

TRILOGIE - a new intermodal district in the city of Varna, Bulgaria

The railway station district in Varna is characterised as the meeting point between the city centre, the railway tracks, industrial zones (some of them in the state of brownfield as of today) and the harbour area of Port Varna - East, of which the city and the state authorities consider the relocation in the Varna lake, in order to offer the space for the urban development of the city southwards. This makes the station a key point of the city evolution - a place full of potential for developing activities improving the quality and the diversity of urban life. In fact, at the moment the station plays the role of a boundary between the city fabric and the vast open space of the port. In regard to the development of a future project, the plots adjacent to the terminal building are suitable to host new attractive activities, which promote the urban development within the city itself - a genuine sustainable approach.

From an architectural point of view, during the theoretical part of the master thesis, the exploration of the station district has let us to the conclusion that the station building has acquired its actual capacity to adapt itself, thanks to its ambiguous position between the realm of the tracks and the actual city. A product of the engineer's pragmatism and the architect's sensitivity in regard of the urban and architectural shaping, the station has to answer many different kinds of problematics, which gave it the force to become a chame-

leon building - very flexible and adaptive to change. In this way all terminal and station building become not only interface between the urban and architectural scale, but also offer the possibility for a large programmatic richness. In other words, contemporary transport hubs are hybrid systems that could include commercial, residential, leisure and cultural programs while keeping the purpose of being an interchange transport node as a priority. This statement is used as a top argument for the project development.

The project develops itself as an urban ensemble composed of three distinctive terminal buildings, the first of which is the existing railway station, extended with a new entrance hall to the south and an automated parking garage. The other two protagonists are the coach station and the maritime terminal. Both act as hybrid buildings thanks to the auxiliary functions each building can assume. The coach station offers retail space on the street level, and leisure activities in the waiting halls. Furthermore a hotel overlooking the sea promenade and an office part complete the building's upper floors. The maritime station acts also as a maritime museum. The hybridization of each entity tries to assure the continuity of the urban intensities by making of each station a place of interest on a city level. In this way, the ensemble guarantees its civic function needed to make a new lively and socio-economically sustainable district.



INNER CITY INTEGRATION SCALE



DISTRICT INTEGRATION SCALE



PLACES OF HISTORICAL SIGNIFICANCE OF VARNA'S IDENTITY



aerial view of the business and commercial district next to the railway station (1920's)



The station building and the costumes on the edge of Varna's harbour



Varna sea garden and public baths at the central beach - important touristic infrastructure