Intermediacy;
Extracting Vitality from Intersecting Borderlines

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ABSTRACT

Intermediacy is a condition of "coming between two things in time, place, character, etc." The areas of intersecting border areas, intermediate areas, display characteristics of the adjacent areas. Intermediate areas were the last lands available to be a place of transitions to connect adjacent areas. The lands, undeniably deserted, are mostly filled with ordinary functions necessary for modern lives, such as convenient infrastructure, big box retail stores, and corporate offices, which only return indifferent and ordinary experiences. Are the intermediate areas in the faith of being indifferent? What does it mean to be vital in those areas?

This thesis seeks an approach to extracting the disregarded vitality of an intermediate area, and to introduce proposals that generate their own ways to vitalize an area. The study of an intermediate area, Alewife in Cambridge, Massachusetts, through range of scales and means, from diagrammatic mapping to observation of the site, gives understanding of what makes Alewife as it is now. The conceptual vocabularies assigned to conditions of the site shed the light on the potential vitalities as well as turn into conditions of design.

The proposals for the intermediate areas have multiple purposes as a space, function, and role, in order to break through singularity and mono-functioning spaces which dominate the area. The proposals attempt to suggest how the resources of Alewife, both inherited on the area and from adjacent areas, could be maximized to activate the area. The stretched range of specificity, scale, intervening degree, and formality of the proposals allows the area to have multiple characteristics, which is a condition of being intermediate, "somewhere belonging to one place but with a foot in another."


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100 Overview
"somewhere belonging to one place but with a foot in another".

-Josep Ramoneda

Intermediacy is a condition of being intermediate, which is defined as "coming between two things in time, place, character, etc." To be intermediate needs at least two sides. Therefore, intermediacy starts from recognizing adjacent conditions.

The areas of intersecting borderlines, intermediate areas, begin to be filled when the development of adjacent areas start to push its borderlines. The intermediate areas are used to be periphery, edge and marginal and described as a part of accepted conditions, typically urban. The convenient location makes the area a place of continuous transitions from one side to the other. The intermediate areas are fully used, but not actively used. They are filled with ordinary functions necessary for modern lives, such as convenient infrastructure, big box retail stores, and corporate offices, which only return indifferent and ordinary experience. Are the intermediate areas in the faith of being indifferent? How could we approach to the areas in order to generate their own way to activate? What does it mean to be vital in such indifferent and ordinary areas?

This thesis seeks an approach and suggests proposals to extract disregarded vitality of an intermediate area, Alewife in Cambridge, Massachusetts. Diagrammatic Mapping of the area in macro scale with geographical information reveals multiple borderlines that make Alewife as intermediate. Alewife has own history, but is pressed with overwhelming modern developments. Examining the site in human scale
gives understanding of what actually makes Alewife as it is now. The conceptual vocabularies, hybrid, blur, parallel, and pixel, are then assigned to the conditions of the site. The vocabularies shed the light on the potential vitalities of the site as well as turn into conditions of design. Studying the site in a range of scales simultaneously, miscellaneous pieces of information start to construct a glance of the area.

The proposals attempt to suggest how the resources of the site, both inherited on the area and from adjacent areas, could be maximized to activate the area. The proposals for the intermediate areas have multiple purposes as a space, function, and role, in order to break through singularity and mono-functioning spaces which dominate the area. The proposals range from specific to the site to general from the site. The site specific interventions potentially bring up the vitality from its embedded uniqueness. More general proposals are inspired from the site, but could be travel to anywhere. The proposals consist of different scales and degrees of intervening. The formality of the proposals also has a range. This stretched range of the proposals allows the area to have multiple faces, which is a condition of being intermediate.

Ordinary is ordinary. Indifferent is indifferent. Too many differences are likely to turn into indifference. Minute difference in indifference is far more extra-different than exhaustive extra-ordinary. That super-ordinary experience is the one remembered after leaving a place, realizing there was something extra-ordinary about a place. One only knows when encountering something different.
Mapping Intermediacy
+ Intermediate Area as Indeterminate Territory

Description of a place is a reflection of the place. Definite words describe a place with clear identities. Ambiguous words describe an undefined place. A place between peripheries is a place where many indeterminate words such as interstitial, marginal and residual are in need. And it simply means a place without identities of its own: indeterminate territory.

+ Between Peripheries

Intermediate area is an area between peripheries. Stretching vast lands in periphery have attracted architects as a place of experimentation and innovation. Many of those peripheries are a product of past. In fact, these between peripheries had often been developed for industrial purposes. Artists capture its sensitiveness and nostalgia, terrain vague, vacant, imprecise, undefined, vague and even obsolete. These senses are unique to a place and should be identified factors of the place.

Not all the areas between peripheries share its nostalgia. Some areas, or more areas, are rather ordinary and boring. They have definite functions in a region, a transit access point from one periphery to the others. The accessibility, a crucial condition in the mobile society of today, results in the developments driven by economic interests. Marci Griffith Loeber, executive director at Cushman & Wakefield, a real...
estate services firm, states on the occasion of successfully leasing the building located between peripheries: "Fully leased properties in prominent in-fill locations are in such high demand these days." The design of those developments is "driven by market research and financially rationalized construction processes; as a result, buildings are cheaper, larger, more comfortable and convenient." That is the way the areas operate. They function their own way.

However, those generic buildings only return a deserted landscape with people who use the place because it is convenient and necessary for everyday life. The presence of people and use suggests the opportunities to be more vital place. In order to extract its vitality, intermediate areas need to be depicted with its own criteria, as Igles Sola-Morales, an architect and theorist, points out regarding terrain vague, "it is this vacancy and absence that must be preserved at all costs, and which must register the difference between the federal bulldozer and a sensitive approach to these places of memory and ambiguity."
214_Residential Density

Multi-Family Housings

Single-Family Housings
220_Connecting Flows

221_Infrastructural Nodes

222_Subway/Commuter Rail
"I believe that the experience of the city is increasingly subject to the flows and interchange generated by the increased circulation of people, vehicles and information. The rhythm of these flows, which changes the character and function of space over time, has come to have no less significance to the experience of the city than the height of its buildings, the width of the streets and the disposition of its monuments. The traffic of people, vehicles, and information are also the environment and material of the city."¹

Flows are becoming dominant factor of shaping a city more than ever. Especially the areas of intersecting borderlines are formed by what passes through. Highways visually shape the area, which changes physical experience. Billboards on the highways create a rhythm. Street lamps or trees suggest the flows. It is also an interest of today to express the intersecting speed to visually and physically engage a flow.

Alex Wall, "Flow and Interchange Mobility as a Quality of Urbanism." In Present and Futures: Architecture in Cities. (Comite d'Organitzacio del Congres UIA Barcelona 96, Col·legi d'Arquitectes de Catalunya, Centre de cultura Contemporania de Barcelona and ACTAR, 1996.) 159
Forming a Flow

El Moll de la Fusta, Barcelona, Spain
Manuel de Sola-Morales, Oriol Clos
This infrastructural intervention opened an access to the sea, which was prevented by enormous roadway running along the coast. The pedestrian path was negotiated with automobile, which makes the place more dynamic and urban. Placement of trees, streetlamps, and street furniture define flows of pedestrian and street.  

Expressing the Flow

Car Park and Terminus Hoenheim North, France
Zaha Hadid
Hadid designed a tram-station with a car park for 700 cars. The car park and the station are over lapping ‘fields’ and lines that “knit together to form a constantly shifting whole.” Those ‘fields’ are the patterns of movement produced by cars, trams, bicycles and pedestrians. Each has a trajectory and a trace, as well as a static fixture, lamps. “It is as though the transition between transport types (car to tram, train to tram) is rendered as the material and spatial transitions of the station, the landscaping and the context.”
Fig. 230_02
Morphological Study of Alewife Area indicating the area consists of collections of fragmented areas, which have each function.
Street connects fragmented areas.

Fragmented green spaces are disconnected.

The fragments are not well connected for pedestrian flow.

The red area indicates an area of interventions.
240_Development of Intermediate Area

Early Settlement

Boston

Fig. 240_01 Map of Boston, 1775

Establishment of Urban Core

Alewife

Fig. 240_04 Map of Alewife, 1691

Fig. 240_02 Map of Boston, 1899

Fig. 240_05 Map of Alewife, 19th century
Great Swamp

The area of Alewife, situating in the Boston Basin, has experienced geological instability, ocean invasions and occasional earthquakes throughout years. Almost all of the Alewife Brook lies in a 100-year floodplain. The low elevation guaranteed periodic flooding of the marshes by heavy rainfall, with salt water invasions during onshore windstorms and extreme high tides. The plain has presented both a "picturesque landscape as well as was one that frustrated human control with its poor soils, spring floods and infestations of mosquitoes. It was rightly called the Great Swamp."2

The Great Swamp was a crucial part of Cambridge's part of the Emerald Necklace. An astonishing number of birds, small mammals and wild flowers have been attracted to the Reservation, creating a small but unique urban wild. Winter robins and cardinals, great blue herons and black night herons, peregrine falcons and bald eagles all make the swamp their home. As development and the automobile and urban open space continue to decimate urban open space, the Reservation has attracted many naturalists. Alewife Reservation remains the most neglected park in Cambridge.

Ice Industry - Rail Lines - Brick Industry

Railroad was erected to help ice industry in Fresh Pond. "It was the ice harvest profits that attracted the railroad, and it was the railroad in turn that became the focus for industrial development of the area."4 The ice blocks were transported by railroads from Fresh Pond to Charlestown, then shipped to South America, Europe and India.5 The railroad also used for
cattle trade as well as brick industry.

"As glacial melting of the last ice age progressed, a 50-feet layer of thick blue clay was deposited in the area around the Great Swamp. It was the need for fireproof building materials in mid-19th century new England's rapidly growing cities that prompted the extensive development of Cambridge’s clay lands. The brick industry in the area was financed by the same company as the one financed the rail line. This brick was used to build Sever Hall and Trinity Church, as well as countless other Back Bay buildings. Everyday Cambridge residents and slippery brick sidewalks, still bearing the stamp of NEBCO (New England Brick Co.) “The land’s low elevation above sea level limited the depth the pits could be dug to around 80-ft. By the end of the century a brick industry was forced to close.”

+ T station

The Red Line of subway was extended from Harvard Square to Alewife in 1960's. The subway made the area convenient to access from suburbs, which led for constructing highways. They not only disseminated the Reservation but attracted another huge development. It is out of scale and painfully sits in front of vicious concrete block of structured parking that happens to locate the T station. The T station disrupts the flows of different modes of movement, pedestrian, runners, bikers, automobiles, bus and subway.
Conditions of the Site: Conditions of Design
Vitality: Difference in Indifference

Vitality of a place is an encounter of different people and different activities in space and time. It is to recognize differences from oneself. Personal experiences could be said qualitatively different from others. However, too many differences are exhaustive and overwhelming, and after a point they seem to lead to indifference. Indifference is rather more dominant in everyday life. Everyday life is a repetitive process of indifferent routines. It seems far from any difference. However, without indifference, difference is less different from difference without indifference. It is a contrast that makes difference stand out as an experience of going into a city from an airport located in outskirt generally enhances beauty of the city compared to ugliness of the outskirts: "if the visitors go through the periphery, then in the end the center is unable to remain indifferent." Its contrasted and compared difference in indifference seems to hint how vitality of an ordinary place could be extracted.

Difference in space or activity is often associated with a term, urban. Richard Sennett, a sociologist and cultural critic, defines urban as a possibility for living in difference according to Professor Gronlund introduces Sennett in a seminar, "Transformations of the concept of urbanity." For Sennett, differences involve with different ways of life, a mixing of people together, different classes, different ethnic backgrounds, and a mixture of culture. It is unlikeliness, living with people unlike oneself as strangers, foreigners, immigrants, in everyday life. Moreover, spaces and sites of diversity where difference is privileged are the settings of and for urbanity. The settings are also dense, tight-packed, and contain possibilities for the uncontrolled, the unpredictable and the spontaneous. As Sennett claims urbanity begins as bodily experience, difference associates with physical experience of a place. Stimulation of and through difference leads something unexpected to happen. And that interactive order is what difference is capable of.

Physical experience of differences is increasingly depending on flows and dynamic intersecting of the flows. "Physical density would no longer be an exclusive characteristic of urbanity." Squares in Cambridge show the vital space with intersecting flows of people and car without spatially physically creating a "square."
Indifference

Seemingly homogenous cultures of today diminish differences as Sennett admits. Though indifference conceals difference, indifference is necessary to accommodate diverse cultures together; therefore, difference and indifference are necessary to coexist in the same context.

Indifference is mostly led by singularity, mono-functions and mono-functioning spaces. Modern development such as big box retails, corporate offices, highways, residential complex etc., is closely related to physical indifference and is all about its singularity. Mall or airport is considered as collective single function that includes the same programs wherever one finds it.

In the intersecting border areas, the lands are vast and functions are distanced with an empty landscape. The empty spaces are typically filled with continuing asphalt of parking lots, set backs, unnecessarily long approach to a building. They are far from a positive separation between multiple objects stimulates a void and makes it to a place. The senseless distance stimulates nothing but keeps its distance.
Alewife appears to be ordinary and indifferent. Therefore, when one tries to explain what Alewife is like, one has to start with what Alewife has; transportation hub, reserved nature, cooperate offices, industries, strip mall, and so on. The adjacent areas of Alewife consist of single family housings to multi-family housings. Demography of the area is actually diverse. It consist from typical suburban of medium to high income with high education living in the same house for a long time, typical Cambridge of young professionals who work in academia staying for limited years, to low income with less education who live in social housing.

The area is a place for cars with plenty of parking lots available. However, it also hosts bikers and runners who travel to Minuteman Trail, Fresh Pond, or Bike Trails despite of disconnected path on the area. Pedestrians surprisingly travel through the area more often than one expects.
310_Images of Alewife

Fig.310_09

Fig.310_13

Fig.310_10

Fig.310_14

Fig.310_11

Fig.310_15

Fig.310_12

Fig.310_16
**41_hybrid**

**Definition:** a thing made by combining two different elements

**Interpretation:** Each condition retains its character within a whole
+42_blur

Definition: make or become unclear or less distinct

Interpretation: Each condition merges into another. New condition no longer retain the original.
Definition: side by side and having the same distance continuously between them

Interpretation: Each condition works in its own system respectively.
Definition: a minute area of illumination on a display screen, one of many from which an image is composed.

Interpretation: Single condition constructs a whole.
400_Potentials
Proposals of intermediacy have multiple purposes to initiate multiple encounters of people and actions. They are to be stepping stones to break through mono-functioning fragments and bring up the vitality of the area. The proposals range from site specific, "To the Site," which extracts embedded potentials of the area and provides unique experiences, to general, "From the Site," which is inspired from the area, Alewife, but could travel to any place.

501_Multiplicity for Intermediacy
The proposals engage with the area in human scale. They provide the opportunities to encounter what one has not been experienced yet on the area to extend of what one could be experienced but was not.

502_A Decelerating Place
The form of an architecture intervention define a void in front of T station. The interventions decelerate the flows with forced and designated pausing area. The path of cyclists becomes a part of the elements to form a building.

503_Mending Path
The disconnected flows are mended by clearing the passageway. By assigning specific materials, the other flows could be aware of each other. Whenever it crosses, the others could be aware of each other. By bringing different flows together, vitality, differences, will be clear.
The moment of pause is temporary. It is a temporary stop. Waiting for someone, waiting for a bus, or waiting to be picked up is a moment of pause. It is not long enough to set yourself to do something, but not too short to have something to kill time, reading, chatting, and eating fast food. In intermediate areas where everything passes through, pausing seems to be the only time when people stop. Therefore, the actions in a pausing moment are more embedded to everyday life than more permanent stopping, reading a book at home, talking with friends at a café, having a meal at the restaurant.
Stepping Stones are the initiators to generate the interactions between foreign conditions or actions. Stepping stones could act as "tools triggering interaction between actors and agents that otherwise would not meet."\(^1\)

In Alewife, stepping stones are the one to connect fragmented conditions. They could be hybrid and blur conditions themselves, the initiators to enable hybrid or blur conditions, or another condition that fills the gap between fragmented conditions.

Multiplicity suggests variety. Variety in space suggests diversity and liveliness. Multiplicity is a collective of difference since it enables to make a comparison among them. Intermediate areas are however dominated by singularity, which makes one as infinite and definite. Singularity only contributes to be indifferent since there is nothing to be compared to. It creates fragments. The fragments in intermediate areas are senselessly distanced that the area seems deserted and empty.

In order to infill its deserted voids and uncover densely intersecting flows, and to continuously link adjacent areas, “specific architectural, urbanistic and programmatic interventions should gear to enlarging the potential multiplicity and urbanity.”¹ Fumihiko Maki, an architect, claims that, for the life of a new generation, highly urbanistic living, which gives new dimension to quality and functions of space, will be necessary.² As New Functionalism says, a pedestrian sidewalk could be urban itself in the outskirts of a city. Street needs to be placed parallel to function as a host of flow. A sidewalk does not need to be always parallel to the street since the land limits between a building and street is not. Sidewalk could have a range of shapes depending on the site. Sidewalk could have a function not only as a flow but for a place to stop for a moment. Then, sidewalk could be imagined as a moderator between automobile and architecture.³

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³ Ibid, 315
In order to break through singularity that dominates the intermediate areas, existing functions could spatially and functionally gain another meaning as Maki demonstrates with sidewalk.
A shopping cart, laying under the retaining wall facing to parking of ordinary strip mall, Fresh Pond Mall, is appropriated as a step to get down to ground from the street above, which links to the T station. Many and frequent passage created an informal path from the street above, a shopping cart step, then to the ground. The shopping cart is still high to travel from the retaining wall to the ground and it is unstable. The travelers often land on their hands to stabilize their body. Nevertheless, one finds people stepping on the shopping cart more frequently than one expects.

The intervention I propose is to retain this unusual ritual, but to make it a little more travelers-friendly. The shopping cart will be surrounded by sandbags to stabilize and to give alternate gradual steps. The numbers of sandbags could be recycled from the ones from the area, which is prone to flooding. It is also a way to acknowledge and educate a nature of the area, being in a flooding area as well as being once a Great Swamp,¹ which gave the area the resources to develop.

¹ Great Swamp: A historical area in the northeastern United States, extending from New York to eastern Pennsylvania, that was a significant source of timber and other natural resources. It was also a place of refuge for early settlers and Native Americans, and its forests were important for the development of the area. It was later drained for agricultural and other uses, but remnants of the swamp can still be found in various locations, such as in the rivers and wetlands of the region.
To the Site  From the Site
Local naturalist groups run walking tours or cleaning events in the Alewife Reservation area to raise awareness of rich nature, which is rather unknown to public. However, the passionate efforts are not as effective since they are usually towards those who already have interests in urban nature. (i.e., the mural at the T station, portraying the wildlife of the area, is out of context that I doubt how many people actually recognize as such.)

In order to raise general awareness, I propose bird watching terrace attached to a billboard, which visually acknowledges the presence of birds or a view from the terrace regardless of one’s interest. The hybrid objects could benefit from each other. The cost of constructing the terrace could come from advertisements as a return. Advertisement could use as a public notice for the events. Billboard-Bird Watching Terrace is located where the different flows intersects, the street connecting to Route 2, commuting routes, and the beginning of Minuteman Trail. It is a way to acknowledge the presence of nature to not only cyclists, but also the drivers and the commuters who pass through.
413_Newstand + Reading/Dining Table

Waiting areas function multiple ways. They become reading space, dining space, and talking space. Trash of fast food trash and used newspaper shows the appropriated use of a space. They are not formal function of "waiting" area, but they are second functions that usually appear with the "waiting" time.

Newsstand + Reading/Dining Table serves for those second functions for a paused time. It is a newsstand for papers which dining/reading table with lamps is attached to. The solar panel stores enough energy to provide lights for reading.

This object could travel to anywhere at the users' will by pushing the wheels. The existence of this object become a trace of someone using it as a table or moving it for better visibility for newestand as the trash or the used newspaper on the chair does now. It is possible to find this rolling newsstand at the most unexpected place as the middle of a parking lot, which one only could speculate the reasons of its presence there.
To the Site From the Site

Newsstand

Solar Panel

News/Magazine Rack
Multi-Booth provides a small space for public phone, a workstation for laptop, and cell phone users. None of them will sustain themselves. Public phone is becoming a product of a past after spread of cell phone, independent laptop workstation would not be used as frequent that it could eventually lose its existence, and cell phone booth only would be useless. However, hybridizing these functions within one booth, it gains its existence by maximizing its frequency of usage, which leads to stimulate the place around it.

Cell phone make instant realm of private space. Antoni Muntadas shows people on the phone turns the space with ambient noise, which does not distract the conversation, into an instant phone booth in his series of work, *On Translation*. The cell phone booth is to provide a private space just enough for one person in public. Laptop workstation is for the workers and visitors of the area, which has visitors from all over the world to see the leading bio-tech industries and IT entrepreneurs, to quickly surf the internet, or to do small jobs while waiting or before taking off to visit a company. Laptop workstation could reveal this diverse people on the area. Also having the electric bulletin board, the multi-booth becomes a place to pause temporary.

Multi-Booth does not ensure but throws the opportunities to encounter different people who come to a booth for different purposes.

To the Site  From the Site

The new generation of bulletin boards could be paperless. People send their messages by cell phone or email to the bulletin boards which have specific numbers or addresses to be sent. People can send the message to all the booths or a specific booth.

3pm saw a bird @ xxx.
Garage sale @ xxx street.
Piano Lesson call @ 617-xxx-xxxx
Bikers lock their bike everywhere. They lock in a street sign, trees, a street lamp, and so on. What they locked to becomes their sign of where they locked their bikes to. The shortage of bike locks brings exploitation of public space, disrupting the sidewalk. Then, why not a lamp has the lock bar already attached to it to maximize the numbers of the bikes to be parked? Because the bikes are much more inclined to thief, they park to where they can lock to. This could be a way to control the invasion of the bikes and to make sure the urban open space is open. What they lock to become the sign of where the bike is. In case of bike parking, the lamps could have a locking attached to it, so that one serves the other.
To the Site  From the Site

Footrest is to be a sign of stopping. They will be placed to where the moment of stopping is in need or recommended. Footrest is a piece of brick, 4 inch by 4 inch by 12 inch, placed on top of the pavement. The footrest will be a simple adding to the area to enhance joy of biking on the area.
410_Multiplicity for Intermediacy

417_Drive-Through Rest Area

Drive-Through Restroom is to provide a rest area for cyclists, rollerbladers, and runners on the area. The rest area includes a bathroom, water fountain, air pressure station and small bench to take rest and prepares to step out for another run.

High wall leading to the Restroom separates from the trail to separate from the trail to give a cozy space behind. The bathroom is lighted from the sunlight through glazed ceiling since the users are to use when it is fine weather. Brick construction is to be used to remember the industry once it connected the area to Greater Boston as the trail now connects.
To the Site From the Site

Plan

Section A-A'

0 1 2 5 10 Feet
420_A Decelerating Place

421_Urban Form

New architecture interventions define a void in front of T station. The new building creates the edge to articulate the space. The building also provides a better path from T station to across the bridge. The path of cyclists becomes a part of the building to form a flow.

Fig. 421_01 Existing Boundaries of the Area

Fig. 421_02 Existing Boundaries of the Site
Fig. 421_03 Boundaries of the Site after the Intervention

Fig. 421_04 Boundaries of the Site after the Intervention, Site Model

Fig. 421_05 Site Model

Fig. 421_06 Site Model, looking from a point A (Fig. 621_06)
422_Architectural Form

The site is a place where everything passes through. It would be too forced to stop the flow, which would be too foreign to the place that it further fragments the place. Therefore I propose the flows to slow down, decelerate, and pause, which are extracted from the site. The programs of the architecture interventions have forced pausing moments as car wash and Laundromat, as well as resting area for cyclists and BBQ area for public. Each program has its own place for waiting. However, stacking different waiting areas, unexpected encounter could occur, without necessary interacting each other, as it is in a café or a plaza in a city.

The programs, Car Wash, Laundromat, and gym, are closely associated with everyday life, but involved with an opportunity to encounter difference. All the programs do not have spatial typology and could be inserted to any buildings.
1. Machinery Car Wash
2. Car Wash Cashier and Store
3. Outside Terrace
4. Bath Room
5. Storage
6. Dry Area for Car Wash
7. Self-Service Car Wash
8. Park
9. Bike Parking Plaza
10. Bike Parking for Residential
11. Existing Building
12. Office for Car Wash
Landromat, Gym, and Cyclist Rest Area
2F-3F

1. Landromat
2. Outside Terrace
3. Gym
4. Bike Path
5. Street
6. Pedestrian Path
7. Existing Building

Third Floor Plan

1. Rest Area
2. Outside Terrace/ BBQ Pit
3. Gym
4. Bike Path
5. Bath Room
6. Existing Building

Second Floor Plan

68
Residential/ Hotel
4F-9F:
The residential floors have four types of room to accommodate a range of people. It is intended for young professionals or visitors to the leading industries around who commutes to Greater Boston or around the area for limited time, from a few days to a few years. The common spaces are available at an alternate floor.
The territorial approach to a city, a place, and a space prevents from creating simultaneous effects. Planning tends to focus on large scale, which leads to two-dimensional layout of the use with quantities. Architecture responds to what should be contained within the set perimeter, which loses the engagement to surroundings.

Manuel de Sola-Morales defines urban design as "taking the geography of a given city, with its demands and suggestions, as a starting point, and introducing elements of language with the architecture to give form to the site." Sola-Morales introduces five points for urban project:  
1. territorial effects outside their area of intervention  
2. complex and interdependent character of the contents; superseding of monofunctionality (park, road, typology, etc); mixture of uses, users, temporal rates, and visual orientations.  
3. intermediate scale, to be completed within a limited time scale of a few years  
4. voluntarily assumed commitment to adopt an urban architecture independently of the architecture of the buildings.  
5. a significant public component in investments and in collective uses of the program
The Center of Lausanne, Switzerland
Bernard Tschumi

The projects take clues from the existing topography and fabric of the city of Lausanne. A valley, forty-feet deep, is full of warehouses. Tschumi infiltrates the valley with a series of inhabitable bridges. Tschumi minimizes incursions into the valley while connecting it with program, pedestrian flow and event places. He preserves the open and somewhat vague character of the space of the valley in which to insert a defined sequence of architectural objects. He allows pedestrian and traffic flows to dictate the design and sees his interventions as fragments that reconcile the program with the topography. Tschumi had an overall desire to avoid densification and "create an urban centre capable of integrating various types of programme." Tschumi's project emphasizes the architectural object (the inhabited bridge) over a rigidly and clearly delineated public space. He emphasizes the public space within the project as event driven and linked specifically with the acts of movement through the space. The Tschumi project, both the master plan and the built portion (Flon Interface) could be characterized as exemplary interface projects, as well as Strategic Urban Project as defined by Sola Morales in his five points.\(^3\)
423_A Place for Pause

Glass Leave Pavement indicates a place for pause, stopping for a moment. Leaves are collected from the area. The pavement is lit from below at night. They are used along the path of pedestrians as well as the space when the path departs or is away from the building. The space is currently senselessly distanced. The ornamented pavements provide positive distance between the path and the building.
Three major flows, bike routes, pedestrian path, and street, are functioning in parallel. The flow of car, street, connects the site and the adjacent areas. The appropriated streets and sidewalks by cyclists could be formally designated for their way by assigning a material, recycled aggregate with cement, and clearing the routes. Likewise, pedestrian path is redefined with the assigned material, wood-chip pavement. Both pavements are a recycled material from construction wastes. The specific materials for path make clear of different flows that connect the area and make aware of the different use of the area.
431_Pedestrian Path

+Wood-Chip Pavement

The wood-chip pavement has been made of waste wood. First, waste wood materials are crushed into chips, placed in a mold, subjected to high-pressure steam processing, and pressed into a pavement board.

Moderately soft, the pavement is extremely comfortable to walk on, gaining a reputation as soft pavements or elastic pavements. Its softness is safer for walkers even if they fall. It also safely decomposes and returns to soil, without having negative impact on the environment. The pavement is excellent in water-retaining capacity, which helps heat-evaporation to last longer.

432_Cyclists Path

Bike routes are used for the purpose of both leisure and commuting. The routes are also shared by rollerbladers, runners, and wheelchairs. The path from Fresh Pond on the south and Minuteman Trail on the North is formally disconnected, but they pass through the site despite of the obscured passageway. The attempt is to make clear their passageway, be separate from both car and pedestrians.

+ Recycled Aggregate with Cement

Recycled Aggregate from blast-furnace slag coarse aggregate (73% recycling) mixed with cement. Blast-furnace slag is produced in a process of making steel, which is one of the prominent construction materials in modern construction. Water penetrates through the aggregate; therefore it prevents the bikes from slipping. The slag itself is highly porous and penetrates and absorbs water. This pavement is suitable for cyclists who are sensitive to surface of the pavement.

http://www.edwcllevy.com
http://www.sanwagrd.co.jp/col_sand.htm#hinsitu
Recycled Aggregate mixed with Cement

Divider; Brick

Lighting for Night
Reflection
This thesis is clearly inspired by the experience of living in two places, Tochigi, Japan, and Arlington, Texas. Both places give empty, deserted, and obsolete feelings despite of abundant flows of cars and people. Both are full of ordinary and indifferent. Living in such places, I always believed there must be a way to make subtle differences of the places more visible. Those places do not have enough people, activities, chaos to be “the” urban. But those are the places more people spend their lives. The problem is the developments of those places intend to be “the” city. When I visited Alewife for the first time, it reminded me of Tochigi and Arlington.

Alewife is nothing more than ordinary. It has its own history of development just as any other places, but it has pressed under overwhelming modern developments. Alewife is a place where nothing is particular about what it is today. To extract the vitality, it was necessary to find its own meanings of existence, redefine the conditions of the area with its own criteria, and insert the initiators that enable fragments that spread out on the area to communicate.

I struggled throughout to decide on what scale, formality, degree of intervention is appropriate for the area as Alewife. Thinking through the nature of the site, intermediacy, having both sides to be intermediate, it made the most sense to have ranges of scale, formality and degrees of intervention to enable multiplicity of the area.

Intermediate areas are not only ordinary and indifferent, but the degree of differences is much subtle than among known cities, Boston, San Francisco or Philadelphia. It is a
faith of an intermediate area to be less different from other ordinary places. However, experience of the area is personal that it is different for everyone. People experience an area in their own particular way and understand from their specific points. I intended to give range of experiences to give more perspectives to the site. Intermediacy, not solely depending on what is already defined but not trying to be totally new, enables these ordinary places super-ordinary that one remembers to describe the place.
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