



21世纪法兰克福 城市规划与中心车站

1996年

设计: Meinhard v. Gerkan and Joachim Zais

Urban Planning and Main Station, "Frankfurt 21"

1996

Design: Meinhard v. Gerkan
and Joachim Zais

为了让法兰克福北城区与新发区域所在地段相连接,该城的主要货运站将被关闭,必不可少的运行系统则被移至地下,于是在火车站原有的空地上将形成67.5公顷的再发展空间,而摧毁了主要的货运站后,又将开发出另外70.8公顷的可用空间。该方案计划在货运站所在地开拓一条60米宽2公里长的商业林荫道,从而形成一个新的绿色中心区,并成为城市空间所强调的一大重点;基地的另一边则将被开拓为居住和办公用地。

在车站拓展基地上,因为原有的运输系统被废除,面向中心将建造一个宽160米、长3公里的人造公园,这一中心公园的另一边将创建一组密集的建筑群体。毗邻三角形枢纽地段的两座塔楼既作为公园的端点,又成为进入城市中心的一个大门。目前地面的终点站将被地下的中间站所取代,而旧的车站广场建筑仍维持现状,作为对传统风貌的纪念。三条巨型走道界定了火车站的内部与月台大堂。月台位于地下20米处;大堂的支撑点置于由加强钢筋混凝土或钢材筑成的结构格栅上,形成了货运站的接收与发送功能空间,同时,也是该设计的关键所在。(吴惠明译)

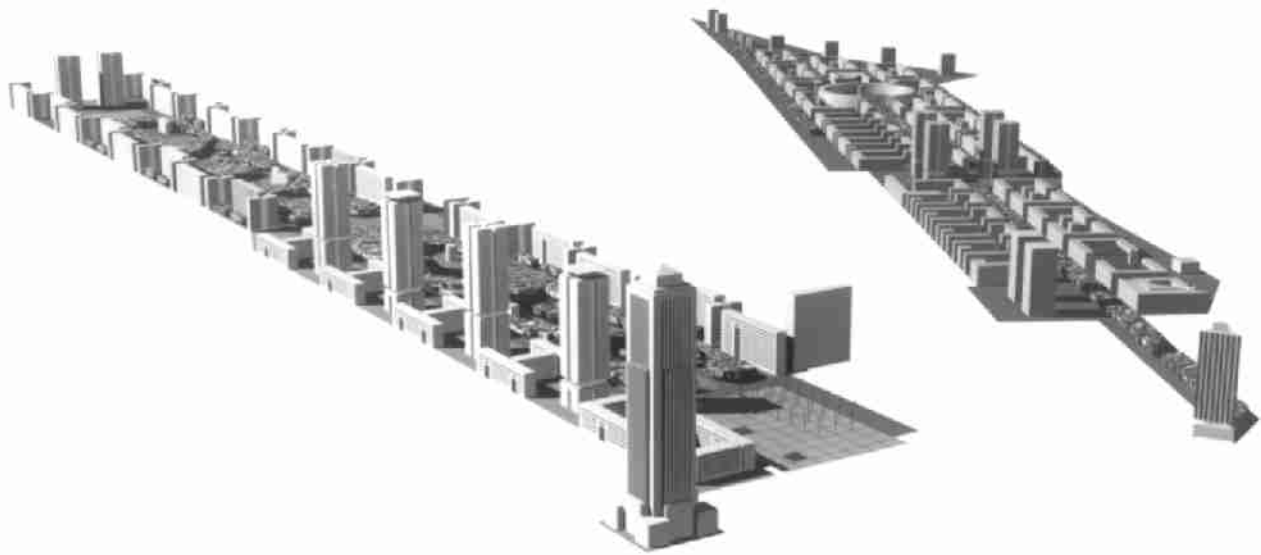
The main freight station is to be closed, and the necessary track systems are to be moved underground, thus connecting the northern city districts and those with new development areas. The clearing of station railway land will produce 67.5 hectares of redevelopment land and the demolition of the main freight station will provide another 70.8 hectares. A 'trade fair boulevard', 60 metres wide and 2 kilometres long, on the freight station land will form a new 'green core'. Sites on either side will be developed and put to office and residential use. Urban spaces accentuate the trade fair boulevard.

On the station development site the track systems will be laid in a cutting that is set in a park artificially raised towards the centre. On either side of the 160 metre-wide and 3 kilometre-long central park, the sites will be densely built-up. Nearer to the triple junction, two lower blocks form the end points of the park area, thus making the station area into a gateway to the city centre. The present surface terminus will be replaced by a subterranean through station, while preserving the old station concourse building, a monument which is under a conservation order. Three large aisles define the interior of the train and platform hall. Platform levels lie at a depth of 20 metres. The supporting base points of the halls are arranged on a viaduct-like structural grid of reinforced concrete or steel, which accommodates access and distribution spaces and, at the same time, is the determining element of the design.

2 1 世纪法兰克福城市规划与中心车站
月台置于车站下方20米的新车站方案

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Top: Suggestion for the new station with platforms set 20m below.



2 1 世纪法兰克福城市规划与中心车站
下图：开发区



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Bottom: Development area, potential development with focus on the "trade fair boulevard".