

EXPLANATORY NOTE



URBAN IDEA

Proposal gravitates around perception of an OBJECT as a POINT OF INTERSECTION contrary traditional understanding of Railway Station as a final destination.

Streets, paths and sights are allowed to travel through, across and further ahead without being interrupted by momentous iconic architectural artefacts thus giving space for both – breath of existing structures and possible forthcoming interventions in Vilnius urban landscape without defining the Place as Complete or naming Something as The Most Important.

As an exception serves Existing Station Building which stands out as once ordered – THE STATION.

ARCHITECTURAL IDEA

Railway station in Vilnius proudly stands on hillock curtained from hectic city by peaceful square.

Just a few swabs and everything may remain as it is for the next century almost unchanged.

Just slightly altered if appreciated by uninformed everyday commuter.

Being rebuilt and redeveloped several times, existing building still bears incontestable historical and architectural value and main task for massive structural intervention is to maintain sensitive approach towards neatly preserved past avoiding solutions annihilating values through transitive architectural ambitions.

RAILWAY STATION COMPLEX SOLUTIONS

EXISTING BUILDING is refined from odd improvements enabling to observe original architectural structure where any new intervention is clearly noticeable as a novelty not pretending to melt within historical body through misleading decorations.

First floor is dedicated for purely transitioning purposes with related services installed in free standing structures. Vertical communications lead commuters towards second floor Terminal or Underground tunnel.

Basement serves as technical support unit along with Tunnel leading from rail platforms to Railway station public spaces on the first floor or directly upon square.

Second floor is dedicated for more tranquil functions where travelers can enjoy time before journey undisturbed by stressful City life.

Side wings serve as separate components providing offices for Station - related institutions.

NEW TERMINAL above rail tracks serves as landscaped aboveground platform with communication units towards specific platforms along with last minute necessities services with exclusive area dedicated for non-Schengen travelers.

Entrance from Pelesos gatve precisely iterates Geležinkelio gatves path with expectable probability to become as equal Main entrance through less hectic city life presence.

Naujininkai side development with setbacks on railway side follows the same path – open sights and paths in historically established locations with newly created walkways through southwards open public courtyards serving as community hub with related spaces and functions.

Below public pathway locates parking area.

STATION SQUARE AND PT TERMINAL

Any intervention in historically established system has to bear respect and intelligence through avoiding unnecessary ambitions for being noticeable by iconic interventions.

Linear composition grows from perimetral city - into green courtyard-type pockets into open yards – into Square and back - through more and more secluded forecourt areas - again into perimetral city.

Existing green pattern with minimum probable loss of trees is interwoven into added architectural elements thus becoming undivided system with walkways and sights from Senamiestis through St. Stepono gatve leading towards Dzūku gatve; along Geležinkelio gatve though publicly open landscaped courtyards as green and calm backbone towards Square itself; where from square with preserved alleyways through row of ramps to Station further across the railway to Pelesos and along with secondary backbone parallel to gatve dissolves near Dzūku gatve;

Back and forth without defined Endpoint or Deadlock – just a city ...

PT Terminal is located below system of landscaped ramps thus extending square to basement level and erasing massiveness of newly added edifice and hiding visual noise of modes of public transportation. Solution gives breath to gorgeous Railway Building which is made accessible not just through traditional parade-way across the Main Square but also via extended underground tunnel.

Architecture of PT Terminal delicately introduces liner language of following Railway Complex.

UNIVERSAL DESIGN PRINCIPLES

Proposal aspires to avoid any obstacle demanding specific solution for specific group. Any destination is equally accessible by everyone without confusing wayfinding situations or exclusive solutions.

Whenever possible main targets are accessible though ramps or slopes with elevators available for any commuter. Walkways contain no doors or thresholds in broader sense and areas are equally adapted for wider public use where separation in groups is avoided.

TRAFFIC DIAGRAMS

Avoiding complicated single-level intersections and multi-purpose end-points is the key of traffic solutions.

LANDSCAPING

Existing landscape serves as a basis for further development of green areas with an overall approach providing clear and noticeable division between Existing or New.

As an example serves gateway to the Station – historically established park with elements of symmetry and traditional plantations complimented with modern pixelated landscape on other side developed in contemporary manner with corresponding ways and means.

SUSTAINABILITY

Contemporary Sustainability has overgrown someday simplistic but nowadays overcomplicated mathematical calculations still taking them as a basis for technical solutions – smart building skin solutions, reuse and recycling of available internal and external energy sources, green roofs as a landmark and educated efficiency management is a Law, not a Proposal.

Proposal demonstrates Sustainability through architectural solution itself, where sophisticated, intelligent and reasonable solution which respects existing and established system is the path how to reach the notion explaining meaningful, but not mathematically simplified Sustainability – BAUKULTUR.