THE SOUTH TERMINAL VISITING CENTER, AT SEA ISLAND.

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ABSTRACT

The South Terminal Visiting Center, aside from its programmatic purpose to educate and entertain, intends to use its form to draw a parallel relationship with the contents of the museum to the tectonics of the aircraft, bridging the gapbetween architecture for industry and architecture for art.

Building Concept - the Hanger

Aside from sprawling lawns and concrete runways, aprons and taxis, the aircraft does not belong to any particular physical place except in the air. Hangar, perhaps, is the closest formal typology associated with airplanes. Oftentimes, the word hangar conjures up the notion of an airplane garage or storage. Hangar is often favored as the basic formal unit for industrial purposes because it offers structural efficiency and large volume of open space. The intent is to utilize the hangar-like space that connects to other amenities and facilities in a clear and coherent manner.

Siting and Orientation

The frontages of the existing neighboring buildings, as well as the direction of the traffic flow determine siting of the Visiting Center. The grid system and the edges of the Visiting Center echo the edges of the Vancouver Jet Center and the Canadian Air Building. The connection of the vehicular routes and the turnout of the Dinsmore Bridge naturally suggest a visual as well as physical connection to South Terminal Airport. Entry of the building would be more relevant to be placed here than at the water's edge. The shape of the site suggests a linear east to west configuration of form.

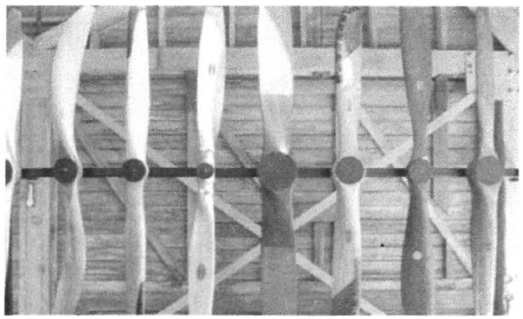
Formal Investigation - the Aircraft's Wing

The design of the exterior form intends to echo the contents within. The form is derived from an investigation of the aircraft's wing- the notion of monocoque in particular. The idea of the monocoque is extrapolated from nature. An example such as the egg or the exoskeleton of a crab, a monocoque shell evenly distributes a point load on its surface structure preventing from puncture or disintegration. The structure of the building in conjunction with the ground fulfills a monocoque-like form. The exterior shape takes on the appearance of an aircraft wing as a reminder of and signage to what the building contains. The vertical variation of the roof structure is also intentional. Various folds in conjunction with light separate the program.

The trough of the wing that dips is located at the central corridor. In relation to the rise of the form, it subtly draws patrons to the programmed zones. The slits of openings on the roof mimic control mechanisms of airplanes, and at the same time visually break up the skin of the roof to echo the program it envelopes. The roof mesh lighting controls are made up of tiny louvers within a glass structure that limit the emission of light into the gallery.

Circulation Pattern

The circulation adopts a combination of open plan and a double loop pattern. Both the hanger space and the gallery uses open plan in accommodating displays and exhibits. The double loop circulation is made up of three ramps. Entering the Visiting Center, one confronts the retail space and the scientific exhibition. Two ramps await- the first ramp, adjacent to the retail space, ascends the observer to the upper level of gallery and theater. Another ramp next to the scientific exhibition leads to the aircraft exhibition at the lower level. The loops are completed by a third ramp that is located at the amphitheater that connects to the aircraft display.



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Thank you Professor Patricia Patkau for inspiring me and being my silent critic for the past three and half years.
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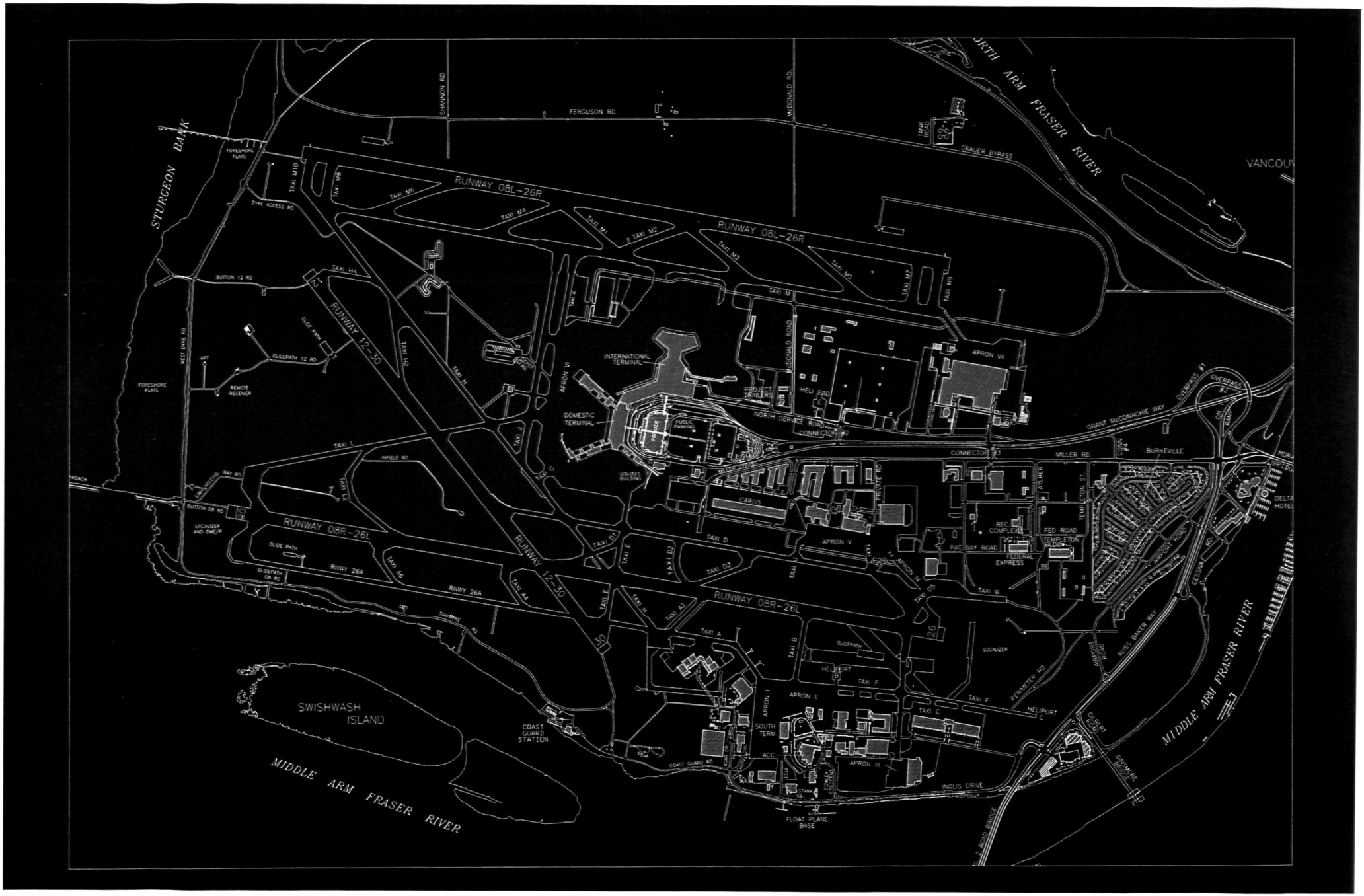
Thank you Professor George Yu, for your relentless support and encouragement. Could not have done it without you.

I now know the reasons, thank you.

GS

CONTEXT PLAN 1:1500

SOUTH ELEVATION 1:500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BUTTON 08 RD
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GLIDE PATH
GLIDEPATH 08 RD
INFIELD RD
BAY RD
SOUTHPIKE RD
SHANNON RD
FERGUSON RD
MCDONALD RD
GRAUER BYPASS
TANK FIELD
NORTH ARM FRASER RIVER
VANCOUV
INTERNATIONAL TERMINAL
DOMESTIC TERMINAL
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UTILITIES BUILDING
PROJECT TRAILERS
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TAXI F982
TAXI F983
TAXI F984
TAXI F985
TAXI F986
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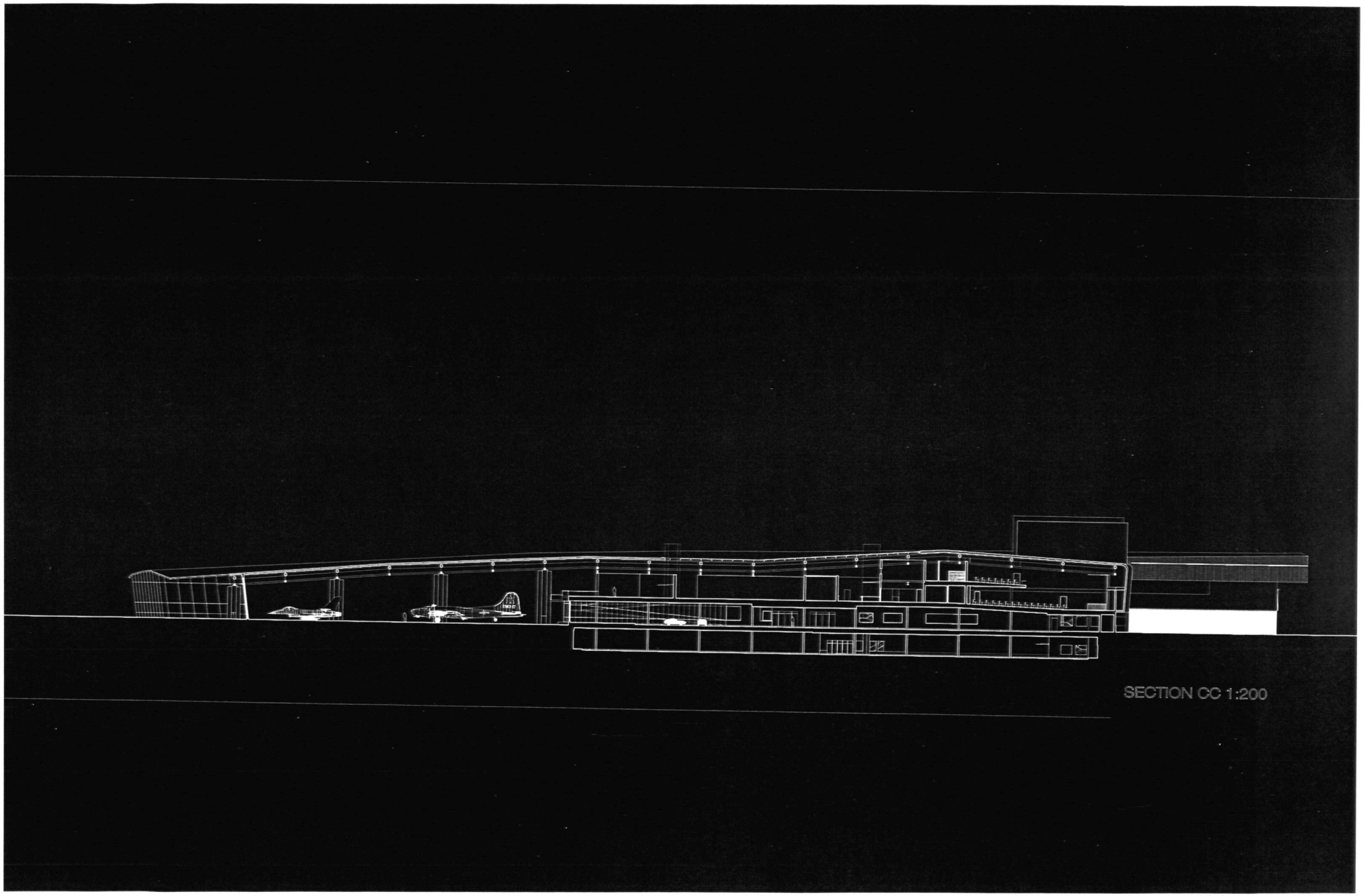
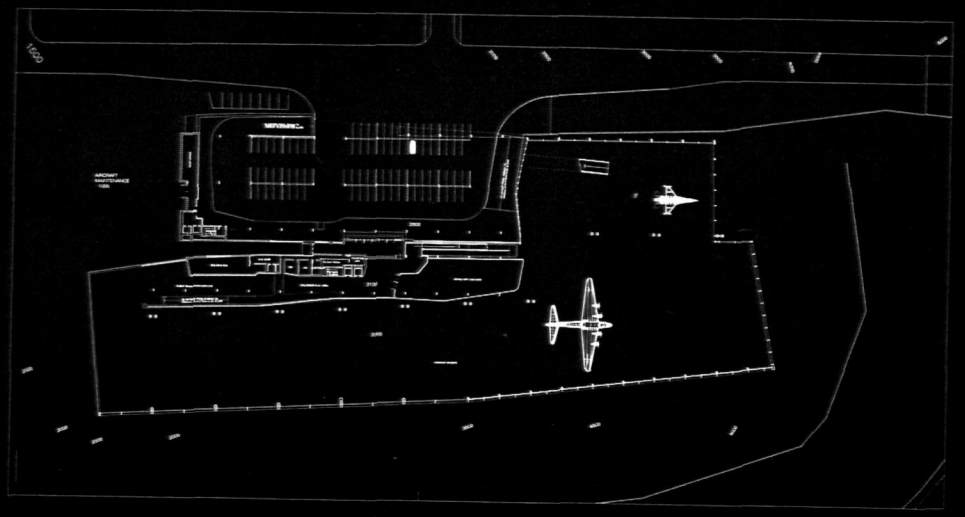

SECTION CC 1:200

LEVEL 3 1:500

LEVEL 2 1:500



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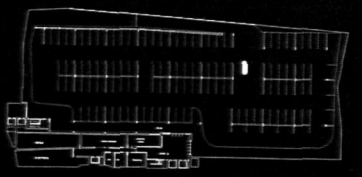

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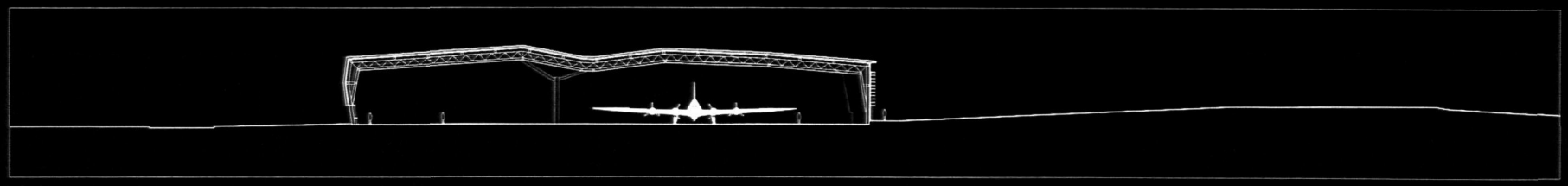
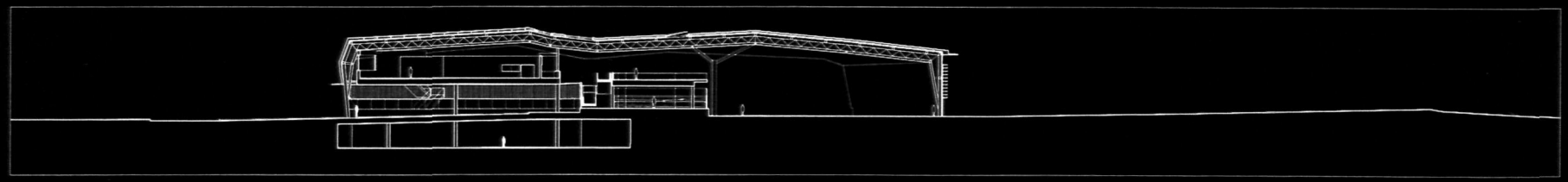


SECTION AA 1:200



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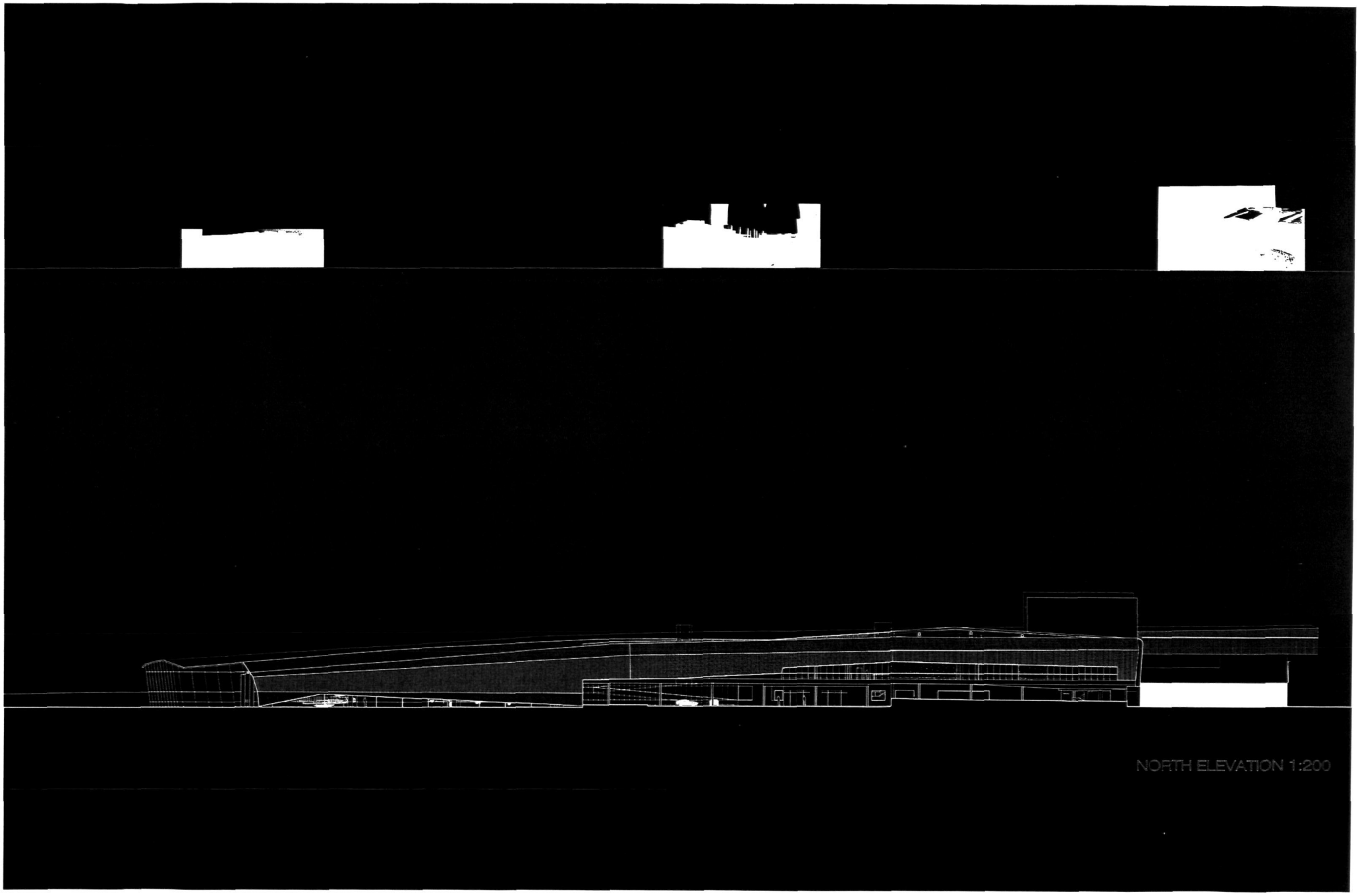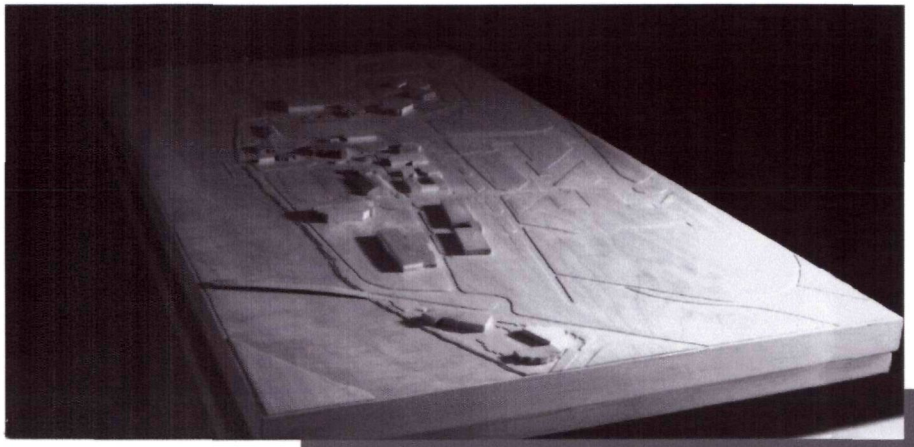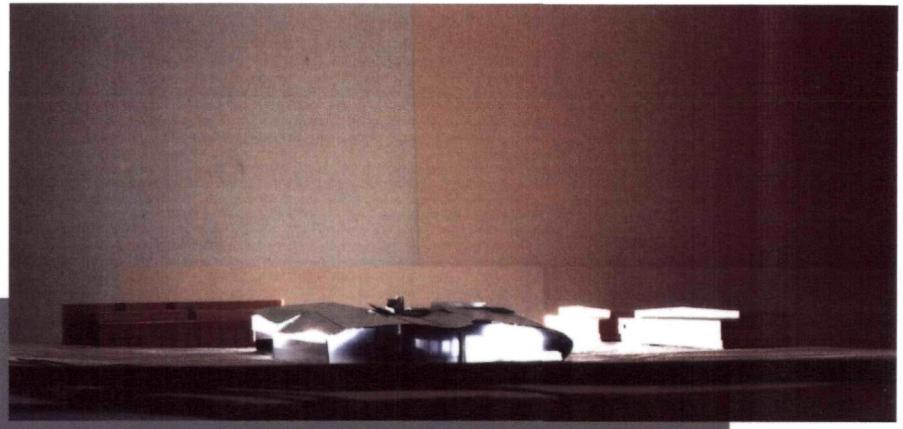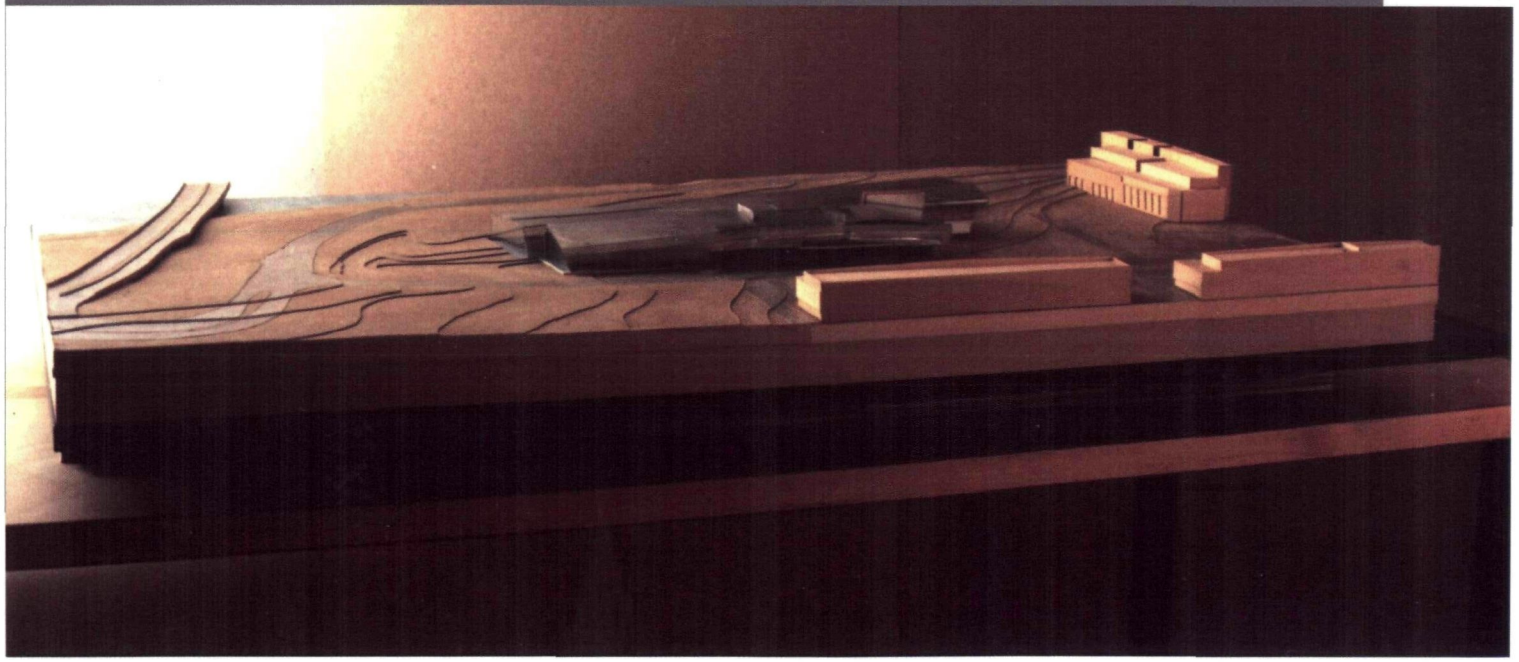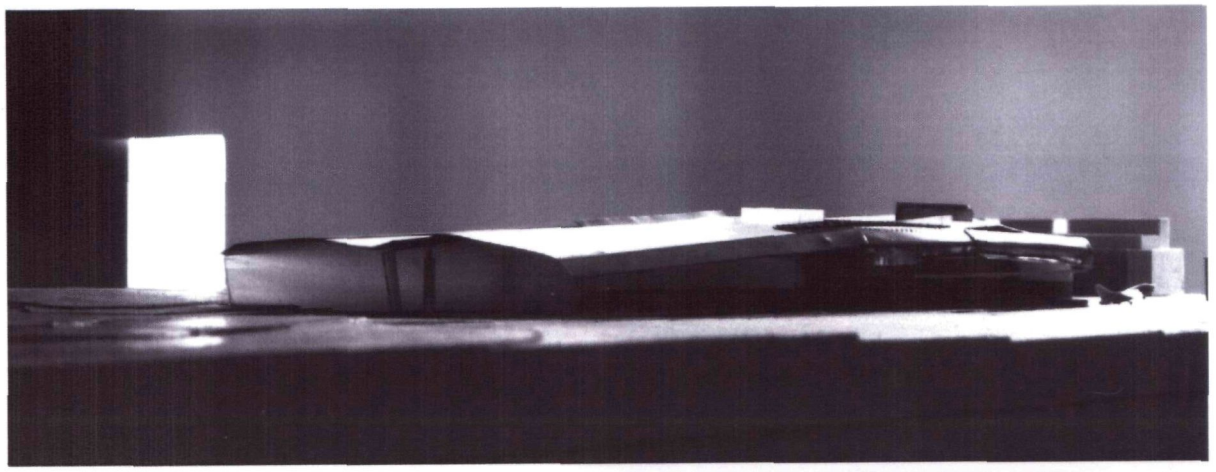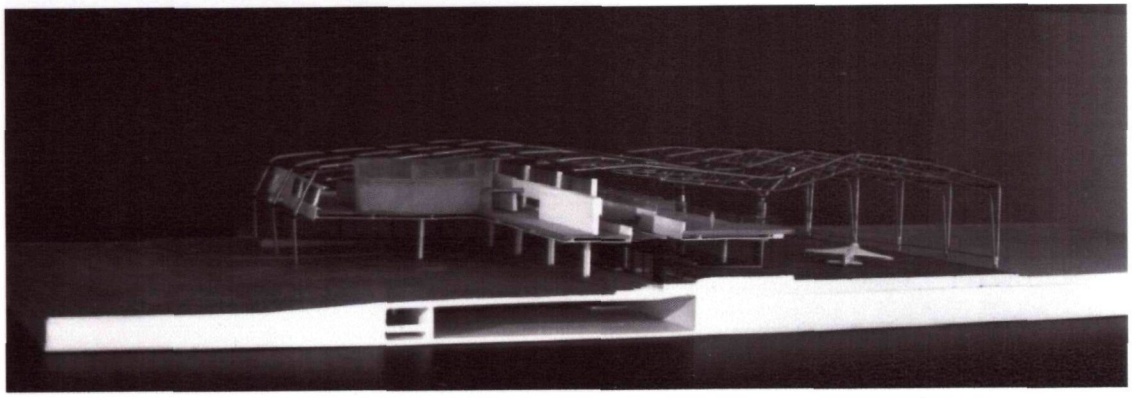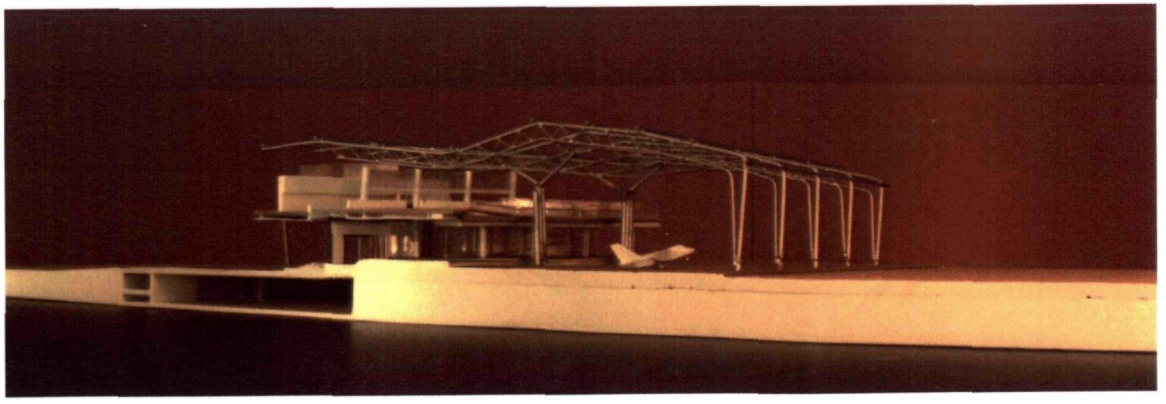
NORTH ELEVATION 1:200