storage of foodstuff



Spatial and privacy needs: open spans  
roof terrace  
street access  
view  
acoustically protected  
secured  
ritualistic entry

Criteria for location: It will not be adjacent to housing.  
it will be in a somewhat autonomous  
building.  
It will have its own freight elevator  
and storage facilities at the  
rear.  
Its passenger elevator will be at the  
front or the side and protected.  
It will edge the street or alley al-  
ready improved for security.

Performance standards intrinsically order the expectation of a  
use into general patterns of implementation which carry varia-  
184 tions dependent on time, place, sequence, and scale. Failure

All special conditions should first adhere to the General Guidelines for sun siting and secondary material use.

STRING TYPE 1

Commercial sequences: Atrium  
Path system  
Arcade  
Open space  
Filter streets  
Alley

Residential access:

Office:

STRING TYPE 2

MIXED USES:

residential/office:

## IMPLEMENTATION SEQUENCE

## DEVELOPMENT STAGES

Incremental implementation is the carrying-out of physical and programmatic designs in a time-connected frame. It implies sequence: a plan of concurrent mechanisms that are separate but supportive of each other. The conceptualization of what these mechanisms might be were spun from the existing implicit nature of the context and the opportunities available to connect this place with other places through events, landmarks, transportation, and historical associations.

The speed of implementation is not of concern, but the order of implementation has explicitly physical and economic impact on the development. The combinatorial patterns of sequences, and the choices of alternative locations, size, and use-characteristics of the public network provide flexibility to the

developer, while optimizing a framework designed for continuity and potential variation of space that meets the requirements of the tenant.

The determination of placement over the duration of change must be made in terms of the long-term implication for the building, the block, and the public network. The effect any new use has on the district "en-totale" is primarily determined in the parking and transportation demands. The location of parking and access to transportation systems is the product of projecting the combinatorial effects of several tenants, since the specific nature of tenants is derived from the available spaces physical and programmatic characteristics. The location, size of space, access to public network, service, and its sensory characteristics; light, acoustics, and cleanliness all contribute to portraying a self-descriptive category of potential tenant use. As the tenant can also be described in these terms, the general requirements are matched to the general attributes of available space. The no-zone qualifier, which determines what should

not be adjacent or near each other due to irreconcilable incompatibilities, in effect is testing the space and the tenant by stretching the characteristics to the threshold of unacceptable. In general, the attitude is not to generate a system of use-designation, but to allow the private market as much room as possible within a loose framework that restrains itself from determinism and in its place chooses to operate as a method of surveying the consequences of decisions that may be made for reasons that are not yet thought of.

#### PERFORMANCE STANDARDS TO DETERMINE RULES

Armed with a catalogue of element pieces that are in the existing context, and a plan for the evolvement of the public network city park--a living experience of past meeting present--the thesis combines the goal of sequential implementation with the notion of development of the public network. The pedestrian experience determines patterns of interface that embrace variation and digression without

diluting the characters of the local condition. The sequence of pedestrian experiences is designed to occur in "strings" which hold common characteristics. The aggregation of characteristics will promote dissimilar blocks within the site, and inspire systems of identification. The homogeneity of a "string" is one of the "viability goals." The thesis connects the diagrams of rules to the reality of the site by depicting the transformation of several of the streets. The rules are designated as being with general application, local application, or conditional opportunities idiosyncratic to the example. The goal is to test-through-design, to determine the least number of rules that will encompass the widest variety of situations.

*ALTERNATIVE PHASING OF DEVELOPMENT:*

*The two dichotomous development models are the Centralized Creeping Model and the Decentralized Concurrent Mechanism Model.*

*One is not mutually exclusive of the other in practice, but in generating of the public network, their differences are found in the ability of the second to propel pedestrian activity throughout a large site, whereas the first concentrates the pedestrian in a small area.*

*The two models certainly can be both used simultaneously or sequentially within the large site.*

*Incremental implementation would see both models used to serve the other; the multiple development projects will act as co-generators of the pedestrian movement.*



## IN SUMMARY

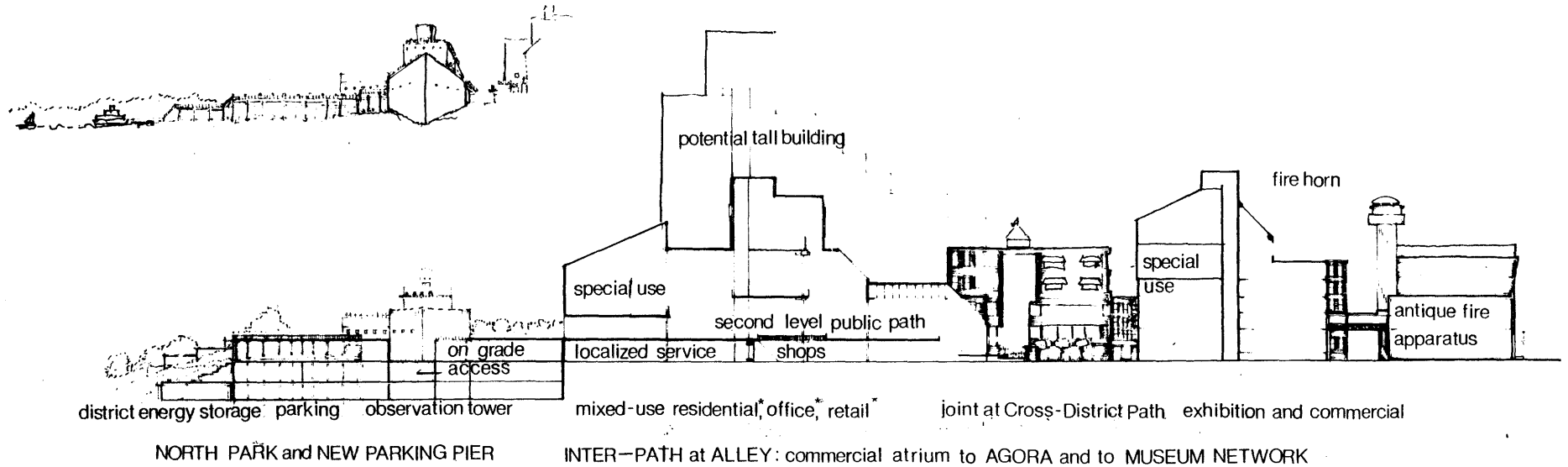
- It does make a difference how you phase and how you "choose to aggregate" new uses into the existing fabric.
- While specific new uses will be dependent on the fragility of the private market and availability of space; there is a need to develop guidelines for neutralizing incompatibilities and reinforcing desired interfacing of uses.
- Potential new uses, while not described in specific, can be analyzed in terms of set of characteristics that have common needs and demands/criteria and resolutions.
- The omnipotent powers of the single owner-developer to resolve the variations will be determined by (a) the sequence of implementation and (b) the promotion of designated special uses, which serve as a structure to materialize the full potential of the warehouse district.
- The co-existence of light-production type businesses, design/goods businesses, public attraction businesses and commercial/retail with housing is dependent on the development of a street structure that will provide a safe, identifiable, and accessible pedestrian path.

AS A POINT OF STUDY, SEVERAL AREAS OF THE SITE WERE LOOKED AT MORE CAREFULLY THAN OTHERS. IN PARTICULAR, THE MAJOR CONNECTION OF THE PROPOSED NORTH PARK AND ITS INTER-PATH TO THE CENTER PLACE IS THOUGHT THROUGH. IN TESTING THE IDEAS OF THE THESIS TO GENERATE PUBLIC NETWORK, TO CAUSE PEDESTRIAN MOVEMENT BETWEEN MAGNETS, TO RECONNECT THE SITE TO THE CITY AND ITS BOUNDARIES, AND TO PROVIDE A PROCESS OF EVALUATION OF PARTICULAR TENANTS IN SPECIFIC PLACES, SEEMS TO BE EVEN MORE APPROPRIATE THAN I HAD FIRST IMAGINED. THE ACTUAL ACTUALIZATION OF GUIDELINES, WHILE RESTRAINED TO THOSE WHICH I PROPOSE ARE BOTH COST AND ENERGY EFFECTIVE, THE MANY MORE RULES FOR DEVELOPMENT ARE ON THE HORIZON AS I CLOSE MY THESIS.

THE FOLLOWING ARE SOME STUDIES DONE FOR THE NORTH PARK INTER-PATH THROUGH THE ALLEY TO THE CENTER PARK.

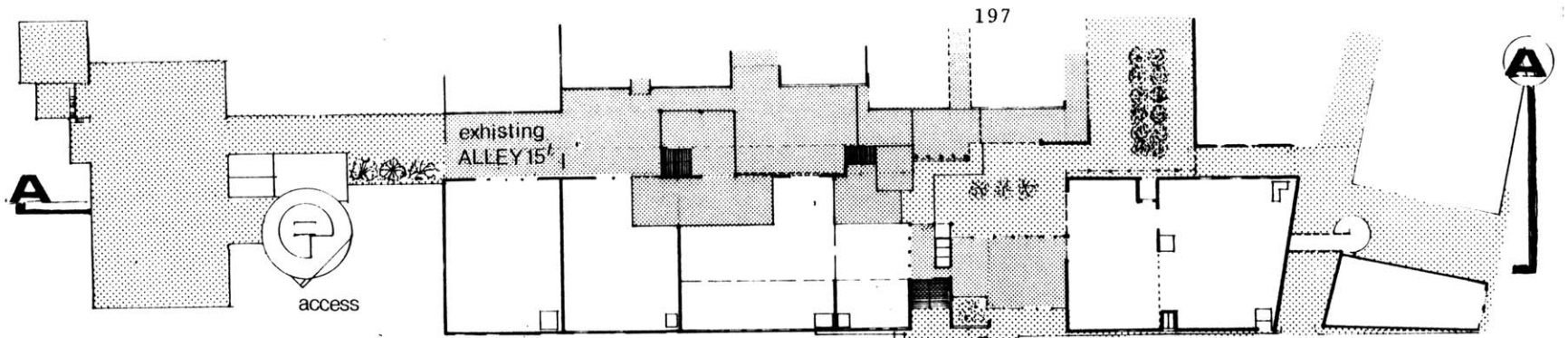
*darleen powers*





# STUDY SEQUENCE: PARKING PIER TO MUSEUMS



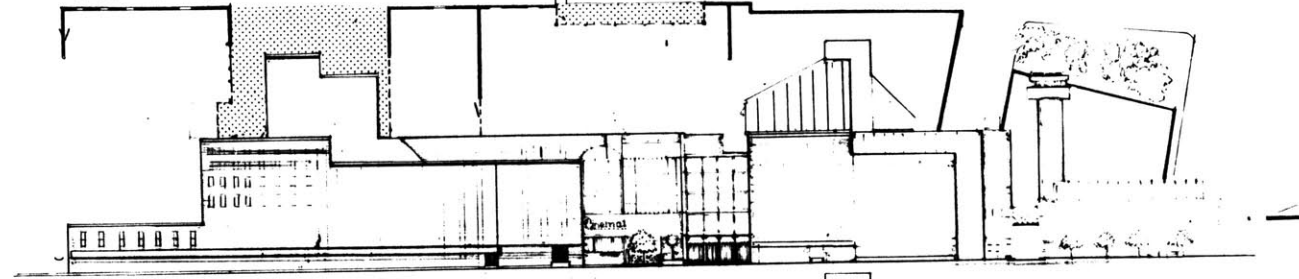


NORTH PARK

- museum events
- carnivals
- observation
- vendors

FARNSWORTH STREET

ISLAND



FARNSWORTH STREET ELEVATION

existing structures



STRING

STRING

IDIOSYNCRATIC



An Approach to the Incremental Development of Fort Point Channel

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