

Framework, Embodied

A low-carbon addition to the Leon Electric Building

Collective memories of place are bound by a common framework of space. Memories are inherently personal and subjective, and when collectively shared, produce fuzzy representations of a common narrative. And while it's the fuzzy details that are often contested, the common architectural framework continues to persist. Architectural frameworks are simultaneously generic and specific; they're generic enough to contain the messiness of life while specific enough to give that messiness a guiding order. The generic specificity of the Leon Electric Building's existing framework is understood to be a prime opportunity for adaptive reuse.

This project proposes the embodiment of the existing structural framework of the Leon Electric Building via the addition of a new CLT structural system. These CLT frames and shear walls have been grafted onto the existing Western elevation in order to provide additional space for public programs and to produce a new urban identity. In section, a 45-degree chamfer has been introduced to the Western façade, allowing light to penetrate deep into the plan. Through these minimal alterations, the existing spatial framework has been embodied via simple programmatic insertions.

The existing structural grid of the Leon Electric Building favors movement in the North-South direction, but through the addition of a fourth CLT structural bay, a secondary grain of circulation can be inserted, completely altering the interior spatial experience. A CLT core has also been added where the existing and new structural frameworks meet, producing threshold conditions for the aforementioned cross-grain circulatory systems.

The most radical alteration to the Leon Electric Building is the addition of a universally accessible ramp which provides step-free access from the Uphams Corner train platform to Dudley Street. The ramp weaves throughout the building, cutting through the new CLT core and provides unique vantage points to the programs within. Servicing the Uphams Corner station which provides fast transit into downtown Boston, this new ramp provides a slower method of transit, encouraging the public to slow down, gather, and collectively consider place-ness in order to make new collective memories.

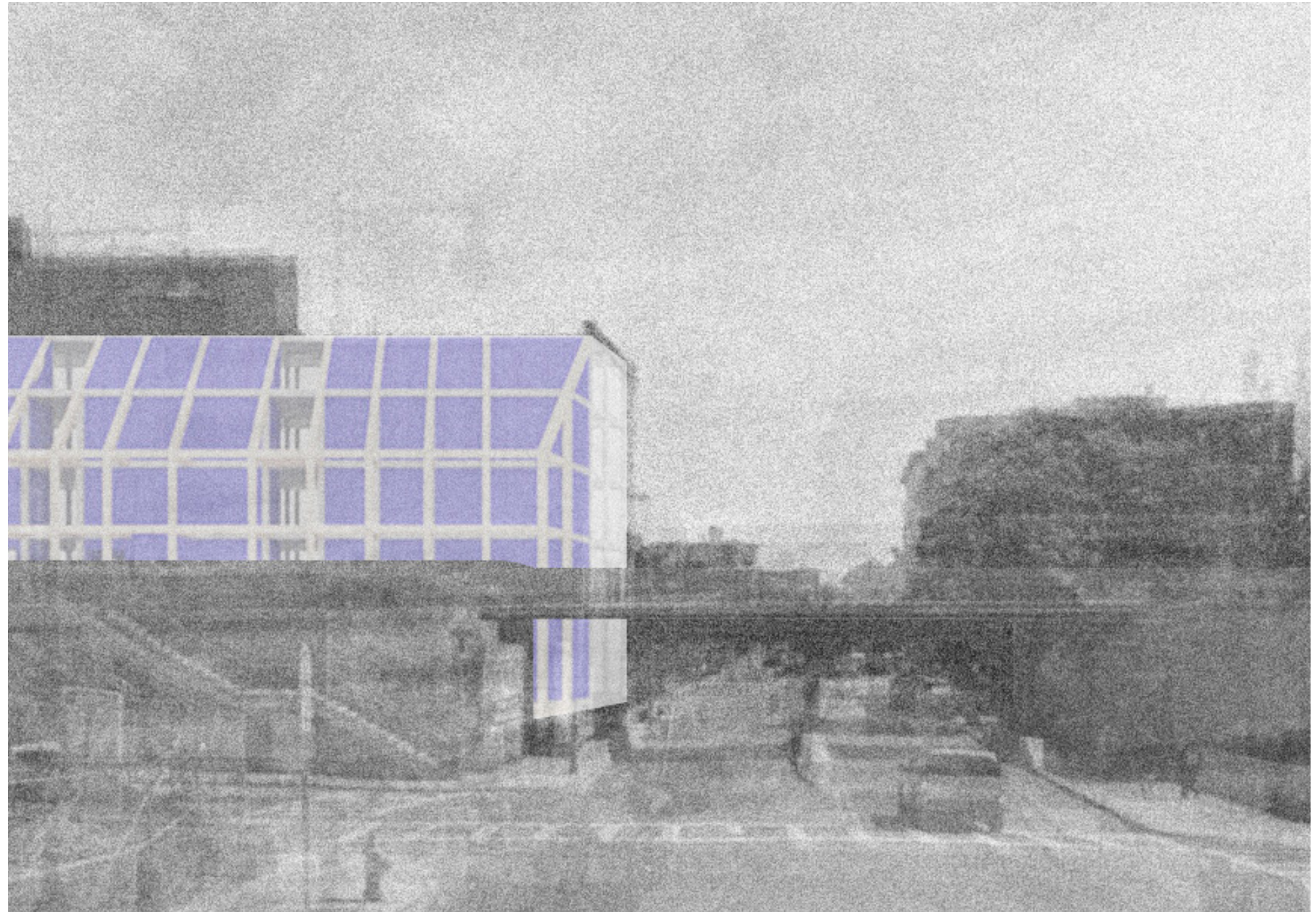


Fig. 01: Exterior View 01

collective view from corner of Dudley St and Magnolia St

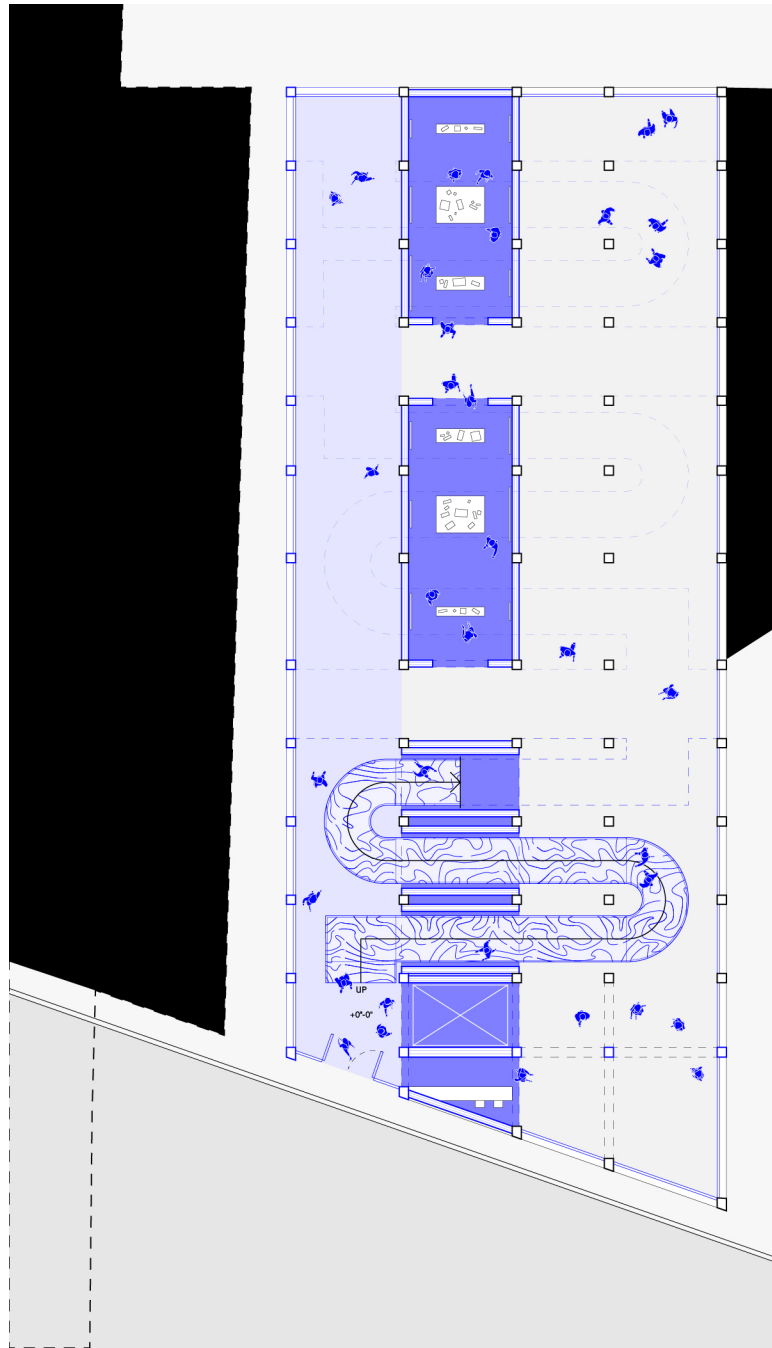


Fig. 02: Ground Plan
1:250 scale

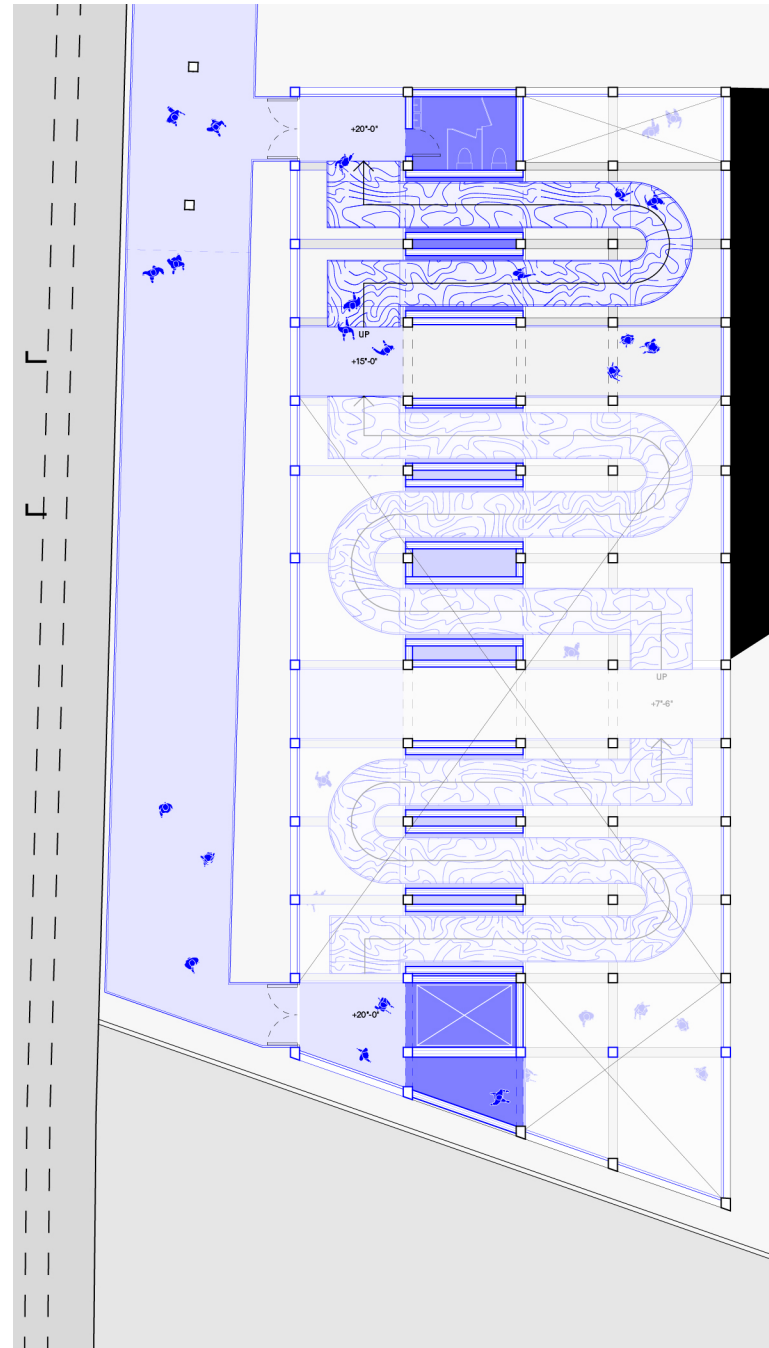


Fig. 03: Platform Plan
1:250 scale

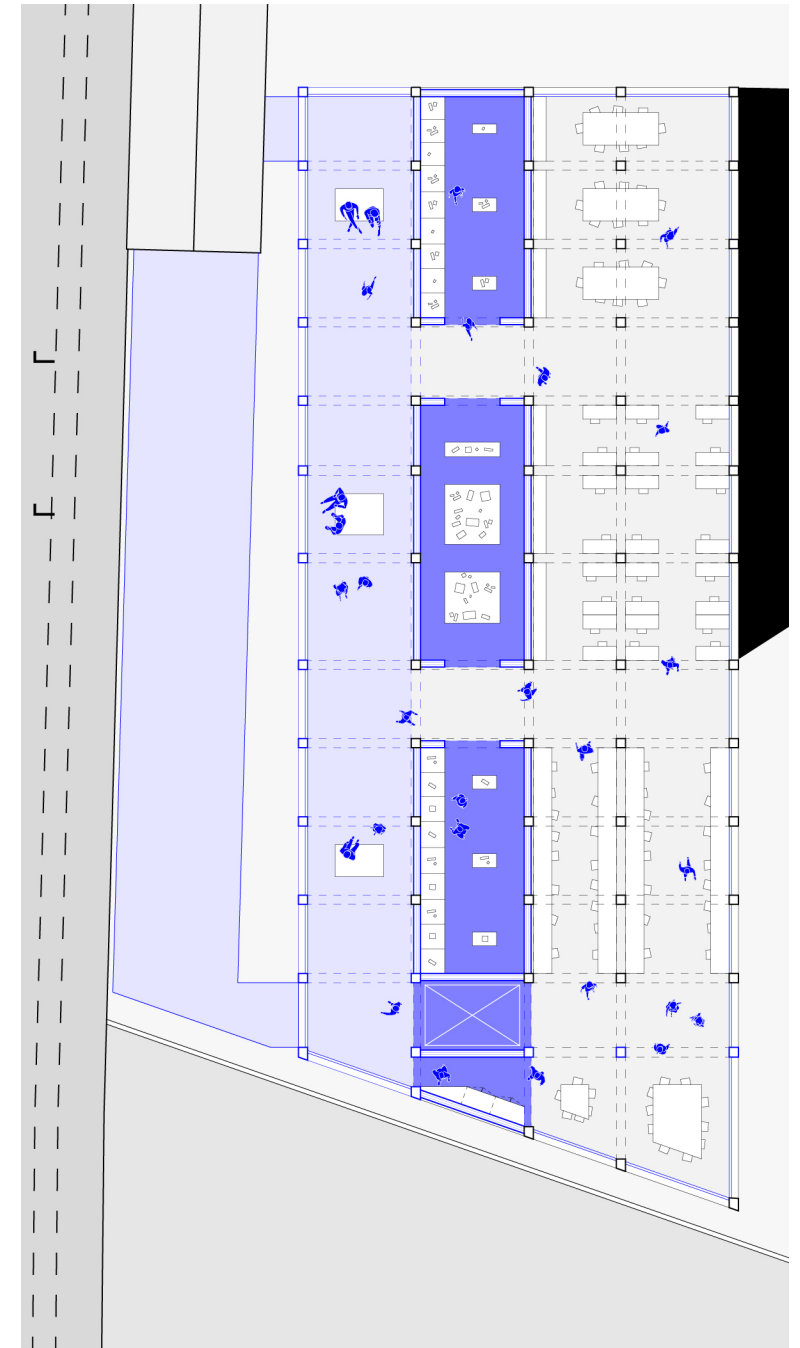


Fig. 04: Third Floor Plan
1:250 scale

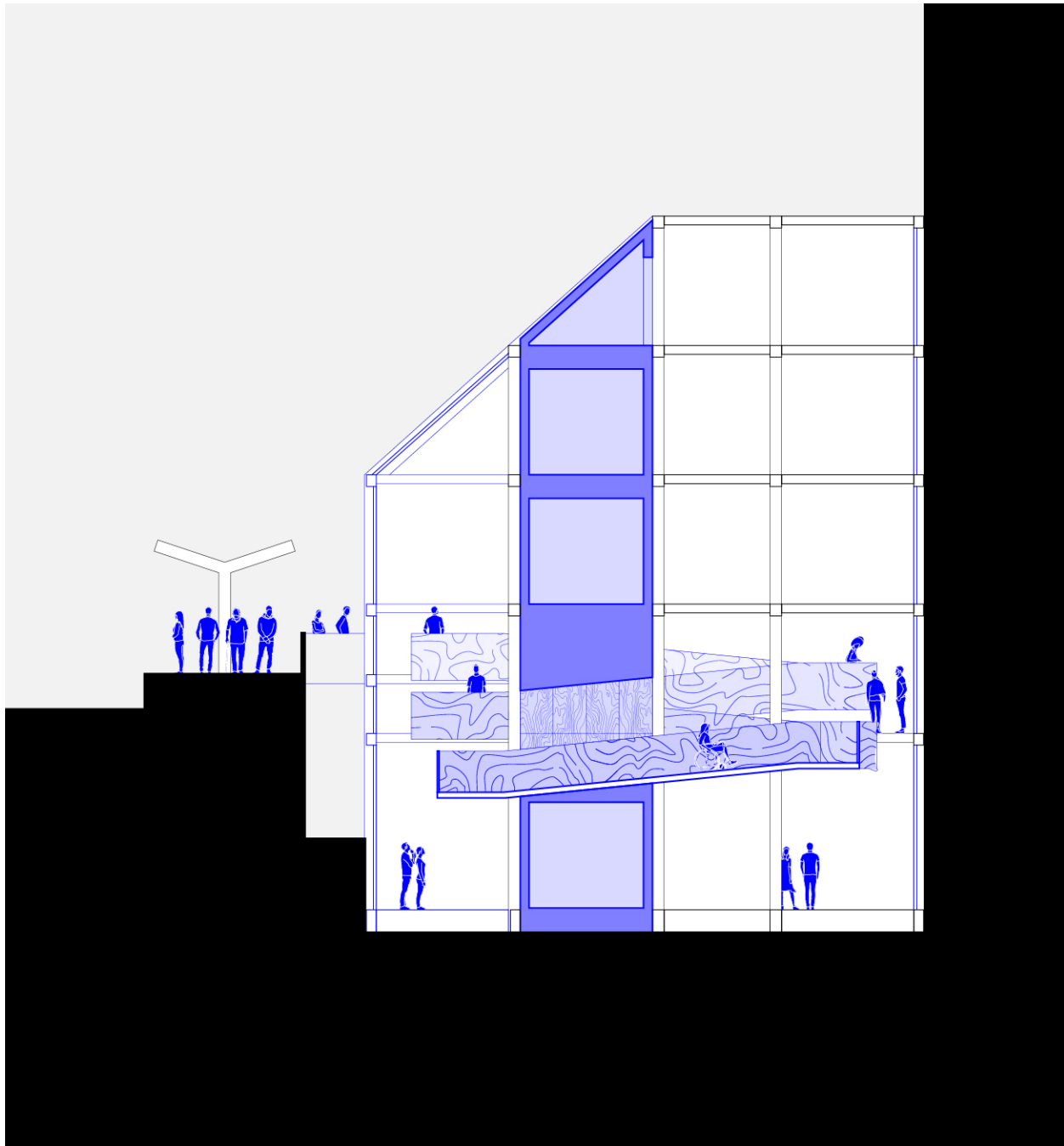


Fig. 05: Section A
1:150 scale

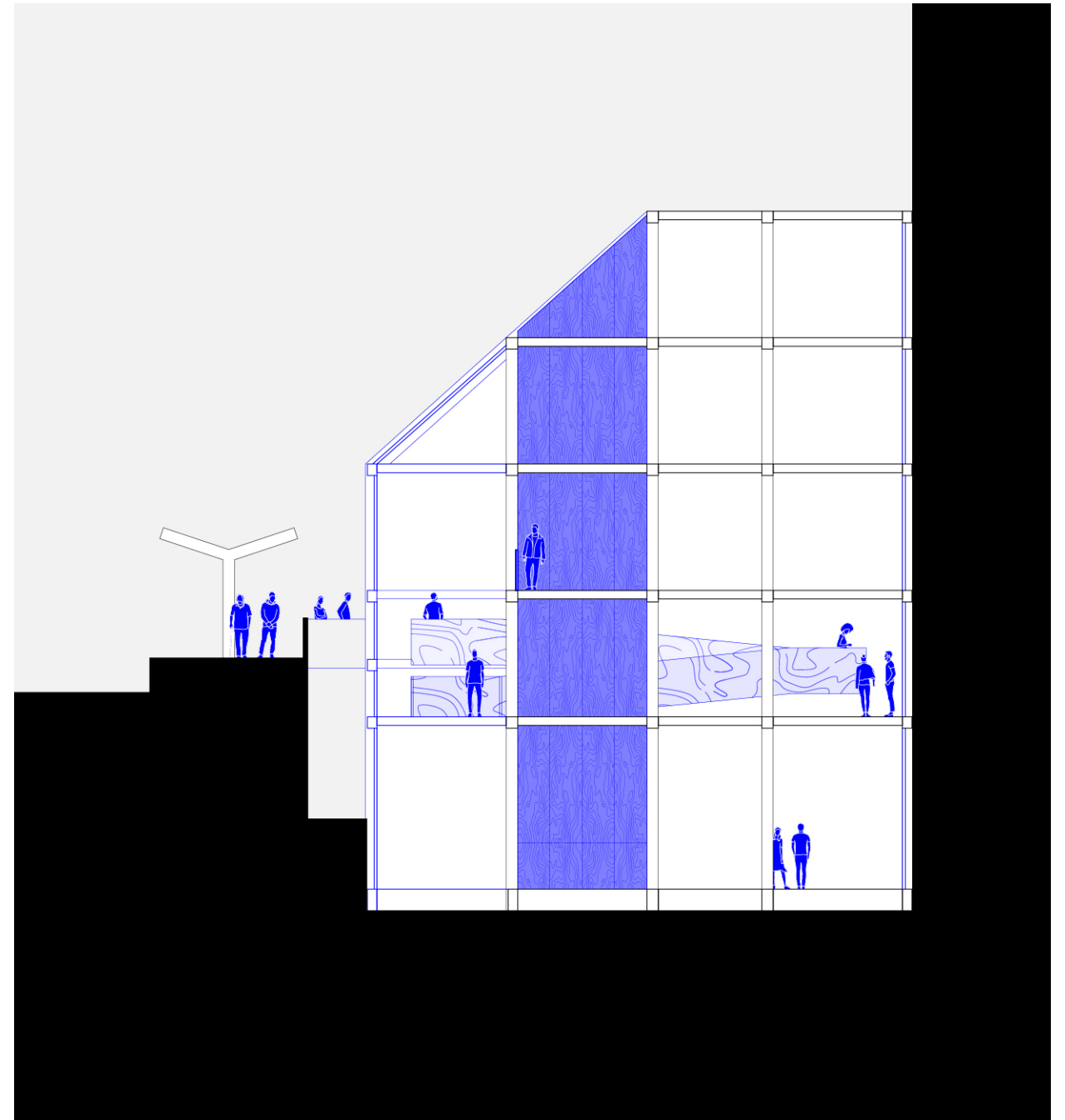


Fig. 06: Section B
1:150 scale

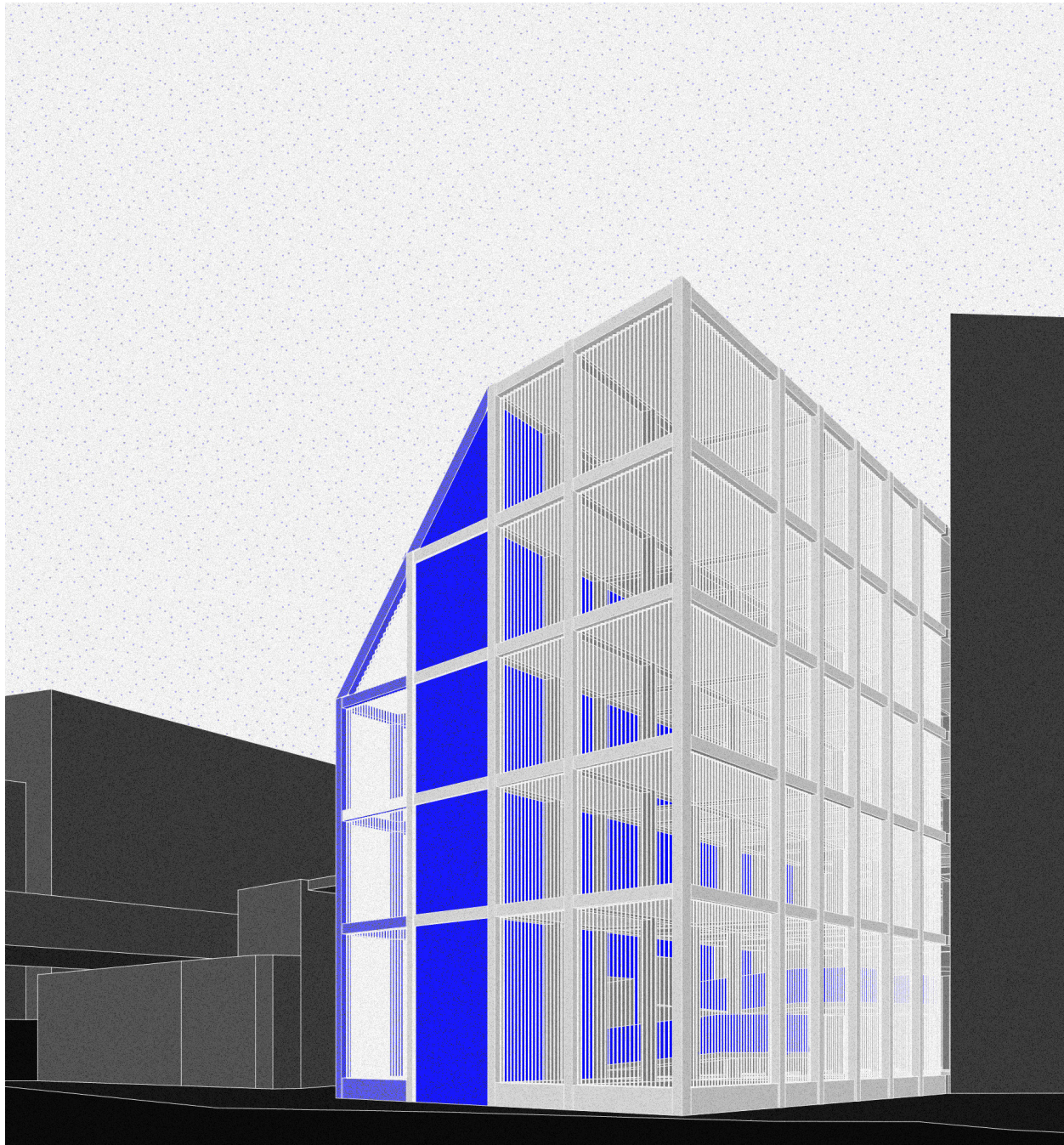


Fig. 07: Exterior View 02
view from the Nonquit Street Green

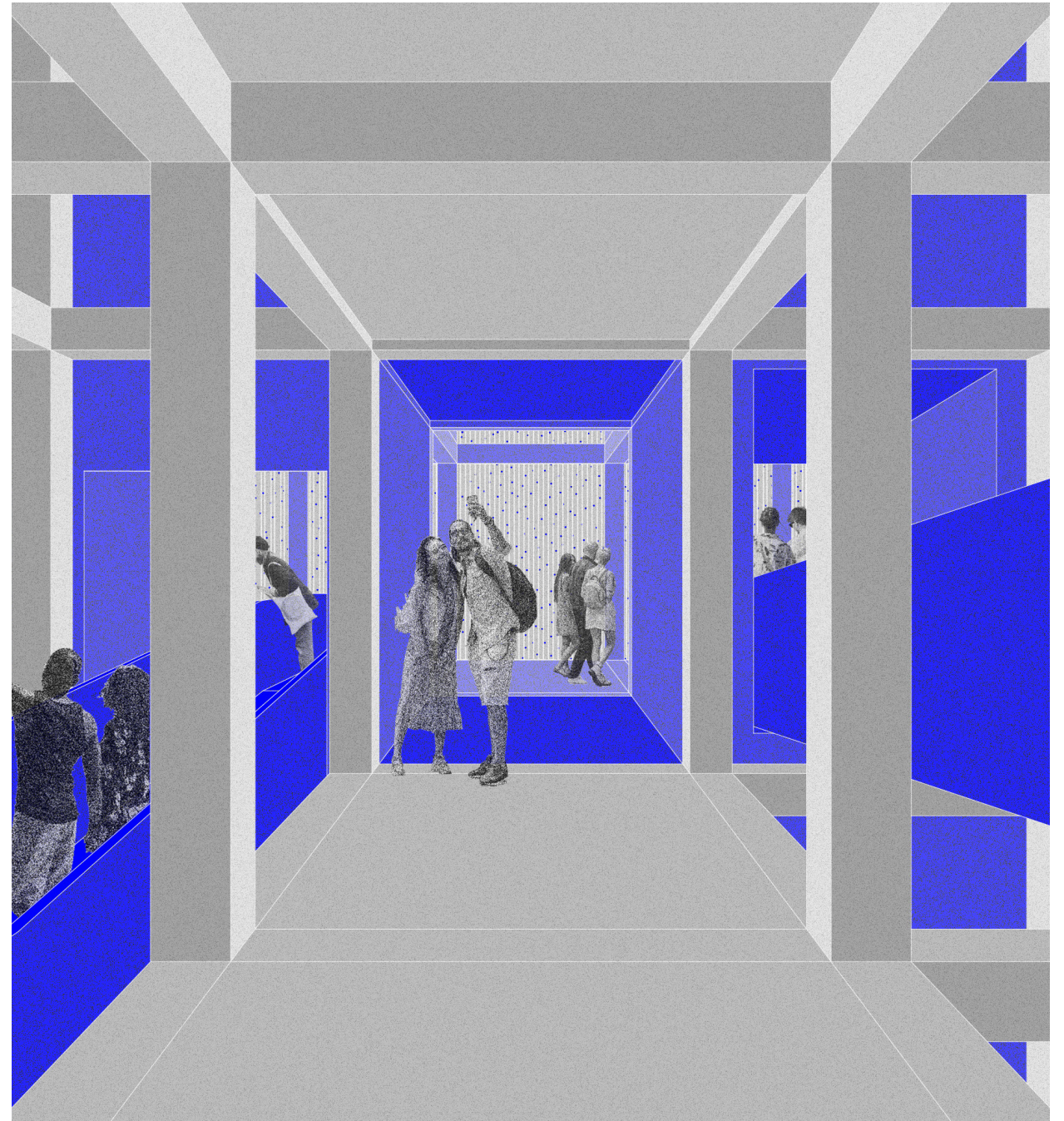


Fig. 08: Interior View 01
view from existing structure through CLT core