

# 传统与现代

Traditional Modernity

汉英对照版  
(韩语版第363期)

韩国C3出版公社 | 编  
大连理工大学出版社



建筑立场系列丛书 No.47

C3

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王晓华 曹麟 时真妹 曹硕 张琳娜 刘九菊 周一 蒋丽 | 译

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## 城市交通的转变

# Transforming Urban

随着科技的发展和运输速度的提高, 车站和运输枢纽的角色变得越发复杂, 亟待改善它们的需求客观上创造了机会, 让人们重新思考车站的分类以及车站与城市和公共区域的关系。公共休息室、零售区、交流区、城市的标志区和重大活动的举办场地在过去的交通枢纽中都体现得不太明显。现在的交通急需实现与其他交通模式的有效连接, 随着迈向信息时代社会的速度的加快, 更好地建设基础设施的要求也在增长。而随着预计的人口增长和全新规划的运输网络, 城市交通建筑经历了变革, 一方面需要升级它的功能性, 另一方面需要以21世纪的新精神来重新建立。城市交通新建筑如何展示自己, 对改变城市的形象、加强城市的连接功能以及未来的发展方面有很大的影响。

交通运输的基础设施是如何定义我们的城市结构的? 公路、自行车道和人行道是最基本的公共区域, 它们支撑着我们的运输方式, 同时定义着城市的总体格局。在宏观水平上, 公路、航道和领空决定着城市区域如何连接彼此的空间。城市规划观点中认为宏观和微观的结合点是交通枢纽、港口和火车站, 它们将不同的交通模式结合在一起。机场通常被规划在城市核心之外, 而游轮码头可以靠近城市中心, 重要的火车站或地铁站通常规划在城市肌理的腹地, 即使不是在中心, 也要决定着城市的重要中心和发展。

As technology and the speed of transportation improve, the role of the stations and transportation hubs has become more complex, and the need to improve them creates opportunities in rethinking the typology of the station and its relationship with the city and the public realm. Lounges, retail, communication, branding of cities and even event spaces are programs that were less evident in the historic transportation hubs. Better efficiency to connect to other modes of transport is desired, and thus a need for better infrastructure is growing as the speed of our information age society increases. As projected population unfold and the new transport network is proposed, the architecture of urban transportation is going through an evolution to upgrade its functionality while at the same time reestablishing itself in the spirit of the 21st century. How the new architecture of urban transportation manifests itself is having effect in the transforming of the city's image, urban connectivity and future development.

双子车站\_Twin Stations/Spora Architects

鹿特丹中心火车站\_Rotterdam Central Station/Team CS

洛格罗尼奥高速列车站\_High Speed Train Station in Logroño/Ábalos + Sentkiewicz Arquitectos

加里波第广场\_Garibaldi Square/Dominique Perrault Architecture

白湾邮轮码头\_White Bay Cruise Terminal/Johnson Pilton Walker

城市交通的转变\_Transforming Urban Transportation/Andrew Tang



# Transportation

近几年,出现了一种需求,即重建旧的车站来满足人口增长的需要,或者建立新的车站来满足新的路线和科技的需要,像穿过欧洲的高速列车网络。这需要建立更有吸引力和有效的交通枢纽,而这个交通枢纽或者建在原来城市的腹地,或者形成一个新的交通枢纽,来创造一个新的机会,这样不仅建造了一座新的建筑,重建城市受欢迎的形象,而且能在再次促进增长的同时改造周边的公共领域。这个交通枢纽在地区水平和当地水平之间重新建立了连接性和城市连贯性。重新思考车站的类别,这一机遇解决了处理大型建筑物问题,然而具有讽刺性意味的是,在很多地方,大型历史建筑物都被用来区分街区、设置边界,且氛围不受欢迎且不安全。今天,科技允许我们在传统车站上面和下面建造分层,我们看见埋入地下或抬离地面的火车轨道、增加的多功能商务项目,重新连接的城市。新的车站是多层次的,有清晰的视线和明亮的日光效果,是公共空间的延伸。用作交通枢纽的新建筑是城市改造的催化剂,相对于过去,这展现了今天的数字时代。

How does infrastructure of transportation define our city structure? Roads, bicycle lanes, and sidewalks are on the very basic level of the public realm that supports our transportation methods while defining the general layout of our city. On a macro level, Railroads, Waterways, and Airspace are spaces that defined how one urban region connects to another. The coming together of the micro and macro on an urban planning perspective is often transport hubs, ports or stations that bring these various modes of transport together. While airports have traditionally been planned outside the urban core, cruise terminals can be placed closer to the center, and major train or subway stations are often planned deeper into the city fabric and define an important focus and development of the city, if not in the center.

There is a need in recent years to renew older stations to accommodate growth in population or build new ones to cater for new routes or technology such as the high-speed trains network throughout Europe. This needs to create a more attractive and efficient transportation hub, either deep in the original urban context or to establish a new one, offering an opportunity to not only create a new building and reestablish the city's welcoming image, but regenerate growth, and transform the public realm around it. It reestablishes the connectivity and urban coherency between the regional level and the local level. The opportunity to rethink the station typology addresses the challenges of the large footprint of a building that ironically in many places have

位于尼泊尔的由Dominique Perrault建筑事务所设计的加里波第广场是一个基础设施案例,它重新定义了公共空间。这个项目改善了尼泊尔中央车站前原有的主要广场,同时为建造一座全新的地下地铁站留出空间。这处新型代表性公共空间连接着两个车站,围合了有轨电车道,且建造了停车场,重新规划了交通流线,使广场成为尼泊尔运输系统中最复杂的运输枢纽。在一系列八棵金属制成的人工树下,地下的商业长廊展现了阴影的交织,同时遮盖了连接原有中心车站的几何结构。天篷的穿孔金属板创造不断改变的外观,即三种变化的图案。公共雕像和火车站中间的道路作为主轴将广场分开。围绕地铁站的公共空间具备城市人行道的特征,主路的另一边是带有池塘和其他景观特征的软景花园。

其他城市的交通枢纽通过与水的连接发挥了作用。位于悉尼港,由约翰·皮尔顿·沃克设计的白湾邮轮码头是一个便利设施,成为澳大利亚休闲游船项目的延伸。这个设计利用了现存的、古老的桥式起重机

historically divided neighborhoods, set borders, and established an unwelcoming and unsafe atmosphere. Today, as technology allows us to create layers above and below the traditional station, we see train tracks buried or lifted, mix-use commercial programs added, and urban continuity relinked. The new station is multi-leveled, with clear sightlines and daylight, and is an extension of the public space. The new architecture of the transportation hub is a catalyst of urban transformation that is expressive of the digital era of today with respect to the historical one.

The Garibaldi Square in Naples by Dominique Perrault Architecture is an example of infrastructure redefining the public space. The project improves the existing main square in front of Central Station of Naples, while providing a new address to the underground metro station. The new representative public space links the two stations, borders a tramline and includes car parking and the rearrangement of traffic, making the square one of the most complex transport hub in Naples transport system. Under the series of eight metallic "trees", the commercial gallery below ground level enjoys the shadow-play and shading of the geometric structure that relates to the existing central station. The perforated metal on the canopy provides an ever-changing appearance in variations of three patterns. A road as a main axis between the public statue and the train station divides the piazza however. While the public space surrounding the metro station is of an urban pedestrian character, the other side of the main road is made



结构来支撑优雅的波浪形天篷。这个结构原来是20世纪60年代悉尼和欧洲国家之间的集装箱船运流程的一部分,它允许建筑师创造出内部的空间,用灯光来支撑自由、通风、流动的内部空间,勾勒出城市天际线的全景。建筑拥有工业特征,将一个老化的工业场地变成一次有纪念意义的体验,并给城市和广阔的航道网增添了一个迎宾大门。

通过重塑城市交通枢纽来进行的另一个大型城市特征改造在最近于鹿特丹开放的中心火车站得到体现。CS团队,即Bentham Crouwel建筑师事务所、MVSA建筑师事务所以及West 8城市设计与景观建筑事务所合作设计了这一项目。最近十年,这个项目一直都在建设当中,同时每天火车都在正常运行。富有意义的古老车站被重新开发,来满足2025年即将增长到323 000人的客流量。这一增长不但代表重要的交通枢纽变化的需要,而且还是欧洲高速铁路路网的一部分。这个项目的北部是19世纪的住宅区,南部是繁荣的当代城市中心,该建筑将它们与一个商业长廊和一个地面自行车隧道连接起来,同时铁路和站台被提高了一个层次。从实用性方面来看,这个项目解决了多层次交通枢纽的功能复杂性,

up of softer green garden spaces with ponds and other landscape features.

Other cities' transportation hubs are leveraged through its connectivity to water. The White Bay Cruise Terminal in Sydney Harbour by Johnson Pilton Walker is a facility that serves the expanding leisure cruise industry in Australia. The design utilizes the existing historic gantry crane structure to support an elegant wavy canopy roof. The structure was once a part of the container shipping operations between Sydney and Europe in the late 1960's. The use of this structure allows the architects to create an interior space that appears to support a free and hence airy, flexible use of space with daylight framing a panorama of the city skyline. The architecture embraces the industrial character and transforms the fading industrial site into a memorable experience while adding an iconic welcoming gateway to the city and its extensive waterway network.

Another significant transformation of a city's character through the remaking of its transportation hub can be seen in Rotterdam with its recent opening of the Central Station. Team CS, a collaboration of Bentham Crouwel Architects, MVSA Architects and West 8, designed the project that has been in the making for the last ten years while daily use of the trains was in operation. The previous historically meaningful station had to be redeveloped to cater for the growth of daily travelers of 323,000 by 2025. This growth represents not only a need for a significant transportation hub of the region but also a part of the European High Speed Line network. Located between a 19th Century residential area to the north

主要通过清晰且有序连贯的运输序列来完成:火车、地铁、电车轨道、公交车、出租车和汽车车站、停车场,以及5200个地下自行车车位。从建筑学方面来说,这个项目以北部覆盖了全部轨道的玻璃屋顶为特征,这一特征与精致的居住特征相匹配。南部设有一座大厅,带有闪光的雕塑屋顶,契合了周围环境中的现代摩天大楼。为了和城市的历史相连接,来自战后车站的装饰品融入新设计中,包括旧时钟、霓虹字、旗杆以及两个标志着自行车隧道入口的花岗岩雕塑。鹿特丹中心火车站在城市中的影响可以在周围的公共空间中感受到,尤其是车站广场将人行横道引入城市中心,接受来自两边都是Y形人工树的步行大道的人们的致意。人工树与车站内部的钢铁结构相映衬。车站北部的公共区域将现行隧道改道,使其好像仍处在过去的场景中,且靠近入口处,将水、树和绿化带结合在一起,创造出受欢迎的城市形象。一条温暖的、红色花岗岩铺成的车站公共空间像毯子一样从北到南,从内到外地覆盖了车站的公共区域,将原来的港口小镇变成一座友好的世界级港口城市。

Abalos+Sentkiewicz建筑事务所设计了一个类似的但是更大的城市

and a contemporary thriving city-center to the south, the project bridges the two worlds with a commercial passage and a bicycle tunnel on ground level while the rails and platforms are lifted one level above. The project pragmatically addresses the functional complexity of a multilevel transport hub with a clear, coherently organizing array of transportation: trains, an underground metro, trams, buses, taxis and car drop-offs, car park and an underground bicycle parking of 5,200 stalls. Architecturally, the project features on the north a glass roof that covers all the train tracks, matching the delicate residential character, and on the south, it showcases a grand hall with a glimmering sculptural roof that corresponds to the contemporary skyscrapers in its surrounding. To connect with the city's history, ornamentation from the previous post-war station is re-integrated into the new design, such as the old clock, neon letters, flag posts, and two granite sculptures marking the entrances of the bicycle tunnel. The urban impact of Rotterdam Central Station can be felt in the public space surrounding the building, especially with the station square leading the pedestrian into the city center, greeted by people from the promenade on both side rows of Y-shape trees, which correspond to Y-form steel columns inside the station. The public realm to the north of the station will reroute the existing canal closer to the entrance as it were in its history, bringing water, trees and green to the welcoming image of the city. A warm reddish-granite "carpet" like station public space from north to south, inside and out, transforms the once harbor town into a friendly world-class port city.

In a similar kind of program but of a larger urban transformation,



改造项目，即位于洛格罗尼奥的高速列车站，从战略方面来看，它被看做是发展和实现城市总体规划的一个催化剂和起点。这个规划试图重新连接城市的南部和北部，主要通过装饰地下火车轨道，使屋顶成为大型城市娱乐公园的一部分，合并景观和建筑来实现。新建的塔楼规划在公园的松散结构中，同时一些建筑楼群沿着边界来设置，以定义城市的上空空间。建筑的三角外形在车站以及上层的公共空间中始终得到体现。三角形雕塑嵌板的特征将天花板与墙体结构融合在一起，展现了位于上空的洞穴式“景观”，使用户在靠近更深层的地下时，能够增强这种体验。人们应该铭记这座建筑追求的目标，因为它推动了景观式建筑的连续性，将生态性统一到城市规划中。

Spora建筑师事务所设计的双子车站是一个改变了布达佩斯的重要基础设施。Szent Gellért tér车站和Fővám tér车站是整个M4地铁项目的一部分。新的车站代表了布达佩斯地下地铁系统的进化，而该地铁系统始于19世纪90年代，终于20世纪90年代。建筑师提出了以21世纪的精神来重新思考这一项目的问题，承认了这一规划空间、结构、建筑和科技

the High Speed Train Station in Logroño by Ábalos+Sentkiewicz Arquitectos is strategically seen as a catalyst and starting point for the new development and realization of an urban masterplan. The plan strives to reconnect the north and south of the city by decking the subterranean train tracks, making the roof an integral part of a wide city recreation park, merging landscape and architecture. New development towers are planned in a loose configuration in the park, while building blocks are planned along the borders to define the urban void. The triangular geometric language of the architecture carries through consistently within the station as well as public space above. The sculptural character of the triangular panels merges ceiling to wall structure, delivering a fresh grotto-like “landscape” above, enhancing the user’s experience as one approaches deeper below ground. The ambition of this project should be noted as it pushes the continuity of landscape-like buildings and the integration of ecology in its urban plan.

An important infrastructure project that is transforming Budapest currently is the Twin Stations by Spora Architects. The Szent Gellért tér Station and the Fővám tér Station are part of the overall M4 Metro Line project. The new stations represent an evolution of the underground metro system of Budapest with the first subway project in 1890s and the last project finished in 1990. The architects therefore posed themselves the question of re-thinking the project in the spirit of the 21st century, acknowledging the original intention of the planned spaces, structure, architecture and technology. The result is to reveal the layers of the predetermined structures and incorporate it in their design. Web-like structural

的原始目的。其结果是在设计中显示出预先决定的结构的层次性，并在设计中将其吸收。网络状的建筑构件成为建筑的特征。水晶造型的天窗使日光照射到地下，实现了与地上世界的完美融合。Fővám tér车站是一个复杂的交通连接站，在上下层都实现了交通形式的变换。这个火车站试图将公共空间从上层延伸到下层。这样的话，项目实现了在城市交通枢纽区给城市居民创造出熙熙攘攘的共享、生活和旅游的大众空间的机会。

交通中心周围的每一个项目都以独特的方式展示出层次性、复杂性，致力于满足新车站不断变化的功能性和多样性的需求。新的基础设施嵌入到城市环境中，不但很好地提高了城市结构的连接性，而且通过上下叠加公共项目来提供双重使用的机会。交通枢纽是一座非常重要的标志性建筑，将人们聚集在一起，且每个项目进而形成了独特的雕塑特征。而近期项目案例的开发创造了进一步发展城市和改善周边环境的机遇。在许多方面，车站允许城市“净化”，并提高公共空间的质量和旅行团体的效率，同时为新城的观光者创造出具有代表性的抵达体验。

members become an architectural feature. The crystal-like skylights bring daylight deep into underground, promoting an integration with the world above. Like the other projects, the Fővám tér Station is a complex traffic junction to interchange one form of transport to another, above and below grade. The stations strive to extend the public space on grade to the ground below, and promote any activities to encourage use of that space. In that way, the project recognizes the opportunity that urban transportation hubs are opportunities to create a bustling common ground for citizens to share, live, and travel.

In their own unique way, each project around the new transportation hub has shown a level of layers and complexity to attend to the functional yet flexible needs of the ever-changing program of the new station. The new infrastructure embeds itself in the urban context that is not only less hindering to the connectivity of the city fabric but offers chances for the double use of that space by stacking public program below or above it. The transportation hub is a significant, iconic building that calls for the coming together of the people and each of the projects has developed its own sculptural language. The development of the recent examples creates opportunities for further city growth and improvement surrounding it. In many ways, the new station allows the city to “clean up” and enhances its public space quality and efficiency for the traveling community while creating a new representative arrival for the visitor of the new city. Andrew Tang





## 双子车站

Spóra Architects

位于布达佩斯的全新的M4地铁线连接了布达的南部和佩斯城的中心（同时也是布达佩斯的市中心），一期工程计划沿着7.34km的线路建造十个车站。在过去的三十年里，布达佩斯的运输方面并没有经过一次大规模的发展。

在20世纪80年代和90年代，M4车站的设计思想和规划反映了70年代和80年代的理念。然而这些车站将要面向安稳跨入21世纪的人们开放。因此，其最具挑战性的目标便是按照原始规划的那样将结构、建筑、技术和空间合理化，同时根据21世纪的精神来重新规划项目理念。项目的一个目标便是鼓励人们使用公共交通工具。建筑师相信车站的建筑质量能够成为人们达成这一目标的工具之一。布达佩斯是一座崇尚折衷主义、浪漫主义以及传统主义的城市，生活在过去，M4则是一处完全不同的世界，是一个地下的世界。因此突出这里是一处公共空间——一处公共地下空间是非常重要的。Szent Gellért tér车站和Fővám tér车站是一对双子车站，都位于多瑙河的河畔。这两座火车站都是由一个（随挖随填的）盒式体量和隧道构成。这个体量由位于不同层次的钢筋混凝土梁进行支撑，最终的结构类似于一张网，如同一个骨架或者骨骼系统一样。

### Fővám tér车站

Fővám tér车站不仅仅是一座地铁站，它还是一个复杂的交通枢纽，是电车、公交车、地铁、船只、汽车和行人交会的场所，形成了一处独特的地上和地下公共开放空间。车站是一个全新的多层城市枢纽，是通往布达佩斯古老市中心的门户。利用自然光曾经是建筑师工作的一个重要方面，在Fővám tér车站的表面，建筑师在车站的上方设计了水晶造型的天窗，能够让自然光抵达室内。

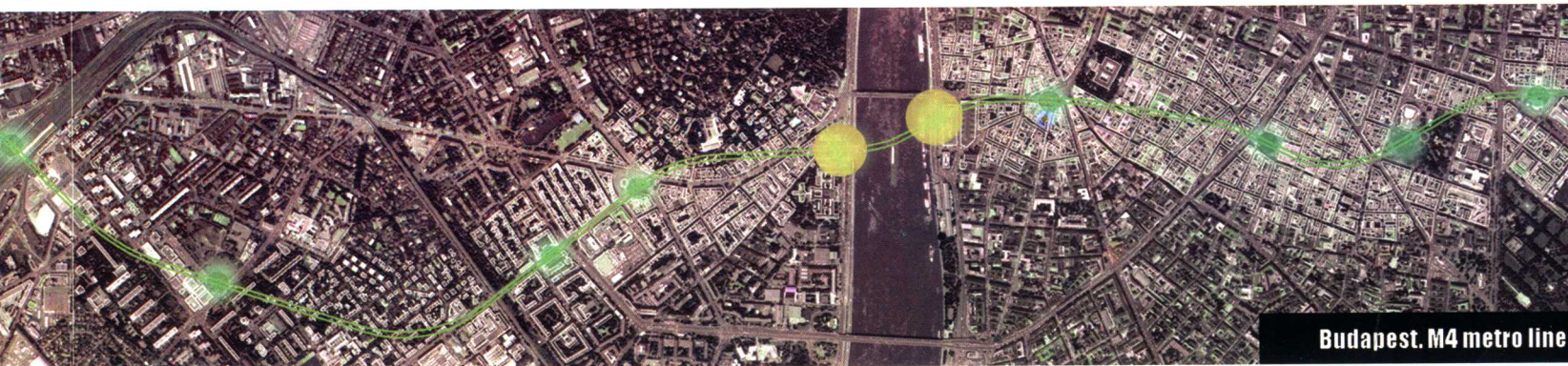
### Szent Gellért tér车站

这座火车站的盒式体量由位于不同层次的钢筋混凝土梁来支撑。

体量的设计由可见的混凝土网格结构来决定。体量为混凝土墙体，被考顿钢覆盖，且设置了两座电梯以及玻璃幕墙，玻璃幕墙面向室内，以在视觉上和物理空间上将部分建筑与表面连接起来。隧道内的墙体和柱子将由马赛克砖所覆盖，极具艺术性，以映射Gellért旅馆使用的Zsolnai瓷砖。

### Twin Stations

The new M4 Metro Line planned in Budapest is to connect South-Buda with the city center of Pest which is the heart of Budapest. Ten stations are to be constructed in the first step along the 7.34km-long line. In the last thirty years there has not been such an ambitious development in regards to transport in Budapest. The concept and previous plans for the M4 were made in the 1980s and 1990s with stations reflecting the way of thinking of the 1970s and 1980s. And yet now the architects will open these stations to passengers living well into the 21st century. Thus the most challenging aim was to rationalize the structures, architecture, technology and space as originally planned while at the same time re-thinking the project according to the 21st century's spirit. One of the goals of the project is to encourage people to use public transport. The architects believe that the architectural quality of the stations can be one of the tools used to get people to do this. Budapest is a city of eclecticism, romanticism, and traditionalism; it is living in the past. The M4 is a different world, an underground world. It is important to emphasize that it is a public space – a public space under the ground. The Szent Gellért tér Sta-



Budapest. M4 metro line



Fővám tér车站  
Fővám tér Station

