

ABSTRACT

Title of Document: A BALLPARK FOR THE CITY: THE
WASHINGTON NATIONAL'S BALLPARK
AND URBAN DISTRICT

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Baseball has been called our national pastime since the beginning of the 20th century. The Baseball Stadium has served as a hub for the social activity of people within the city, providing a place of gathering for people of all racial and ethnic backgrounds. But, a major flaw yet to be addressed is the fact that ballparks only serve their community for only 22% of the year, hosting 82 home games during the season. As the design of the ballpark develops, it has the potential to become a hub for the city.

This thesis will explore a new paradigm for the design of baseball stadiums, a design that not only works as a ballpark, but also serves the community throughout the year. It will also explore how a modern ballpark can echo the idiosyncratic intimacy of old-time ballparks by being gracefully integrated within the cities fabric.

The site for this investigation will be in the Southeast quadrant of Washington, D.C. adjacent to the South Capitol Street Bridge and situated along the Anacostia Waterfront. This area is currently an abandoned industrial district that could serve as a lively and energetic urban district as well as a gateway to the city.

A BALLPARK FOR THE CITY:
THE WASHINGTON NATIONAL'S BALLPARK AND URBAN DISTRICT

By

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Thesis submitted to the Faculty of the Graduate School of the
University of Maryland, College Park, in partial fulfillment
of the requirements for the degree of
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Dedication

I dedicate this thesis project to my father and our first visit to Memorial Stadium.

Acknowledgements

I would like to thank my parents for all of the help and support they've given to me. I would also like to thank my committee for all of their knowledge and guidance throughout the course of this Thesis. Finally, I'd like to thank the fellow students who helped me on this thesis: Kristina Hawkins, Jessica Leonard, Ross Galloway, Lin Mao, Corie Baker, and especially Jacob Hadley Zager.

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Chapter 1: The Urban Ballpark

When you design something that could be as emotionally significant as a major league baseball park, you don't start out with a blank sheet of paper, you start with the city (1).

-Charles Linn

The City and the Garden

A Thesis statement should begin with the good that inspires it, which is also the good that it seeks to achieve. In *Baseball City Magic*, Architect Phillip Bess introduces two images; *The Adoration of the Lamb* (fig 1), circa 1430 by Jan Van Eyck, and the panoramic view of Wrigley Field (fig 2), circa 1998.



Figure 1. Adoration of the Lamb. Jan Van Eyck (c1430) (<http://www.saintsilas.org>)



Figure 2. Panoramic of Wrigley Field. (c1998) (www.rassi.com/images)

Bess argues that these two images, even though created centuries apart, relate to each other in a very unique way. When studying paintings of the 15th century, it is important to realize that multiple meanings and lessons were placed there by the artist. For purposes of this thesis, it's necessary to look past the religious implications of this painting and explore other lessons that it teaches. The lesson that Bess introduces in his writings is the relationship between architecture and cities with the garden.

Van Eyck is painting his portrayal of heaven and paradise, his definition of the very best kind of life. Here, the garden in the foreground represents a freedom of personal comfort, liberty, and mobility. The city and its landscape in the background frame the garden in the foreground and represent a goodness that is dependent on security, human inventiveness, and the relationship among neighbors (2).

Notice that the city, depicted in its most thriving state, is not portrayed as Le Corbusier would have done with a rigid, ordered, almost tyrannical skyline. Instead it is pictured as an informal assemblage of buildings as we would see in the republic-type cities of Rome or Athens. Most importantly, the painting would not be whole without one of the two parts; the garden in fact is dependant on the city, and vice versa (2).

This image of Wrigley Field shows the same kind of juxtaposition with the garden-like space of the ballpark in the foreground and the city in the background, even though these two images are separated by almost 500 years. The fundamental goodness and enjoyment of baseball is preeminent when it occurs within the confines of an enclosed park within the context of the city (2).

A City Within a City

The physical arrangement of a successful city is characterized by beauty, durability, and hierarchy. Good cities are characterized by a dense and complex arrangement of buildings that are made distinct by the distance between them. Leon Krier writes in his publication *Houses, Palaces, Cities*, that a good city is organized in quarters, and that each quarter must integrate all the daily functions of urban life within walking distance (3). These daily functions of urban life are comprised of dwellings, places of work, facilities of entertainment, and civic institutions, both public and private (fig 3). The most common civic buildings within cities are museums, places of worship, schools, libraries, and last but not least, baseball parks.

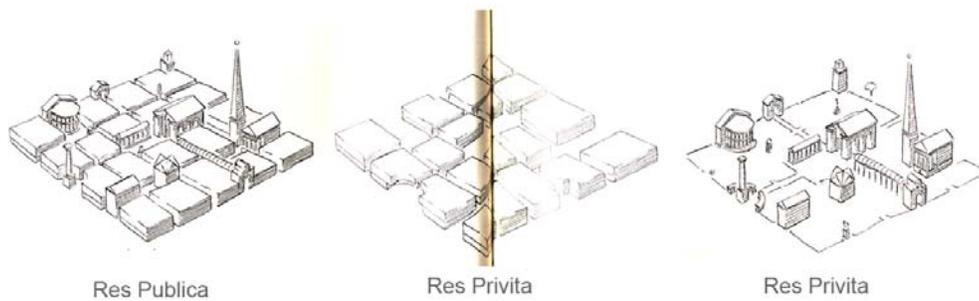


Figure 3: Urban Components Diagram. (*Houses, Palaces, Cities*)

The Urbanist Critique of the Modern Baseball Stadium

Modern ballparks are the most conventional architecture since Mussolini's social realism (4).

-A. Bartlett Giamatti

If the urban formal order of a city is characterized by the proximity of places of dwelling, work, and entertainment, then the suburban condition is characterized by the orderly separation of these same elements. The Villa Rotunda designed in the 16th century by Palladio for a site approximately a mile outside of Vicenza, Italy, demonstrates the contemporary suburban ideal (fig 4). Built in the middle of a farm site of rolling hills and landscape, it stands alone as monument, relating to no context except the natural landscape which it frames. It embodies all of the qualities of individual freedom in the natural order, a genuine good that is evident the Van Eyck painting pictured above. It provides the pleasure and freedom of the open landscape with the culture and convenience of the city. (5)



Figure 4: Aerial View: Villa Rotonda. (www.public.iastate.edu.)

Like the Villa Rotunda, the modern baseball stadium of the last 40 years has been transformed from a civic entity within a downtown district to a suburban superstructure, free from the formal order that has traditionally organized the city. Instead of the ballpark being surrounded by rolling landscape and hills, it is substituted with a less attractive landscape of surface parking. The modern suburban stadium is bad for fans, bad for baseball, and most importantly, bad for the formal and economic order of cities (fig 5). The economic inadequacies of these stadiums are caused by their anti-urban suburban character. The suburban stadium's primary problem is its defiance of traditional urban patterns of streets and blocks. (6)(7)

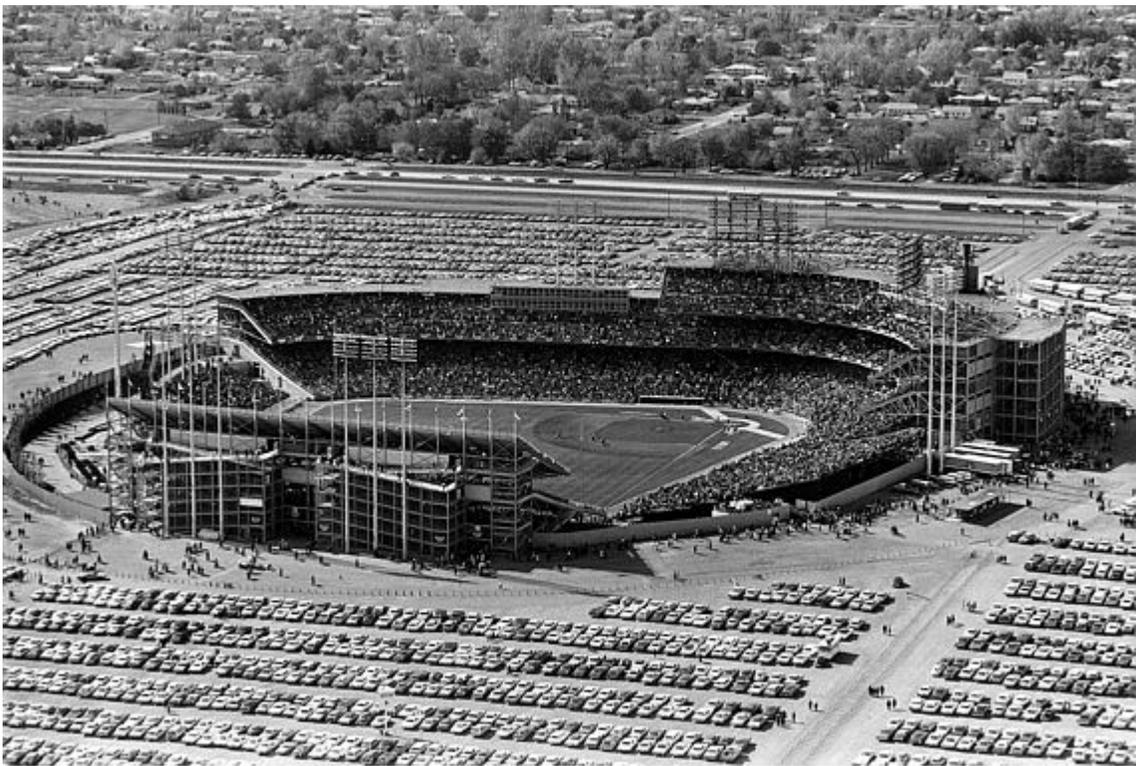


Figure 5. Metropolitan Stadium. Minneapolis, Minnesota. The typical suburban stadium sits removed from the city, relates in no way to its context, and is surrounded by a landscape of parking. (<http://www.startribune.com>)

What is an Urban Ballpark

The term “Urban Ballpark” is often misunderstood. Many think a stadium that is constructed of contextual materials with a traditional appearance is a true urban ballpark. An urban ballpark must relate both architecturally and urbanistically to its context. One can see by looking at The New Comiskey Park in Chicago, Illinois that it takes much more than style and materials to design a ballpark that acts as a civic neighborhood building (fig 6).



Figure 6. New Comiskey Park, Chicago, Illinois. Seen here, the New Comiskey Park designed by HOK is rather unsuccessful in many ways compared to true traditional ballparks such as Wrigley Field and Fenway Park. Surrounded by parking lots, it sits poorly within the context of the city. It also fails to activate the surrounding neighborhood by closing itself off to the fabric of the city. (www.sports-photos.com)

An urban ballpark should be intimately woven into the city's fabric of streets and buildings and uniquely tailored to the site's existing street grid rather than made to overlap neighboring parcels. Traditional fields built in the 1900's such as Wrigley Field, Fenway Park, and Old Tiger Stadium (fig 7) were located in traditional urban, physical, and cultural settings. They were located within mixed-use, pedestrian friendly urban areas that included residential, commercial, and civic buildings. They were built up to the street and shaped in part by the physical constraints of the urban block on which they sat. (8).



Figure 7. Figure Ground of Old Tiger Stadium. Built in 1921, the ballpark fits contextually within the city's fabric. The existing grid of the city influences the shape of the ballpark. The ballpark is located in a central location to a mix of fabric, becoming a node within the neighborhood. (*City Baseball Magic*)

Another important goal of an urban ballpark is to bring the fan closer to the game. Traditional ballparks of the early 1900's such as Wrigley Field achieved this

by building the upper deck on top of the lower (fig 8). The upper deck then had to be supported with columns. This, in turn, causes a small number of obstructed seats. Bess writes that it would be advantageous to return to this method of construction. In his design of Armour Field, a proposal for the new ballpark for the Chicago White Sox, he reduces the number of seats obstructed by columns to only 150, less than 0.4% of the total seating capacity of 42,250 (fig 8)(9).

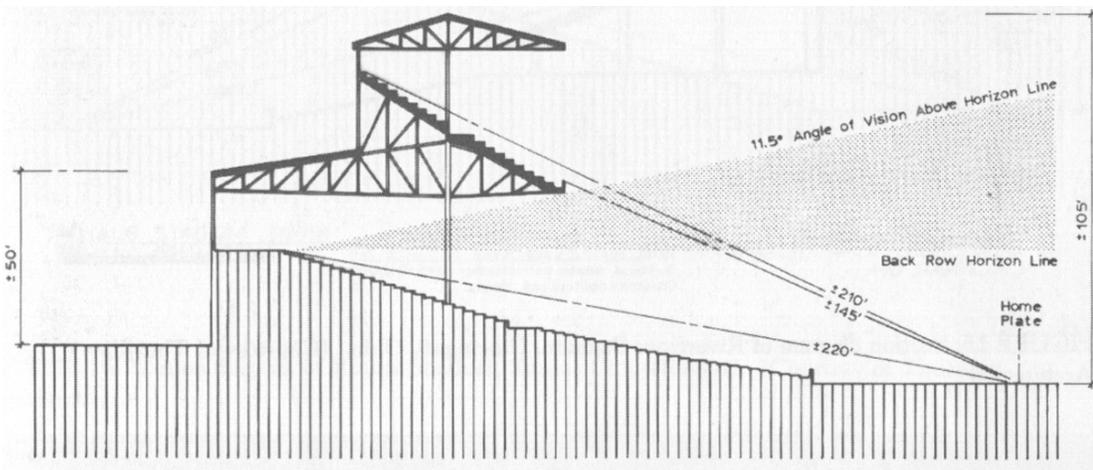


Figure 8: Building Section of Wrigley Field. The fans are brought closer to the field by placing the Upper Concourse directly above the Lower Concourse. The Upper Concourse becomes supported by columns creating minimal obstructed views. Not only does this bring the fan closer to the field, but it allows the ballpark to cover a smaller footprint. (*City Baseball Magic*)

Because of the close constraints common in the context of an urban ballpark, the envelope and the field become unique and idiosyncratic, making each ballpark original. The Green Monster at Fenway, the adjacency of the water at Pac Bell Stadium (fig 9), and the Warehouse of Oriole Park at Camden Yards all make these parks unique because they use the characteristics of the site to their advantage. These parks allow the franchise to be identified with a place because the ballpark gives the city character, and ultimately becomes part of the city and team's image.



Figure 9. Pac Bell Park, San Francisco, CA. Pac Bell Park seen here allows beautiful views of the water. The ballpark keeps the existing street edge to the west and becomes deformed as it approaches the water, making the right-field fence shorter. Boats fill the cove behind the right field wall and await homeruns to splash into the water. (www.fbcfsf.org/events)

Surface Parking in an Urban Ballpark: Creating an Active Street Life

Surface parking can become a major site liability in most large urban projects. Older urban ballparks such as Old Comiskey Park in Chicago, Tiger Stadium in Detroit- and even recent projects such SBC Park in San Francisco- were designed so that street parking would not overpower the site and thus make the ballpark a civic entity within the city.

In Boston, Fenway Park creates a vibrant street environment pedestrians walk from the transit station or a nearby parking lot to the ballpark (fig 10). The walk to and from the ballpark becomes part of the ballpark experience.



Figure 10: The streetscape acts literally as a room, creating a feeling of compression created as the pedestrian walks to the ballpark. An urban plaza sits adjacent to the ballpark contrasting this perception of compression. The tall buildings and narrow pedestrian friendly streets create an active pedestrian environment before the fan enters the ballpark. (www.andrew.cmu.edu)

Economic Benefits of an Urban Ballpark

Besides being better for cities and fans, a traditionally inspired urban ballpark is economically beneficial as well. A smaller urban ballpark can incorporate most of the luxury economic generators that newer stadium's provide such as luxury boxes, club seats, and a stadium club. There would also be ample room for restaurants and lounges (10).

Even though the modern suburban stadium is often more expensive, it is usually void of any detailing and craftsmanship. The high cost of the stadium is caused by its large footprint and its need for large parcels of land. Two predominant features that make the suburban stadium larger are its desire to allow no obstructed

views as well as its desire to place vertical circulation outside of the stadium. Parking facilities also increase the price of construction; the larger the stadium capacity the more parking required (10).

According to an official of the general contracting firm that renovated Wrigley Field, a ballpark similar in size and amenities could be built today, in the city of Chicago, for under \$70 million, compared to a recent stadium built in Chicago for the Chicago White Sox that cost approximately \$185 million (10).

Chapter 2: Site: Analyzing Near Southeast

Site History

L'Enfant's Washington D.C. plan was predicated on a close relationship between natural conditions and urban form (fig11). L'Enfant's prioritization in relating the urban city to the waterfront is emphasized in the way the streets meet the waterfront. Different from most cities designed on a waterfront, the water is not an organizing feature of the grid, and therefore the blocks and major avenues do not run perpendicular to the water's edge. Several overlooks were designed to be important urban spaces that emphasized the view of the river, and this can be seen in L'Enfant's plan for the Southeast Quadrant. (11)



Figure 11: L'Enfant's plan of 1791 for Federal City. The drawing closely resembles the reality of Washington D.C. (www.mcah.columbia.edu)

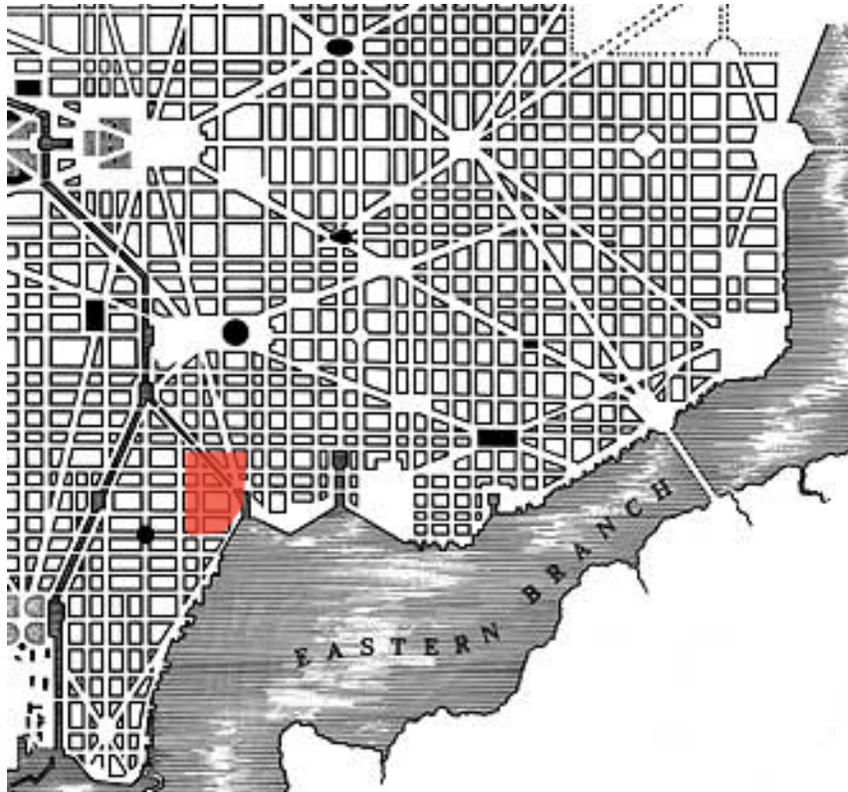


Figure 12: Enlarged view of L'Enfant's Southeast waterfront, with site shown.
(www.mcah.columbia.edu)

L'Enfant's plan for Washington combines a standard grid pattern with diagonal avenues that lead to public buildings (fig 12). This pattern continues to define development today. The strength of his original design is responsible for the powerful and unified urban design that is still found throughout the city. (12)

Many parts of the L'Enfant plan still exist in Southeast, but the area has suffered extensive damage due to the construction of the Southeast Freeway and urban blight. New Jersey Avenue provides the strongest remaining connection from the area to the US Capitol. L'Enfant's original plan allowed space for the Washington Navy Yard and for an adjoining inlet off the Anacostia River which has since been filled in. These areas account for the lack of street connections from M Street to the waterfront.



Figure 13: Historic L’Enfant Street Reservation Plan. This diagram shows how the city plans to keep the L’Enfant plan intact. The small green blocks are to be public parks, while the red lines are projected right of ways. (Anacostia Waterfront Initiative: Existing conditions)

The area in Southeast Washington, D.C is one of the most underserved areas of our nation’s capital. Currently, the average income for a family of four in this quadrant is \$17,000 a year, and 75% of the children grow up in single parent homes (12). The areas surrounding the site have predominantly been established as a market for office and mixed-use development.

Site Description

The site for this thesis exploration is in the Southeast Quadrant of the District of Columbia, just east of South Capitol Street (fig 16). The area of exploration will primarily be south of M Street to the water, bounded to the east by the Southeast Federal Center and Washington Navy Yard and to the west by South Capitol Street. This site, now a dilapidated industrial area, is occupied by run-down clubs and

abandoned industrial warehouses. It has a strong relationship with the water to its south and the Capitol to its north (fig 15). Although much of it is currently unused, it still retains active remnants of its industrial past. Construction companies use this area for storing, processing, and distributing heavy construction materials such as gravel, concrete, and asphalt (13). The site is currently slated by Major League Baseball for the development of the new National's Stadium.



Figure 14. An overview of Washington, D.C. Metropolitan Area. (www.wtc-trauer.de)

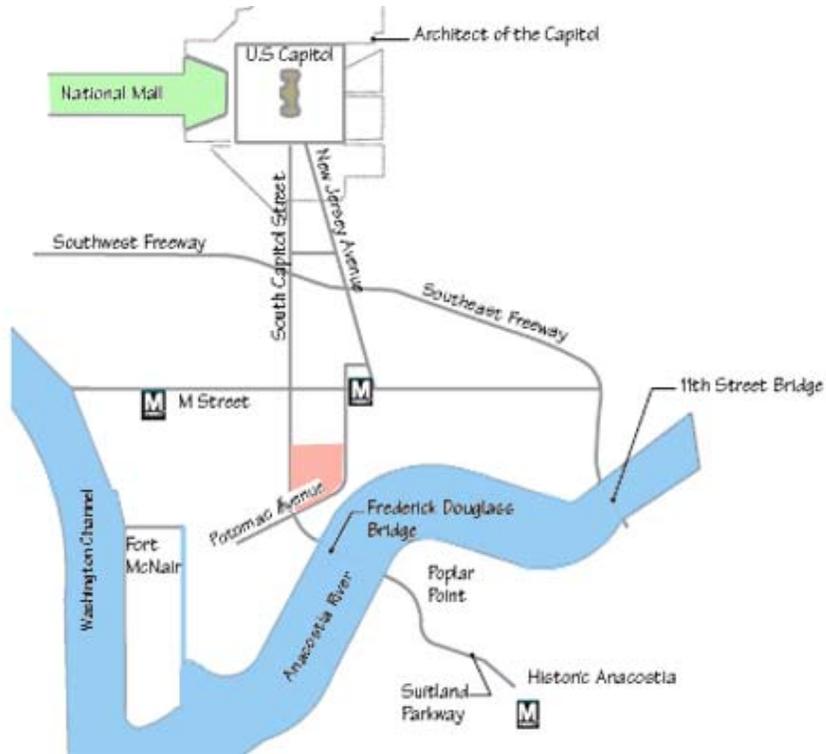


Figure 15: Diagram showing the relationship between the Capitol, mall, the site (highlighted in red), and the waterfront. (South Capitol Street Corridor Report)

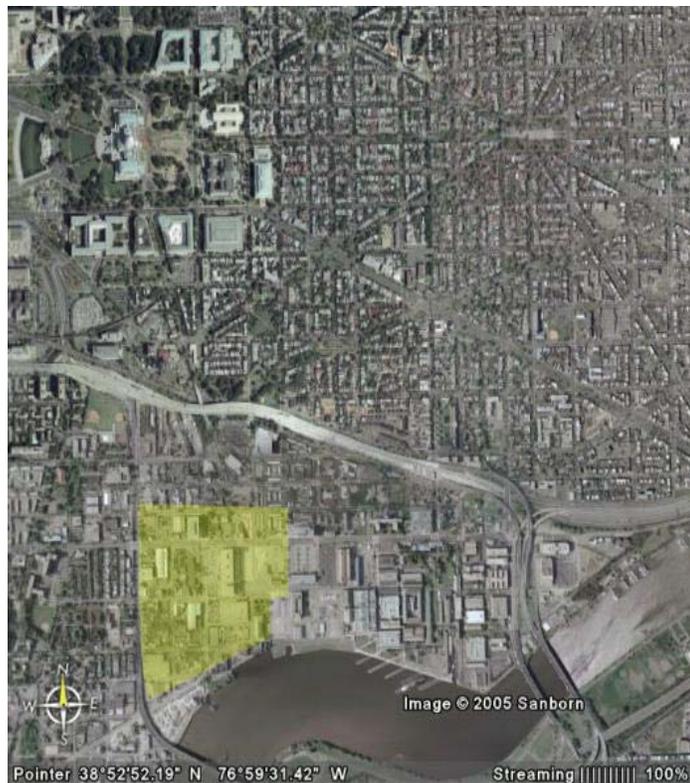


Figure 16. Southeast Quadrant of Washington, D.C. Thesis site highlighted. (Google Earth)

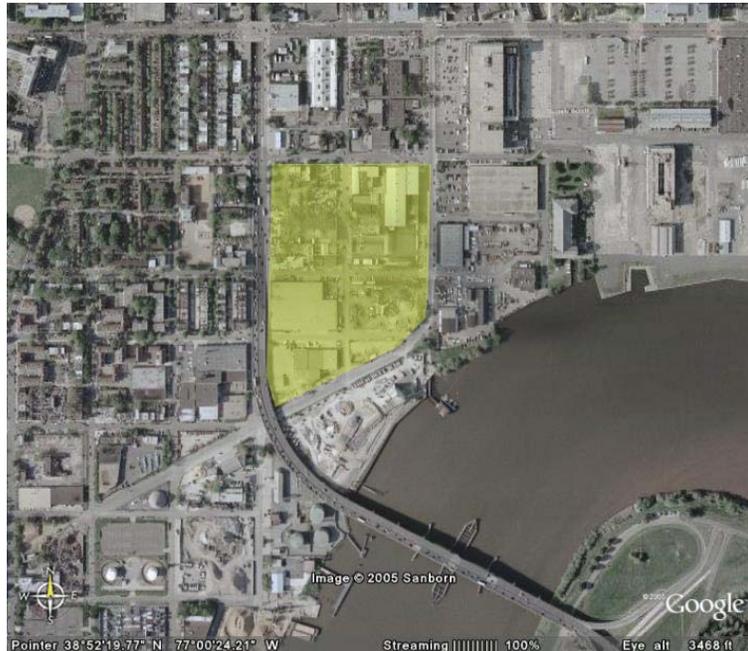


Figure 17. Close up of Industrial area adjacent to South East Federal Center. South Capitol Street runs directly west of the highlighted area, M Street runs to its north, and Potomac Avenue runs diagonally south terminating in the Southeast Federal Center. (Google Earth)

Several blocks to the north of the proposed site sit narrow blocks of brightly colored, well-maintained townhouses, a high-value residential neighborhood in the historic Capitol Hill district.

M Street is the main east-west thoroughfare off South Capitol Street. This site is still home to a few run-down night clubs, but the development of the adjacent Navy Yard has promised to turn M Street into a vibrant commercial strip.

Context

Directly to the east sits the Washington Navy Yard (fig 18). This Navy Yard is the U.S. Navy's oldest shore establishment. It evolved from a ship building center during the War of 1812 and was a strategic link to the defense of the Nation's Capital

during the Civil War. During WWI and WWII, the Navy Yard was the largest naval weapons plant in the world. Today, the Navy Yard is used to host a variety of activities, serves the Headquarters for the Naval District in Washington, D.C. and houses a variety of offices for the fleet and aviation communities (14).

Photo # NH 91943 Washington Navy Yard, D.C., in 1949



Figure 18. U.S. Navy Yard, Circa, 1959. The Historical Naval District sits directly adjacent to the site in which I am studying. It was at this time in history that the Naval Yard reached its height, playing a major role in both WWI and WWII. Thesis site sits directly to the left of this picture. (www.jdland.com)



Figure 19: A view across the Anacostia River in March 2005, looking north to the general area where the stadium would be located. (www.jdland.com)



Figure 20: Looking north into the land slated to be the Nationals' new home, from the South Capitol Street/Frederick Douglass Bridge. The street in the left-center of the photo is Half Street. SE Potomac Avenue is obscured in this image; it runs diagonally across the center of the photo where the trees and cement trucks are. (www.jdland.com)



Figure 21: Intersection of South Capitol & N Street Looking Southeast (www.jdland.com)



Figure 22: Intersection of 1st & P, SE looking north. (www.jdland.com)



Figure 23: Intersection of Half and N streets looking south to water and South Capitol Street Bridge. (www.jdland.com)



Figure 24: A surprisingly well-tended house on the southwest corner of Half & N Streets. This is pretty much the extent of residential houses in the area. (www.jdland.com)



Figure 25 Looking west on N Street from 1st Street. (www.jdland.com)



Figure 26: Old nightclubs in the unit block of O Street. (www.jdland.com)



Figure 27 Half an O looking north. (www.jdland.com)



Figure 28: Half Street north of O looking northwest. (www.jdland.com)



Figure 29: Looking north from the intersection of Half and P Streets. (www.jdland.com)



Figure 30: Southwest corner of 1st and P. (www.jdland.com)



Figure 31: South Capitol Street looking north. This stretch has the potential to become a vibrant pedestrian area with striking views of the capitol on axis. (www.jdland.com)

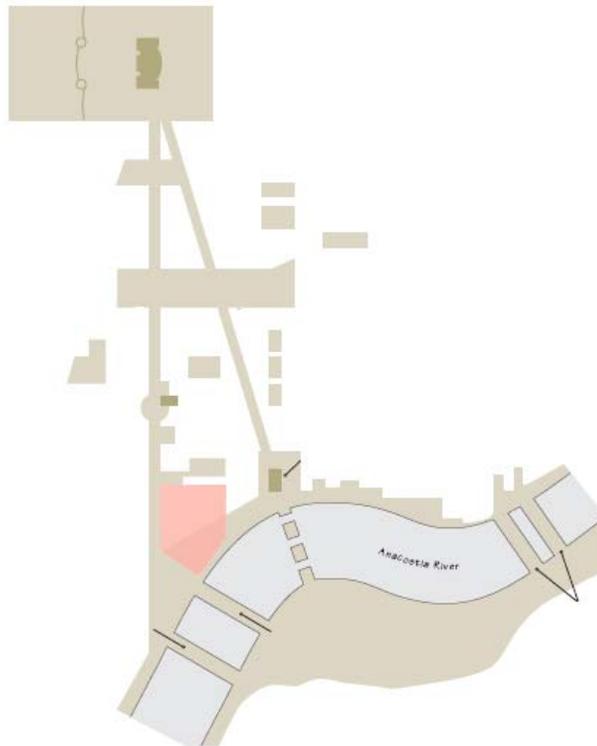


Figure 32: Diagram shows South Capitol Street and New Jersey Avenue as major view corridors. There is a clear connection to the waterfront, the adjacent site (highlighted in red), and the Capitol. (South Capitol Street Corridor Report)



Figure 33: Current intersection of South Capitol & P. The bridge entering above grade causes a severe disconnection between southeast and southwest. This could be replaced with an at-grade promenade type bridge. This would allow a reconnection with the city and create a more monumental experience as one enters the city. (www.jdland.com)



Figure 34: Continuing north on South Capitol Street. Currently, a public storage building dominates the surrounding landscape. Located about one block from the ballpark, this area would undergo severe revitalization. (www.jdland.com)



Figure 35 Intersection of South Capitol Street and M Street. St. Vincent de Paul sits at left. M street is slated to become a major thoroughfare that will link S.E. & S.W. D.C. Careful consideration should be given when designing around the church. (www.jdland.com)



Figure 36: The Market Deli sits in the foreground with the new Capitol Hill Tower behind. (www.jdland.com)



Figure 37: Looking north up 1st Street, just north of its intersection with M Street. (www.jdland.com)

Zoning

The thesis site is currently zoned as C-M-2 and M (fig 38). C-M-2 permits development of medium bulk commercial and light manufacturing uses to a maximum FAR of 4.0 and a max height of 60 feet. M permits general industrial uses to a maximum FAR of 6.0, a maximum of 90 feet, with new residential prohibited. Directly to the east of the site is zoned GOV for government use only. North of the site is zoned C-3-C which permits development for major businesses and employment centers of medium/ high density development to include office, retail, housing, and mixed-uses to a max lot occupancy of 100% and a FAR of 6.5 with a max height of 90 feet. Since this area is directly adjacent to the ballpark district, the buildings may be completely residential, a mix of uses, or strictly office space (15).

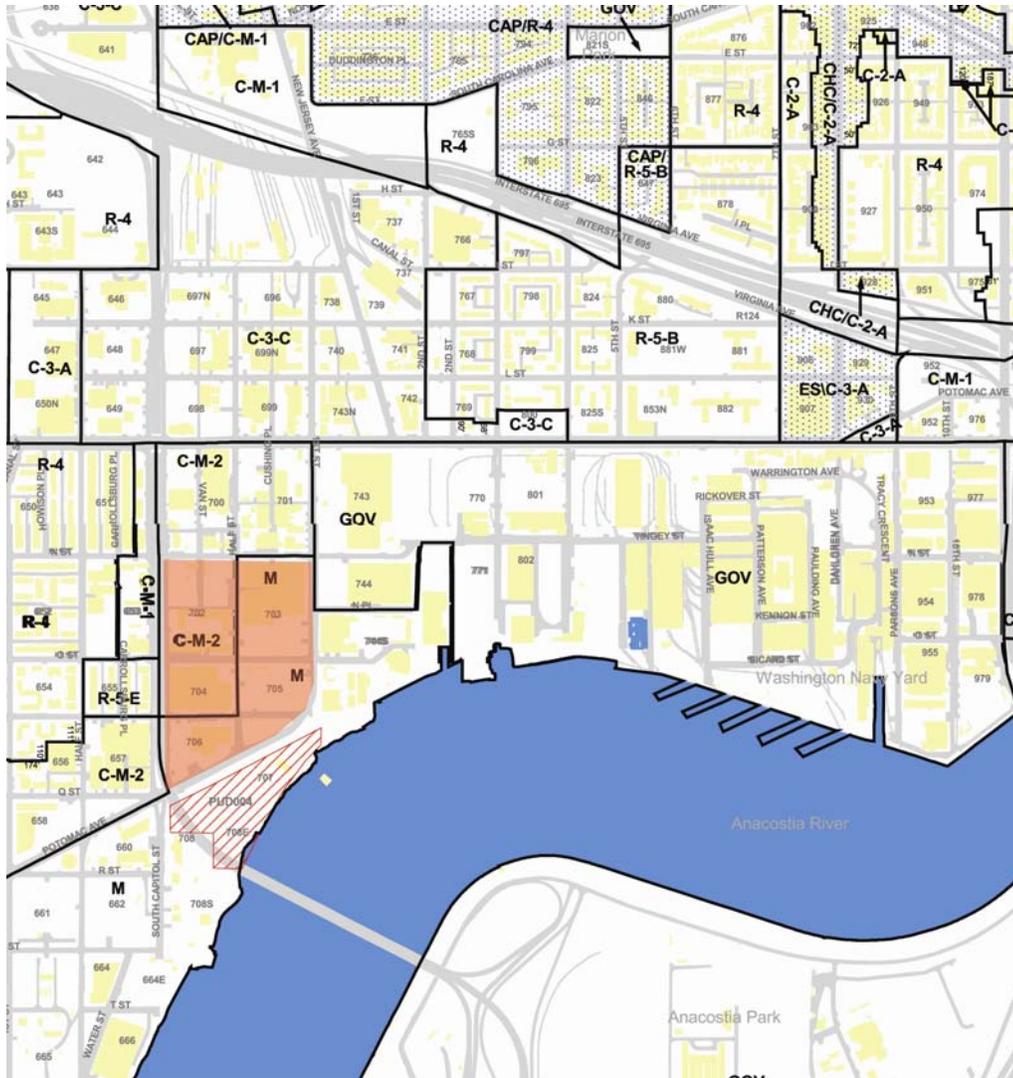


Figure 38: Drawing showing the zoning of the area surrounding the site. C-M-2 permits development of medium bulk commercial and light manufacturing uses to a maximum FAR of 4.0 and a max height of 60 and new residential permitted. M permits general industrial uses to a maximum FAR of 6.0, a maximum of 90 feet, and new residential prohibited. (DC Planning)

Access

Currently, there are three modes of public transportation that are located near the site. The waterfront metro rail station is located directly north of the site (fig 39). Adjacent to that metro station are two bus lines which continue route to and from the east and west. M Street and South Capitol Street are the two main thoroughfares that will provide vehicular access to the ballpark and ballpark district (fig 40).

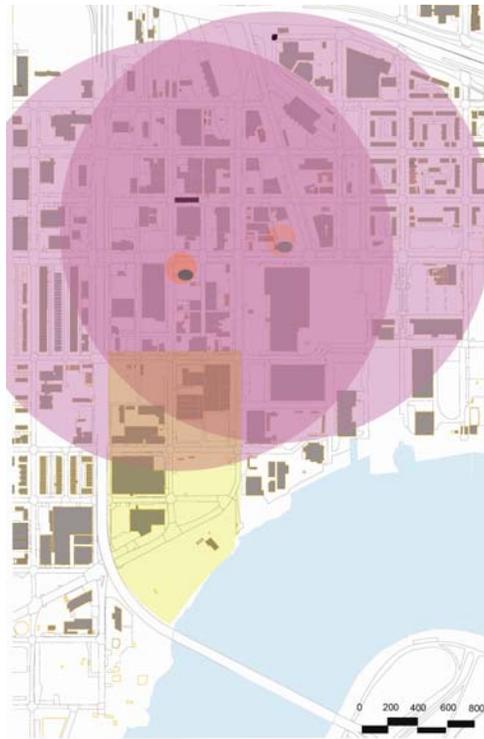


Figure 39: Diagram showing site with adjacent metro rail stop. Adjacent to the metro rail stop are also two bus lines.

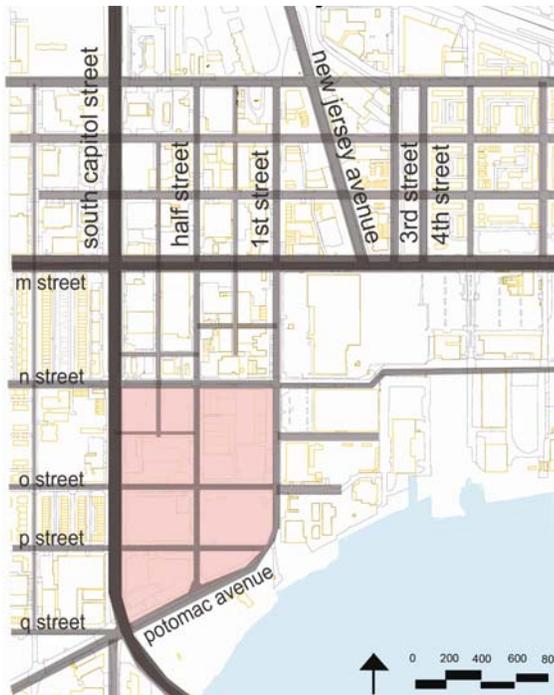


Figure 40: Diagram showing street hierarchy. South Capitol and M street (darkest), passing directly west and north of the site are most hierarchical.

Analytical Diagrams



(left) Figure 41. Site Figure Ground of area beings studied. Notice the disconnection of the fabric of the city to the waterfront.

(right) Figure 42. Site Figure Ground of area beings studied with overlays. The area shaded yellow, is the most conventional site for this study and includes the land currently owned by Florida Rock. The orange area will be the ballpark district and will have a promenade from the metro station to the ballpark. The purple area to the east of the site is currently owned by the Federal Government.

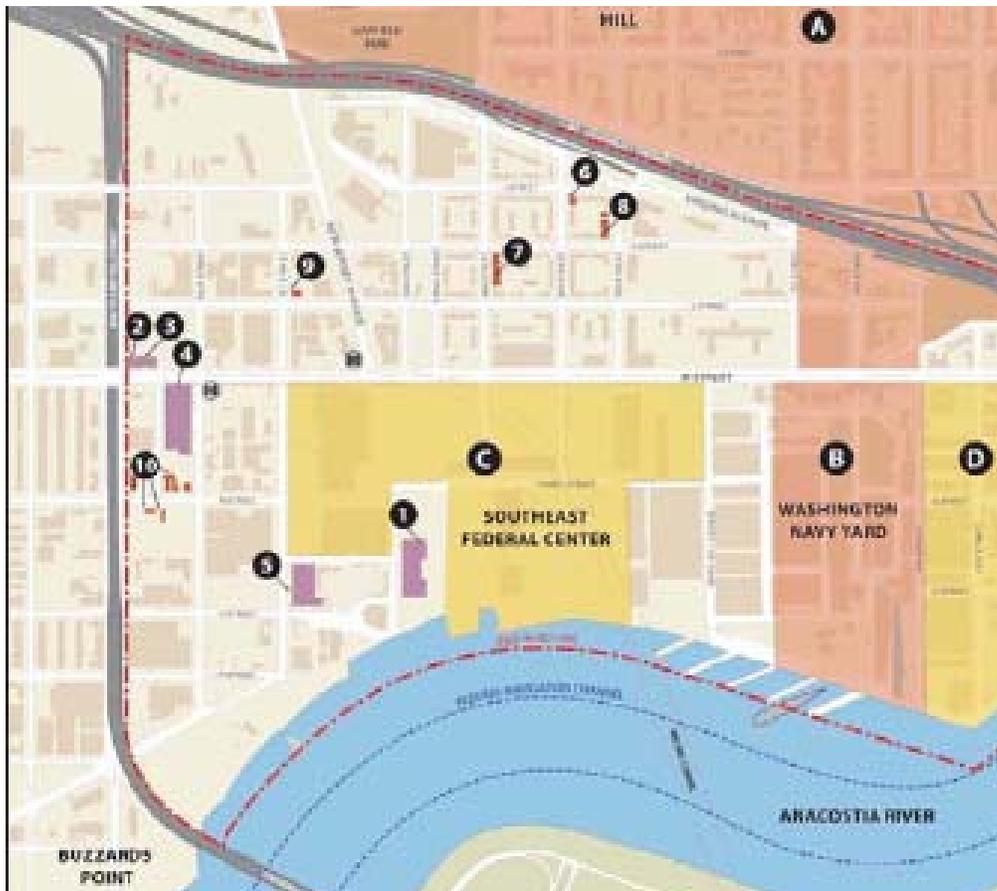
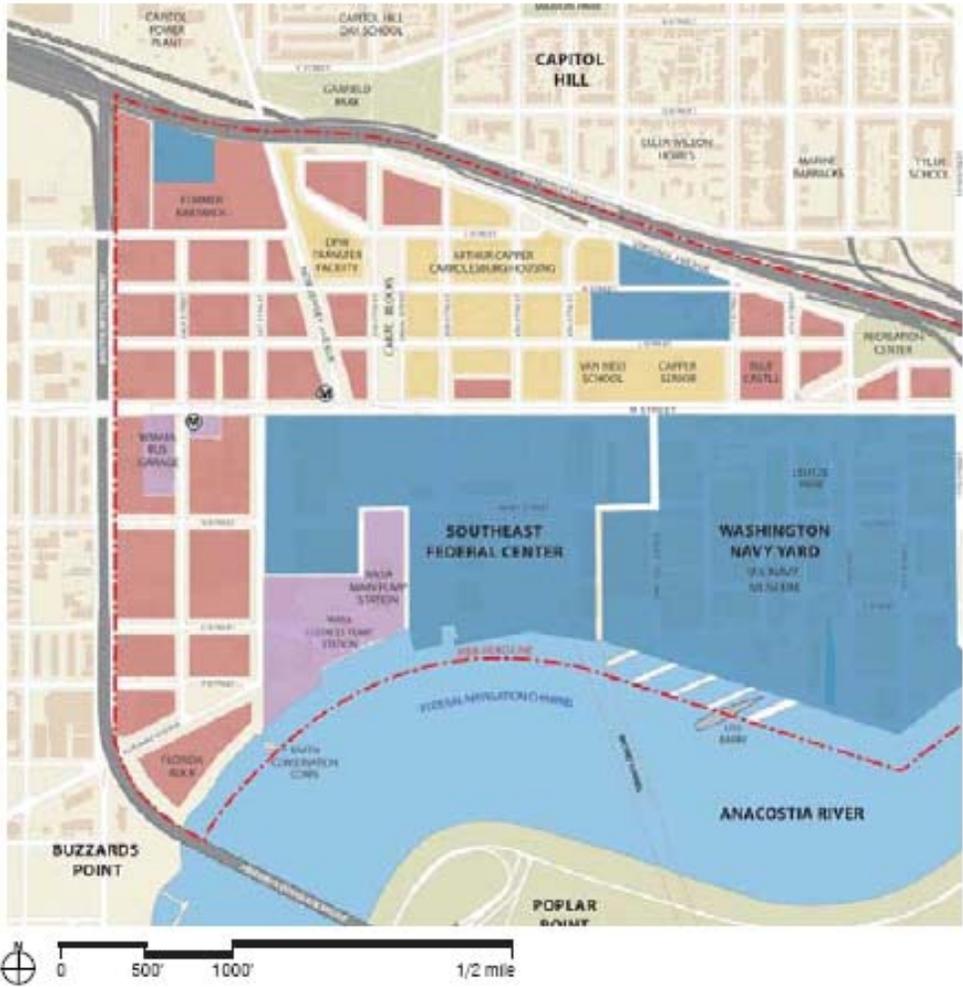


Figure 43. Historic Resources. (Anacostia Waterfront Initiative)

1. DC Pumping Station. 3rd & N Streets, SE
 2. St. Vincent de Paul Church. Unit Block of M Street, SE
 3. St. Vincent de Paul Rectory. 14 M Street, SE
 4. Metrobus Garage. 23-33 M Street, SE
 5. DC Garage – 100 O Street, SE
 6. St. Paul African Union Church, 900 4th Street SE
 7. Row Houses, 1000 block of 3rd Street, SE, West Side
 9. Row Houses 1885, 1020, 1022, & 1024 1st Street
 10. W.A. Richards House, 21 N Street SE and other Row Houses. 1878
- A. Capitol Hill Historic District
 B. Washington Navy Yard
 C. Washington Navy Yard Annex (Southeast Federal Center)
 D. Washington Navy Yard Historic District Extension



(Figure 44. Existing Land ownership diagram (Anacostia Waterfront Initiative))

- Private Ownership
- Federal Government
- District of Columbia
- Utilities / Transportation
- Streets / Reservations

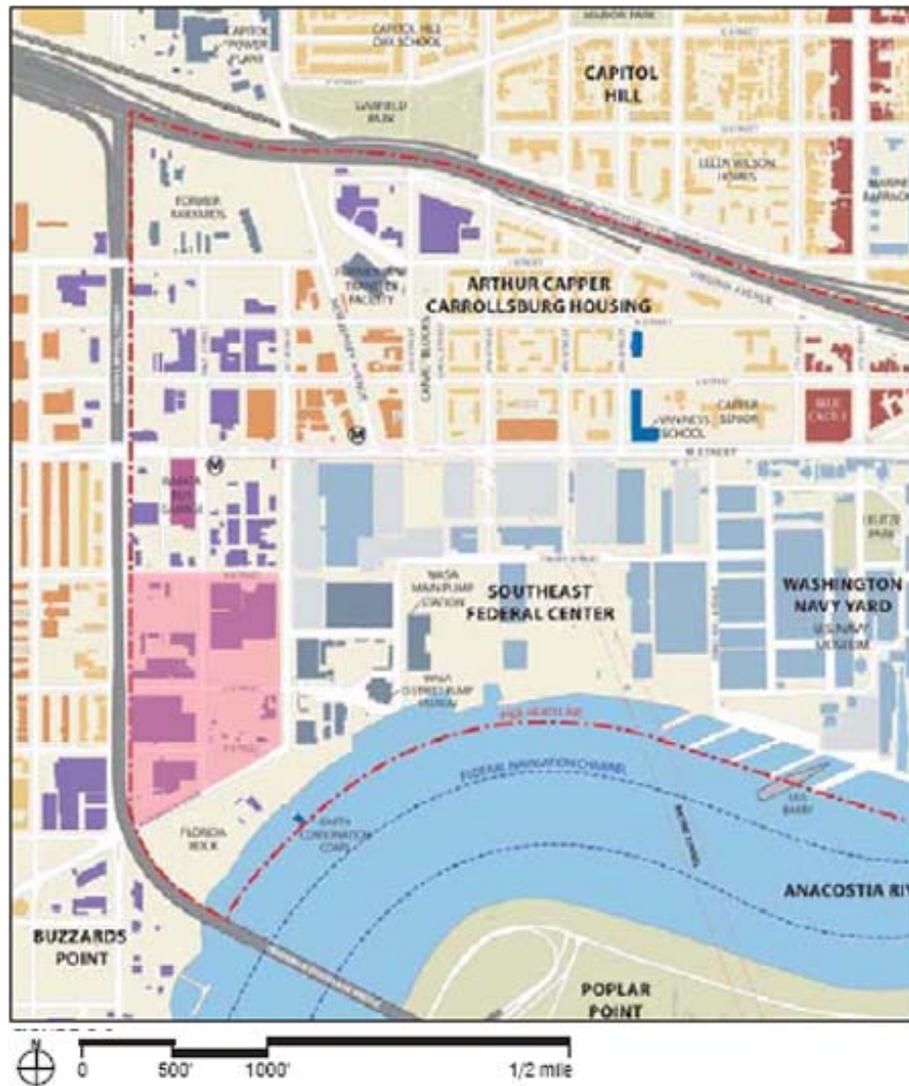


Figure 45: Existing Land Use Diagram (Anacostia Waterfront Initiative)

- | | |
|--|---|
| ■ Retail | ■ Utilities |
| ■ Commercial | ■ Transport |
| ■ Residential | ■ Parking |
| ■ Manufacturing | ■ Open Space |
| ■ Institutional/Community | |
| ■ Federal | |

Scale Comparison

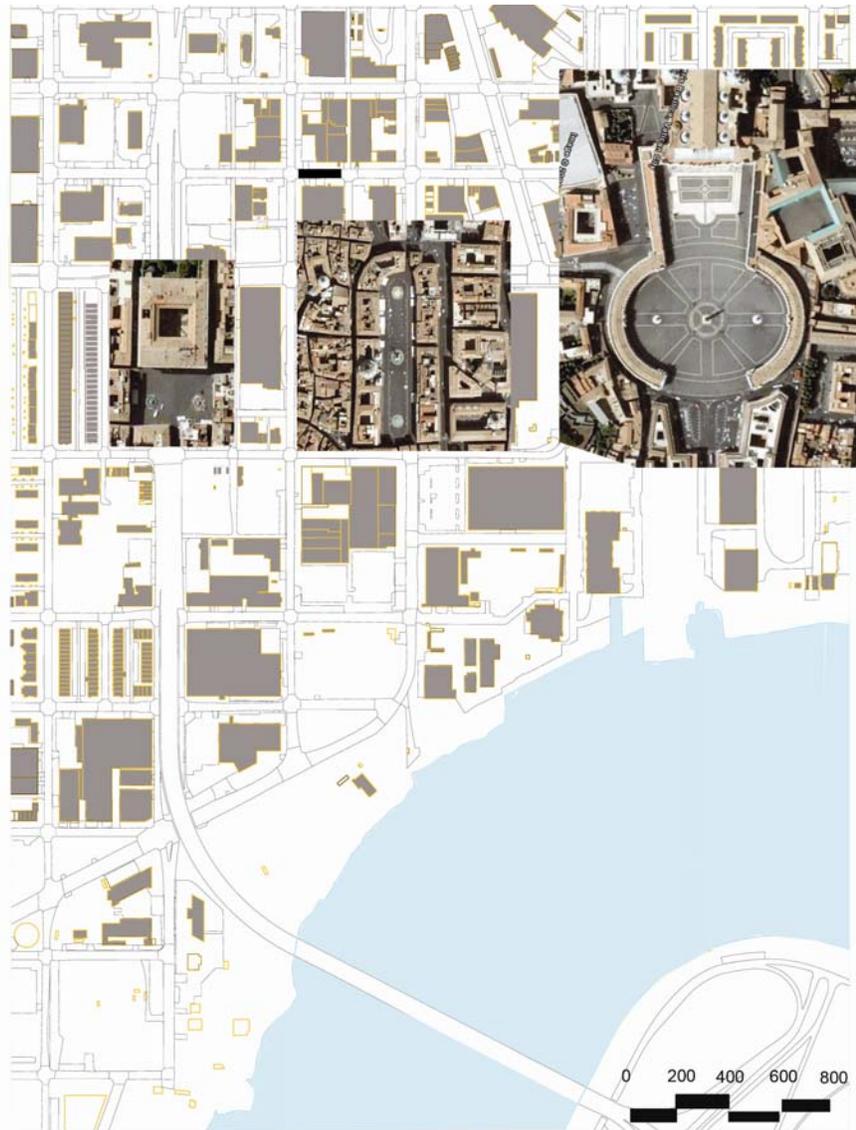


Figure 46. Urban Space Scale Comparison. From left to right: Piazza Farnese, Piazza Navona, Piazza San Pietro. (Google Earth)



Figure 47. SBC Park Scale comparison. (Google Earth)



Figure 48. Camden Yards Scale Overlay (Google earth)

Climate and Topography

Washington D.C. is located at 38.5 degrees latitude and 77 degrees longitude. The average winter temperature is 35 degrees, while the average summer temperature is 75 degrees. The annual precipitation for the city averages 42.2 inches. Winds, as shown in the diagrams below, are generally from the west northwest and average 7.0 miles per hour (fig 49a & b). The two wind rose diagrams are in March and August, at the beginning and the end of the Major League Baseball Season (16). The site gently slopes east southeast diagonally to the water (fig 50).

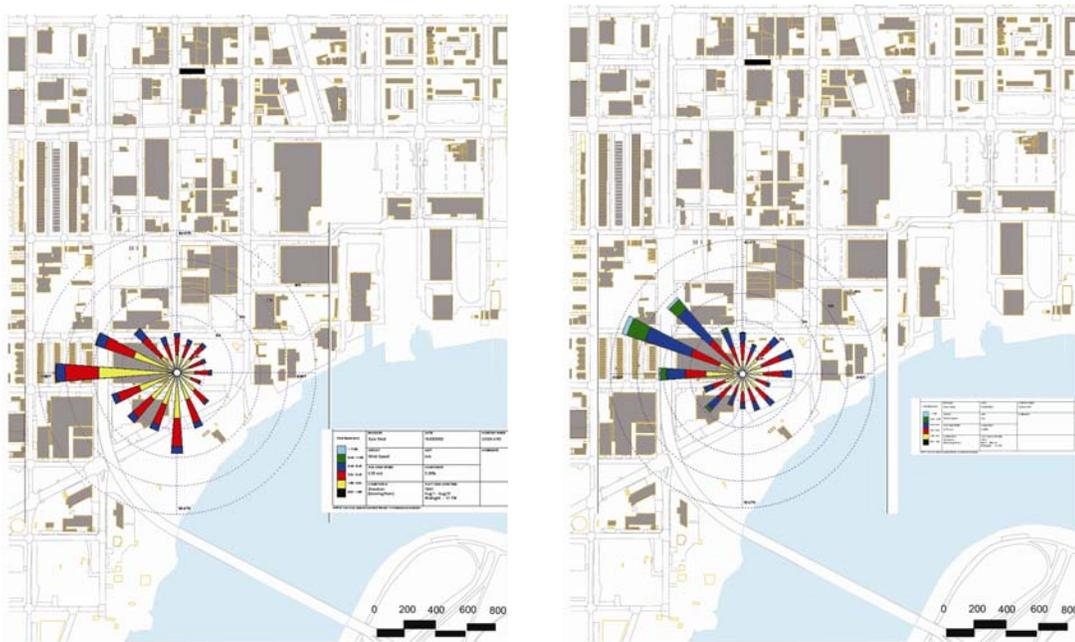


Figure 49a. Wind Rose August (www.ourwind.org) Figure 49b. Wind Rose March.

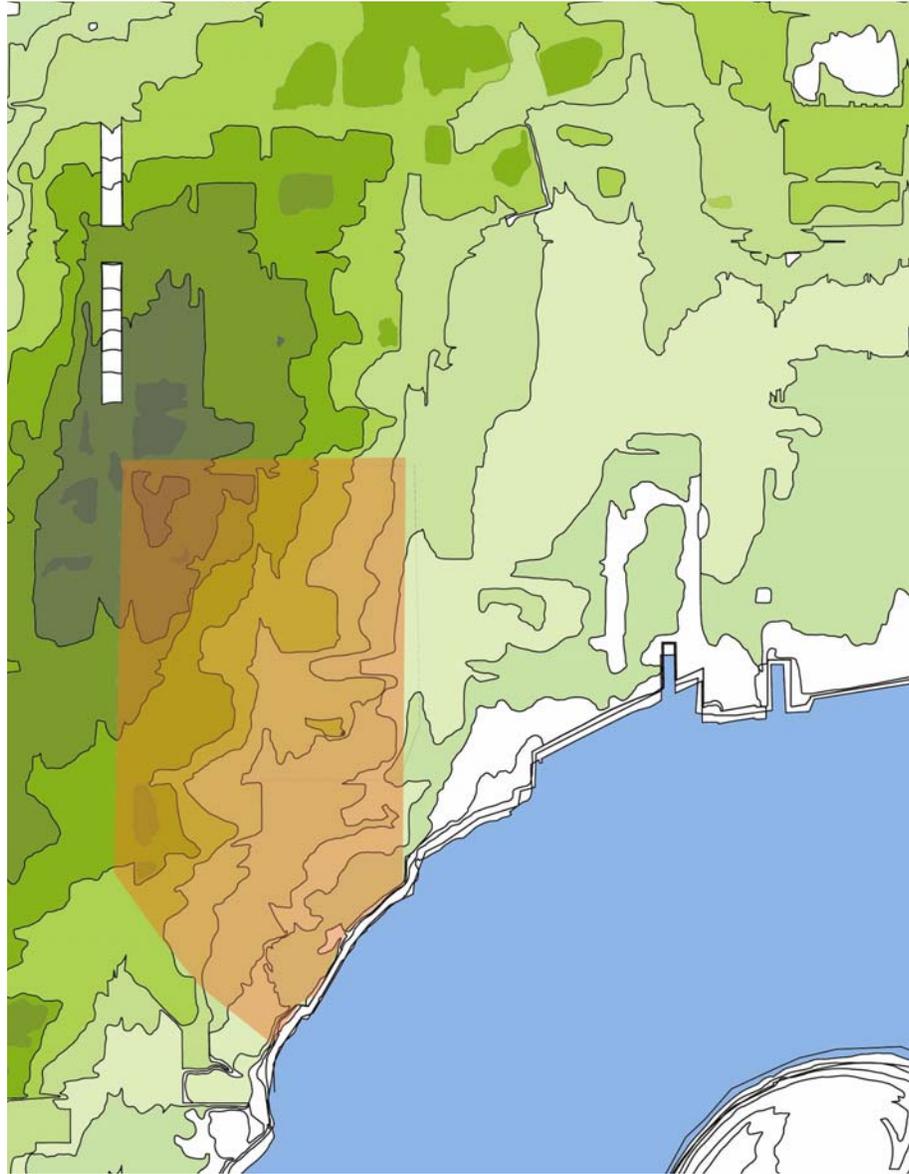


Figure 50: Drawing showing topography on the site. The contour slopes gently towards the east southeast across the site towards the water.

Chapter 3: Precedents: Influences as Form Determinants

SBC Park

San Francisco, CA
HOK Sport
2001

SBC Park in San Francisco (fig 51) explores many issues relevant to my thesis: It sits directly adjacent to the water, taking advantage of views over the harbor. A pedestrian promenade sits between the stadium and the water, allowing views for the pedestrian into the stadium. Minimal surface parking is used, and one is able to access the ballpark in a variety of different ways.



Figure 51. Aerial of SBC Park. The park has a strong relationship with the context while taking on a very unique shape that is formed by its adjacency with the waters edge. (<http://www.fbcf.org>)

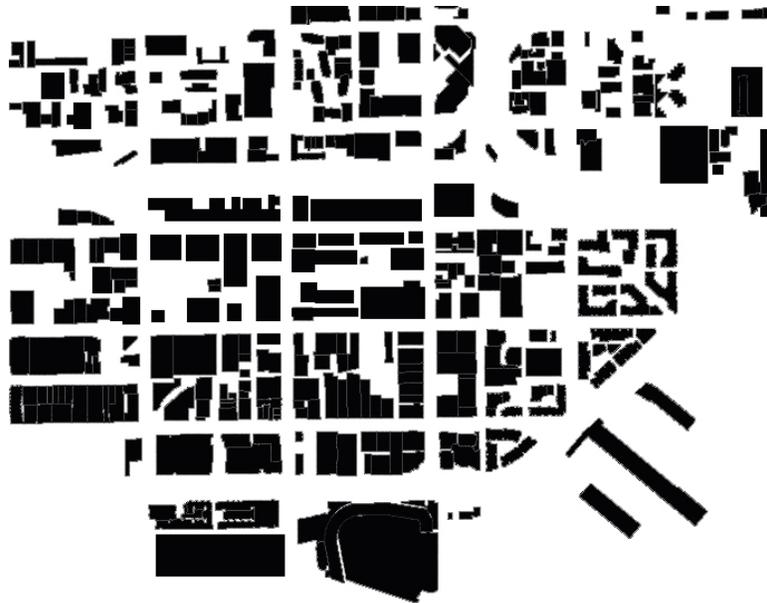


Figure 52. Figure ground of SBC Park. (Google Earth)



Figure 53. This aerial diagram shows the relationship of the ballpark to the surrounding fabric. As seen here, the ballpark conforms to the waters edge. A local marina serves an amenity to the ballpark. (Google Earth)

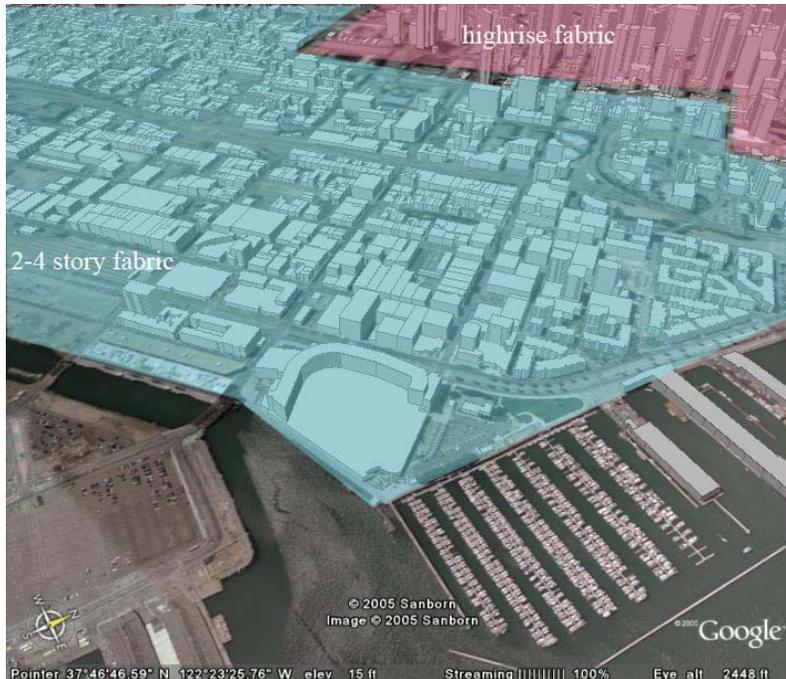


Figure 54. The ballpark contextually fits within the city's fabric of two to four story buildings. (Google Earth)

The ballpark is able to take on a civic quality within the neighborhood contextually fitting within the two to four story fabric. Because the ballpark opens up to the water, it makes a sensitive transition from the city to the water. Within the five minute walk radius is located a mix of uses keeping the area active throughout the day and evening.



Figure 55: The ballpark fits within the cities existing block system, taking a slightly different shape only on the waters edge.5 min walk from the stadium. (Google Earth)



Figure 56. Adjacent green spaces. (Google Earth)

There isn't an abundance of green park space adjacent to the ballpark, but there are several smaller public spaces that the pedestrian can enjoy walking to and from the ballpark. It is important with any public building where large crowds will be gathering to have adjacent open space to facilitate pedestrians as they come to and leave the game



Figure 57. The ballpark fits contextually within the cities existing grid, and takes a different shape as it fronts the water. (Google Earth)



Figure 58: Surface Parking Diagram. (Google Earth)

The ballpark facilitates little on surface parking. It instead uses parking lots in the adjacent ballpark district. A metro station sits close by reducing the amount of required surface parking that is needed.

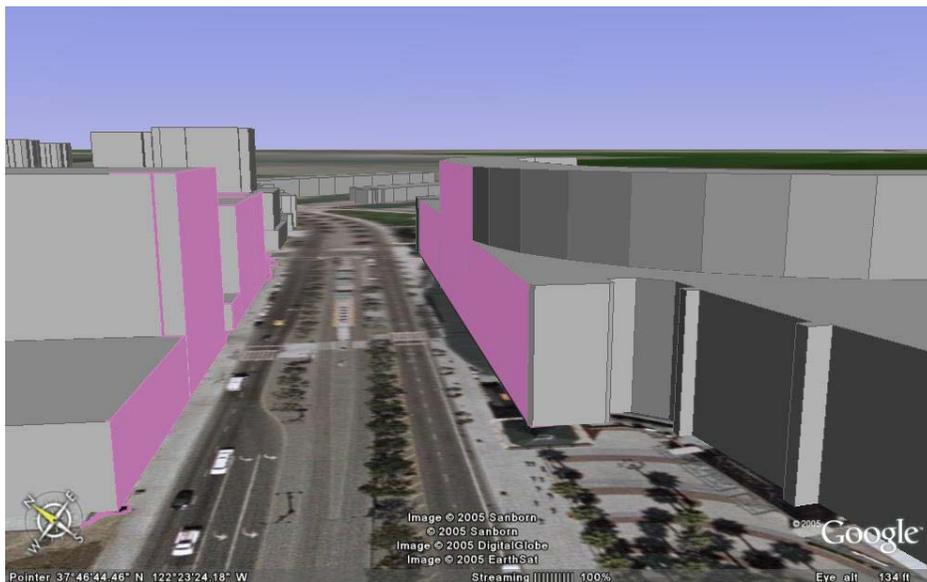


Figure 59. The façade across the street sensitively responds to the façade of the stadium. Thus, the stadium becomes a civic building within the city instead of an un-contextual monstrosity. (Google Earth)

Oriole Park at Camden Yards

Baltimore, MD
HOK Sport
1992

Oriole Park at Camden Yards is considered by many to be the first modern traditionally designed ballpark (fig 60). The ballpark opens to the downtown district, allowing views back into the city (figs 63-64). The ballpark is located minutes from the downtown harbor district where shops and restaurants are located (fig 62). The ballpark, much like SBC Park, fits contextually within the city through the use of materials, architectural elements, and massing (fig 61).

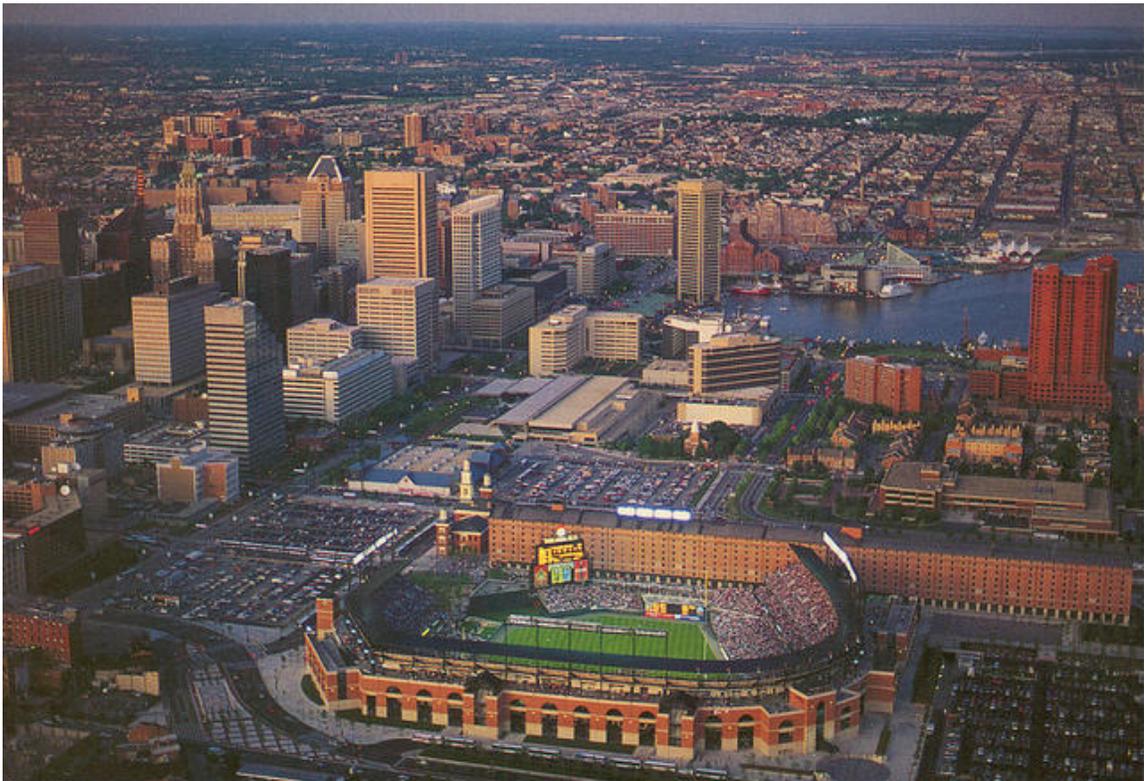


Figure 60. Aerial view of Oriole Park at Camden Yards. (<http://www.city-data.com>)



Figure 61: The Warehouse at Oriole Park at Camden Yards. (www.baseballmusings.com)

The warehouse was an original building of the Camden Train yards and was kept to reinforce the urban grid and define Eutaw Street as it runs adjacent to the stadium. It also integrates the ballpark with its historical context. The use of materials on the façade of the warehouse directly influence the architecture of the envelope of the ballpark. The warehouse sits as a backdrop to the ballpark creating a sense of enclosure. The façade of the warehouse travels farther north to frame views into the downtown district (fig 63-64). The adjacency of the warehouse makes one perceive the skyline of Baltimore appear grander than it really is.

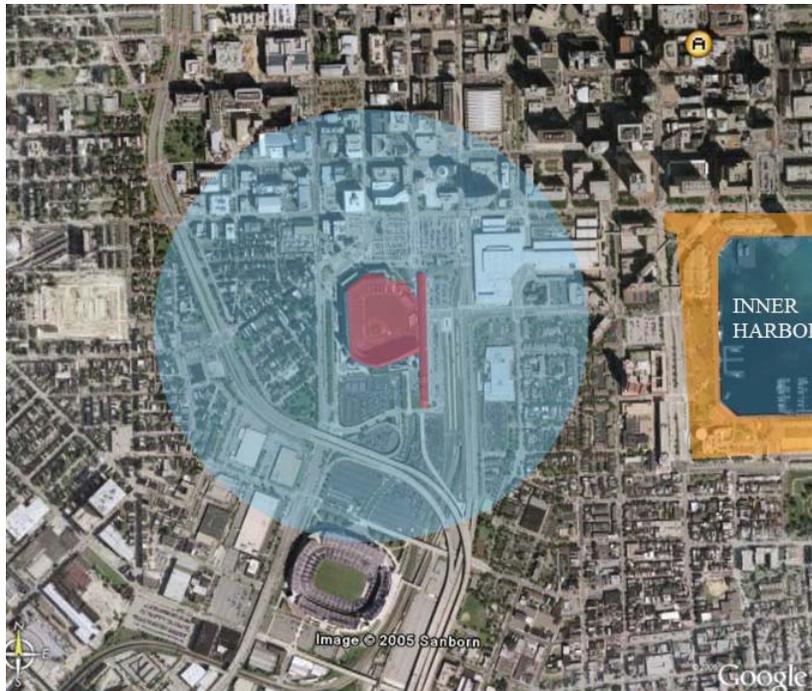


Figure 62: The stadium sits just outside of a 5 minute walk from the downtown harbor district. (Google Earth)

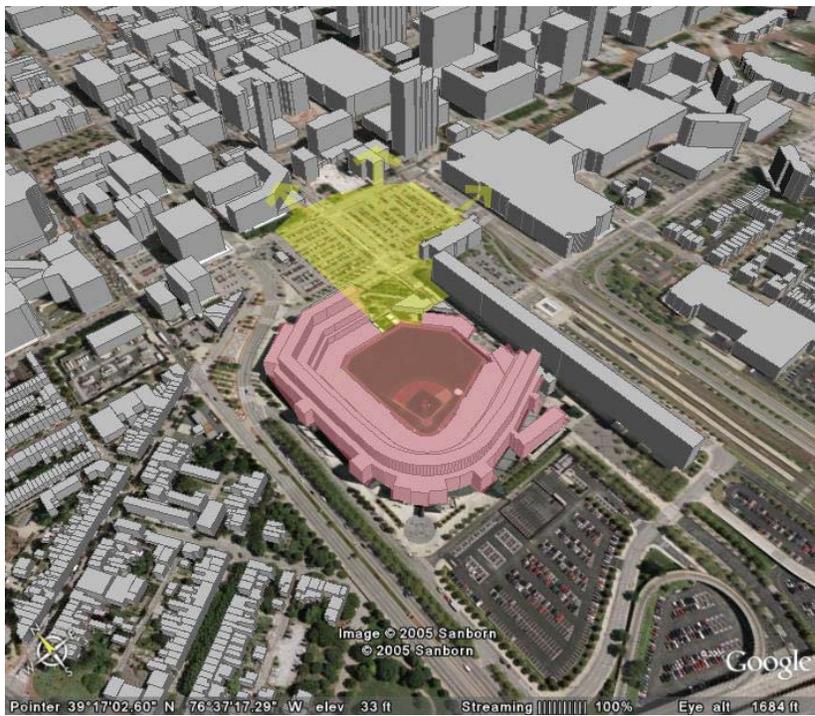


Figure 63: Like many urban ballparks, this ballpark embedded in the city by allowing views to the downtown district.



Figure 64: View to downtown Baltimore sitting in the ballpark. (Google Earth)



Figure 65: Surface Parking Diagram.

Limited surface parking is available next to the stadium. Camden Yards relies heavily on the use of other businesses and parking garages in nearby commercial buildings. Approximately 5,000 spaces are provided and shared with the adjacent football stadium.

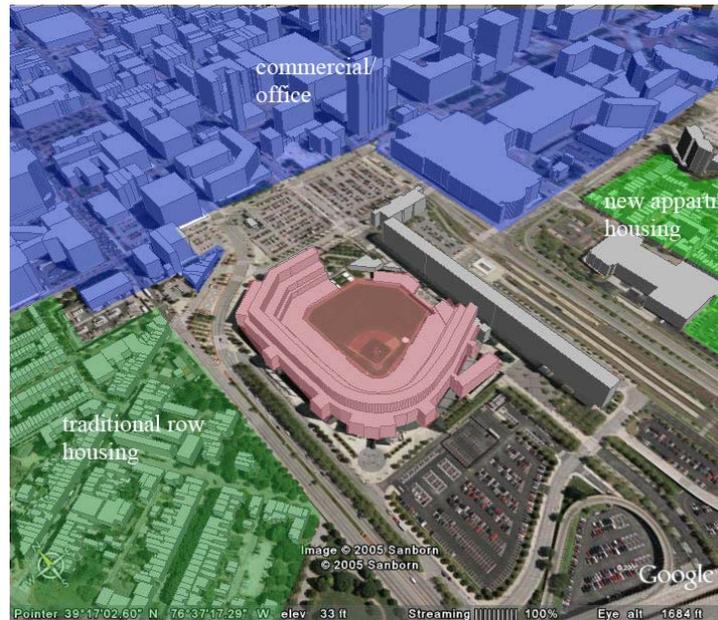


Figure 66: Ballpark located at the intersection of three neighborhoods. (Google Earth)

The ballpark sits at the intersection of three different neighborhoods. To the left sits traditional, older Baltimore row house types. Directly above the ballpark is the downtown commercial district with retail and offices, while to the right is a newer apartment complex that transitions into retail as it approaches the Inner Harbor. The unites the surrounding fabric at a central location where it was disconnected before. It becomes an identifiable building in all three neighborhoods.

Bullring of Seville

Seville, Spain

The bullring in Seville, Spain is one of the best examples of a building of significant size that contextually fits itself within the context of its city (fig 67).

Located in the midst of a residential block, it physically intertwines with the fabric so that major pedestrian and vehicular flow is not obstructed (fig 71). The stadium truly takes on the image of a civic building that is built for the city.



Figure 67: Bullring in Seville. The bullring is physically embedded in the fabric of the city. (<http://www.fbcf.org>)



Figure 68: Bullring in the context of the city. Adjacent blocks, highlighted in block that envelopes the bullring. (Google Earth)



Figure 69: Bullring in context of the block. (Google Earth)



Figure 70: Block Porosity. (Google Earth)

Even though the bullring is physically connected to the block fabric, there still remains a sufficient amount of porosity for pedestrians to move in and around the bullring. Vehicular traffic uses the main thoroughfares surrounding the blocks, while the main pedestrian traffic is able to slip around the bullring by alley ways which pierce through the block.



Figure 71: Bullring connectivity. This diagram shows the literal connectivity of the ring in its context. (Google Earth)



Figure 72: Exterior Space. (Google Earth)

It is imperative that a sporting venue of this size have a significant urban plaza adjacent to the bullring. The plaza provides a transition from the bullring to the street where there are sidewalks. The plaza also provides a transition to the side alleys that wrap around the bullring and pierce through the block.



Figure 73: Bullring entrance. The main entrance of the bullring fronts the pedestrian plaza, the street, and ultimately the water. (Google Earth)



Figure 74: Bullring Connectivity. This diagram shows how the mixed-use fabric of the area sits adjacent to the ring. (Google Earth)

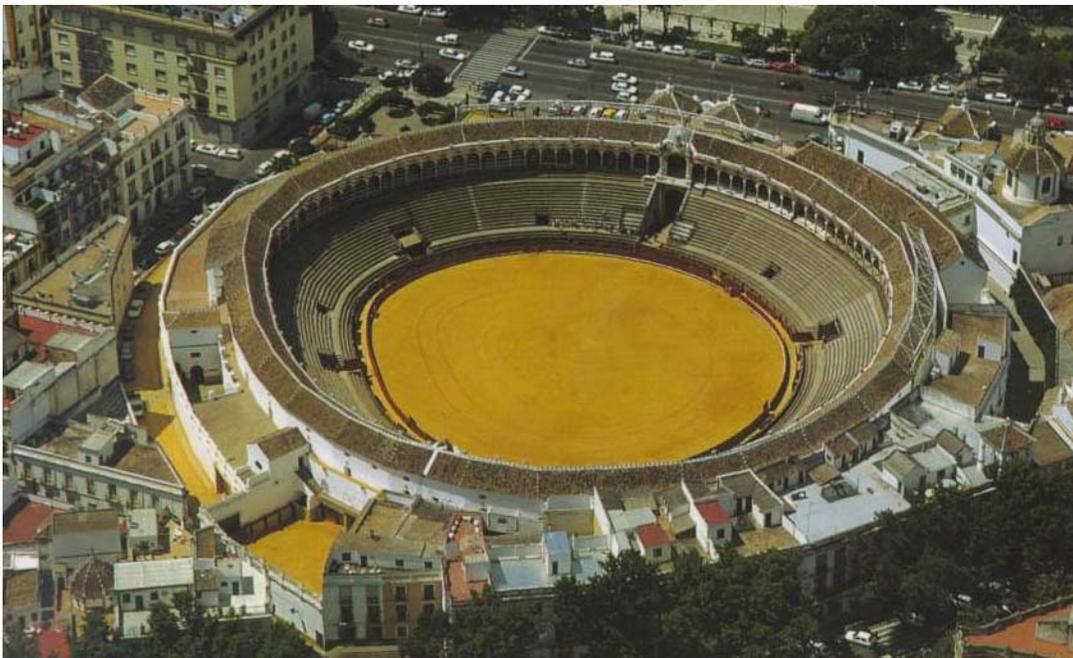


Figure 75: Bullring Connectivity. This diagram shows how the mixed-use fabric of the area sits adjacent to the ring. (eamusic.dartmouth.edu)

AutoZone Park

Memphis, Tennessee
HOK Sport
2000

AutoZone Park is family oriented baseball stadium that successfully ties into the context of the city (fig 76). Although a minor league ballpark, the facility still has all of the amenities common in newer baseball stadiums. This ballpark, built recently, does an extraordinary job of tying into the context of the city by capturing views of the Memphis. A significant pedestrian plaza sits directly adjacent to the front entrance of the ballpark (fig 77). The ballpark also uses the surrounding fabric to benefit the stadium by allowing offices and nearby apartments to afford views back into the ballpark.



Figure 76. Aerial of AutoZone Park. (www.hoksport.com)



Figure 77. View of AutoZone Park's pedestrian plaza. (www.hoksport.com)

The plaza allows people to gather and disperse in an orderly manner before and after games. This also becomes a node within the city, and can be used more than just game days. The gateway into the plaza defines an edge to the pedestrian plaza, gives the ballpark a civic quality, all while giving the street character.



Figure 78. View of AutoZone Park's pedestrian plaza. (www.hoksport.com)



Figure 79. View of the Memphis Skyline. (minorleagueballparks.com)

Like most successful urban ballparks, AutoZone allows views back to the city of Memphis. The adjacent buildings are offices and apartments, and are afforded views of the ballpark (fig 79). The ballpark utilizes adjacent buildings for offices and apartments. This allows the ballpark to take on a smaller footprint and integrate itself within the street grid. One of the buildings associated with the ballpark houses a parking garage for ballpark related events.



Figure 80. AutoZone Park associated fabric shaded in brown. (Google Earth)



Figure 81. AutoZone Aerial site plan of residential fabric. (Google Earth)

New residential fabric shaded in red was designed to overlook the ballpark. These apartments are given to some players and interns of the stadium. Because they overlook the ballpark, they are now some of the most highly sought after apartments in the Memphis area. The mix of residential, office, and entertainment fabric also keep this area a lively urban area throughout the day.

Because the ballpark only has one related parking garage, it utilizes the surrounding parking lots used by businesses during the day.



Figure 82. AutoZone Aerial site plan parking diagram. Parking spaces shaded in blue. (Google Earth)



Figure 83. Auto Zone aerial site plan public green space diagram. Landscaping shaded in green. (Google Earth)

Ample green space is located adjacent to the ballpark (fig 83). While this space allows places to sit and watch the game, it lacks any real design. Because it is surrounded by such a dense urban area, the green space not only benefits the ballpark, but the surrounding business district. The ballpark also sits adjacent to the downtown entertainment district of Memphis (fig 84). Because of its close proximity, many people visit this downtown strip before and after games. Thus, the ballpark becomes a huge amenity to the downtown area, and vice versa.



Figure 84. AutoZone Aerial site plan nightlife diagram. Main street shaded in orange. (Google Earth)

Although Auto Zone Park is a minor league ballpark and is smaller than the ballpark the National's will require, it is very successful from an urbanistic standpoint and teaches valuable lessons in the design of a ballpark for the city. Like Wrigley Field, the ballpark sits adjacent to a vibrant downtown district that becomes an amenity to the ballpark. There is only parking garage adjacent to the ballpark that also serves the surrounding community. The ballpark has ample green space and opens up to the city- all strategies that will be explored in the design of the National's ballpark

Wrigley Field

Chicago, Illinois
Zachary Taylor Davis
1914

Wrigley Field may possibly be the preeminent urban stadium (fig 85). It successfully brings the fan closer to the field, takes up a footprint that is consistent with the existing street grid, fronts two and three story retail one side, and then fronts row house-like fabric on the other. Adjacent to Wrigley is a vibrant street of restaurants, shops, and bars that serve the stadium before and after games.

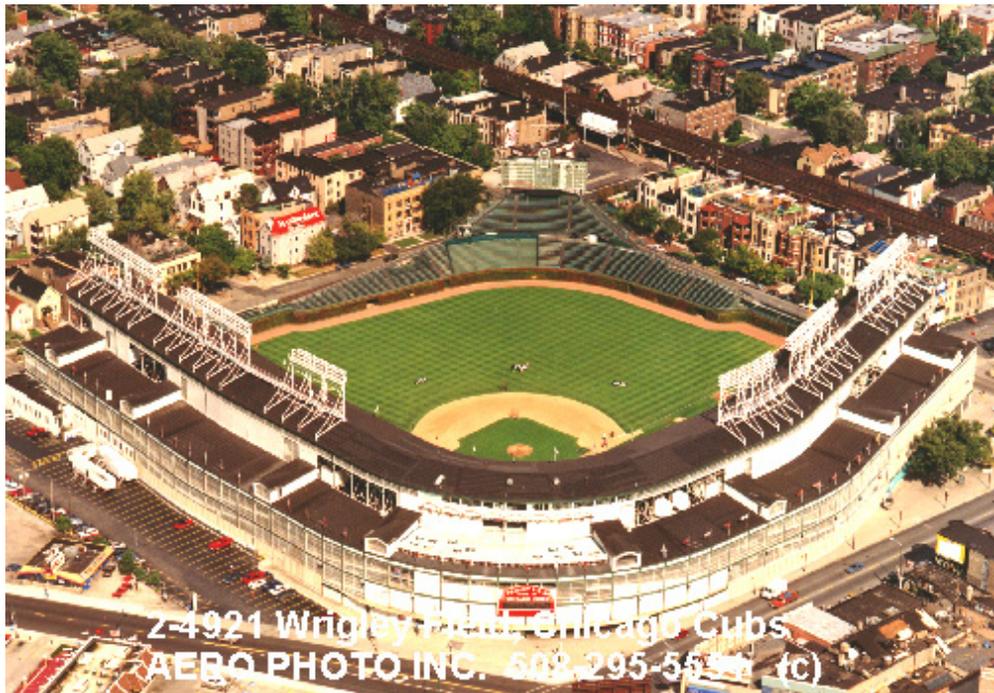


Figure 85. Aerial view of Wrigley Field. (www.skypic.com)



Figure 86. Wrigley Street. (www.30mlbparks.com)The ballpark has such a strong presence with its neighborhood because it sits so close to the street and remains in scale with its context and the pedestrian.

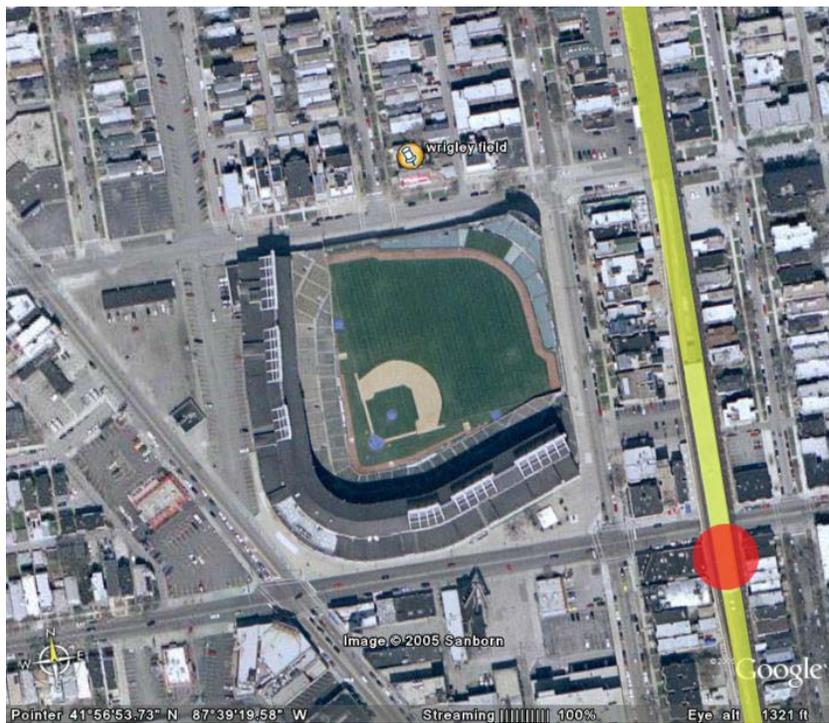


Figure 87. Wrigley Field Light Rail diagram. The adjacency of the metro stop allows for limited surface parking around the stadium. (Google Earth)



Figure 88. Wrigley Field Street Grid Diagram. (Google Earth)

As in all successful urban ballparks, Wrigley Field fits within the city's existing street grid and the dimensions of the field and the actual structure itself conform to the restraints of the street grid. Like Camden Yards, Wrigley field acts a civic building within the neighborhood by being located at the intersection of various kinds of city fabric. Residential fabric is located to the north of the ballpark while light commercial and mixed-use fabric sit to its south.



Figure 89. Wrigley Field neighborhood diagram. Green shading represents residential fabric while brown denotes light commercial activity. (Google Earth).



Figure 90. Wrigley Field. The ballpark is accessible through various means of transportation, so surface parking is dispersed throughout the area. On street parking combined with small lots that are used by other commercial buildings allow the ballpark to be neighborhood friendly. (Google Earth)

Safeco Field Facility Diagram

Seattle, Washington
NBBJ Architects
1999

These diagrams were referenced for programmatic space planning issues. The stadium was completed in 1999 and cost over \$500 million and sits just over 47,000 people. It possesses all of the amenities common in today's state of the art facilities (17).



Figure 91. Aerial view of Safeco Field.

FIELD LEVEL

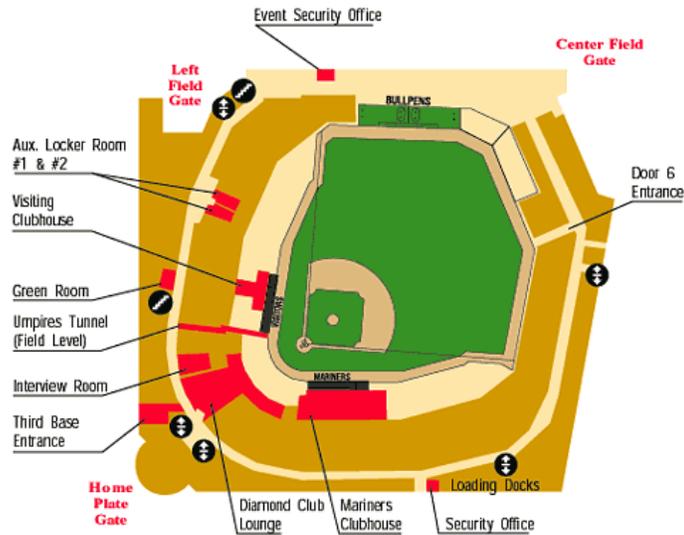


Figure 92. The field level holds program directly related to the players and those working the ballpark. There are four entrances, two for players and umpires, and two other service entries. (www.seattle.mariners.mlb.com)

MAIN CONCOURSE

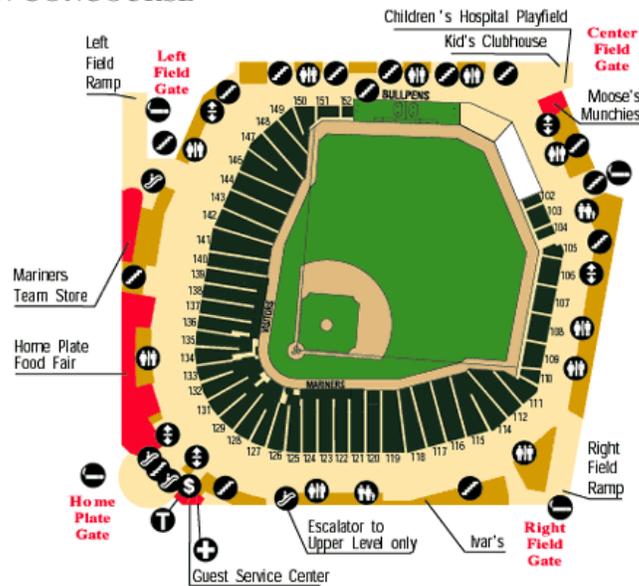


Figure 93. The Main Concourse allows access to the bottom seating bowl and has a variety of shops and restaurants for fans. There are four gates, one at the entrance, one at either foul pole along left or right field, and one opposite home plate to access bleacher seats. There are two ramps at either foul pole to allow access to the upper concourses. Adjacent to each ramp are stairs and escalators. There are a total of 11 bathrooms on this concourse as well. (www.seattle.mariners.mlb.com)

STREET LEVEL

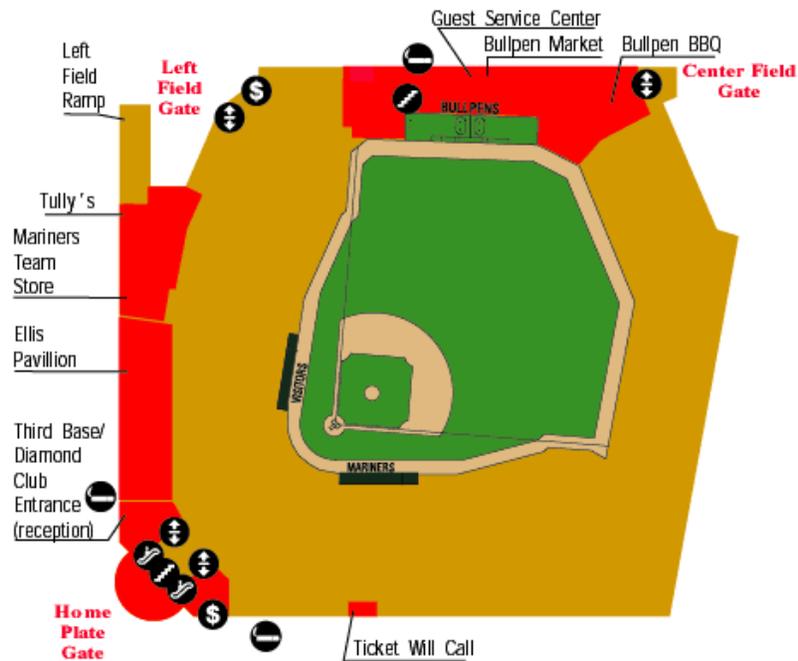


Figure 94: Team stores and a variety of restaurants are located on the street level of Safeco Field. Having stores that are accessible from the street level activate the street outside the stadium and create an active pedestrian environment. (www.seattle.mariners.mlb.com)

SUITE LEVEL

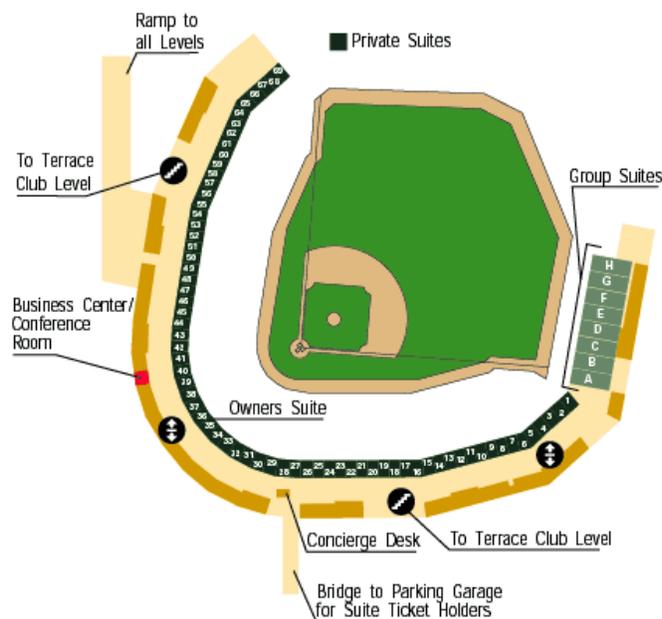


Figure 95. Only one ramp and stairway lead to the suite level seats. This level holds three different types of suites: Group suites, private suites, and owner's suites. One main hallway wraps around the ballpark. Restaurants and lounges provide views to the city while suites overlook views to the field. (www.seattle.mariners.mlb.com)

TERRACE CLUB LEVEL

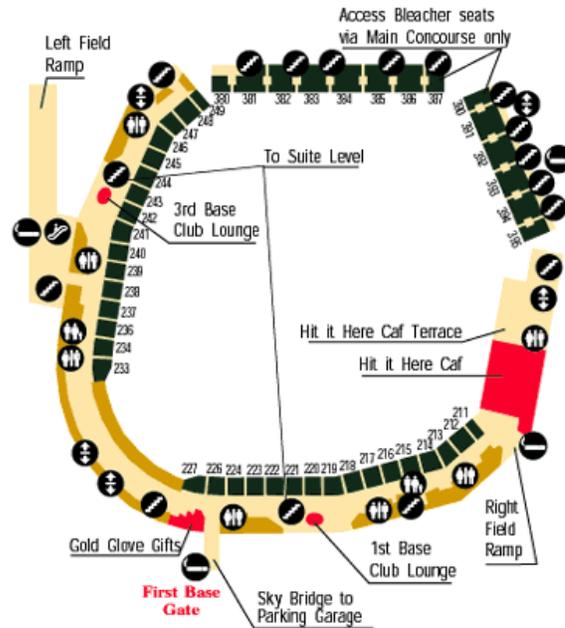


Figure 96: The terrace club level allows more exclusive seating above the suite level. Both vertical circulation towers allow access to the Terrace Club Level. Two lounges are located on this level and both overlook the city allowing optimal room for seats to overlook the field. (www.seattle.mariners.mlb.com)

UPPER CONCOURSE

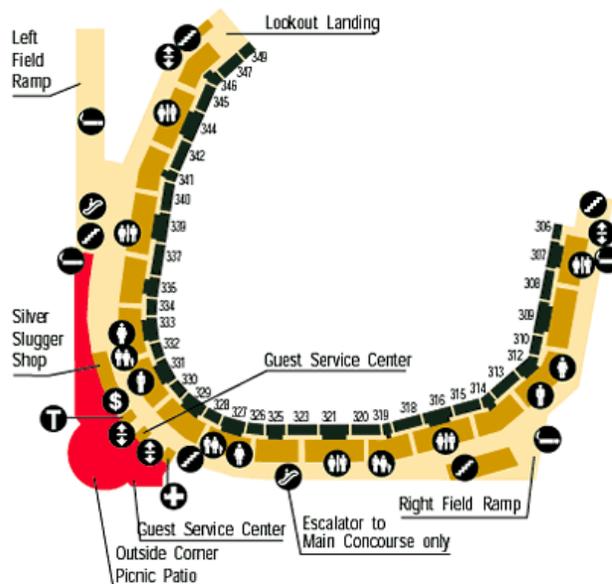


Figure 97: The Upper Concourse is the highest level of seating in the ballpark. Both vertical circulation towers allow access to this concourse. Located on this level are five bathrooms, a team store, a guest service center, and an overlook that provides spectacular views into the city. (www.seattle.mariners.mlb.com)

Chapter 4: Design Goals and Considerations

How ya gonna keep 'em under a dome, after they've seen Wrigley (18)?

-G.K. Picorbo

Design Problems and Issues

The site in this thesis plan is in a run-down industrial area filled with old industrial buildings, clubs, and bars. Decisions will have to be made as to which of these buildings should be re-used and integrated into the urban village or ballpark.

There is currently a lack of good land-use on and around the site, especially on South Capitol Street where there will be extensive pedestrian and vehicular activity once the stadium and its surrounding urban village are designed.

The site is approximately a fifteen minute walk from the Capitol and still remains disconnected from those amenities. A pedestrian promenade as well as proper view corridors should be developed to link the stadium and site to Capitol Hill.

The current site has no connection to the adjacent waterfront. This presents an excellent opportunity to connect the ballpark, an adjacent park or a pedestrian promenade to the water.

The condition of the Frederick Douglass Bridge is also problematic. The bridge reaches land above grade and creates a severe separation of the areas just east and west of South Capitol Street. The bridge does, however, provide views over the site as it crosses the Anacostia creating an opportunity for the ballpark to become a gateway to the city.

Lastly, the adjacency of the Southeast Federal Center and Navy Yard may provide constraints to the boundary of the stadium. This could pose a potential opportunity or liability.

Design Goals and Intentions

It is my intention to create an urban ballpark that benefits the city throughout the year. The ballpark will incorporate more than just the program for the sports facility. It will integrate a range of mixed uses to make this part of the city active year-round. This thesis will also explore how a stadium can bring the fan closer to the game, fitting its seating requirements within a smaller footprint than the standard ballpark of today. It is also important that the ballpark fit intimately within the context of the city's grid.

Access to the site is quite important. A visitor be able to access the ballpark in a variety of ways, allowing surface parking to be kept to a minimum. He or she should be able to travel to the ballpark using one form of transportation, and have the option to leave the area using another form.

Lastly, an "urban village" will surround the ballpark, allowing this truly to become an urban environment that provides activity throughout the year.

The site should be thought of as a gateway to the city, and as such the grade of the Frederick Douglass Bridge should be reconsidered. It may be possible to redesign the bridge so that it enters on grade, or possibly create an upscale, trendy nightspot that is located under the freeway. Both strategies attempt to reunite the southeast and the southwest districts. Consideration will be given to the Arlington Memorial

Bridge in Washington, D.C. designed by McKim, Mead, and White and provide an equally impressive entry to the city (fig 97).



Figure 98: Arlington Memorial Bridge, Washington, D.C. The bridge creates a monumental entrance to the city. It also provides room on either side for pedestrians to enjoy the river. (<http://www.fsmphoto.com>)

A pedestrian friendly promenade should lead from public transit (metro, bus, ferry, and even parking garages) to the stadium to create an active and safe pedestrian environment. A significant urban space should be incorporated with M street, which currently houses the Green Line Metro Station, for use by pedestrian traffic exiting the Metro. The promenade leading to the ballpark should incorporate vehicular traffic as well as walk-able and bike-able. Since the Southeast Corridor Report has M Street slated as a vibrant, active, pedestrian friendly area, M Street may be an ideal location for a street or trolley car that serves and helps to unite Southeast and Southwest D.C.; two areas currently separated because of South Capitol Street. References can be made by looking at Boulder, Colorado's public neighborhood transit system: "The Hop, The Skip, and the Jump," three circular routes that intermingle around the city (19). Each route has a bus that travels a distinct route to

different parts of the city. The 'Hop' bus runs shorter distances, the 'Skip' bus runs from the suburbs to the city, while the 'Jump' bus travels from one side of town to the other (20).

Chapter 5: Program

Urban Scale Program

The area adjacent to the proposed ballpark will contain an urban village with a significant pedestrian piazza that will be used by pedestrians not only before and after games but during the off season as well. The urban piazza will be surrounded by commercial, office, retail, and residential uses. This area will be thought of as an entertainment zone and will remain active throughout the day because of the mix of uses incorporated into the design. A pedestrian promenade will also be adjacent to the water and provide a pleasant pedestrian experience to the stadium from the water taxi.

Access to the site

The fan will be able to access the stadium by several different methods of transportation: by freeway, light rail, metro, bus, or ferry. The ballpark will provide limited surface-parking. Large concentrations of parking garages and on-street parking will be dispersed throughout the area. The quantity of parking required to serve ballparks and stadiums is related primarily to their seating capacity and secondarily to their proximity to public transportation. According to the 1985 Task Force Report of the Metropolitan Planning Council in Chicago, it was recommended that when stadiums are adjacent to good public transportation systems, a ratio of one parking space for every six seats should exist (7). When compared to a stadium of the size proposed in this thesis (approximately 40,000 people) around 6,500 designated spaces will be needed.

Boulevards

Parking garages and surface parking lots will be complemented by surface parking on well designed boulevards modeled after Parisian Boulevards such as Boulevard Saint-Michel (fig 98-99). Boulevard Saint-Michel is a well known tree – lined boulevard known for its active land use of cafes and restaurants. This boulevard is about 100' wide with three to four lanes of traffic. Street parking buffers the sidewalks which are occupied by benches, cafe tables, and light poles, and London Plane trees. (21)

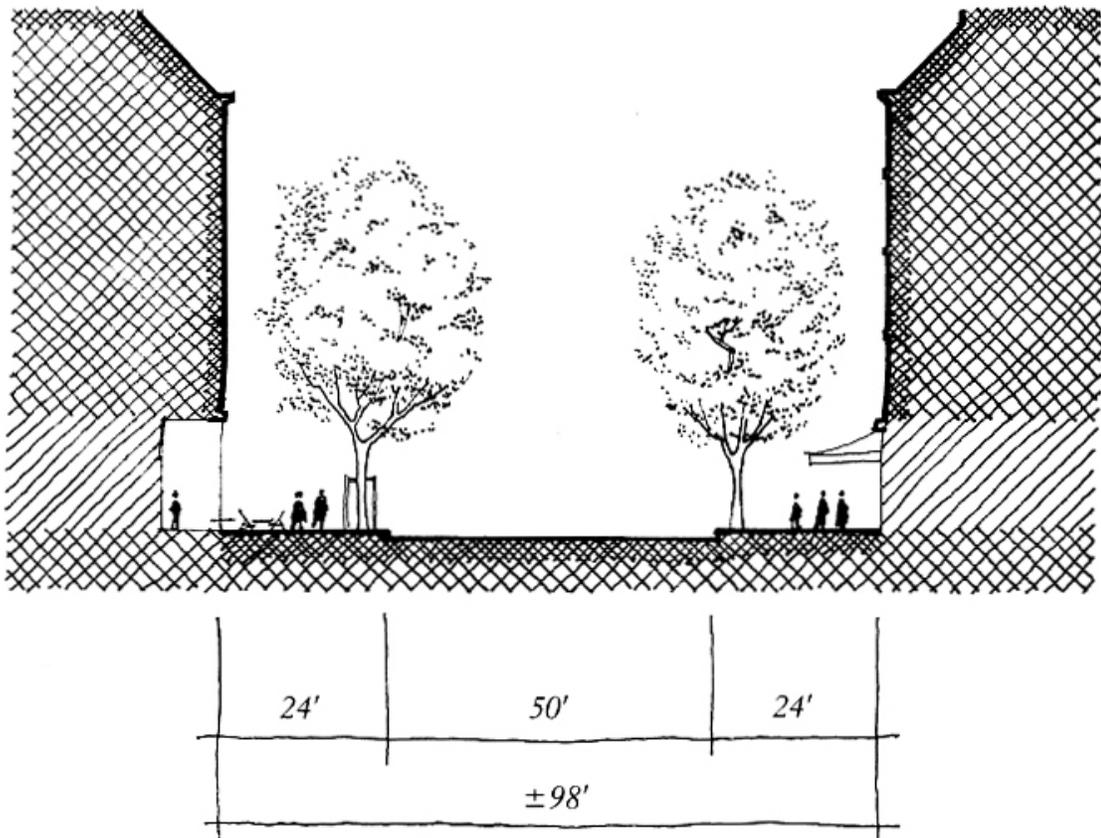


Figure 99. Street section of Boulevard Saint-Michele. (Great Streets)



Figure 100. Perspective of Boulevard Saint-Michele (Great Streets)

A general rule of thumb that will be considered in the design of boulevards: Four miles of Parisian-like active boulevards in one square mile parceled into streets and blocks could park between 5,000-6,000 cars within a 10 minute radius to a central location. When designed into a logical network of thoroughfares around a ballpark, these boulevards would be able to function more efficiently than a surface parking lot of the same size. Furthermore, when these boulevards were not full of ballpark-generated parking, these streets would still be pleasant to walk along and drive. They would, indeed, be interpreted and used more as parks in that manner (7).

The Waterfront (SEU) Metro Station will be the primary station serving the ballpark (fig 39). The station handles approximately 6,000 riders per day, and is expected to double or triple on game days (22). The D.C. Metro system is capable of handling increased peak travel as witness by its ability to work with the local NFL

teams. It is also used to support massive gatherings that frequently occur on the mall, such as the annual Fourth of July celebration, protests, and rallies.

Building Scale Program

Because of the size of program and the many amenities associated with a professional ballpark, square foot assessments are general rather than specific.

Pragmatic sizes were analyzed relative to similarly sized stadiums.

The line between ballpark and program elements has been blurred in order to realize the development as a multi-functional facility that will remain active all year. When there is no game or in the off-season, much of the facility would be restaurants, shops, retail, office, and housing that will be used by the city. Commercial offices designed into the surrounding fabric would support these outlets as well.

This facility could also be used for concerts and other public events. The ballpark is designed to accommodate baseball as the primary activity, but as part of a larger whole within the city.

Team Facilities:

Field Level:

Team facilities on the field level include:

Playing Field:

Locker Rooms:

Workout Rooms:

Player Dining:

Grounds Crew:

Press Facilities (for pre and post-game interviews)

Security Offices (2); one at each gate.

Green Rooms

Auxiliary Locker Rooms

Private Lounge

Lower Level

Team facilities at the lower level include:

Team Stores:

Concessions Stands:

First Aid Stand

Club Level

Team facilities at the Club Level will include:

Press boxes:

Club Level Suites (40)

-Private Dining

-Conference Rooms/ suites

-Some of these suites will overlook the field, while others may have views of the city or the waterfront.

Luxury Suites (for owners and other distinguished guests)

Upper Level

Team facilities at the Upper Level will include:

Guest Service Center:

Outdoor space designated for eating and have views to the river and Capitol Hill

Ground Level Exterior

Ticket Sales

Offices

Retail Space

Office Space

Residential

Vertical Circulation

Vertical circulation will be situated at various places and optimally sit inside of the stadium. Circulation and egress will be analyzed in order to size concourse and ramp widths. Elevators are similarly spaced throughout the stadium and are sized for private and disabled use only.

Seating:

Seating is designed to accommodate approximately 40,000 people. The various seating designations are:

Lower Box:

Field Level:

Club Level:

Mezzanine:

Upper Level:

Bleachers:

Mechanical Spaces:

Mechanical spaces occur on all levels with the basement level housing major mechanical infrastructure.

Surface Parking:

Approximately 6,600 parking spaces are needed.

Structured Parking

Parking Garage

On-street Parking

Non Ballpark Functions:

The envelope of the ballpark will occupy a mix of uses: housing, retail, and office space. Because the envelope will be developed in the design development phase, not concrete square footage requirements will be assigned at this time. Square foot requirements will be based on the position, orientation, and parti of the ballpark.

- Ground floor retail
- Office Space
- Residential

Chapter 6: Conceptual Schemes and Strategies

Urban Strategies

In the following urban strategies, the dark brown color denotes the actual ballpark and its mixed-use envelope. The lighter brown color denotes the proposed ballpark district. The light gray area to the east of the ballpark district is the proposed urban revitalization plan for the Southeast Federal Center. For purposes of this thesis, this area will be adopted according to the Anacostia Waterfront Initiative Framework Plan. The light tan color signifies a boulevard-like promenade. The green areas indicate park or landscaped spaces.

Parti I: Ballpark Facing the City

The first parti orients the ballpark north to allow for views back into Capitol Hill (fig 100). A Parisian-like boulevard allows access from the metro to one of the ballpark entrances by allowing the pedestrian to move through a sequence of spaces (fig 101). The boulevard would facilitate vehicular access with on street parking. Wide sidewalks would be designed to hold a high density of pedestrian traffic. Café's and shops would provide places for fans to eat and shop before and after the games.

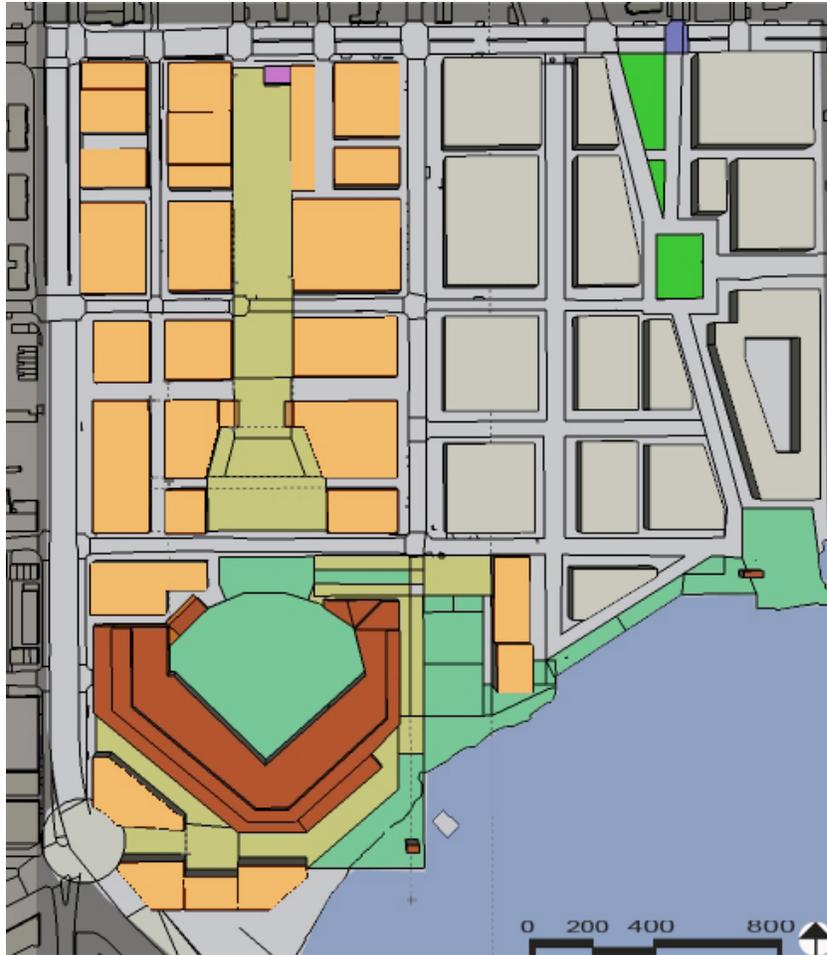


Figure 101: Drawing showing urban strategy and relationship to context.

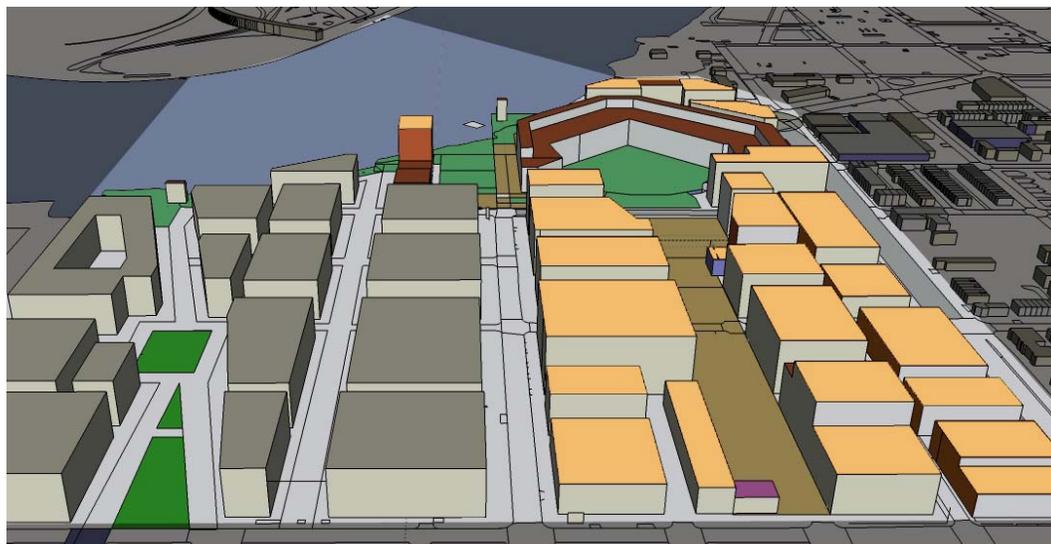


Figure 102: Drawing showing relationship of the pedestrian friendly boulevard to seating bowl of ballpark and the relationship of proposed ballpark district to proposed Southeast Federal Center urban revitalization.

The boulevard provides the pedestrian an inviting view into the ballpark along the approach from the metro and allows the fan to view the active pedestrian environment outside and capture striking views of Capitol Hill. The boulevard terminates in a small park that sits just above center field. As one enters the city on the Frederick Douglas Bridge, a few ballpark related buildings located to the south of the site act as a gateway (fig 102).

A traffic circle terminates the end of the bridge and indicates the start of South Capitol Street (102). The fabric adjacent to the traffic circle opens up to a pedestrian street that provides access to all sides of the ballpark. A waterfront park runs along the Anacostia Waterfront from the Navy Yard to the ballpark where a water taxi can be located (fig103).

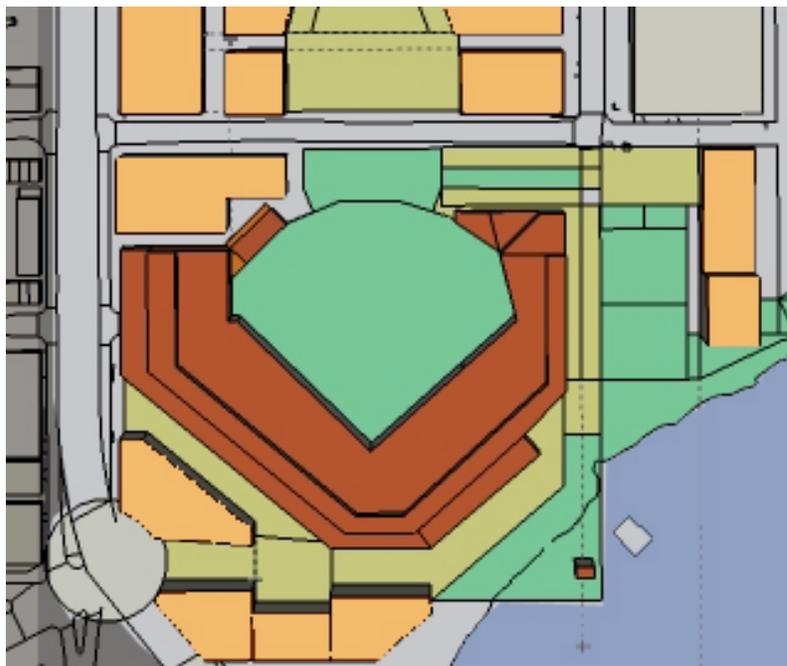


Figure 103: Drawing showing the pedestrian promenade that wraps around the envelope of the ballpark. The traffic circle acts as a gateway along the promenade to the capitol, and also activates the urban street around the ballpark.



Figure 104: Drawing illustrating the traffic circle to the west, as well as the sequence of spaces that move the pedestrian around the ballpark to the waterfront park.

Although this scheme has a strong relationship to the city, it fails to relate to the water as strongly as the other parti's. The adjacency of the site near the water is a huge amenity and should be used in some way to take advantage of its potential. The sequence of spaces that surround the ballpark should be further developed to complement the ballpark envelope and the proposed Anacostia Waterfront park system.

Parti II: Ballpark Facing the Water

Parti II locates the ballpark along the waterfront and opens views southeast towards the water (fig 104). Because the ballpark opens to the Anacostia, the main entrance of the ballpark would be on the north façade instead of from the outfield as in parti I. A significant urban space terminates the boulevard and can serve fans before or after the game.

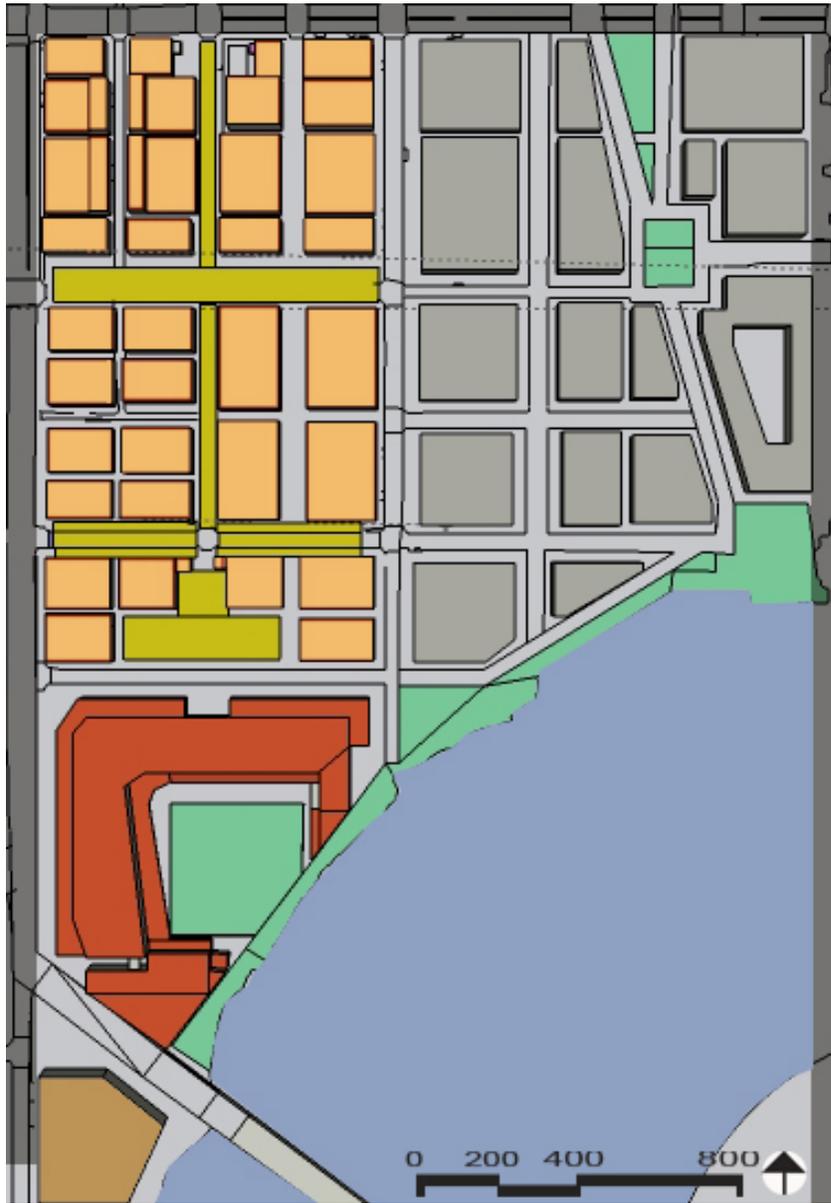


Figure 105: Drawing illustrating urban strategy and relationship to context.



Figure 106: Two main cross axes interrupt the boulevard that runs from the metro station to the ballpark.

There are two main cross axes along the boulevard that provide a visual connection with two parks planned in the Anacostia Waterfront Initiative (fig 105). The visual connection to these parks could be enhanced by the use of tree-lined streets or paving patterns. This feature serves to connect the ballpark district with areas east. Although not pictured, the same connection could be made west of the ballpark district as well.

The location of the ballpark takes advantage of the proposed Anacostia Waterfront park system that runs from the Navy Yard along the Anacostia riverfront (fig 106). The park system that runs above and behind the outfield wall becomes a literal extension of the field within. The path may allow fans and nearby pedestrians to walk by the park and feel as if they are a part of the game. Room will also be available in that park system so that people can sit and watch the game.



Figure 107: Drawing showing ideas concerning a park system that would run above the ballpark outfield.

The main idea behind this parti is to make connections between the public transit station on M Street and the ballpark while also making a connection with the areas east and west of the ballpark district by the use of urban boulevards and a waterfront park system.

Parti III: Ballpark as a Sequence of Spaces

This parti builds on the first two (fig 107). This scheme locates the ballpark adjacent to the water; affording views of the both the Navy Yard (fig 110) and Capitol Hill. A park system runs along the Anacostia waterfront and will include a water taxi drop-off (fig 108). A significant, but less prominent, pedestrian-boulevard is situated between the two metro entrances and links the metro station, ballpark, and the waterfront. At the end of the pedestrian promenade sits a significant urban space that could be used by fans before or after the game. As in the other two parti's, the urban village will be mixed use: retail on the ground floor with offices and/ or residential above.



Figure 108 Drawing showing urban strategy.



Figure 109: Drawing showing both the park system and the pedestrian promenade to the ballpark.

Similar to the scheme before, a small park sits adjacent to the ballpark and can be used by the public before, during, and after games (fig 109). This park serves as an amenity to the ballpark and the waterfront. The park becomes an extremely important space because it terminates the boulevard and acts as a node along the waterfront park system.



Figure 110: Drawing showing pedestrian access around the ballpark

A series of spaces surround the ballpark with ballpark related fabric sitting adjacent to the street, forming an active pedestrian street in between (fig 109). A smaller urban space sits terminates the Potomac Avenue and provides a place for pedestrian activity before and after games.



Figure 111: Drawing looking east showing ballpark and urban village as it relates to its context.

The urban village should tie in contextually to the future development of the Southeast Federal Center and Navy Yard (fig 110). The main promenade will be on the east side of ballpark, but the proposed urban village will also serve as a mixed-use development with retail on the ground floor and a mix of office and residential apartments above. The urban village in effect serves as a town center in which one could live, work, relax, and be entertained. The ballpark will give this area a civic quality and draw people to the area. The area will also serve the adjacent southeast federal center and navy yard to the east, providing places to eat and shop during lunch hours and after work.

Sectional Strategies

Because this thesis explores the design of a ballpark that can be used throughout the year, an important component will be to deal with the envelope of the ballpark. The program of this envelope will be mixed-use with retail on the ground floor and a mix of either office or residential space above. Three different strategies were explored to study how the envelope of the ballpark can be inhabited and used throughout the year.

Part I:

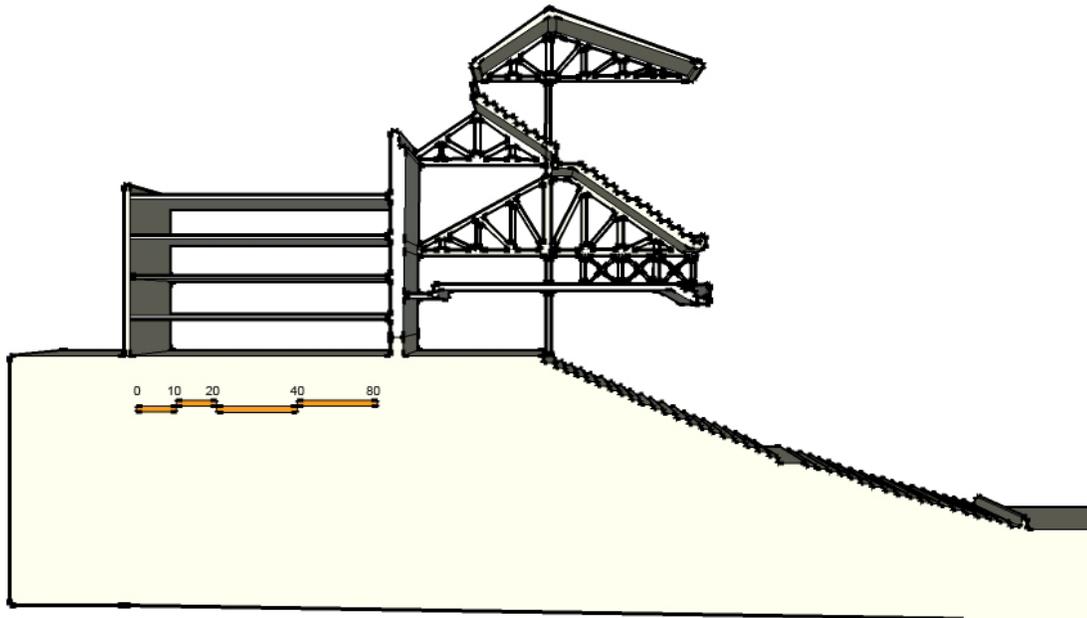


Figure 112: Drawing showing sectional strategy for ballpark envelope.

In this strategy, the mixed use envelope sits directly adjacent to the ballpark (fig 111). There could be an opportunity for movement between the ballpark and the envelope on various levels. This strategy allows retail space to be placed on the upper floors so that it could serve as an amenity to the ballpark during games.

The ballpark is located below grade so that one enters the main concourse off the street level and then circulates either down or up to the seating bowl. While this is common in many ballparks, it would require a fare amount of excavation in order to allow for the lower seating bowl.

Parti II:

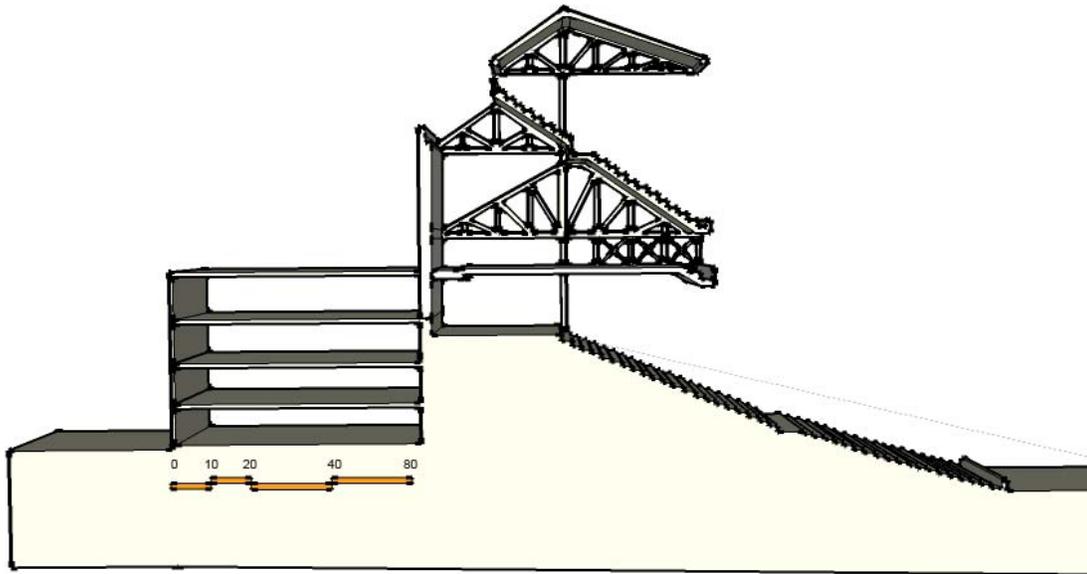


Figure 113: Drawing showing sectional strategy for ballpark envelope.

This strategy also places the envelope adjacent to the ballpark, but instead builds the main concourse above grade so that the pedestrian must circulate up to reach the main concourse. It could be conceived that the pedestrian circulate through the poche space to reach the field level seating bowl. This strategy would allow the fans inside the ballpark more views into the city while allowing limited circulation between the envelope and the ballpark. It is possible that the roof could be used in a way that complemented the suite level located in the middle of the lower and upper seating bowl.

The envelope's design would be geared more towards the needs of the city and be more of a limited amenity to the ballpark relative to the first parti discussed.

Parti III:

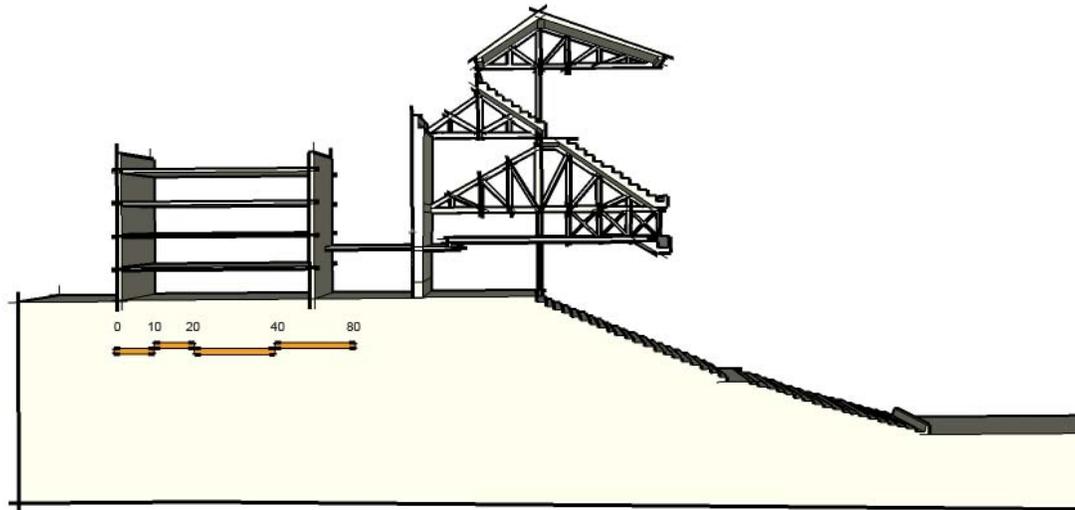


Figure 114: Drawing showing sectional strategies for envelope design

This scheme departs from the other two strategies by removing the envelope and creating an active street space that could be used by pedestrians before, after, or during the game. There would still be opportunities for connection between the ballpark and the envelope by the use of bridges. This strategy allows for a very active urban environment that is located between in this street space between the envelope and the ballpark. The street could allow for both vehicular and pedestrian traffic throughout the day and be closed to vehicular traffic during the game.

The ballpark remains a single building as we are normally accustomed to while still having the amenity of ballpark related fabric that is connected.

Chapter 7: Design Conclusion

Urban Strategies

The thesis process is an opportunity to test a theory. An idea is proposed, investigated, rethought, and refined through the design process. Throughout this thesis, I have studied and explored multiple design solutions, sometimes changing the scope of my design focus severely in order to test all theories and avenues. The design process for this thesis has given me a greater understanding of the role of urban spaces within a city. The idea of promenade has also played an extremely important role in this thesis: How does one approach a space or building? What is the experience along that approach? And how does one terminate the promenade to heighten the architectural experience? The final scheme is driven by these three premises, and the result is an urban district around the proposed ballpark which uses the ballpark as an amenity, in effect it becomes just like any other urban space within the city.

The ballpark was placed just north of the water along Potomac Avenue. This was decided early on to keep Potomac Avenue, a L'Enfant planned street, open for vehicular use to continue the grid of the city. Setting the ballpark just north of Potomac Avenue also allowed the ballpark to engage fabric along the south side. This allowed both the ballpark and its engaged fabric to use the Anacostia River as an amenity, creating a waterfront that would become part of the ballpark district.

There are four major pedestrian routes that one would take while coming to the ballpark. Three are from the north: South Capitol Street, Half Street, and First

Street. The fourth promenade is along the riverfront, as there will be a proposed water taxi stop along the Anacostia waterfront greenway. Each promenade terminates in an urban space that mediates between the city and the ballpark. These spaces were one of the main focuses of my investigation.



Figure 115: Proposed Master Plan of ballpark and ballpark district.



Figure 116: Diagram showing ballpark as one within the urban context



Figure 117: Diagram showing ballpark as network of open spaces within the city



Figure 118: Diagram showing mass transit stops from the north: Navy Yard Metro



Figure 119: Diagram showing mass transit stops from the south: Water Taxi stops along the Anacostia.



Figure 120: Diagram showing hierarchy of streets within the ballpark district



Figure 121: Diagram showing hierarchy of streets and the urban spaces they terminate on

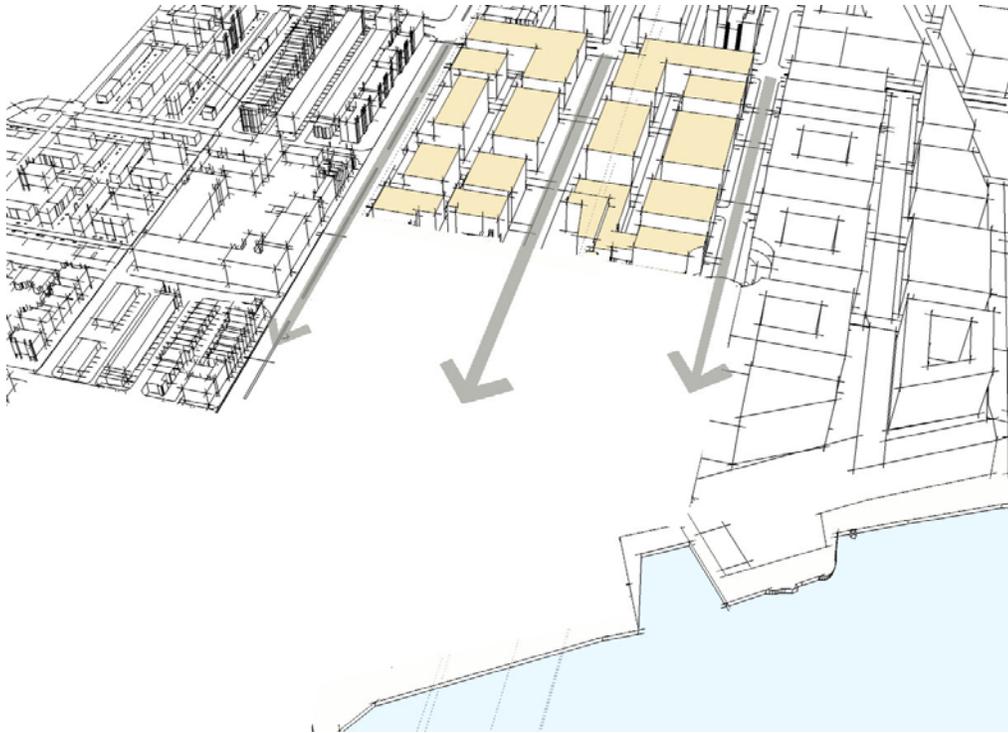


Figure 122: Diagram showing grid of streets as they extend to the waterfront



Figure 123: Diagram showing grid extending perpendicular from the Anacostia River

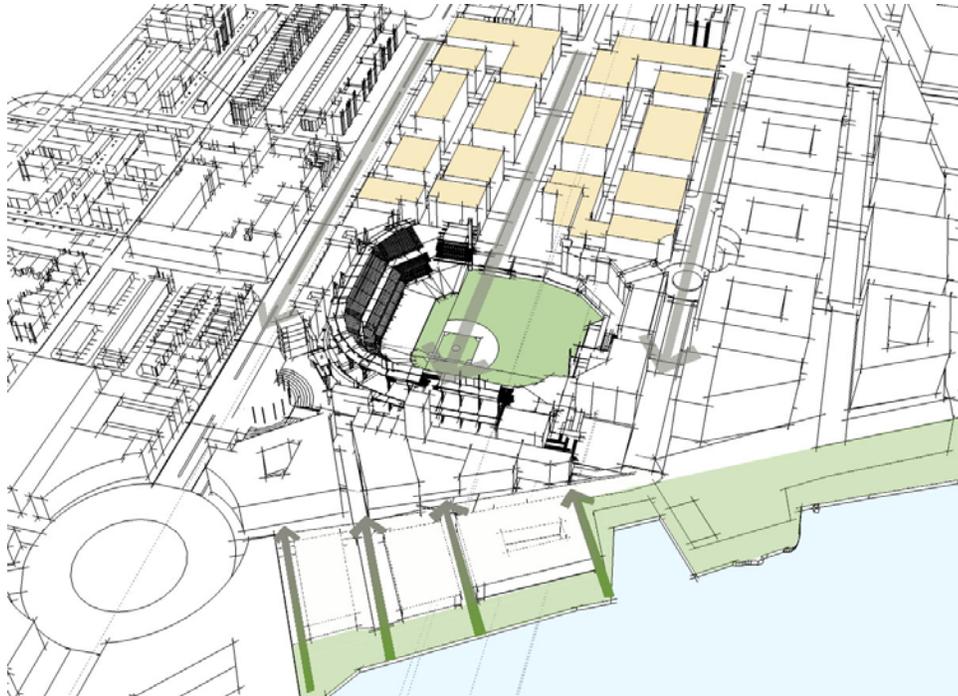


Figure 124: Diagram showing ballpark unifying two grids

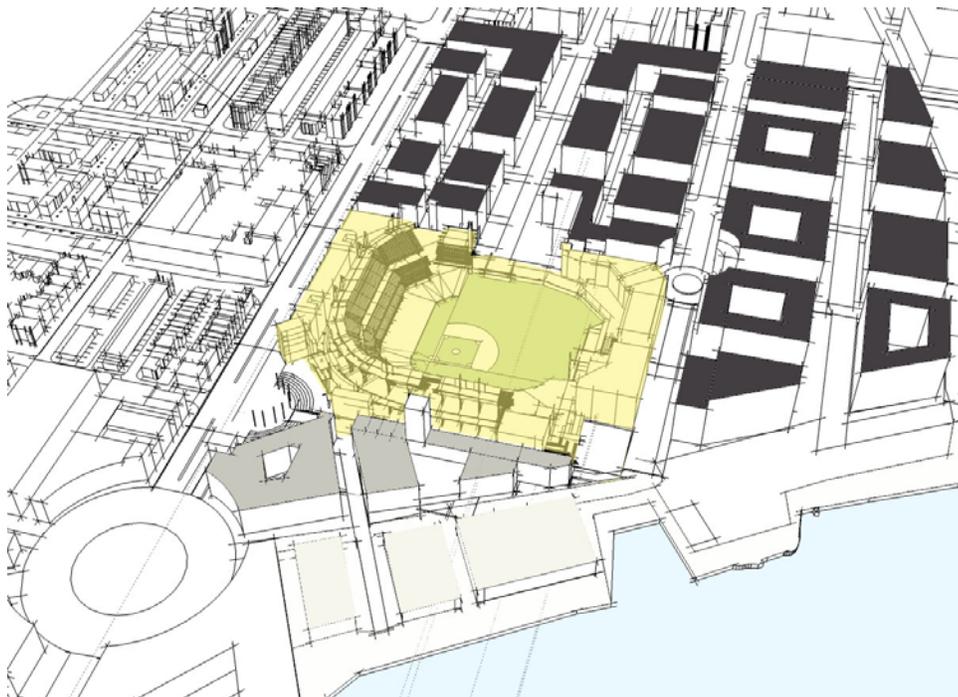


Figure 125: Diagram showing scale of fabric surrounding the ballpark.

South Capitol Street Promenade:

As one walks down South Capitol Street, the ballpark becomes masked behind the engaged urban fabric. The only part of the ballpark one can see is the slight hint of the canopy, and of course the ballpark lights which sit high above the building. This promenade terminates in Ted Williams Entry, the honorific 'Front Door' Entry that all ballparks must have.



Figure 126: view walking south on South Capitol Street.

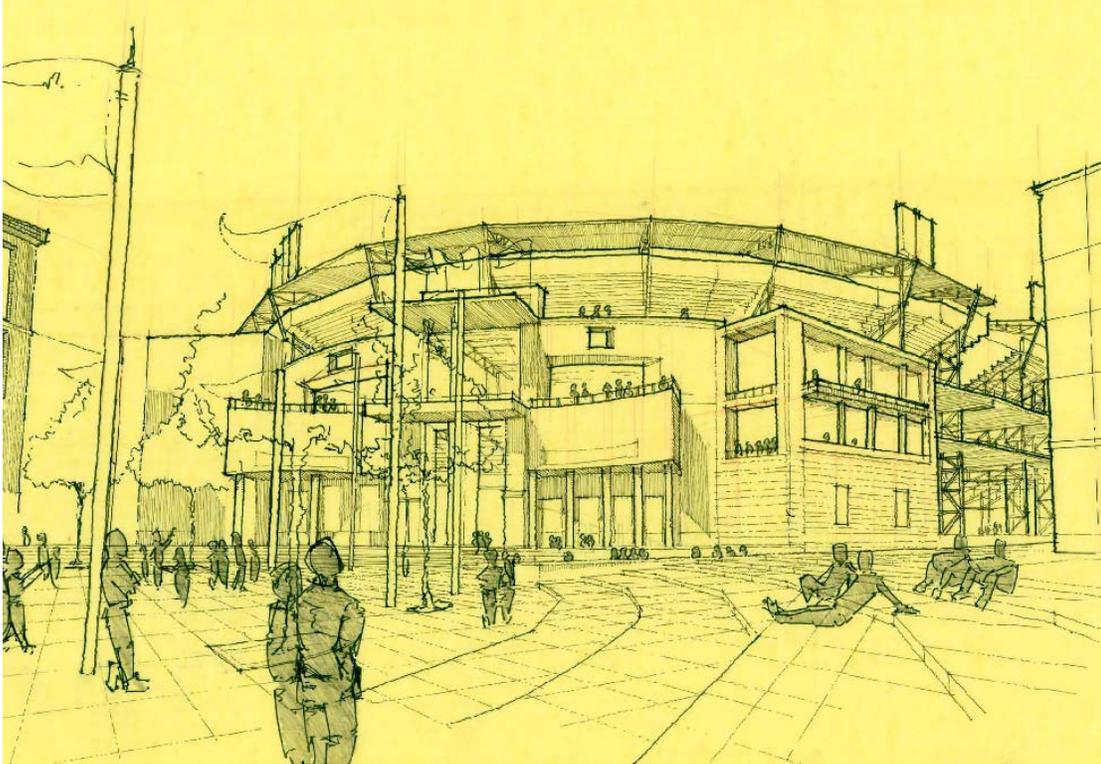


Figure 127: View of ballpark façade in Ted Williams Entry Plaza



Figure 128: Connection from Ted Williams Plaza to First Street and Anacostia River

Half Street Promenade

The promenade from Half Street would be used significantly more by pedestrians than South Capitol Street because of its proximity to the Navy Yard Metro Station. Half Street would have a very different feel to it, planted with a double-row alley of trees, it would accommodate outdoor café's, ballpark themed pubs, and other leisure, outdoor venues. The ballpark and stair tower would act as backdrop throughout the entire walk, and the stair tower would act as a terminus to the experience as it breaks the ballpark skyline in the background.



Figure 129: View walking south on Half Street

Half Street terminates on Frank Howard Plaza which opens up to the expansive view of the ballpark. The fabric around Frank Howard changes

dramatically in scale, as it relates directly the height and scale of ballpark fabric. This was intentionally done so that the pedestrian would feel as if they were a part of the ballpark crowd, heightening the sense of energy one would have while watching the game from this space. This space also begins to be an 'in-between space', striving to very literally tie the ballpark back into the cities fabric.

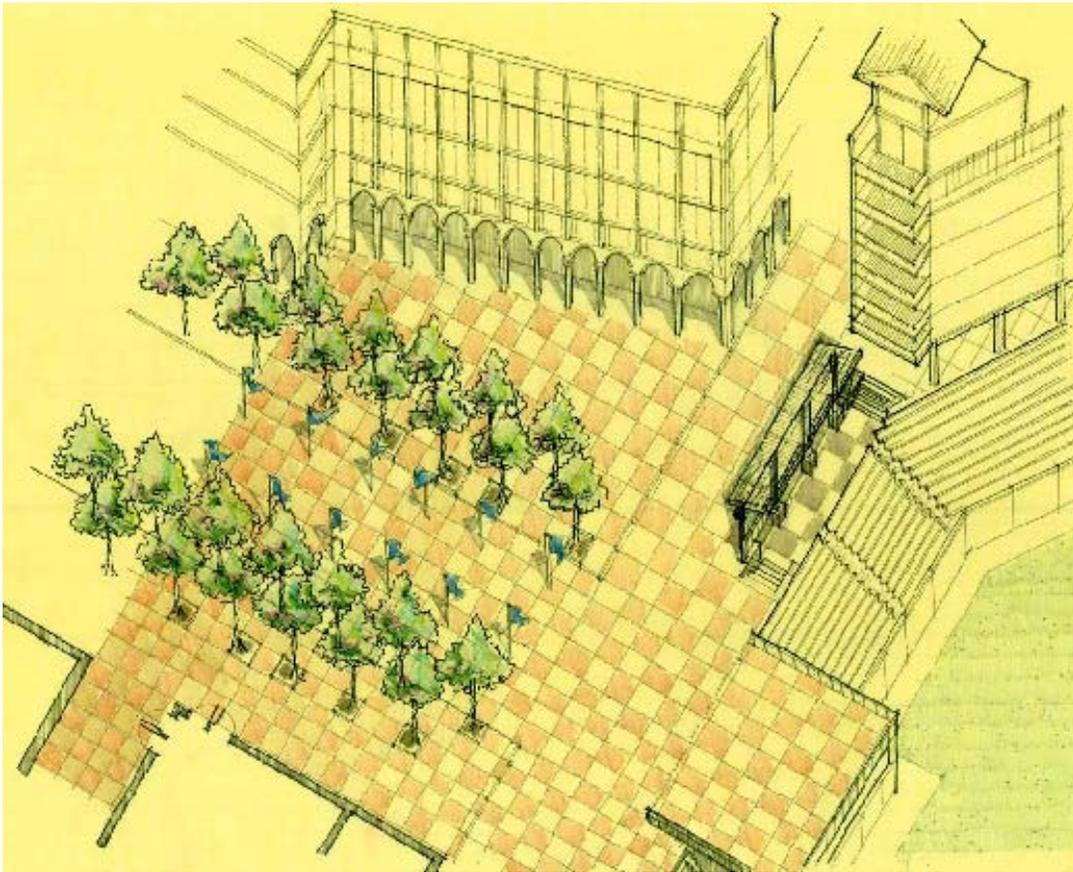


Figure 130: Axonometric view of Frank Howard Plaza

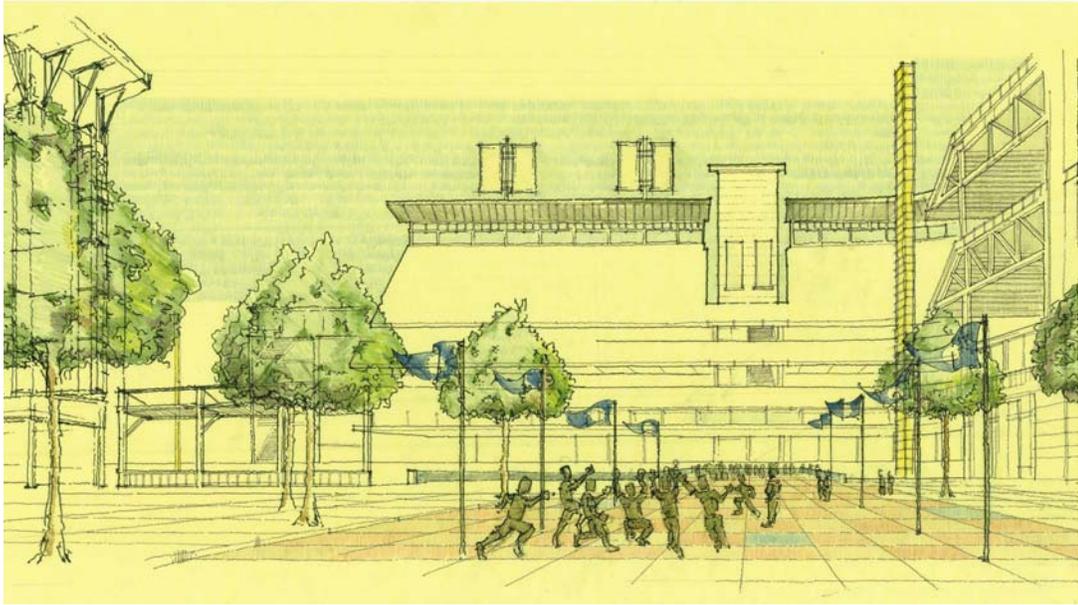


Figure 131: View of ballpark entering into Frank Howard Plaza

First Street Promenade

First Street would also be another heavily traveled pedestrian street also because of its proximity to the Navy Yard Metro Station. This street would have a different feel and experience than that of Half Street. This street sits between the ballpark district and the adjacent South East Federal Center, so commercial and retail shops would be geared more towards the needs of working professionals.



Figure 132: View south along First Street

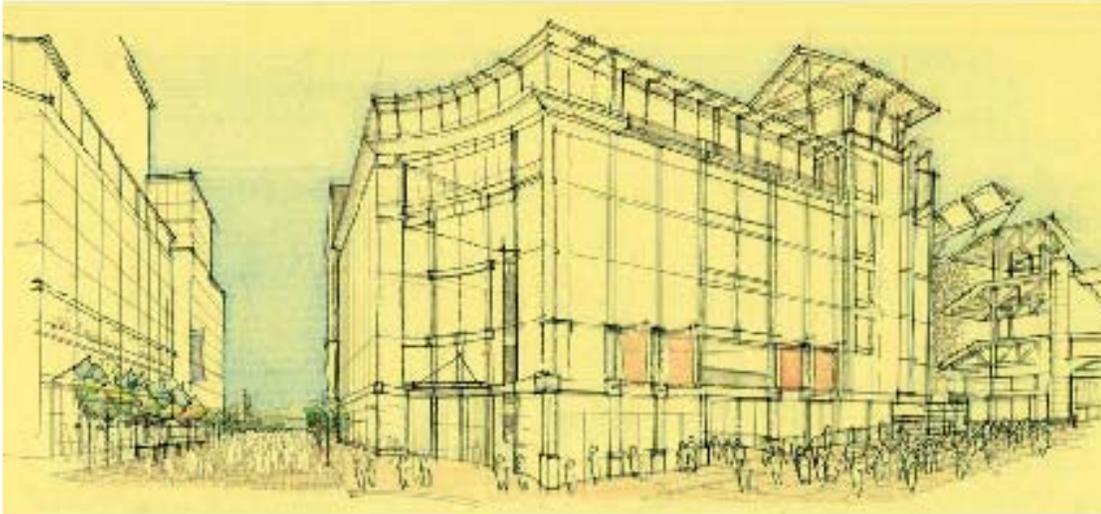


Figure 133: Entrance into Walter Johnson Circle

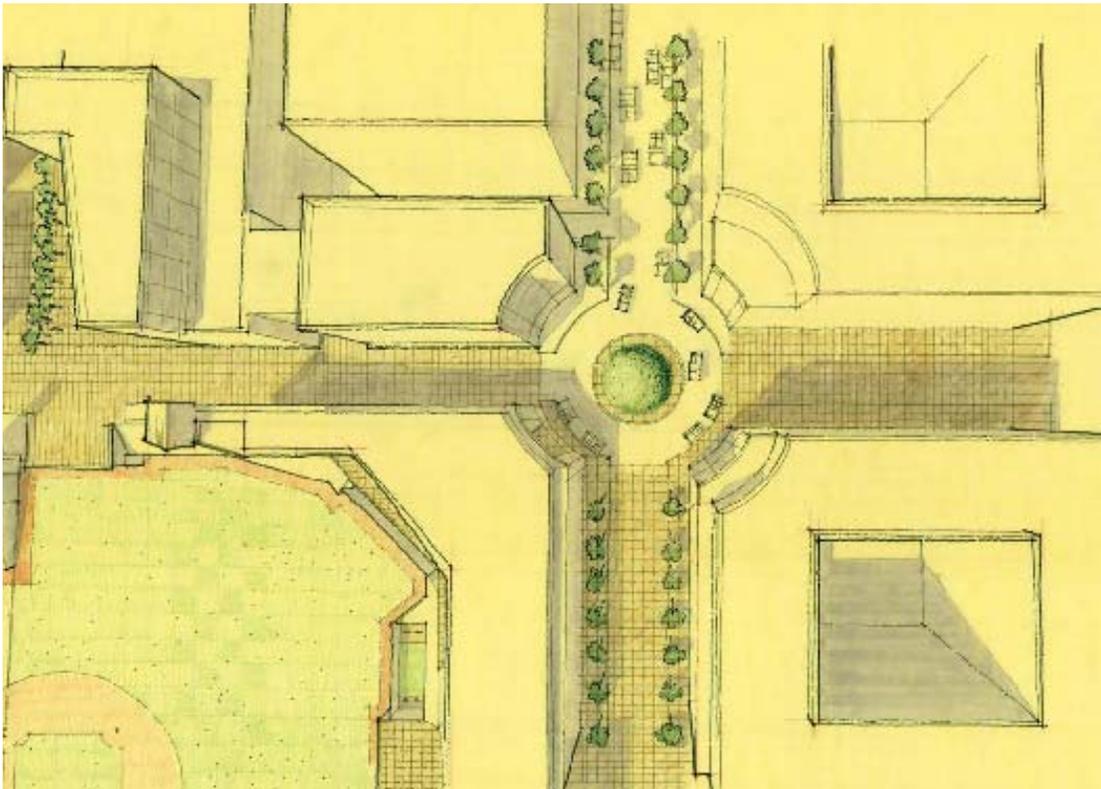


Figure 134: Perspective Plan of Walter Johnson Circle and surrounding circle

One could also imagine that this street would have the historic Navy Yard Street Car System reopened to bring more fans to the game from the city. The street terminates in Walter Johnson Circle. The fabric around this circle again increases in scale to announce a hint of the ballpark behind. The circular nature of the buildings break the datum along First Street, also announcing a special moment that lay beyond.

The building the borders between the ballpark and Walter Johnson Circle would be a mixed-use building, holding ballpark related offices, ground floor retail, and hotel. The central lobby to this building would be tall and transparent, allowing one to capture a special view, perhaps their very first view along the promenade, along the promenade.

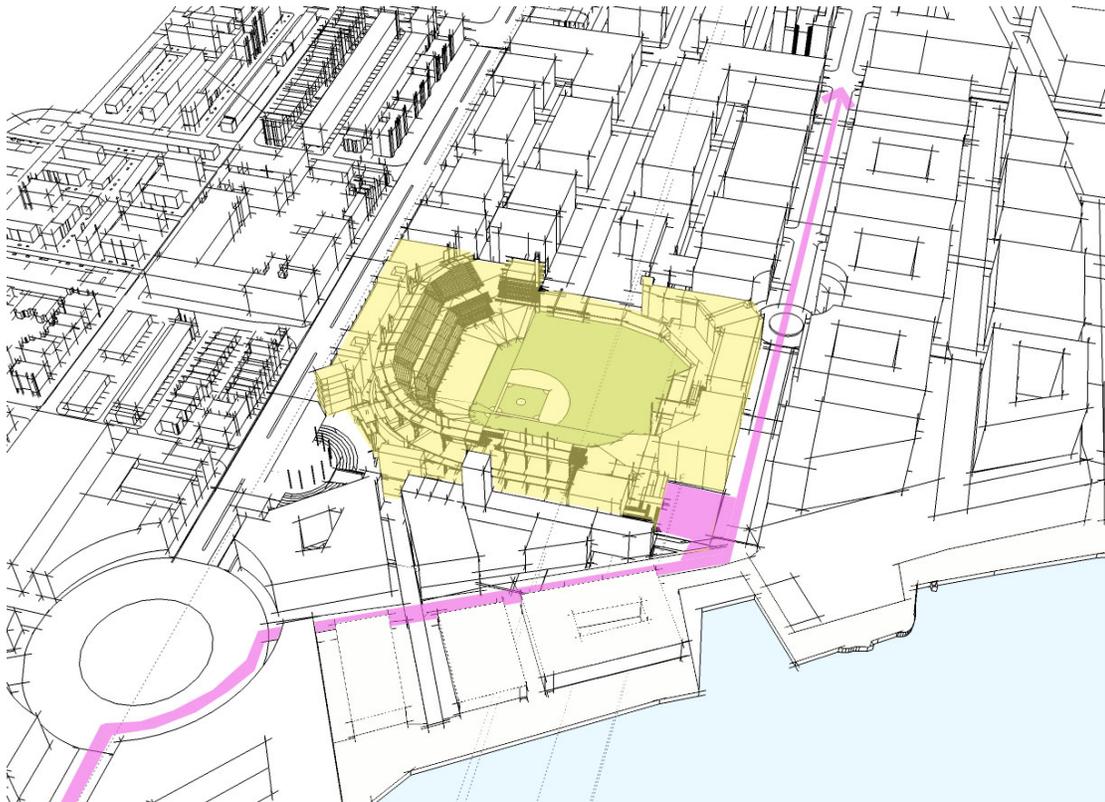


Figure 135: View of ballpark and proposed route of new street car

Waterfront Promenade

The promenade along the waterfront would be a special and unique experience. A greenway borders between the city and the water, and the ballpark opens up to the greenway as it sits embedded in the cities fabric.



Figure 136: View of ballpark as seen of Anacostia Waterfront

The promenade terminates in Killebrew Corner, an urban space that acts as a threshold between the ballpark and the Anacostia waterfront. The space is bounded by a hotel to the north and ballpark related lounges and restaurants to the east. The exit ramp takes on an object-like feel as it begins to define the space on its southern edge. The fabric around this space, half ballpark and privately owned, takes on a different language architecturally. It is very structural, light, and airy, with large parts related to glass. This is done both in an attempt to relate to the structural nature of the

warships that it looks over while also acting like a beacon in the night, illuminating during the night and acting as a focal point along the river promenade. This space is linked back with Ted Williams Entry through an interior street.

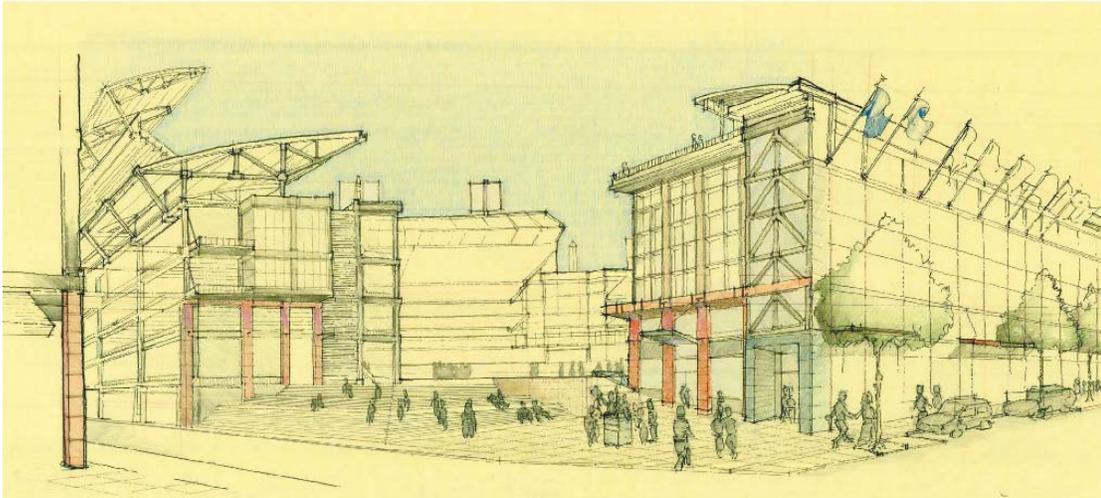


Figure 137: View of Killebrew Corner and ballpark behind

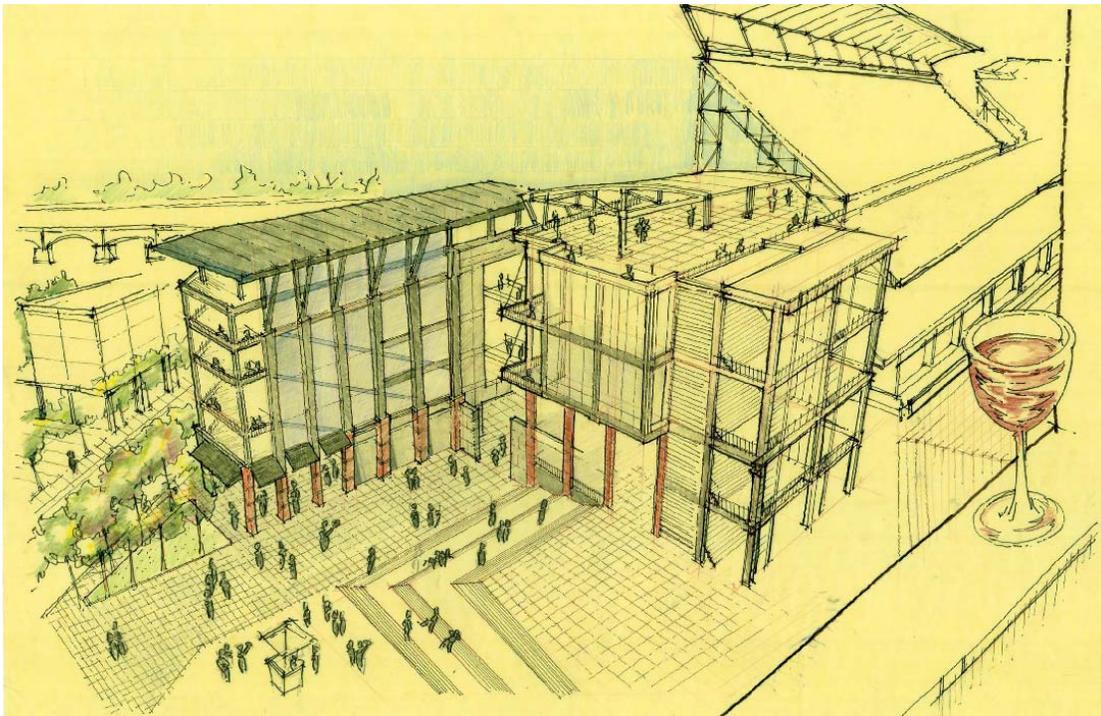


Figure 138: View of Killebrew Corner as seen from adjacent hotel

Ballpark Strategies

Because the goal of this thesis was to create a new paradigm for ballparks, a ballpark that could serve and be an amenity to the community year around, the idea of the ballpark as a building type was pushed and tested to areas outside of how it is conventionally built today. While new ideas about how a ballpark functions, the ballpark was designed to meet the functional requirements outlined by Major League Baseball.

To allow the ballpark to serve as an amenity to the community and be used as a building type throughout the year, mixed use fabric was strategically placed in and around the ballpark, sometimes penetrating through the seating bowl to capture views of the field. An assortment of building types- retail, office, housing, and hotel- were all used in these mixed-use buildings in order to create an active and energetic pedestrian environment throughout the year. The engaged fabric sits outboard of the concourse level creating spaces similar in nature to medieval streets found in Europe or Galleria type spaces seen in Milan or Naples.

These pedestrian streets that sit around the ballpark would have a mixture of open and closed areas, so that the pedestrian can begin to penetrate through the ballpark fabric eliminating the 'super block' mentality seen in many large-scale urban projects.

Figure 139: Main Concourse Plan.
Figure 139: Main Concourse Plan.

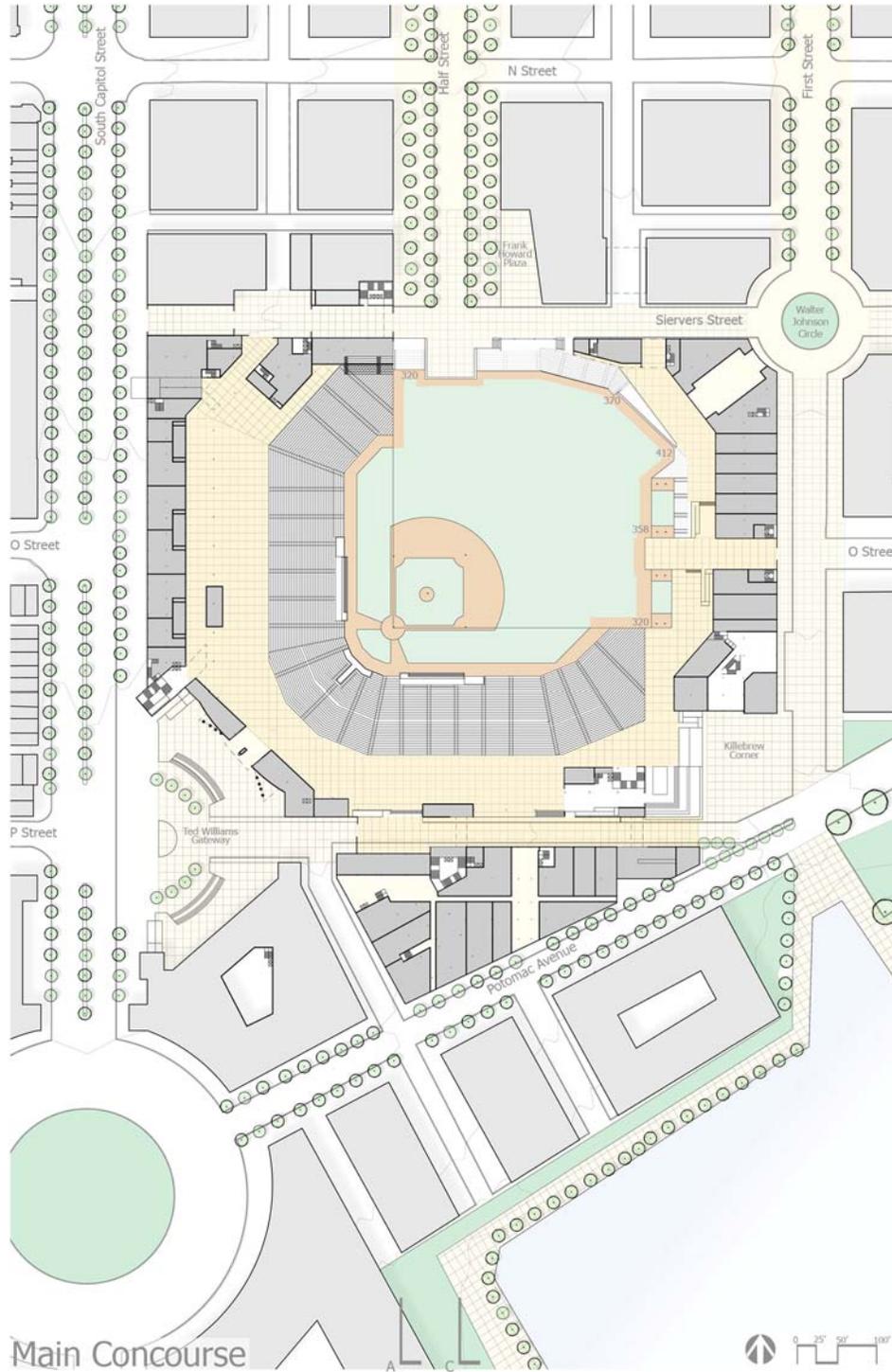


Figure 139a: Main Concourse Plan.

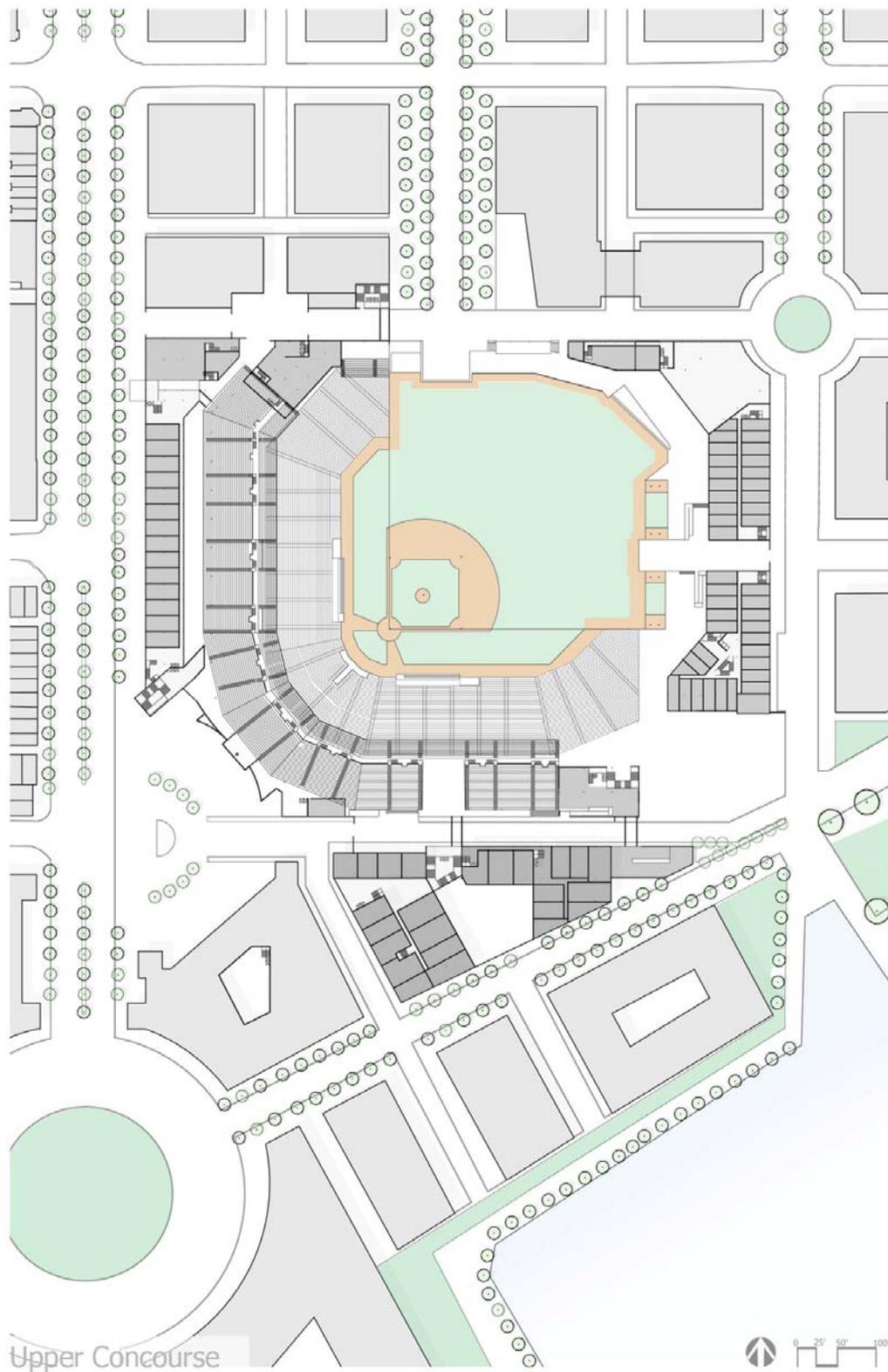


Figure 139b: Upper Concourse Plan.



Figure 140: Diagram showing vertical egress: stairs and ramps



Figure 141: Diagram showing retail along Main Concourse



Figure 142: Diagram showing ballpark services within the ballpark:

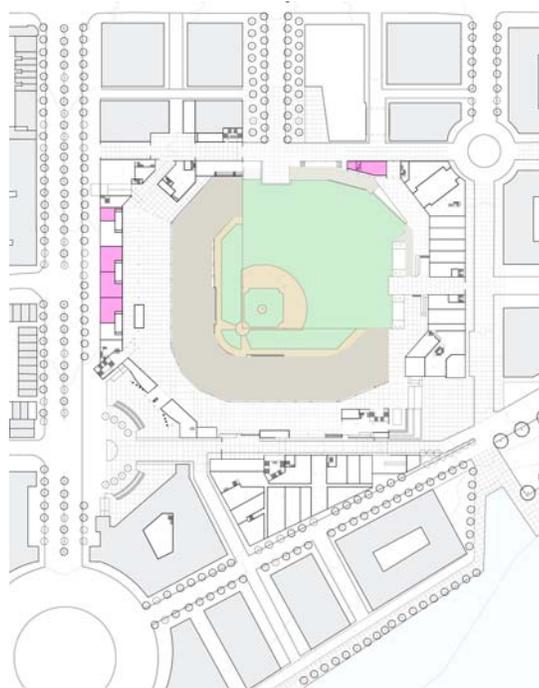


Figure 143: Diagram showing office space along Main Concourse



Figure 144: Diagram showing controlled pedestrian movement along Main Concourse



Figure 145: Diagram showing uncontrolled pedestrian movement around Main Concourse



Figure 146: Diagram showing upper level hotel space along with Upper Seating Bowl



Figure 147: Diagram showing upper level office space

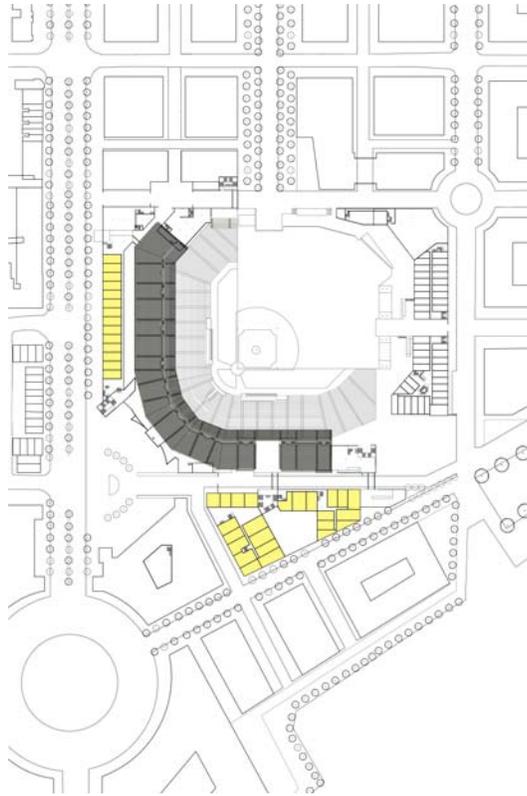


Figure 148: Diagram showing upper level residential space

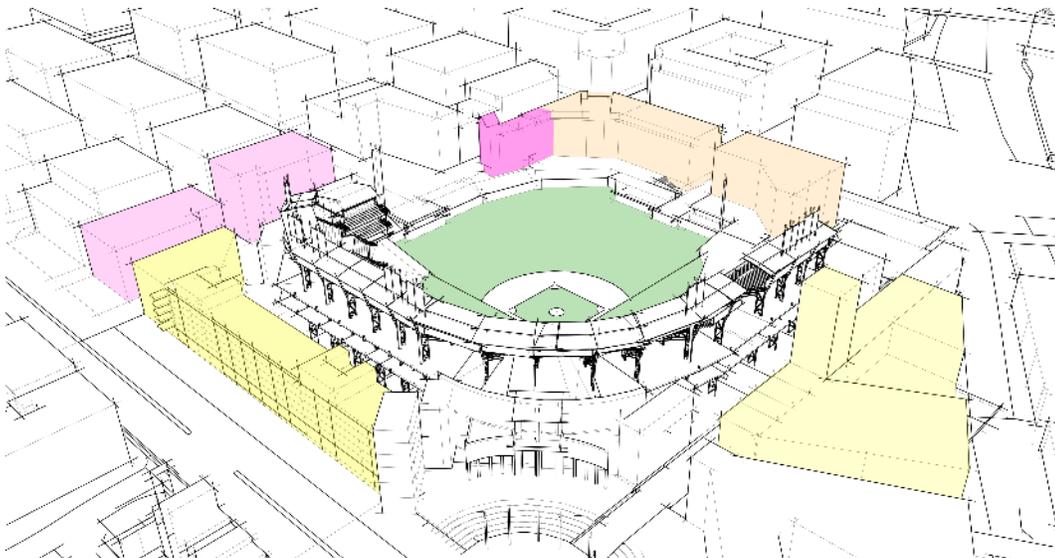


Figure 149: Diagram showing various mixed use buildings as they engage the ballpark

The architecture of the ballpark keeps a common language and scale, but varies depending on the context which it faces. The West façade, which is a mixed-use building with retail on the ground floor with residential above, facing South Capitol Street is a play on the classical language that is found predominantly throughout the city. Inspirations for this language came from various architects such as Aldo Rossi and Michael Graves. In contrast, the fabric located facing the Washington Navy Yard takes on a structurally expressive nature, relating back to the structural warships that pass along the Anacostia.

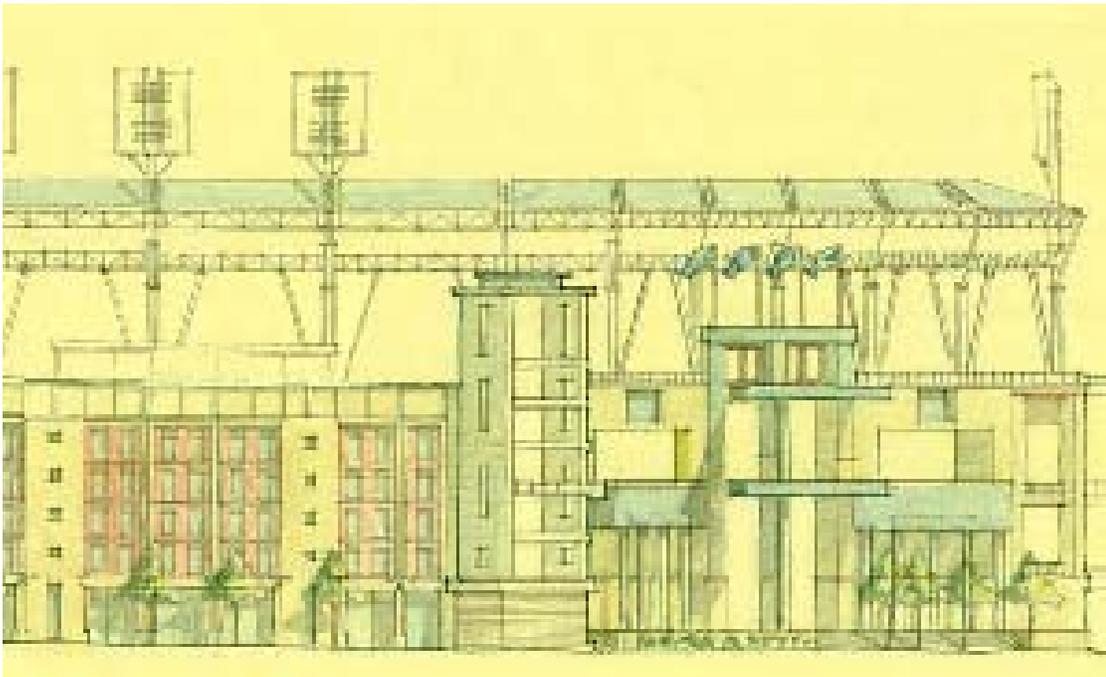


Figure 150: Detail View of Façade and engaged residential fabric

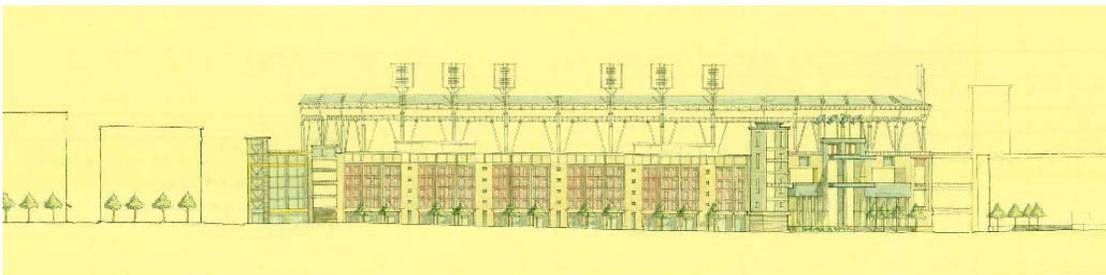


Figure 151: South Capitol Street Facade

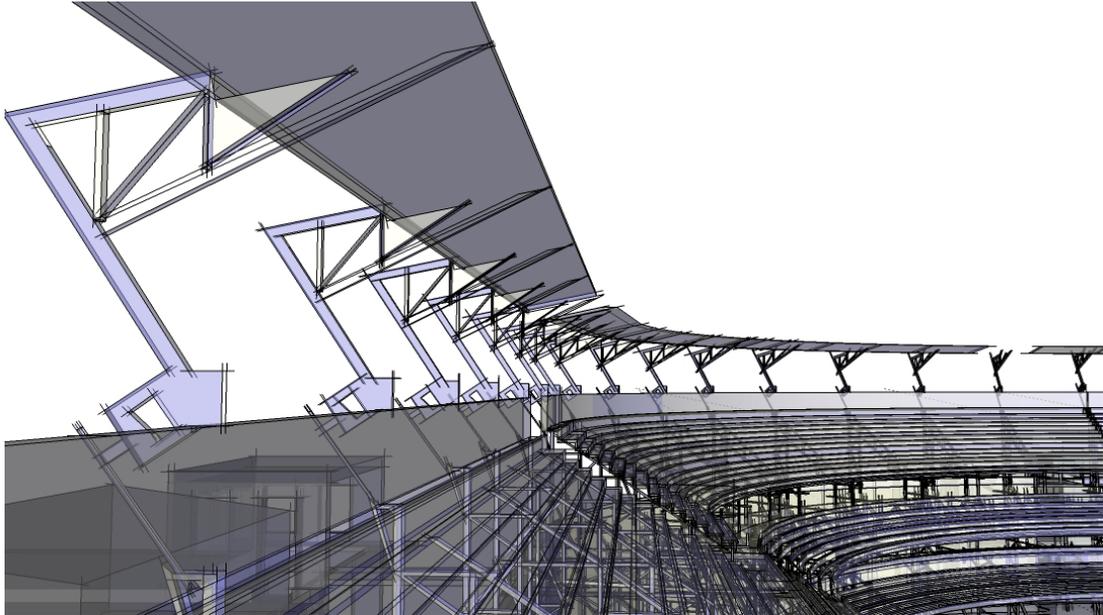


Figure 152: Detail of Canopy

The canopy of the ballpark perches above the fabric of the district and helps to give the ballpark a civic quality. It, too, becomes structurally expressive as it leans back towards the city and then lunges forward over the ballpark to provide protection from elements. The lights which illuminate the field are kept smaller and arranged more frequently around the ballpark. This is done in an attempt to eliminate the overpowering effect that the lights may have to the rest of the city. It instead creates an evenly balanced glow around the area of the field which can be noticed from the city and the river.

Several urban spaces overlook the ballpark and will remain open to the general public during game days. These same spaces can be used during non-game days as well for seating areas of the nearby café's. It is these spaces that serve to make this ballpark useable throughout the year.

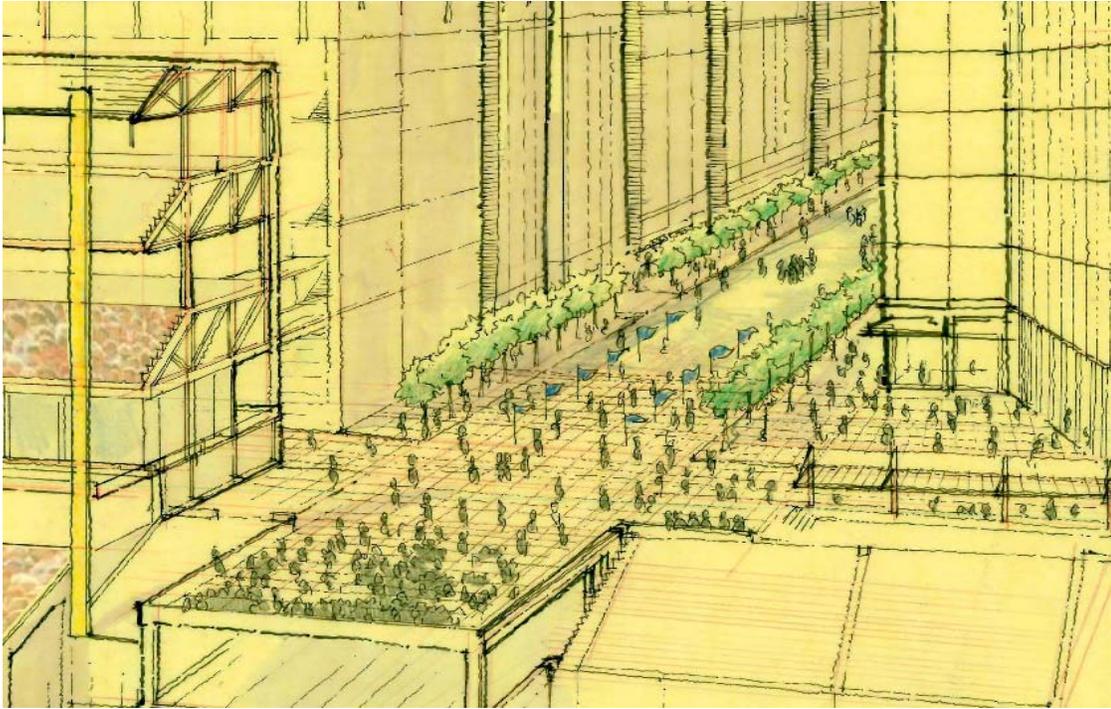


Figure 153: Urban Space adjacent to ballpark

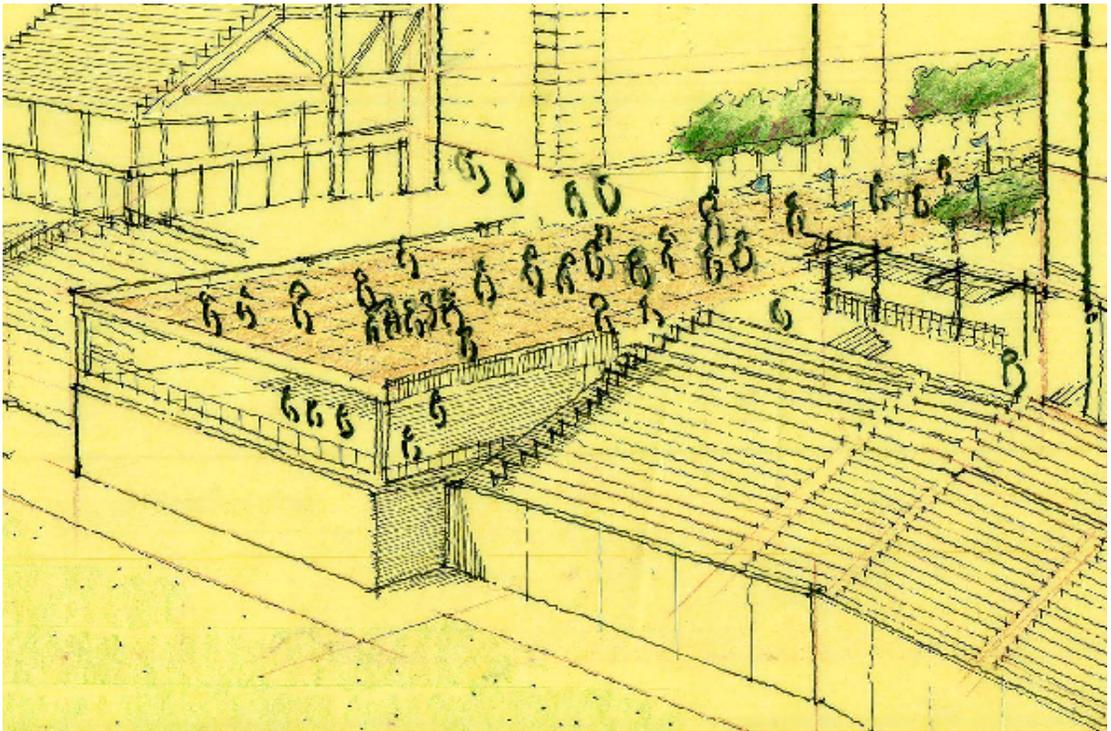


Figure 154: Urban Space adjacent to ballpark

The scoreboard, a major element in all ballparks, is integrated into the façade of the ballpark offices. The façade literally becomes the scoreboard, a similar technique to what one would find in Times Square, New York, or Piccadilly Circus in London, England.

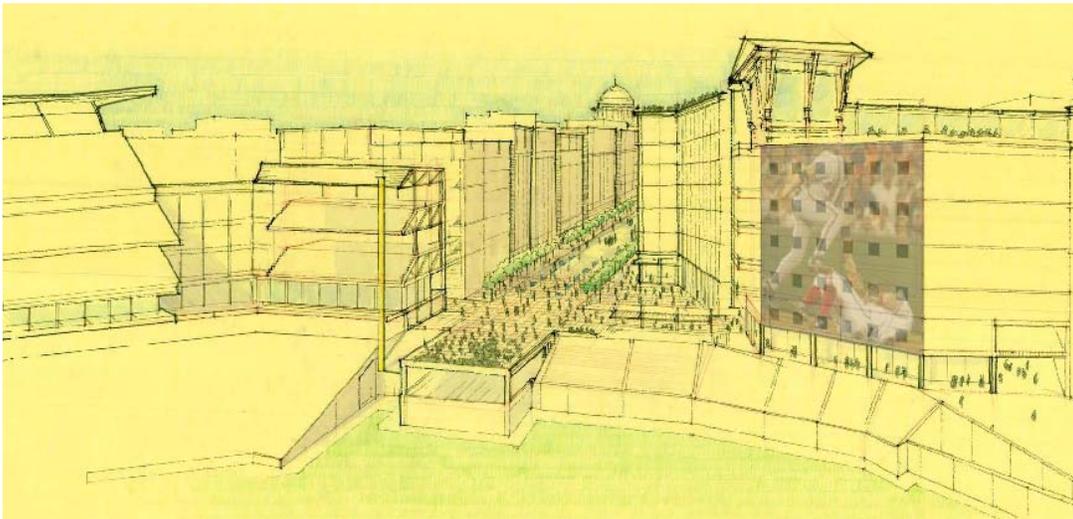


Figure 155: View of scoreboard as pictured during game

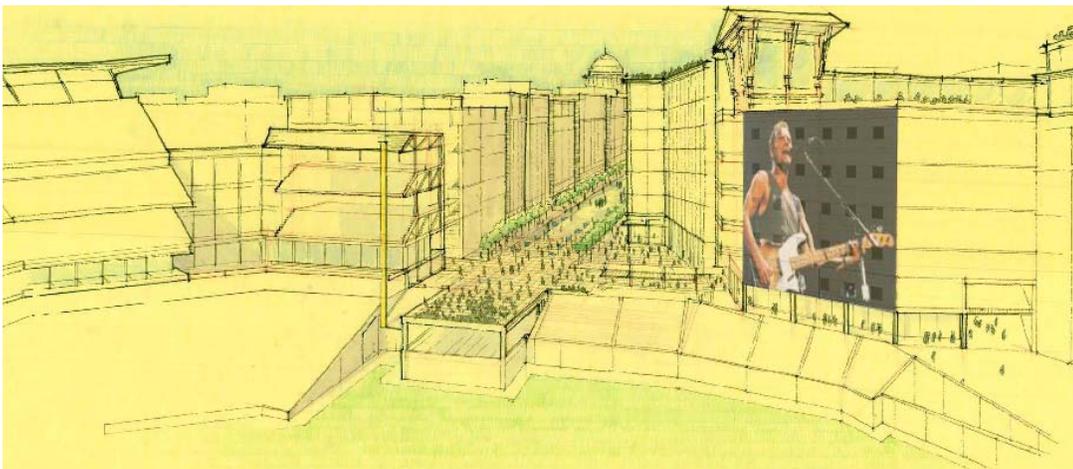


Figure 156: View of scoreboard as pictured during concert

Site Lines

The skyline of Washington D.C. becomes very unique among major cities throughout the United States because of the building height limit that is set in place. Because capturing a backdrop for the stadium is desirable (best examples include Petco Park, in San Diego, PNC Park in Pittsburgh, and Camden Yards in Baltimore) the seating bowl breaks away in strategic places to allow for views out to the city. Framed views are provided to the Capitol, the Washington Monument, and the adjacent Washington Navy Yard.

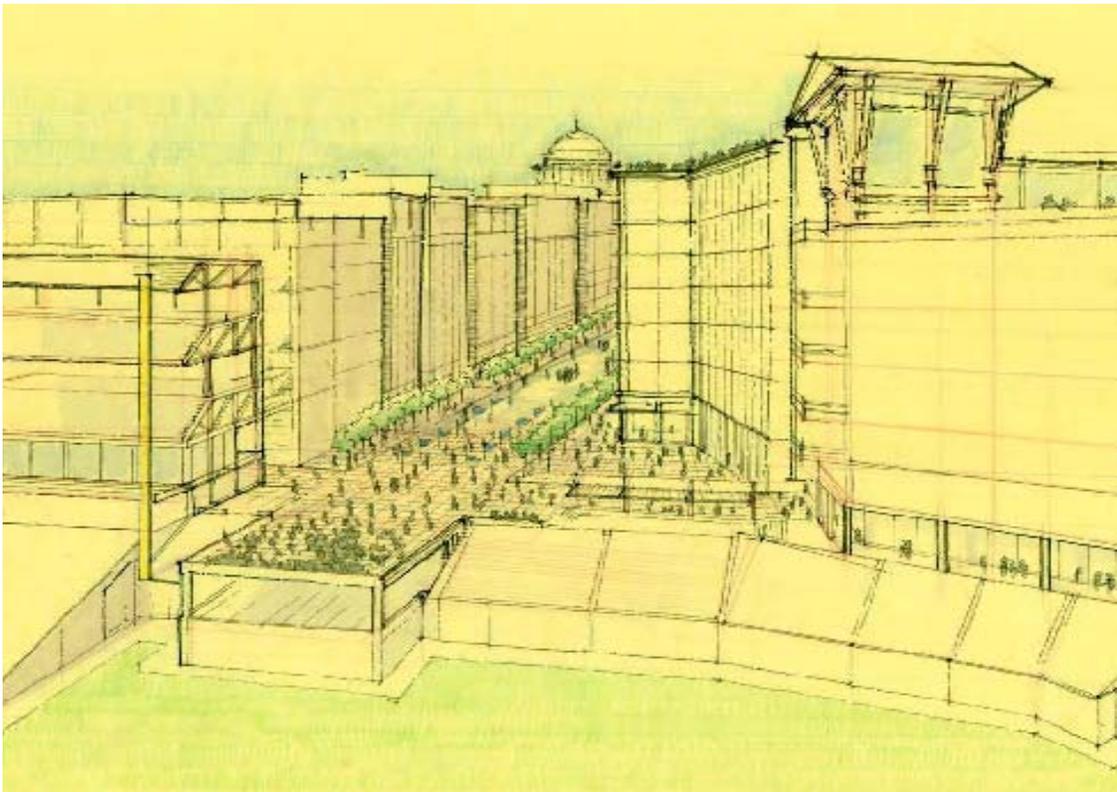


Figure 157: Capitol as seen from upper deck

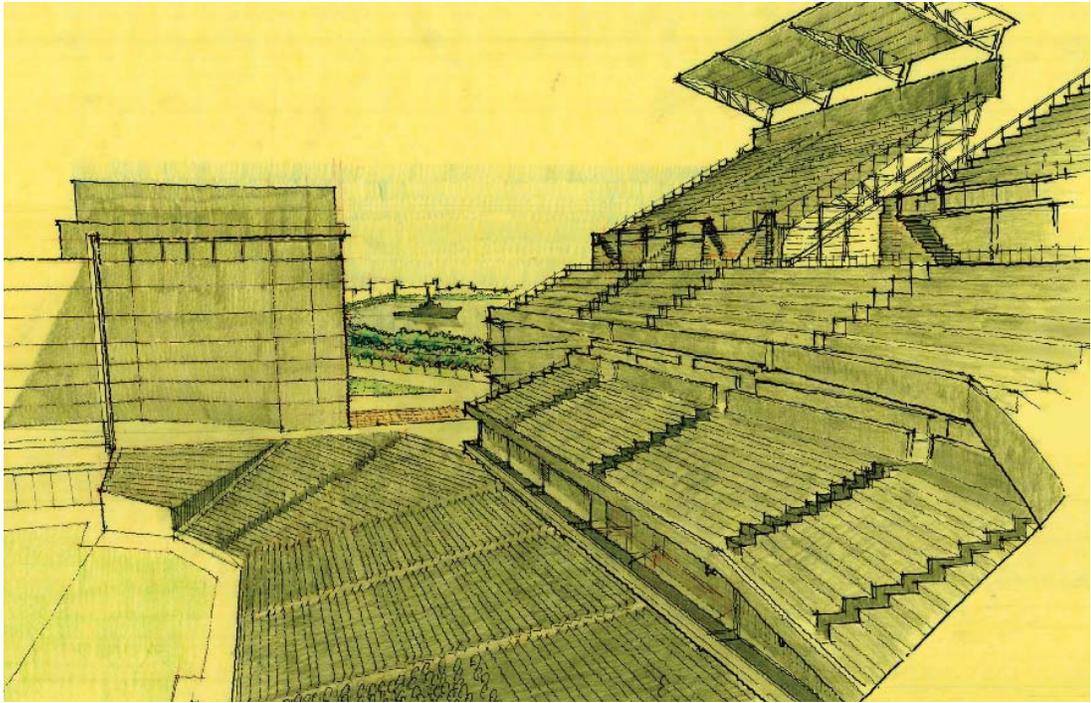


Figure 158: View of Navy Yard as seen from upper deck

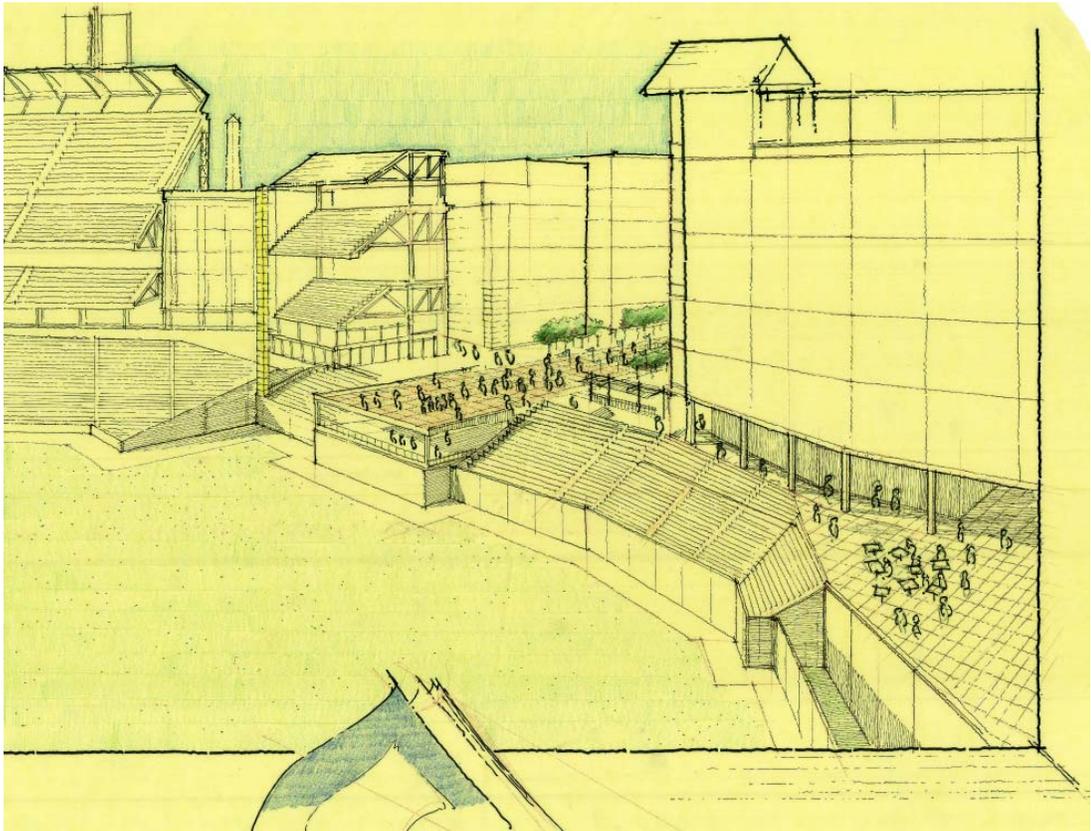


Figure 159: View of Monument as seen from engaged ballpark fabric

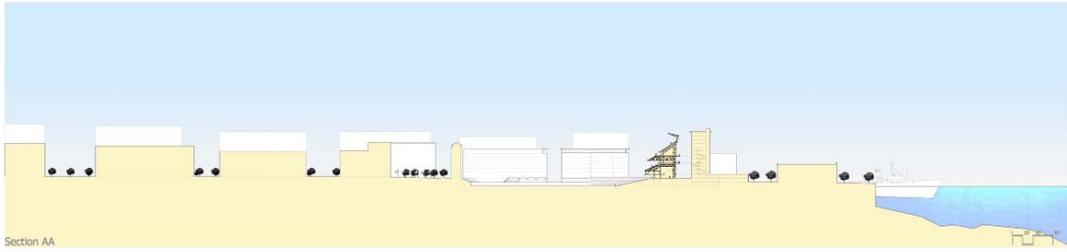


Figure 160: View of Monument as seen from engaged ballpark fabric

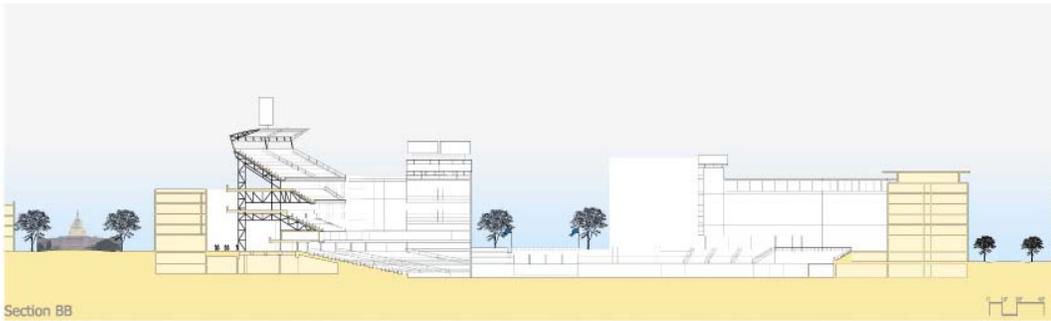


Figure 161: View of Monument as seen from engaged ballpark fabric

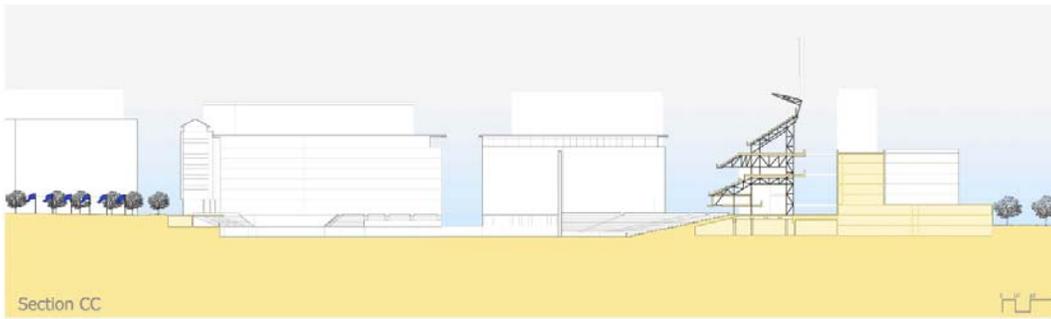


Figure 162: View of Monument as seen from engaged ballpark fabric

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