



基隆車站
Keelung Station

CUTE KEELUNG

1

2

5



基隆車站
Keelung Station

國光客運

2

3

5

基隆車站
KEELUNG STATION

KEELUNG





6

1802 三 重

Sanzhong
 南京 公車 專用 道 站
 南 京 中 山 高 中 樓 所
 南 京 運 湖 北 派 出 所
 成 台 重 同 重
 三 大 三 重

平日 05:55-22:30
 假日 06:12-22:30

1803 中 壩

Zhongli

依時刻表訂發車

KEELUNG

基隆車站
Keelung Station

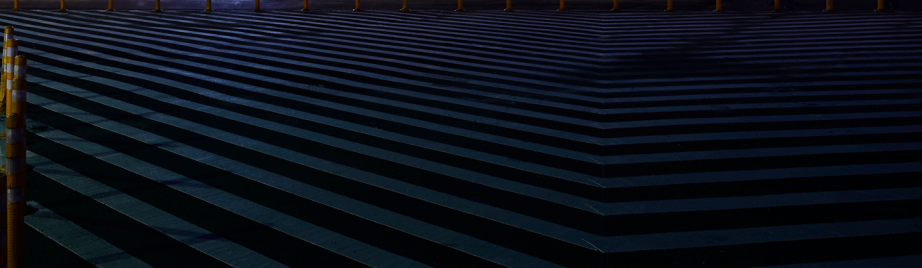




基隆車站
Keelung Station

CUTE KEELUNG

基隆車站 Keelung Station





忠一路
孝四路

國道客運專用

KEELUNG



CUTE KEELUI

7

6

5

4

3

2

45184

天

6



基隆車站
Keelung Station

觀光客運 基隆車站
Keelung Bus Keelung Station

1-U7

KKK-1957

082-117
國家衛士 從不喪權

783-FM
國田精品門窗 觀光客運
0800-482-888

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世界第







國光客運基隆轉運站

配合基隆市政府整體的開發計劃及城際轉運站的興闢建設，國光客運接受協調拆除已有 50 年歷史的客運大樓，藉此打通週遭道路，縫合長期被鐵路切割的市區。我方受國光客運的委託，負責臨時轉運站的規劃設計，同時也藉此思考交通站體的新型態原性。在初期分析上，我們考慮了兩大規劃方向：一、有如傳統車站般的實體建築。二、開放式的候車亭形式。傳統車站的設計著重於空間秩序及動線規劃的相互關係，例如如何便捷的導引旅客從主要入口來到售票櫃台、售票櫃台來到等候區域、等候區域來到廁所後台等空間上的前後安排。開放式的候車亭設計卻全然不同，即使乘車的邏輯思考大同小異，但在使用的行為上卻可發生更多不期而遇的流動性及更豐富多元的變化性。考量此次受任規劃的車站有其特殊的臨時性，基隆也深具海洋城市的特質，而我們又期許車站可以乘載更多市民生活的故事回憶，因此決定以輕巧開放、展翅翱翔的概念進行抽象的轉化，進一步打選非典型的車站設計。在空間規劃上，我們捨棄了所有「非必要」的需求，僅留下售票、辦公及廁所的主要機能，進而打造三座功能獨立、造型簡潔的玻璃量體。國光客運臨時轉運站的落成，象徵一座開放輕巧、展翅翱翔的公共建築，更是一個自由流動、擁抱海洋的城市地景。

King Bus Shelter

This temporary King Bus Shelter project was brought to life due to an ongoing urban renewal process conducted by the Keelung City. This urban renewal plan calls for more public space and a new transit hub which would house all means of transportation under one roof before year 2020. Along the process, the fifty-year-old King Bus Terminal building was brought down and transformed into a park with lush green. As the result, a new temporary bus shelter was needed to serve the commuters who had been taking the bus for years. The site for this temporary bus shelter is surrounded by ocean and fronted with harbor in close adjacency to the Keelung train station. The neighborhood is composed of aging buildings and deteriorating facilities which are in need for a total facelift as well as a refreshing look to bring light to the heart of Keelung City. In respond to the context of this particular site, we meticulously want to create a structure that is both light and agile to contrast with the existing grey and dullness of the surrounding. Moreover, we abandon the traditional practice of bus terminal typology that often requires full service with airtight enclosure, instead, we came out with a strategy of displacing only the most essential elements of a bus terminal, which are typically ticketing hall, administrative office and restrooms. As the result, the design was conceptualized with only three cylinders and a roof which together create a new kind of bus terminal that is both temporal and airy, and ready for take off to serve the citizens of Keelung City.