

## **Makings Transformations: Place and the Pacific Tide**

### Synopsis

The following document is a reflection of the time I spent studying Architecture on exchange at the University of British Columbia, Vancouver Canada. This study was made viable through the Byera Hadley Travelling Scholarship offered by the Board of Architects in 2004.

The initial proposal for the intent to travel was based upon a want to discover various architectural vernaculars along the Pacific Rim. In this, I mean trying to visually categorise an architectural language inherent to Vancouver and further, to then see how this language could potentially communicate to other types of built environments along the edge of the Pacific. However when I stepped off Air Canada at Vancouver airport, I could have been anywhere, where the built environment really was not that different to the one I am familiar with here in Sydney, and seemed completely un telling of the ground in which I now stood.

Being in Vancouver, faced with this challenge I had set up for myself I began to realise that my attempts in trying to define an architectural language inherent to this place were futile. What seemed of greater importance and called for question was in fact the very notion of place, space, and context. That is, what do each of these things mean, and how they are important in formulating meaningful places within the built environment.

My time at the University of British Columbia refined this interest through the design brief we were offered. Here we were challenged to re-think and re-question *BC Canada Place* which was a temporary installation sited in Turino Italy, during the Winter Olympics of 2006. The role of this structure was to introduce people to Vancouver as a place, and as the next host city of this event in 2010. To use a structure (in the form of BC Canada Place) to both reference a place beyond a located context, and further be used as a symbol to represent place, offered an outlet for me to pursue Vancouver as a place, and further study its role within a larger context, that is the Pacific Rim.

Using this brief as a framework for this study the following reflections explore place as it is currently understood within the built environment. These findings coupled with my own experiences of Vancouver helped formulate a spatial response to the brief as well position me with an understanding of the types of places and I spaces I as a young adult, and more importantly as a student of architecture want to occupy. While I do not claim that I have all the answers (in fact this study has spurred upon so many more questions!) I believe that my time away has equip me with an understating of what I find important within architecture and further how I can test these ideas in future projects, and that notion in itself is something to look forward to.

## Makings Transformations: Place and the Pacific Tide

*"Imagine a man of our time who learns first to ride a bicycle, then to drive a sports car, and eventually pilot a small aircraft. He makes successive gains in speed; greater and greater distances are overcome. He conquers space but does not nullify its sensible size; on the contrary, space continues to open out for him."* (Tuan, 1977, p.53)

The initial proposal to the Board of Architects outlined an ambitious quest to gentrify a Pacific Rim Vernacular. It was thought that a period of study in Vancouver's University of British Columbia, Canada would provide one with a glimpse of another architectural language of the Pacific Edge. In essence, the proposal attempted to define a language inherent to Vancouver through the built environment, and further examine how such a language assimilates to the greater context of the Pacific Rim.

At the University of British Columbia's School of Architecture what was discovered is that a place is comprised of many fragments, in which architecture through the built form is merely one shard. While the built environment in essence is a canvas for which place making is staged, it alone cannot wholly contribute to the creation of an architectural language. Buildings and its occupants must perform in a way which also assimilates them to a context and further affirms a relationship to place.

The reflection which follows explores these ideas in the sequence in which they were discovered—essentially the notion of place is challenged with an emphasis on how architecture can speak of belonging, and how further it can contribute to both an immediate and greater context. Using the lessons unveiled through Design Studio at the University of British Columbia I will attempt to address the meaning of place, and further challenge its importance in the context of the Pacific Rim.

The framework will be mediated by a design brief established in Design Studio during this time of study. Within the paradigm of the brief, scholarly voices will be heard in regard to place, and place making often contributing to the justification of the final design outcome.

Being faced with the challenge of creating a place which embodies Vancouver as city I first had to take a position on place, and while references became useful, what I found of greater value in generating such a response was my own experience of Vancouver. This response was based upon numerous findings which sometimes were stumbled upon unknowingly. Firstly, a personal experience of a recent development in the precinct of Downtown Vancouver, inspired the thought that perhaps place as an idea is more than a façade, is deeper than the aesthetics of a built environment, and more than a geographic location. Secondly, being unfamiliar to the place I found myself in, generated a response which told me what places I wanted to occupy.



**Figure 1-4:** BC Canada Place as built on site in Piazza Valdo Fusi, Turino, Italy



**Figure 2**



**Figure 3**

*"Place has nothing to do with issues related to dimension. Place has nothing to do with memory matters. Place has nothing to do with referential aspects. Place is a connection with something that is beyond the physical. Place has to do with the state of the mind and ideology."* (Fernando Porras, 2003, p. 602)

In order to further explore the notions of place with respect to Vancouver and in a context of the Pacific Rim the fictitious design brief was established within studio at the University of British Columbia. This brief was generated as a response to Vancouver being the successful bid to host the 2010 Winter Olympic Games. During the recent 2006 Torino Winter Olympics, a site was designated for an installation which would temporarily showcase and further introduce Vancouver as the next host city. The response was a timber Log House (seen as built through figures 1-4), which was aptly titled "BC Canada Place." In retrospect BC Canada Place has been described as *"a state-of-the-art immersive exhibition space with a difference. It combines the past and future, old and new, and high tech with high touch. It is a one-of-a-kind environment for visitors to experience British Columbia as one of the best places on earth to live, visit, work and invest."* (<http://www.bccanadaplace.gov.bc.ca/content/About%20BC/The%20Story.asp>)

The time spent studying at the School of Architecture was based around the premise of putting forward an alternate proposal to BC Canada Place. This structure was to communicate Vancouver as a destination, and embody facets of place which would encourage participation in the year 2010, and further demonstrate something of the nature of Vancouver as a place. The design development was executed in a series of stages, beginning with the generation of a theoretical framework in which an eventual spatial response could emerge. Being the only student with little to no pre knowledge of Vancouver's performance as a city, the notions of both context and place were examined through the filter of constantly feeling out of context and out of place. From this lack of affiliation to Vancouver as city, Vancouver was not viewed as a place in isolation per se, but a place which is rooted in a bigger place.

*"Erasmus's conception of the Pacific as a vast basin of brackish fluid still influences our interpretation of the region. His description of the Pacific as a wound in the Earth's surface also underlies current understandings of 'the Pacific Basin' as an unfathomably deep space which strings around itself a glittering necklace of progressive cities linked not by similar cultures or histories but by other factors."* (Jackson, 1998, p.145)

The area which is covered by the Pacific Ocean is approximately 165,384,000 square kilometers encompassing nearly 35 countries (Zellner, 1998, p.7). These countries are not only physically linked by such a surface, but further linked by what this body of water offers. The Pacific Ocean acts as a network of roads where goods are continuously imported and exported through numerous ports and harbors which litter the edge.



Figure 4



Figure 5: Countries bordering the Pacific Ocean

Figure 4: Image reference: <http://www.bccanadaplace.gov.bc.ca/Content/Whats%20New/Photo%20Gallery.aspl> (March 2006)

Figure 5: image reference: <http://www.sasked.gov.sk.ca/docs/midl-soc/gr7/Images/106big.gif> (November 1 2005)



*"On this basis, the Pacific's edge cities could forge a sense of common character only by developing a mutual orientation towards the void that they surround: an area amounting to almost one-third of the planet's surface area."* (Jackson, 1998, p.146)

The meaning of Space and Place in an architectural context is ambiguous, and it should be noted that the use of such terms in this context makes reference to Tuan's definition<sup>1</sup>, where essentially Place is security while Space is freedom. Thus one can infer that while the Pacific Ocean is space, the shores in which its waters creep, are places. The mixing of goods through the avenue of trade coupled with the idea of permeable borders, specifically in respect to migration and travel, further imply that these places are accessible on a macro scale. As a result, while Vancouver as a place can be defined by a line on a map, what Vancouver embodies within this line is in fact the culmination and mix of many places. The idea of place in this realm practices Frampton's stance on Critical Regionalism, (Frampton, 1983) where, while context is important so too is the impact of globalisation in creating a universal language ([http://en.wikipedia.org/wiki/Critical\\_Regionalism](http://en.wikipedia.org/wiki/Critical_Regionalism)). In this vein, the very nature of place with respect to globalisation and other emerging forces is changing. As a result of this, site and geographic location are not seemingly at the forefront of what place embodies. From this, it is clear that places are so much more than a line on a map. While this line defines a boundary, it is permeable in the way that places and people bleed into each other. The Pacific Basin in this respect is an outlet for such a merge.

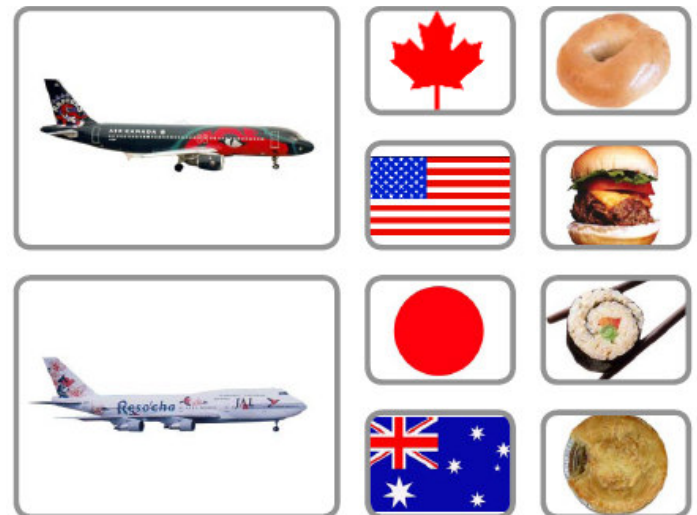
Architecture can respond to the threat of placelessness generated through a heightened sense of globalisation through creating spaces which inspire the making of places. However in the quest to create places, it is argued that form alone can not achieve this. The architecture must allow its occupants to perform in a way which injects meaning to place and space and thus in this act of human exchange culminates in creating places.

1. "Enclosed and humanized space is place. Compared to space, place is a calm centre of established values." (Tuan, 1977, p.54)

2. We are aware that various airlines are representative of various countries throughout the world. We know this because the aircraft usually paints itself to advertise such a point, however inside the aircraft the plane performs in a way which endeavors to offer users an experience inherent to this country of origin. For example, on Japan Airlines, passengers may be offered traditional Japanese food. Much in a similar way architecture must be more than a visual sign, it must try to offer users something more, an experience.

To test the above notions of place making and using the brief of the reinterpretation of BC Canada Place as framework, the idea of the Shipping Container was explored. Here is a space which is unassociated to any place. It is affiliated with movement and transportation. While its existence is of vital importance, little consideration is given to the space inside these carriers. However, when these spaces moor to ports, for a short period they belong to that place. In this light BC Canada Place was looked at as a container because essentially it was to be space which was being taken out of one context, and placed into another. Yet unlike the shipping container, this space had to become a symbol of somewhere else. In this thinking of place it was clear that in order to moor a structure to a physical location it had to perform in a specific way. In other words, the structure had to be more than a clad surface. It had to offer its users an experience.

On this premise, it was thought fitting to reference a recent development in the precinct of



**Figure 6:** Aircraft as signifier of place through visual image and performance of internal spaces. <sup>2</sup>



**Figure 7:** Imposing various types of skins for the typical shipping container to test methods of assimilating to context temporarily through a visual cladding.

Downtown Vancouver. This was done with the aim to discover what specifically was individual to this city with further intention to use or somehow market (exploit?) this quality as a starting point to generate a spatial response to BC Canada Place. In essence BC Canada Place would be used as a tool to represent Vancouver as a place.

The precinct of Concord Pacific in Vancouver's downtown region is a new residential mega-project developed in the late 1980s. (Sandercook, 2005). Within the last 10 years almost 40 000 people have flocked to the 150 plus high rise condominiums that have been constructed in the vicinity of the Central Business District.

It is interesting to note here that this previous Expo Site was bought and developed by the winning financial bid of Hong Kong's wealthiest developer Li Ka-Shing. Such an international influence would suggest a push toward an emerging sense of architectural globalisation and essentially a de-emphasis on place in the development of such a precinct. However Sandercook's essay (2005) on this subject depicts that such a development is unique in the context of Vancouver, and further on an international scale where she claims that *"we have an ability to create a city that is to some degree contrary to globalization, contrary to homogenization of cities going on around the world. It is very unique, and it is very interesting in that it actually competes with those world cities not by trying to be what they are but by being an alternative that they could never be... Because of what we are, and where we're sitting in the hierarchy of cities, we have to take advantage of what we have to work with (a spectacular natural setting), to position ourselves to be competitive among cities... This comes down to the quality of life in the city."* (Sandercook, 2005, p.42)

In considering this, it would be presumed that in the quest to discover an architectural style inherent to Vancouver (and further unveil its place in the context of the pacific rim) Concord Pacific would show the answers. However when I actually stood there, and when I was in this place, not only was it void, but I actually felt a sense of place-less-ness. Zellner discusses this notion where in the context of the Asia-Pacific region he claims that these cities are *"beginning to exhibit a stultifying sameness: an endless urban reproduction in Santiago as in Sydney,*

*as in Seoul of the same malls, airports, hotels and housing developments. The need to make and express cultural difference and social vitality through the built form, seems at times, woefully undervalued by the political and financial bodies that are driving the region's development."* (Zellner, 1998, p8) It would seem then that if architecture was leaning toward globally generating a sense of sameness perhaps the countries of the Pacific Rim are not only linked by the Oceans void, but in fact all speak the same architectural language of indifference. In considering this Dovey highlights the irony where he argues that in fact *"every building wants to be different, to claim identity, authenticity and power."* (Dovey, 1999, p110)



**Figure 8-9:** Concord Pacific development in the downtown precinct of Vancouver.

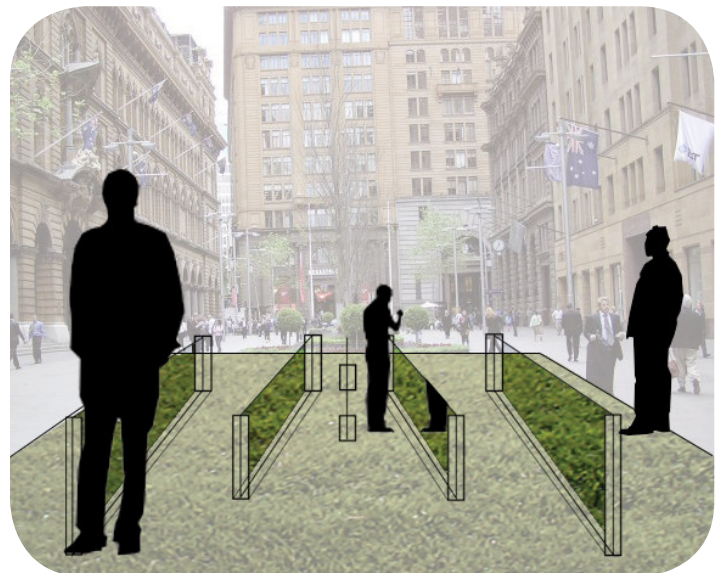
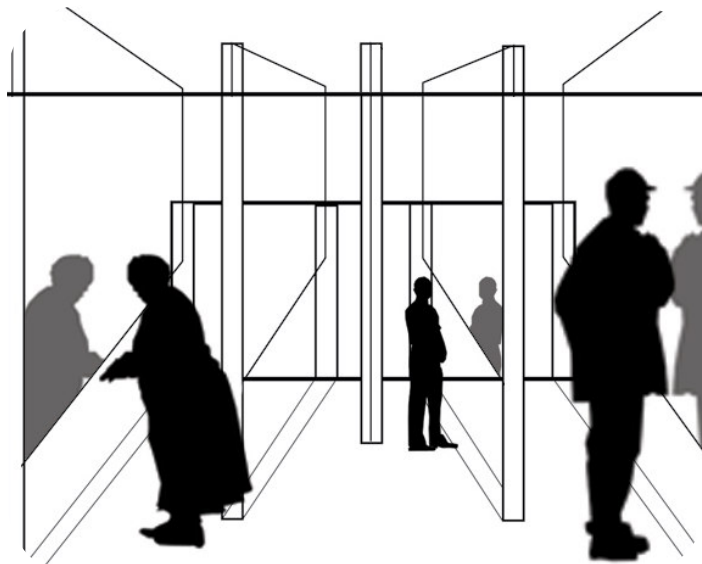
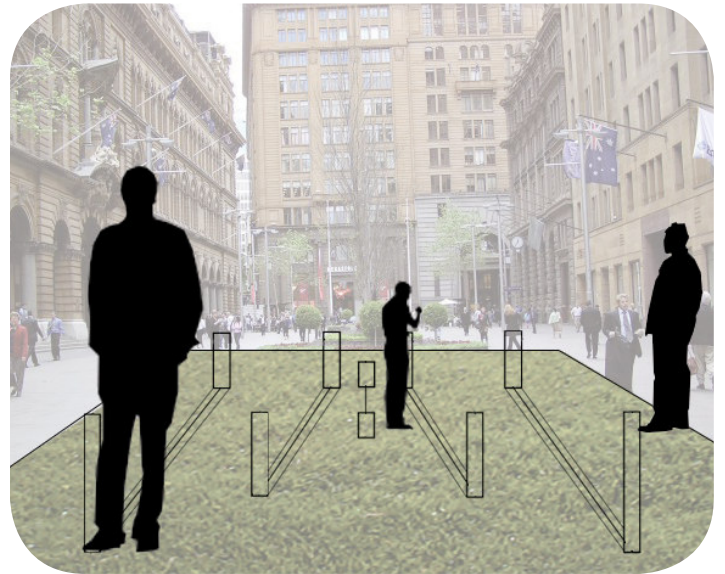
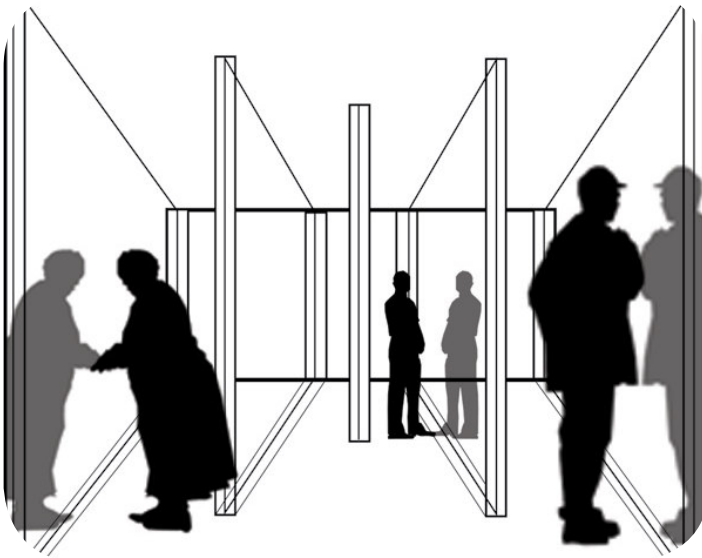


**Figure 9**



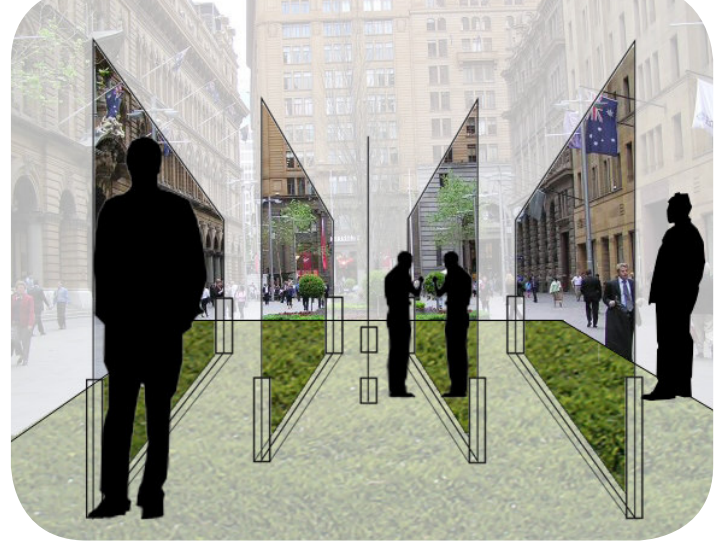
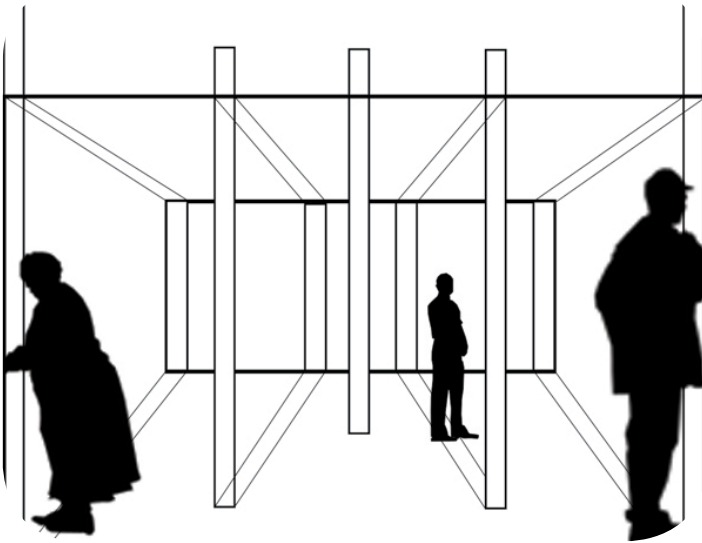
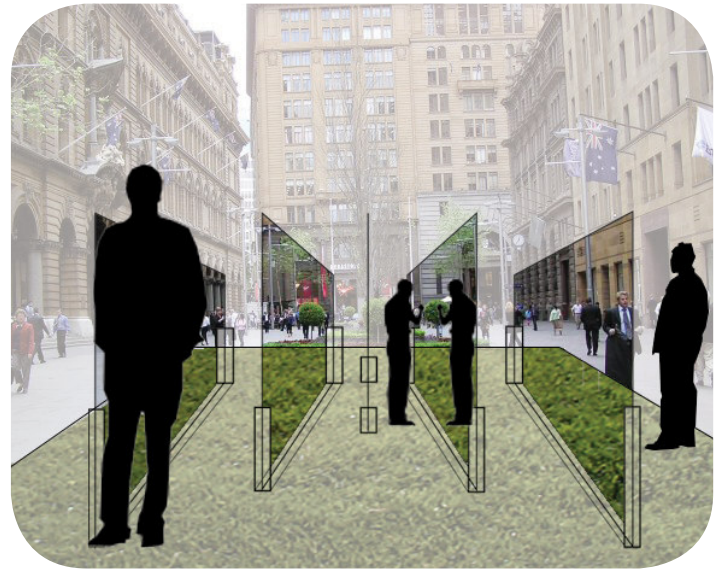
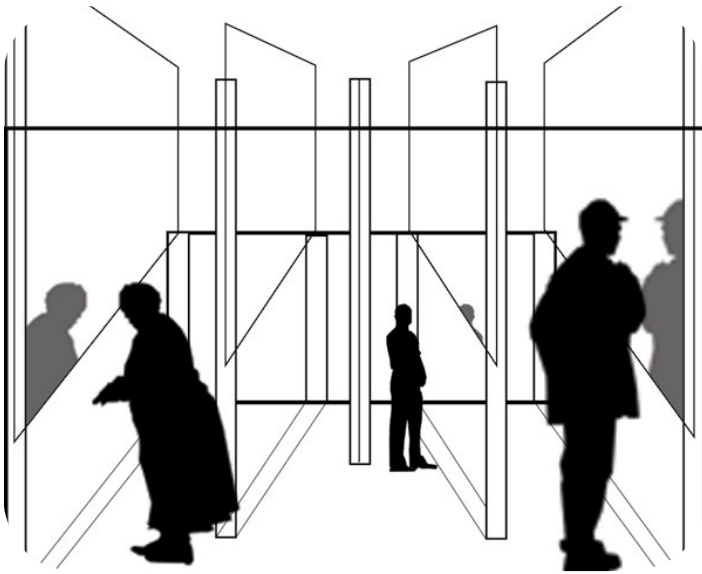
The Concord Pacific experience taught me that places need to grow through an active participation of users, that places cannot be made instantly, and that the aesthetics of buildings are always secondary in creating memorable places. As a growing student of architecture, perhaps this is how a vernacular of sameness across the Pacific can be conquered. That is by successful spatial planning which affords users the ability to create places inspired by experience. As an extension of this notion and further as a response to BC Canada Place, what was finally generated was in essence a series of spaces

based on the module of the shipping container. The primary space below ground (illustrated through figure 10) was programmed to be a gallery space which could exhibit Canada as destination. This space could expand and contract through the mirrored partitions which were intended to move between the gallery space, and the natural landscape above. While such an architectural response seems diagrammatic, the ideas through this gesture aimed at creating two types of spaces in which to define and formulate a place.



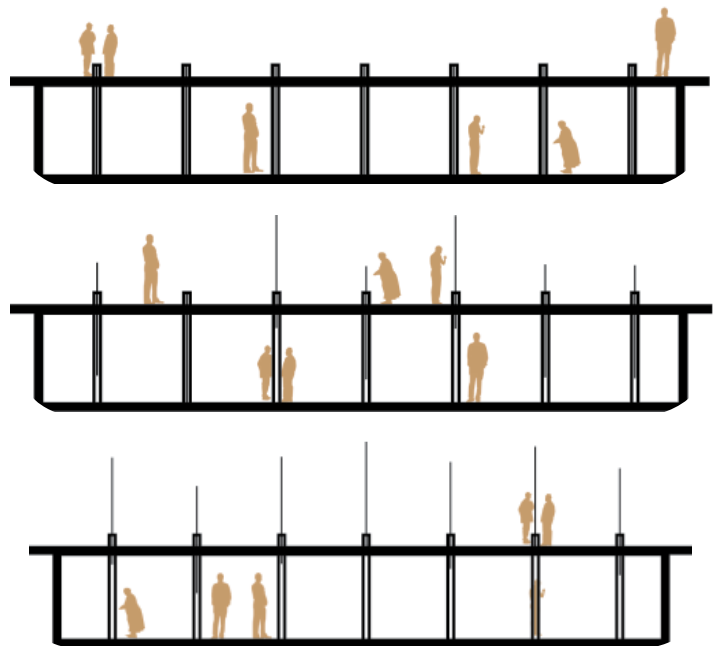
**Figure 10:** Diagrammatic drawings of the design development, inclusive of indicative perspectives and sections at various moments of the positioning of the partition arms, which have the potential to expand and contract the space both above and below ground  
 Left side: condition below ground  
 Right side: condition above ground

Note: drawings are not to scale



The above ground condition when the partition arms were raised attempted to visually place users within a landscape. Through the mirrored surface of these arms, users could visually locate themselves within a place or in this context a geographic site/ location. The space formed below ground extracted all visual stimuli associated with any landscape or place. Essentially the below ground space could be located anywhere, and did not reference a surrounding context in contrast to the condition above.

It was thought that such a space would encourage a sense of place making through the users. Place would be remembered through the events that happened there and the experiences that formed as a result of the people occupying the space without calling to the surrounding environment to aid this.



**Figure 10:** Diagrammatic drawings of the design development, inclusive of indicative perspectives and sections at various moments of the positioning of the partition arms, which have the potential to expand and contract the space both above and below ground

Left side: condition below ground

Right side above: condition above ground

Right side below: sections

Note: drawings are not to scale

The conclusions emphasised the fact that architecture has the ability to create a stage for place making. This however seems unachievable without any reference to site, and without human presence which has the potential to activate such spaces.

As a final response, conceived through my own experience of traveling through spaces, (which sometimes too quickly became places) it was discovered that in the context of the Pacific Rim, geographic location can not wholly depict or govern an architectural response, nor amount to the creation of an architectural language inherent or specific to place.

It has been learnt that architecture must welcome people, and it must be a canvas which allows experience to unfold. It was irrational to believe that the built form of Vancouver would be physically so different that it could generate an architectural language which would isolate it from other cities littered along the Pacific edge. However, what was different in my journey were the experiences which were had inside and around these environments. I have discovered that architecture can always be made to fit within a context; however, not all people can be made to fit into all places.

This experience has emphasised that while place in regard to site is so important, places too need to be built, and erecting the walls of the building is only the first step. Tuan comments that "*On the spiritual plane, space connotes deliverance and salvation*" (Tuan, 1977, p.53) this affirms the lessons that I have learnt through this freedom of cart wheeling across space and has given me a confidence to believe in architecture and to believe in the importance of place making through architecture.

If places are successfully made then they can potentially influence one's experience of a place, wherever the location, and whatever a context. These are the conclusions I have formed with the training wheels still balancing me on my architectural pushbike.

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British Columbia, Canada Place, Turino 2006, March 2006 <http://www.bccanadaplace.gov.bc.ca/Content/Whats%20New/Photo%20Gallery.aspx>

## Image references

British Columbia, Canada Place, Turino 2006, March 2006 <http://www.bccanadaplace.gov.bc.ca/Content/Whats%20New/Photo%20Gallery.aspx>

Pacific Rim Map, (November 1 2005) <http://www.sasked.gov.sk.ca/docs/midsoc/gr7/images/106big.gif>



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**Canada's** geographic location lies within the Pacific Rim. The Pacific Ocean encompasses a total area of 155.557 million square kilometers, covering 28% of the global surface and larger than the total land area of the world. The coastline alone measures a perimeter of 135, 663 kilometers.

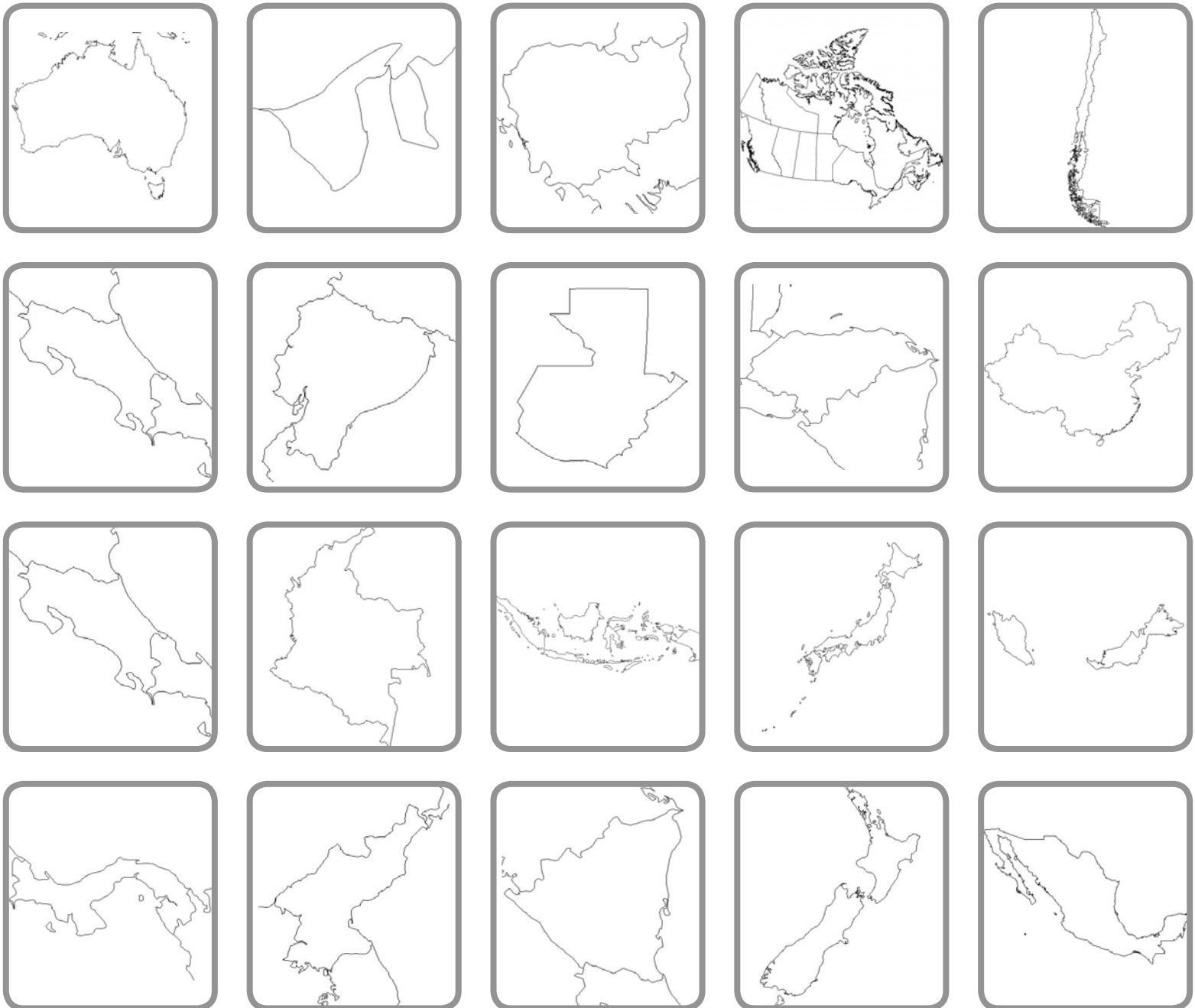
The countries which sit in this basin are physically linked by this body of water. This connection is heightened through trade associations spanning the Pacific Ocean and while countries of the rim may not all directly associate with each other, trade ensures exchange of products, thus each region is a gentle mix of those which surround it on the scale of the macro.

Trade allows for the mix of goods and products within a context. The machine for this mix holds true in the Shipping Container, a standard universally accepted module of space, and means of transportation. The container essentially is an object nomadic in nature- it embodies a place-less-ness. The area of study focuses on how the shipping container can assimilate to a context once it has arrived at a port.

#### **Countries of the Pacific Rim:**

Australia, Brunei, Cambodia, Canada, Chile, China, Columbia, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Indonesia, Japan, Malaysia, Mexico, New Zealand, Nicaragua, North Korea, Panama, Papua New Guinea, Peru, Philippines, Russia, Singapore, South Korea, Taiwan, Thailand, United States of America, Vietnam.

(Non inclusive of the Island Countries of the Pacific)





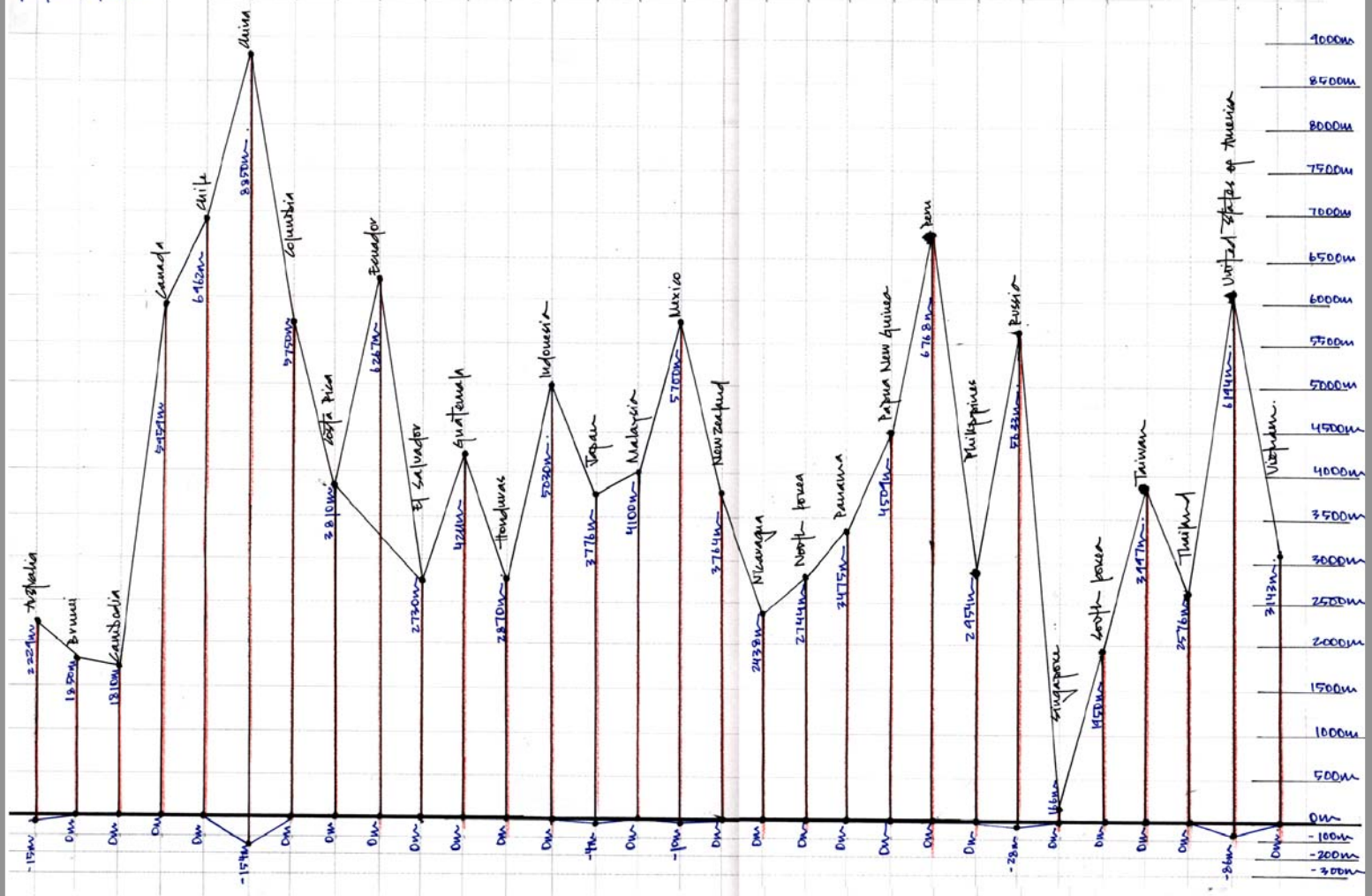


Studio week two: September 12, 2005

Topics of interest inspired by recommended readings

1. Globalization = pure expansion
2. Border = construct that we take literally and mark by a physical boundary
3. Pacific Ocean is a thread that permeates such a boundary
4. Olympics as a symbol of celebration: gathering; exchange

Elevation extremes.



## PACIFIC OCEAN:

**Background:** A spring 2000 decision by the International Hydrographic Organization delimited a fifth world ocean from the southern portions of the Atlantic Ocean, Indian Ocean, and Pacific Ocean. The new ocean extends from the coast of Antarctica north to 60 degrees south latitude which coincides with the Antarctic Treaty Limit. The Pacific Ocean remains the largest of the world's five oceans (followed by the Atlantic Ocean, Indian Ocean, Southern Ocean, and Arctic Ocean).

**Location:** body of water between the Southern Ocean, Asia, Australia, and the Western Hemisphere

**Geographic coordinates:** 0 00 N, 160 00 W

**Map references:** World

### Area:

total: 155,557 million sq km

note: includes Bali Sea, Bering Sea, Bering Strait, Coral Sea, East China Sea, Flores Sea, Gulf of Alaska, Gulf of Tonkin, Java Sea, Philippine Sea, Savu Sea, Sea of Japan, Sea of Okhotsk, South China Sea, Tasman Sea, Timor Sea, and other tributary water bodies

**Coastline:** 135,663 km

**Climate:** planetary air pressure systems and resultant wind patterns exhibit remarkable uniformity in the south and east; trade winds and westerly winds are well-developed patterns, modified by seasonal fluctuations; tropical cyclones (hurricanes) may form south of Mexico from June to October and affect Mexico and Central America; continental influences cause climatic uniformity to be much less pronounced in the eastern and western regions at the same latitude in the North Pacific Ocean; the western Pacific is monsoonal - a rainy season occurs during the summer months, when moisture-laden winds blow from the ocean over the land, and a dry season during the winter months, when dry winds blow from the Asian landmass back to the ocean; tropical cyclones (typhoons) may strike southeast and east Asia from May to December

**Terrain:** surface currents in the northern Pacific are dominated by a clockwise, warm-water gyre (broad circular system of currents) and in the southern Pacific by a counterclockwise, cool-water gyre; in the northern Pacific, sea ice forms in the Bering Sea and Sea of Okhotsk in winter; in the southern Pacific, sea ice from Antarctica reaches its northernmost extent in October; the ocean floor in the eastern Pacific is dominated by the East Pacific Rise, while the western Pacific is dissected by deep trenches, including the Mariana Trench, which is the world's deepest

### Elevation extremes:

lowest point: Challenger Deep in the Mariana Trench -10,924 m

highest point: sea level 0 m

**Natural resources:** oil and gas fields, polymetallic nodules, sand and gravel aggregates, placer deposits, fish

**Natural hazards:** surrounded by a zone of violent volcanic and earthquake activity sometimes referred to as the "Pacific Ring of Fire"; subject to tropical cyclones (typhoons) in southeast and east Asia from May to December (most frequent from July to October); tropical cyclones (hurricanes) may form south of Mexico and strike Central America and Mexico from June to October (most common in August and September); cyclical El Nino phenomenon occurs off the coast of Peru, when the trade winds slacken and the warm Equatorial countercurrent moves south, killing the plankton that is the primary food source for anchovies; consequently, the anchovies move to better feeding grounds, causing resident marine birds to starve by the thousands because of the loss of their food source; ships subject to superstructure icing in extreme north from October to May; persistent fog in the northern Pacific can be a maritime hazard from June to December

**Environment** - current issues: endangered marine species include the dugong, sea lion, sea otter, seals, turtles, and whales; oil pollution in Philippine Sea and South China Sea

**Geography** - note: the major chokepoints are the Bering Strait, Panama Canal, Luzon Strait, and the Singapore Strait; the Equator divides the Pacific Ocean into the North Pacific Ocean and the South Pacific Ocean; dotted with low coral islands and rugged volcanic islands in the southwestern Pacific Ocean

**Economy** - overview: The Pacific Ocean is a major contributor to the world economy and particularly to those nations its waters directly touch. It provides low-cost sea transportation between East and West, extensive fishing grounds, offshore oil and gas fields, minerals, and sand and gravel for the construction industry. In 1996, over 60% of the world's fish catch came from the Pacific Ocean. Exploitation of offshore oil and gas reserves is playing an ever-increasing role in the energy supplies of Australia, NZ, China, US, and Peru. The high cost of recovering offshore oil and gas, combined with the wide swings in world prices for oil since 1985, has slowed but not stopped new drillings.

**Ports and harbors:** Bangkok (Thailand), Hong Kong, Kao-hsiung (Taiwan), Los Angeles (US), Manila (Philippines), Pusan (South Korea), San Francisco (US), Seattle (US), Shanghai (China), Singapore, Sydney (Australia), Vladivostok (Russia), Wellington (NZ), Yokohama (Japan)





Trade essentially is exporting physical matter born in one place to another. The equivalent of migration through the inert object. Therefore trade is a symbol of the 'gathering' of countries. The above diagram attempts to show how these products essentially mean that all of the involved countries are merged on top of each other through a continuous exchange of goods.



## Exports/ Imports

### Canada

**Exports:** \$277 billion (f.o.b., 1999 est.)

**Exports - commodities:** motor vehicles and parts, newsprint, wood pulp, timber, crude petroleum, machinery, natural gas, aluminum, telecommunications equipment, electricity

**Exports - partners:** US 84%, Japan 3%, UK, Germany, South Korea, Netherlands, China (1998)

**Imports:** \$259.3 billion (f.o.b., 1999 est.)

**Imports - commodities:** machinery and equipment, crude oil, chemicals, motor vehicles and parts, durable consumer goods, electricity

**Imports - partners:** US 77%, Japan 3%, UK, Germany, France, Mexico, Taiwan, South Korea (1998)

### Thailand

**Exports:** \$58.5 billion (f.o.b., 1999 est.)

**Exports - commodities:** computers and parts, textiles, rice

**Exports - partners:** US 22.3%, Japan 13.7%, Singapore 8.6%, Hong Kong 5.1%, Netherlands 4.0%, UK 3.9%, Malaysia 3.3%, China 3.2%, Taiwan 3.2%, Germany 2.9% (1998)

**Imports:** \$45 billion (f.o.b., 1999 est.)



**Imports - commodities:** capital goods, intermediate goods and raw materials, consumer goods, fuels

**Imports - partners:** Japan 23.6%, US 14.0%, Singapore 5.5%, Malaysia 5.1%, Taiwan 5.2%, Germany 4.2%, China 4.2%, South Korea 3.5%, Oman 2.6%, Indonesia 2.1% (1998)

#### China

**Exports:** \$194.9 billion (f.o.b., 1999)

**Exports - commodities:** machinery and equipment; textiles and clothing, footwear, toys and sporting goods; mineral fuels, chemicals

**Exports - partners:** US 22%, Hong Kong 19%, Japan 17%, Germany, South Korea, Netherlands, UK, Singapore, Taiwan (1999)

**Imports:** \$165.8 billion (c.i.f., 1999)

**Imports - commodities:** machinery and equipment, plastics, chemicals, iron and steel, mineral fuels

**Imports - partners:** Japan 20%, US 12%, Taiwan 12%, South Korea 10%, Germany, Hong Kong, Russia, Singapore (1999)

#### Taiwan

**Exports:** \$121.6 billion (f.o.b., 1999)

**Exports - commodities:** electronics, electric and machinery equipment 52%, metals, textiles, plastics, chemicals

**Exports - partners:** US 26%, Hong Kong 21%, Europe 18%, Japan 10%, Singapore 3% (1999)

**Imports:** \$101.7 billion (c.i.f., 1999)

**Imports - commodities:** electronics, electric and machinery equipment 45%, minerals, precision instruments

**Imports - partners:** Japan 27%, US 18%, Europe 16%, South Korea 6%, Malaysia 4% (1999)

#### US

**Exports:** \$663 billion (f.o.b., 1998 est.)

**Exports - commodities:** capital goods, automobiles, industrial supplies and raw materials, consumer goods, agricultural products

**Exports - partners:** Canada 23%, Mexico 12%, Japan 8%, UK 6%, Germany 4%, France 3%, Netherlands 3% (1998)

**Imports:** \$912 billion (c.i.f., 1998 est.)

**Imports - commodities:** crude oil and refined petroleum products, machinery, automobiles, consumer goods, industrial raw materials, food and beverages

**Imports - partners:** Canada 19%, Japan 13%, Mexico 10%, China 8%, Germany 5%, UK 4%, Taiwan 4% (1998)

#### Phillipines

**Exports:** \$34.8 billion (f.o.b., 1999 est.)

**Exports - commodities:** electronic equipment, machinery and transport equipment, garments, coconut products

**Exports - partners:** US 34%, EU 20%, Japan 14%, Netherlands 8%, Singapore 6%, UK 6%, Hong Kong 4% (1998)

**Imports:** \$30.7 billion (f.o.b., 1999 est.)

**Imports - commodities:** raw materials and intermediate goods, capital goods, consumer goods, fuels

**Imports - partners:** US 22%, Japan 20%, South Korea 8%, Singapore 6%, Taiwan 5%, Hong Kong 4% (1998 est.)

#### South Korea

**Exports:** \$144 billion (f.o.b., 1999)

**Exports - commodities:** electronic products, machinery and equipment, motor vehicles, steel, ships; textiles, clothing, footwear; fish

**Exports - partners:** US 17%, Japan 9%, China 9%, Hong Kong 7%, Taiwan 4% (1998)

**Imports:** \$116 billion (c.i.f., 1999)

**Imports - commodities:** machinery, electronics and electronic equipment, oil, steel, transport equipment, textiles, organic chemicals, grains

**Imports - partners:** US 22%, Japan 18%, China 7%, Australia 5%, Saudi Arabia 5% (1998)



## Singapore

**Exports:** \$114 billion (1999)

**Exports - commodities:** machinery and equipment (including electronics) 63%, chemicals, mineral fuels (1998)

**Exports - partners:** US 19%, Malaysia 17%, Hong Kong 8%, Japan 7%, Taiwan 5%, Thailand 4%, UK 4%, China 3%, Germany 3% (1998)

**Imports:** \$111 billion (1999)

**Imports - commodities:** machinery and equipment 57%, mineral fuels, chemicals, foodstuffs (1998)

**Imports - partners:** US 17%, Japan 17%, Malaysia 16%, Thailand 5%, China 5%, Taiwan 4%, Germany, Saudi Arabia (1998)

## Australia

**Exports:** \$58 billion (f.o.b., 1999 est.)

**Exports - commodities:** coal, gold, meat, wool, alumina, iron ore, wheat, machinery and transport equipment

**Exports - partners:** Japan 20%, EU 14%, ASEAN 11%, US 10%, South Korea, NZ, Taiwan, Hong Kong, China (1998) **Imports:** \$67 billion (f.o.b., 1999 est.)

**Imports - commodities:** machinery and transport equipment, computers and office machines, telecommunication equipment and parts; crude oil and petroleum products

**Imports - partners:** EU 24%, US 22%, Japan 14%, ASEAN 12% (1998)

## Russia

**Exports:** \$75.4 billion (1999 est.)

**Exports - commodities:** petroleum and petroleum products, natural gas, wood and wood products, metals, chemicals, and a wide variety of civilian and military manufactures

**Exports - partners:** Ukraine, Germany, US, Belarus, Netherlands, China

**Imports:** \$48.2 billion (1999 est.)

**Imports - commodities:** machinery and equipment, consumer goods, medicines, meat, grain, sugar, semfinished metal products

**Imports - partners:** Germany, Belarus, Ukraine, US, Kazakhstan, Italy

## New Zealand

**Exports:** \$12.2 billion (f.o.b., 1998 est.)

**Exports - commodities:** dairy products, meat, fish, wool, forestry products, manufactures

**Exports - partners:** Australia 21%, Japan 13%, US 13%, UK 6% (1998)

**Imports:** \$11.2 billion (f.o.b., 1998 est.)

**Imports - commodities:** machinery and equipment, vehicles and aircraft, petroleum, consumer goods, plastics

**Imports - partners:** Australia 22%, US 20%, Japan 11%, UK 5% (1998)

## Japan

**Exports:** \$413 billion (f.o.b., 1999 est.)

**Exports - commodities:** motor vehicles, semiconductors, office machinery, chemicals

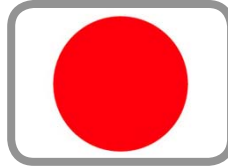
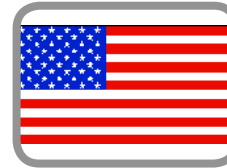
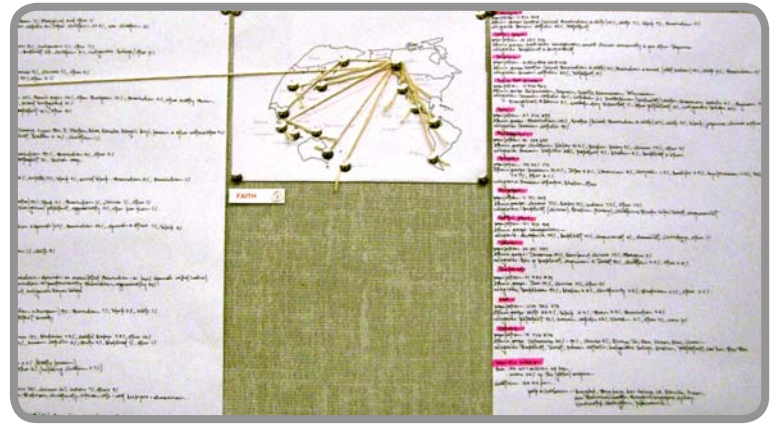
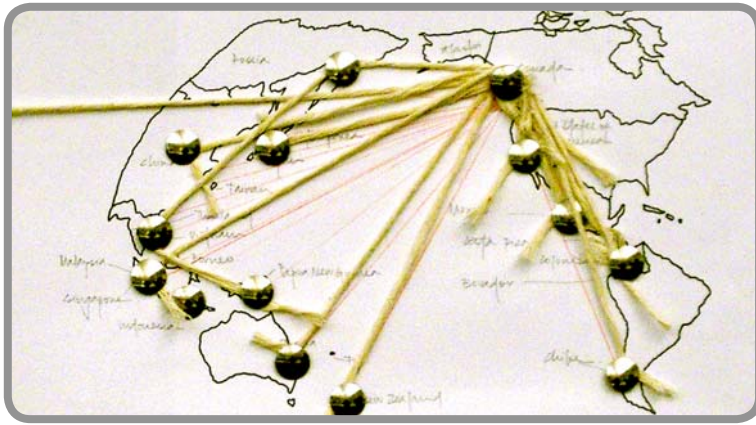
**Exports - partners:** US 31%, Taiwan 7%, China 5.5%, South Korea 5.4%, Hong Kong 5.2% (1999)

**Imports:** \$306 billion (c.i.f., 1999 est.)

**Imports - commodities:** fuels, foodstuffs, chemicals, textiles, office machinery

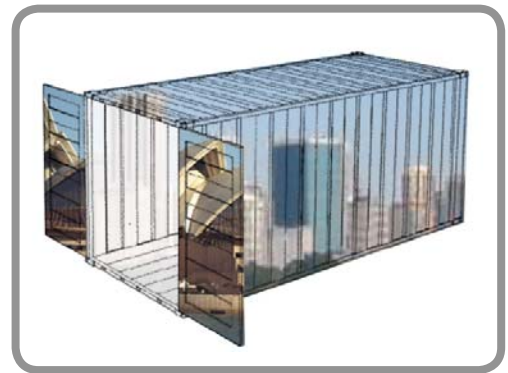
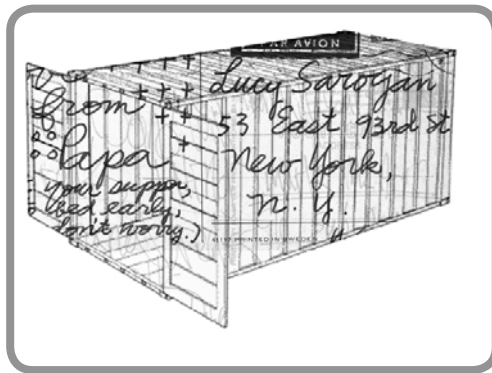
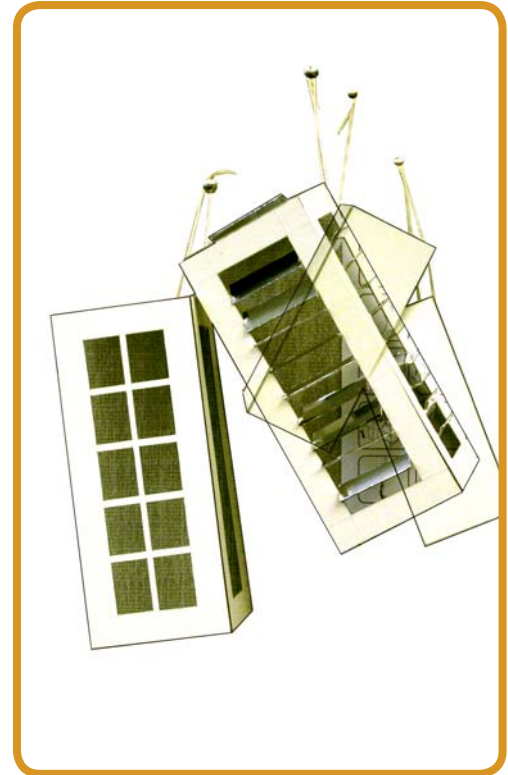
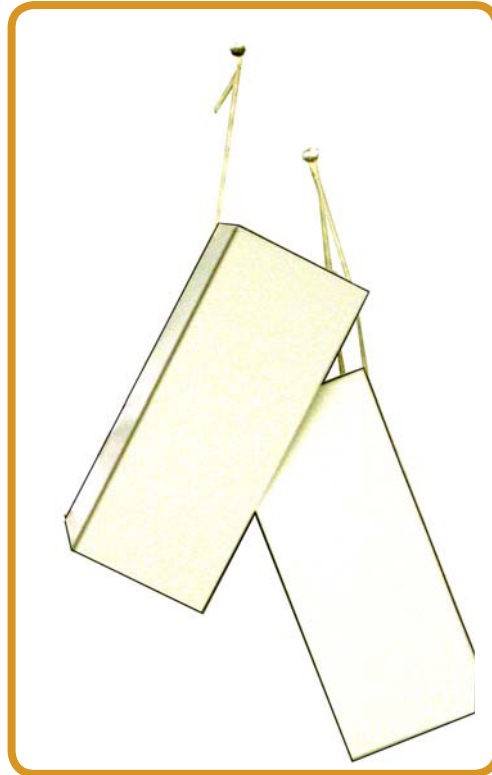
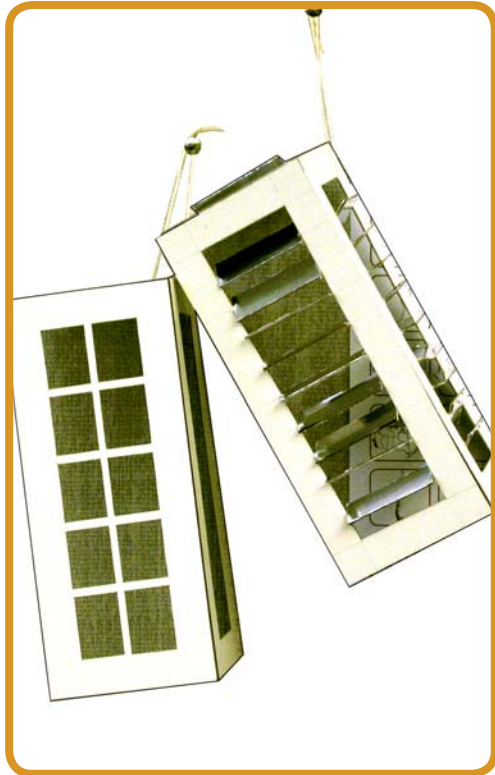
**Imports - partners:** US 22%, China 14%, South Korea 5.1%, Australia 4.2%, Taiwan 4.1% (1999)"



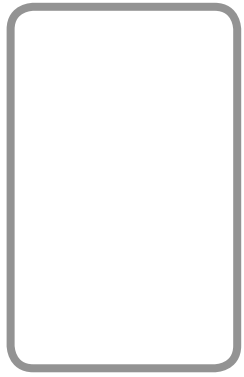
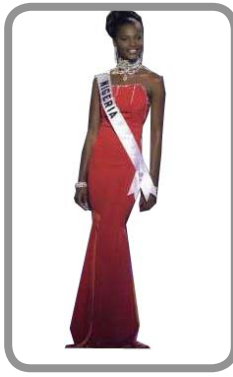


If we use the container as an example of a module of space that transports goods from one destination to another we can begin to question how the container as a single unit becomes a part of a context upon arrival.

Stage one was to look at the treatment of the façade. Is it enough to render something in ones local flag, and claim that it is a product of a place? Why do we believe that "Miss Canada" is from Canada, is it her sash that conveys this point that gives her away? From this grew the position, that the notion of decoration in isolation should not have the authority to allow a product to become a part of a context. The interior space should also have the power to perform to, and adhere to creating an experience which can be associated to being in a specific place. Here the example of the aircraft has been employed. This example illustrates how the treatment of a façade, coupled with the performance of the interior space can culminate in an attempt to create a 'place' or associations to a place in an essentially place-less environment, such as one in transit.







## The Aircraft

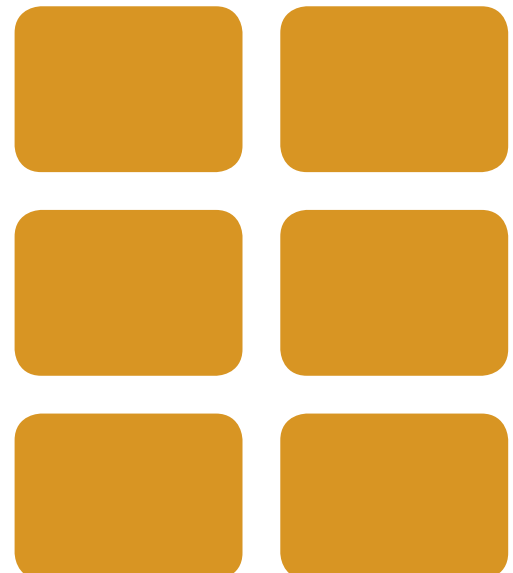
The exterior of the aircraft embodies relevant signage which tells the user where the plane has originated, or what 'place' it belongs to. The interior while generic in its delineation attempts to further this notion. To use the example of a 'Japan Airlines' aircraft leaving Japan- the food one may expect to receive on this leg would be a somewhat stereotype of Japanese food, while on route however say to Canada, this food slowly changes to be symbolic of the destination, so where the passenger was previously served sushi this may change to a bagel with maple syrup. Here the space through the way it performs, can gesture at assimilating to a context while only being part of it for a short period.

In **BC as field** an attempt was made to assimilate the shipping container to a context. Initial studies followed a path of decoration, which ended in unsuccessful and superficial assimilation. What followed were various mass models which played with surface. Gestures such as changing a material from steel to glass were made, in addition changes to surface condition were too explored to play with reflection and how, when such mirrored surfaces are perforated conditions from the outside can be filtered into an interior space and further the interior is projected outward.

These attempts proved useful in preparation for phase two of **Luigi's Log House**. While these studies are used as a starting point for further development it is understood that the idea of 'place making' and 'context assimilation' needs to be furthered through the media of architecture and further spatial delineation. It is not envisaged that the Log House will be a shipping container of sorts, but merely a module of space which has the potential to sit within various contexts due to both its appearance and the way that the space performs and behaves.

## " G l o b a l i z a t i o n :

1. astronomically expands the realm of possibility, for better or worse;
2. exponentially depletes the architectural imagination;
3. exponentially enriches the architectural imagination;
4. scrambles the chronology of individual architects' careers; extends and/or shrinks shelf life;
5. causes, as in earlier collisions of formerly pure cultures, epidemics;
6. radically modifies architectural discourse, now an uneasy relationship between regional unknowing and international knowing."



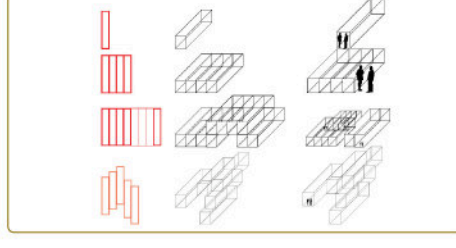
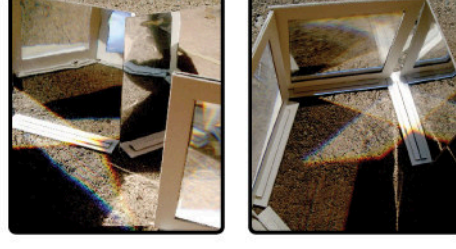
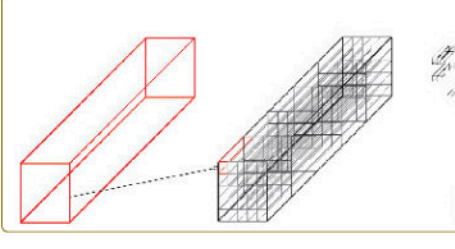
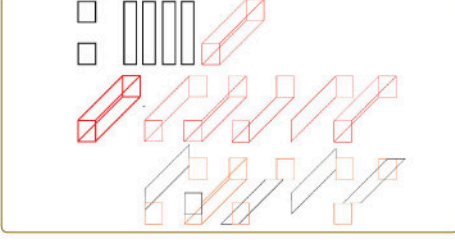
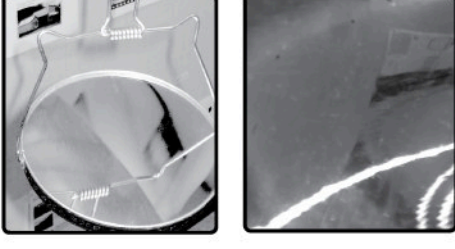
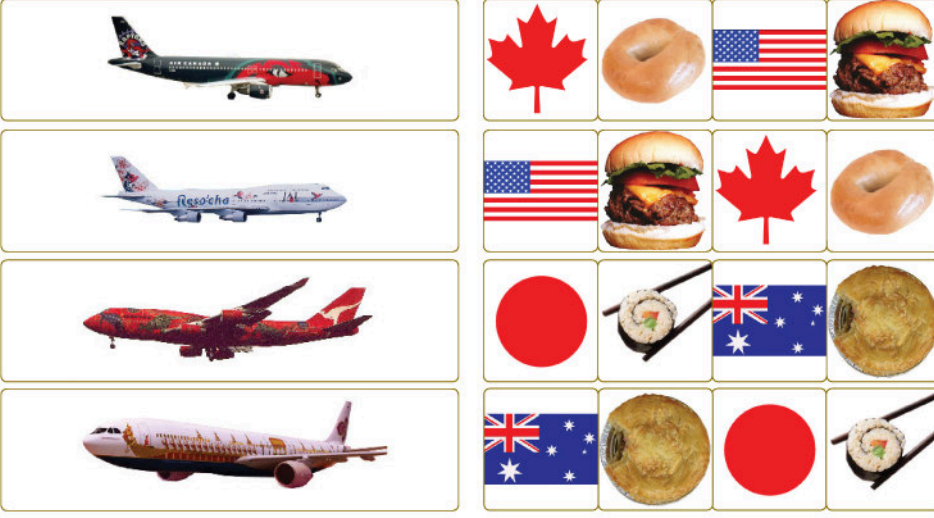
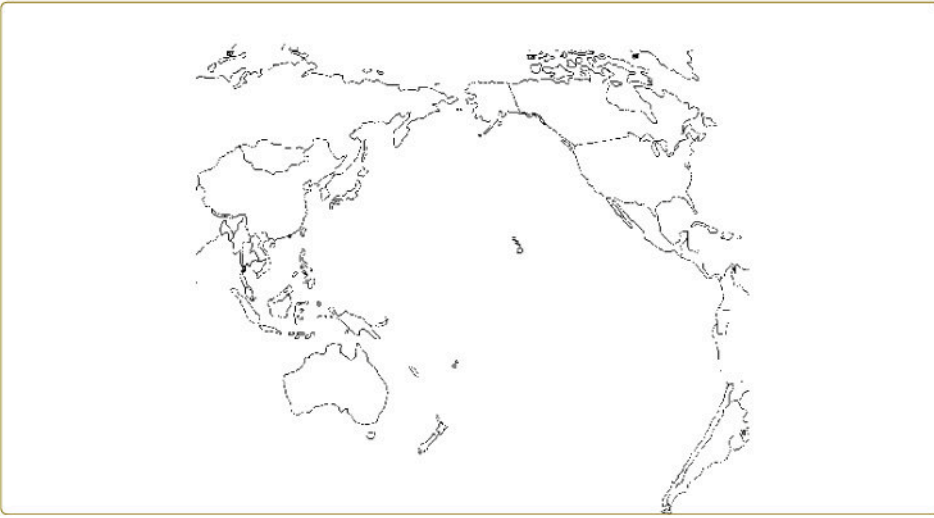


b a c k g r o u n d

" G l o b a l i z a t i o n :

1. astronomically expands the realm of possibility, for better or worse;
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6. radically modifies architectural discourse, now an uneasy relationship between regional unknowing and international knowing."

Rem Koolhaas SMLXL pg 367



c o n t e x t c o n t a i n e d  
below ground

The composition of the space plays on the relationship of the **transitory** and the **static**. The container as a spatial module is associated with movement and transit. It is essentially a mobile unit that can not be referenced to place. The container unit, in contrast to these associations has been **anchored to place**. The static container becomes BC House.

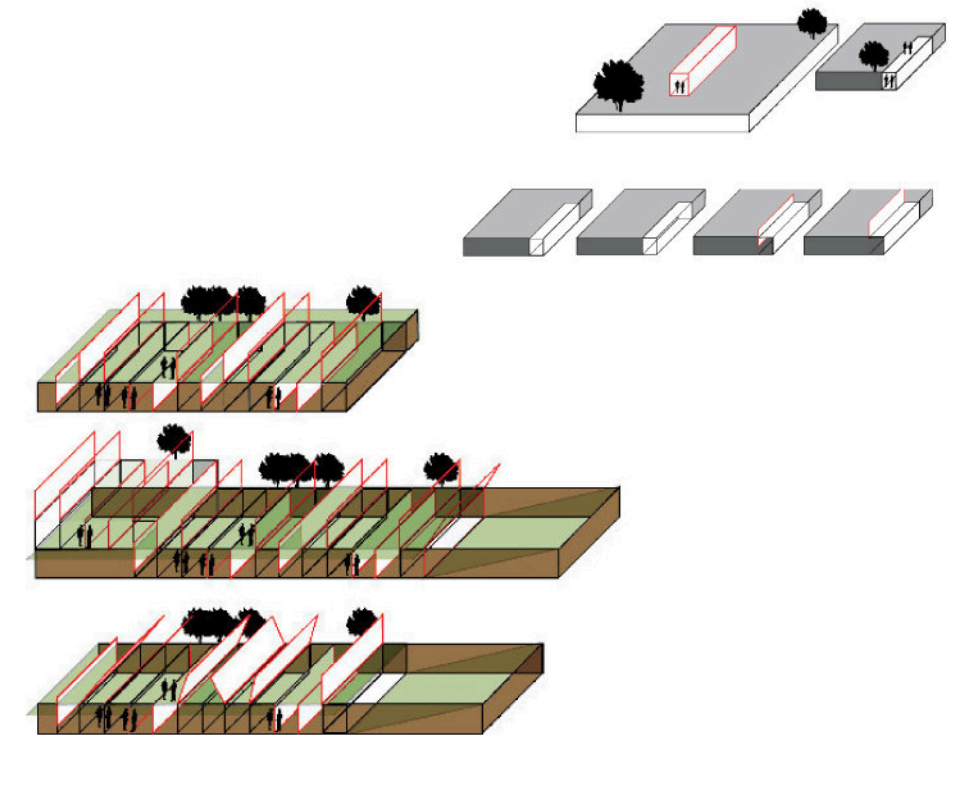
The House becomes a metaphor for **assimilation** whereby the characteristics of 'place' are becoming lost in the hype of exchange both in goods, information, and migration. Essentially 'place' is series of 'bits and pieces' a collage, a multitude of fragments.

In the sub-terrain the container relies on the user to activate the space. The physical properties of the container become a shell for human activity. This activity can be both solitary and collective. The user becomes the object, and the value of the container is defined by what it contains. A series of reflective panels force the user to confront their own image in an environment which offers no other visual stimulus. The vertical mobility of these partition walls allows the user a control of the space. Depending on the position of these screens the space can be both confined and expansive. The way in which one moves through the space in contrast is highly **controlled**. Path is delineated, much like container route. This prescribed path ensures a **fluidity** of movement in contrast with the **static-ness** of the container. The user becomes the context which is contained in the shell of the container.

c o n t a i n i n g c o n t e x t  
above ground

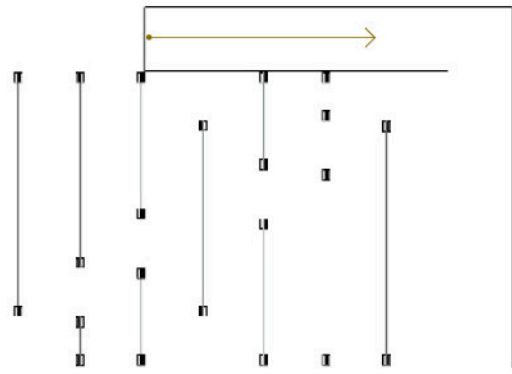
The space on the ground level is indicative of a linear structure. Without penetrating the earth and experiencing the contained spaces under, the user is unaware of the re-interpreted spatial module of the container. The series of linear partition walls grow from ground like a fly up screen. These reflective surfaces reflect a surrounding context allowing for **visual assimilation** to place by rendering the surface with the existing landscape. Here the user- most probably a traveler themselves can visually place and reference themselves in this context. As a result the emphasis becomes one of exchange where the user receives a visual image of themselves within a context, and gives in return themselves as a subject in which to be placed in the landscape.

Movement is freer with no physical boundaries. Here the object is the vertical planes and the user is able to weave through the space. It is a place that can eat your afternoon- a place where you can stay.

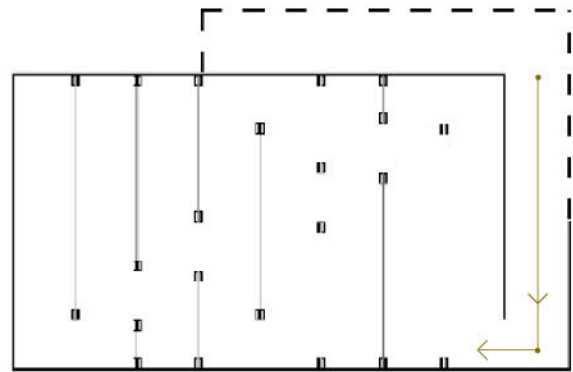




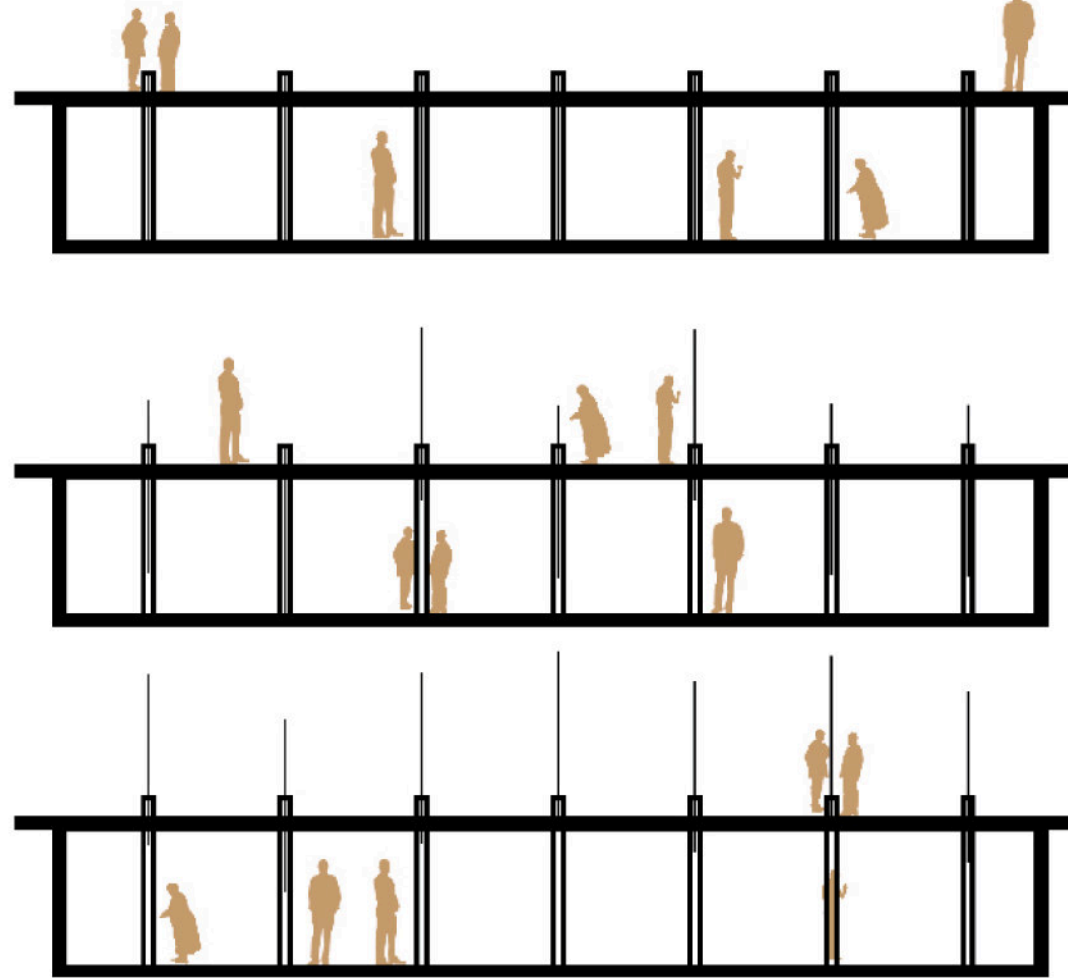
1:200 ground floor plan



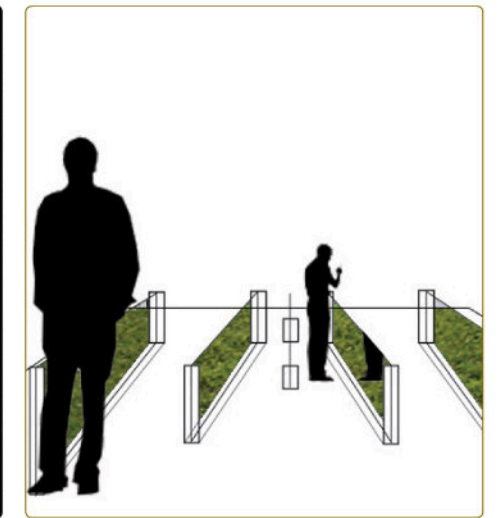
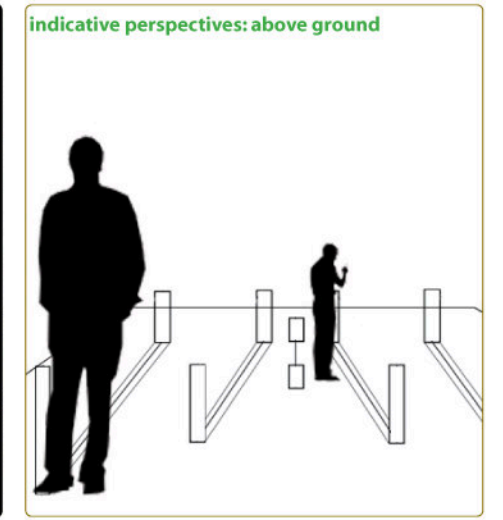
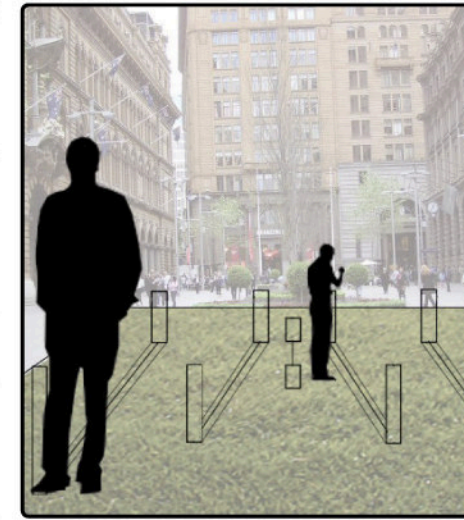
1:200 lower ground floor plan



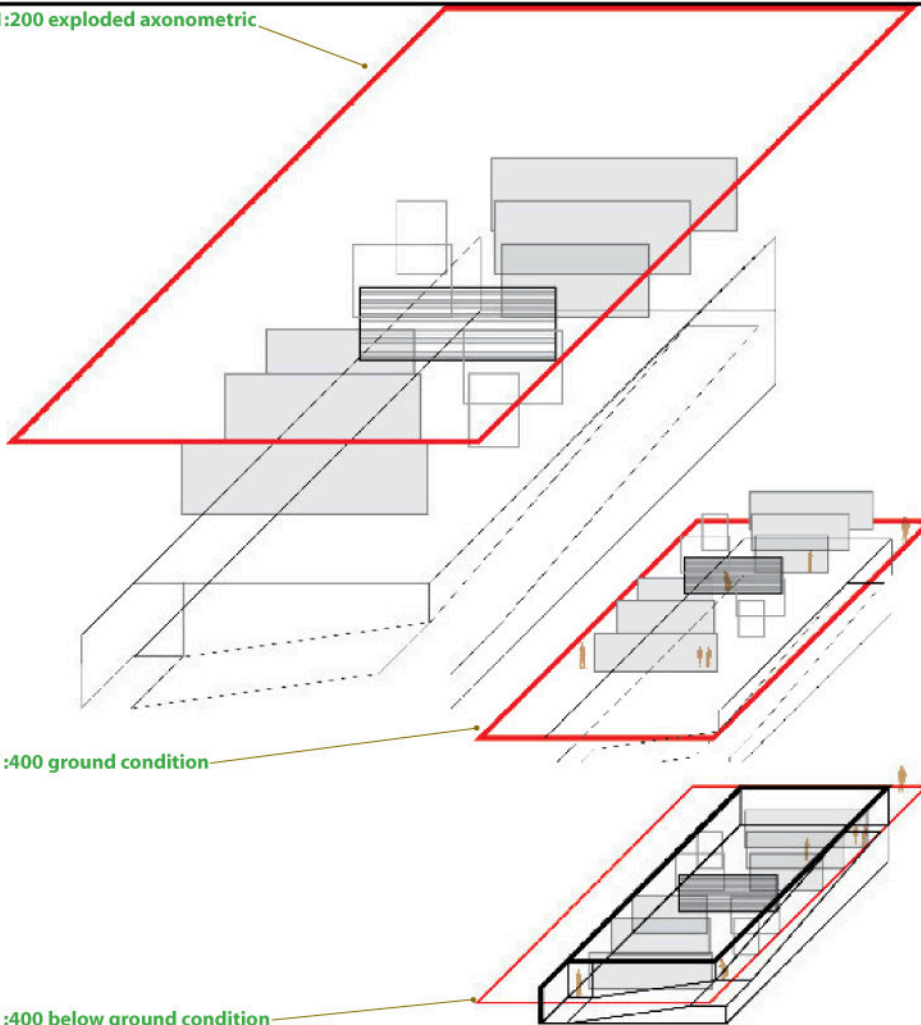
1:100 sectional moments



indicative perspectives: above ground



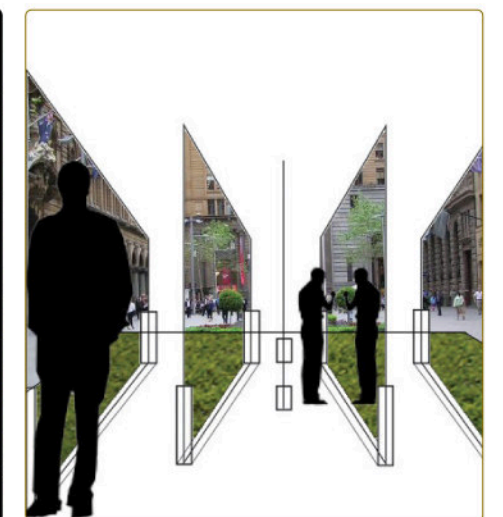
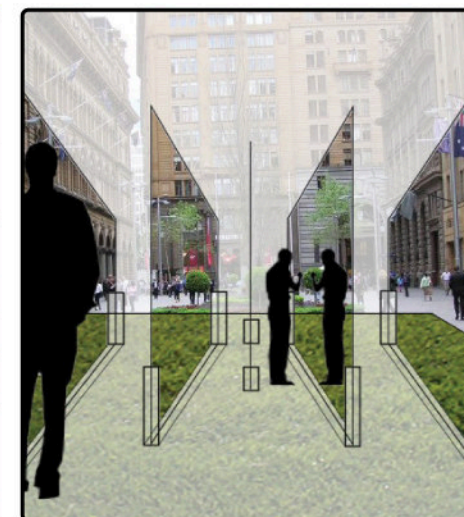
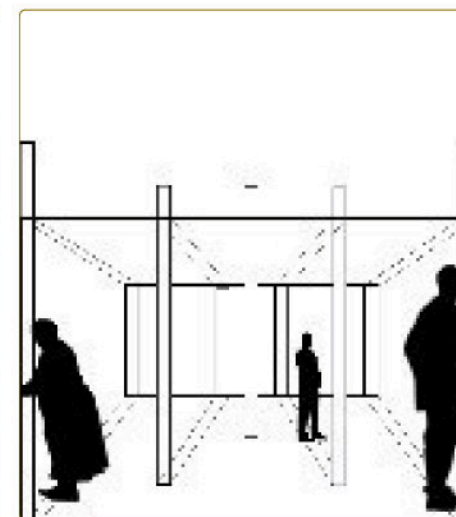
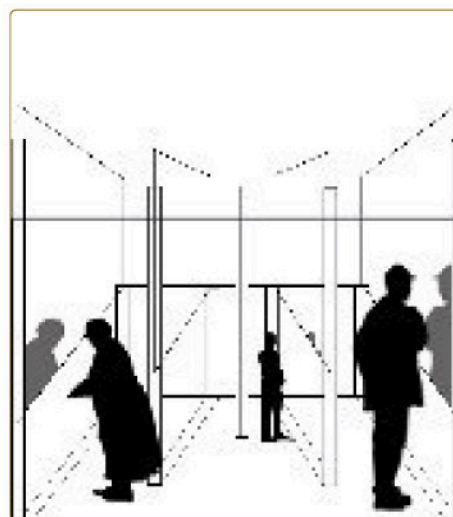
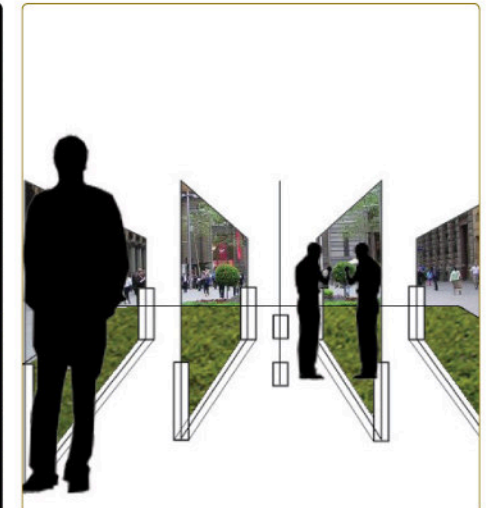
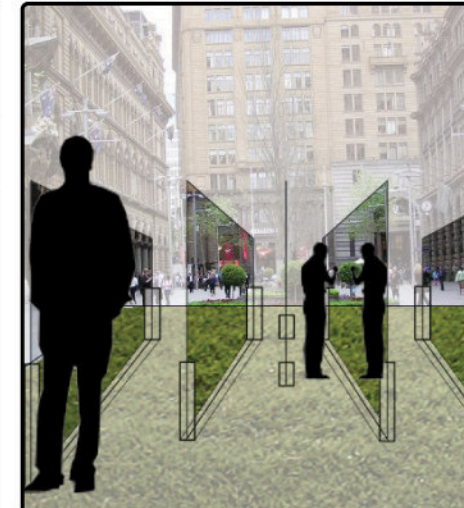
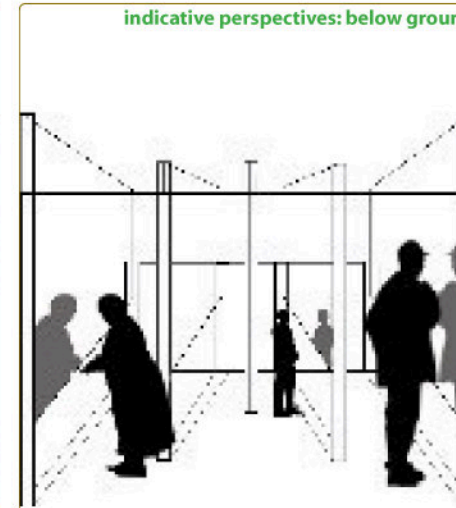
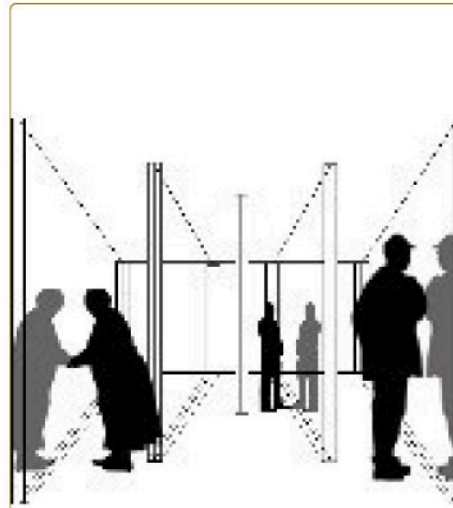
1:200 exploded axonometric



1:400 ground condition

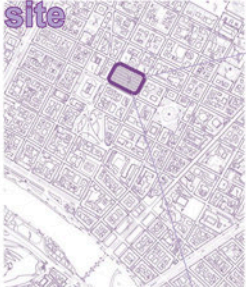
1:400 below ground condition

indicative perspectives: below ground

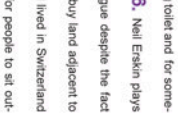
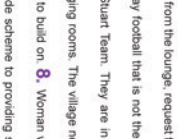
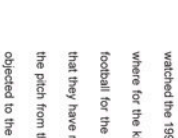
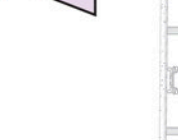
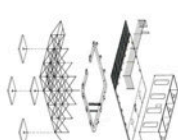
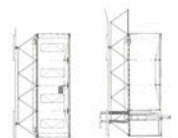
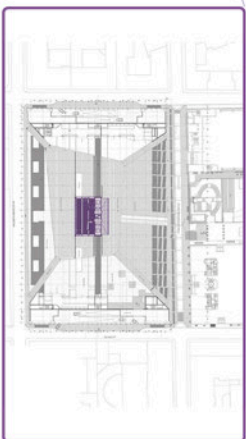




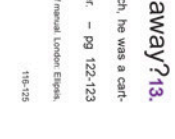
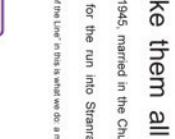
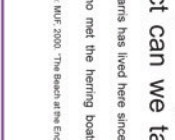
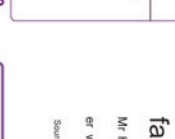
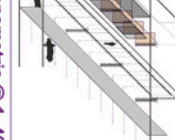
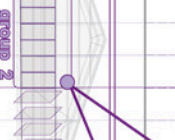
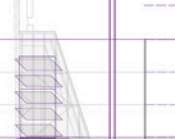
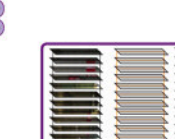
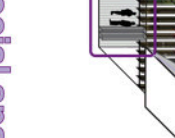
phase three [03]: Site: Piazza Valdo Fusi: Turin, Italy



site plan



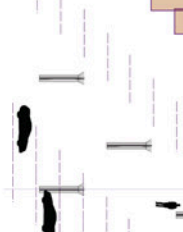
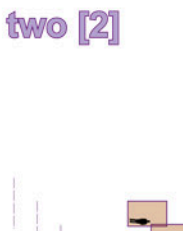
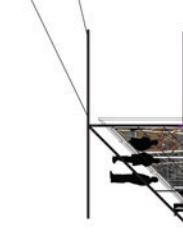
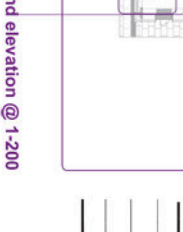
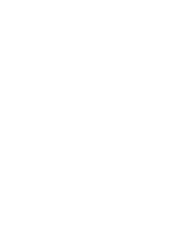
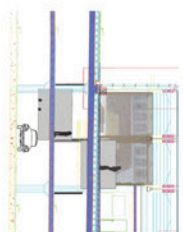
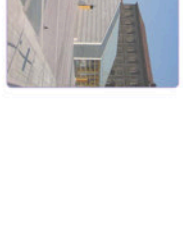
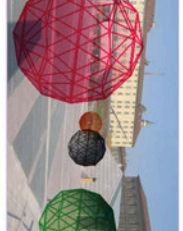
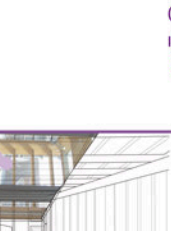
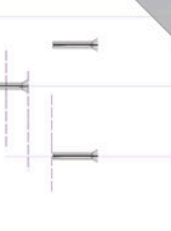
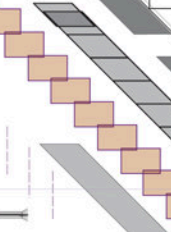
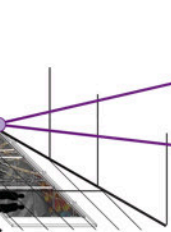
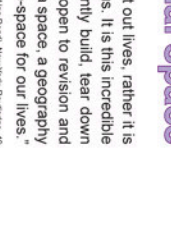
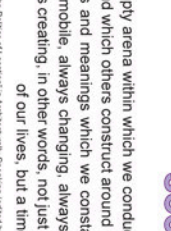
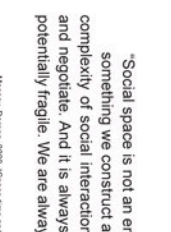
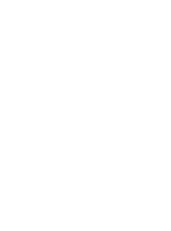
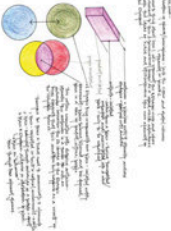
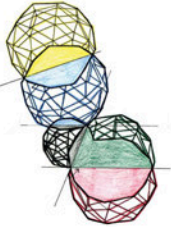
benchmark: benthem house , amsterdam: benthem crown architects



social space

"Social space is not an empty arena within which we conduct out lives, rather it is something we construct and which others construct around us. It is this incredible complexity of social interactions and meanings which we constantly build, tear down and negotiate. And it is always mobile, always changing, always open to revision and potentially fragile. We are always creating, in other words, not just a space, a geography of our lives, but a time-space for our lives."

Massey, Doreen, 2000 "Space-time and the Politics of Location" in Architectural Speaking (edited by Alan Riead) New York: Routledge, 49



one [1]

plan and elevation @ 1:200

two [2]

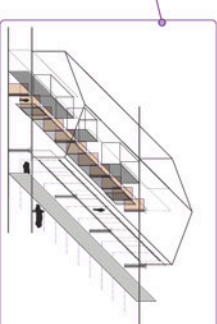


interior perspective

three [3]

"The Things We Found Out

1. Stuart's beans grow here 3. Miss Powell lives here. She previously lived in Melvin Lodge where we are staying. She watched the 1990 storm from the bungee, request for a dog toilet and for somewhere for the kids to play football that is not the road. 6. Neil Erskin plays football for the Mount Stuart Team. They are in the league despite the fact that they have no changing rooms. The village needs to buy land adjacent to the pitch from the Laird to build on. 8. Woman who had lived in Switzerland objected to the esplanade scheme to providing spaces for people to sit outside the Crown and the Harbor Inn and to traffic management. Wanted play things scattered throughout the village, wanted a caged safe environment for children throughout. Wanted to know which hat to put on to speak to us. 12. Nicky, anything at all would be good, something bouncy and not more rocks. In fact can we take them all away? 13. Mr Harris has lived here since 1945, married in the Church, he was a carter who met the herring boats for the run into Stranraer. - pg 122-123 Source: MJLF, 2000 "The Beach at the End of the Lane" in this is what we do: a field manual. London: Ebury, 116-125



diagrammatic axonometric @ 1:400



diagrammatic elevation @ 1:200



1:400



1:200