

城市复兴中的生活设施

Amenity in Urban Revival

汉英对照
(韩语版第370期)

韩国C3出版公社 | 编
大连理工大学出版社

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- 012 Vinge火车站_Henning Larsen Architects
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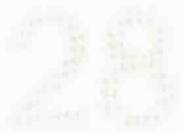
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阿纳卡斯蒂亚渡口11街区大桥公园_OMA+OLIN



OMA联手景观设计师OLIN赢得了竞赛，成为华盛顿特区11街区大桥公园的设计团队。他们提出的11街区大桥公园设计方案是“交流之地”。历史上，阿纳卡斯蒂亚河的两岸从无交集，而今，这座横跨河上的公园将利用一系列户外项目空间和活动区域来连接两岸，这些区域提供一处既悬浮于河流又固定于两岸的迷人区域。

为了实现这一方案，设计团队将大桥公园设计为一个明确的交流沟通的契机，河流两岸在这里交汇共存。阿纳卡斯蒂亚河大桥公园将提供一个多层次的项目方案，向人们呈现一处全新的街区公园，一处附近工作的人们在业余时间的休闲去处，一处居民疗养之所，以及一处等待游客开发的观光场所。从河两岸延伸而来的道路是大跳板一样的斜坡，将游客们带

到高处的最佳位置观赏两侧的地标性景观。阿纳卡斯蒂亚桥面上的路在河面上延伸，并形成环路，环绕从海军基地延伸出来的小径，并以一个独特的姿态连接了河对岸。桥梁的最终形态形成了一种标志性的交汇，即X形，成为河岸的全新形象，很容易被人们所识别。这座桥梁成为一个独特且标志性的结构，其特征和根本致力于使社区与河岸景观相通。通过规划的活动，桥梁展现出该地域独特的文化和自然历史。为了鼓励游客常年来到大桥以及附近的社区，沿大桥一侧设置了休闲和餐饮设施，极端气候应对设备，以及各种季节性的功能规划。此外，桥梁提供了参加附近社区的各种活动的入口。

两条道路在桥面交汇，形成一个中央汇聚点——一个开放的广场。这个开放广场能全年提供一个用作市场，或者举办节日活动和戏剧的灵活场所。环绕着广场四周的小路进一步突显了桥梁作为集娱乐、休闲、学习和机会为一体的活动枢纽的特性。

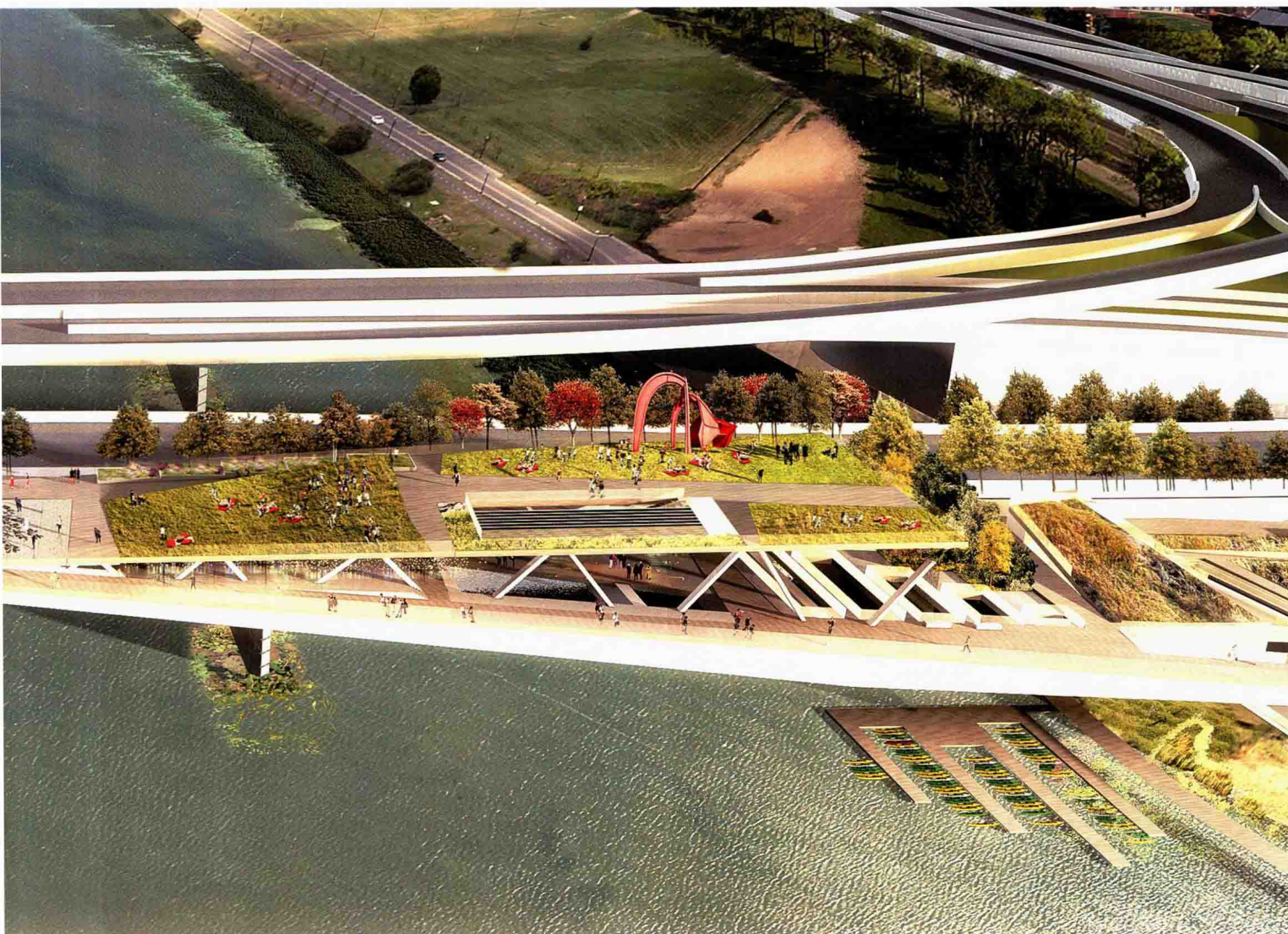
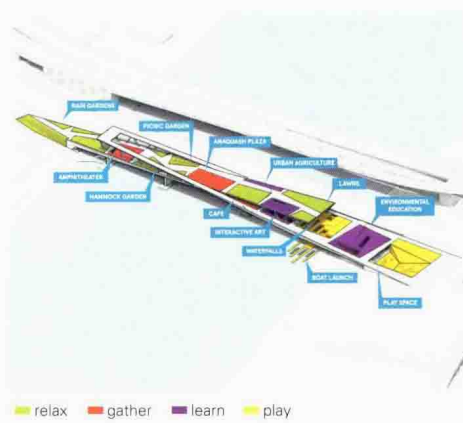
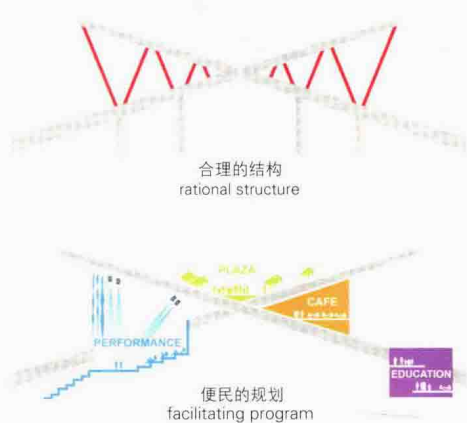
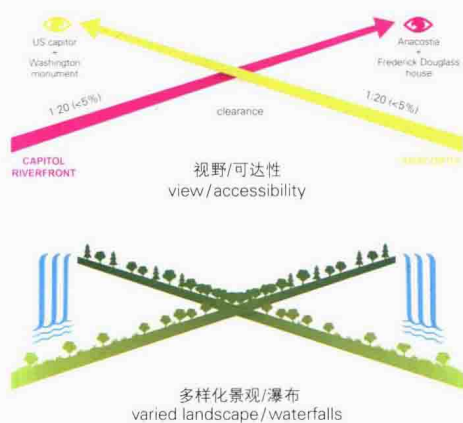


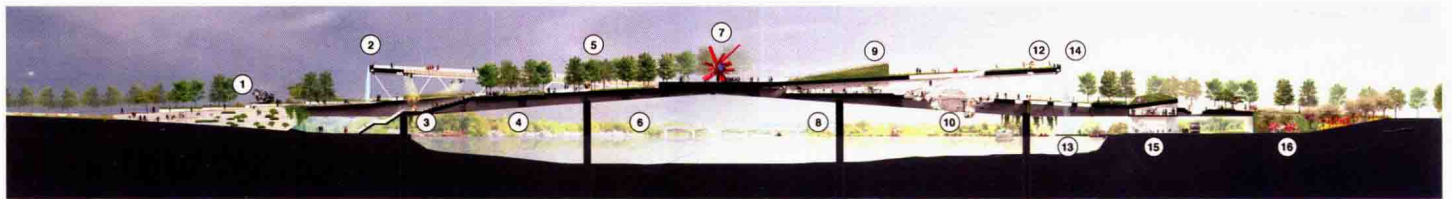
Anacostia Crossing, 11th St. Bridge Park

OMA won the competition for the 11th Street Bridge Park in Washington DC with landscape architect OLIN. The design for the 11th Street Bridge Park is a place of exchange. The park at Anacostia Cross-

ing will connect two historically disparate sides of the river with a series of outdoor programmed spaces and active zones that will provide an engaging place hovering above, yet anchored in, the Anacostia River. To create this place the team has designed the bridge park as a clear moment of intersection where two sides of

the river converge and coexist. Anacostia Crossing will offer layered programs, presenting a new neighborhood park, an after-hours destination for the nearby workforce, a retreat for residents and a territory for tourists to explore. Paths from each side of the river operate as springboards – sloped ramps that





elevate visitors to maximized look-out points to landmarks in either direction. Extending over the river, the Anacostia paths join to form a loop, embracing the path from the Navy Yard side and linking the opposing banks in a single gesture. The resulting form of the bridge creates an iconic encounter, an "X" instantly recognizable as a new image for the river. While the bridge is a unique and iconic structure, its character and essence are rooted in making this river landscape

accessible to the community. Through programmed activities the bridge will showcase the region's unique cultural and natural history. To encourage visitors to spend time on the bridge and neighboring communities throughout the year, amenities for comfort and refreshment, mitigation of climate extremes, and opportunities for seasonal programming are provided along the entire length of the bridge. The bridge provides a gateway to events with strong roots in the adjacent

communities.

The intersection point of the two paths shapes the central meeting point of the bridge – an open plaza that provides a flexible venue for markets, festivals, and theatrical performances held throughout the year. The paths that frame this plaza further enhance the bridge as a hub of activity, providing a sequence of zones designated for play, relaxation, learning and gathering.





克里希-蒙费梅伊地铁站_Miralles Tagliabue EMBT + Bordas+Peiro

大巴黎协会宣布Miralles Tagliabue EMBT和Bordas+Peiro在设计未来法国巴黎克里希-蒙费梅伊地铁站的大赛中获胜。

大巴黎计划是一项宏伟的项目，旨在使现有的运输网络现代化，并且在巴黎大都会建造一条名为“大巴黎快线”的全新自动化地铁线。克里希-蒙费梅伊社区曾在2005年10月到11月经历了暴动，车辆和公共建筑都有所损毁。大巴黎快线在该地区建造的新地铁站将成为展示该地区变化的一个标志。

新地铁站位于两座市郊小镇克里希和蒙费梅伊的边界，将成为连接地铁、新有轨电车和公交车的重要枢纽。当下，社区正在经历城市化历程，并且初步成效已经显现（新的公寓社区），但广场周围的空间依然百废待兴。一条绿色连接通道将穿过这个区域（追随了古老的“Dhuis沟渠”的路径），并且成为新广场的重要组成部分。

这种设计方式将地铁站通道与城市背景进行了最大程度的融合。地铁站通道是一条平缓的楼梯斜坡，邀请走出地铁站的人们进入广场。蔓藤架式的屋顶覆盖了入口，地铁站的设施和建筑、自行车停车场，并且一直延伸到广场

的重要区域，保护着将成为市场的区域。

地铁站的理念是在考虑到该地区众多居民起源的基础上，给予这个地区一个新的身份。建筑师意图把一处灰色废弃的地区变成活跃的彩色广场，使人们得到欢愉，变得乐观。这就是建筑师选择将铺路、屋顶的形状与颜色、装饰性主题与非洲的色彩作为主要设计元素的原因。

当你进入地铁站时，进站和出站的人流将汇聚在一处简单的特殊空间，该空间透过天窗的自然光增添了空间的活力。通道在此成为一个游戏，乘客们能看到对方但却不会相遇。就像一场戏剧，乘客们被带到了舞台上，成为主角。覆盖在上空空间顶部的有机形状的面板赋予其独特的空间特性。

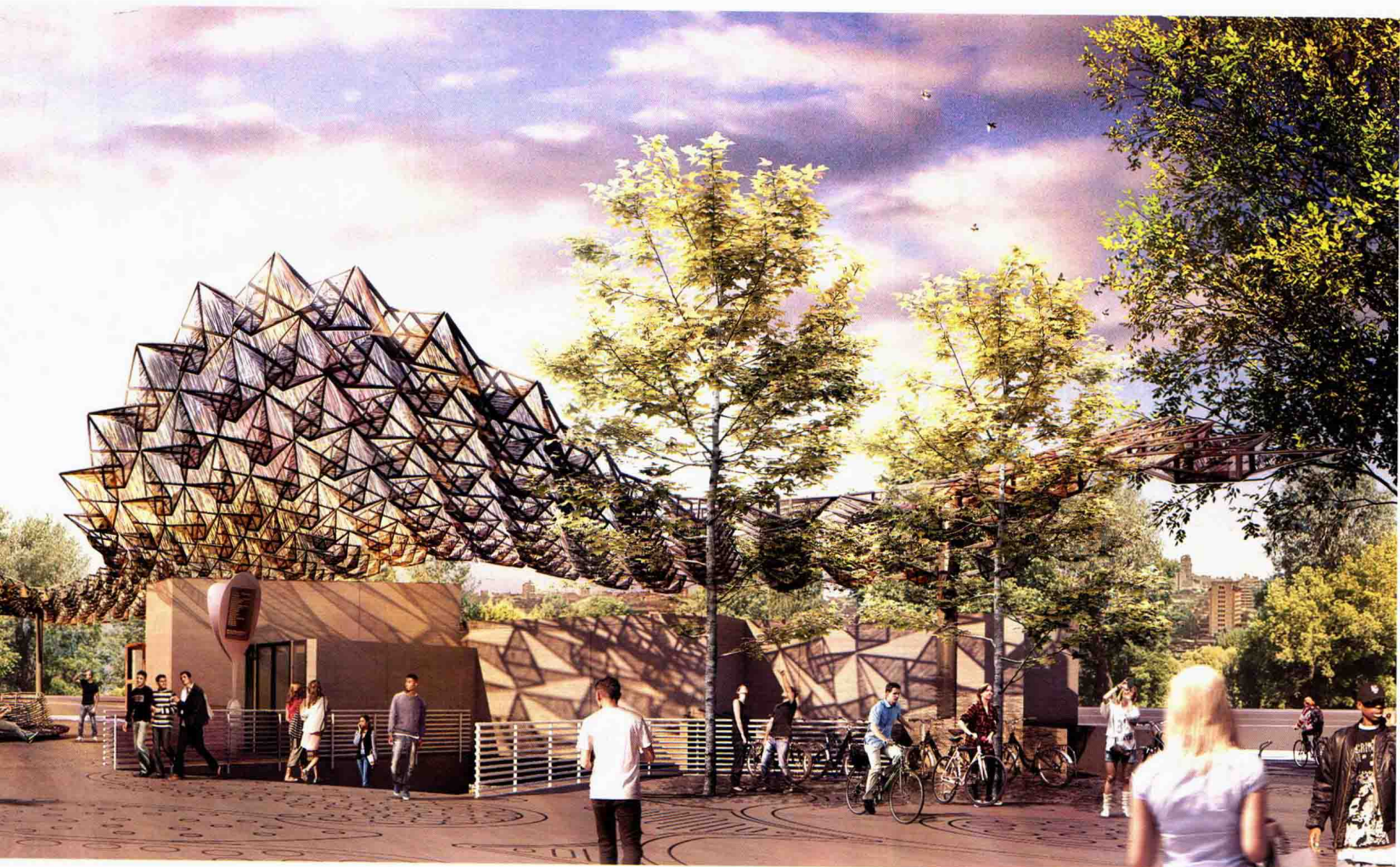
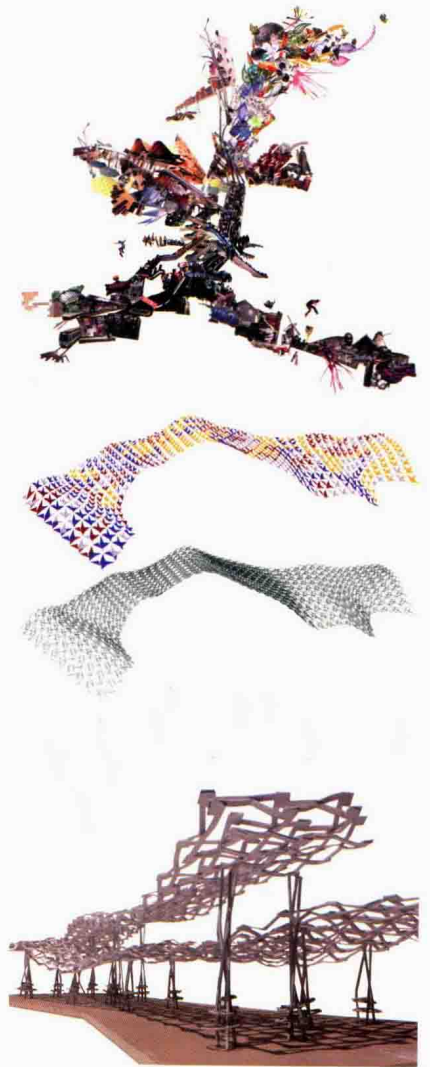
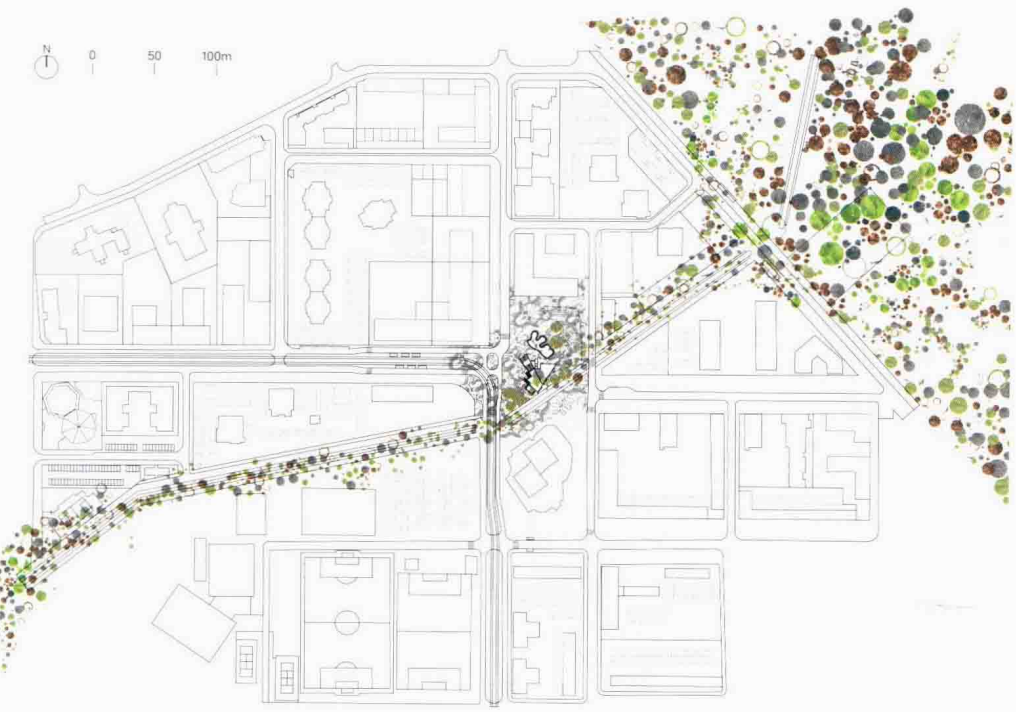
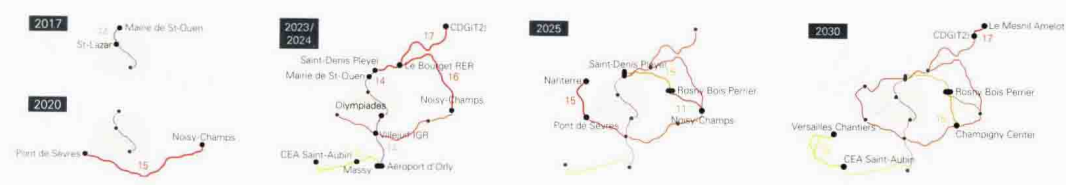
Clichy-Montfermeil Metro Station

Miralles Tagliabue EMBT and Bordas+Peiro were announced as winners by the Société du Grand Paris, to design the future metro station Clichy-Montfermeil in Paris, France.

The Grand Paris is an ambitious project to

modernize the existing transport network and create a new automatic metro – the Grand Paris Express for the Paris metropolitan area. This neighborhood was the scene of the violent riots that occurred in October and November 2005 when cars and public buildings were burnt. A new station of the Grand Paris Express will be a symbol of the change for these areas. The new station is located at the border of the two suburb small towns: Clichy-sous-bois and Montfermeil and is an important pole of connection of the metro network with new tram line and bus lines. In present, the neighborhood is engaged in a major urban operation whose first result can already be seen (new blocks of flats), but the space around the square is unstructured and abandoned. An important green connection crosses the place following the course of the ancient “Aque-



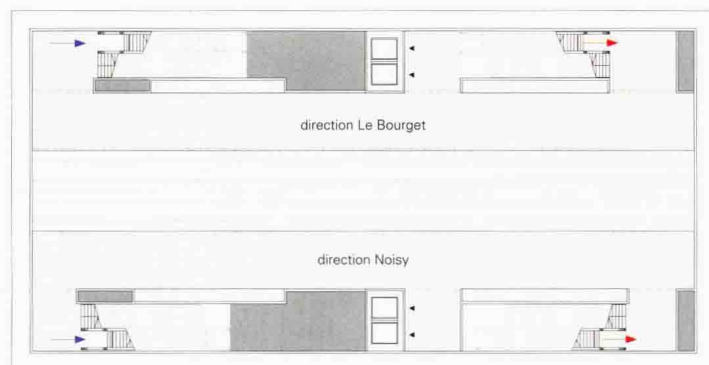
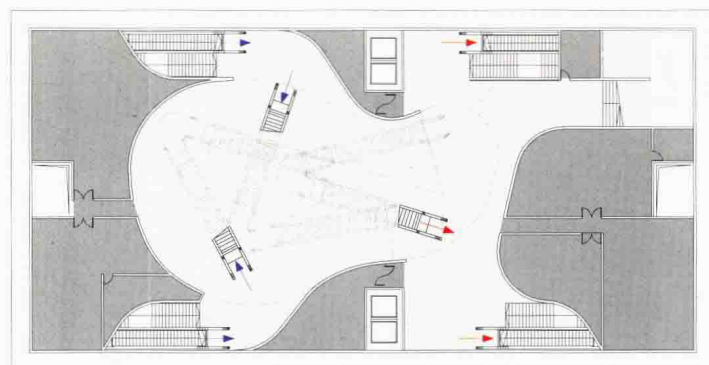
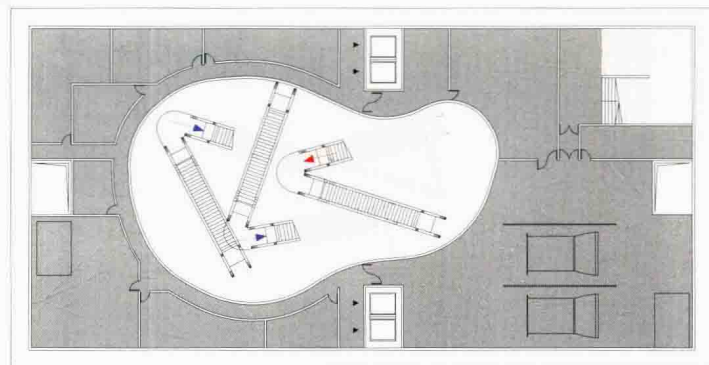
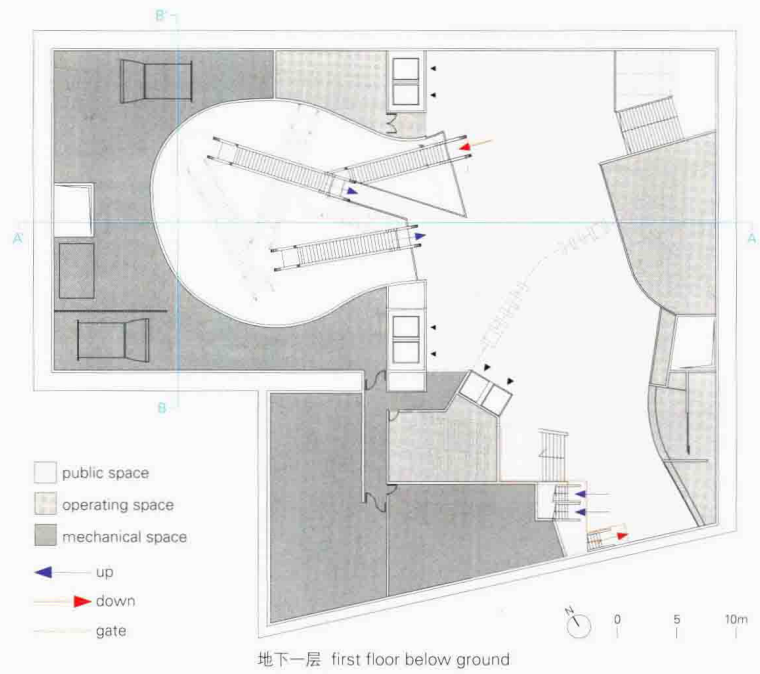
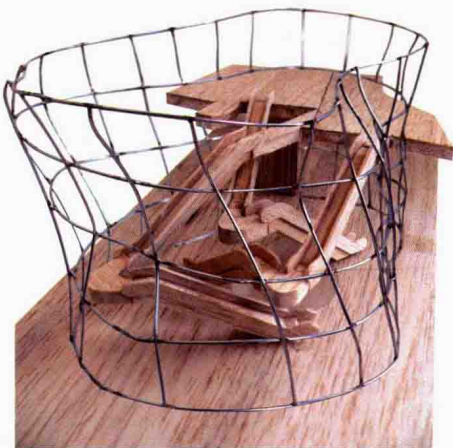


duct de la Dhuis" and this connection will be part of the new square.

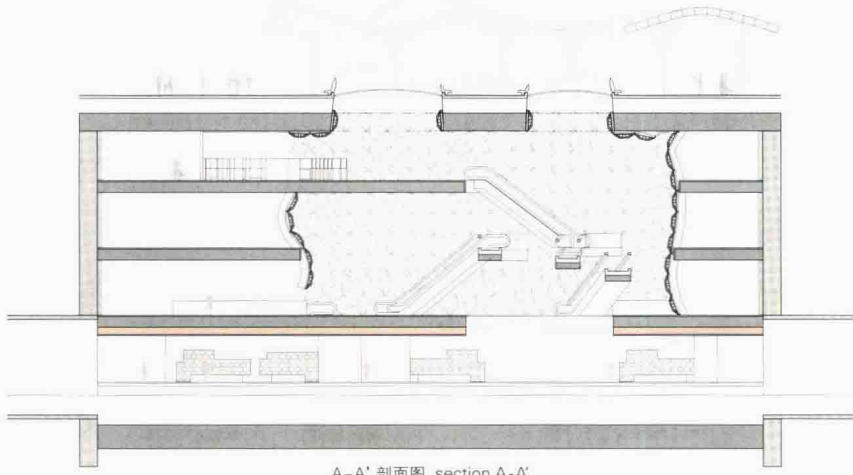
The approach is looking for the maximum integration of the metro station's access into the urban context. The access is made through a slow slope with stairs that invites the people coming out of the station to participate on the square. A pergola-roof is covering the entrance, the installations, the building of the station, and the bicycle parking and continues on an important part of the square, protecting an area dedicated in the future to a periodical market.

The idea was to give a new identity to this place, with a glance to the origins of many of his inhabitants. The architects wanted to transform this gray and abandoned place into a vivid and colorful square, which inspires joy and optimism. This is why they are based on the motives of the pavement, the shapes and the colors of the roof on the tissues, decorative motives and colors from Africa.

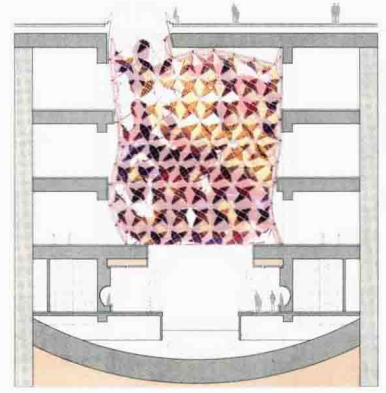
Once entering the metro station, the circulation of the passengers towards and from the platforms is organized in a single unique space receiving natural light from a skylight. The access becomes a game, where the passengers can see each other but they don't cross. The circulation has been brought into scene, and the passenger becomes the principal actor. The character of this unique space is given by the panels that cover the organic shape of the void.



地下四层 fourth floor below ground



A-A' 剖面图 section A-A'



B-B' 剖面图 section B-B'



Vinge火车站_Henning Larsen Architects

Henning Larsen建筑师事务所近期赢得了腓特烈松市一个地区性火车站和一个新公共广场的项目竞标。该项目位于丹麦首都哥本哈根北部未来计划建造的Vinge城镇。

Vinge城镇占地350公顷，它将是丹麦最大的城市建设项目。在新城市规划图的中间，一个圆形火车站与周围环境有机地融合在一起。火车站的城市空间和景观延伸并且交汇，以跨越轨道，确保铁轨不会将城镇分成两部分。

Vinge火车站被设计为城镇开发的中心，并整合景观和城市的动态性。火车站非定向的椭圆形状将周围景观结合在一起，起伏的地形创造出了一个平静的中心。

火车站位于城镇中心，它为公众提供了方

便的公共交通通道。这是Vinge城镇的可持续方面之一，它鼓励更多的人乘火车，而不是开车上班和上学。

火车站和绿化中心不仅仅作为桥梁，它们还都置于和轨道相同的平面内。在视觉上和物理上连接了两个水平线。火车站下部区域还建造了很多覆顶的铁路站台和商店。

在Vinge城镇中，多样性和可持续性将成为城市的综合开发核心。

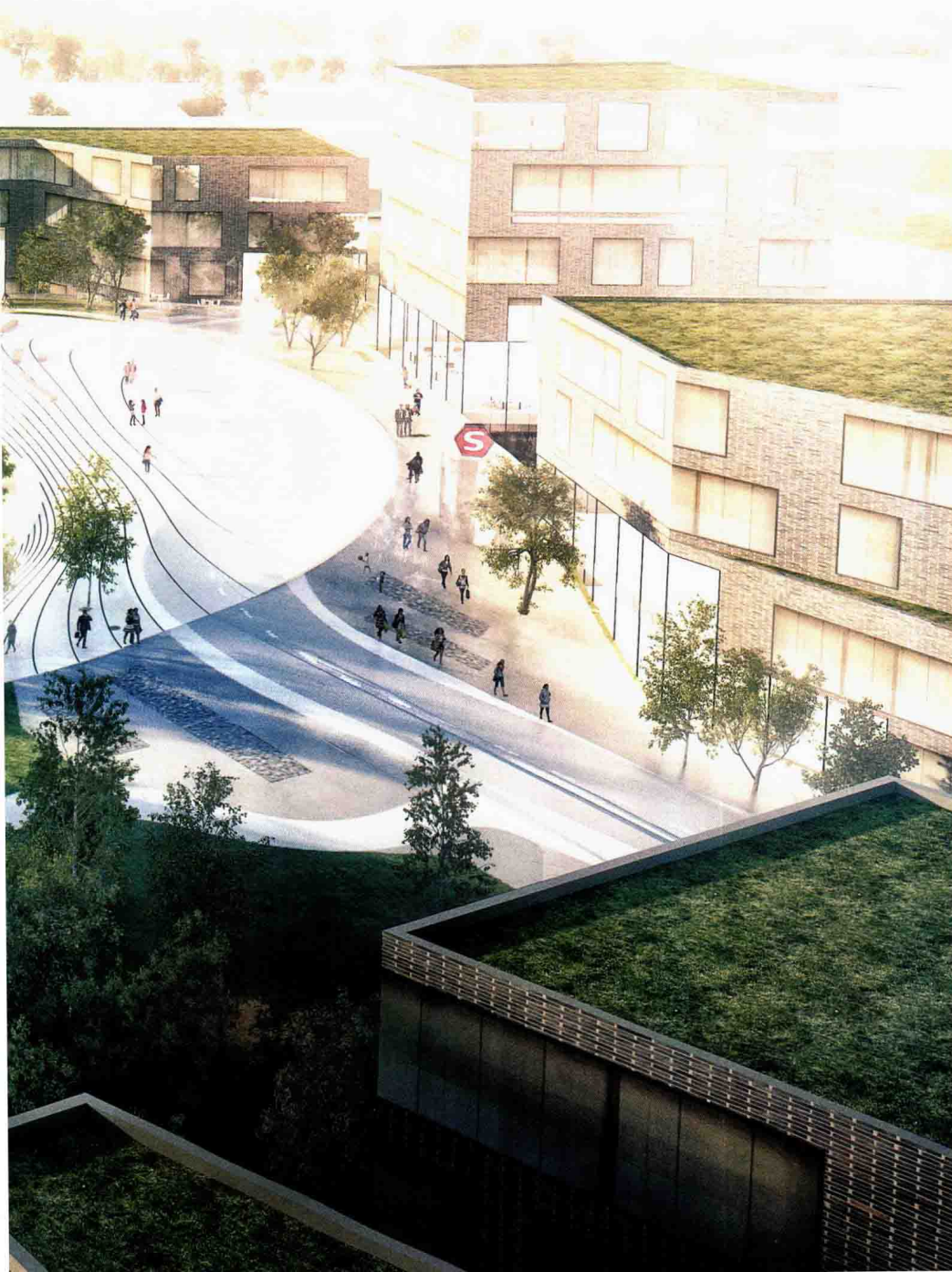
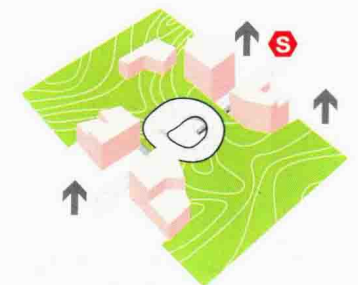
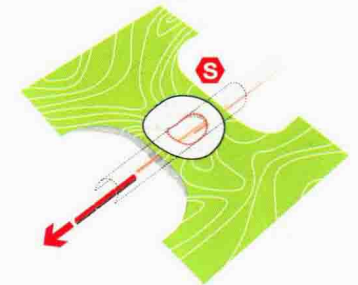
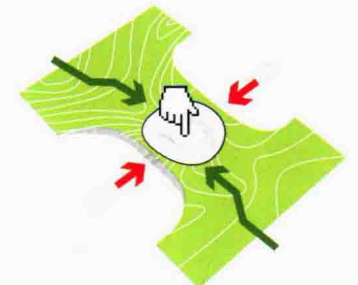
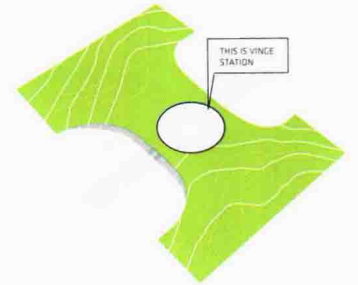
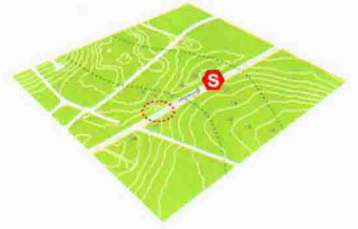
Vinge Train Station

Henning Larsen Architects has won Frederikssund municipality's architecture competition to design a regional train

station and new quarter in the future town of Vinge, the north of Copenhagen, Denmark.

Covering 350 hectares, it will be the largest urban development project in Denmark. In the middle of the new town plan, a circular station adapts organically to its surroundings. The station's urban space and the landscape stretch and meet to span the rails, ensuring that the railway does not divide the town into two parts. Vinge Train Station has been designed to function as the heart of the development,





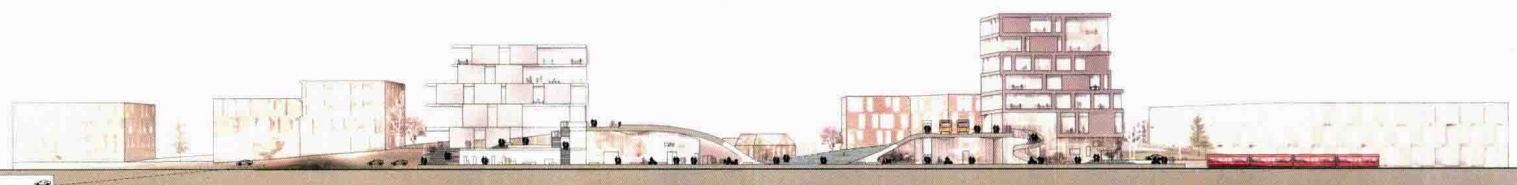


and to unify the movements of landscape and city. The station's undulating topography creates a calm center, as the non-directional elliptical shape brings the surroundings together. Located in the center of the city, the train station offers convenient access to public transportation. This focus forms one of

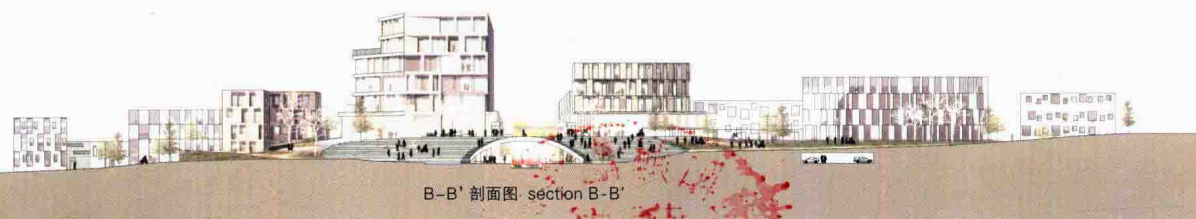
the many sustainable aspects of Vinge, as more people will be encouraged to take the train to work and go to school as opposed to going by car. Instead of merely functioning as a bridge, the station and the green heart are placed at the same level as the rails, visually and physically connecting the two levels. A

space under the station is thereby created with the covered train platforms and shops.

Vinge will become a city where diversity and sustainability are essential to its comprehensive development.



A-A' 剖面图 section A-A'



B-B' 剖面图 section B-B'



