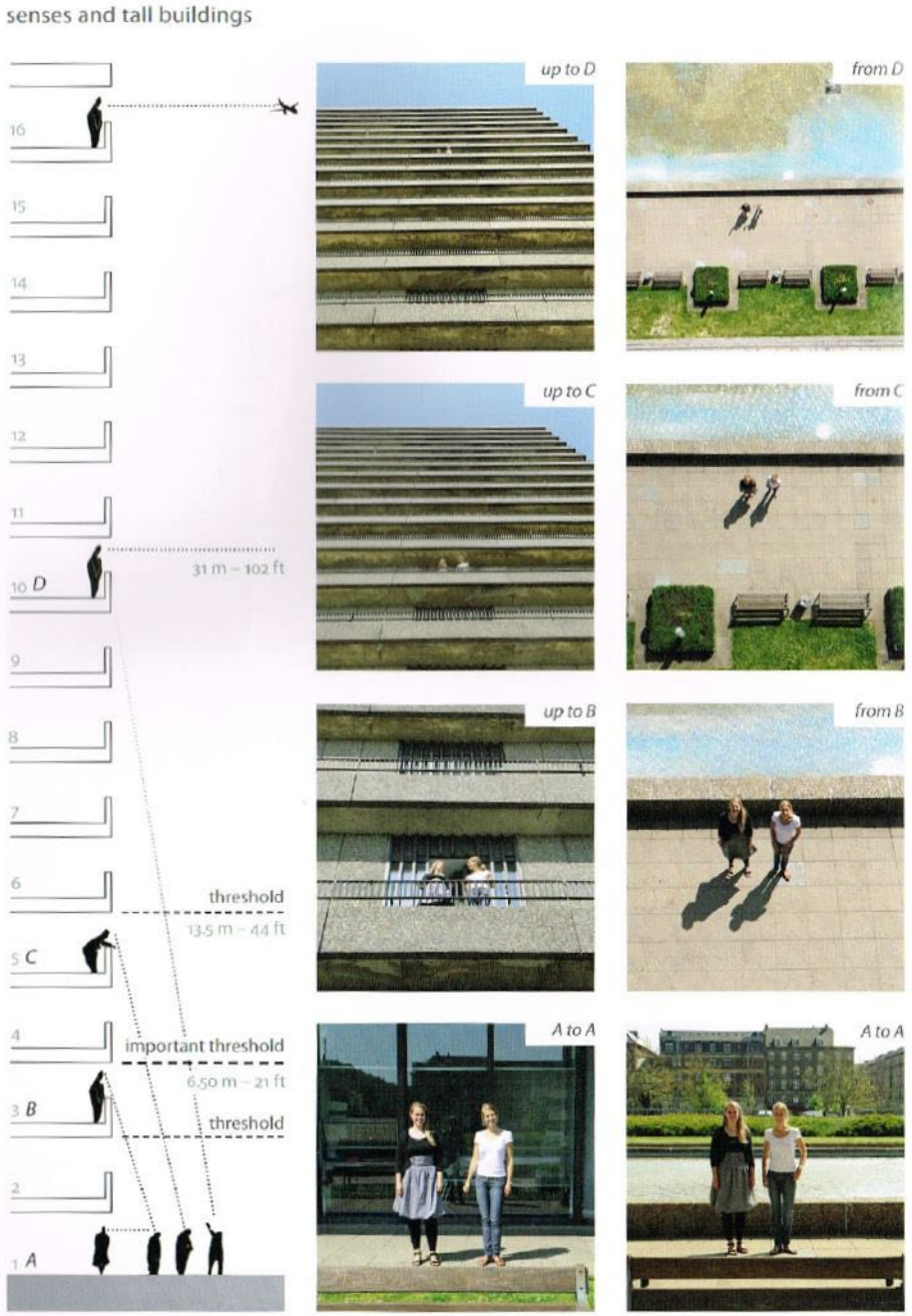
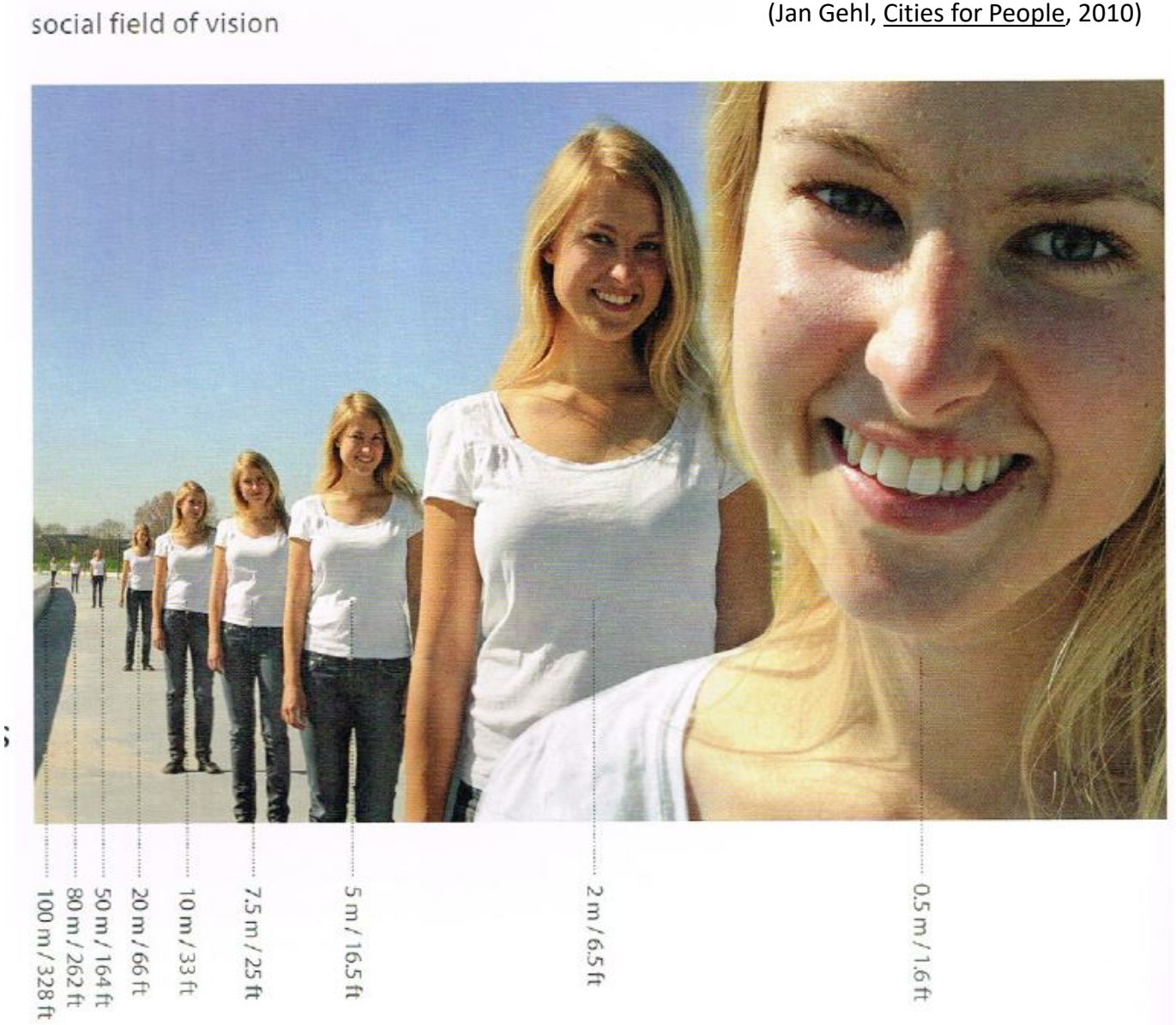
The Vertical Transect

(Mixed Use Walkable Building and Blocks)

Leon Krier isn’t Convinced it’s a Good Idea… yet.

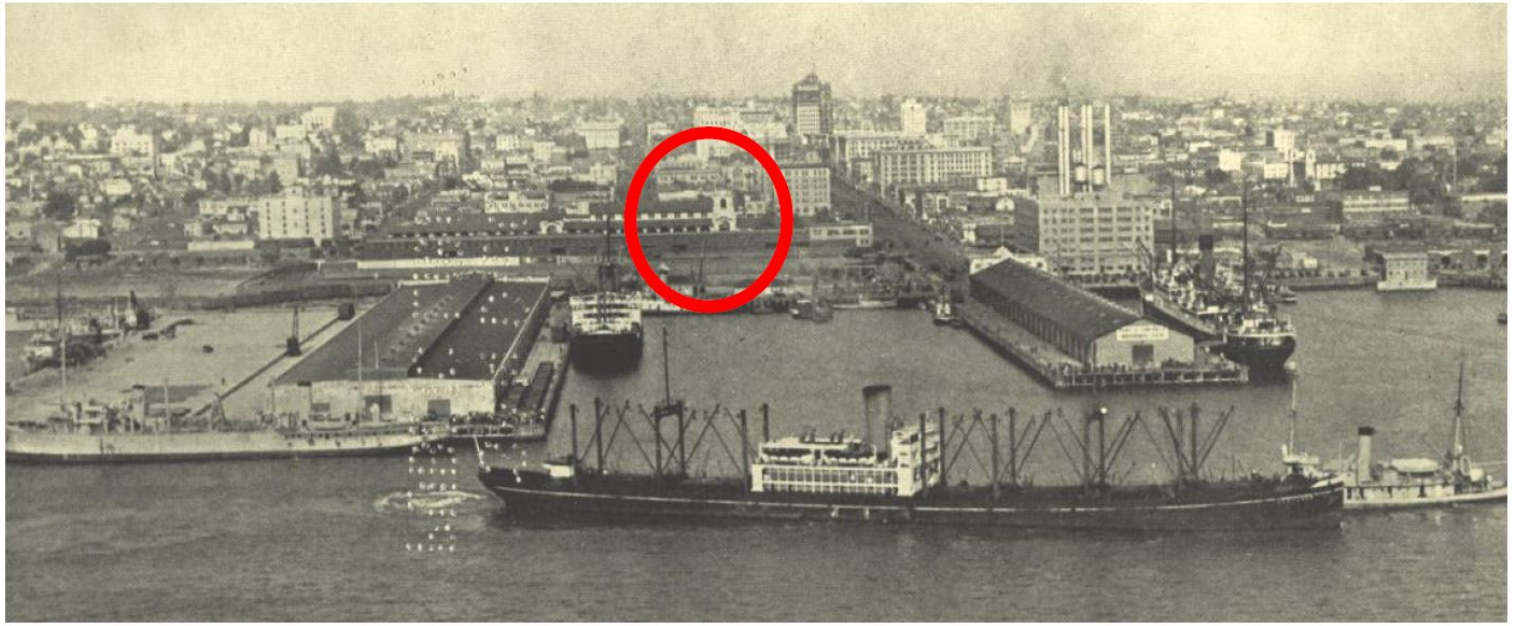
(Jan Gehl, Cities for People, 2010)



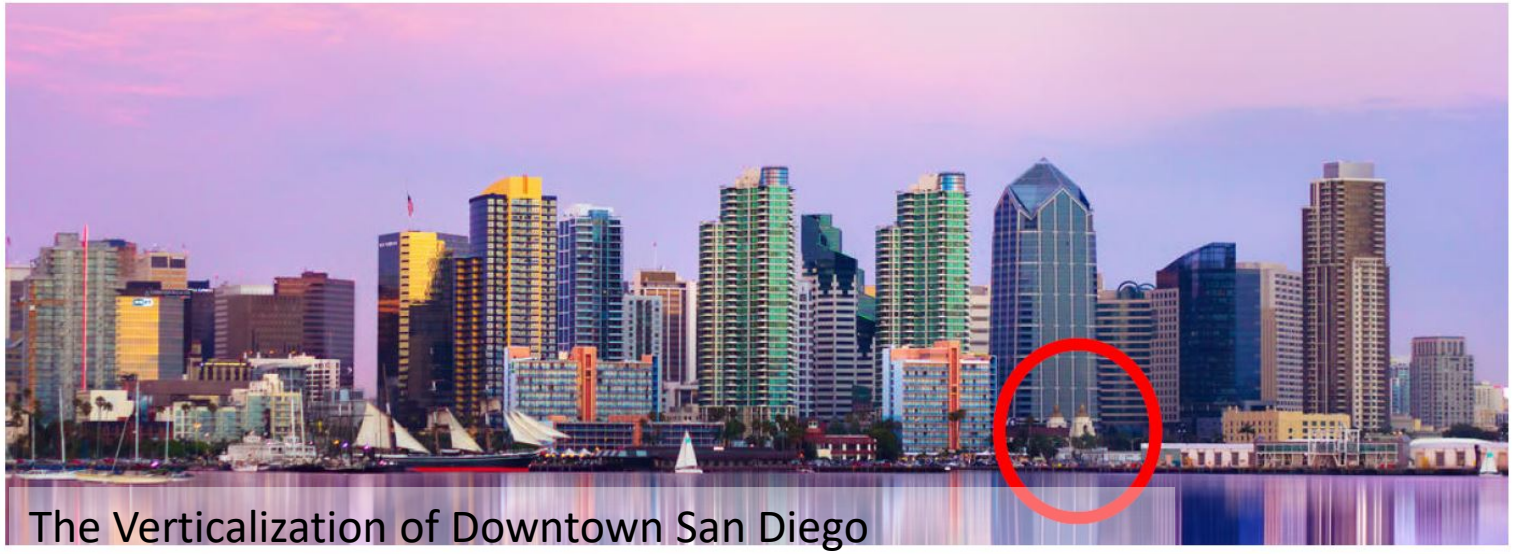


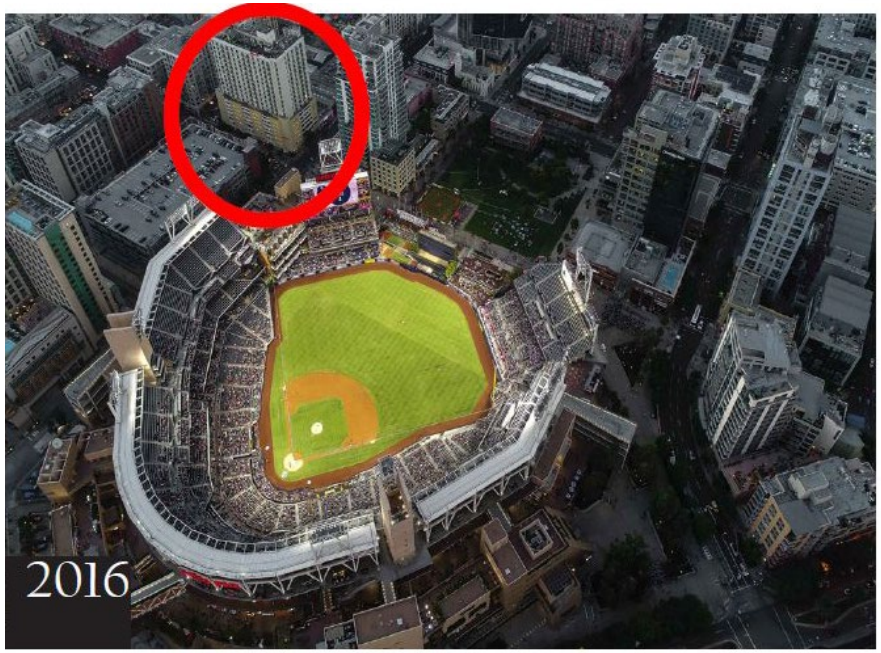
Human Scaled Relationships at a Vertical and Horizontal Distances

Downtown San Diego, 1926

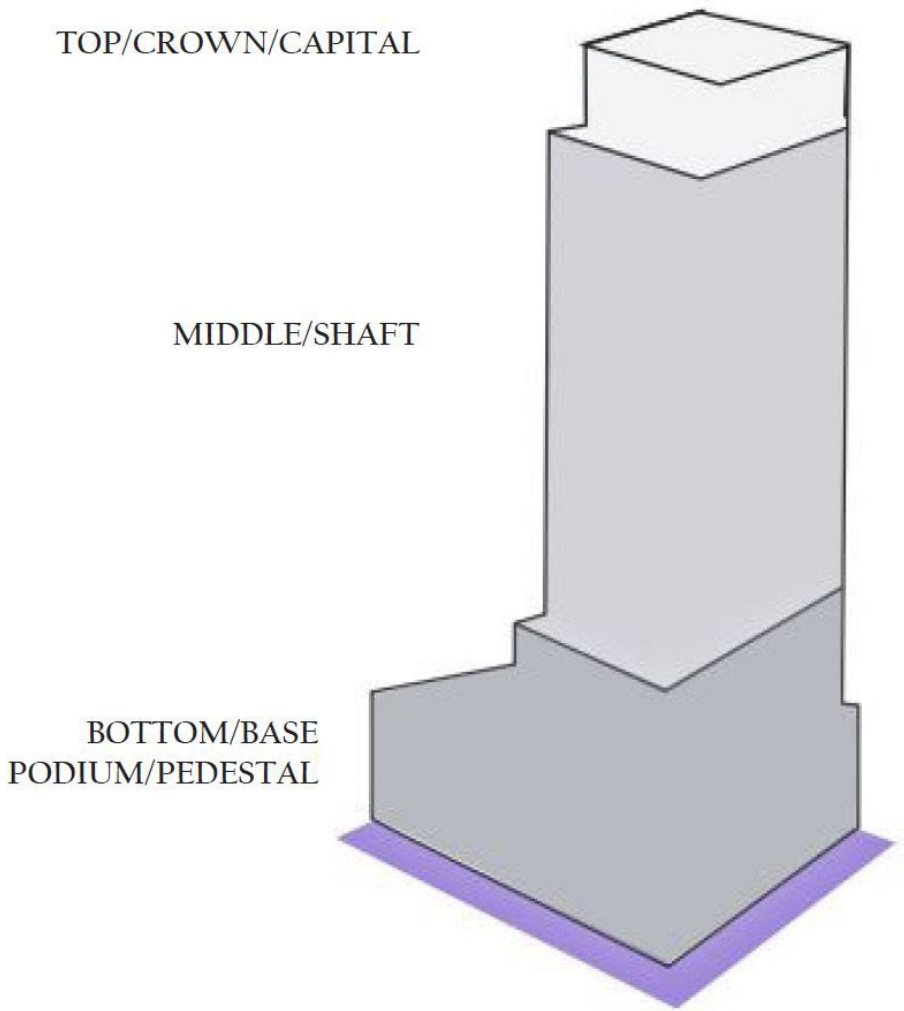


Downtown San Diego, 2016





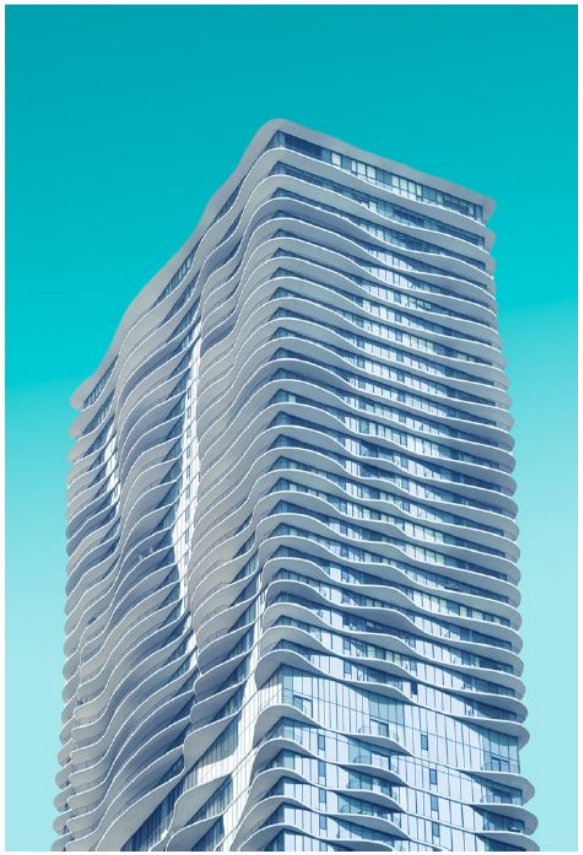
The Verticalization of Downtown San Diego



Original Tower Design Elements

Perverted Column

Shapes and Sculpture

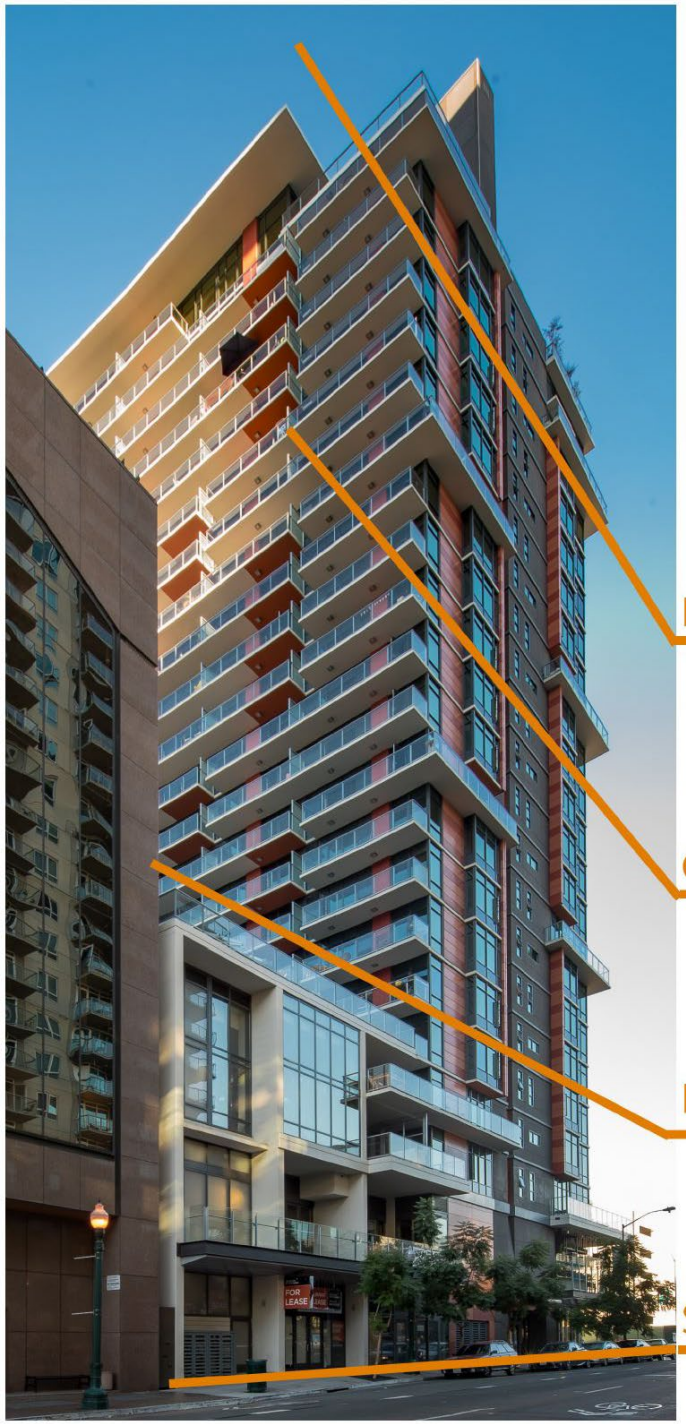


Mechanical Patterns

Mechanical Floor Repetition

Types of Vertical Buildings Today

Various Vertical City Typologies



Transforming Towers from Self-Referential, Singular Buildings to Context-Sensitive Design

Privacy is at a premium in this zone. Beyond human connectivity and scale, regional design considerations begin with incorporating endless vistas, such as oceans, mountains (Mexico if in San Diego), and beyond the city into these penthouse units. Balconies should be set within the building form to mitigate natural fear and exposure to elements found at extreme heights. Public spaces include observation decks. Other uses include restaurants, bars, offices, and housing.

REGIONAL SCALE

Inhabitants share a visual relationship with the city, from the edge of downtown to its core. This section stretches with the level of urban intensity surrounding it. Homes, work spaces, hotels, shared housing, plus viewing patios, pools, community rooms. Balconies alternate.

CITY SCALE

Human connectivity reaches across the street, usually 60- 80 feet wide, with facial and voice recognition. Balconies front onto streets and are more public. More uses are allowed on this level than in the upper zones. Public spaces include decks and community rooms.

BLOCK SCALE

Human connectivity is at a premium on and across the street. Where the city meets the building, people engage face-to-face at street level. This zone allows for the most intense mix of uses and public spaces. Balconies front onto the street.

STREET SCALE

VERTICAL CONTEXT LAYERS PER BUILDING

Vertical Layer 4
Regional Context

Vertical Layer 3
City Context

Vertical Layer 2
Block Context

Vertical Layer 1
Street Context

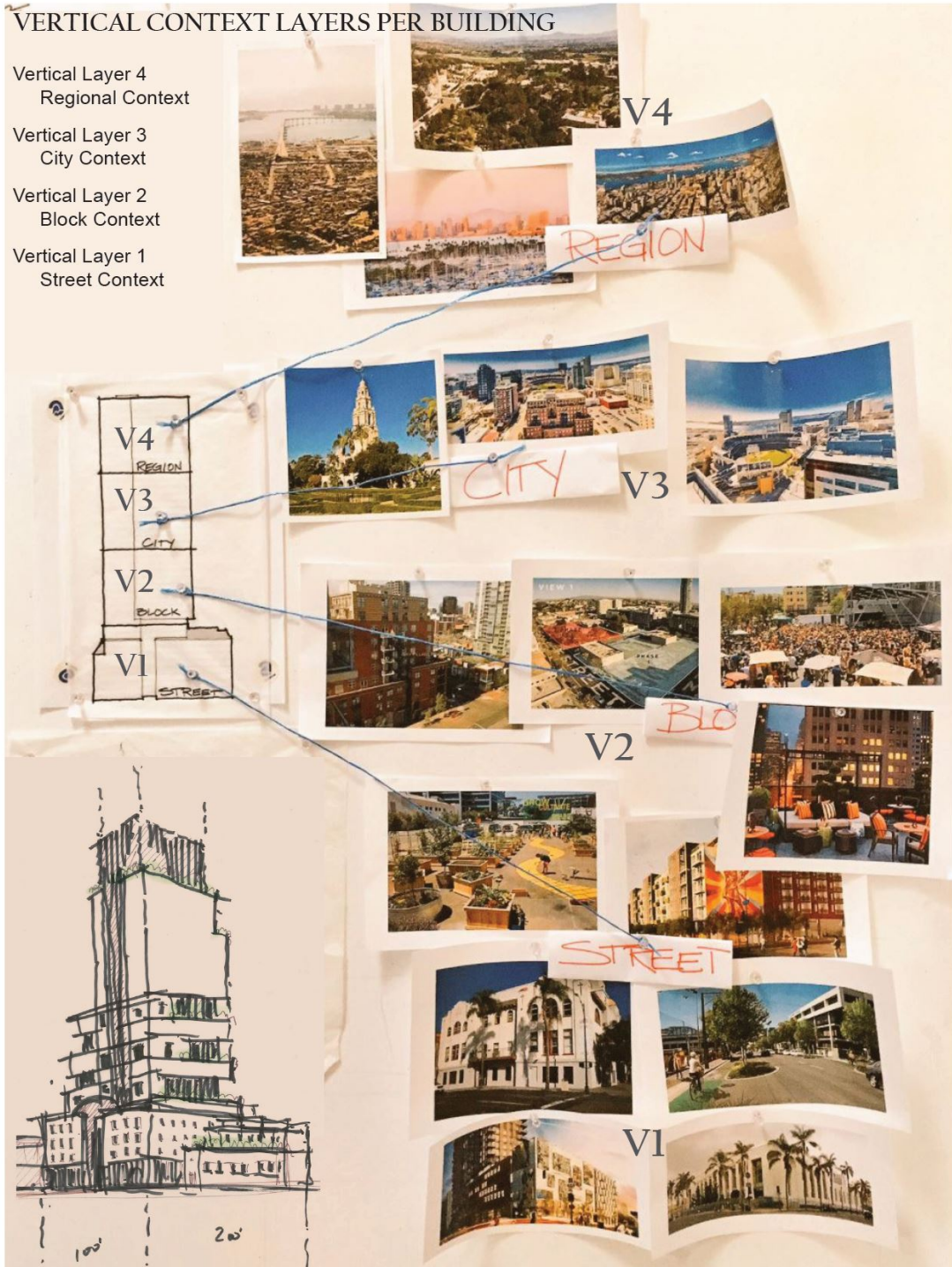
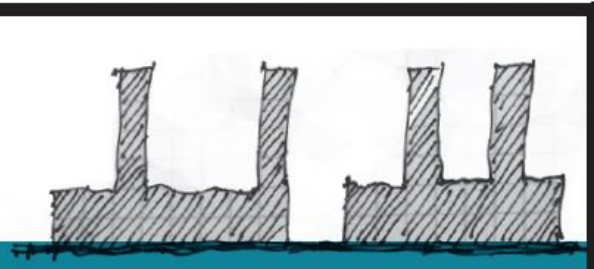


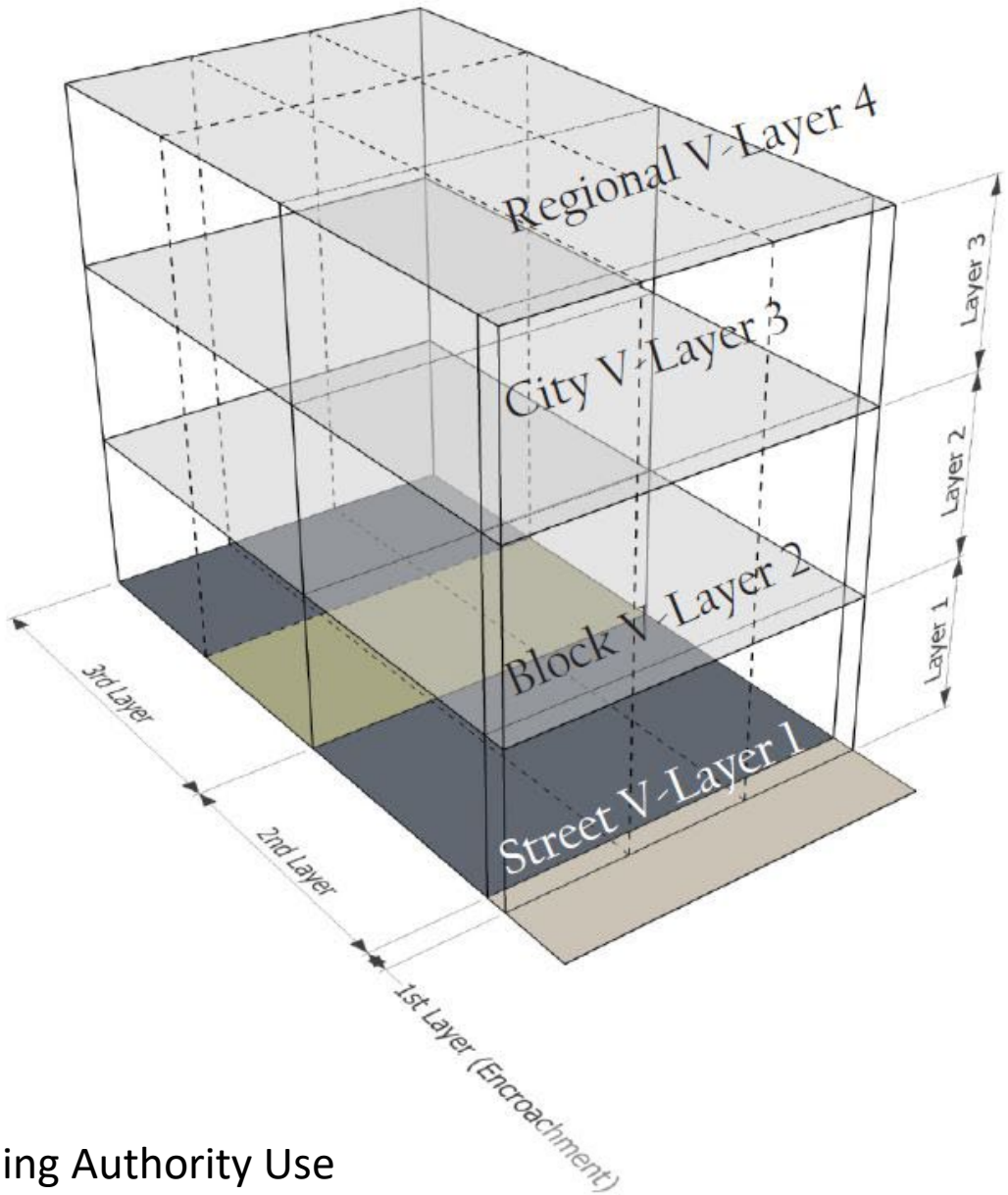
FIGURE-SKY STUDY PER ARCHITECTURAL PATTERNS (More to Less Urban)

Below is an illustrative study of the figure-sky ratios of the city architectural patterns to understand how to 'tune' the open public sky-space in relationship with built private figure spaces from too little to too much, and finally the optimum amount. This graphic illustrates the Figure-Sky differences between Chicago, Vancouver, and San Diego's vertical intensity understanding the less intense skylines are able to transition to more intense.

Scenario 1	Scenario 2	Scenario 3
		
San Diego, California, T6 Zone **E Street/10th - 11th St.** 200 Units per Block 60% Building / 40% Public Space Buildings from single-story to 50-story City Got Rich in 1957 - Predominately Mid-Century Modern Few A Streets / Mostly B Streets No Alleys / Few Paseos	**Vancouver, BC, T6 Zone** **Robson/Richards to Hamilton St** 350 Units per Block 65% Building / 35% Public Space Buildings from 4 to 50-stories City got Rich in 1991 - Predominately Point Towers+Wrap Few A Streets / Mostly B Streets Many Alleys / Many Paseos	**Chicago, Illinois, T6 Zone** **N. Michigan/Ohio to Illinois** 550 Units per Block 70% Building / 30% Public Space Buildings from 6 to 100-stories City got Rich in 1890 - Predominately Traditional Towers Many A Streets / Many B Streets Few Alleys / Many Paseos

Urbanizing Over Time

CODING VERTICAL + HORIZONTAL TRANSECT PER LOT LAYER/BLOCK FACE



3-D Urbanism / Vertical Layers:
The experience of the pedestrian is determined by their access to buildings alongside. Pedestrians are mostly likely pleased by, from more access to less acess, storefronts, followed by porches, fenestrated walls, and deep landscaped yards. Ground floor frontages most repellent to pedestrians are, in order from bad to worse, are garage doors, blank walls, open parking lots, unbuffered parking structures, under-building parking, and open service areas. These are should be regulated to service lanes and B-Streets. The experience of the upper floor inhabitants is determined by their access to places within the building. Inhabitants are most likely to be pleased by privacy, views down to the street, views within street wall. Level of architectural review/control, from more to less: fronting onto public spaces, fronting onto A-Street, fronting onto B-Streets.

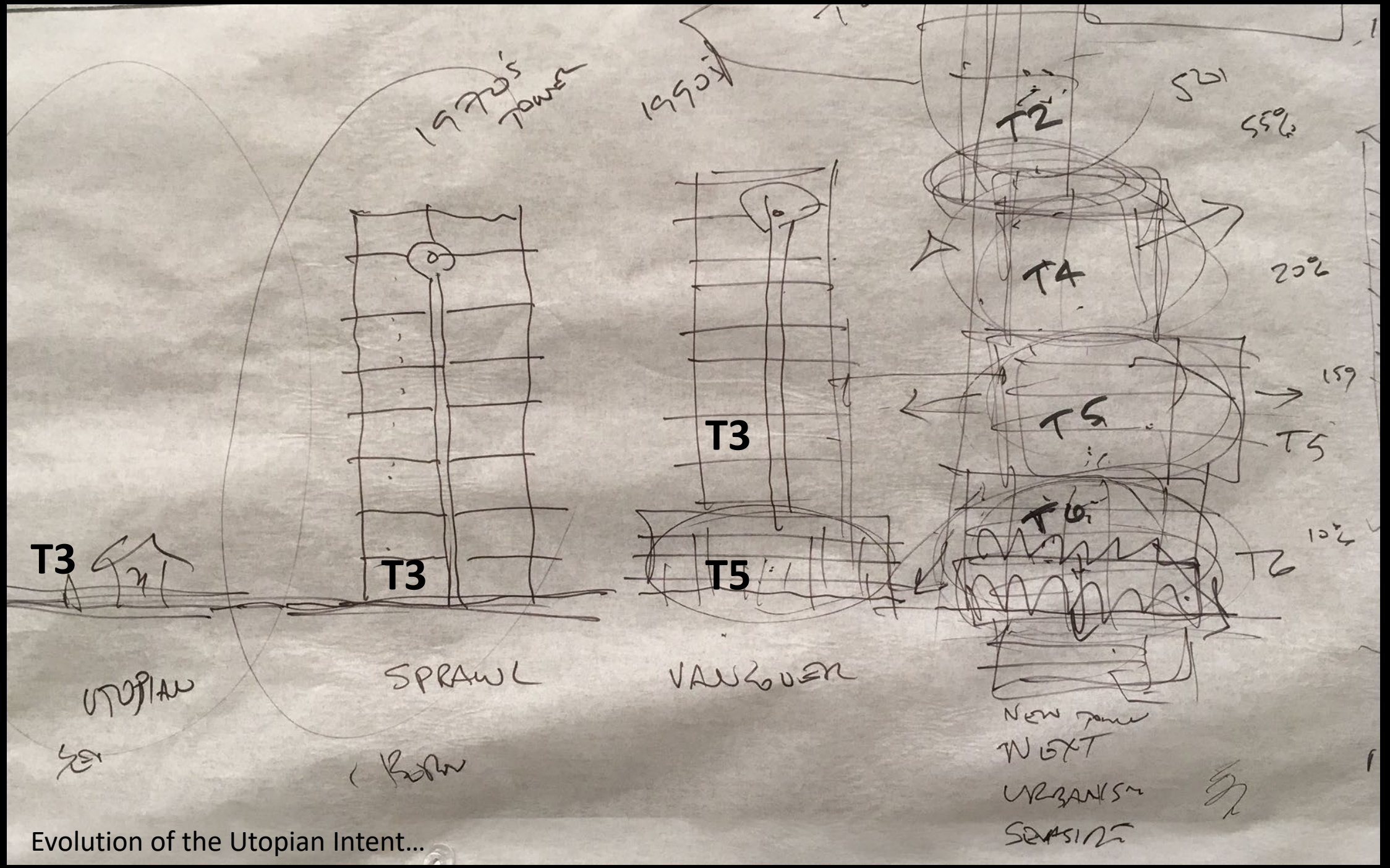
V-Layer 1 (Encroachments):
- Length of Ground Floor Bays: 16 feet on average / 32 feet maximum
- Height: Ground to 16 feet on average (+4' above grade) / 22 feet maximum
- Architectural Elements:
  - Building Types (Function):
    - Courtyard
    - Flex or Townhouse
    - Stacked Flat
    - Shop or Commercial Shell (warehouse)
  - Frontage (Access) Types
    - Gallery (Commercial/Office)
    - Arcade (
    - Shopfront and Awning:
      - Base
      - Piers
      - Fenestration
      - Beam (Shopfront Cornice Line)
    - Common Entry (at grade - Commercial)
      - Planter
      - Entry Bays
    - Forecourts (+4 feet above grade)
      - Gardens
      - Off-Loading
    - Stoop and Light Court (+4 feet above grade)
    - Terrace and Dooryard (at grade)
  - Transition Line

V-Layer 2: The ground floor frontage types influence the configuration/orientation/function of the upper levels.
- Length of Upper Floor Bays: 16 feet on average / 48 feet maximum
- Height: Second Floor (from top of Level 1 transition line) 23 feet to 45 feet (Floors 2 - 5)
- Architectural Elements:
  - Building Types
    - Townhouse (Terrace)
    - Flexhouse
    - Stacked Flat
    - Office
    - Warehouse
  - Access Types
    - Corridors/hallways
    - Fenestration
    - Balconies
  - Recess Line
  - Cornice Line
  - Transition Line

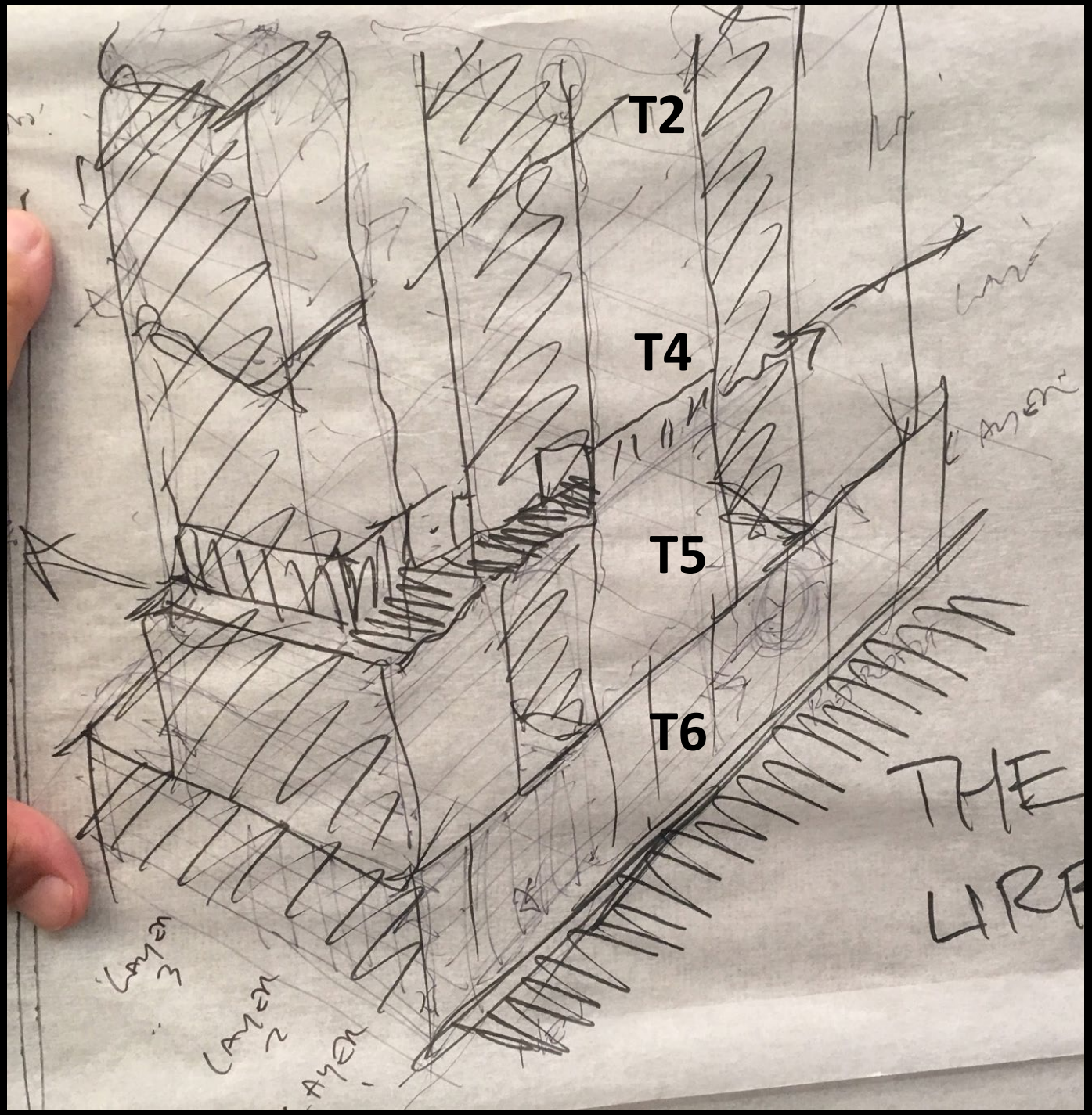
V-Layer 3: Horizontal connections are more important than Vertical connections.
- Length of Upper Floor Bays: 16 feet on average / 48 feet maximum
- Height: 46 feet to 68 feet (and beyond)
- Architectural Elements
  - Cornice Line
    - Parapet Line
    - Eave Line
  - Roof

For Planning Authority Use

Vertical Mobility, Infrastructure and Utilities.



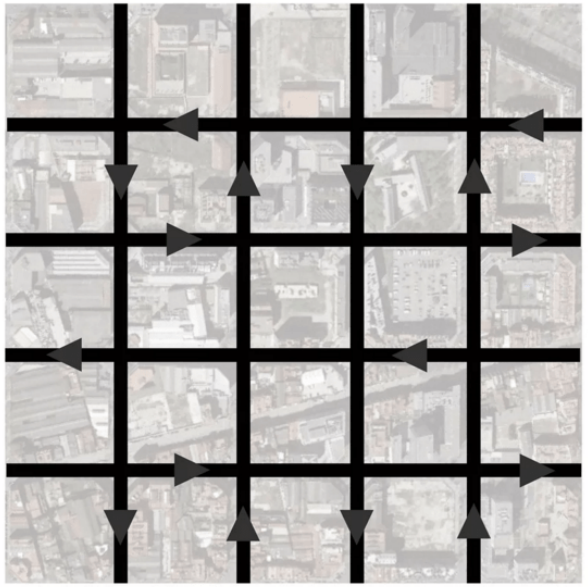
Evolution of the Utopian Intent…



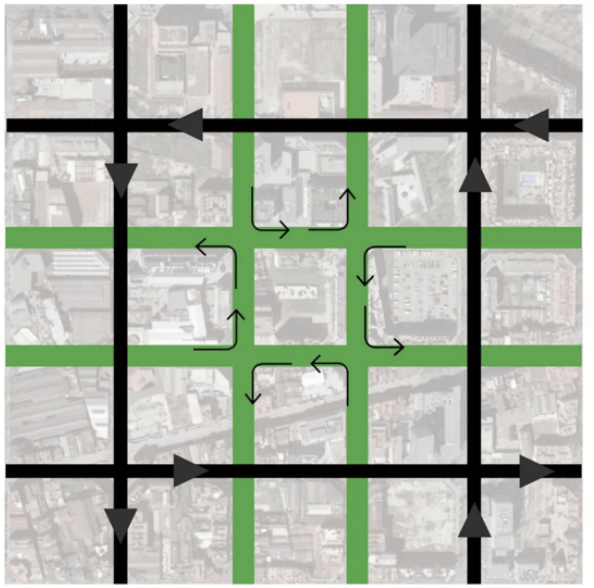
Building and Block
Vertical Contexts

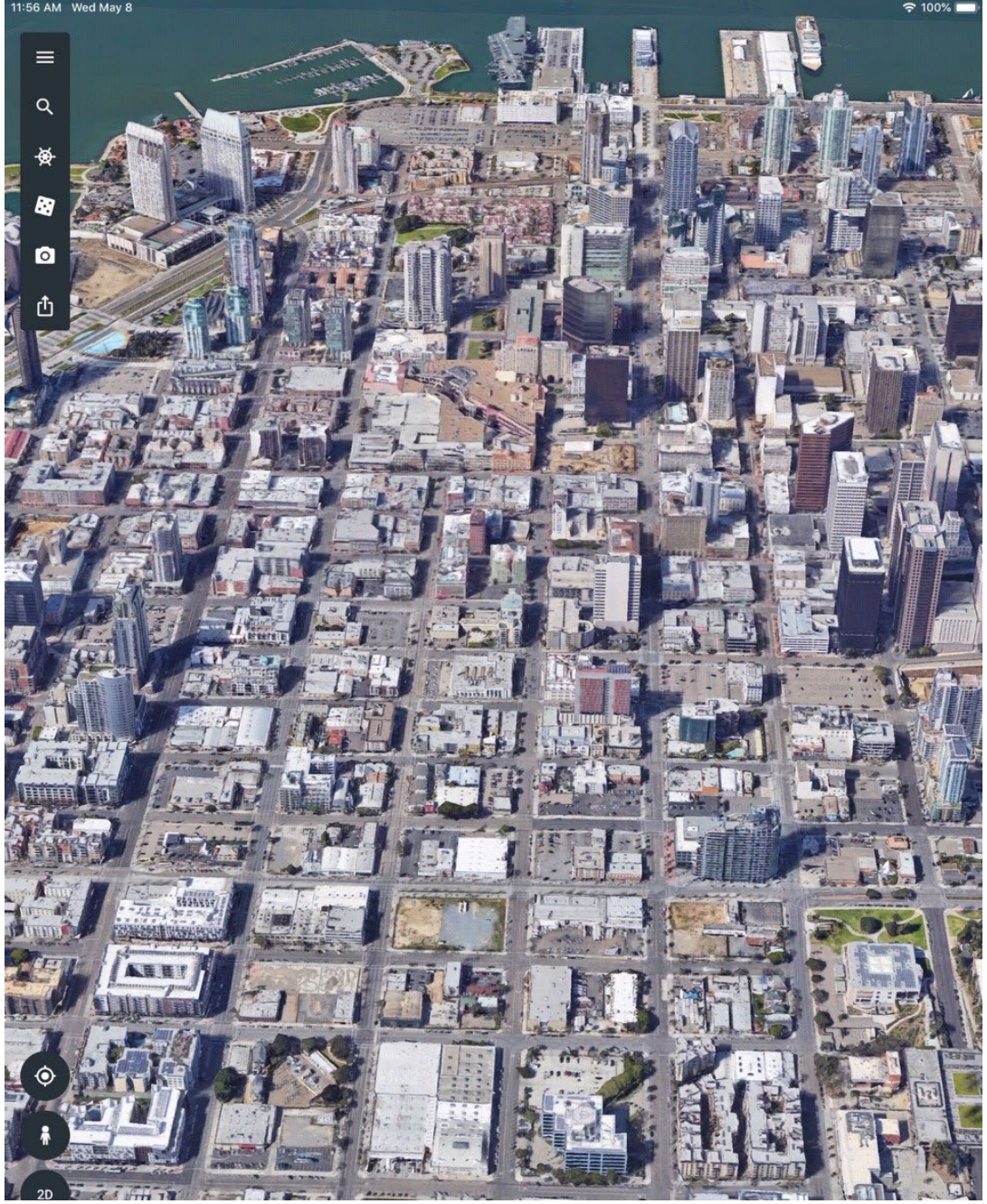
Barcelona Block / Vertical Transect Applied to San Diego

CURRENT SITUATION

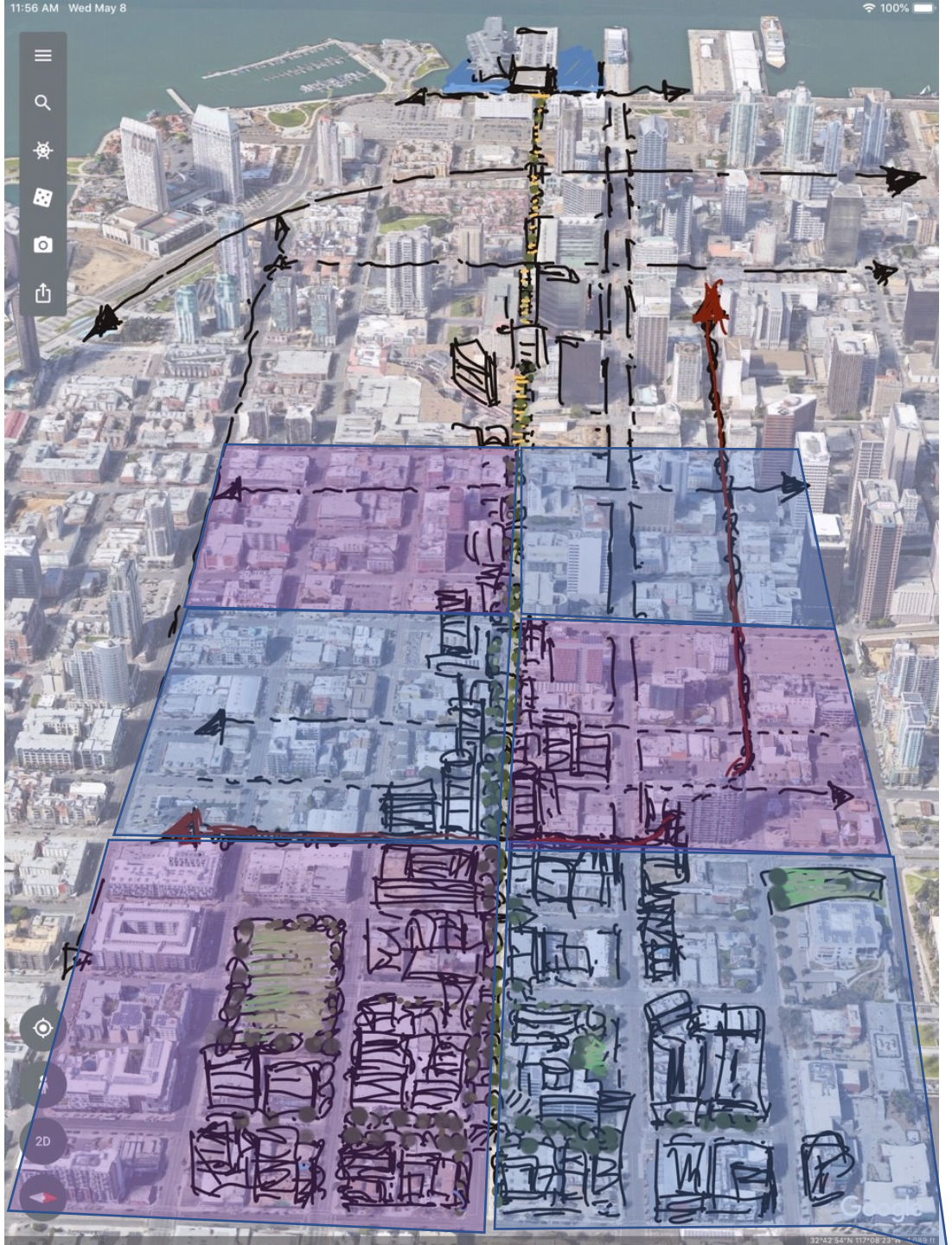


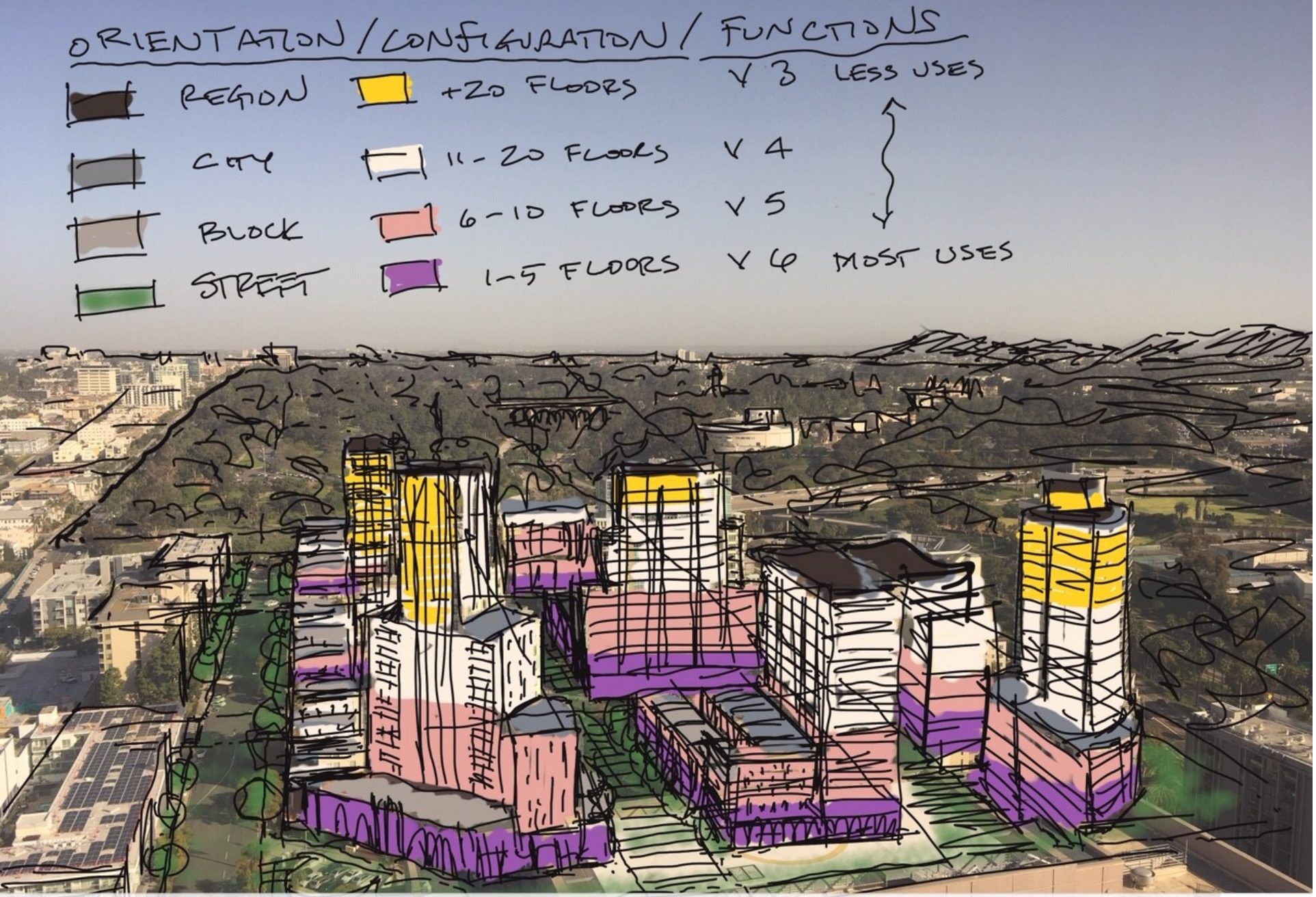
SUPERBLOCK





Barcelona Block / Vertical Transect Applied to San Diego





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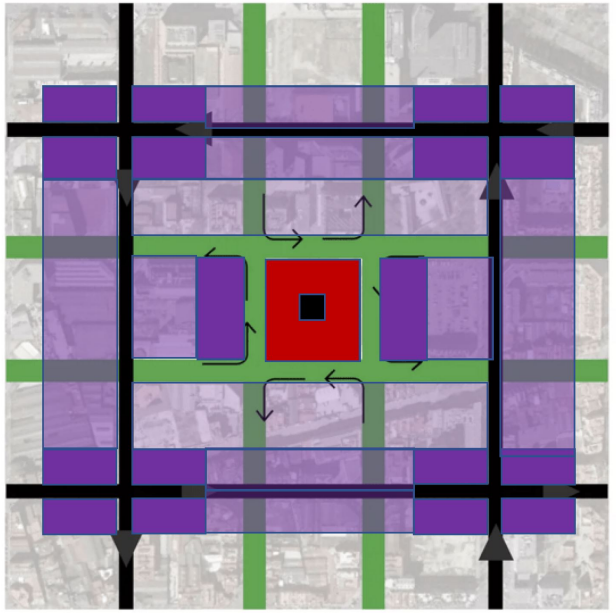

SK1 Vertical Transect - San Diego

Howard Blackson
Apr 24, 2020

Vertical Context Idea in Design Today (downtown San Diego)