BACKGROUND:

The development of the North End of Boston has historically been closely tied to the sea. Originally a tight little region completely surrounded by water—the Mill Creek, the Harbor, the Charles River, and the Mill Pond—this section of the city has developed a unique quality of urban life, one nurtured by its relationship to the sea.

Since the nineteenth century this neighborhood has developed a unique urban lifestyle, characterized by the traditional proximity of work and living facilities. The area is an energetic mix of residential and commercial use, spiced by the characteristic Italian joy of the street.

Future development of the waterfront should ultimately respect the close-knit relationship between Boston's North End and the sea. Community-oriented development is encouraged in terms of contemporary traditional North End sea-side life.

SCOPE:

This program will deal with a proposed multi-use facility containing commercial-retail market places of local shop-keepers and merchants, community-oriented office spaces, and approximately 100 mixed income housing units.

GOALS:

1.) The creation of a structure that would by means of the extensive interplay of functions typify the vitality of the Italian-American community and once again establish the North End's historic relationship to the sea.

2.) A careful integration of the proposed complex with the existing street fabric of the North End to enhance and encourage convenient, eventful access to the sea.

3.) To manifest in architectural terms a respect for and cognizance of the existing significant historic structures that enrich the neighborhood and contribute heavily to the continuity of the urban life experience in the context of the city's total growth.

4.) The complex should develop varied, broad, and public access to the sea, and moreover, should afford a water court for convenient arrivals of public water taxis.

5.) The mass and height of the proposed structure should not exceed the height of the existing Quincy Cold Storage Building (118') and all design efforts should be directed toward achieving a reduction of the visual bulk of the complex.
GENERAL SPACE REQUIREMENTS:

1.) Commercial-Retail Space  25,000 sq. ft.
2.) Open-Plan Office Space  25,000 sq. ft.
3.) Housing  104,650 sq. ft.
4.) Parking (excluding circulation)  23,490 sq. ft.

TOTAL BUILDING AREA  178,140 sq. ft.
TOTAL SITE AREA  194,512 sq. ft.

NOTE*
For a more complete and detailed program explanation see Appendix I.
FIRST AMERICAN CENTER

Client: First American National Bank

Architect: Flad & Associates of Madison, Wisconsin

General Contractor: Morse/Diesel

Size of Project: 13,300 square meters or 143,000 square feet

Use: Mixed use consisting of a bank, offices and shopping.

Structural System: Poured in-place concrete with waffle pan construction. Support columns on concrete pads

Exterior Skin: Indiana Limestone panels attached to concrete frame. Gray colored concrete with bronze tinted windows.

Zoning: Offices occupy 1st level which is sub-grade. 2nd (ground) level is the plaza level. The 3rd level is primarily commercial with real estate loan departments. Commercial and professional spaces occupy the remaining four floors.

Scheme: Shape determined by first building around existing
structure then old structure removed. A distorted u-shape houses the plaza with commercial and office space. Trapazoidal shape (4 floors) handles commercial and professional space.

Circulation: Main entry on ground (plaza) level, between the two main wings. Horizontal circulation fairly loose in a corridor type arrangement. Retail areas have a circular plan with no dead ends which allows circulation between banking, retail and tenant areas.
THE BREWERY - Milwaukee, Wisconsin

Client: Milwaukee Redevelopment Corp.

Architects: Elbasani Logan Severin Freeman

Size of Project: 210,000 square feet

Use: Mixed use consisting of retail stores, housing, offices, recreational facilities, a theater and museum.

Structural Design: The buildings are existing brick and masonry. Brick construction:

Exterior Skin: Terra-cotta colored brick on existing facades.

Zoning: Different structures occupy different functions however all are connected by way of main shopping and parking level located one level sub-grade and ground level. All housing elevated above ground level.

Scheme: Campus scheme in which each existing structure consists of a different function.
Circulation: Horizontal circulation on bottom two levels where most public functions exist. Vertical cores centrally located handle vertical circulation with horizontal halls branching off in a linear scheme.
WESTMOUNT SQUARE - Montreal, Canada

Client: MonDev Corporation, Ltd.
Architects: Greenspoon, Freedlander, Plachta & Kryton
Consulting Architect: Mies van der Rohe
Engineers: I.S. Backler; I.N. Semenic & Ass.

Size of Project: 103,473 square feet
Use: Multi-use facility consisting of residential, commercial, offices, parking.

Structural System: Reinforced-concrete waffle slab with ribs 24" on center. A 5'3" plan module was used and a standard bay of 5 modules (26'3"").

Exterior Skin: Curtain walls of aluminum and solar gray glass

Zoning: All public spaces defined in the concourse and parking level - basically the bottom three floors. All private sectors elevated for privacy.

Scheme: Campus plan in which towers are placed at different points on the
site and connected by the main concourse level.

**Circulation:** Main entry to all structures from the wide open plaza (concourse level). Central cores are predominant in the apartment and office towers for vertical circulation.
KENNELLY SQUARE - OLD TOWN CHICAGO

Client: Marvin Myers


Use: Multi-use facility containing retail and residential functions

Structure: The Warehouse is based on a 16' bay system which runs the entire length of the building on the north and south sides. These bays are cut away above the 3rd floor and a skylit court is carved into the lower four floors.

Exterior Skin: Natural brick (existing) which has been sandblasted. Exposed tile arches.

Zoning: First four floors devoted to commercial areas while the upper six floors contain studio apartments.

Scheme: The warehouse is located next to an existing church and a new housing tower. It's set up on a campus type plan and ties into the new tower at the 4th floor level. The warehouse itself is set up on a linear hall scheme with apartments on either side.
Circulation: The main entrance is located just off North Clark Street through a sunken garden and foot bridge. Internal walkways in a linear fashion predominate on all floors, and also act as a connection to the new housing tower.
In general, most multi-use facilities seem to follow a trend in the hierarchy of spaces. Most centers have many of the following characteristics:

1.) Entry's:
   a.) Usually very dynamic to bring in the public
   b.) Oriented to receive highest volume of pedestrian and vehicular traffic
   c.) Main entry usually located on a plaza or shopping level and close to the major parking area

2.) Plaza's:
   a.) Most centers have plazas that consist of shopping and/or commercial-retail spaces
   b.) Plazas usually in a rectangular or square plan
   c.) Plazas usually on 1-3 levels up or down from ground plane
   d.) Plaza circulation usually through center or around perimeter of space

3.) Hierarchy of Spaces:
   a.) Offices and housing usually occupy 4 or more floors
   b.) Housing and offices almost always sit on top of parking or plaza levels
   c.) When housing is in same structure as offices - they are located on top
   d.) All public spaces usually confined to first 3-4 floors - promoting privacy on upper floors

4.) Schemes:
   a.) Housing and/or office structures are consistently vertical in scheme and rectangular in plan
   b.) Major function of complex serviced by central circulation cores with branch pathways extending on the longitudinal axis, and secondary circulation paths off the major path
   c.) Office and housing functions sometimes in different structures yet usually connected by circulation paths, bridges, courts or plazas
   d.) Circulation in public spaces is generally of a loose, free-flowing nature, however it is a directed form through use of landscaping
   e.) Circulation in private sectors is always enclosed, which is not always the case in public spaces

5.) Structure:
   a.) Varies from project to project
   b.) Most often poured in-place concrete, precast concrete or steel frame system
   c.) Usually set up on a grid or modular system for ease of construction, economy, and formal expression

6.) Exterior Skin:
   a.) Also varies from project to project with respect to location of site and climatic factors
b.) Curtain walls often used
   c.) Utilize a lot of glass

7.) Parking:
   a.) Almost always enclosed
   b.) Always within 1st three
       levels of complex
   c.) Sometimes acts as a connection
       between two structures
Map 1 - Legend

- - - - - Major Vehicular Traffic Flow
     Major Pedestrian Traffic Flow
- - - Minor Pedestrian Traffic Flow

Map 2 - Legend

- - Fresh Water Supply
- - - Sanitary Sewer
- - - - - - Power
- - - - Telephone Communications
SOIL CONDITIONS:

a.) Bearing - the site is presently being utilized as a parking lot (1-level). The site, being a wharf, is built on structural piles 40 feet deep.

LAND CONTOURS:

a.) Because the site is a wharf and now utilized as a parking lot, it is basically flat with slight slope to the north and the east for drainage into the sea.

SIGNIFICANT FEATURES:

a.) Water (Boston Harbor) borders the north and east sides of the site.

b.) Vegetation - there is no vegetation on the site at the present time.

SENSORY:

a.) Noise - Due to fairly heavy traffic on the west side (Commercial Street), there is a considerable amount of noise.

b.) Odors - At the present time there are no annoying odors to contend with.

c.) Visual - Other than in the northwest direction, where a few large old warehouses exist, there are no visually cluttering structures immediately surrounding the site. Good views exist to the northeast, east, southwest, and southeast.

SURROUNDING PHYSICAL ENVIRONMENT:

a.) Zoning

1.) On an adjacent southside parcel of land exist a re-habbed commercial and business structure with a few apartment complexes to the south of that, until eventually one enters the central business district.

2.) North of the site exists an old warehouse storage building and a brand new 2-level housing complex. Generally, warehouses occupy areas north of the site.

3.) West of the site are small commercial areas inter-mixed with a great deal of Italian-American residential areas.

4.) East of the site is Boston Harbor.

b.) Profile - The Boston skyline exists to the southwest of the site, while lower profile exists on the east and west sides.

c.) Scale - Heights on the north side extend to 118', on the west about 55', on the south about 40', and to the east virtually 0.

d.) Image - On the south and west sides exist the traditional Italian character. A modern housing complex exists to the north along with warehouses. On the east is the natural setting of water.

e.) Materials - Essentially, masonry and granite are used in all existing surrounding structures, with the exception of the new housing complex to the north which incorporates aluminum siding.
f.) Density - Light density exists on the north and south, however great density exists on the west. No density exists on the east where Boston Harbor exists.
g.) Light - There is a great deal of north light available for the proposed complex. Early morning sun from the east may also be extensively used. There is not much protection from the south or west sun.
h.) Orientation (existing views of site from off-site locations) - Excellent opportunity for views from the east, southeast and southwest.

SURROUNDING SOCIAL ENVIRONMENT:

a.) Ethnic groups - The site is located primarily in the Italian-American area of Boston, however, there are some black and Puerto-Rican peoples.
b.) A great deal of historic museums exist in this general vicinity along with some traditional market places.

EXISTING VEHICULAR TRAFFIC:

a.) Heavy volume of vehicles on the west side only.
b.) Best possible vehicular entrance to site is from the northwest or southwest.

SHADING PATTERNS (from surrounding structures):

a.) Some shadows will be cast from the south by an adjacent commercial-business complex which is approximately 40' tall.
b.) Possible late afternoon shadows from structures west of the site.

PEDESTRIAN TRAFFIC FLOW:

a.) Heaviest pedestrian traffic coming from southwest and west, the Quincy Market Area.
b.) Moderate pedestrian traffic from the northwest.
c.) No pedestrian traffic from east or directly north.

UTILITIES:

a.) Location - All utility services are located under Eastern Avenue and run west into the main flow on Commercial Street.
b.) Depths - Approximately 8' underground.
c.) Capacity - The utility lines are sufficient enough to handle any feasible structure on the site.
The site is basically flat with slight drainage to the north and east.

Good views are to the northeast, southeast and southwest.

No vegetation exist on the site.

Water borders the north and east side of the wharf.

Commercial Street is the only access-egress road; also heavily travelled.

Pedestrian circulation generally comes from southwest and west.

Nice wind from the southwest for summer.

Shadows cast by the Pilot House on adjacent south wharf.

Northwest best place for vehicle entry to avoid congestion on Commercial Street.

Southwest best place for main pedestrian entry - convenient.

Wharf constructed on piles 40' deep.

Utilities are 8' underground running parallel under Eastern Avenue.
The previous 8 pages have been a collection of carefully selected drawings from my initial design phase in this project.

This "schematic" design phase began with bubble diagrams demonstrating my initial ideas, and transformed into various schemes suggested as possible design alternatives. Three selected alternatives were chosen as the best solutions and put into a semi-professional presentation form accompanied with mass models of clay and crescent board. After a first critique, one scheme was selected as best, and eventually taken into the design development stage and more detailed form.

What is important here is that the schematic design stage shows the initial steps I've taken to come to a final design. It demonstrates the process necessary in comprehending the problem and selecting the solutions that may best serve the client.