

Embarcation as the Ultimate Experience



The New Kaohsiung Port and Cruise Terminal in Taiwan

Background

Kaohsiung Port Terminal Winner Fei & Cheng Associates/ **Reiser+Umemoto RUR Architecture**

Taiwan/New York City

ABOVE

Birdseye view of site

OPPOSITE PAGE

Landside view of terminal

Many buildings in close proximity to bodies of water seem to have that joie de vivre about them. Whether it is Sea Ranch, The Bilbao Guggenheim, Oslo Opera House or summer residences in the Hamptons, the proximity of water somehow manages to stimulate designers to produce excitement in a relaxed atmosphere.

From the Greek temples to Spas in England, construction of major structures on oceans and rivers was always more likely to reflect modern trends in architecture, rather than simply replicating a style from the past. Recent waterfront projects such as the Yokohama International Port Terminal—a competition won by Foreign Office Architects—and Canada Place in Vancouver are examples of cities recognizing the need to push the envelope when redesigning port terminal facilities. And so it was with the results of the Kaohsiung Port and Cruise Service Center competition.

Not only is Kaohsiung a major port facility on the island, it is seen as a major terminal for future water transit to the Chinese mainland. The goal of the competition was to identify a design that will enhance the travel experience of passengers, make it a principal departure destination for cruise ships, and provide recre-

ational opportunities for the local populace. Moreover, it is understood that the new facility should add to the urban vitality of the immediate vicinity.

The Site

The entire Harbor site consists of an area measuring 6+ hectares, of which only 2.6 hectares was designated as the competition site for the project's first phase. As might be expected, the site included two berths for ocean liners. Since the program was quite extensive, the major challenge was to design a facility which would fit well into a rather limited site, but present a friendly face both to the city and from the water.

Similar to many recent international competitions in Taiwan administered by competition adviser, Barry Cheng, this one was conducted in two stages, with five finalists advancing to the second stage for the ultimate prize—an \$80M commission. The seven-member jury did have an international flavor, most notably Maximiliano Fuksas (Italy), Hisao Kohyama (Japan), and Hitoshi Abe (USA). During stage two, only six jurors provided comments, as Maximiliano Fuksas could not attend. The five premiated finalists chosen by the first-stage panel and their

final rankings after the second stage were:

- First Prize:

Fei & Cheng Associates/Philip T.C. Fei, Taiwan
with **Reiser+Umemoto RUR Architecture**, New York

- Second Prize:

Asymptote Architecture, New York, NY
with Artech Architects/Kris Yao, Taiwan

- Third Prize:

Ricky Liu & Associates Architects+Planners, Taiwan
With Takenaka Corporation/Masahiro Morita, Japan

- Honorable Mention-1:

JET Architecture Inc./Edward Kim, Canada
with CXT Architects Inc./Dan Teh, Canada and
Archasia Design Group/Sao-You, Taiwan

- Honorable Mention-2

HMC Group Inc. / Raymond Pan, Los Angeles, CA
with HOY Architects & Associates/Charles Hsueh, Taiwan

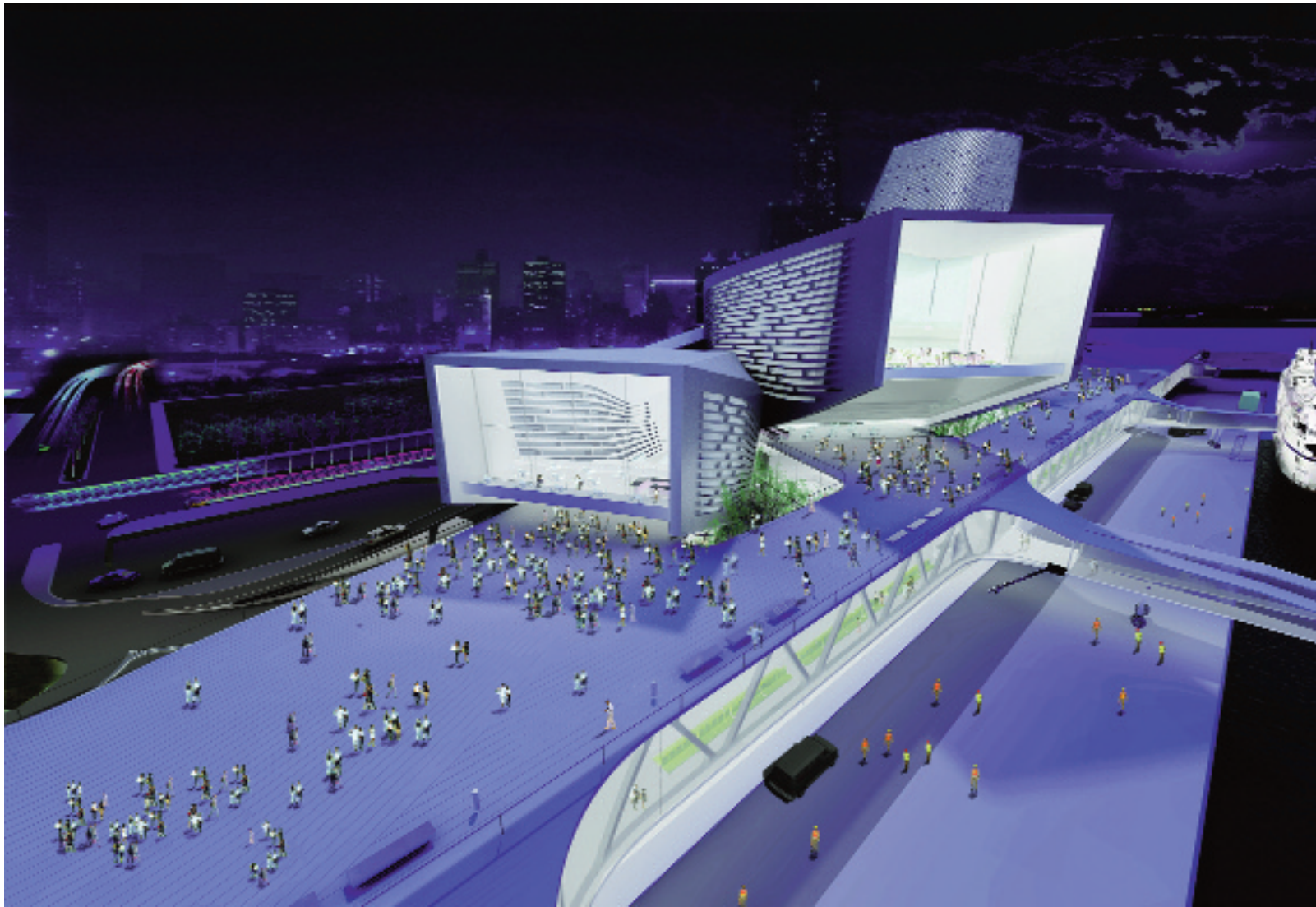
**'The combination
of RUR, ARUP
and Chang & Fei
makes an excel-
lent team with
exceptional
experience and
expertise.'**

The Winning Design

Anyone following the recent Pop Music Center Competition in Taiwan would have immediately recognized the resemblance between the winning design in that competition by **Fei & Cheng Associates with Reiser+Umemoto RUR Architecture**, and their team entry here. In both cases the similarities in the curvilinear tower design could hardly be ignored. Aside from that strong symbolic statement, the winning design had a lot going for it. It's circulation plan and interior got high marks from the jury:

"The internal spatial and functional arrangement is simple and explicit. Specifically, the flow and fluidity of the main interior spaces is to offer a high-quality spatial experience rare in local public buildings. The 'boardwalk' created furnishes Kaohsiung's port area with important seaside open space, which can be integrated with the surrounding urban spaces into a series of waterfront amenities for the city." Although there was a question concerning the hard facade of the building facing the city—"the role of the structure as an "interface between ocean and city"—the inclusion of Arup as an asset on the team had to be a confidence builder: "The combination of RUR, ARUP and Chang & Fei makes an excellent team with exceptional experience and expertise. The proposal is both realistic and feasible with regards to budget, structure and construction." -Ed





Kaohsiung Port Terminal Winner

**Fei & Cheng Associates/
Reiser+Umemoto RUR Architecture**

Taiwan/New York City

ABOVE

View of boardwalk at night

LEFT

Interior perspective

OPPOSITE, ABOVE, LEFT

Illustrations showing circulation patterns for
arrivals(upper)

and departures(below)

OPPOSITE, ABOVE, RIGHT

Lobby/Ticketing and security area

OPPOSITE, MIDDLE, LEFT

Ground level plan

OPPOSITE, MIDDLE, RIGHT

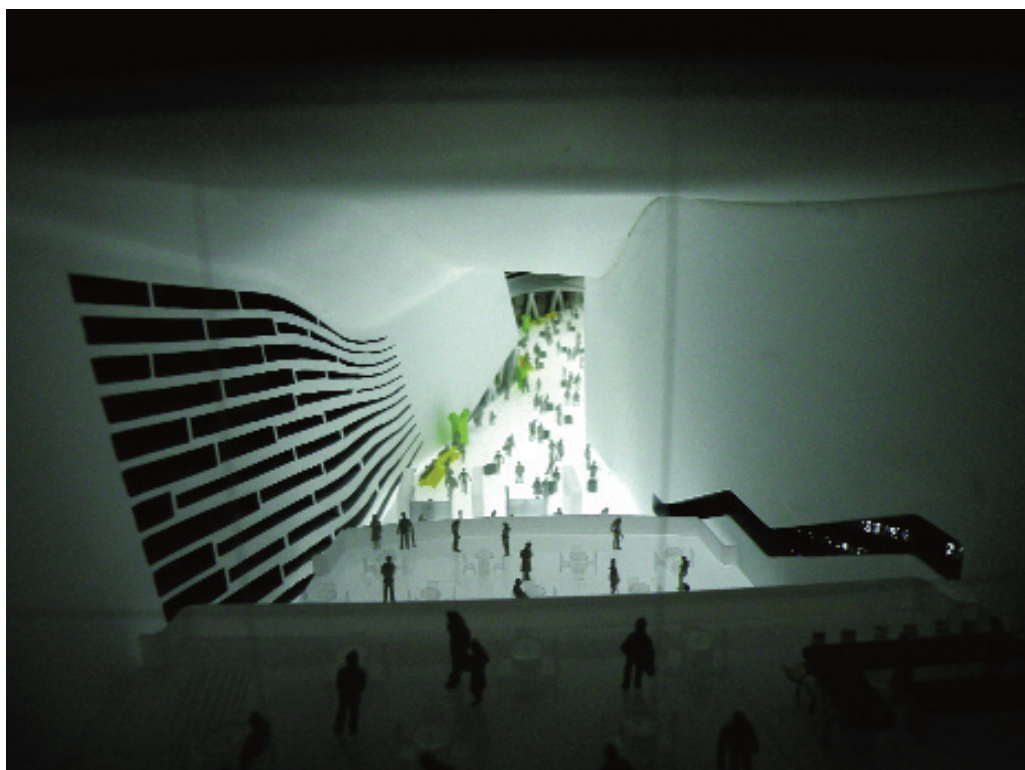
Longitudinal section

OPPOSITE, BELOW, LEFT

Main level plan

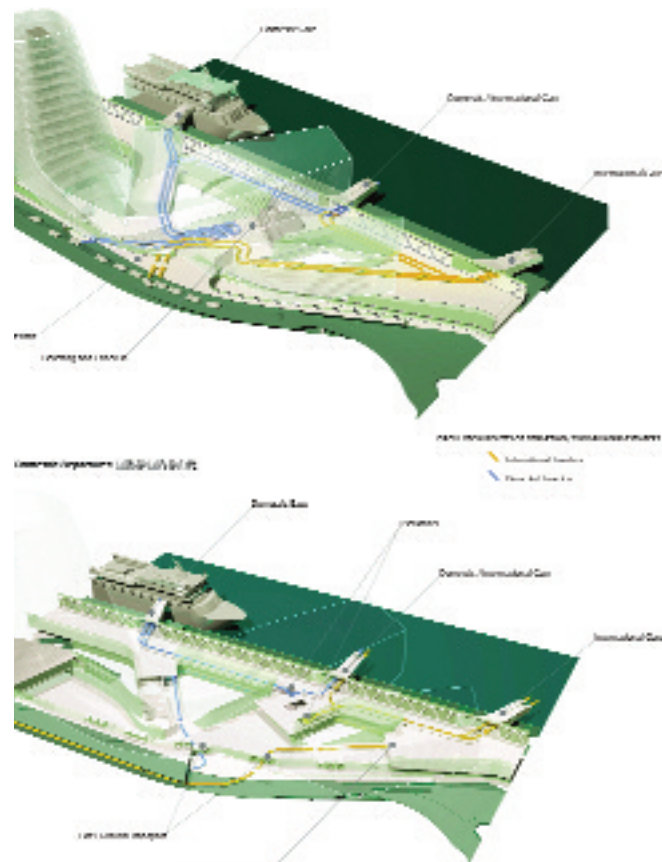
OPPOSITE, BELOW, RIGHT

G+3 level plan



med by lively recreational and cultural activi-

我們以從中區圖中的成人高樓市的人們感覺到高樓市是一個非常現代化的都



為提供一個分層下層和上層樓層，各個代樓一個不同的作用：國際出進口，國內出進口，以及
均區域，因此大廳可以為一個大型的公共空間和一個過渡地作制結束指引旅客。

