

### BILBAO INTERCHANGE (Michael Wilford & Partners)

The regeneration of an entire part of Bilbao is motivated by the Transport Interchange, which allows three public streets severed by the 19<sup>th</sup> century railway to pass through and reconnect the medieval quarter with the contemporary center. An intersection of three rail termini, bus station, new subway system & parking structure, with shops, offices, hotel, post office, housing and public plaza, the Transport Interchange is one element in the *Bilbao Strategic Plan* that proposes interrelated insertions of infrastructure, public space and cultural institutions regionally.

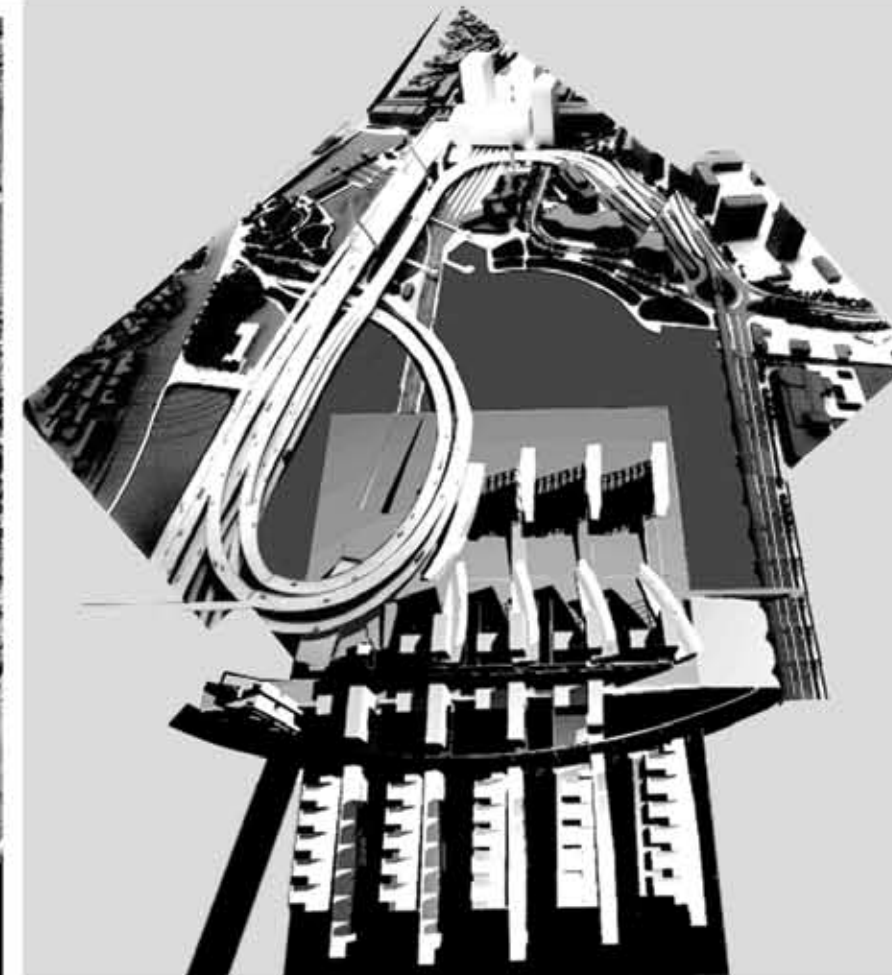
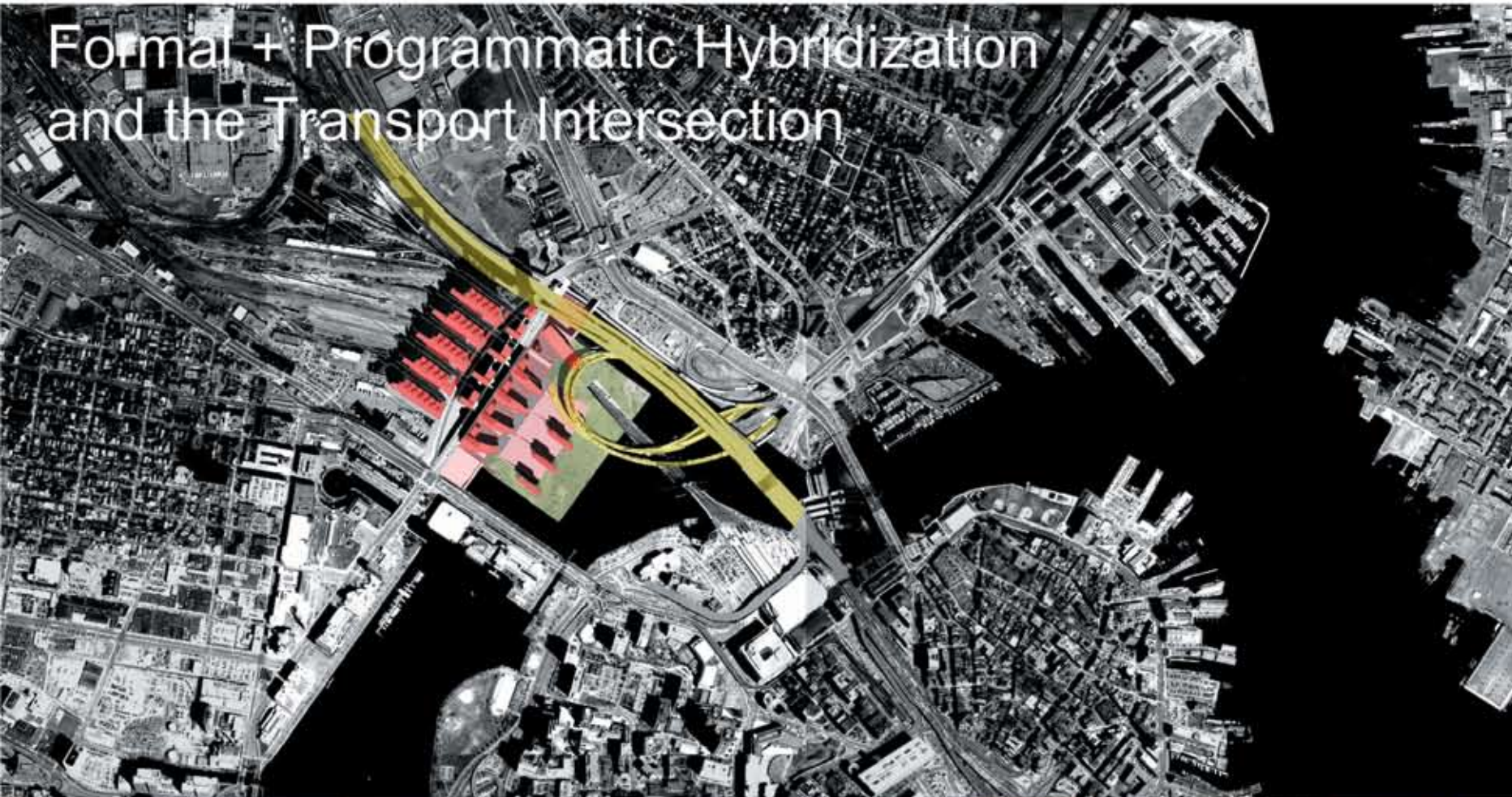


### LONDON KING'S CROSS TRANSPORT INTERCHANGE (Norman Foster and Partners)

The 125 acre site, containing two great train stations, a multitude of historic industrial buildings and vast marshalling yards, has been reorganized around a large park and terminated by a new transport interchange. Multiple new and existing rail lines, the Underground system and the Stanstead Airport link intersect beneath the proposed vaulted insertion.



## Formal + Programmatic Hybridization and the Transport Intersection



### NORTH POINT INTERMO-

Opportunities for formal and programmatic hybridization are found in the landscape of transportation, especially within the vast spaces and crossings of multilevel highway interchanges and railway lines. Even the particular building type, train station as terminus, has been replaced by that of interchange – a place that connotes someplace else in the web of transportation infrastructures within and between cities.

**This project accepts the planned Central Artery interchange and incorporates the highway into an urban scheme as an intermodal transport intersection.** All circulation modes cross through the new canted surface of the site – a plane raised to match the height of an existing bridge connecting Cambridge to Charlestown, and sloped to meet the river's edge. Beneath the artificial plinth are vast parking decks and rail connections, while above are residential and commercial uses. With the purpose of stemming the flow of cars from the north, the highway enters the parking garage via dedicated ramps where connections to commuter rail and subway lines are made. This intervention is also a catalyst for regeneration of the marginalised area to the northwest. Buildings are raised above the plinth to allow circulation across this public landscape that continues the esplanade along the Charles basin. **The scheme appropriates the vague terrain at the intersection of four cities – Boston, Charlestown, Somerville and Cambridge.** Rather than colliding or resolving the four shifted street grids, the project makes a fifth zone, asserting the intersection of transportation infrastructure, public open space and political boundaries as a discrete landscape object.

