

A HOSTEL FOR TOURING BICYCLISTS AND BIKE SHOP

Master's Thesis

Rhode Island School of Design

This is a wood frame house abutting a brick and concrete complex. The anomaly of this construction, an odd juxtaposition of the domestic and the industrial, was a driving tension behind this design. In order to holistically reuse this space and positively influence the local area, I implemented a proactive program with sustainable building techniques. This design celebrates those individuals whom have chosen to partake in a cleaner, more environmentally conscience alternative means of transportation.

The space consists of a communal hostel, maintenance area for the touring cyclists and bike shop.

Site :: Pardon Clarke House c.1823,
Industrial Building addition c.1940
155 Chestnut Street
Providence, RI • 02903



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Site Locale :: The Jewelry District is located in the near vicinity of downtown Providence. There are restaurants, clubs, shopping and other city amenities within walking distance. The area was mostly residential until the Industrial Revolution and the Pardon Clarke house is one of 4 remaining houses in the district. The rest of them were razed in order to make way for the new, large brick industrial complexes. Now, it is dotted with artists spaces and small local businesses. The East Bay Bike path is in close proximity, making it a paramount space for the location of a Cycle Station Hostel.



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Considering the collaged state of my chosen building, it seemed appropriate to use collage as a device for two things: to understand the neighborhood in which the building resides, and as a tool for designing the Cycle Station Hostel's architecture. Along with celebrating alternative journey cultures, this design is very much about a meditation on the history of the building. The current condition of the house is evidence that it was never "properly" repaired. I was attracted to it because of this. It has a certain material, vernacular quality about it that is pervasive in urban landscapes. I looked at this building montage as an opportunity and design challenge, and attempted to memorialize some of the graffiti and collage elements.



Providence Cycle Station :: Lisa Moses

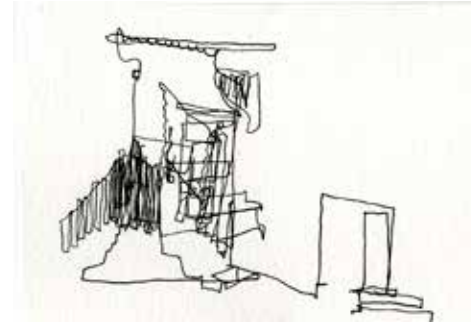
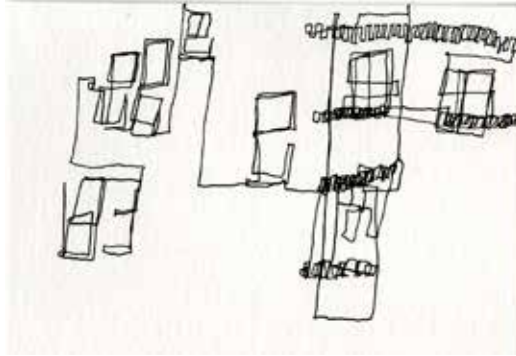
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These blind-contour façade and vegetation growth drawings allowed me to meditate on the building's existing conditions.

This process gave me a more thorough understanding of the natural and built metamorphosis the building underwent.



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Using metallic fabrics reminiscent of industrial materials was a way for me to process representation of the design that would unify the interior spaces.



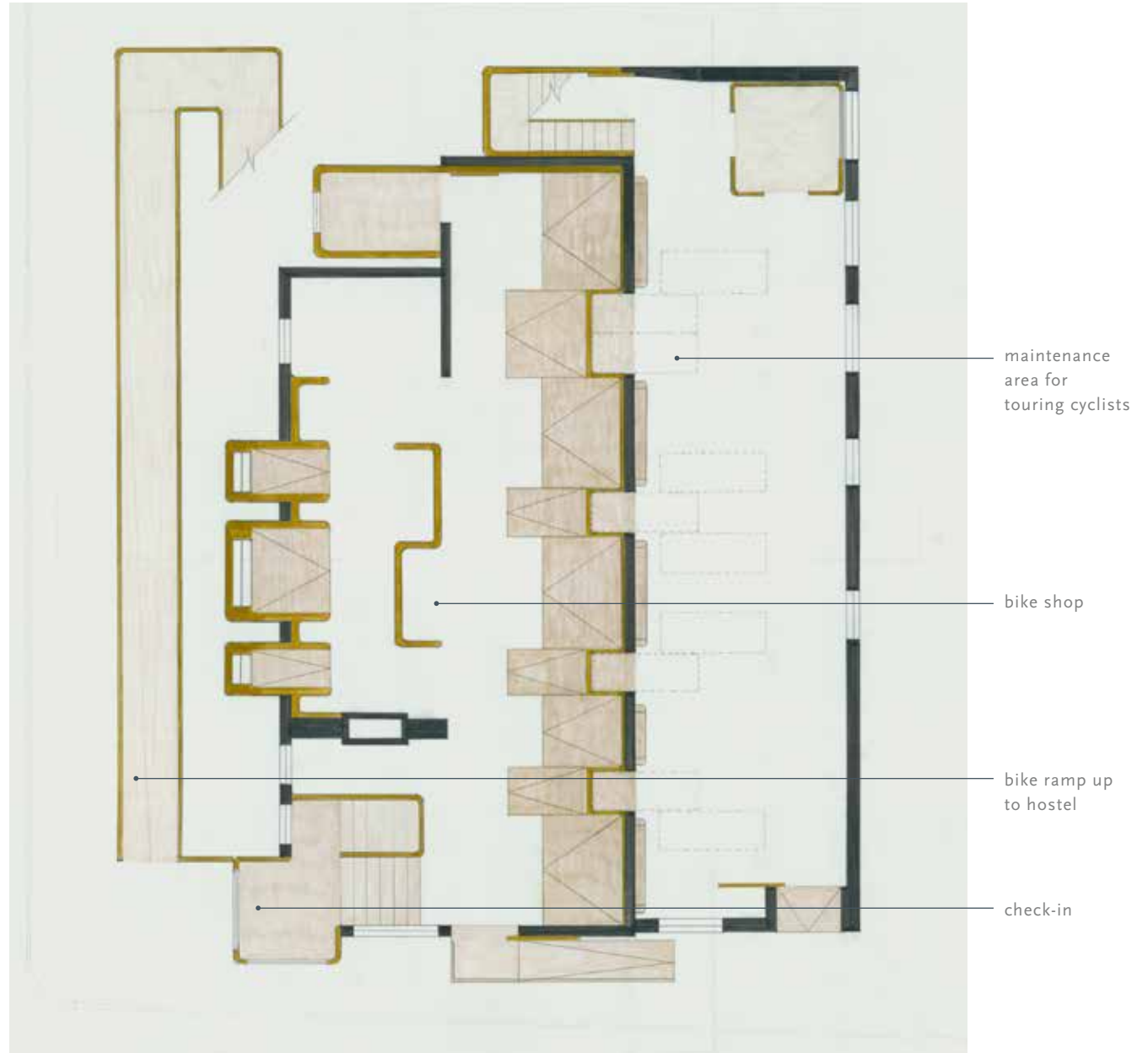
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Using the same language throughout the building, I created a system based on fitted, interlocking forms like teeth on a bicycle chain and chain ring. This language was a multi-directional mechanism for uniting the building, and I used it to penetrate the center wall separating the two spaces.

Visitors arrive to check in at the front building corner addition, a partially outdoor front desk connected to the fully equipped bike shop. Once checked in the visitors proceed to ride up the cycle ramp and into the hostel space.



GROUND FLOOR PLAN 

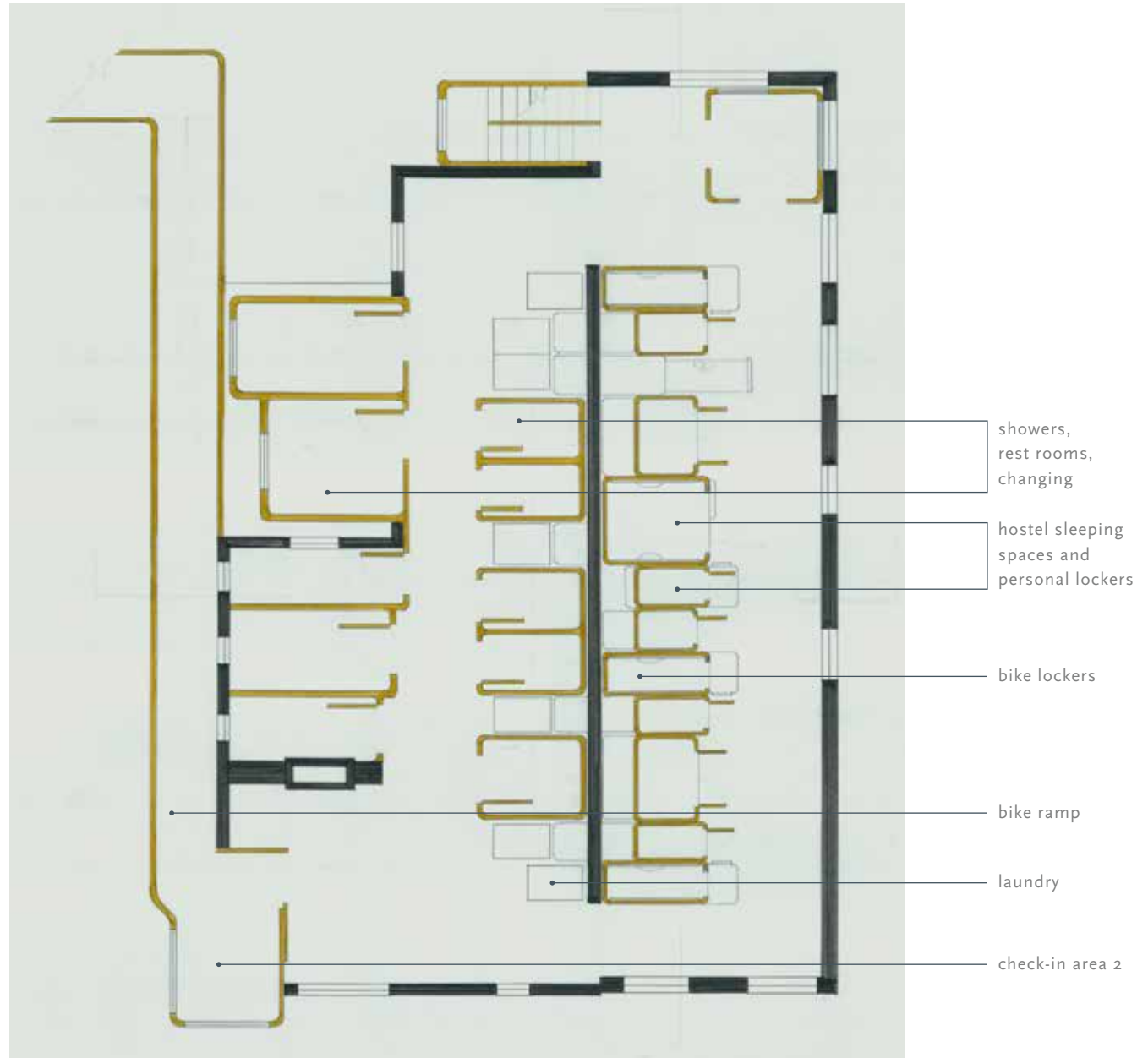
not to scale

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The second floor is dedicated to sleeping, bathing and changing quarters. The sleeping area's structure consists of stacked, interlocked semi-private bunk beds, bike lockers and belonging lockers. The touring cyclists sleep comfortably next to their safely locked-up bikes.



SECOND FLOOR PLAN 

not to scale

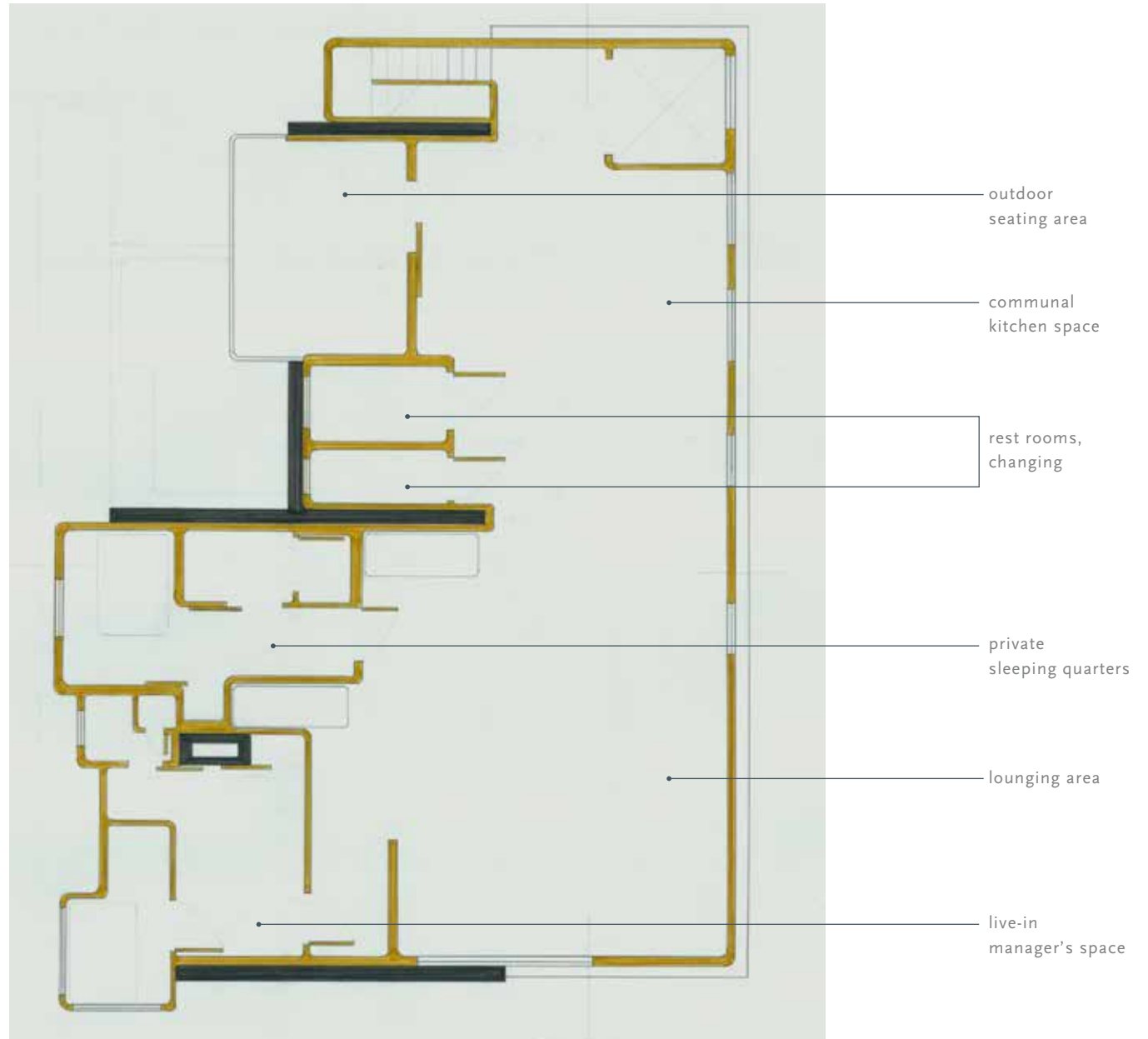
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This floor required a more open plan as it is a shared communal space. There is a large eat-in kitchen where visitors can cook food harvested from on-site gardens.

A relaxing living room area is adjacent to the kitchen, and there is access to an outdoor deck.

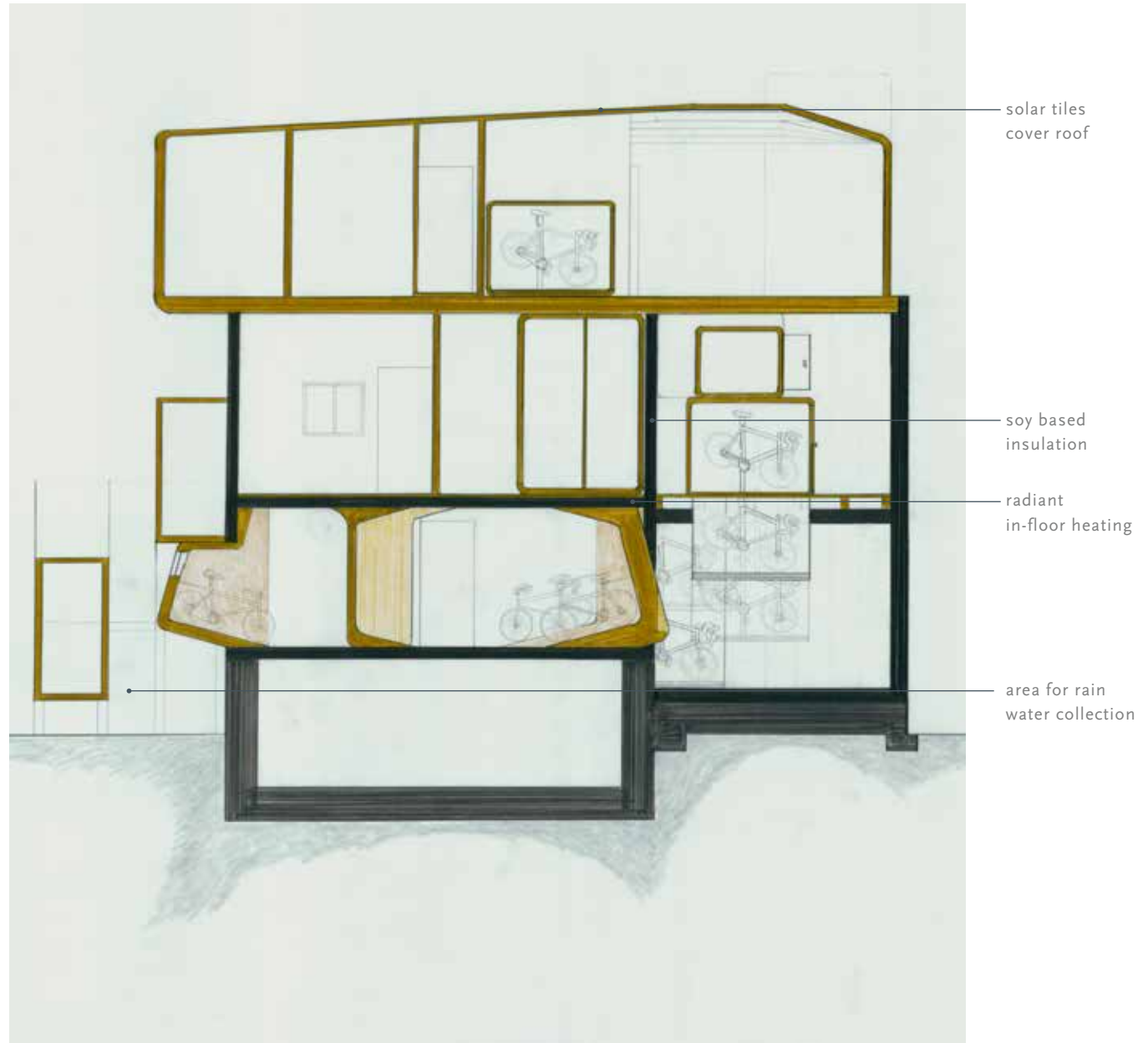


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Solar tiles cover the surface of the roof, which has been angled in order to gain the most sun exposure on the site. Radiant in-floor heating is used on the second and third floors, and is powered by the energy obtained from the solar panels. Insulation is comprised of a soy based material that is blown into the wall cavities. A rainwater collection receptacle set up under the angled cycle ramp can be utilized for the maintenance area and bike shop's greywater system. The bathrooms are equipped with composting toilets.



CROSS SECTION

not to scale

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One major concern cyclists have when touring is the safety of their bikes. Usually bike parking is located outside a premises, which greatly increases the chance of a bike being stolen. Based on my research, I devised a safer system in which visitors literally sleep next to their bikes locked in bike lockers. The bikes are hung on bike stands that are bolted to the locker floors. The bases have a mechanistic function allowing the bikes to be lowered to the maintenance area directly below on the ground floor. Here tools and parts are available to the visitors so that they may clean and tune-up their bikes.



sleeping and locker units

bike maintenance area

SECTION

not to scale

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The stacked beds, bike and belonging lockers are made of bamboo plywood. Plyboo is a green building material that is sustainably harvested and structurally sound. These structures are designed to be formed into pre-fab units, which could function in many different types of architectural settings. The sleeping units are ventilated through a checkered hole pattern. There are fabric screens over each entrance that can be easily slid open and closed for more privacy.



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Designed as a holistic project, sustainability and sustainable development of the land are both intrinsic to the Cycle Station hostel's site and structure. These stations need to be integrated in their surroundings, near and alongside bikeways and act as connectors between them. Areas to be further explored include on-site self-sustainable and permaculture conditions: multiple, year-round gardens can be implemented for growing food for visitor's meals; green roofs can be more fully exploited; perimeter lot areas can be utilized for fruit, nut and fuel wood trees; solar and alternative energy generation can be instituted for powering the station and giving back to the local grid; and the stations can act as local community hubs, educating the public and visitors on a number of things associated with biking, sustainability and the local area.

