



# CAR 停车场 PARKS

深圳市艺力文化发展有限公司 编  
大连理工大学出版社





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## 图书在版编目 (CIP) 数据

停车场: 英汉对照 / 深圳市艺力文化发展有限公司  
编. —大连: 大连理工大学出版社, 2013.2  
ISBN 978-7-5611-7625-2

I. ①停… II. ①深… III. ①停车场—建筑设计—图集 IV. ①TU248.3-64

中国版本图书馆 CIP 数据核字 (2013) 第 025202 号

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出版发行: 大连理工大学出版社  
(地址: 大连市软件园路 80 号 邮编: 116023)  
印 刷: 利丰雅高印刷(深圳)有限公司  
幅面尺寸: 245mm × 290mm  
印 张: 24  
插 页: 4  
出版时间: 2013 年 2 月第 1 版  
印刷时间: 2013 年 2 月第 1 次印刷  
责任编辑: 裘美倩  
责任校对: 王秀媛  
装帧设计: 宋迪迪

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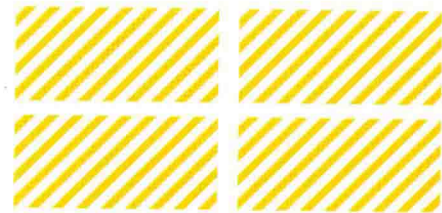
ISBN 978-7-5611-7625-2  
定 价: 360.00 元

电 话: 0411-84708842  
传 真: 0411-84701466  
邮 购: 0411-84703636  
E-mail: designbook@yahoo.cn  
URL: [http:// www.dutp.cn](http://www.dutp.cn)

如有质量问题请联系出版中心: (0411) 84709043 84709246

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中国版本图书馆 CIP 数据核字 (2013) 第 025202 号

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出版发行: 大连理工大学出版社  
(地址: 大连市软件园路 80 号 邮编: 116023)  
印刷: 利丰雅高印刷(深圳)有限公司  
幅面尺寸: 245mm × 290mm  
印 张: 24  
插 页: 4  
出版时间: 2013 年 2 月第 1 版  
印刷时间: 2013 年 2 月第 1 次印刷  
责任编辑: 裘美倩  
责任校对: 王秀媛  
装帧设计: 宋迪迪

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ISBN 978-7-5611-7625-2  
定 价: 360.00 元

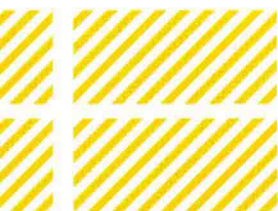
电 话: 0411-84708842  
传 真: 0411-84701466  
邮 购: 0411-84703636  
E-mail: designbook@yahoo.cn  
URL: [http:// www.dutp.cn](http://www.dutp.cn)

如有质量问题请联系出版中心: (0411) 84709043 84709246









# REFACE

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## 序言



Shortly after the introduction of the car as mass transportation, the concern for mass parking became a result. The evolution of parking structures thus has followed the evolution of car traffic through all its phases, from the heroic staging of mobility as celebrated by the modernist movement, to the everyday dependency of the late 20th century, and onward to the increasing rolling back of the cars' dominance over the urban domain that is today the norm in cities worldwide.

Most likely, the further evolution of parking will be a result of the ongoing changes in the nature of mobility, which promise to alter both the way cars are operated as well as their status in the public sphere. So far, however, it is not the basic nature of parking garages as a building type that has changed, but rather their significance in the greater context, which has become the focus of creative design.

在引进汽车作为公共交通工具之后不久，众多停车场也引起了人们的关注。因此，停车场结构的发展是遵循汽车的演变而发展的，贯穿其所有阶段，从庆祝现代主义运动的伟大时期，到 20 世纪后期成为每天的附属品，再到城市里不断增加的车流成为世界各个城市的正常现象。

将来停车场的发展很可能是根据流动性不断变化的性质而发展，其发展承诺既改变操控车的方式也改变停车场在公共领域的地位。不管怎样，到目前为止，停车场作为一种建筑类型的基本性质并没有发生变化，相反，在一个更大的环境下它们的意义将成为创造性设计的核心。



Most examples of parking structures basically consist of only two elements: structure and veil. The choice of structure is intricately linked to the parking layout, choice of ramping principle and building technology available, all with a view to deliver a maximum of parking spaces with a minimum of cost. This part, in essence, is purely rational and almost mathematical – in fact, design algorithms have been implemented which can instantly provide optimized solutions from just a few variables.

This in turn leads to the paradoxical fact that the second element – the veil – often becomes the sole bearer of the architectural intent and design ambition, even though the thickness of the façade is no more than a few centimeters, literally creating a beauty which is only skin-deep.

The assumption lies at hand that therefore the design of parking facilities is a banal task, but this would be disregarding the impact that these structures have on their surroundings, which means that although functionally simple, the parking garage typology requires just as much design quality as a more complex building type to make a successful contribution to the city and landscape.

Creating a user-friendly, pleasant and intuitively navigable layout is key – as it is evident by the countless examples of the contrary, which can be found anywhere in the world. But it is also important to understand the potential that such structures can offer by means of becoming hubs in their own right, and by challenging their inherent nature of mono-functionality.

Especially in the urban context, classical parking structures have revealed themselves as a double-edged sword. On the one hand, they can help free up valuable urban space for public purposes, reduce the barriers of car-filled streets, and at the same time help increase the density and intensity of the urban condition. On the other hand, free standing parking garages, if not cleverly integrated, often lead to monotonous and inanimate street frontage, or even a full disruption of the urban context – and especially larger structures can risk creating traffic barriers of their own.

This is where good design can make the difference, activating the potential of parking as a positive catalyst in the public domain. Not just in the visual appearance, but also in the understanding of the building as a direct continuation of the urban realm, including the need for mixed use and integration of various traffic forms – highlighting the fact that car park should first and foremost be created for people, not cars.

基本上，大多数停车场建筑包含两个部分：结构和顶棚。结构的选择一般与停车场布局、斜坡原则选择和可利用的建筑物工艺有着内在的联系，所有的一切都是为了以最小的成本提供最多的停车位。在本质上，这一部分是很理性、很精确的。事实上，设计算法已经被实施了，这样能够根据几个变量迅速提供一个最佳方案。

反过来，这也导致一个悖论的事实，第二个元素——顶棚——就成了建筑目的和设计抱负的唯一对象，尽管外立面厚度只有几厘米，这简直就是创造一种“表面之美”。

因此，假设即将进行的停车设施设计是一个平庸的任务，但这将忽略掉停车场对周边环境的影响，这就意味着尽管功能上简单，停车场类建筑的设计需要有同更复杂建筑类型一样的设计质量，以便对城市和景观有所贡献。

设计一个容易操作的、舒适的、直观的通行布局是关键——这是显而易见的，世界各地随处可见的反面例子可以说明。但同样也重要的是以成为它们自己中心的方式和通过挑战其单一功能的固有性质，认识这些结构所能提供的潜力。

尤其是在城市环境下，传统停车场如同一把双刃剑。一方面，它们有助于空出更多城市空间用作公共用途，减少街道上的汽车拥堵，同时也可以帮助提高城市环境的利用率。另一方面，一个长期的停车场，如果没有很好地融入环境，往往会形成单调无生气的建筑立面，甚至破坏整个城市环境，尤其是大型停车场本身的存在可能就成为了交通障碍。

这就是为什么好设计能发挥作用，激活停车场作为公共领域正催化剂的潜力。不仅仅是从视觉外观，而且从建筑作为城市领域的直接延伸这一方面来理解，包括各种交通形式综合运用和集成的需要——突出一个事实，停车场首先应该是为人而建，而不是为车而建。



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# PARKING ROTUNDA AT HAMBURG AIRPORT, GERMANY

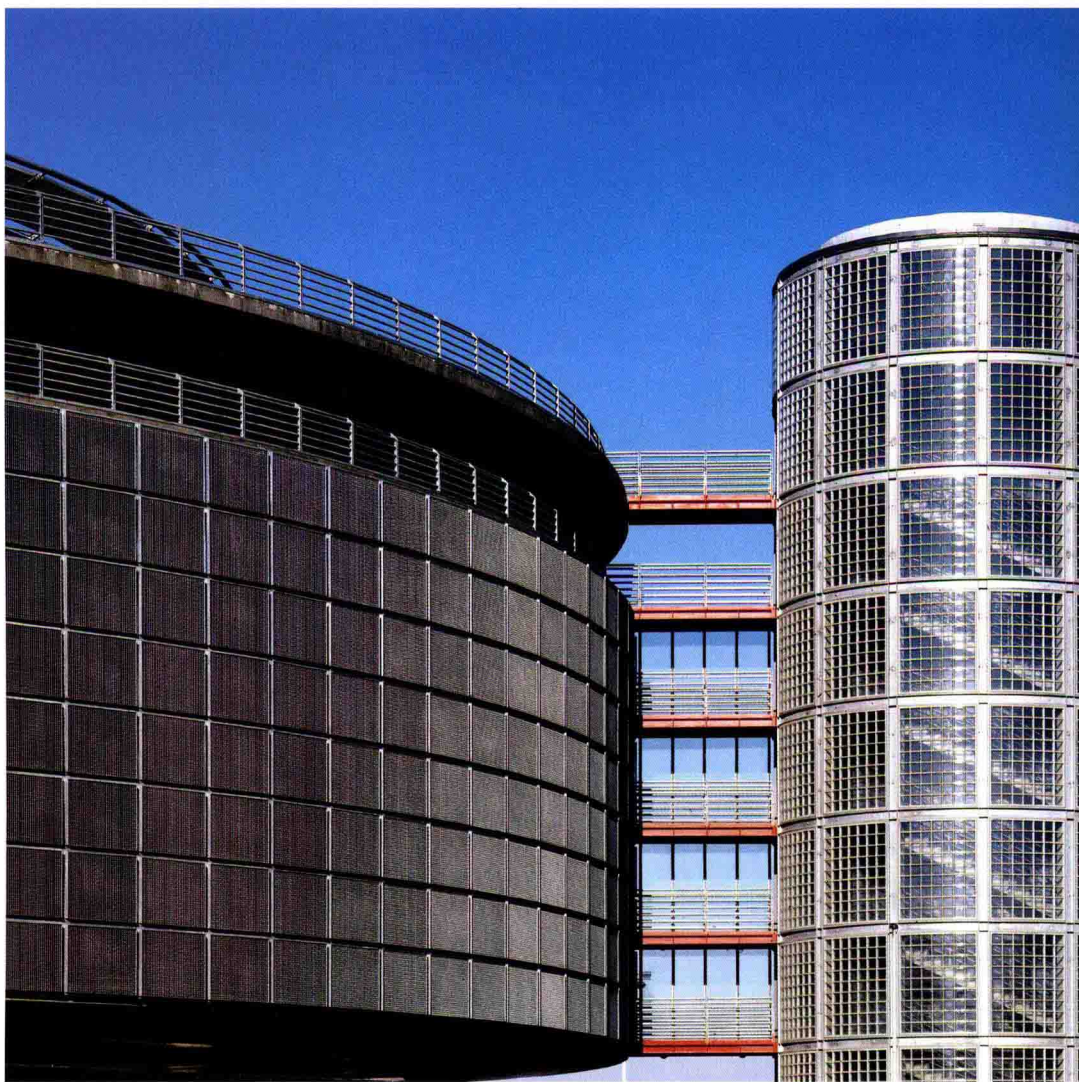
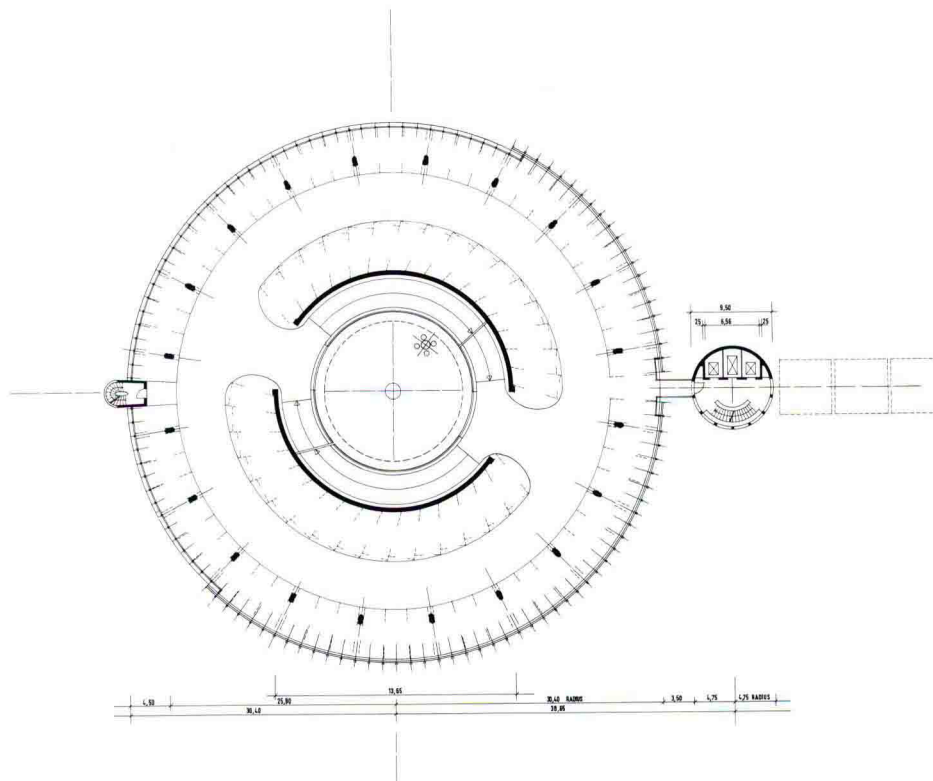
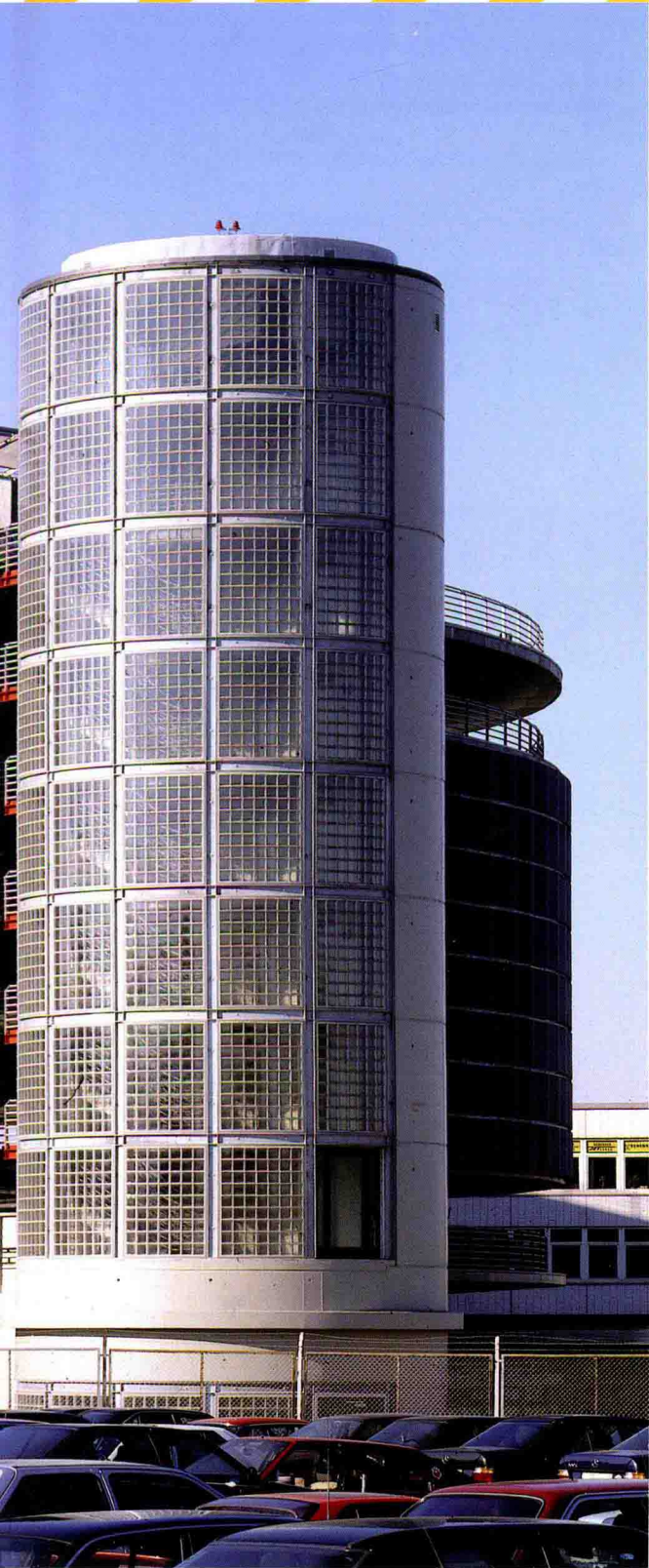
德国汉堡机场圆形多层车库

Client: Flughafen Hamburg GmbH  
Volume: 60,900 m<sup>3</sup>

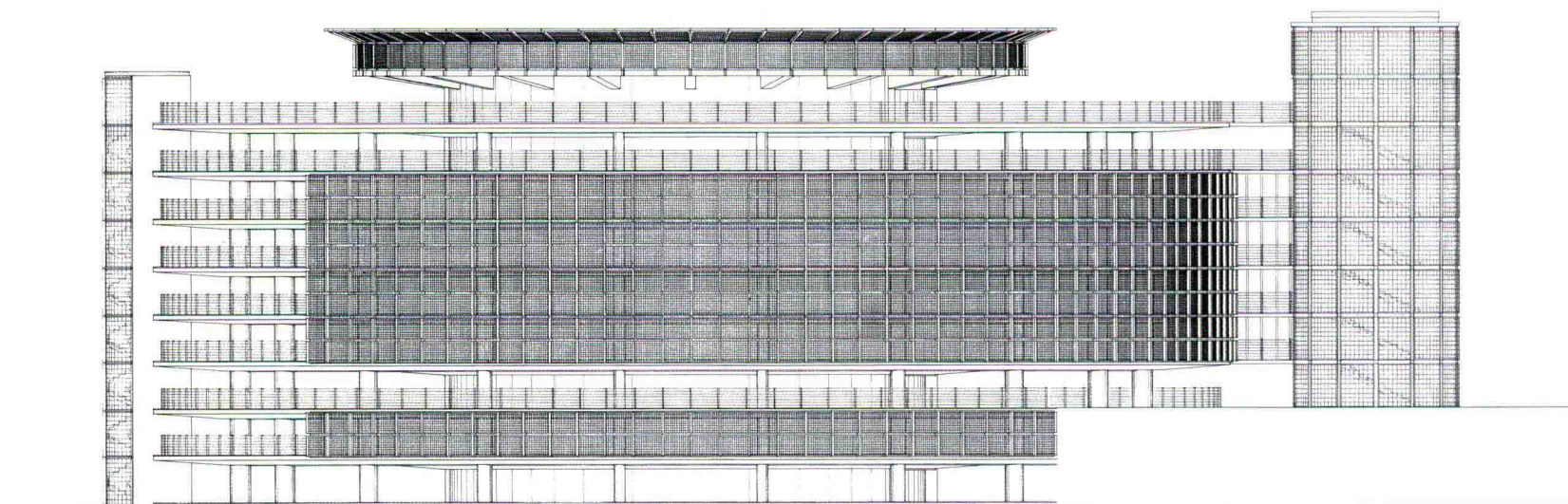
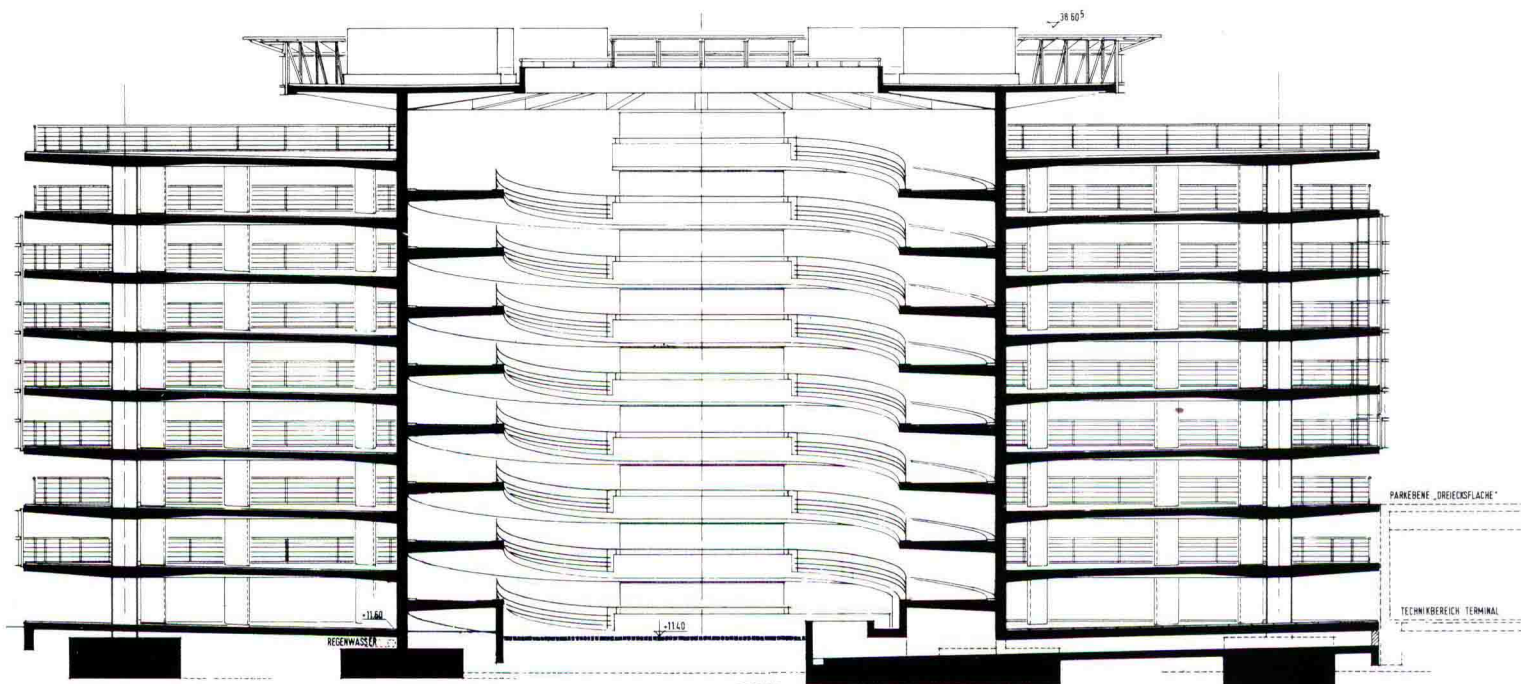
Parking places: 808  
Levels: 8











This multi-storey car park, by its position and language of forms, marks the pivot of the airport's urban design layout, a hub to the different building zones and airport areas. 800 parking spaces on nine levels are placed on both sides of a double spiral ramp for separate access and exit circulation (double helix ramp). Each level is directly accessible. There is one-way circulation on all ramps and parking decks, the only crossings are at the entrances and exits respectively.

Pedestrian circulation is located on the north side opposite the terminal building. The stair tower is clad with glass blocks and

linked to the parking decks via light-weight bridges. A set-back floor and plant room forms the weather-protection cover for the uppermost spiral ramp levels.

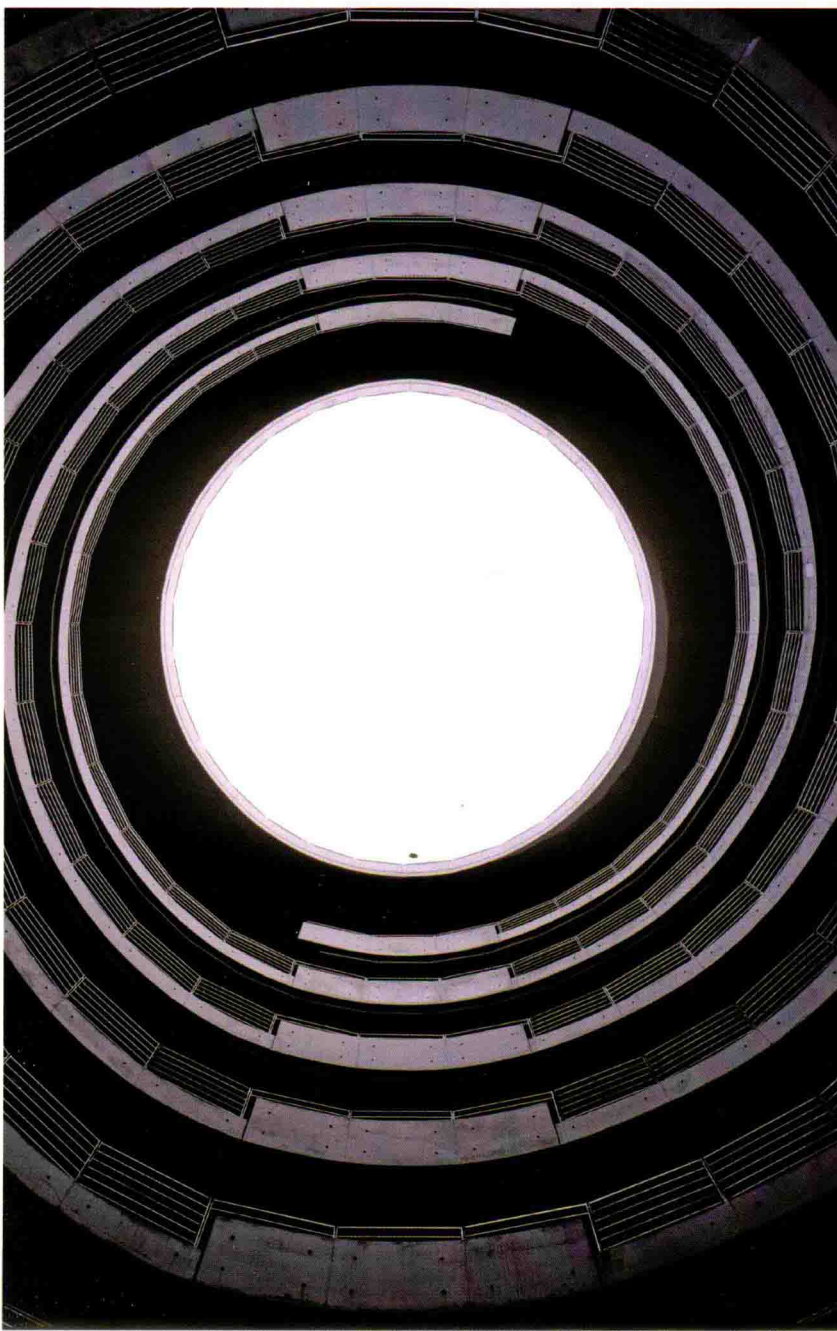
Apart from the dominating geometric form of the circle, a further essential design element of the car park is the articulation of floor levels by means of partial curtain. Wall 'screen' which allows views outside and at the same time provides cross-ventilation. The car park design is geared to the building's function. It is enveloped in the simplest materials which are detailed and combined in a highly disciplined manner.



无论是停车库的位置还是形体，都体现了它作为机场内各类建筑和用地之间枢纽的作用。车库高 9 层，800 个停车位分布于一个环形车道的两侧。停车位通过交错布置的两个上下行车辆旋转坡道与圆柱中心处相连接（双向盘旋坡道）。每层均可直接到达。车库的顶层仅为驶出和驶入的车辆设单向车道。

步行路线位于北侧，直接面对机场航站楼。楼梯间通过轻质桥梁结构与停车库连接，外立面材料采用玻璃砖。一个向内退进的设备层位于盘旋车道的顶部，起到遮风挡雨的作用。

车库最为重要的造型元素除了圆形的几何形体，还有立面上悬挂的如同“屏幕”般的钢网架，楼层的分割藉此得到表现。钢网架还起到通风、与室外视线交流的作用，如同同一层“外表皮”。建筑容纳实用的功能设施，表面采用了极为简洁的材料。材料和细部以严谨的秩序统一结合。





# PARK AND RIDE FÖLLING

Fölling 转乘停车场

Location: Fölling/ Graz, Österreich  
Client: Grazer Bau - und Grünraumsicherungs GmbH (GBG)  
Area: 5,330 m<sup>2</sup>  
Parking places: 200  
Photography: Kurt Kuball

