

Flight ↔ Connection ↔ City

Application for the 2005 Cohos Evamy Scholarship
In Honour of Michael Evamy

Colin J. Hanley
01 March 2005



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The 2005 Cohos Evamy Scholarship
Attention: Scholarship Manager
10154 – 108 Street
Edmonton (Alberta) T5J 1L3

RE: The 2005 Cohos Evamy Scholarship In Honour of Michael Evamy
"Flight ↔ Connection ↔ City" Proposal

01 March 2005

Dear Members of the Scholarships Selection Committee,

I would like to submit my proposal for the 2005 Cohos Evamy Scholarship In Honour of Michael Evamy. My proposal involves travel to up to eight Asian cities in order to visit a significant recent airport in each of the cities. My experiential evaluation of these airports – namely the effects that the design and the connection to the city that these airports have on the user – will be used to guide and enrich my design work in the final Master of Architecture thesis studio. I would be undertaking this project for three weeks, roughly from the end of April through to the middle of May.

I realize that the scope of this proposal is quite significant, especially as the cost of air travel represents the bulk of the project related expenses. Nevertheless, I am concurrently seeking support from the School of Architecture at McGill University, through the Dr. Soo Kim Lan Prize in Architecture, for a parallel research project. These additional funds, should the prize be received, would supplement the budget of the overall travel project. However, the execution of this project proposal is, by no means, dependent on the receipt of this other source of funding.

Further, as it is my intention to work in the Pacific region this summer, I would already be travelling to the area. As such, the scholarship would go towards the cost of travel within Asia, rather than covering the cost of getting to Asia.

I have requested letters of recommendation from the following individuals, who have agreed to forward their letters directly to the Scholarship Manager: Derek Drummond (Professor, McGill University School of Architecture), Rickson Outhet (Architect, Ottawa), Adrian Sheppard (Professor, McGill University School of Architecture) and David Theodore (Researcher, McGill University School of Architecture). I believe their comments will attest to my dedication, my leadership and my ability to realize the great ambitions that I have.

I trust that the Members of the Committee will recognize my ability, my academic achievements and my enthusiasm and, thus, approve the support that I believe this proposal warrants.

Respectfully yours,



Colin J. Hanley

Project Description

What is the purpose of an airport? Is it to serve the residents of the city in which it is located, or rather to serve the passengers connecting through the airport?

Further, at what point has one “arrived” at a destination: when the airplane touches down, or when the taxi arrives downtown, or somewhere in between? Is the airport the gateway to the city?

At what point can one claim to have visited a city? Is being in transit visiting a city?

What is the future of airports? How do architects see the future?

The world’s architects and planners are increasingly treating the airport not as a separate entity but as just another part of the urban condition. [...] The task now is to design effectively for the whole physical, environmental and emotional experience of the airport over a wide area. (Pearman, 2004)

The airport and the city: their levels of interdependence have fluctuated greatly over the past century. In one sense, the airport is a very urban project. In the past, a city’s size frequently dictated the importance of its airport, and the growth of an airport was often tied to its host’s growth. However, physically, the airport is commonly the antithesis to the city. The vast expanses of land required, the exhaustive pollution and the deafening noise of air traffic have all pushed the airport to a city’s edge, and often far beyond its boundaries.

Yet what are the current trends in air transportation and airport design? And where does the idea of city fit into the current model?

With the massive expansion of Asian markets over the past few decades, air travel in the region has been steadily gaining ground. This growth has led to the construction of numerous new or expanded international airports over the past ten years. Indeed, the most recent wave of airport construction has been concentrated in Asia. Each country, and each city in many cases, has been jockeying for position as the main hub for Asian air transportation.

However, the goal of maximizing passenger numbers nuances the importance of the connection between the city and the airport. Indeed, such a focus raises numerous questions about the design, the urbanity and site specificity of the airport. These issues must be studied and addressed.

As such, the proposed research project would be an investigation of the role of the airport within its urban connection – a study of the airport

as a gateway to the city. This project will look at the idea of arrival, its architectural expression and its effect on users, namely arriving passengers. The research will question whether the airport is simply an invisible threshold one passes through to gain access to the city, or rather, if it truly marks the beginning and the end of the city.

This research project involves visiting a series of Asian airports in order to study the experience of arrival. The sense of place – or placelessness – will be important in assessing the architectural expression and consequences of the idea of arrival – be it the sense of arrival at the airport or arrival in the city.

It is intended to complete the research by visiting the selected airports from the end of April through to the middle of the month of May 2005.

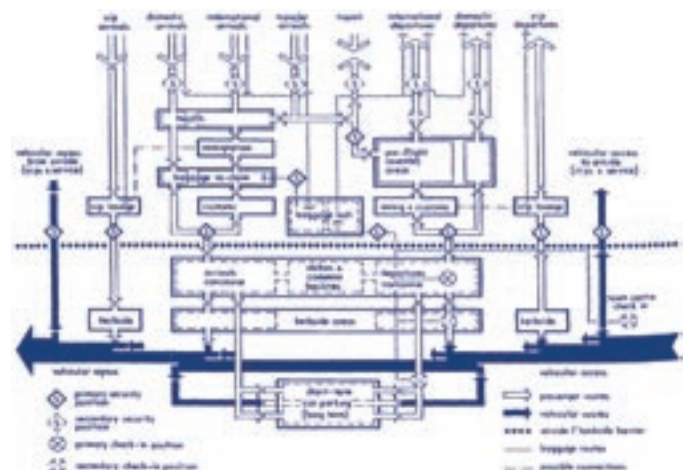


Figure 1. Airport Programming (Adler, David [ed.]. “Metric Handbook: Planning and Design Data, Second Edition”. Oxford: Architectural Press.).

One of the things holding back the intellectual development of the design professions is their lack of an explicit body of positive theory. (Lang, 1987)

Architectural researcher Jon Lang, one of my professors while attending the University of New South Wales, Sydney, emphasized the significance of being aware of the role of environmental experience in architectural theory. Whereas architectural education has focused on normative theory – an examination of the designer’s intentions through the study of aesthetic or compositional principles (see Figure 2) – it is only one approach to architectural theory. Positive theory, on the other hand (see Figure 3), “encompasses our understanding of the natural and the built environments and their roles in people’s lives” (Lang, 1987). It is a study of what possibilities the physical environment affords users.



Figure 2. Model of Normative Theory (Lang, 1987).

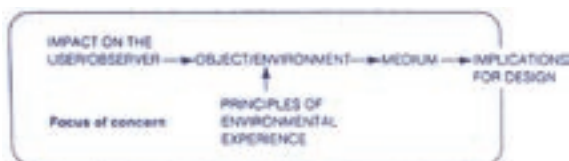


Figure 3. Model of Positive Theory (Lang, 1987).

The airport is one of the more experience-laden typologies of contemporary architecture. Consequently, the research basis of this proposal is highly experiential. It is designed to be a study of architecture that necessarily involves the researcher. The very nature of an airport requires its study both as an observer as well as a user.

This approach does not dwell on programming or utility to the exclusion of all other aspects of architecture. Formal and symbolic aesthetics have a significant impact on behavioural experience. Structure and building construction play an equally important role. It is the comprehensive experiential effect of the architecture that will be investigated.

The study of the use of an airport will not be a quantitative one. Indeed, statistics are readily available on the flow of traffic within and between airports, yet these issues are not architectural, despite their effects on the

architecture of the airport. Nor is the study intended to be a utilitarian one. If one wanted to study the programming of an airport, it would be a repetitive study of variations of the same model: a study that could be completed with physically experiencing any of the airports (see Figure 1). Again, this aspect does have consequences on the architecture of the airport, but is not in the realm of architectural discourse.

However, the application of behavioural sciences to the built environment is rarely within the common scope of architectural discourse today. However, it is a body of knowledge that is essential to the design profession. This body of knowledge must complement normative theory in the design process.

It is intended that this research into the experiential nature of airports will guide and enrich the design process that I will be undertaking this coming fall, as I work on my design thesis project, as part of my professional Master of Architecture.

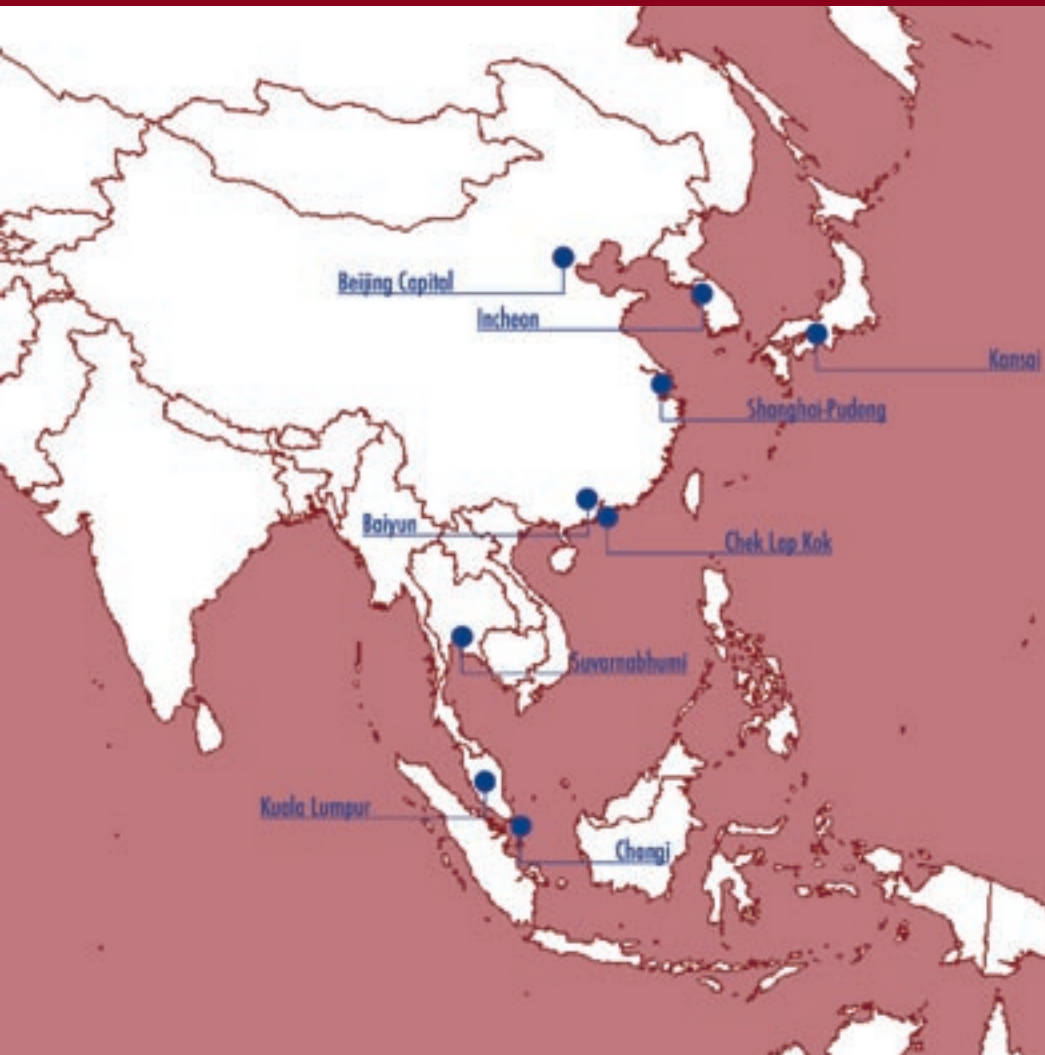
This study will involve some preliminary study of behavioural sciences and methods of observation. Further research into the design of each of the selected airports will also be necessary. However, the bulk of evaluation will be based on an experiential review of the eight airports selected, as indicated in the Project Schedule. The experience will be studied, from the approach to the airport, through the airport and up to the arrival in the city centre, and again from leaving the city to take-off.

The means of study will primarily be through observation. Sketching will play a vital role in the recording of these findings and experiences. Sketching will include both place making studies and experiential recording. Some of Kevin Lynch’s ideas of image mapping will be used to study the spaces of an airport, as well as other methods professed by Jon Lang and Steen Eiler Rasmussen. Some photography will also be used to record hard data, but its use may be limited due to the secure nature of an airport.

Selected Readings

- Lang, Jon. (1987). *Creating Architectural Theory: The Role of the Behavioral Sciences in Environmental Design*. New York: John Wiley & Sons.
- Lynch, Kevin. (1960). *The Image of the City*. Cambridge, MA: The MIT Press.
- Pearman, Hugh. (2004). *Airports: A Century of Architecture*. New York: Harry N. Abrams, Inc., Publishers.
- Rasmussen, Steen Eiler. (1959). *Experiencing Architecture*. Cambridge, MA: The MIT Press.

Project Schedule



The following airports have been selected as potential sites to visit. The choice of airports was based one or more of the following aspects: the scale of the airport (building size and traffic volumes), the size of the city served, the age of the airport and the project's architect. It is by no means an exhaustive list of significant Asian airports, but it is intended to adequately represent recent trends in airport development in the region.

It is proposed to travel to these airports, in the approximate order presented, from the end of April through to mid-May, 2005. A total of three weeks of travel would allow for a few days spent in each city and its surrounding areas, further investigating urban patterns, connections and spaces. The precise itinerary, as well as the actual number and choice of airports to be visited will depend on the level of support received, as well as the availability and cost of flights in the region.

Proposed Itinerary

Chek Lap Kok Airport (1998)
Hong Kong, China
Architect: Foster and Partners

Canton Baiyun Airport (2004)
Guangzhou, China
Architect: Parson, URS Corporation

Shanghai-Pudong Airport (1999)
Shanghai, China
Architect: Paul Andreu/ADP

Beijing Capital International Airport (1999, 2004)
Beijing, China
Architect: Beijing Institute of Architecture and Design

Incheon International Airport (2001)
Seoul, South Korea
Architect: Fentress Bradburn

Kansai International Airport (1994)
Osaka, Japan
Architect: Renzo Piano, ADP, Noriaki Okabe

Changi International Airport, Terminal 3 (2003)
Singapore, Singapore
Architect: SOM

Kuala Lumpur Airport (1998)
Kuala Lumpur, Malaysia
Architect: Kisho Kurokawa Architect, Arkitek Jururancag

*Suvarnabhumi Airport (2005)
Bangkok, Thailand
Architect: Murphy/Jahn, TAMS, ACT

*Beijing Capital International Airport, Terminal 3 (2007)
Beijing, China
Architect: Foster and Partners

* indicates an airport under development, which will not be ready in time for the proposed trip. Nevertheless, the projects will still be studied by means of a literature review and such findings will be included in the final report.

The amount being requested for project related expenses, \$ 2918.00, represents the cost of airfare for travel between the listed airports, as well as the cost of some basic supplies, required to conduct the architectural research.

The airfares listed are based on the best-priced student fares that are currently available for the proposed time period, and are priced in Canadian dollars. Airfare is subject to fluctuations in price and in the exchange rate.

With the intention of working in the Pacific region this summer, I would assume the cost of travel between Canada and Hong Kong, which would be the main hub for my travels to the aforementioned airports.

Additional funds have also been requested from the School of Architecture at McGill University. A similar traveling scholarship proposal, for up to \$2000.00, has been submitted. These supplementary funds would cover general costs, namely accommodation, meals, and transportation. These additional costs have been indicated to show the overall scale of the entire project.

Should I receive this scholarship, I will complete my proposed project within the limits of the budget available for related expenses, regardless of the decision on any outside funding.

<u>Flights</u>	<u>Sub-Total: C\$ 2818.00</u>
Hong Kong, China – Guangzhou, China • return	C\$ 268.00
Guangzhou, China – Shanghai, China • return	C\$ 399.00
Shanghai, China – Beijing, China • one-way	C\$ 178.00
Beijing, China – Seoul, South Korea • one-way	C\$ 479.00
Seoul, South Korea – Osaka, Japan • return	C\$ 631.00
Seoul, South Korea – Shanghai, China • one-way	C\$ 316.00
Hong Kong, China – Singapore, Singapore • return	C\$ 315.00
Singapore, Singapore – Kuala Lumpur, Malaysia • one-way	C\$ 137.00
Kuala Lumpur, Malaysia – Singapore, Singapore • one-way	C\$ 93.00

<u>Supplies</u>	<u>Sub-Total: C\$ 100.00</u>
Miscellaneous Papers, Film, Drawing Supplies, etc.	C\$ 100.00

<u>SUBTOTAL: The 2005 Cohos Evamy Scholarship In Honour of Michael Evamy</u>	<u>C\$ 2918.00</u>
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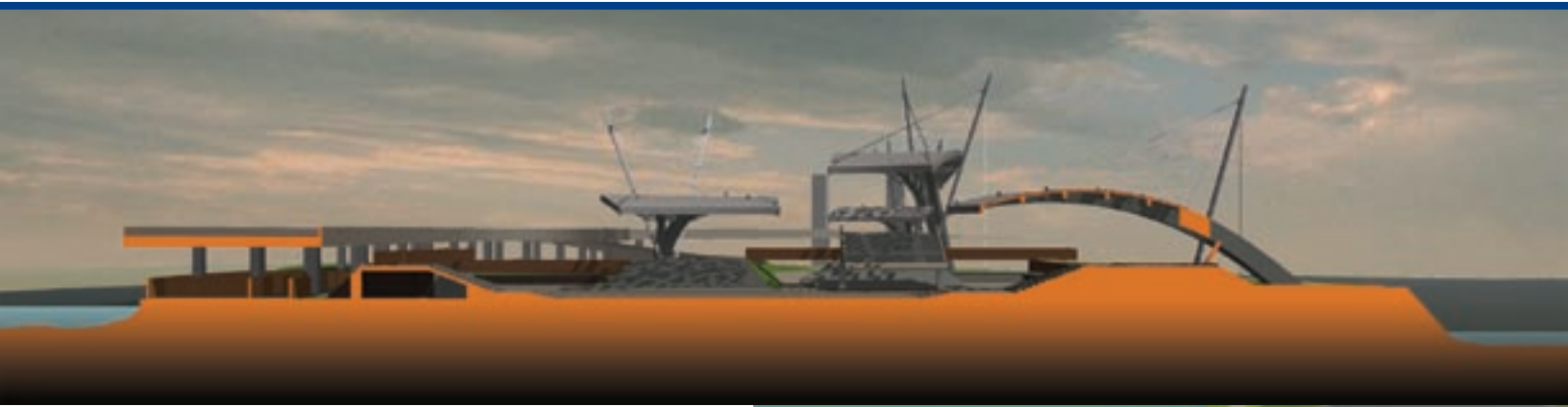
<u>Accommodation</u>	<u>Sub-Total: C\$ 1400.00</u>
Hong Kong, China (2 + 2 nights)	C\$ 425.00
Guangzhou, China (1 night)	C\$ 45.00
Shanghai, China (2 nights)	C\$ 85.00
Beijing, China (3 nights)	C\$ 125.00
Seoul, South Korea (2 nights)	C\$ 85.00
Osaka, Japan (4 nights)	C\$ 425.00
Singapore, Singapore (2 nights)	C\$ 125.00
Kuala Lumpur, Malaysia (2 nights)	C\$ 85.00

<u>Meals</u>	<u>Sub-Total: C\$ 400.00</u>
Per diem, C\$ 20.00 x 20 days	C\$ 400.00

<u>Miscellaneous Travel Costs</u>	<u>Sub-Total: C\$ 200.00</u>
Transportation to/from airports	C\$ 75.00
Public Transportation	C\$ 75.00
Culture & Entertainment	C\$ 50.00

<u>SUBTOTAL: Soo Kim Lan Prize in Architecture, McGill University School of Architecture</u>	<u>C\$ 2000.00</u>
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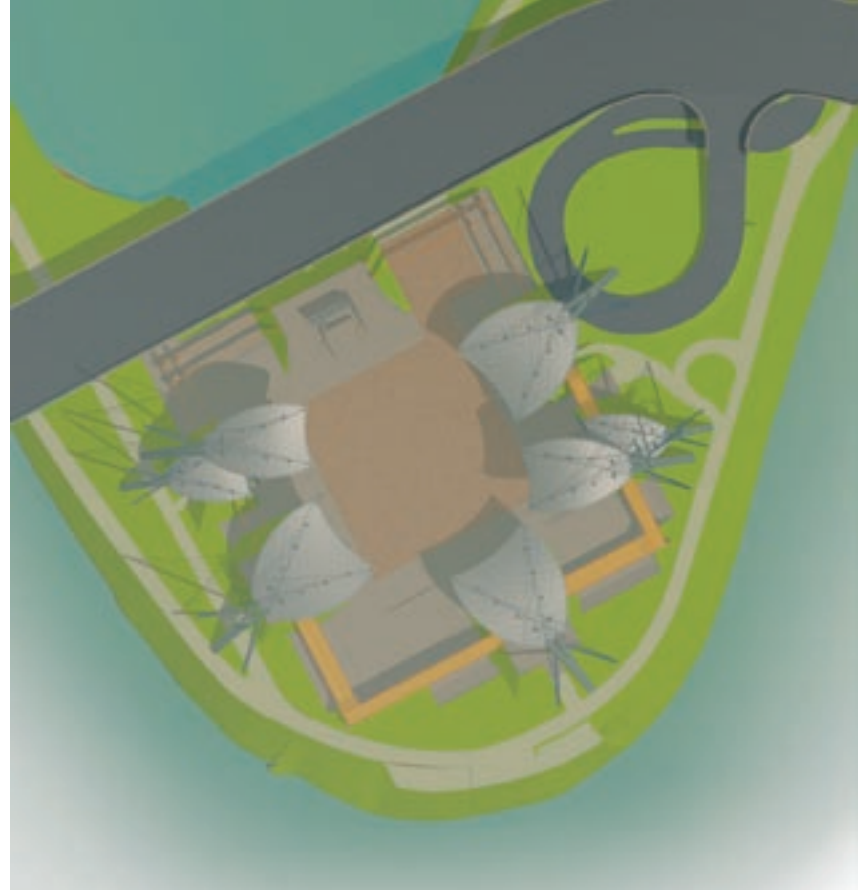
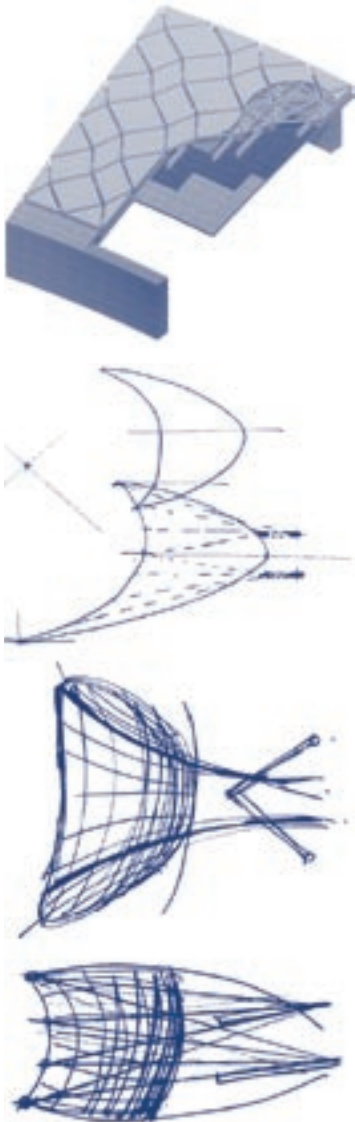
<u>TOTAL PROJECT COSTS:</u>	<u>C\$ 4918.00</u>
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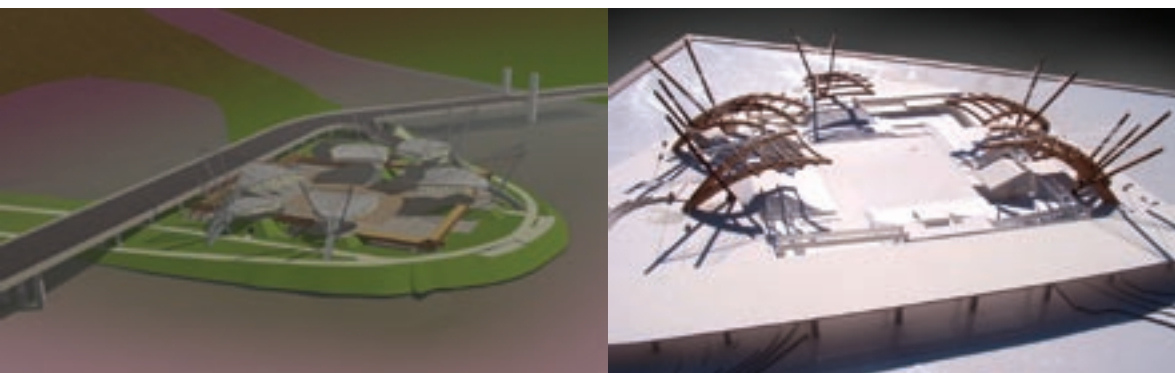
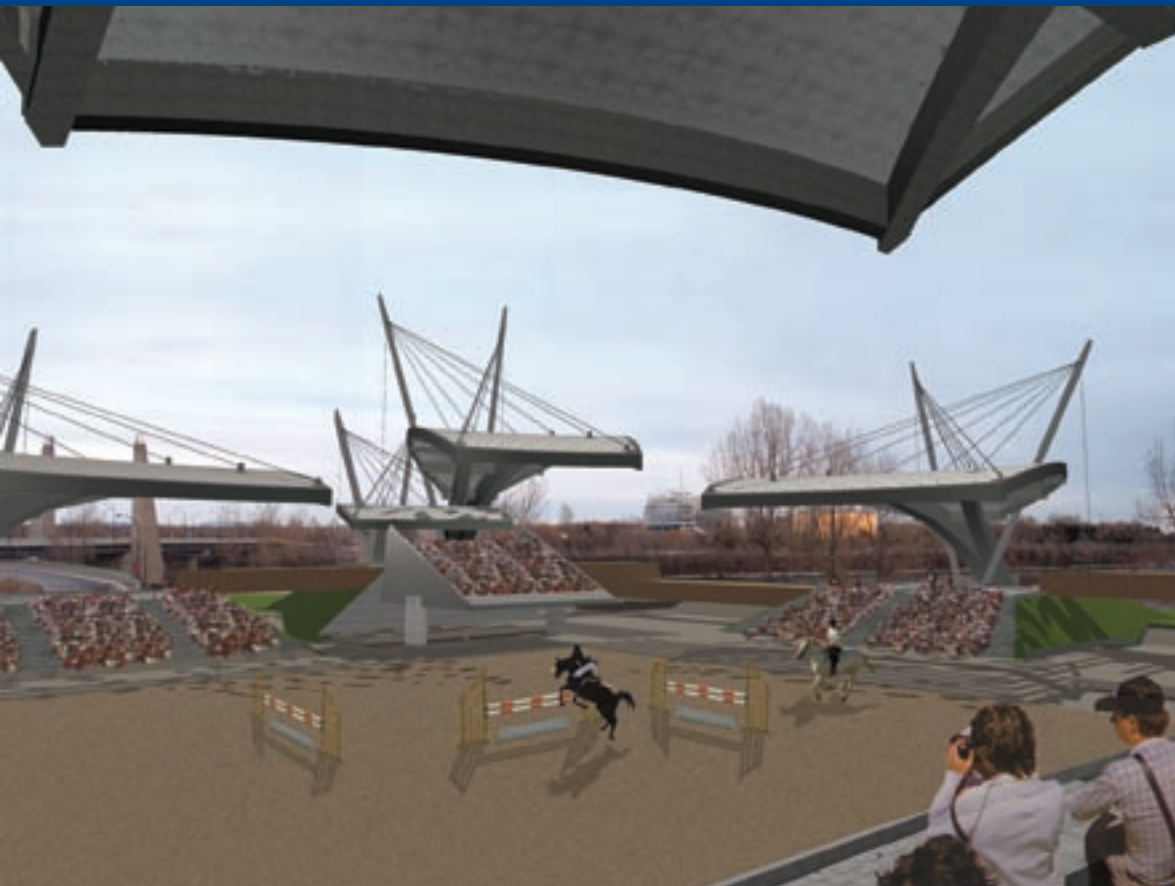
Montréal International Equestrian Centre (Winter 2004)

The goal was to develop a new use for an abandoned outdoor theatre, a remnant of Expo 67, and to design a roof cover to accommodate this new use, while maintaining its outdoor quality. The site, Place des Nations, was one of the main event spaces created on Île-Sainte-Hélène, in Montréal.

The design was developed through sketches, as well as physical and digital modeling. Further, the objectives of this project emphasized the structure, the assembly and the experience of the proposed design.



This page, clockwise from top left: Transverse section through performance ring; Site plan; Conceptual sketches; Compositional assembly of roof shell assembly.



This page, clockwise from top left: Experiential view; Typical roof shell assembly; Exploded Axonometry of typical roof shell assembly; Physical site model; Digital site model.



Personal Information



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w: www.cjh.ca
t: (450) 465.6271

Personal Information

Date of Birth 12 August 1982
Citizenship Canadian, Irish
Languages English, French

Education

2001 - present School of Architecture, McGill University
815, Sherbrooke Street West, Montréal (Québec) H3A 2K6 • CANADA
• Master of Architecture, expected, December 2005
• Bachelor of Science (Architecture) June 2004

March - July 2003 Student exchange program – Architecture Program,
Faculty of the Built Environment, University of New South Wales
UNSW, Sydney (New South Wales) 2052 • AUSTRALIA

1999 - 2001 Marianopolis College
3800, Côte-des-Neiges, Montréal (Québec) H3H 1W1 • CANADA
• Diploma of Collegiate Studies, Pure & Applied Sciences

1994 - 1999 Macdonald Cartier High School
7445, chemin de Chambly, Saint-Hubert (Québec) J3Y 3S3 • CANADA
• Diploma of Secondary Studies
• International Baccalaureate Middle Years Program Diploma

Awards

2004 Wilfred Truman Shaver Traveling Scholarship, McGill University School of Architecture

2004 Distinction, Dean's Honour List, McGill University

2003 Clifford C. Wong Scholarship in Architecture, McGill University School of Architecture

2003 Scholarship for First Professional Degree Candidates,
American Institute of Architects / American Architectural Foundation

2002 Favretto Scholarship in Architecture, McGill University School of Architecture

2001 Hugh Brock Entrance Scholarship, McGill University

2001 Local Excellence Award, Canada Millennium Scholarship Foundation

BACHELOR OF SCIENCE (ARCHITECTURE)

Credits Grade

Credits Grade

Fall 2001

ARCH 201	Communication, Behaviour & Architecture	6	A-
ARCH 217	Freehand Drawing 1	1	B+
ARCH 250	Architectural History 1	3	B+
CIVE 205	Statics	3	A

Winter 2002

ARCH 202	Architectural Graphics & Elements of Design	6	A
ARCH 218	Freehand Drawing	1	B+
ARCH 240	Organization of Materials in Building	3	A-
ARCH 251	Architectural History 2	3	A
CIVE 283	Strength of Materials	4	A

Summer 2002

MATH 323	Probability Theory	3	A
ARCH 541	Selected Topics in Architecture 2	3	A-

Fall 2002

ARCH 303	Design and Construction 1	6	A
ARCH 321	Freehand Drawing 3	1	B+
ARCH 375	Landscape	2	A
ARCH 378	Site Usage	3	A
CIVE 385	Structural Steel & Timber Design	3	A
FACC 220	Law for Architects & Engineers	3	A

Winter 2003*Exchange Term: University of New South Wales, Australia*

ARCH 1301	Architectural Design Studio 1	(6)	DN
ARCH 1321	Architectural History & Theory 5	(3)	HD
ARCH 1371	Architectural Technologies 5	(3)	HD
BENV 1341	Design Modelling & Visualisation	(2)	DN
CVEN 1024	Dynamics	(3)	HD

(HD: High Distinction, >85%; DN: Distinction, >75%)

Summer 2003

ARCH 324	Sketching School 1	1	B+
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Fall 2003

ARCH 405	Design and Construction 3	6	A
ARCH 447	Electrical Services	2	A
ARCH 528	History of Housing	3	A-
CIVE 492	Structures	2	A
MIME 310	Engineering Economy	3	A

Winter 2004

ARCH 322	Freehand Drawing 4	1	B+
ARCH 406	Design and Construction 4	6	A-
ARCH 451	Building Regulations & Safety	2	A
CIVE 388	Foundations & Concrete Design	3	A

Cumulative Undergraduate Grade Point Average: 3.85 / 4.00

MASTER OF ARCHITECTURE**Fall 2004**

ARCH 540	Selected Topics in Architecture 1	3	*
ARCH 550	Urban Planning 1	3	A
ARCH 554	Mechanical Services	2	A
ARCH 672	Architectural Design 1	6	A-

(* indicates a course with an extension granted.)

Winter 2005 (in progress)

ARCH 527	Civic Design	3	
ARCH 551	Urban Planning 2	3	
ARCH 555	Environmental Acoustics	2	
ARCH 671	Design Research & Methodology	4	
ARCH 674	Professional Practice 1	2	
ARCH 675	Professional Practice 2	2	
ARCH 676	Specifications and Building Costs	2	

Cumulative Graduate Grade Point Average: 3.83 / 4.00

