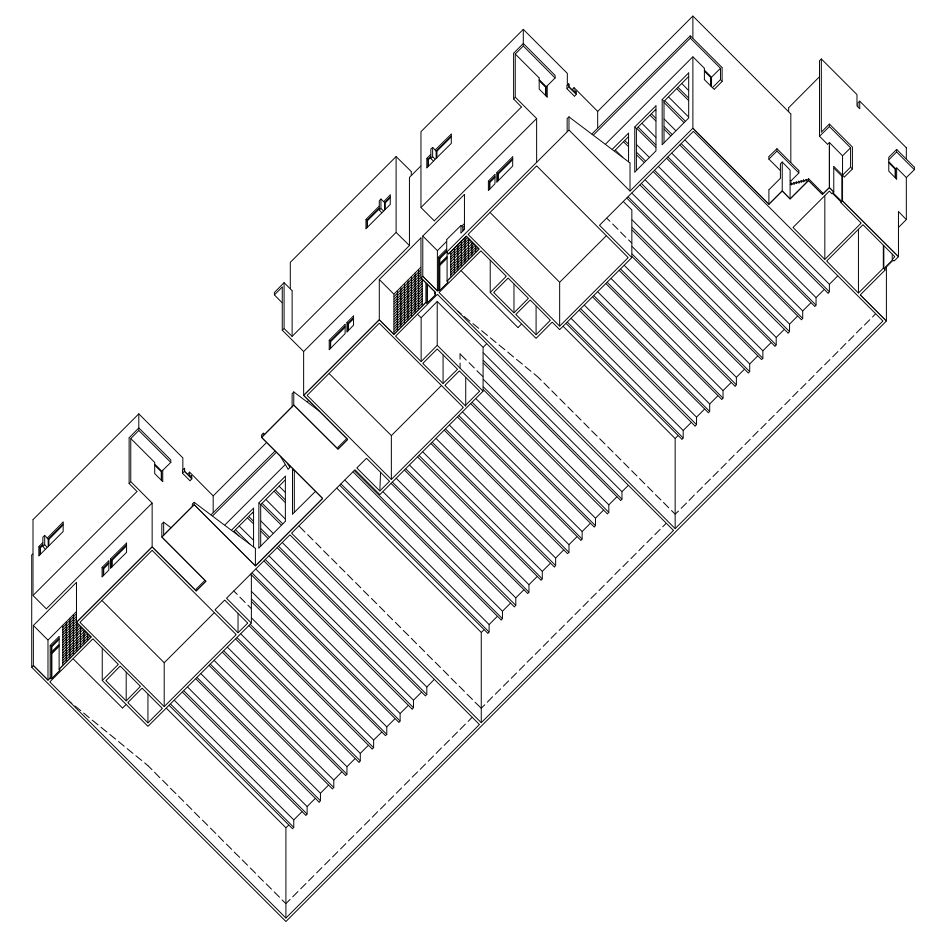
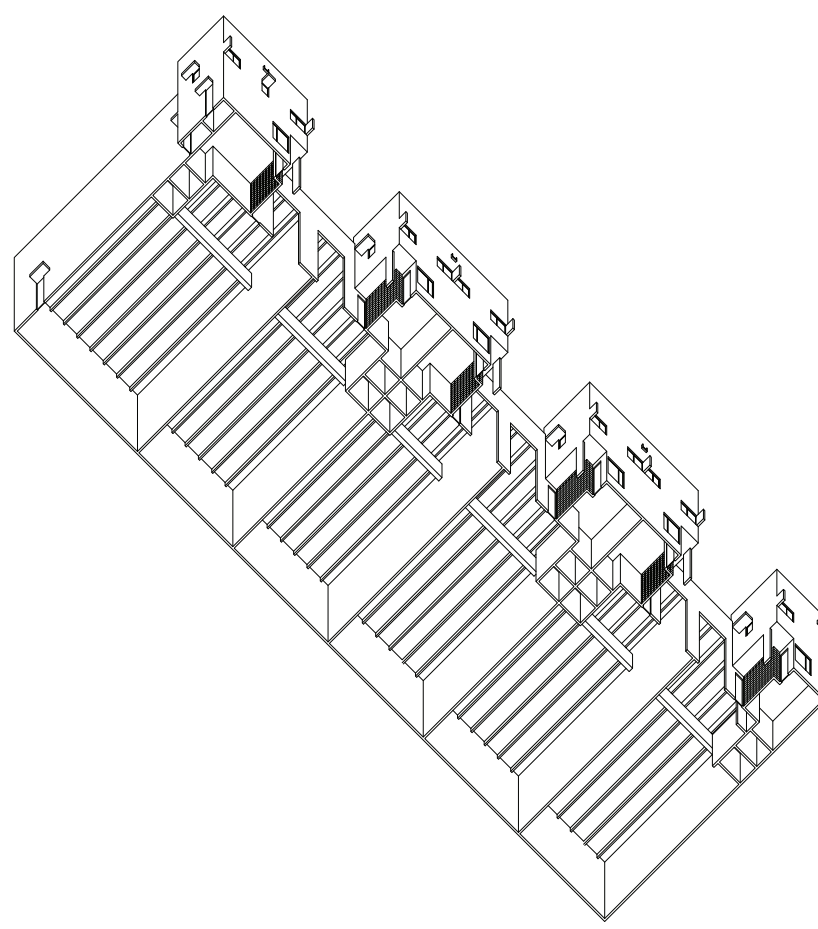
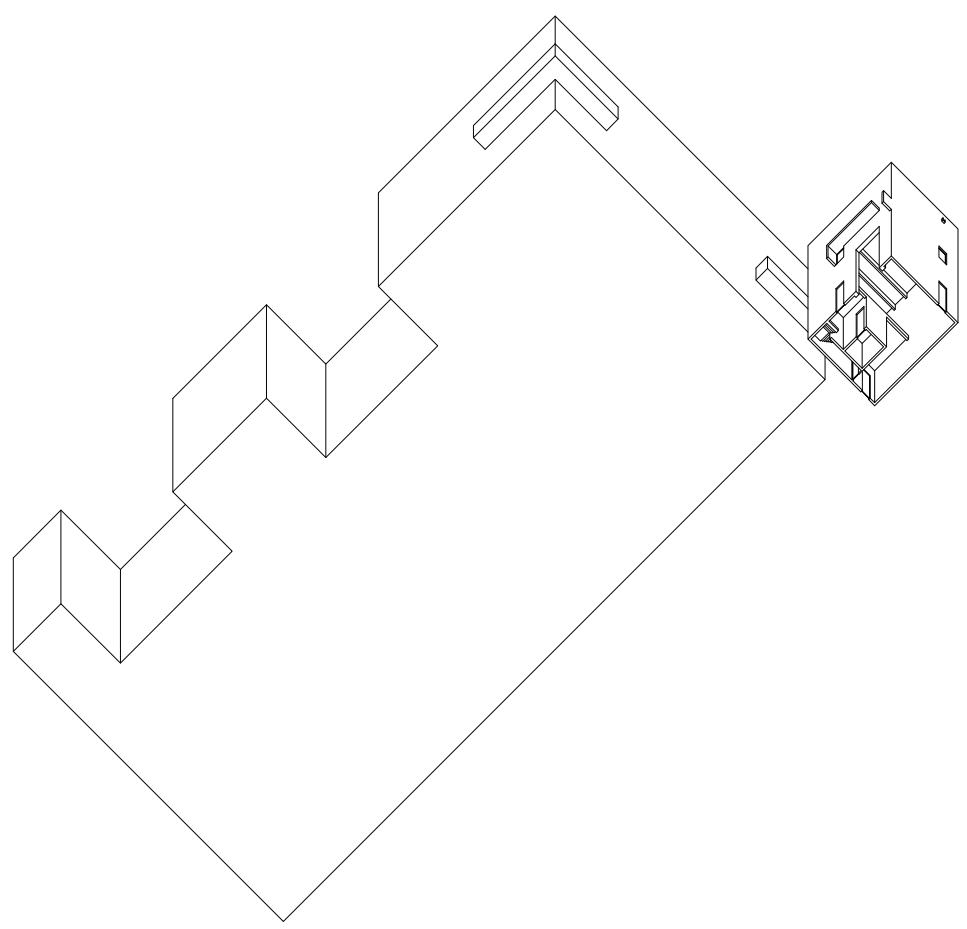
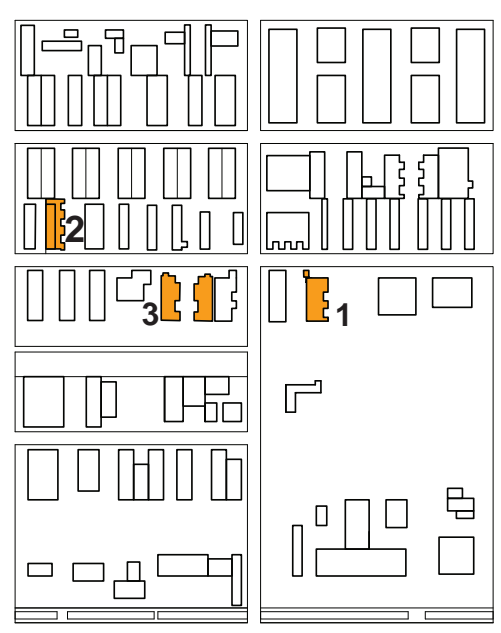


# Three Infill Warehouses

*Utility: The state of being useful, profitable, or beneficial; useful, especially through being able to perform several functions.*

Set within an industrial landscape, these three infill warehouse projects embrace the logistics of the movement and storage of goods while occupying the dimensional constraints of residual lots. The first project, the smallest of the three, is a compact studio warehouse that redefines the loading area of an existing warehouse. While small in scope, it nonetheless establishes the agenda for the two subsequent projects: the weaving together of vehicular and accessible pedestrian circulation and the creation of identifiable facades within a preexisting landscape of long utilitarian storage sheds. Through the grafting on of series of volumes, the second warehouse project transforms an existing warehouse block into a knitted ensemble of office pavilions and efficient warehouse loading areas. The third warehouse project incorporates a manipulated ground plane to integrate vertical accessibility for dock-height warehouse space. This final project, while not an addition to an existing building but a new pair of structures, still maintains the hybrid typology of the infill warehouse – a highly accessible storage shed with articulated office pavilions.



## 1. Studio Warehouse 2009-2010

The challenge of this project was to find enough area to merit building an addition. The studio is located in an underutilized area of the site. It was discovered that the existing building was set further back from the street than what was required, and truck circulation and parking was excessive. By consolidating a drive lane, shifting parking, and building to the required boundaries, a 950-square-foot buildable area was created. This found space permitted the construction of a compact vertical structure that contains a mezzanine and a two-story-high bay. Nevertheless, the 1,248 square feet warehouse studio, while quite small in comparison to the existing 26,000-warehouse structure, reconfigures the entire building. The new addition acts as both a discreet object along the street and as a containing edge for the loading area of the existing warehouse. The warehouse studio accommodates both vehicular and pedestrian pathways under one roof. The structure of the studio is a simple concrete masonry box, which has been articulated with a series of overhangs, windows, and doors to enliven otherwise blank surfaces with sharp shadows. The compositions of the entry facade and the street facade unite to create an object that will be experienced in the round. There are two strategically located square windows that allow outdoor views from the mezzanine and serve as a clerestory, providing natural light to the ground floor.

## 2. Hybrid: Office + Warehouse 2009-2011

This project transforms an existing, undistinguished warehouse into a series of identifiable independent bays. Structured office space is added, and the warehouse is doubled in size. The resulting ratio of office space to warehouse space is approximately 1 to 7. Overlapping logistics necessitated an analysis of program and of the constraints of the site. To begin with, truck circulation was consolidated. The site was overrun with excessive paved areas. Trucks were free to maneuver around the entire site and there was little assigned parking. It was determined that travel lanes could be made much more efficiently, freeing up the site for green areas and more warehouse space. It was critical that the existing warehouse be maintained. The reuse of the structure required the demolition of two existing exterior supporting walls. This was accomplished by installing a beam that supported the roofs of both the existing structure and the new addition prior to demolition. Finally, within the leftover space of truck movements, four two-story office volumes were inserted to create a new face for the warehouse. The resulting ensemble consists of articulated boxes and loading voids embracing both vehicular and pedestrian realms.

## 3. Warehouse Complex 2013-2016

This project for two new warehouse structures is composed of 45,000 square feet of dock-height warehouse space and 5,000 square feet of office space. The site has been designed to accommodate the requirements of the loading and unloading of tractor-trailer trucks in the most efficient manner. As a result, the two structures are located parallel to one another and share a common access road. The site has been manipulated to integrate accessible pedestrian access to eliminate the need for elevators. The warehouses are constructed of reinforced concrete block masonry with a precast twin tee roof. Each structure is divided into three bays. Each bay is composed of an office at grade connected by an interior ramp to dock-height warehouse space. Above the office is an open warehouse mezzanine. This project reflects the design intention to refine a simple utilitarian building. Solving the complexities of the building program within a restricted site creates the opportunities for formal expression. In this project, a long span box satisfies the need for flexible warehouse space while compact office volumes occupy the leftover space of truck turning radii. The resulting massing creates a complex building profile that is enhanced with minimal window and door openings, overhangs, and varying parapet heights.

