

ARCHITECTURAL DESIGN COMPETITION

FOR

FERRY TERMINALS AT

VYTILLA & FORT KOCHI

2017





Introduction

Queen of the Arabian Sea, Kochi, is a major port city on the west coast of the Indian Peninsula and also one of the most densely populated city in the state of Kerala. The fastest growing city in the state has witnessed substantial economic investment and growth in the last decade. To cater to the growing mobility needs of the resident population as well as the floating population which includes the workforce and tourists coming to the city, Kochi Metro project is being implemented by Kochi Metro Rail Limited (KMRL).

Kochi Water Metro

With the city growing exponentially and the limited available road space getting choked with increasing number of private vehicles, Kochi has decided to adopt more sustainable mass public transport options. Along with the introduction of the metro rail, the city plans to revive its traditional modes of mobility such as the waterways. Globally the cities with waterfronts have invested and developed with rigor and maintained their passenger water borne transport systems and are constantly upgrading the system. Kochi, with the proposed seventy eight passenger boats fleet and about thirty eight jetties or piers, shall only be the second largest water transport system for passengers after Venice.

The project is part funded by German funding agency M/s KfW and by the Government of Kerala.

*“Connecting People,
Connecting Destinations,
Connecting Opportunities”*

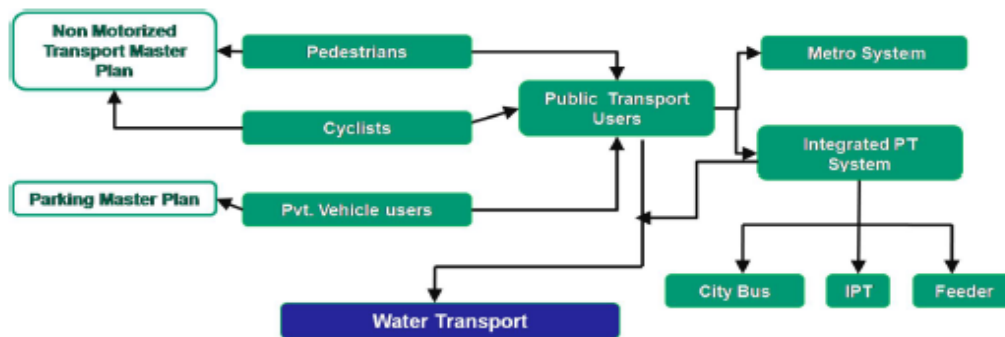


The water transport system envisaged for Kochi focuses not only on the ferry services as the mode for public transportation but also envisions a holistic development of the areas being connected by waterways by integrating the waterway system with the other public transport systems of the city.

The Competition

The Competition is organized by KMRL for the architectural design of two new ferry terminals of Kochi Water Metro.

Participants are tasked with creating designs for the new Ferry Terminals at Vytilla and Fort Cochin. The designs should be sensitive to the unique environment in which the terminal will be located, while at the same time, has the potential to become an iconic landmark in its own right.



Key Design Considerations

The successful concept design will demonstrate appropriate consideration of (but not limited to) the following design requirements:

The terminal is the primary entry point to the ferry network. It is the point where ferry users:

- Board (and alight from) ferries
- Obtain information
- Transfer to and from other methods of transport

Terminal users will arrive as:

- Pedestrian and cycle users
- Inter-model public transport transfers
- Drivers and passengers of private vehicles

Terminals shall be planned with the following basic parameters:

- The overall appearance of ferry terminals should be bright, clean, efficient and consistent with a modern public transport system providing simple and clearly defined pedestrian and vehicular paths that avoid conflict.
- It is proposed to develop a minimum of one acre of land around the jetty/hub with the a Floor Space Index (FSI) of 1. The property development shall include restaurants, ATMs, play-pools, retail shops, service shops such as cycle repair etc.
- Meet and Greet places and taxi stands (if provided) are placed adjacent to the bus stop, as close as possible to the terminal entry, but without disadvantaging bus transfer.

General Design Principles

- **Context:** Seeing that buildings, places and spaces are part of the whole town or city
- **Character:** Reflecting and enhancing the distinctive character, heritage and identity of our urban environment
- **Choice:** Ensuring diversity and choice for people
- **Connections:** Enhancing how different networks link together for people
- **Creativity:** Encouraging innovative and imaginative solutions
- **Custodianship:** Ensuring design is environmentally sustainable, safe and healthy

Functional Design Principles:

- Access paths connecting to the street and to bus stops and car parks should also meet universal accessibility criteria. Paths should be wide enough for two-way streams of passengers to pass allowing also for wheelchairs and cycles.
- Ferry terminals will have common features or themes that identify them as part of the PT Network but, where possible, will also have a connection to local identity and heritage - subject to cost and design practicality.
- Terminals will be designed for efficient passenger movement to reduce delays and congestion and for logical passenger flows from entrance, through ticketing to a waiting area, and to the embarkation point.
- There should be a provision to expand the terminal for the increased passenger flow over the master plan horizon

Environmental Sustainable Design Principles:

- Ferry terminals should be designed in context with the surrounding urban and natural environment to minimize impact while designing to a level appropriate to the scale and nature of the network

Holistic Design

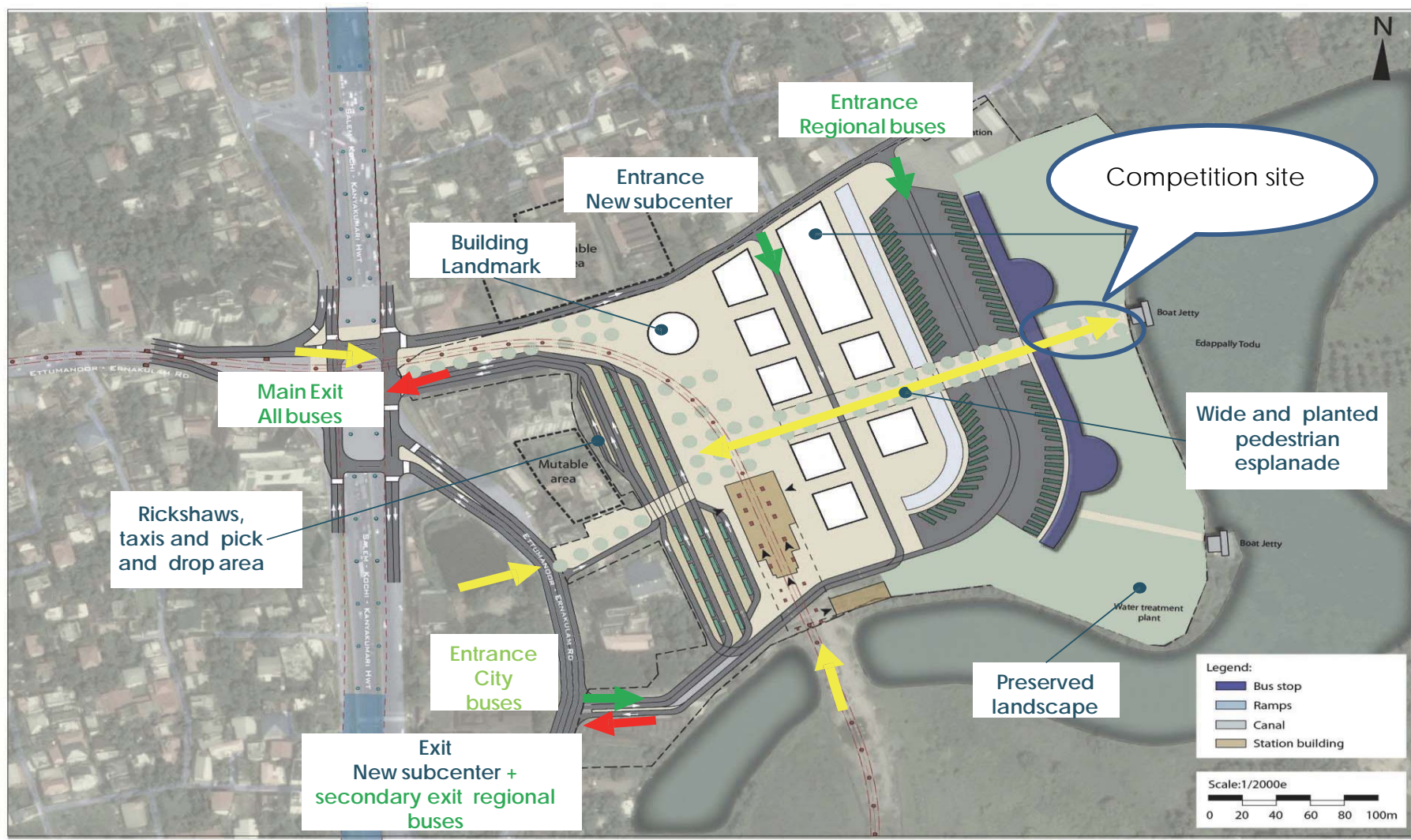
- *Future proofing*
As the design of a remodeled or new terminal evolves, due care must be taken to not preclude further enhancements, changes in patronage or services. Design should make provision for increases in services and an increase in the level of amenities provided. The design should make allowances for future systems such as 'Real Time Passenger Information' and 'Integrated Ticketing'.
- *Constructability*
All elements of the proposed design may be subject to a review of their ease of construction within a live ferry network and urban environment. The design should allow for offsite fabrication and precast elements that will minimize the onsite activities.
- *Whole of Life Design*
The 'whole of life' principle that solutions should be cost effective in capital terms and minimize ongoing operational costs applies to all aspects of terminal design.

General:

- The design shall be modelled in compliance with the "References" mentioned in the document.
- There should be a provision to expand the terminal for the increased passenger flow over the master plan horizon.



VYTILLA Mobility Hub



Key plan

Yellow arrow: Pedestrian and cyclists entrances into the hub

Yellow line: New pedestrian link

Dark blue square: New bus terminal

Light blue square: New building

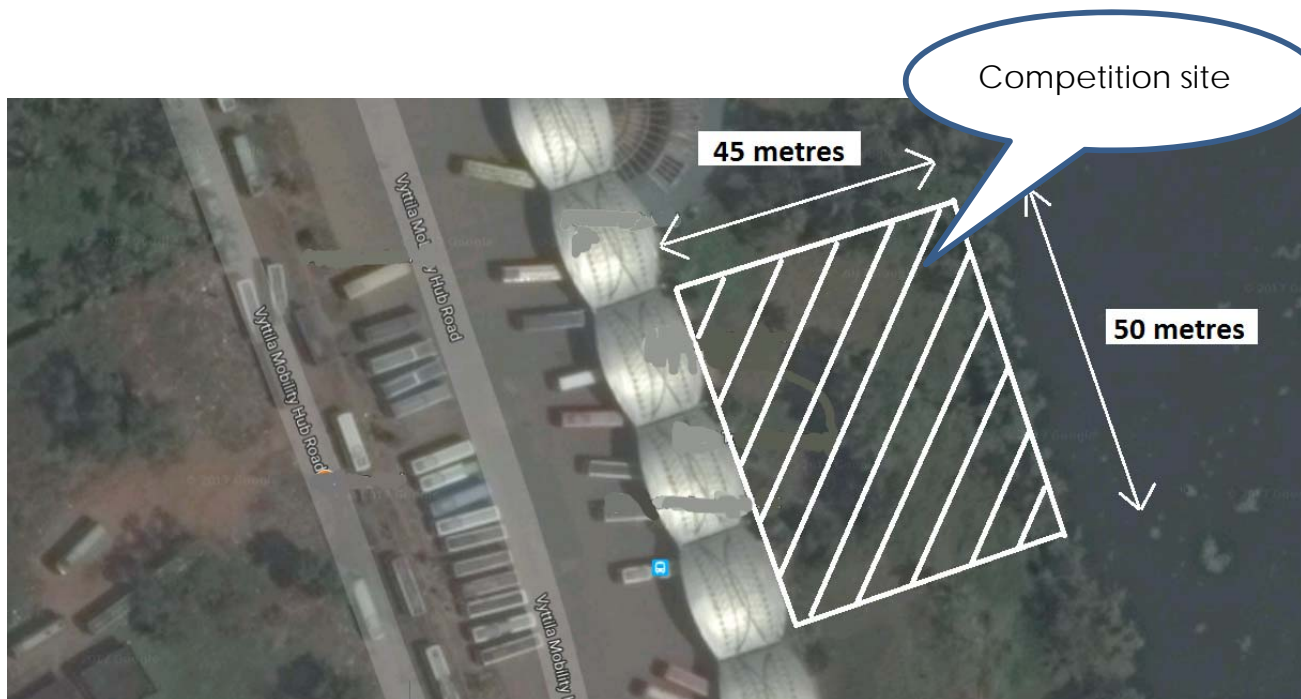
Design Competition



VYTILLA Mobility Hub

Integrated public transport terminus at Vytilla known as Integrated Mobility Hub has been set up to ease congestion within the city limit, it acts as a converging point for various modes of public transportation like intra-city and long distance buses, metro rail and boat services. The Mobility Hub provides space for 170 buses, 2000 car bays, 50 inter-state buses parking bays, 5,000 two- and three-wheeler parking bays and a boat jetty with 3 piers for ferry transport. A shopping mall and commercial towers are planned in the second phase to sustain with additional revenues.

The peak hour boarding and alighting at this terminal are estimated to be 476 passengers initially and 857 passengers by the year 2035. The layout area of the terminal shall be calculated for maximum 600 passengers at a time .



(Location Sketch)

Vytilla ferry terminal falls under two(2) proposed routes –

- Eda kochi to Info park.
- Vytilla to Info park.

The Vytilla mobility Hub infrastructure is built in a way complementing with the modern and urban landscape of Cochin. The same concept design may be envisioned for the Ferry Terminal incorporating a blend of the local cultural & traditional aspects.

FORT KOCHI



Picture:1

Santa Cruz Cathedral Basilica (one of the eight [Basilicas](#) in [Kerala](#) & is counted as one of the heritage [edifices](#) of [Kerala](#))

Fort Kochi owes its grace and historical ambience to the old buildings and worshipping centers there. Structures of architectural significance are noted in Fort Kochi.

At different times in its history, three colonial powers had occupied the area for centuries. All of them left indelible marks on Fort Kochi's geography and culture, and made significant contributions to art and architecture. It is the old buildings which most clearly reveal this deep-rooted colonial influence

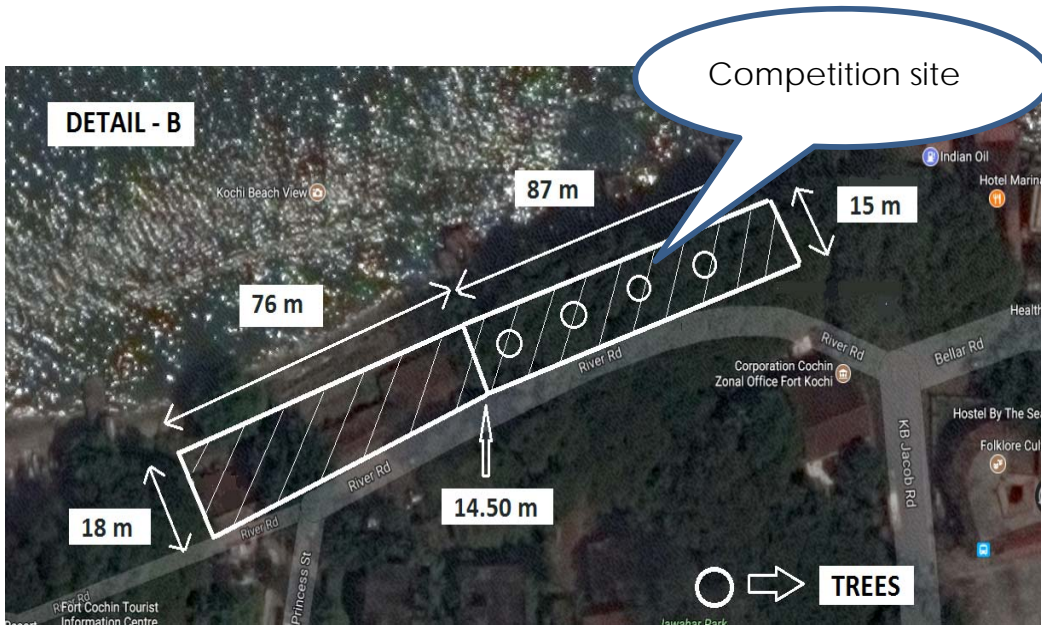


Picture :2
Saint Francis CSI Church
(Originally built in 1503 it is the oldest European church in India)

The Portuguese were the first to reach Kochi and they were closely followed by the Dutch in 1663. They founded Fort Kochi, established factories and warehouses, schools and hospitals and extended their domain in the political and religious fronts.

Archaeological and Historical monuments are noted near Fort Kochi. The architect needs to identify impact on it due to air, noise or vibration during ESIA.

FORT KOCHI



Detail :B (Location Sketch)

The peak hour boarding and alighting at this terminal are estimated to be 3700 passengers initially and 7750 passengers by the year 2035. The layout area of the terminal shall be calculated for maximum 600 passengers at a time .

There are four large and old trees at the proposed location, participants are requested to design /model the ferry terminal building considering the trees as an integral part .Participants are highly encouraged to visit the location to have a real feel of the location

Fort Kochi records the 2nd highest ridership after Ernakulum jetty. The route between Fort Kochi and Vypeen is the major route, with about 12,000 passengers commuting daily.

Fort Kochi –Vypeen carries the maximum daily vehicular traffic of 1225.



Key plan

Eligibility

The competition is open to all.

Design proposals can be developed individually or by teams (4 team members maximum).

The competition is also open to Architectural firms , Architectural students, schools, and colleges offering architecture/design studies.

Submission Requirements

1. Participants are required to submit four (4) A2 landscape-orientated presentation boards with sketches, plans, sections, elevations, diagrams, renderings, and/or other presentation tools to explain their proposal.
2. Presentation boards must not indicate any information related to individual's/ team's identity other than the sheet numbers.
3. The presentation boards / design report shall also be submitted in soft form in CD format.
4. A design report (A4 size) compiling the design methodology and design considerations.
5. All information provided in writing must be in English.
6. Filled-up Registration form attached as Annexure-I in this document shall be scanned and sent via email to ajith.nair@kmrl.co.in for generation of registration number.

Disqualifications

Competition entry shall be disqualified if -

- It is not submitted in the prescribed guidelines / format.
- If applicants try to influence the board of assessors or indulge in coercion.

References

- Guidelines and space standards for Barrier Free Built Environment for Disabled and Elderly Person” CPWD
- Model Building Bye-Laws- 2016 Ministry of Urban Development, Government of India
- National Building Code 2005
- Kerala Municipality Building Rules 1997
- Kerala Panchayat Building Rules 2011
- WSF Terminal Design Manual M 3082.05
- Regulation for Developments in the Special Tourism Zone – Fort Kochi
- Leed or Griha
- NFPA 303 – Fire Protection Standard for Marinas & Boatyard

Queries and clarifications

- All participants are requested to personally visit the locations to have a real feel of the location and architecture surrounding the location
- Any technical queries shall be addressed to AGM (WM) , Email ajith.nair@kmrl.co.in .

Prizes

Vytilla		Prize money Rs 50, 000/-		Vytilla
Fort Kochi		Prize money Rs 50, 000/-		Fort Kochi
1st Runner up vytilla		Prize money Rs 25, 000/-	1st Runner up Fort Kochi	Prize money Rs 25, 000/-

Kochi Metro Rail Limited under their flagship project kochi water metro is committed to the construction of the both vytilla and Fort Kochi terminals in 2018, with all winning and honourable mention designs to be put forward for consideration for the final design of the terminals.

In addition to the prize money as above ,a special mention of the architect's / firm name will be displayed in the respective Ferry Terminal and will also be published in newspaper articles relevant to KMRL.

Jury & evaluation process

- The jury panel constituted by KMRL from eminent personalities will be responsible for setting the criteria that participants need to fulfil based on the site and brief and will evaluate each submission accordingly.
- Kochi water metro terminal architectural design is a competition, which encourages participants to experiment with the limits of architecture. The jury may choose to reward projects that show a high degree of creativity, even if they breach any of the rules, as long as it's justified and can be constructed economically.



Registration Opens
20 August 2017

Queries , clarifications &
Registration closes
10 September 2017

Submission Closes
30 September 2017

Jury Evaluation
05 October 2017

Results
10 October 2017

Design Competition





**ARCHITECTURAL DESIGN COMPETITION
REGISTRATION FORM**

(All entries in block letters)

Registration No. : - **(For Office use only)**

Participant (s)/ Firm /
Name (s) (1) Mr. / Ms / M/s.

Category : Individual (s) Firm

If an Individual,
Any Govt.
Issued ID Card: Type ID No.

If an Firm, Registration No. of Firm :

Contact No. Alternate No. if any

E-mail ID :

Details of Team Member(s)

(2) Mr. / Ms. E-mail.

(3) Mr. / Ms E-mail.

(4) Mr. / Ms. E-mail.

Address: (In case of entry by a team, give the address of the first mentioned person who will be registered by the promoter as a leader.)

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Signature of the Participant (1)

Important Dates:

Registration Closes on : 10 Sep 2017

Submission Closes on : 30 Sep 2017

Result Declaration : 10 Oct 2017

- The filled-up scanned copy of this form shall be e-mailed to ajith.nair@kmrl.co.in
- Registration number & confirmation will be sent to the e-mail ID provided herein.

This registration is not transferable.

Any queries shall be addressed to AGM (WM), e-mail : ajith.nair@kmrl.co.in