

Background

Keelung, with numerous new facilities under construction, is trying to make itself more attractive and charming for tourists to sightsee. As part of the redevelopment project, construction to move the station's platform underground, 2 entrances to the station building located on the north and south side of the station to different locations, and bus terminus above the new platform is currently underway. The next phase of redevelopment project planned to take place soon after the aforementioned construction involves the redevelopment of the current station building and station front, which are bound to become a major access point to the city, plus commercial facilities. Furthermore, other large railway traffic networks such as MRT and LRT are also under consideration, and the crucial element for the regeneration of the area from a historic town to an attractive tourist spot is indeed the redevelopment of the station front in such a way as to turn it into a major transportation node.

EMARA

Easy Mobility and Reactive Area

Design concept

The main concept in our design is to provide easy mobility and convenient transfer routes for visitors and passengers. In our plan, there will be various kinds of modes of transport including Bus, BRT, Subway, Taxi and other vehicles in the Keelung station and the functions of each floor of the station will be designed precisely to avoid the conflicts between the pedestrian flows. Corridors are used to distribute pedestrians to different destinations. In terms of the appearance of the station, earth covered construction is applied in the station with streamlined design. We are plan to create a 3E(ecological, environmental friendly and easy-mobility) architecture.



Ecological architecture

The Keelung station is more attractive and ecological. With earth covered construction, the Keelung station is coordinating with both the surrounding mountains and the scenery of port. In addition the plants on the surface of the Keelung station make the whole building look more like a part of nature than a construction.



Corridors

The midair corridors in our plan are mainly for conveying passengers and ensure the safety by separated pedestrians from vehicles. Also, it offers entertainments and impressive scenery for passengers and visitors to enjoy.

Traffic Streamline

When passengers come to the station, they could enjoy both the convenient service and the easy mobility. Passengers can easily get to any floor of the station using elevators and escalators and our design avoid the pedestrian flow conflicts to the most extent. Passengers will experience the safe and accessible transfer in the station wherever they are.

Building Shell

Structure System

5F

4F

3F

2F

1F

B1

B2

B3

Pedestrian Flow Line
Garage Line

Subway Platform: B3

The subway platform is under the road which is located at the west of the station. The escalators are used to convey passengers between platform and ticket office.

Train Platform: B1

In order to meet the requirements of the project, the train platform is designed to be on the underground floor which ensures the integrity of the whole city.

Bus Transfer Station: F1

The first floor of the station is planned to be a bus transfer station which can meet the need of passengers with different destinations. Plus, in order to avoid the conflicts between pedestrian and bus, the pedestrians walk into the bus station platform from the east and west directions while buses come here through the north and the south.

Waiting Hall: F2

The waiting hall which is on the second floor offers various kinds of service for passengers who arrive at the station early and the beautiful window provide perfect landscape of the port.

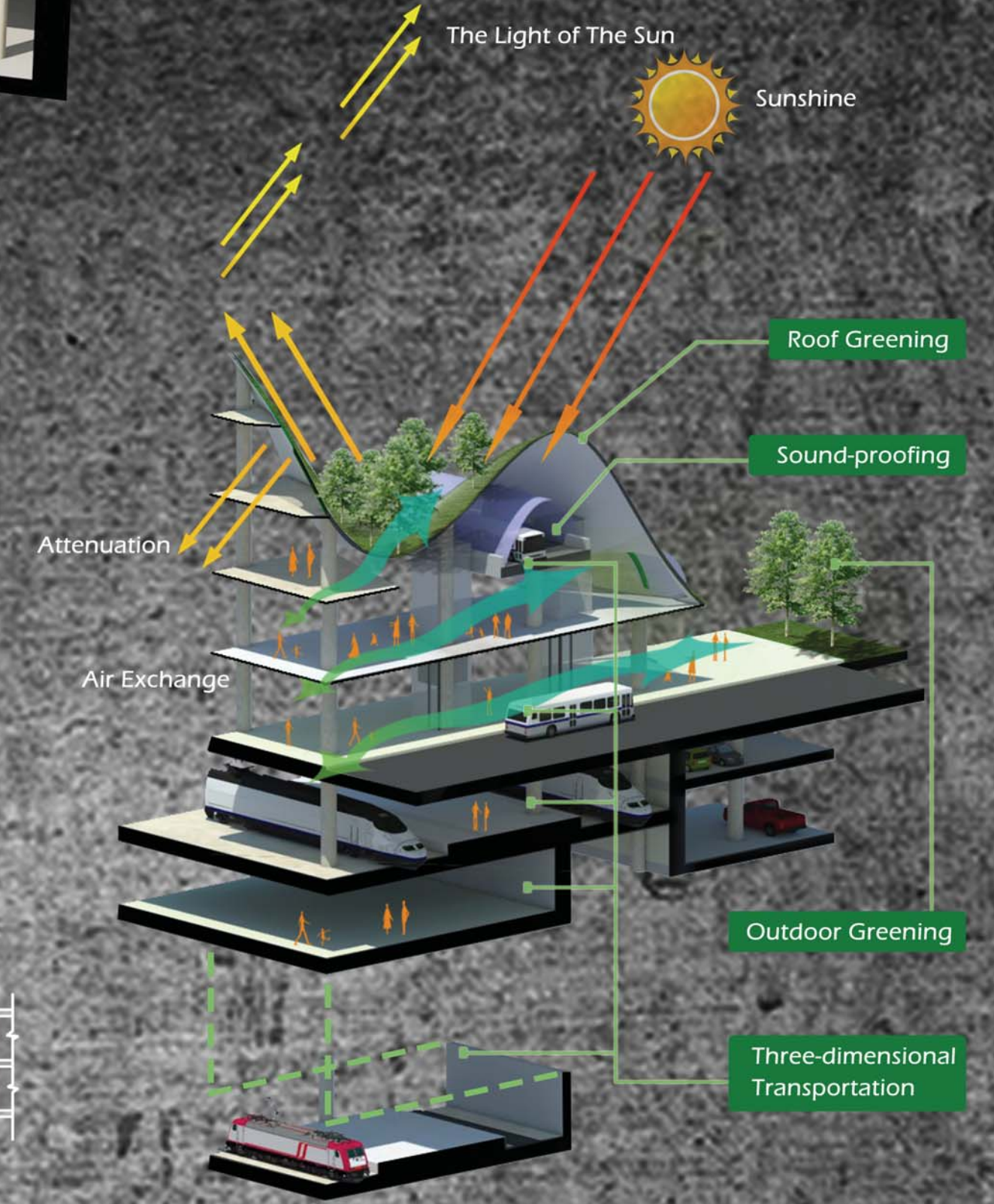
Commercial District: F3 F4

There will be duty-free stores and restaurants which offer delicious refreshments on the three and fourth floor. Passengers and visitors can take a rest or go shopping on these floors.

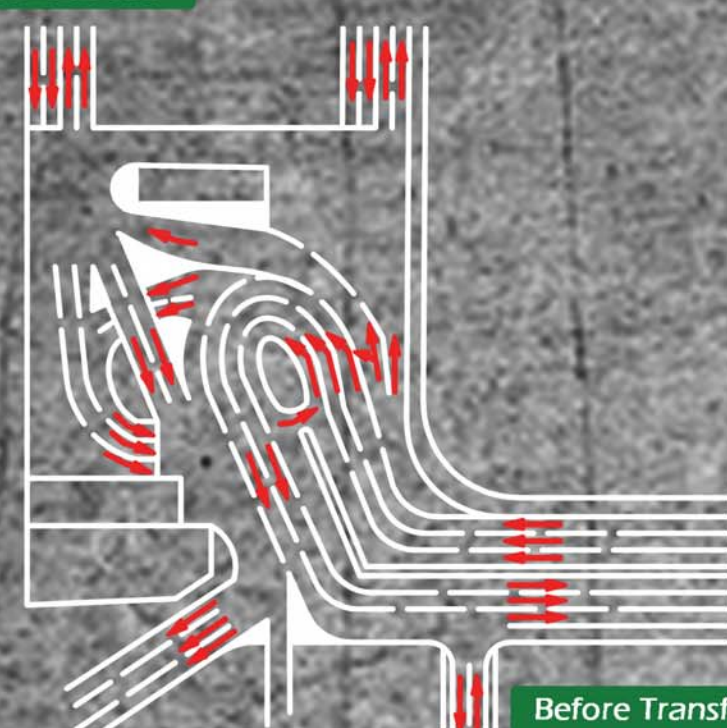
SParking Lot: B1 B2

In order to solve the parking problem, an underground parking lot is planned in this area. Besides the entrance and the exit for cars, there is also a corridor for drivers and passengers which is designed to connect with the waiting hall of the Keelung station.

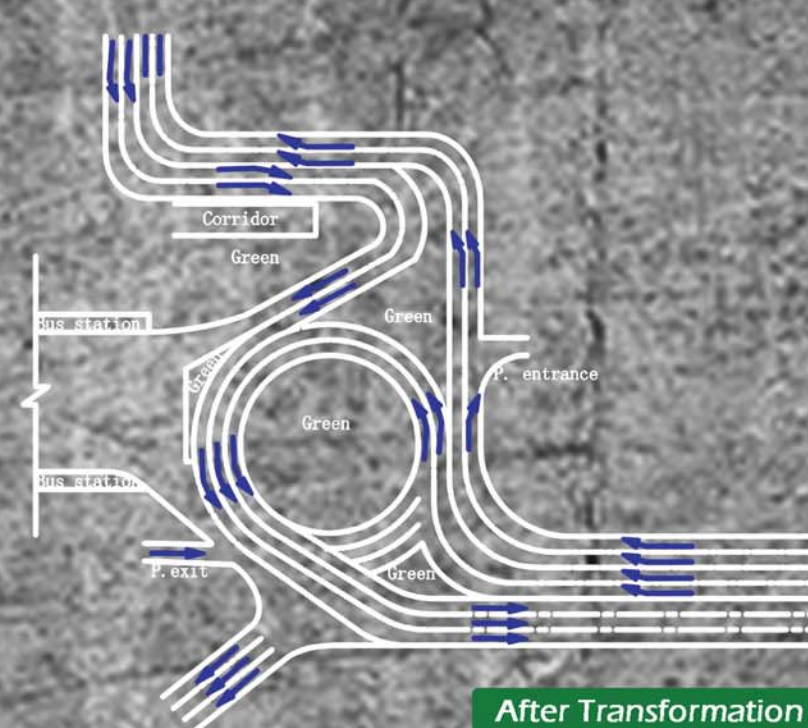
Ecological Analysis



Roundabout



As we rebuild the Keelung station, the traffic organization in the front of the station should be changed to meet the demand of the new station. There are buses coming from all directions and private cars going to the underground parking lot. The roundabout can solve these problems effectively and the entrance and exit of the underground parking lot are located at the east and the west of the roundabout.



Function Distribution

