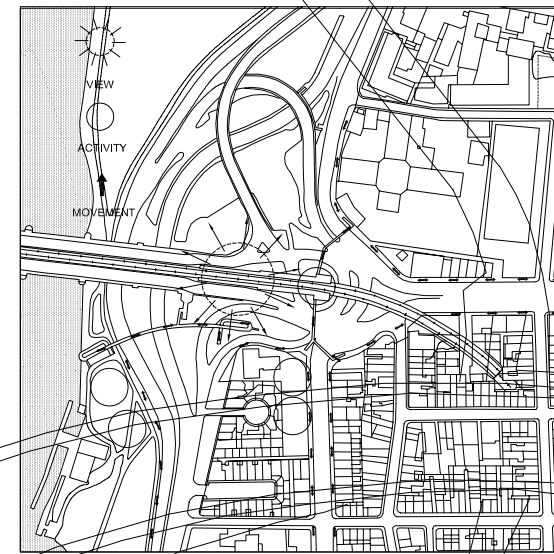


PEDESTRIAN CIRCULATION

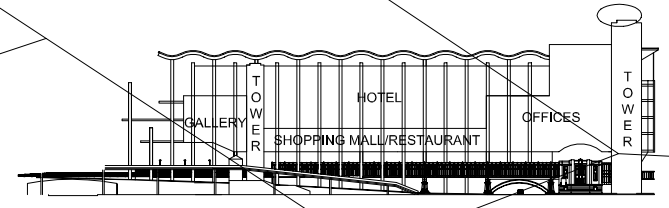


SITE ANALYSIS

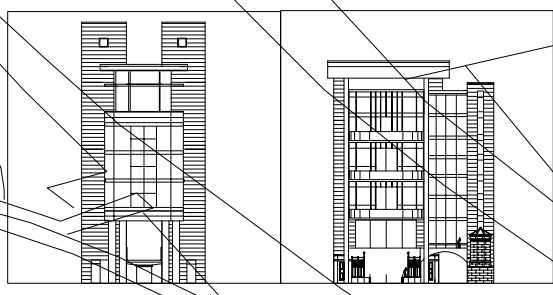
- URBAN CENTER
1. FROM / TO CHARLES RIVER ESPLANADE
 2. FROM / TO MGH
 3. FROM / TO BEACON HILL
 4. CHARLES STREET HEAD HOUSES
 5. UNDER-GROUND
 6. ABOVE-GROUND (THROUGH STAIRS/RAMP/ELEVATORS)



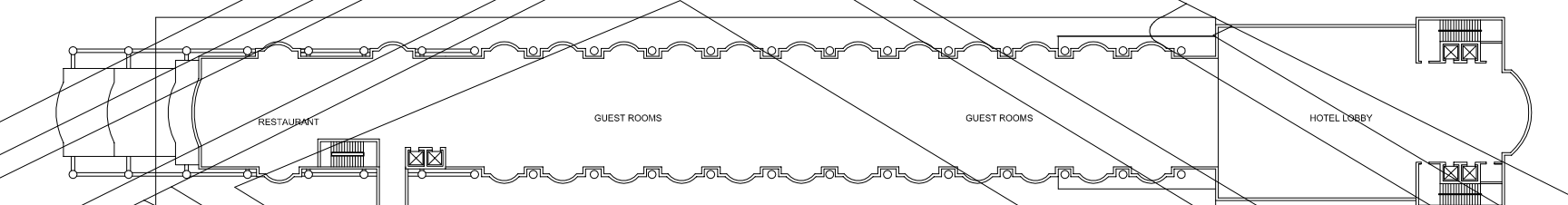
NEW SITE



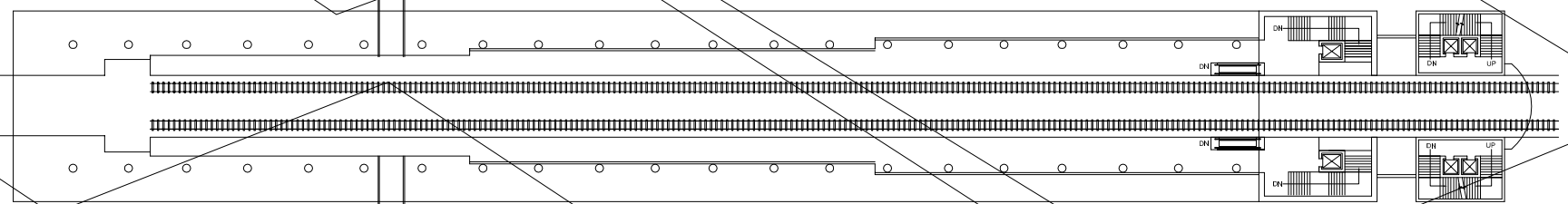
PROGRAM DIAGRAM



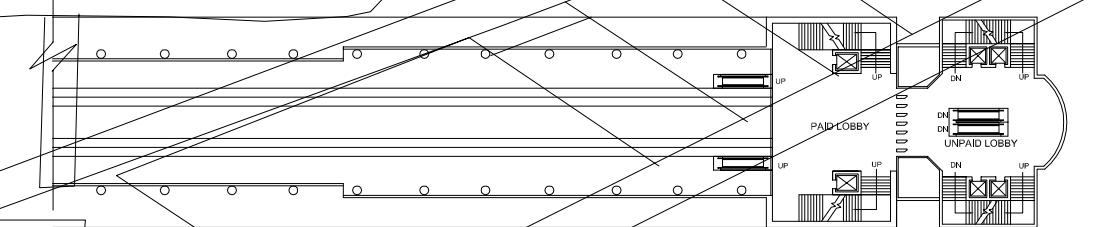
GATEWAY TO CAMBRIDGE GATEWAY TO BOSTON



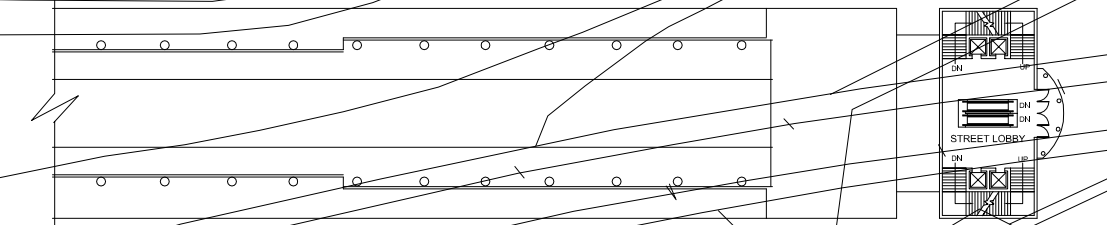
HOTEL LEVEL: EL. +61'



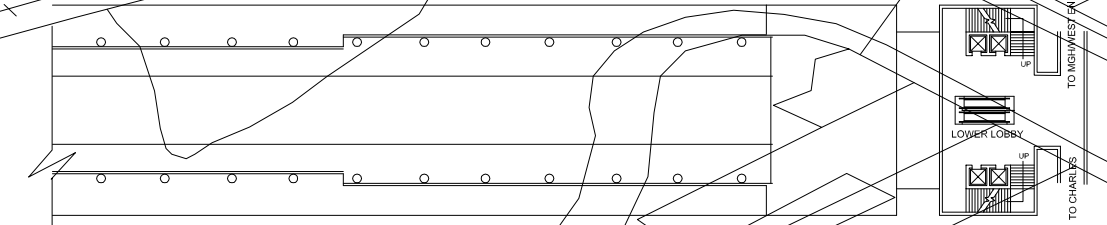
PLATFORM LEVEL: EL. +18'



MBTA LOBBY LEVEL: EL. +9'



STREET LOBBY LEVEL: EL. +0'



UNDERPASS LEVEL: EL. -10'

CHARLES/MGH STATION: A DESIGN COMPETITION OF IDEAS "THE CHARLES/MGH STATION GATEWAY CENTER"

THE SITE:

We think that this Station should become a place that serves as a Gateway to the City of Boston, the Charles River and Cambridge, and as an urban Center connecting multiple neighborhoods and uses. As a destination of pedestrians, the Red Line, and as a terminus of many vehicles, Charles Circle can become a place that gains vitality from its many functions and celebrates its unique location.

An urban design solution that allows connectivity between the multiple movements required of the site is key. Bridges, underpasses and footwalks allow pedestrians to reach the Gateway Center. Our scheme enhances these movements by improving flows and expanding functions.

The building has a Cityside Gateway Tower at its East end, a node that allows the public and commercial lobbies above to be linked directly to MBTA station functions and pedestrian underpasses below. The Charles Circle footprint is expanded with minor road alignments to allow the Cityside tower to be constructed, as we have assumed that a "Baby Dig" here - submerging roadways - is an excellent idea, but too costly.

Pedestrians can pass through a colonnaded public and retail spine within the building, that links Beacon Hill and the MGH/West End to a Riverside Tower and to the outdoor terraces which overlook the Longfellow Bridge and the Charles River Esplanade.

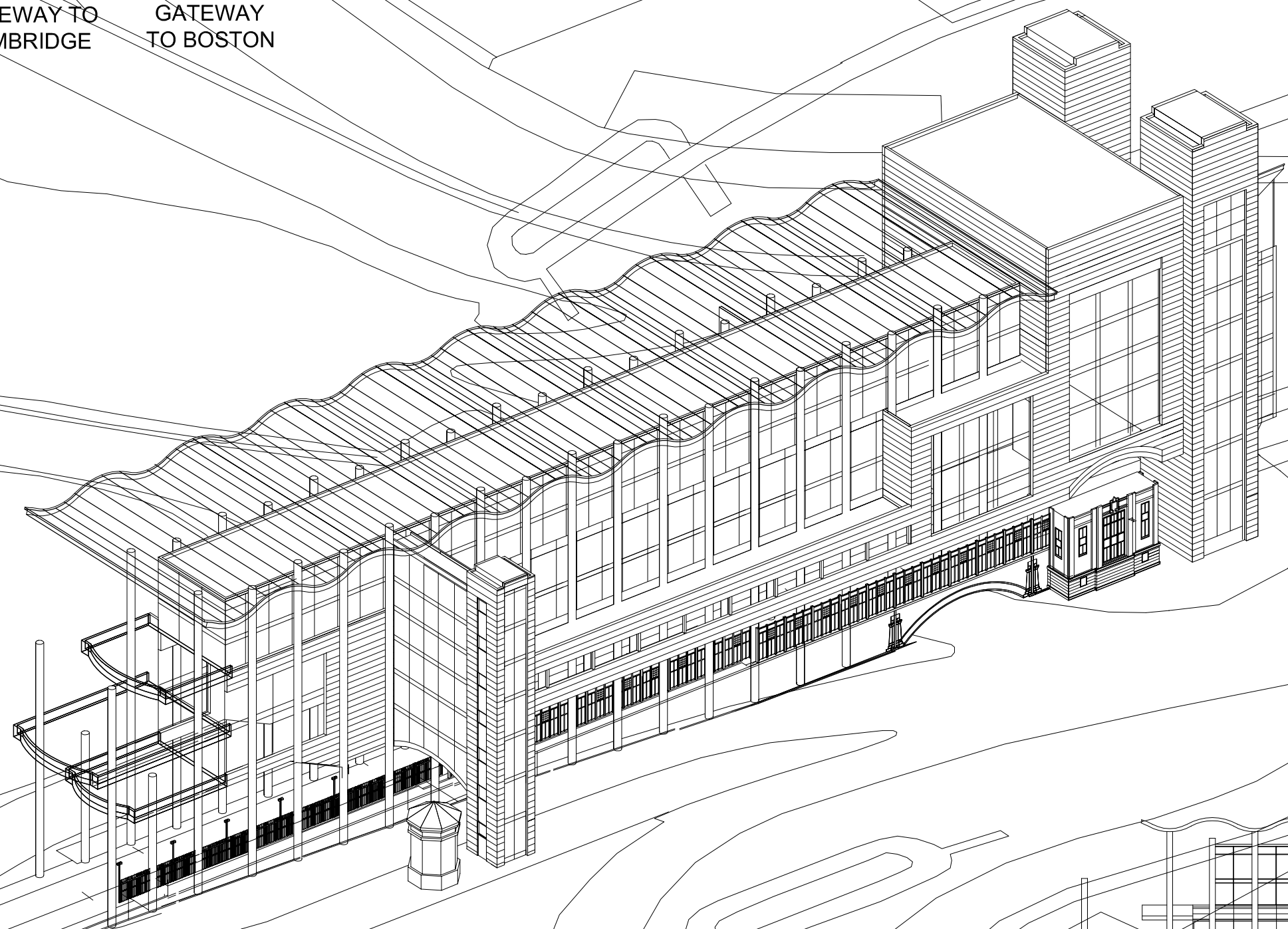
THE BUILDING:

We have made a first pass at a colonnaded, bridge-like building that spans the existing station. This solution allows mostly uninterrupted MBTA service and respects the original building's architectural integrity.

The inviting building grows in mass towards the city, but becomes highly transparent as it moves towards the river, allowing spectacular views from public spaces and the hotel and meeting rooms above.

The design allows the building to form multiple gateways to and from the City with its towers, columnar structural system and penetrations through the building. The building reaches out to the river, and is threaded into the site. The structure is inherently flexible; future construction at the Charles Street Jail site can easily be tied into the Cityside tower node. A system of columnar elements can be extended to form connections to future development and bridges.

The building begins to study ideas of transparency, structure and mass, as well as an interpretation of historic elements in a non-imitative way, with subtle echoes of the forms and materials of the majestic Longfellow Bridge and the historically important MBTA station. Capped with a wavelike copper-clad roof, a not-so-subtle reference to the river and the station below, the building reflects the idea that Boston can have dynamic, even playful architecture, especially on such a unique site.



CHARLES/MGH STATION: THE GATEWAY CENTER