57192

35000

22192

19436

15564

22192

5000

5000

5000

5000

5000

40000

5000

5000

500 0

Right

section A

section A

4000

4000

4227

20345

25310

45335

Front

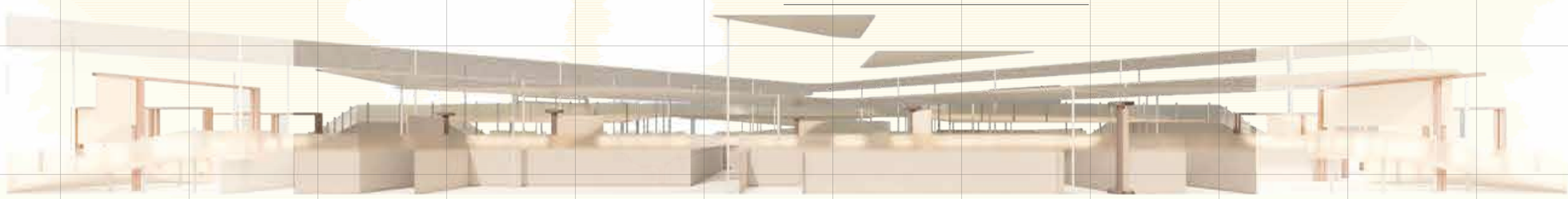
section B

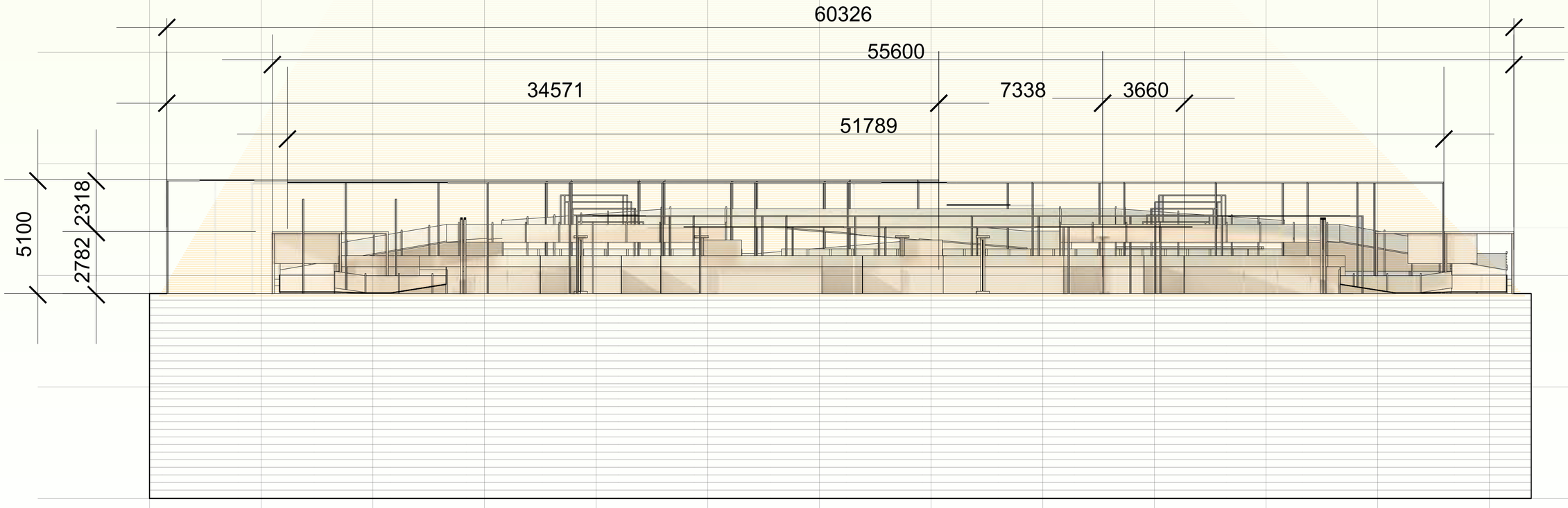
section C

1:150

Front Perspective

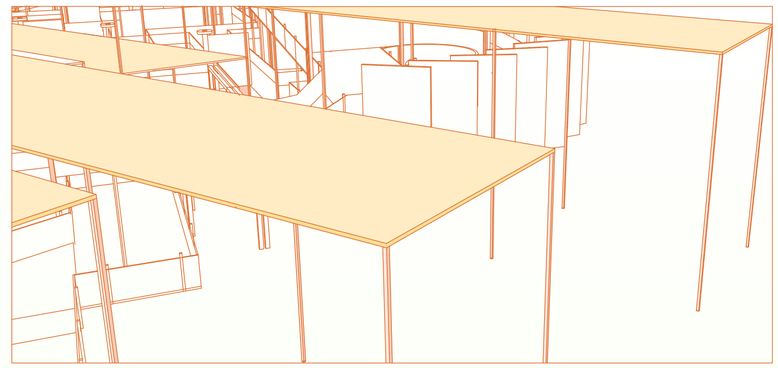
section A Perspective

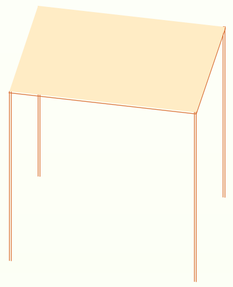




section A

5000 5000 5000 5000 5000 5000 5000 5000 5000 5000 5000

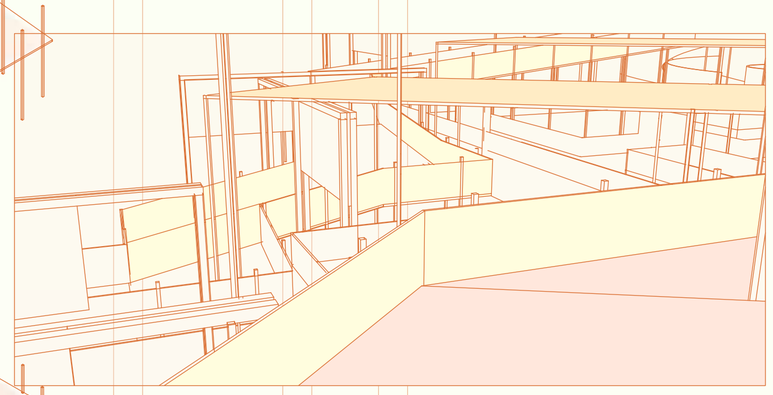




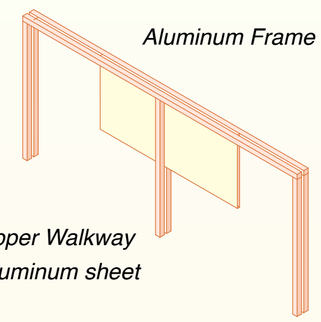
galvanized sheet

A steel sheet coated with zinc to prevent rust, offering durability and weather resistance for outdoor or structural use.

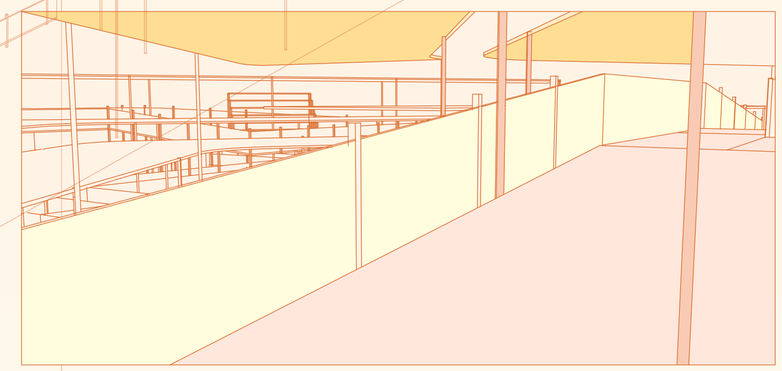
ceiling

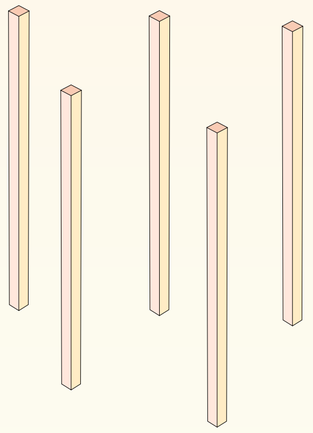


Aluminum Frame

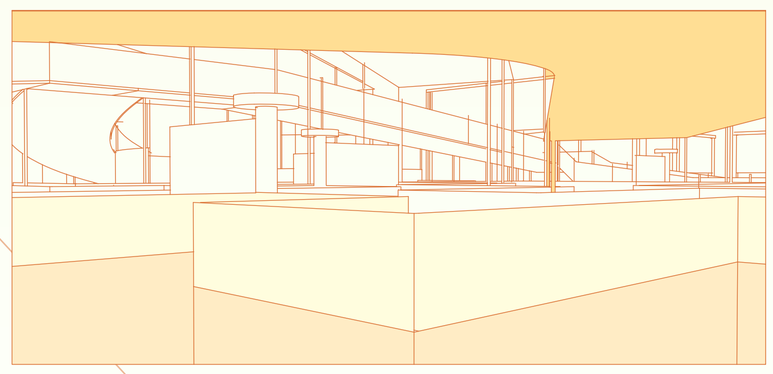


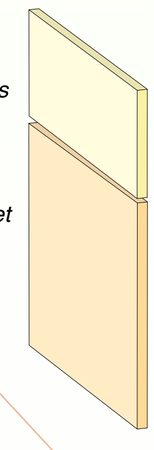
Upper Walkway
Aluminum sheet





Aluminum Frame
A basic structural frame combined with a lightweight panel





frosted glass

frame with sheet

Partitions

65457

16377

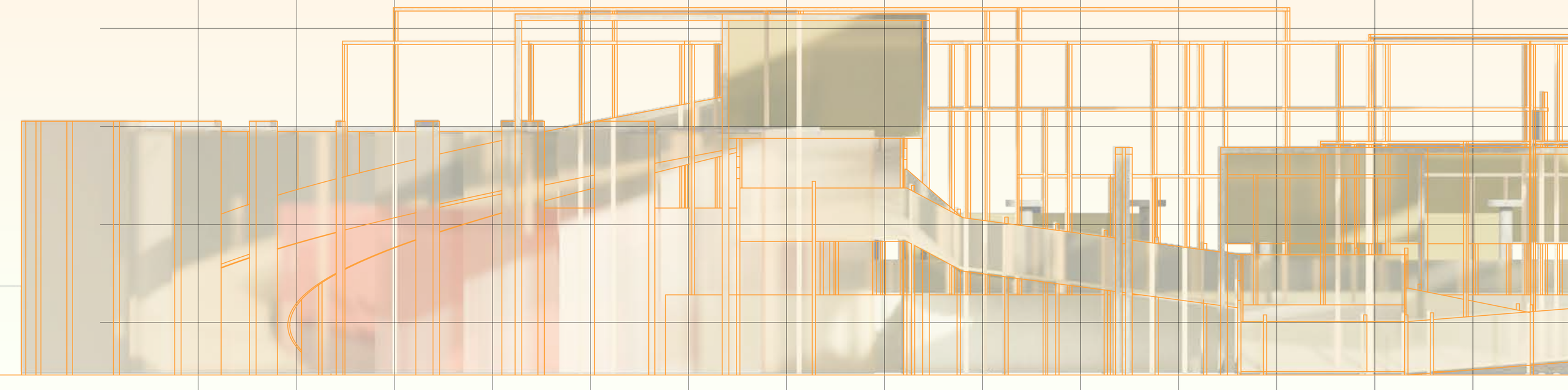
1 7167

18313

11317

7022

section B



77069

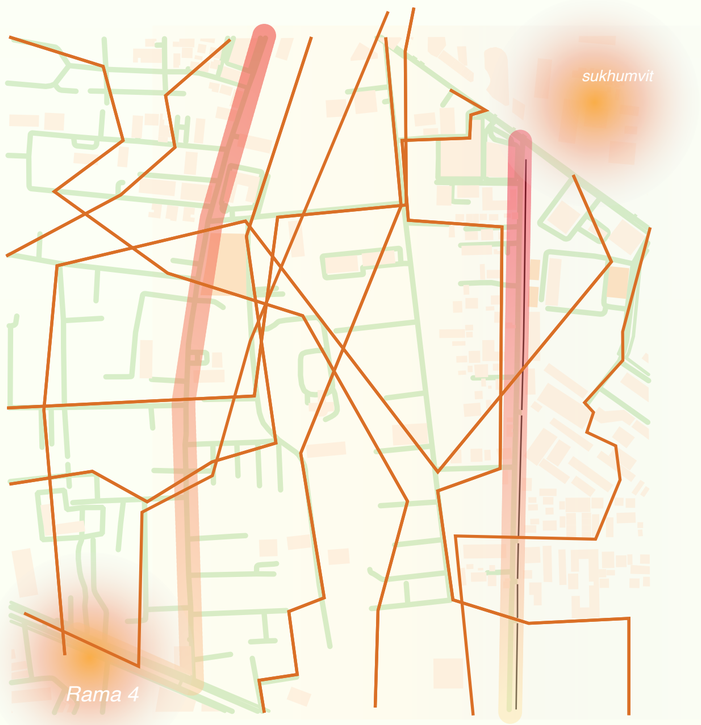
42500

2993

4200

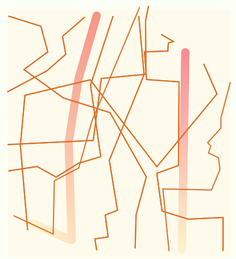
section C

This pavilion explores how algorithms shape our everyday lives, with a particular focus on transportation and navigation systems. In my view, applications such as Google Maps or ride-hailing platforms provide some of the clearest examples of how algorithms influence and guide our decisions, often in invisible ways. This project aims to materialize those processes into spatial experiences.



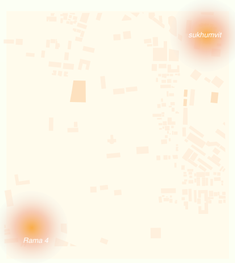
Bangkok's sois and alleys

Bangkok's sois and alleys are dense, diverse, and often irregular networks branching from main roads. They range from bustling mixed-use side streets to narrow, quiet residential lanes, many ending in dead-ends or blocked by private property. While this maze-like layout contributes to Bangkok's charm, it also limits traffic flow and walkability. Strategically connecting dead-end or private sois—especially for pedestrians and cyclists—could ease congestion, improve transit access, and boost urban resilience. However, challenges like land ownership, resident concerns, and spatial constraints must be carefully addressed to unlock their full potential.

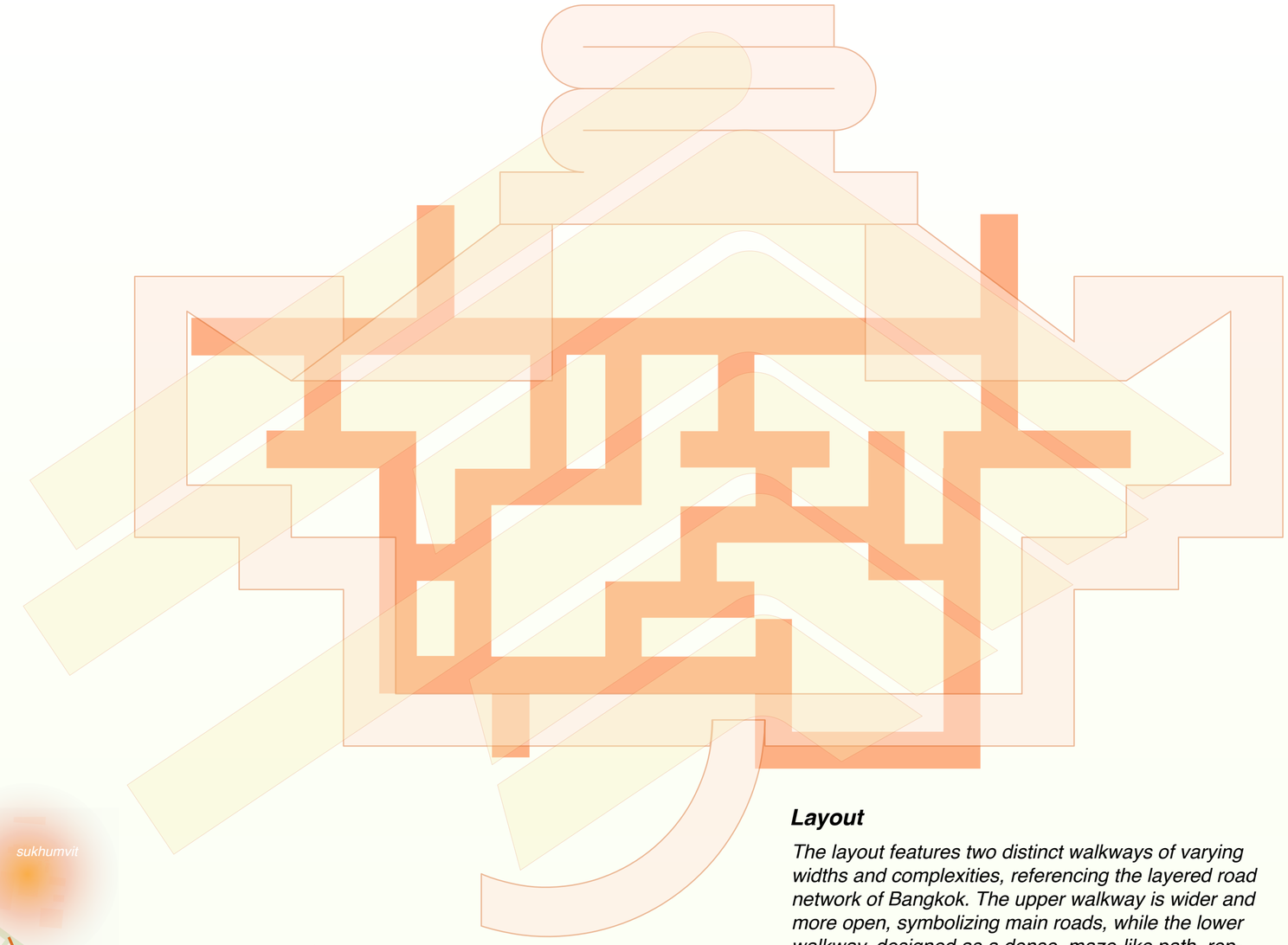


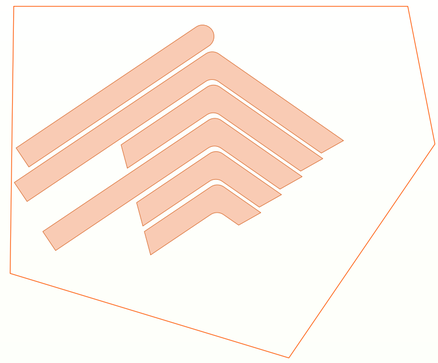
Main roads in Bangkok are wide, high-traffic corridors that connect districts and support public transport. They are lined with malls, offices, and large buildings, making them commercial and transit-focused.

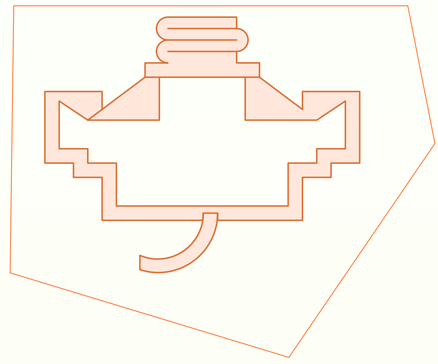
Sois are narrow side streets branching from main roads. They are mixed-use, often residential, with small shops, food stalls, and informal activity. Sois feel more local, social, and human-scale.

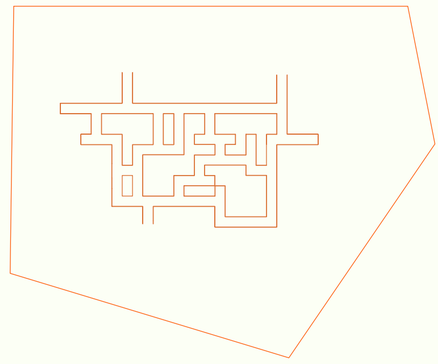


Fixed buildings, usually concrete and built to the property line, define the edges of roads and sois. They influence street layout and can either guide movement or block potential connections between areas.



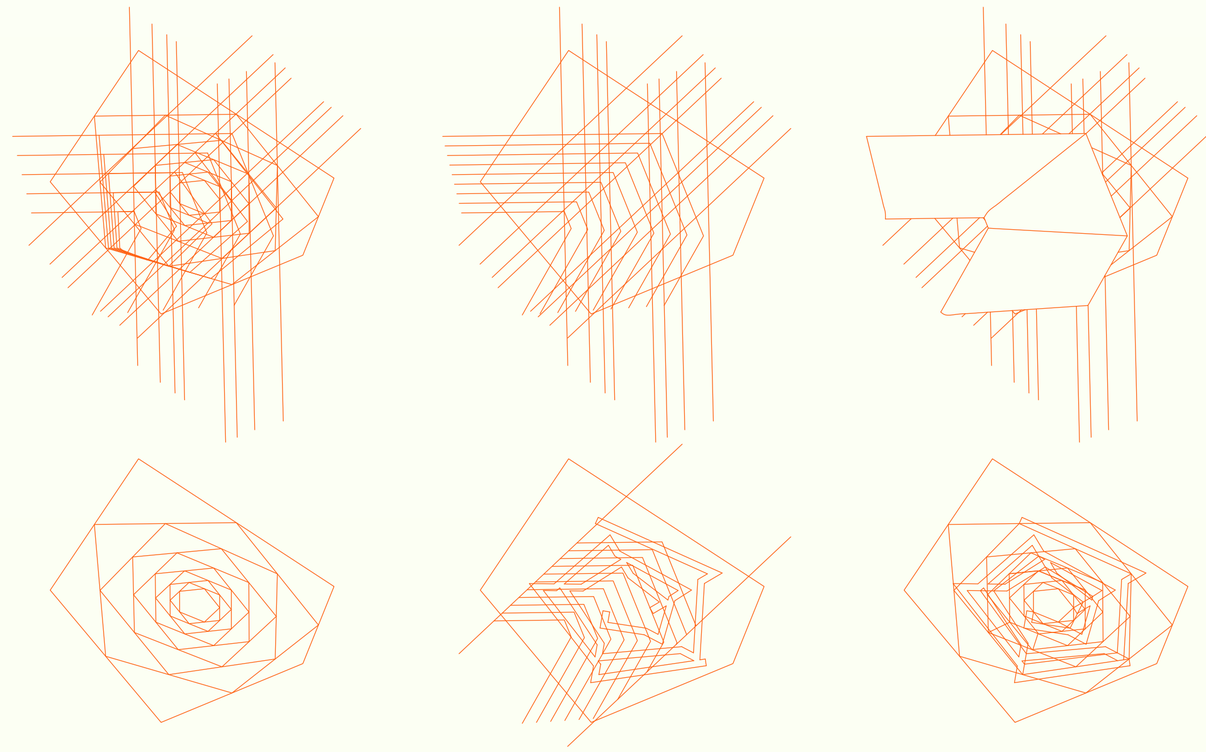


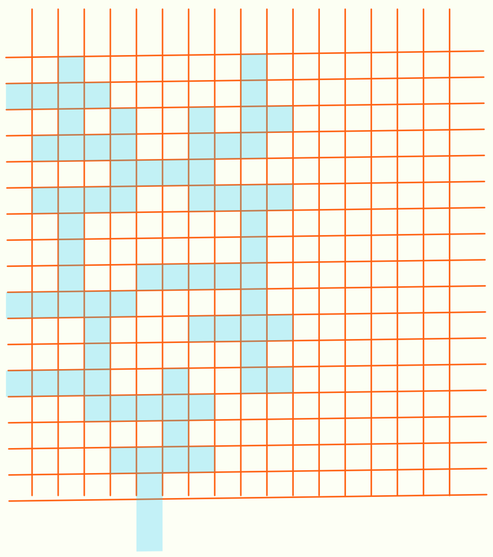


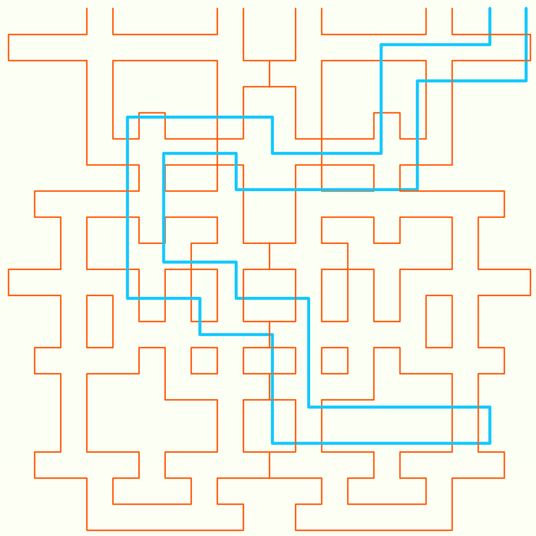


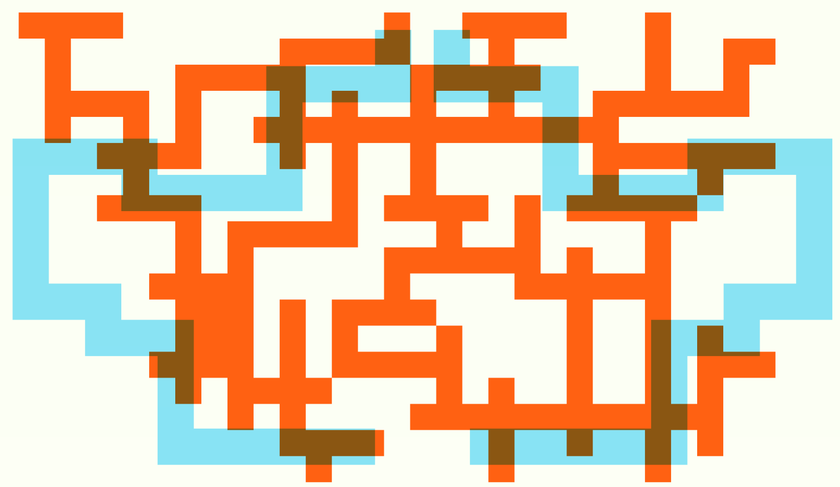
Layout

The layout features two distinct walkways of varying widths and complexities, referencing the layered road network of Bangkok. The upper walkway is wider and more open, symbolizing main roads, while the lower walkway, designed as a dense, maze-like path, represents the smaller sois (alleys) that co-exist with main arteries in the city.



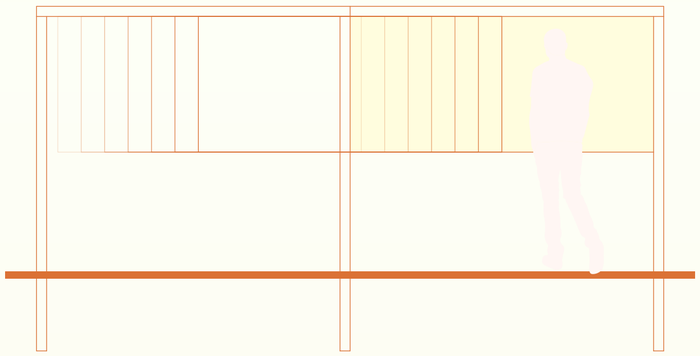


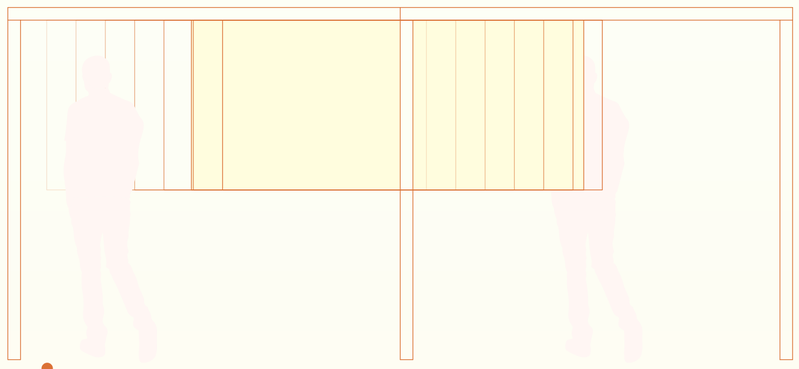


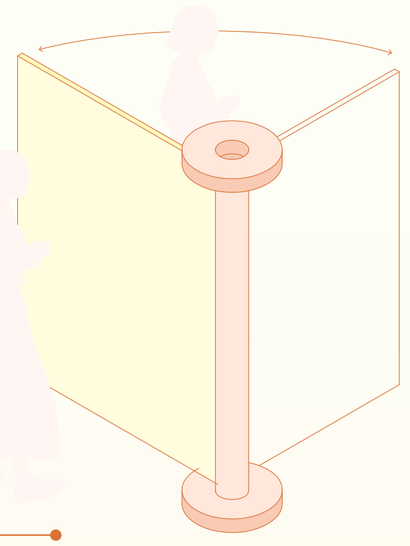


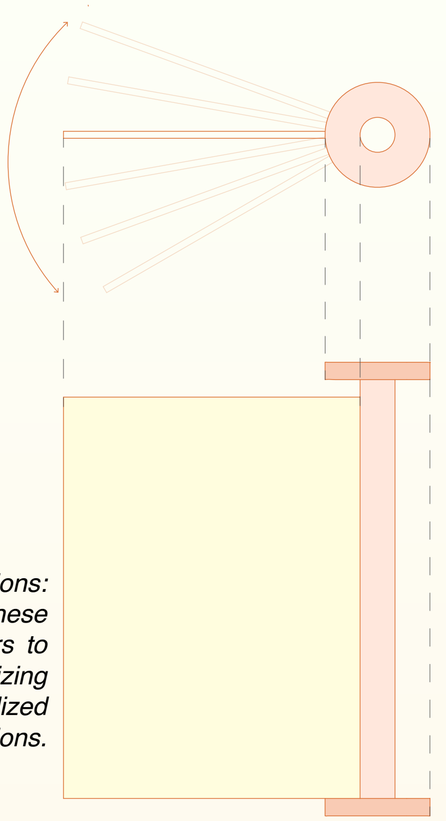
Form study

The form originates from experimenting with a randomly-shaped pentagonal site. I used Rhino's tweenCrv command in combination with blending techniques in Adobe Illustrator to generate dynamic transitions between curves. These shapes were then integrated with a grid system to form the overall layout, resulting in a layered and algorithmically influenced spatial configuration.









SeatingArea: Located along the upper path, this zone offers a space for visitors to relax, observe others below, and reflect on the dual-layered system.

LED Partitions: These simulate traffic lights and are placed along the upper walkway to recreate the controlled, automated environment of a main road.

Interactive Lower Partitions: Inspired by revolving doors, these movable partitions allow visitors to modify the lower path, emphasizing user control and the personalized nature of algorithmic suggestions.

Data Center (Core): Positioned at the end of both walkways, this space is divided into two parts. On one side, visitors contribute their own experiences or knowledge, feeding into a shared data system. On the other side, users can retrieve curated information, presented via a digital screen showcasing algorithm-generated suggestions from experts or local insights.

Facade: The lower entrance is framed with frosted glass panels set at slight angles. This semi-transparent design allows only glimpses from the outside, inviting curiosity and creating a sense of mystery.

LED screen

The pavilion is designed to evoke contrasting spatial experiences that reflect how algorithms shape our movements—sometimes subtly guiding us, other times allowing for personal agency. Each level offers a distinct mood and degree of control, inviting visitors to navigate, observe, and reflect on their relationship with algorithm-driven environments.

Core Space:

Acts as a communal hub where participants both give and receive information. It serves as a metaphor for how maps and transportation systems are constantly evolving through user data and algorithmic learning.

Upper Walkway :

Offers a calm, guided experience. While visitors can observe the lower layer, they cannot physically interact with it. Their movement is subtly controlled by AI-generated partitions, representing how algorithms often dictate user pathways.

Lower Walkway :

Designed for exploration and agency. Users can adjust partitions, shaping their own paths and symbolizing a more hands-on engagement with algorithmic suggestions.