



M E T R O COMPETITION SOFIA

SURFACE 12 000 m²
TIME 2011
DATA Competition

TEAM X V A
Partner in charge: Xavier Vilalta
Design team: Tereza Dedkova, Sofia Badeka, Orsolya Maza
Project leader: Noelia Arquero
Associate architect: Ivan Shumkov
Public Space

The new Metro Station 20 will foster the development of Druzhba and improve the living condition of its people. It is both a new infrastructure and a social space for Sofia. The name of the neighborhood "Druzhba" means "Friendship" so our project emphasizes the social interactions in the station, the pedestrian streets and the squares. Therefore we propose two public plazas dedicated to Europe and Bulgaria, celebrating the 2007 membership into the European Union. They can be used for children's playgrounds, markets, fairs and art. The squares are the gathering places for the people of the Druzhba neighborhood and their visitors.

We found in one of the symbols of the country, the Bulgarian Rose, a geometrical strategy: the Fibonacci Rose, based on the golden section. This fractal geometry gives shape and proportions the station, and is also the pavement of all the public spaces. A continuous surface wraps the whole project, similar to the work of the Bulgarian artist Christo Javacheff. It covers the sidewalk, the glass roof of the entrances, down the walls of the station, the train platforms, and climbs up to the ceiling of the station. Outside in the public spaces, the pedestrian and bicycle fluxes are marked on the same grid with lights, inspired by the rivers that go through the Valley of Roses. With its design, Station 20 integrates four different kinds of traffic: pedestrian, bicycle, cars and train. It improves the mobility of the whole neighborhood - people can bike or walk to the station and then take the subway to the rest of Sofia.

The station and the surrounding public space are a new urban landscape, inspired by the nature of Bulgaria - valleys, rivers and mountains. The volume of the entrances is an interpretation of the nearby Vitosha Mountain, which can also be seen from the station. One side of it has steps and paved surface, so that people can walk on it and look around from a higher point of view. This elevated podium is a place for speeches to an audience in the square or for musicians to make a concert. The other half of the entrance has a glass roof, which brings natural light all the way down to the subway platforms.

The lobby on the mezzanine level is the intermediate space of the station. The side windows face the trains, so passengers can see if their train is approaching the station. The lobby has a dynamic space, which directs the fluxes of people departing and arriving. Below, the subway platforms are an underground public plaza with two submerged gardens that bring nature and light until the bottom of the station. The sidewalks are used for temporary exhibitions or advertisement. Large-scale sculptures can be placed in the double height space of the gardens. They would be admired from the street and all around the station. Passengers are able to see the sky even when they are at the level of the trains. Construction and Sustainability The vertical and horizontal structure of the station is made of reinforced concrete. The 16m long prefabricated concrete beams support the weight of the lobby and the street. The surface that wraps the station is made with perforated and colored aluminum panels. They are used as a layer above the concrete and cover or expose the mechanical installations and lights. All the materials used in the station are durable and require low maintenance.

The windows of the entrance skylights can open during the summer, which allows natural ventilation and the exit of the hot air. During the winter, the direct sunlight warms the interior spaces. The skylights also bring natural light into the station, which saves electricity and makes the interior spaces bright and enjoyable.

UPCOMING COMPETITION GENEVA

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