

ABSTRACT

Title of Thesis: BRINGING AN ART HUB ONTO
BALTIMORE'S CIVIC WATERFRONT

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Masters of Architecture 2018

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This thesis focuses on bringing an art hub onto Baltimore's civic waterfront of the Inner Harbor, specifically on Rash Field. Rash Field has been an unsightly and underutilized space, and is considered to be the last remaining essentially vacant space in the Inner Harbor. It is the primary reason why the south shore is the least pedestrian traveled section of the entire Inner Harbor promenade. The goal is to promote a better exchange and communication between the public, private groups of people using art as the major generator. In hopes that it will bring a unique and engaging attraction to Baltimore and revitalizes the south shore of the Inner Harbor promenade.

BRINGING AN ART HUB ONTO BALTIMORE'S CIVIC WATERFRONT OF
THE INNER HARBOR SPECIFICALLY ON RASH FIELD.

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
Masters of Architecture
2018

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Chapter 1: The History of Baltimore Maryland

Section 1: The history of Baltimore, Maryland

Four centuries of decisions made by millions of people have created Baltimore City. Sometimes, these decisions – local, national, or global in scale – have challenged the very existence of Baltimore City. At other times, these decisions have created opportunities for Baltimore to grow, transform, and thrive. Within this continual sea of decision-making, Baltimoreans have successfully steered their City through global turmoil, economic booms and busts, political and social upheaval, and the extraordinary consequences of technological change.¹

Throughout Baltimore’s history, its leadership responded to a number of seemingly insurmountable challenges by reinventing the City many times: brilliant Baltimoreans have invented and improved upon a vast range of technologies; shrewd businessmen have seized mercantile advantages; philanthropists have dramatically improved the lives of people within Baltimore and across the globe; and civic-minded citizens have organized and re-organized local government and the City’s civic institutions. The next few pages are chronicle moments in Baltimore’s history when hard, culture-defining choices had to be made.

In 1730, Baltimore Town was established with sixty lots, one-acre each, and located on the north side of the inner Basin of the Patapsco River also known as the Inner Harbor. The lots were squeezed in between a shallow harbor on the south; the Jones Falls River and marsh on the east; a woods on the north; and large gullies on

¹ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

the west. In 1745 Jonestown a small town east of the Jones Falls, was merged into Baltimore, adding twenty more lots to the town. By 1752, only twenty-five buildings had been constructed in Baltimore.

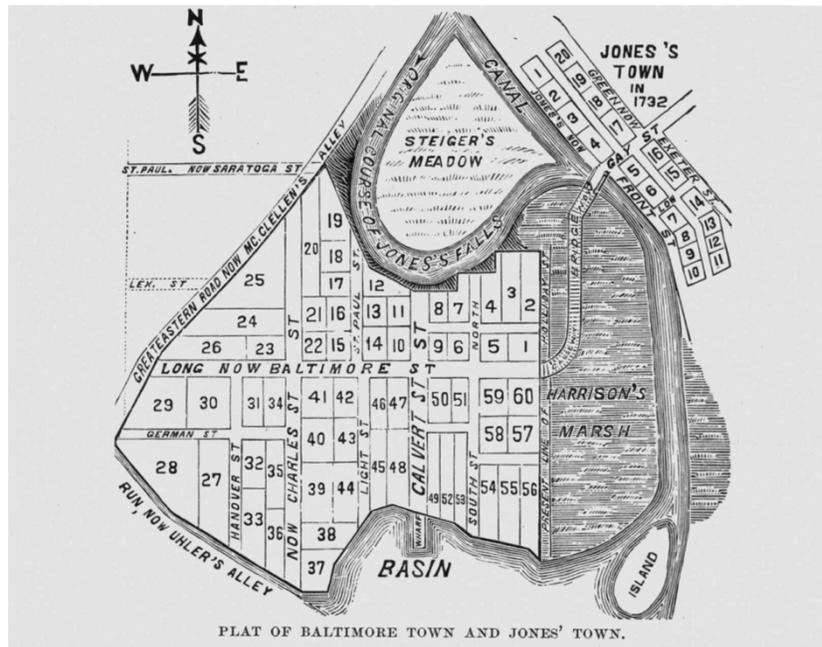


Figure 1: Map Showing Baltimore and Jonestown in the mid-18th Century. *Source Google*

The rise of Baltimore began shortly after 1752, where they began shipping flour to Ireland. This success of this seemingly insignificant venture opened the eyes of many Baltimoreans to the city's most extraordinary advantage a port nestled alongside a vast wheat growing countryside.²

Baltimoreans restructured the City's economy based on flour. Trails heading west were transformed into roads; flour mills were built along the Jones Falls, Gwynns Falls, and Patapsco River; and merchants built warehouses on thousand-foot

² <http://baltimorewaterfront.com/wp-content/uploads/2015/06/Inner-Harbor-2-0-Summary1.pdf>

long wharves that extended into the harbor. Soon, the roads from Baltimore extended all the way to Frederick County and southern Pennsylvania, and Baltimore ships sailed beyond Ireland to ports in Europe, the Caribbean, and South America.

During the Revolutionary War, Baltimore contributed an essential ingredient for victory: naval superiority. By the 1770s, Baltimore had built the most maneuverable ships in the world. These ships allowed Baltimore merchants to continue trading during the Revolutionary War, which in turn helped to win the war and to propel Baltimore's growth from 564 houses in 1774 to 3,000 houses in the mid 1790s.

From the late 1770s through the 1790s, Baltimore was loaded with boomtown energy. Baltimore's Town Commissioners implemented a number of critical public works projects and legislative actions to guide this energy: Fells Point merged with Baltimore in 1773; a Street Commission was created to lay-out and pave streets in 1782; and a Board of Port Wardens was created to survey the harbor and dredge a main shipping channel in 1783. Street lighting followed in 1784 along with the establishment of "Marsh Market," and the straightening of the Jones Falls. In 1797, Baltimore was officially incorporated as a city, which allowed local officials to create and pass laws.³

Baltimore City at the beginning of the 19th century overcame many obstacles of growth. The northern shoreline of the Inner Harbor was extended two blocks south. Water Street marks the original location of the shoreline. Since 1752, Federal Hill had been the vantage point from which to view Baltimore, and development expanded in

³ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

all directions, usually following the turnpike roads that led from Baltimore's harbor to the rural areas.⁴

Between 1850 and the Civil War, extraordinary changes spread through Baltimore's landscape. Cast-iron building technology transformed Baltimore's downtown. In 1851, the construction of the Sun Iron Building introduced cast-iron architecture to Baltimore. Its five-story cast-iron facade iron post and beam construction was copied throughout the city. Eighteen months after the Sun Building was built, twenty-two new downtown buildings incorporated cast iron into their construction.⁵

Baltimore was also becoming a leader in other manufacturing sectors. By the 20th century, the City was a world leader in manufacturing chrome, copper, and steel products.

From 1850 to 1900 Baltimore's population grew from 169,000 to 508,957 people. Baltimore's vibrant and diverse neighborhoods evolved to accommodate a constant influx of immigrants searching for opportunity. More than two million immigrants landed first in Fells Point and then in Locust Point, making the City second only to New York as an immigrant port-of-entry. Most new arrivals promptly boarded the B&O Railroad and headed west, but many stayed in the City to work in the burgeoning industries or start their own businesses. This growth, however, placed

⁴ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

⁵ <http://baltimorewaterfront.com/wp-content/uploads/2015/06/Inner-Harbor-2-0-Summary1.pdf>

great pressure on Baltimore's infrastructure, to accommodate this growth, Baltimore expanded its size from ten to thirty square miles in 1888.⁶

In 1853, the Baltimore City government purchased the Baltimore Water Company. With Baltimore's water supply clearly a government responsibility, ambitious plans were implemented. Between 1858 and 1864, the Hampden Reservoir, Lake Roland and Druid Lake were created. This water system used the Jones Falls as its source. However, in 1874 the City passed an ordinance to create another water system with the Gunpowder River as its main source. By 1888, Baltimore had created Loch Raven Reservoir and a seven-mile tunnel that connected Loch Raven to Lake Montebello. In addition, horsecar railway companies began laying track along Baltimore streets in 1859. Many horsecar railway lines followed old turnpike roads, effectively opening up suburban areas for development. In a matter of years Baltimore's neighborhoods and its suburban villages were tied together by a comprehensive system of horsecar railway lines. In the 1890's, Baltimore replaced horsecars with the electric streetcars, which opened up even more suburban areas to development, and by the 1900's over 100 suburban villages surrounded Baltimore.⁷

At the dawn of the 20th century, Baltimore's population reached over half a million. Baltimore's biggest challenge, however, began in 1904. On Sunday, February 7, 1904, Baltimore's downtown vanished. On that morning, smoke rose from the basement of a dry goods store on the corner of German and Liberty streets. Shortly before 11:00 a.m., the building exploded, spreading flames and debris to nearby structures. Driven by a strong wind, the blaze moved east and then south.

⁶ <http://baltimorewaterfront.com/wp-content/uploads/2015/06/Inner-Harbor-2-0-Summary1.pdf>

⁷ James, Henry. "Baltimore." *The North American Review*, vol. 183, no. 597, 1906, pp. 250–271. JSTOR

Approximately 30 hours later, firemen from Baltimore and other cities along the East Coast as far away as New York stopped the blaze at the Jones Falls. The downtown smoldered for weeks. The fire consumed 140 acres, destroyed 1,526 buildings, and burned out 2,500 companies.⁸



Figure 2: Image showing the aftermath of the Baltimore fire in 1904 *Source Google*

Ten years after the fire, Baltimore's downtown was completely rebuilt. In all, the fire made way for several significant improvements to the downtown: twelve streets were widened, utilities were moved underground, a plaza was established, and wharves were rebuilt and became publicly owned. The fire also led to stricter fire codes for Baltimore and national standardization of fire hydrants and fire-hose connectors.

Section 2 The Inner Harbor 1969-1999

In 1956, the Federal Government passed the National Highway Act, which provided 90% of funding for interstate highway construction. In 1960, the Planning Commission published a study for the East-West Expressway, which chronicled eight major proposals to build highways through Baltimore. I-95 would have sliced through

⁸ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

Federal Hill and included a bridge to Little Italy. These proposals would have effectively destroyed all harbor-front neighborhoods as well as pedestrian access to the harbor. Between 1965 and 1967, the City began condemning property along the proposed highway corridors.

In 1969, Fells Point became a National Register historic district, and in 1970 Federal Hill followed suit. Shortly thereafter, I-95 was rerouted south of Locust Point, and a bridge would span the harbor, connecting Locust Point to Lazaretto Point. In 1975, the bridge concept was replaced with the Fort McHenry Tunnel in order to preserve Fort McHenry. In the 1970s, I-83 was proposed to be built underground in order to preserve Fells Point, but the idea fizzled out as construction costs became prohibitive. In the end, Baltimore lost over two hundred historic properties and hundreds of others sat vacant after being condemned for highway construction. It was the tenacity of Baltimoreans that prevented the highway from obliterating not only the harbor-front neighborhoods but the Inner Harbor itself.⁹

This roaring success empowered Baltimore officials to expand the reinvention of Downtown. In 1964, the City and the Consultants came up with a vision: the harbor should be encircled by a ring of new public spaces all connected together by a public, waterfront promenade. They envisioned museums, office buildings, hotels, amphitheaters, marinas and piers for visiting ships, parks and playgrounds, and a new kind of shopping center, the festival marketplace.¹⁰

⁹ <http://baltimorewaterfront.com/wp-content/uploads/2015/06/Inner-Harbor-2-0-Summary1.pdf>

¹⁰ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

Using Federal Urban Renewal funds, the City demolished almost all of the buildings within the project area and constructed an entirely new infrastructure of piers, bulkheads, roads, utilities, and parks. A new brick pedestrian promenade was constructed around the harbor's edge.¹¹

During the 1960s, the Inner Harbor looked like a wide open pool of black water surrounded by a prairie crisscrossed by streets.



Figure 3 : Aerial showing Baltimore's Inner Harbor in the 1960's *Source Google*

However by 1973, when the Inner Harbor public promenade was completed, setting the framework for all development to follow. Heralded as a model of urban waterfront redevelopment, the Inner Harbor has been good for our city and state economies, creating a new tourism and hospitality industry. The Harbor supports over 21,000 jobs throughout the region.

¹¹ http://www.baltimorecity.gov/sites/default/files/5_History.pdf

In its first year, the Inner Harbor has become an intricate, exciting people-place that changes all the time. It is a playground, a front yard, and a main street for the entire City. It is a place for the City to look at itself and a place for Baltimore to show off some of its wonders to the outside world.

Perhaps, the Inner Harbor is Baltimore's most important invention since the railroad. The Inner Harbor was put together brick by brick, building by building, and block by block. The Inner Harbor's success can be attributed, in part, to the following features: well-developed architectural and urban design guidelines; major new attractions every five years; attractions for all ages and groups; high quality building materials; easy access to the water; uniformed policemen and other measures that create a feeling of safety; quality events; gardens and flowers; and high quality maintenance.

The concept and goal for the Inner harbor was to have a place where Baltimoreans could come together and celebrate, although a good of improvement is needed, at the time when the Inner Harbor first opened it was huge improvement to the city Baltimore.



Figure 4 : Aerial showing Baltimore's Inner Harbor today *Source Google Maps*

Chapter 2: Neighboring Communities

Section 1 Federal Hill

Federal Hill sits by a rise of land that is home to a federal historic district. What the name belies, though, is the neighborhood's strong sense of unity, its active, rich personality, and its distinctive mixture of old-fashioned architecture and hip, youthful attitude. Looking at Federal Hills deep history that extends back to the Jamestown era, when English explorers Captain John Smith, began the task of mapping out the New World. It was the mound overlooking Baltimore's Inner Harbor that became what is known as Federal Hill. The neighborhood embodies an exciting tapestry of American antiquity. However, Federal Hill was never supposed to happen back in the 1960's, a proposed highway construction project threatened to bulldoze the neighborhood. Through the joint rebellion of residents across the southern part of Baltimore City, the plan was eventually defeated.

Federal boundaries Hughes Street and Key Highway, to the north, Cross Street to the south key Highway to the east, and Hanover Street to the west. In May of 1788, about 4,000 Baltimoreans marched through the city streets in a parade organized by Commodore Joshua Barney, to celebrate the State of Maryland's ratification of the United States Constitution. The march featured a fifteen-foot model of a fully rigged sailing ship called the Federalist. Which was a contingent of the Port of Baltimore ship captain's mates, and sailors decided to set the Federalist on wheels,

and paraded it through the streets of the city before having it placed atop John Smith's Hill as we know it today Federal Hill Park.¹²

Federal Hill at one point was converted into a military base in 1861, but shortly after that in 1880 Federal Hill became a dedicated park as we know today, and ninety years later it became Federal Hill District was accepted for inclusion in the National Register of Historic Places.¹³

Federal Hill as we know today has four schools all of which are secondary schools. They are as follows Digital harbor High School, National Academy Foundation School, Thomas Johnson Elementary School, and Federal Hill Preparatory School. Some landmarks that surround the area is the local Cross Street Market, Federal Hill Park, and the American Visionary Art Museum, making it an ideal place for families, and teenagers, as well as the typical college crowd, and young professionals. Within the neighborhood itself there are bars and restaurants on Charles and Light street, suitable for every wallet and taste. Making this neighborhood a perfect example of urban renewal and modern gentrification. While in the neighborhood their are polished row houses primarily made of old-fashioned brick that stand next to more contemporary dwellings, some of them rehabbed from existing structures and others built from scratch over the last few decades.¹⁴

¹² <http://www.baltimoresun.com/news/maryland/baltimore-city/bal-federalhill-story-story.html>

¹³ <http://www.baltimoresun.com/news/maryland/baltimore-city/bal-federalhill-story-story.html>

¹⁴ <https://www.britannica.com/place/Baltimore>



Figure 5 : View of the iconic symbol of Federal Hill Park today *Source Google*

Section 2 Fell Point

Fells Point was founded in 1726. This was right around the time the Inner Harbor was still a marshland. During this time Fells Point became Baltimore's first deep water port, and was founded by William Fell, who was an English shipbuilder. Fell purchased the land once called Long Island Point and renamed it Fells Prospect. In 1763 William Fell's son Edward Fell, and his wife Anne Bond Fell divided the land into parcels and sold it to speculators. The deep water port soon filled with wharves, warehouses, homes, and stores, and was then renamed Fells Point, which was later incorporated into Baltimore in 1773.¹⁵

Fells Point was quickly becoming the center for shipbuilding and maritime commerce, Fells Point was important to colonial commerce. As England depleted its resources, American timber was exported from Fells Point wharves. By the 1790's, Maryland and Virginia became the young country's leading wheat producers.

¹⁵ <https://owlcation.com/humanities/FellsPointandtheHisotryofBaltimore>

Baltimore's grain mills ground flour for export, and in 1811, exported one million barrels of flour, some of which was exported from Fells Point wharves. By 1790 - 1840, Fells Point was one of the United States' greatest shipbuilding ports, producing 1/10th of our nation's ships. At this point Fells Point began to hire African Americans, freemen and slaves that were owned by others to work in the shipyards, by 1830 one out of six workers were African American. One of those African American workers was the one and only Frederick Douglass he was a caulker during the 1820's and 1830's.¹⁶

African American who worked in Fells Point were called Black jacks and they filled many duties in the maritime industry operating as captains, pilots, cooks, and stewards. Most caulkers like Frederick Douglass of the 19th century were black. This changed however, in the late 1880's, some ship builders began to hire white immigrants who were less skilled but worked for lower wages. This change ensued violence and eventually the tradition African American caulkers ended.

The shipyard of Fells Point soon closed due to the overwhelming steam ships, and the shipping industry moved to Locust point right around 1868, and was replaced by packinghouses and canneries. Fells Point then became famous for Bars, Brothels, and Boarding houses. The second half of the 19th century saw an influx of immigrants second only to Ellis Island. Irish fled the Great Famine, while Germans fled political turbulence. After the 1880's, Italians and Poles formed the bulk of immigration and Baltimore welcomed up to 40,000 immigrants a year.

¹⁶ <https://chap.baltimorecity.gov/historic-districts/maps/fells-point>

Many immigrants found housing in the small row homes of Fells Point. Due to the curious English system of ground rent, where the house is purchased but the land leased, Baltimore became a city of homeowners. Immigrant workers purchased homes radiating out from Fells Point.



Figure 6 : View of Fells Point in the 1900's *Source Google*

Then in the late 1960's Fells Point was revitalized all thanks to the influence of several strong community members and the city's forward thinking of Mayor William Donald Shaefer. Like Federal Hill there were plans to build an extension for I-95 threatened to destroy the historic nature of Fells Point and nearby Federal Hill, community activists rose to defend the area. A local social worker named Barbara Mikulski helped lead the fight along with the Society for the Preservation of Fells Point and Federal Hill. The Fells Point Fun Festival closed off the streets in hopes of raising funds and attracting attention to the plight of the neighborhood. Since then,

the Fells Point Fun Festival has drawn crowds on the first weekend of every October.¹⁷

Fells Point picked up and, in 1969, was listed on the National Register of Historic Places. Fells Point became a mecca for young people, artists, and an eclectic mix of characters. Funky shops and quirky bars catered to people in search of an authentic local experience, attracting tourists and locals for day time strolls, shopping, dining, and nightlife.

Today Fells Point has attracted a swarm of real estate speculators. Prices of home escalated dramatically, and the increased cost of renting storefronts drove away many of the colorful shops that gave Fells Point so much color.¹⁸



Figure 7 : View of Fells Point in the 1800's *Source Google*

¹⁷ <https://chap.baltimorecity.gov/historic-districts/maps/fells-point>

¹⁸ The Baltimore Book - New views of Local History by Elizabeth Fee and Linda Shopes; Temple University Press; 1993

Section 3 Canton

In 1786, Capt. John O'Donnell purchased 11 acres of land east of Harris Creek and called it Canton. When O'Donnell purchased land, he named his plantation Canton. In the Late 18th century, O'Donnell's land was sold off by his son Columbus O'Donnell, William Patterson and Peter Cooper, and was developed for waterfront industry and blue-collar housing.

During the early 19th century, European immigrants settled in the area. Welsh immigrants, primarily workers from South Wales, began settling in Baltimore in large numbers beginning in the 1820's. Welsh and Irish migrant workers composed a large portion of Baltimore's working class during the early and mid-1800's. In 1850, a large community of copper workers from Wales settled in the neighborhood. These workers established a Presbyterian church in 1865, located on Toone Street in Canton. Other groups included Germans and Poles.

Canton is a neighborhood is along Baltimore's outer harbor in the southeastern section of the city, roughly two miles east of Baltimore's downtown district and next to or near the neighborhoods of Patterson Park, Fells Point, Highlandtown, and Greektown. Today as we know Canton their is new housing that has been developed and the marinas have been developed along the waterfront and gentrification of the existing housing has occurred further inland.

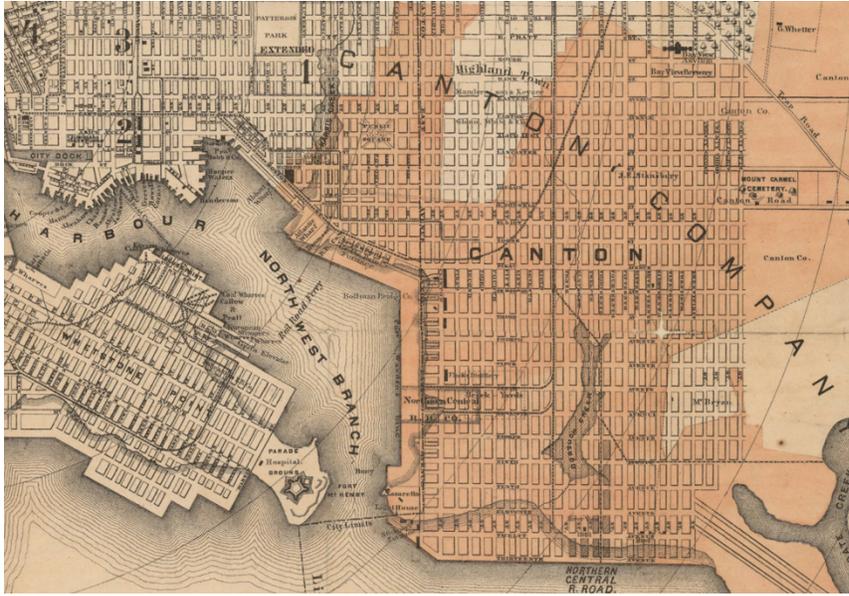


Figure 8 : Map of Canton in 1873 Source *The Johns Hopkins Digital Archives*

Chapter 3: Rash Field

Section 1 Site Information

The focus is to bring these institutions and their array of programming to Rash Field, and that will also allow the public to enjoy, with an end goal of revitalizes the south shore of the Inner Harbor promenade.

Some back story as to why I am interested in working with Rash Field. To start off Rash Field is like the Inner Harbor it is part of the Baltimore Waterfront Partnership. The Baltimore Waterfront Partnership is a non-profit organization known for activating the Inner harbor and cleaning up the harbor. The idea and goal is to make sure that the Inner Harbor has a greener future for the neighboring communities, streams and harbor. The partnership oversees all the activities that take place in the harbor, and also manage free and low-cost attractions such as the Inner

Harbor Ice Rink, which happens to be located on Rash Field. The overall goal is really to focus on making sure the Inner Harbor is a safe, fun environment for everyone who comes to visit and continues to visit the promenade.¹⁹

Rash Field was first built in 1976 originally it was supposed to be the football fields for Southern High School, which is located in Harwood, Maryland and is operated by the Anne Arundel public school system. However, this programming shortly changed when Southern High School decided to build its own football fields.

As a result making Rash Field unutilized up until 1999 when the Baltimore Beach Volleyball decided to take the site over and include seven beach volleyball fields when in the spring and summer time they offer public and private games that is welcome to the general public of Maryland.²⁰

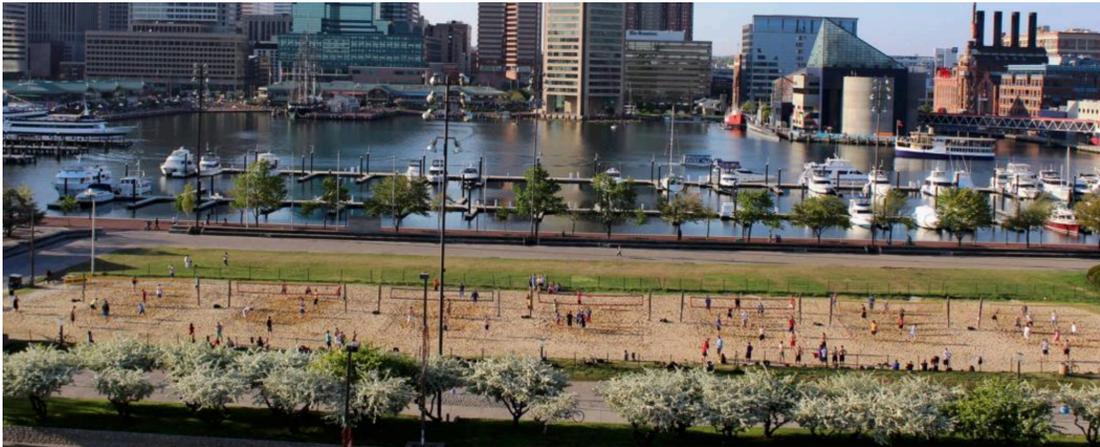


Figure 9 : Rash Field Occupied *Source Google*

Which in turn has had somewhat of a positive impact on the site and on the neighboring communities. However, at the same time it has had some negative backlash. Currently Rash Field is considered to be an underutilized space, and is the

¹⁹ <http://baltimorewaterfront.com>

²⁰ <http://www.baltimorebeach.com/>

last remaining vacant space that is part of the Inner Harbor. It has been a largely overlooked park space and is one of the main reasons why the south shore promenade is the least pedestrian traveled section of the entire Inner Harbor, which may have an effect on the neighboring communities and businesses.²¹



Figure 10 : Rash Field on a regular basis *Source Google*

Section 2 Existing Conditions

Rash Field is located in a prime spot where there are many landmarks and neighboring communities that are adjacent to the site.

²¹<http://www.rashfield.org>

The landmarks include museums such as the American Visionary Museum, National Aquarium, and directly across from the park you have the Maryland Science center, which both share a major parking lot. You also have restaurants that are all within the Inner Harbor, and deep into Federal Hill Park, along with commercial, retail, and office space all of which can be found while within the Inner Harbor's promenade.

There is also recreation use that surrounds the site along with a famous park called Federal Hill Park which is considered to be a historic landmark to Baltimore, and over looks directly onto the site.

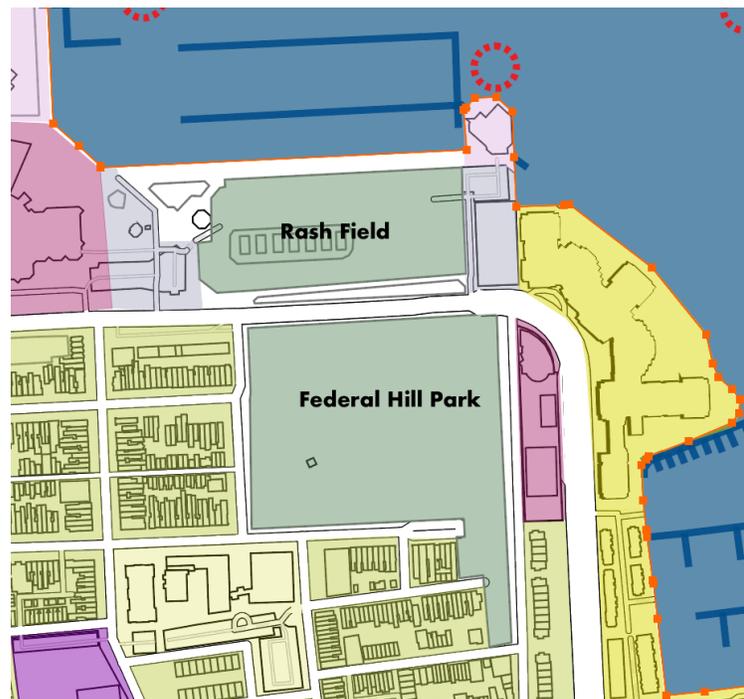


Figure 11 : Federal Hill Park and Rash Field *Source Author*

When looking at vehicular and pedestrian traffic flow on a positive note it is accessible to both vehicular and pedestrian traffic, with three bus stops directly in front and across the street from the site. Rash field is located on a major street that runs through Federal hill up until it hits the Inner harbor, key highway which has two traffic lights that help with mitigated the heavy traffic flow. There is also parking along the site, a smaller parking lot that holds up to 8 cars that is on the site, and shared parking with the Maryland Science Center, and paid public parking near the Rusty Scupper.



Figure 12 : Parking near Rash Field *Source Google Maps*

Another major factor to this site is the water Rash Field is currently is in close proximity of the Patapsco River, which was once Baltimore’s major port for importing and exporting goods. Currently part of what you see directly in front of the site is a dock where ships can be parked and left there for a duration of time. On a more positive note you have the Water Taxi, which has a spot walking distance from

the site. The Baltimore Water Taxi is a major part of how city goers get from place to place within the Inner Harbor promenade or to the neighboring communities like Fells Point, and Canton, and Locust Point.²²



Figure 13 : Water Taxi Stops *Source Baltimore Water Taxi Routes*

Lastly, when it come to looking at housing and education that is surrounding Rash Field, its mainly rowhouses that you will find within the Federal Hill community, and new mixed use apartment buildings that being built near the Inner Harbor promenade.

When it comes to the education area it manly comprised of secondary education all of which are within the neighborhood of historic Federal Hill. The image below represents the existing site conditions that will aid in the site improvements for the site.

²² <https://baltimorewatertaxi.com/>

EXISTING SITE CONDITIONS

LANDMARKS

Museums	
Restaurants	
Commercial	
Office Space	

LANDUSE

Recreational Use	
Parks	

VEHICULAR TRAFFIC

Bus Stops	
Traffic Lights	
Two Way Traffic	
Parking	

WATER

Water	
Water Taxi	
Dock	

HOUSING

Row Homes	
Mixed-Use Buildings	
Highrise Buildings	

Secondary Education

Middle School	
High School	

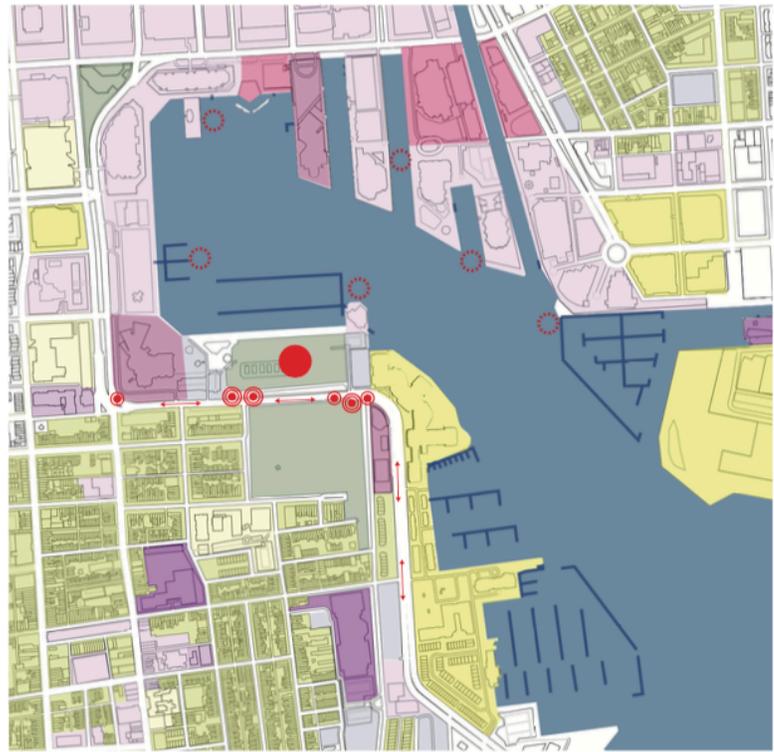


Figure 14 : Existing Site Conditions *Source Author*

Chapter 4: Program and Precedents

This thesis focused on looking at precedent studies that dealt with a water's edge a really focused on re-engage the community to the waterfront, and looking at architecture that also dealt with integrating the viewer with the landscape.

Section 1 Precedent Studies

Precedent 1: Brooklyn Bridge Park is an 85-acre post-industrial waterfront site stretching 1.3 miles along Brooklyn's east river's edge. The site spans from the Manhattan and Brooklyn bridges in the north to Pier 6 and Atlantic Avenue in the south. The site is long and narrow with a crenulated edge formed by the piers. The park, includes Piers 1-6, empire Fulton ferry, and Main Street. The park provides

green space for active and passive uses including playing fields, sport courts, playgrounds, lawns, and running and bicycle paths. A calm water area is available for kayaking and canoeing. Brooklyn Bridge Park is a great example of a water's edge community park with artful use of storm water management, flexible open spaces, and a variety of scale and types of spaces within a larger context.²³



Figure 15 : Aerial of Brooklyn Bridge Park *Source Google*

Precedent 2: The Seattle sculpture park project area extends 26 blocks from Pioneer Square to the Olympic Sculpture Park and envisions new parks and paths, access to the water, places to enjoy views, vibrant public and cultural spaces, and a new urban street that will accommodate all modes of travel and provide an important connection in the city's transportation system. Waterfront Seattle is a civic partnership between the City of Seattle and the entire community to create an inviting new public waterfront that the entire region can enjoy for generations.

²³ <https://www.brooklynbridgepark.org>

The project is jointly led by the Seattle Department of Transportation, the Department of Planning and Development and Seattle Parks and Recreation, in partnership with the Central Waterfront Committee. Technical facilities on the roof, accentuate the main entrance and provide a roof top terrace with a view that overlooks the waterfront and the city. Waterfront Seattle proposals successfully engage people with the water's edge, balance tourism with community use, maintain clear connections to the city, and accommodate the crossing of a major roadway.²⁴



Figure 16 : Aerial of Seattle's Sculpture Park *Source Google*

Precedent 3: The Royal Danish Playhouse is a theatre situated on the harbor front, in the Frederiksstaden neighborhood of central Copenhagen, Denmark. The exterior is dominated by a continuous glass-encased top story structure, with offices and back-stage facilities for the actors. Above the glass band is a dark copper-clad cube that acts as a scene tower for the people within the building. A very captivating element of the building is how it plays with the existing land and water, about 40 percent of the

²⁴ <http://www.seattleartmuseum.org/visit/olympic-sculpture-park>

building projects over the water, the waterfront promenade pivots around the playhouse, diverting pedestrians onto a raised 150 meter long walkway layered with rustic oak planks, and placed on columns creating a floating feel, making the playhouse very dramatic on the exterior and interior of the space.²⁵



Figure 17 : The Royal Danish Playhouse *Source Archdaily*

Precedent 4: The Cinepolis Headquarters is set on the top of a hill on the outskirts of Morelia, approximately one hundred miles west of the country’s capital. The new headquarters is a 75,000 SF low-rise building articulated in a campus-like setting around a central tower. The composition is arranged in a four level solution that incorporates a strikingly bold design feature of two balancing volumes. Almost all the facades are built in aluminum profiles and transparent windows covered with a technology film to reduce heat from the sun without minimizing natural lighting from within. The building is designed to be energy efficient in accordance with LEED

²⁵ <https://www.visitcopenhagen.com/copenhagen/royal-danish-playhouse-gdk423358>

standard guidelines, using natural lighting throughout and natural ventilation among other “green” features in order to respect the local environment setting.²⁶



Figure 18 : Façade of Cinépolis Headquarters *Source Google*

Precedent 5: The ICA is the first museum to be built in Boston in 100 years. The 65,000 SF building includes temporary and permanent galleries, a 330 seat multi-purpose theater, a restaurant, bookstore, education/workshop facilities, and administrative offices. It straddles the competing objectives of a dynamic civic building for public programs and an intimate, contemplative environment for viewing art. The waterfront is both a great asset for the museum and a distraction from its inwardly focused program.²⁷



Figure 19 : ICA in Boston *Source Google*

²⁶ <https://www.archdaily.com/184392/cinepolis-headquarters-kmd-architects>

²⁷ <https://www.archdaily.com/897150/institute-of-contemporary-art-diller-scofidio-plus-renfro>

Section 2 Program

The program of this thesis is bringing an art hub onto Baltimore's civic waterfront of the Inner Harbor specifically on Rash Field. Introducing three building types that will focus on art and communication, and engagement with the local members of the area, tourist, and really all groups of people. The building typology consists of a food market that allows for more diversity when it comes to food, and communication. An auditorium that is open to the public, the idea is that the auditorium will facilitate as being an extension to the other public learning facilities within the Inner Harbor, in hopes that it will engage the community with lectures, and continue the ideology of the Inner Harbor being a great place to learn about history, science, art, and the aquatic life. And finally introducing the major building type of the program is introducing an art gallery that has an intermediate level which focuses on a workshop making and creating space, and the main space a gallery and exhibition space with the main entrance being within Federal Hill Park.

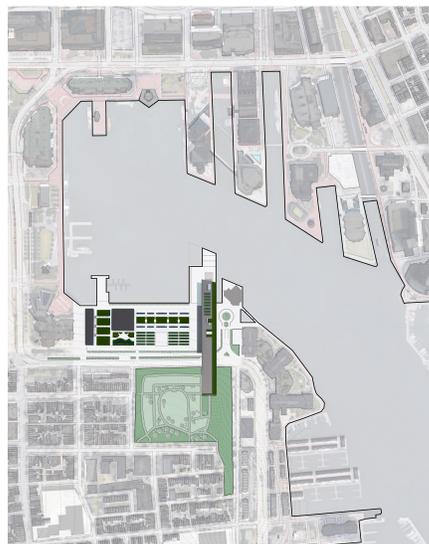


Figure 20 : Building typology *Source Author*

When thinking about the urban planning of this thesis it was really about looking at the area in two different zones one that spoke to the typology of the food market and auditorium while the other focused on the relationship between Rash Field and Federal Hill park. Maintaining that zone very pure and green, and introducing a new gateway and experience from hill to harbor. Zone 1 focused on adding outdoor event space, along with a playground, while zone 2 introduces growing area that could then have a relationship with the Food market, and introduce another resource to the south shore end of the Inner Harbor.

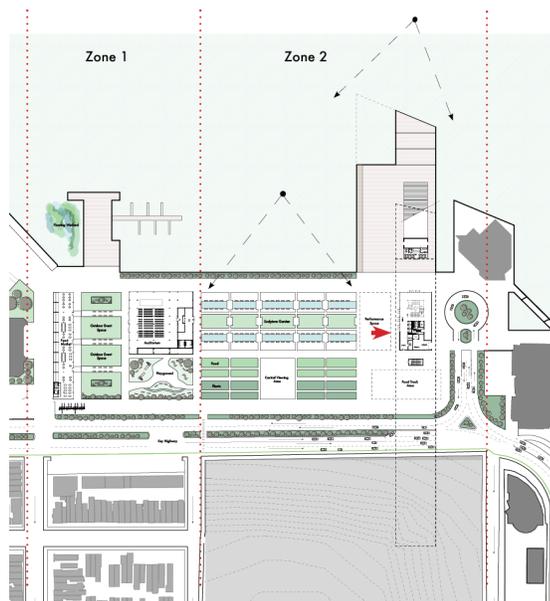


Figure 21 : Zone 1 and 2 site planning *Source Author*

Chapter 5: Proposed Scheme

Section 1 Proposed Scheme

The proposed scheme dealt with introducing more experiences and activities that could take place and happen on the south shore end of the Inner Harbor promenade in hopes that it would revitalize the site. The ground floor plan entailed the information stated above but it also dealt with redesigning Key highway, a major roadway that is located at the south shore end of the Inner Harbor and is currently not pedestrian friendly.

Looking at the ground floor plan entering the main gallery exhibition space, it was really about having a grand entrance that would begin the journey into the main bar scheme.

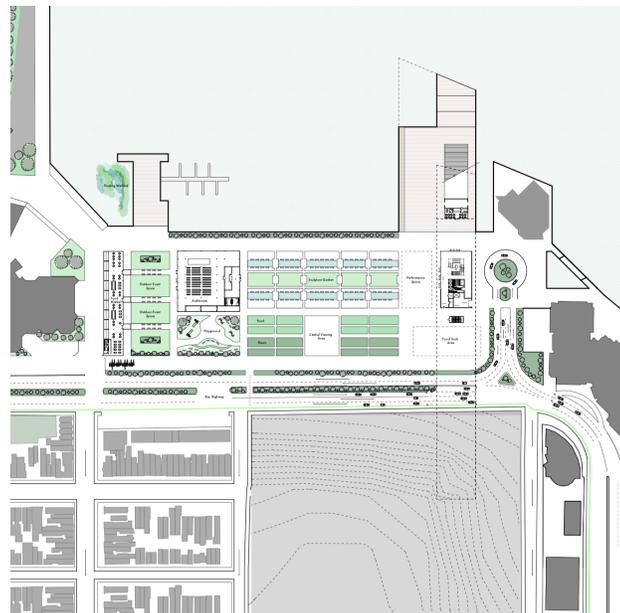


Figure 22: Ground Floor plan *Source Author*

Going up into the space when in the intermediate level it was about introducing a workshop making creating space. The program within the Federal Hill Park is

composed of six different art labs and workshop that could facilitate the idea of having that intermediate level is a workshop and making space. Then emerging from the park entering a zone that has a gift shop and bookstore and ending with a café that allows you to step down into the water for further engagement and experience.

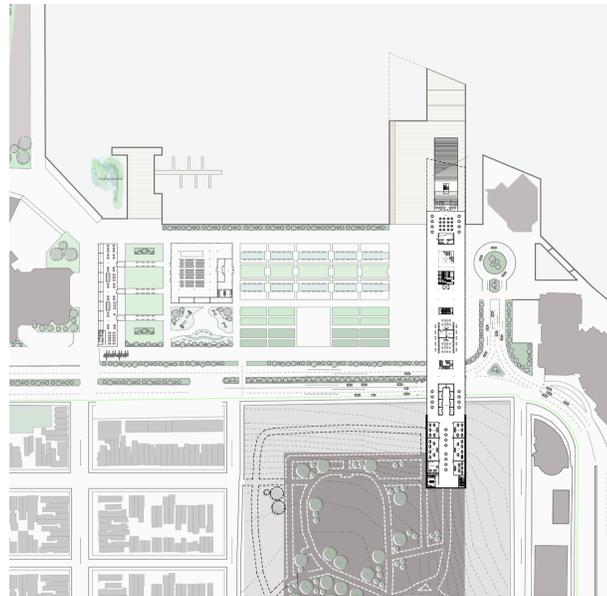


Figure 23: Second Floor plan *Source Author*

The image below showcases the further experience from hill to harbor. The idea is that when once you have reached this destination you can have a further experience and engagement with the water.



Figure 24: Stair Experience *Source Author*

Moving into the main space of the gallery exhibition space its really about show casing 2D and 3D work, and ending with great views to the Harbor. At this level as the viewer you have the opportunity to also enter from the top of federal hill park

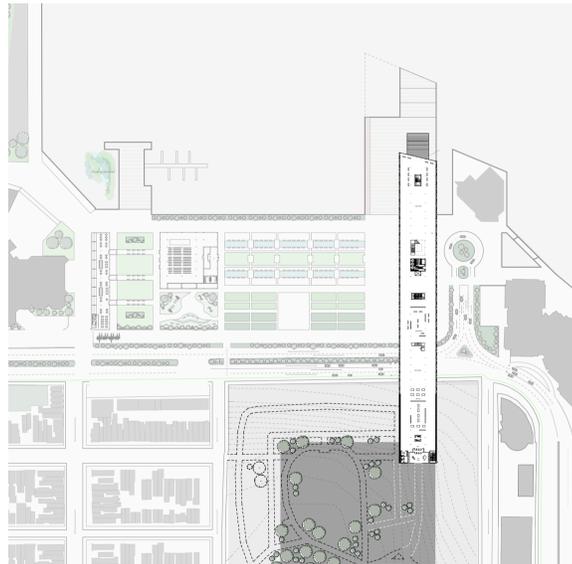


Figure 25: Third Floor plan *Source Author*

The big idea was inspired by this connection from Federal Hill Park to Rash Field and then a further extension to the water, when it came to the placement of where the bar sat it was all about looking at the existing conditions, diagramming the existing geometry that can be found within the Inner Harbor and surrounding areas. It began by looking at the existing geometry, then furthering that observation with looking at the areas where those geometries began to intersect with one another, then looking at the different zones that were being created by the existing geometry.

Finally, looking at everything as a whole and beginning to understand the geometry that the Inner Harbor was saying and its connection to Rash Field and Federal Hill Park.

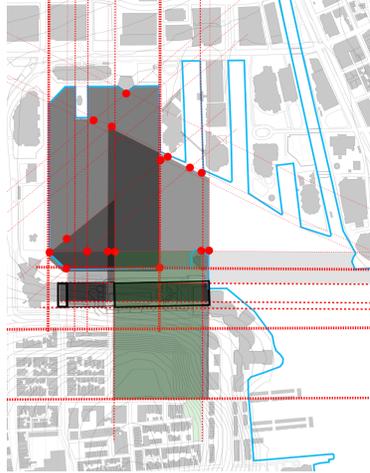


Figure 26: Diagrams of site *Source Author*

Once developed a series of diagrams finding the placement of where the bar sat in relationship to everything became important to see the existing site conditions of Federal Hill Park and its relationship to Rash Field and the Inner Harbor. The overall goal was to have a connection to the Inner Harbor and it's current landmarks, along with creating a new gateway to the Inner Harbor using the Aquarium as the overarching relationship to delineate where the new pier and bar would sit and end, along with using the other existing geometry to help facilitate with the placement of the bar.

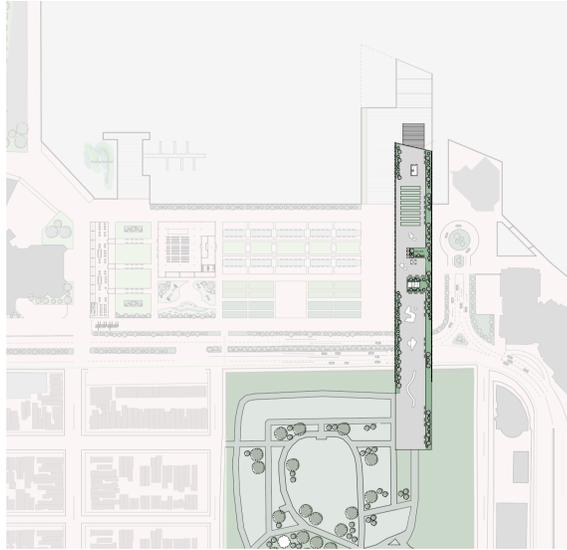


Figure 27: Roof Plan *Source Author*

The goals and hopes of this thesis was to not only bring an art hub onto Baltimore's civic water front but was also about revitalizing the shore end of the Inner harbor.

Which meant looking at the existing conditions of the current landmarks and experiences that take place currently in the Inner Harbor. It was about bringing a different type of art to the area that would allow locals and other members of the area to show case their work. In hopes that it would begin to engage with one another and start a conversation, and bring more people to the south shore end of the Inner Harbor, and the big idea of allowing for a further experience from hill to harbor.



Figure 28: Overall Scheme *Source Author*

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