

BORDER ELASTICITY

彈性邊界

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臺南鐵路地下化工程不僅是一次基礎建設的技術突破，更標誌著都市發展的重要轉折點。

隨著鐵路從地面消失，過去作為南北分隔的鐵道空間被釋放出來，成為重新連結東西街廓與社區生活的重要契機。這樣的轉變不僅影響城市結構，還賦予市民探索公共空間新可能性的機會。

此策展探索臺南市鐵路地下化後的「邊界彈性」，如何從功能性的分隔轉化為流動的公共連結。我們希望呈現都市空間在環境永續、社區參與和歷史保留之間的動態平衡。展覽呼應第十九屆威尼斯建築雙年展的主題「智慧」(Intelligens: Natural, Artificial, Collective)，以臺南的地方實踐為案例，思考建築與公共空間如何在不確定的全球化時代中發揮集體智慧。

策展的核心理念源於《[無]信仰》，試圖揭示信仰與無信仰之間的灰色地帶，並以此為基礎，探討城市邊界的再定義與未來可能性。

Border Elasticity: Thick & Thin

The Tainan Railway Underground Project is not merely a technical achievement in infrastructure but also a significant turning point in urban development. As the railway disappears from the ground level, the previously dividing space is liberated, offering an opportunity to reconnect the east and west urban blocks and revitalize community life. This transformation reshapes the city's structure and opens up new possibilities for public spaces.

This exhibition explores the concept of "Border Elasticity," examining how a functional divide transforms into a fluid public connection. We aim to showcase the dynamic balance between environmental sustainability, community engagement, and historical preservation in urban spaces. Reflecting the theme of the 19th Venice Architecture Biennale, Intelligens: Natural, Artificial, Collective, the exhibition uses Tainan as a case study to consider how architecture and public spaces can embody collective intelligence in an uncertain global era.

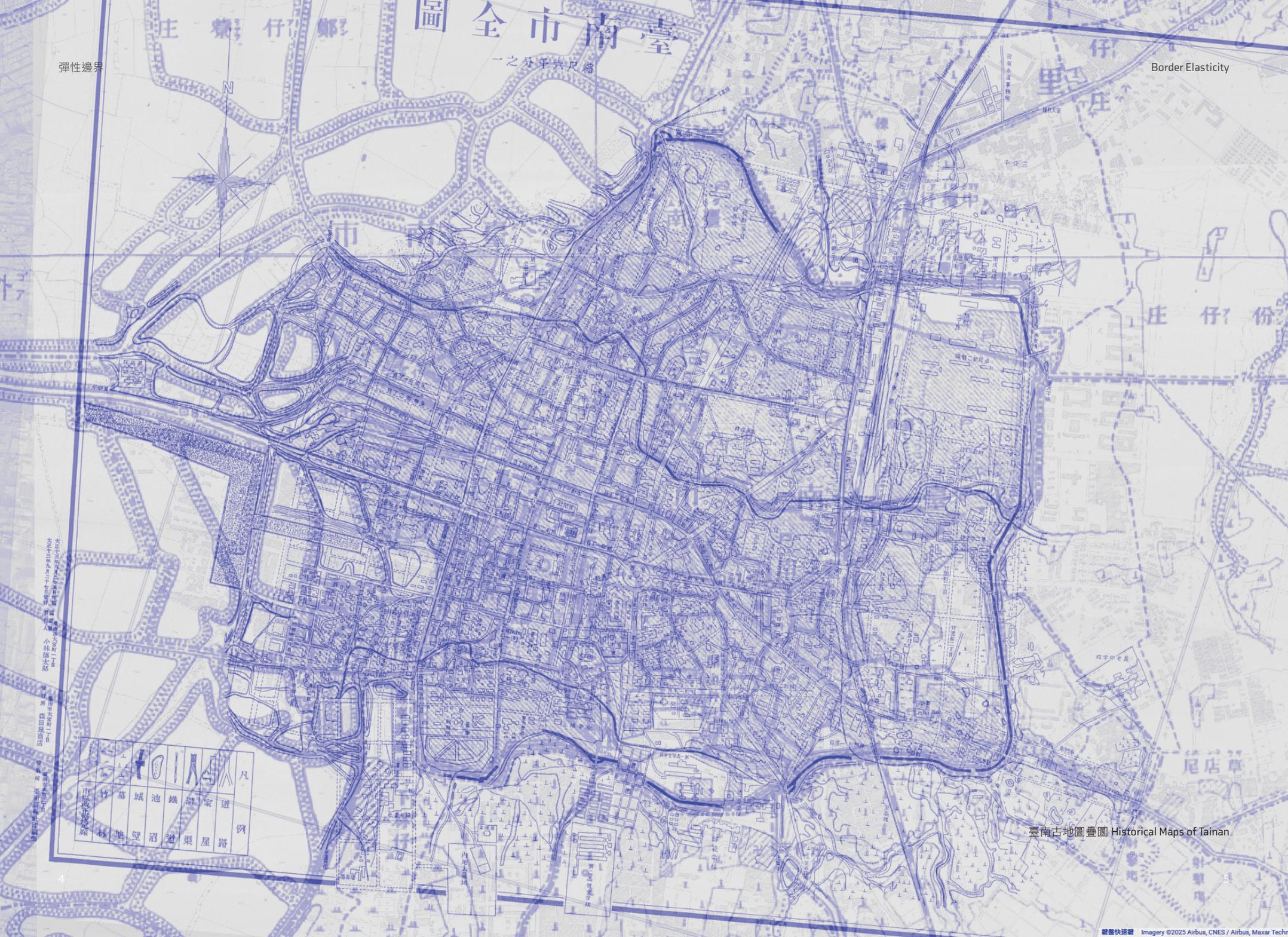
Inspired by the curatorial concept of NON-Belief, the exhibition seeks to reveal the gray area between belief and non-belief, reimagining the boundaries of cities and exploring the possibilities for the future.

臺南市全圖

縮六尺分之一

彈性邊界

Border Elasticity



								凡
市區邊界	竹林	園地	城壁	池沼	橋	家屋	道	例

臺南古地圖疊圖 Historical Maps of Tainan

BORDER ELASTICITY

彈性邊界

時間重疊

Layered Time

臺南的政治與殖民歷史，如同其城市形式的演變，訴說著一段存在與消逝交織的故事。《彈性邊界》¹ 試圖捕捉臺南過去與未來之間的回聲，追溯並預見其發展軌跡。

臺南的城防起源可追溯至 1624 年，當時荷蘭人在現今的安平港附近建造了「熱蘭遮城」。1725 年，清朝時期修建了城牆，勾勒出今日仍存在的城市核心。然而，在日治時期，這些城牆被視為落後的象徵，因而被「去城牆化」。取而代之的是，日本引入了全島鐵路系統，象徵著現代化，但也在城市中劃下新的界線，將臺南分為東、西兩個部分。二戰結束後，隨著 1949 年國民政府接管臺灣，臺南的城市結構持續不斷的演變。

歷史是精確且具體的，但也難以完整的呈現。為了反映臺南的重要歷史時刻，《彈性邊界》以抽象形式描繪了城市的歷史，並通過四層水晶考古層² 重新詮釋這段過去。這些層理構築了這座城市的基礎，使其在不斷變遷中展現韌性與適應力。在未來十年，臺南將迎來顯著的

蛻變。曾經象徵著現代化的地面鐵路，如今卻成為 19 世紀的遺跡。鐵路地下化的提案為國立成功大學（NCKU）提供了獨特的契機。作為毗鄰這一歷史分界線 60 年的最大機構，成功大學正抓住這一關鍵時刻，重新連結城市各區，推動教育、文化、經濟與環境的包容性整合，打造更加和諧的城市未來。

Tainan's political and colonial history parallels and mirrors the arc of its urban form—a narrative of presence and erasure. Border Elasticity¹ seeks to illuminate the echoes between Tainan's past and future, tracing and projecting its developmental journey.

The city's fortified origins date back to 1624, when the Dutch built "Fort Zeelandia" near the present-day Anping harbor. In 1725, under the Qing dynasty, an expansive city wall was constructed, defining the urban core that persists today. These fortress walls were later deemed regressive by Japanese colonizers, who "de-fortified" them. Rather than constructing city walls, they introduced an island wide rail system instead. This rail network symbolized modernity, but created new boundaries that divided the city into Eastern and Western parts. After the Second World War, Tainan's urban fabric continued to evolve, shaped by the Nationalist government, which assumed control of Taiwan in 1949.

History is precise and specific, yet impossible to represent. To reflect Tainan's key historical moments, Border Elasticity abstractly mapped

the city's history and reimagined it through four crystal archeological strata². These layers form the foundation of a city that remains in flux, resilient and adaptable. Over the next decade, Tainan will undergo significant metamorphosis. The ground-level train system, once modern, is now seen as a relic of the 19th century. Its proposed underground relocation offers a unique opportunity for National Cheng Kung University (NCKU), which has bordered this historic divide for 60 years. As the largest institution near this site, NCKU is seizing this pivotal moment to reconnect the city's districts, fostering inclusive, educational, cultural, economic, and environmental integration.



1875 臺南府街道圖 1875 Tainan Street Map



1900 臺南府城內外略圖 1900 Tainan Street Map



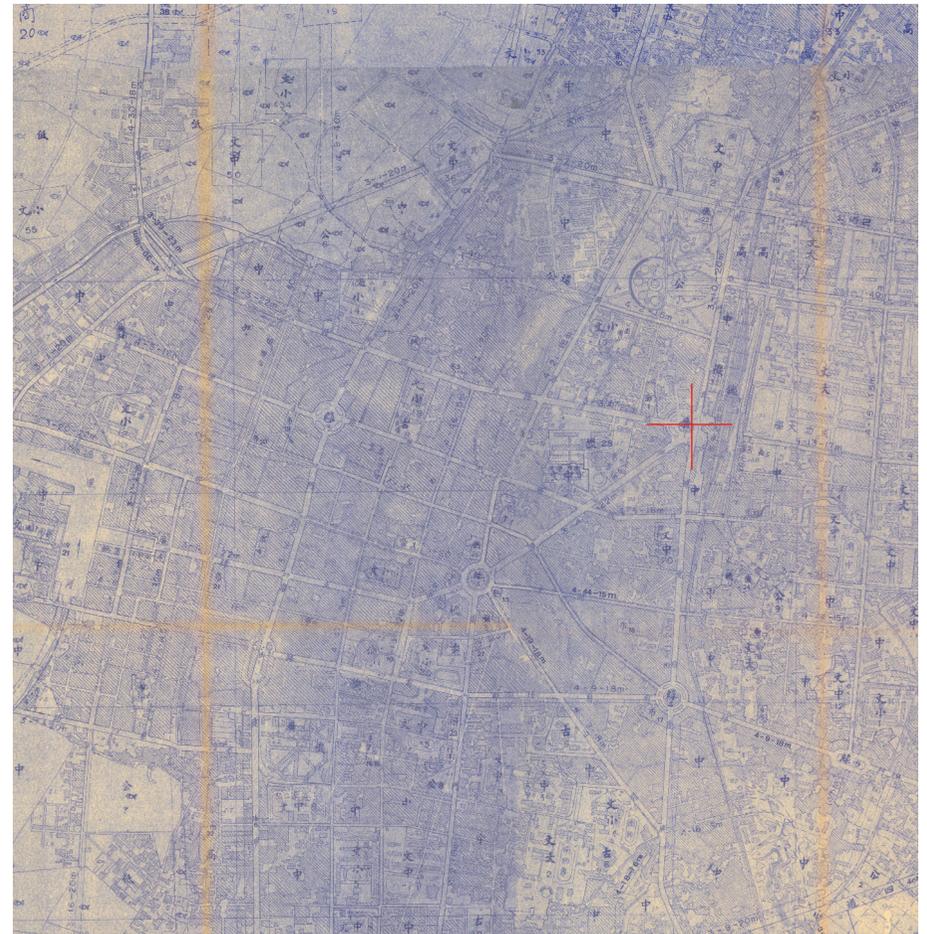
1911 臺南市街改正計畫圖 1911 Tainan Street Planning Map



1970 臺南市 1970 Tainan City



1975 美軍航照圖 1975 Aerial photographs taken by the U.S. military



1986 臺南市都市計畫 (藍晒) 1986 Tainan City Urban Planning Blueprint (Blueprint Copy)

水晶層理

Crystal Strata

臺下方的四層水晶考古層象徵著臺南歷史中的四個不同時代，而歷史建築則作為超越時代性的遺跡，連結著過去與現在。在最上層，《彈性邊界》的地貌上雕刻出 1,240 個下沉式方塊，這些方塊中矗立的水晶柱，如同未來的燈塔，照亮著城市前行的方向。

這些水晶柱的設計以彈性為核心概念，邀請人們進行多樣化的詮釋，既可具象也可隱喻。最初的構想是象徵該區域容積率的經濟潛力，水晶柱也可以被視為城市雕塑，形似草葉或纖細的鉛筆塔。隱喻上，它們的排列讓人聯想到道教插香或教堂點燃蠟燭的儀式行為，與臺南的文化與精神身份產生共鳴。每個下沉式方塊甚至可能象徵著臺南目前 1,000 位居民，將這座城市的未來寄託於其人民的力量之上。

作為臺灣最古老的城市，臺南蘊藏著無與倫比的考古價值。五年前開始的鐵路地下化工程，出土了大量殖民時期的建築、遺跡與文物。為了慶祝這些珍貴的發現，該項目將這些歷史瑰包括有遮蓋的小溪和水道實保存下來，並以金

色文物的形式展示於原址，彰顯城市豐富而深層的歷史文化遺產。

城市中的詩意

《彈性邊界》的水晶層理之間，隱藏著臺南詩人郭楓³的一首詩。詩中透過一位遊子返鄉，並尋找身份認同的故事，隱喻著臺南的歷史。

這首詩被細緻地刻印在水晶層理中，僅在光影折射間隱約可見，猶如臺南蜿蜒巷弄與城市角落中，所隱藏的文化與現象學式的城市生活，低調而深邃地回應著城市的靈魂。

The four lower crystal archeological strata represent distinct epochs in Tainan's history, while heritage buildings are transcendental artifacts stretched across the epoch strata, connecting the past and present. At the uppermost layer, 1,240 sunken squares are carved across the terrain of Border Elasticity. From these squares rise crystal columns, each a beacon of the future.

Designed with conceptual elasticity in mind, these columns invite different interpretations—literal and metaphorical. Initially conceived to represent the economic potential of the zone's floor area ratio, the crystal columns can also be seen as urban sculptures; resembling blades of grass; or pencil towers. Metaphorically, their arrangement evokes the ritual act of placing Daoist incense or cathedral candles, resonating with Tainan's cultural and spiritual identity. Each sunken square might even symbolize 1,000 of Tainan's current residents, grounding the city's vision for the future people.

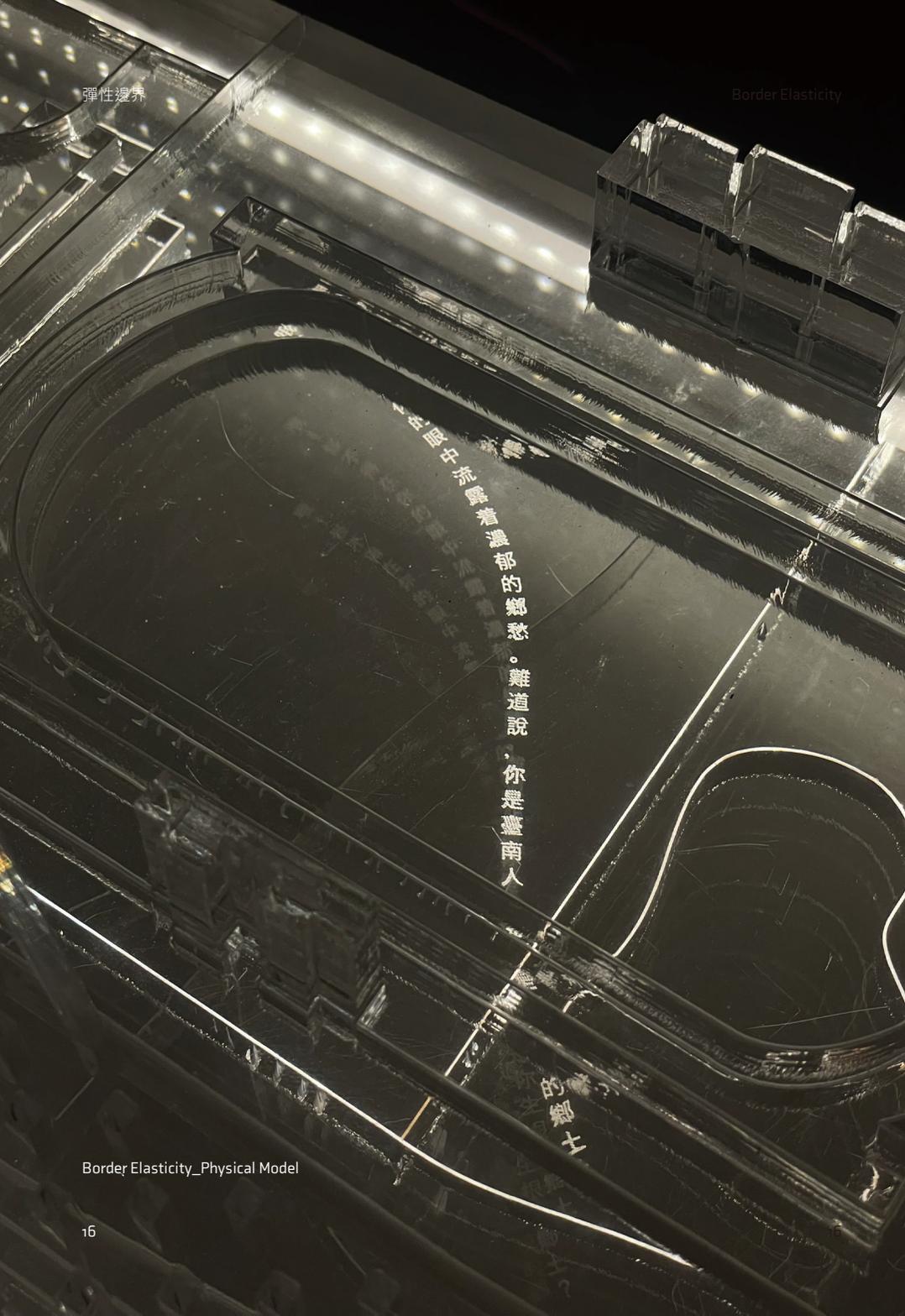
As Taiwan's oldest city, Tainan also holds unparalleled archaeological potential. Excavations for the underground train tracks, which began five years ago, have unearthed colonial-era edifices,

ruins, and relics. To celebrate these discoveries, including the covered creeks and waterways, the project preserves and highlights these historical treasures as golden artifacts, displayed at their original sites, celebrating the city's heritage.

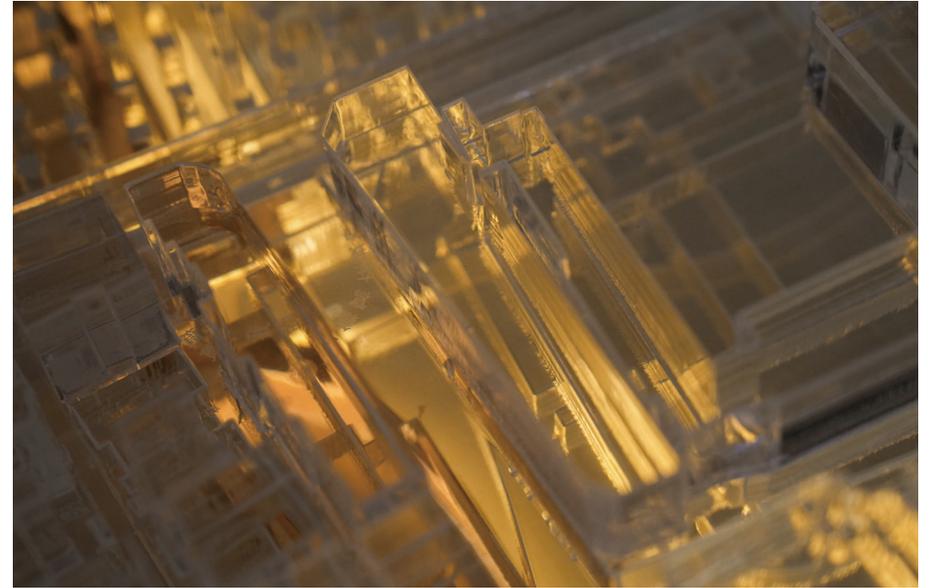
Poetry in the City

Laced within the crystal layers of Border Elasticity is a poem by native Tainanese poet Quo Fung³. The poem alludes to the history of Tainan through the story of a nomad returning home, seeking clues to his identity.

The poem is gently engraved into the crystal strata, only visible through refractions, echoing the hidden cultures and phenomenological urban life of Tainan inside its winding alleyways and urban corners.



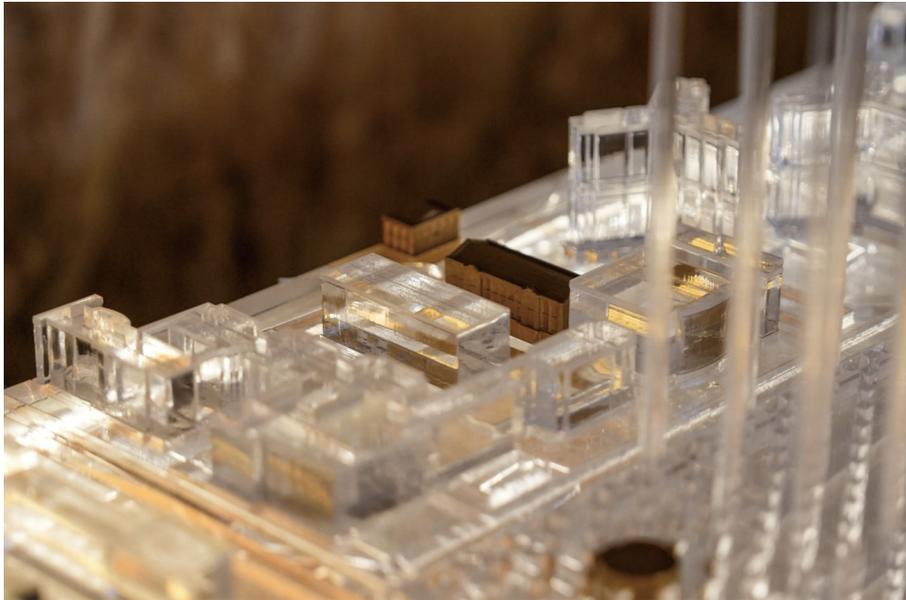
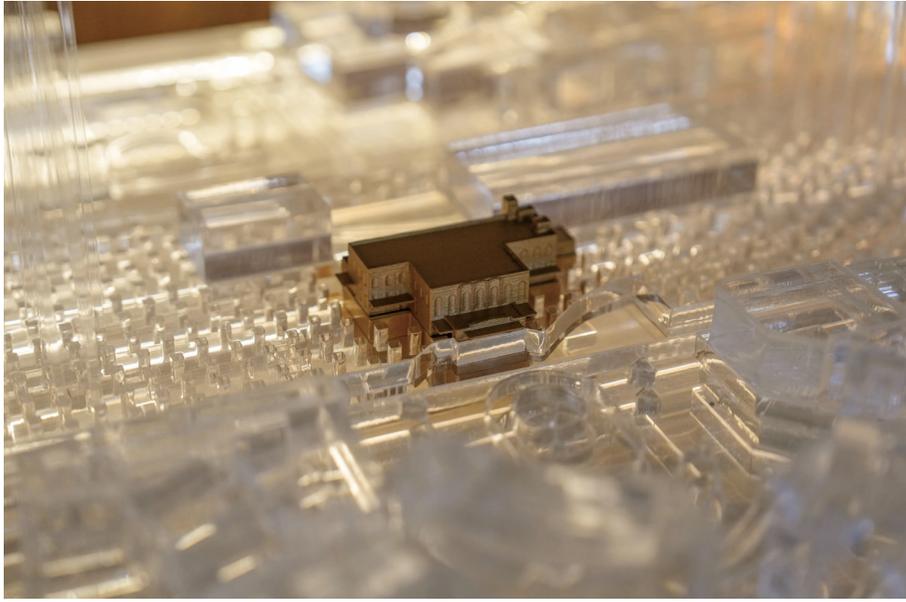
Border Elasticity_Physical Model



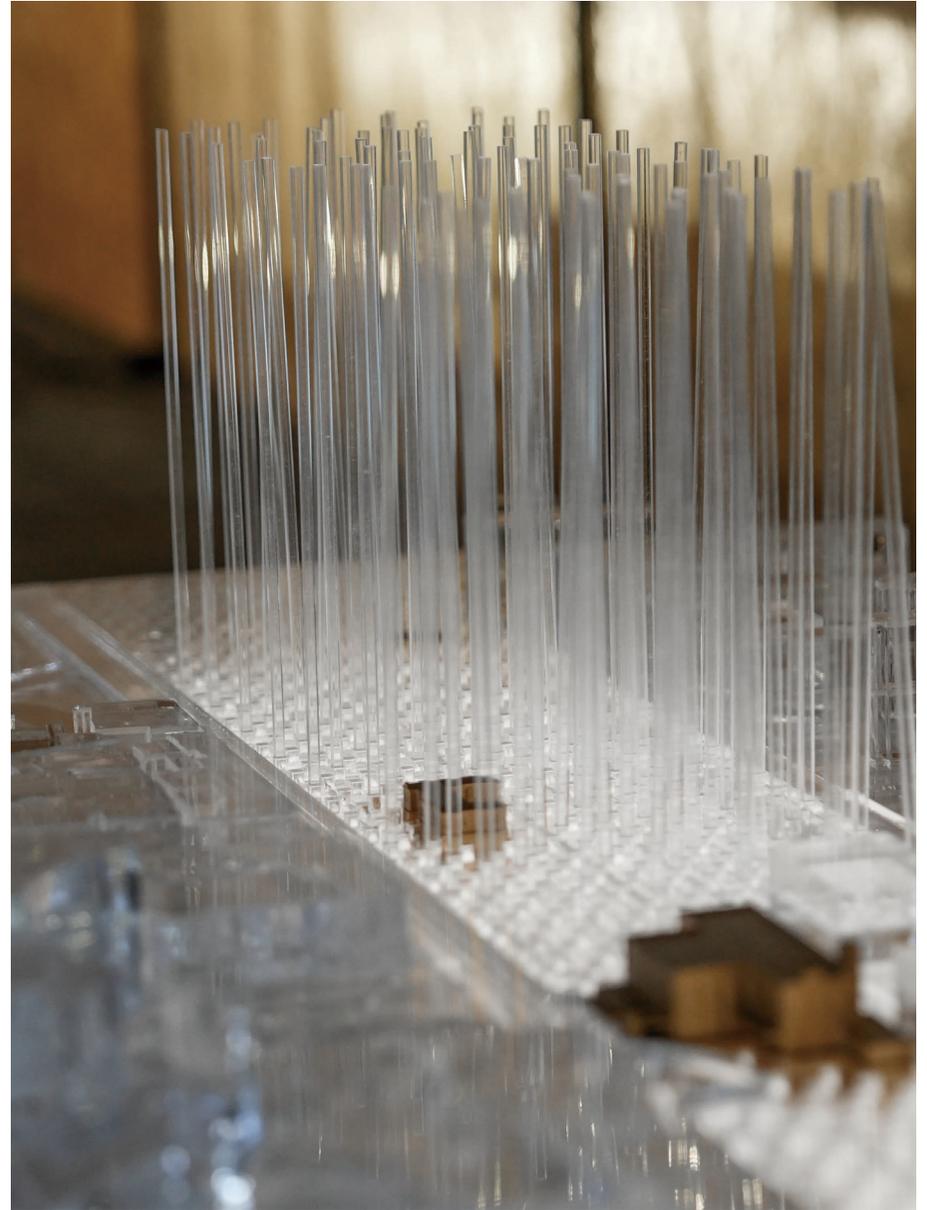
以水晶層象徵隱藏在臺南角落的歷史瑰寶。Crystal symbolize the historical treasures hidden in Tainan city.



水晶考古層象徵臺南的四個不同時代。Crystal archaeological layers represent four distinct eras in Tainan.



以金色呈現舊有的火車站站體（上）。The old train station is rendered in gold (Up).
成功大學校內的日治建築（下）。The Japanese colonial building located within NCKU. (Down).



可互動的水晶柱，邀請人們進行多樣的詮釋。An interactive crystal column invites diverse interpretations.

《臺南思想起》

“Tainan Reflection”

你是誰？

你這孤獨的旅人，為何老是在這些古老的卷子徘徊？

這是夏日的黃昏，艷紅的夕陽，正懸掛在安平港的海外，

你該擁着美好的情懷，到海灘去傾聽那遠來的濤聲。

要不，就跑到延平郡王祠，坐在後院那棵枯瘦的老梅下，

去品嚐寂寞千古的況味。到了臺南，不去探訪這些，

你還想尋覓什麼？

我，不是旅人，不是觀光的過客。回到臺南，

我是要訪尋故居，訪尋我年輕時候的腳印。

臺南，在我的心靈中是一座永遠的城，無論我走到哪兒？永遠出現在我的夢境。

哦！怪不得在你的眼中流露着濃郁的鄉愆。

難道說，你是臺南人，這兒是你生根的鄉土？

若問我是不是臺南人？

我說：是，也不是。

真的，我不知道自己究竟算是什麼地方人，

我出生在大陸的北方，在出生地，我住的時間很短，

短到還沒記憶的能力就離開。以後，我東漂西泊，許多城，許多村莊，許多陌生的地方，不斷從我眼前走過。

要我怎麼說呢？

或者我該說，我沒有什麼籍貫，我的貫籍寫在我的皮膚，

寫在我的臉上，我是一個東西南北人。

別問我是哪兒人吧！我覺得那不重要，

重要的是要愛這土地，像孩子愛母親那樣。

是的，我怎能抑制我的熱愛？

爲了哺育我而成長我的地方，是臺南。

Who are you?

You, the lonely traveler, why do you always linger over these ancient scrolls?

It is a summer evening, the radiant red sunset

Hangs above the seas beyond Anping Harbor.

Shouldn't you embrace these beautiful feelings,

Go to the beach and listen to the distant sound of the waves?

Or perhaps, visit the Shrine of Koxinga,

Sit beneath the withered old plum tree in the backyard,

And savor the solitude of the centuries.

In Tainan, if you don't seek out these places,

What else could you be searching for?

I? I am neither a traveler nor a passing tourist.

Returning to Tainan, I seek my old home,

The footprints of my youth.

Tainan, in my heart, is an eternal city.

No matter where I go,

It always appears in my dreams.

Oh! No wonder your eyes reveal such a deep longing for home.

Could it be that you are Tainanese,

And this is the land where your roots are planted?

If you ask me whether I am from Tainan,

I would say: Yes, and no.

Truly, I don't know where I truly belong.

I was born in northern China,

But I lived there so briefly

That I left before I could form memories.

Since then, I've drifted east and west,

Through countless cities, countless villages,

And so many unfamiliar places passed before my eyes.

What can I say?

Perhaps I should admit I have no fixed hometown.

My origin is written in my skin, etched in my face.

I am a person of east, west, south, and north.

Don't ask me where I come from—it doesn't matter.

What matters is to love this land,

As a child loves their mother.

Yes, how could I suppress my deep love?

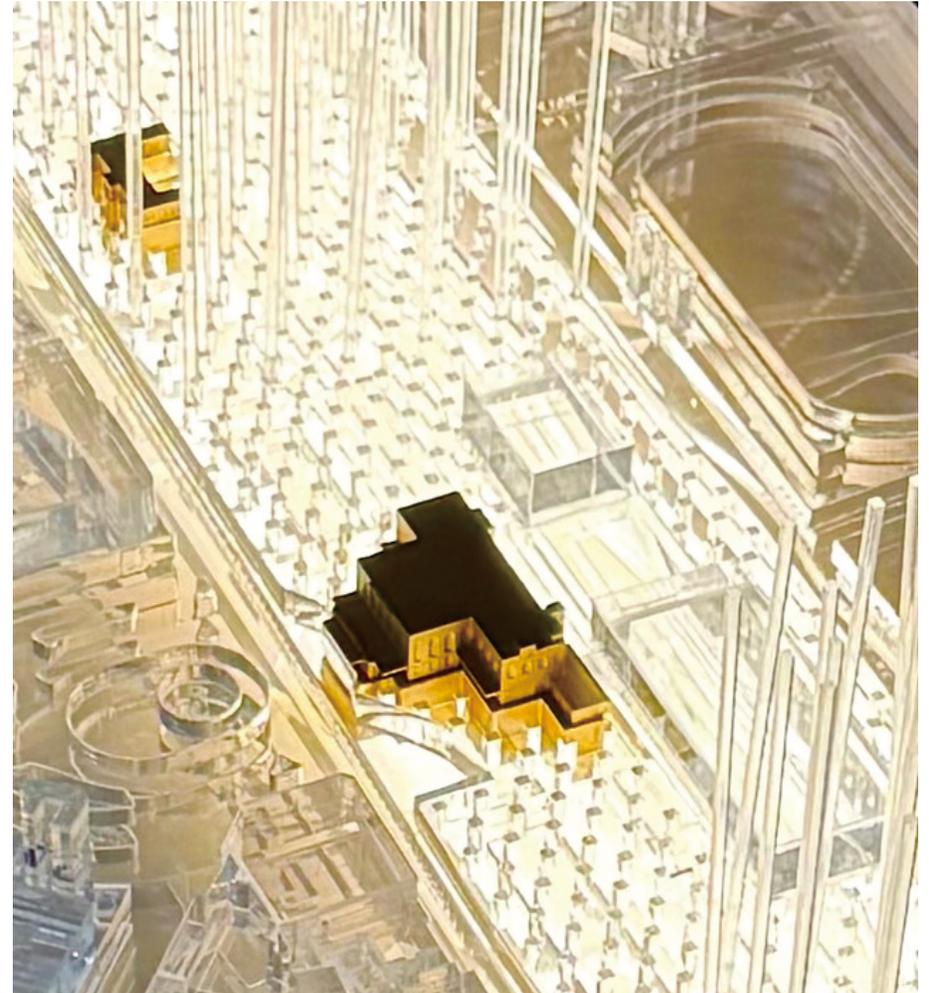
For the place that nurtured me,

That helped me grow—

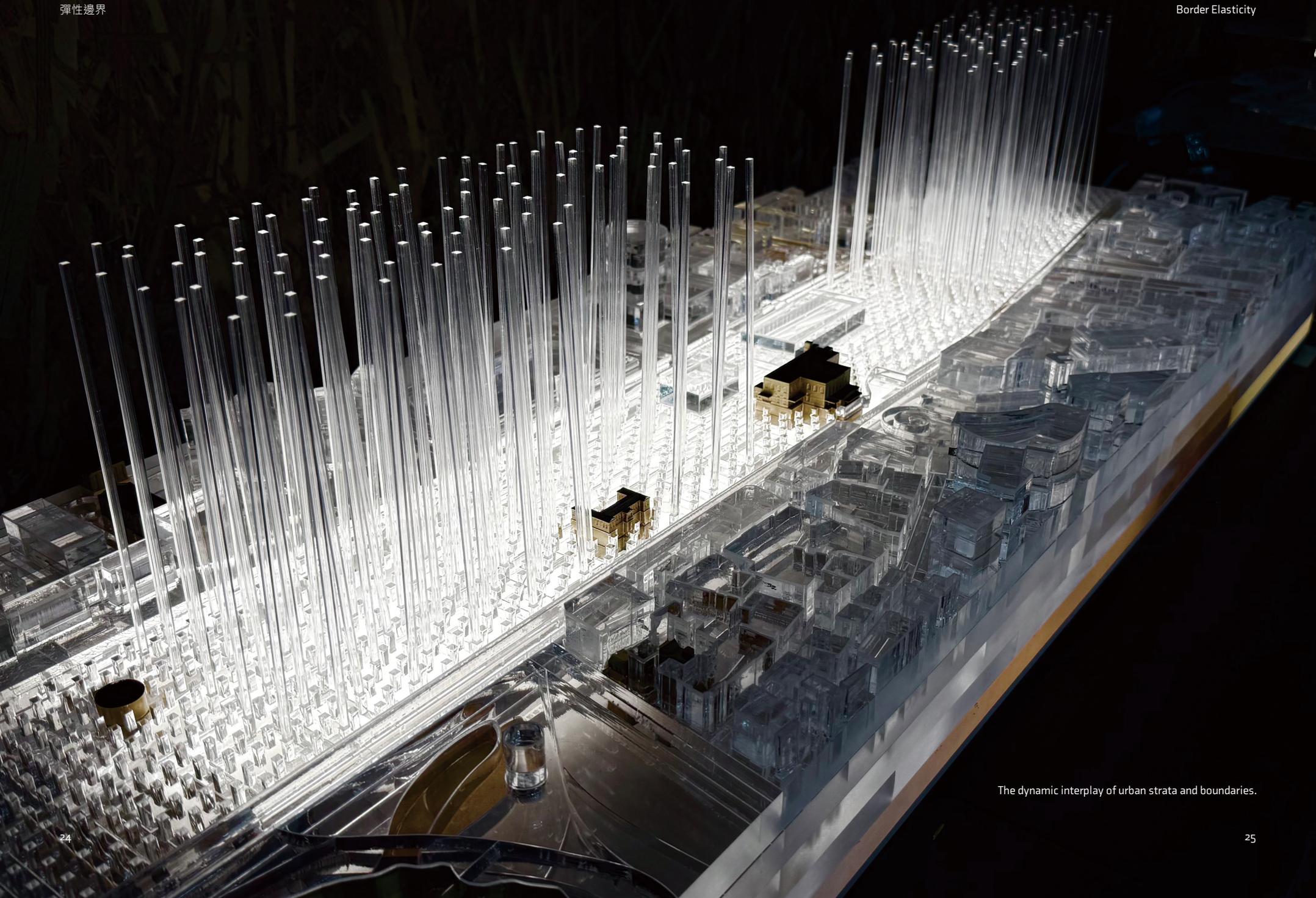
It is Tainan."



建設、歷史與都市交互下的動態邊界（上）。Dynamic boundaries from infrastructure, history, and urban. (Up).
歷史層理堆疊出的都市樣貌（下）。Urban forms are sculpted by the layering of distinct historical epochs. (Down).



金色的歷史建築與動態的水晶柱體。Golden historical architecture is paired with dynamic crystal columns.



The dynamic interplay of urban strata and boundaries.

邊界與界限

Border and Boundary

將臺南舊鐵路軌道移至地下，為城市的發展帶來了深具變革性的契機，呼應理查·桑內特（Richard Sennett）對邊界與界限的敘述。他指出，在自然生態系統中，邊界是一片充滿活力的互動與交流地帶，而界限則是僵硬的隔閡，抑制了成長與融合。地面鐵軌往往充當這種界限，切割了社區，也阻礙了行人的動線，並且造成低效或荒廢的空間。將鐵路轉移至地下，可將這些阻隔性的界限轉變為具有互動性的邊界，促進城市連結與協作。

桑內特對人類系統中孔隙性與抗阻性的探討彰顯了地下基礎設施的優勢。移除地面鐵路的這些實體與視覺屏障，不僅能釋放出大面積的公共空間——如公園、遊樂場及共享綠地，還能將這些空間轉化為如生態邊界般充滿活力的互動場域。鐵路地下化的動作契合了永續都市設計的原則，提升都市可及性與整體融合性。成功大學更進一步放大了這一改變的效益，為居民與學生共同創造豐富多元的城市日常體驗。

城市即大學，大學即城市

在臺南慶祝建城 400 周年之際，《彈性邊界》提出了一個遠見的願景，通過鐵路的地下化及臺南車站的重新改造，這裡將重新連結成功大學與歷史悠久的中西區。這一構想將百年歷史的鐵路，從一條僵化的「界限」轉變為一個適應城市需求的「彈性邊界」，進一步連結了成功大學校園與中西區的文化活力。

藉由連接學術廣場、歷史市場與公共綠地之間的小徑，學生、居民與訪客得以在日常生活中自然相遇，模糊了「大學校園」與「城市」之間的界限。通過推動整合與協作，臺南正邁向一個具有凝聚力且適應力強的城市未來，並在過程中致敬其豐富而充滿活力的歷史痕跡。

Submerging Tainan's old train tracks underground offers a transformative opportunity for urban development, recalling Richard Sennett's distinction between borders and boundaries⁴. In natural ecosystems, he argues, borders are vibrant zones of interaction and exchange, while boundaries are rigid, isolating barriers that hinder growth. Above-ground train tracks often act as boundaries, splitting neighborhoods, disrupting pedestrian movement, and creating underutilized or deteriorated spaces. Moving these tracks underground can turn them into border-like spaces, fostering connectivity and collaboration.

Sennett's exploration of porosity and resistance in human systems highlights the benefits of underground infrastructure. Removing the physical and visual barriers of surface-level tracks creates open space for public use—parks, playgrounds, and shared environments—transforming these areas into active zones of interaction, much like ecological borders. Submerging Tainan's tracks aligns with sustainable urban design principles, enhancing wind flow, accessibility, and integration while revitalizing public life. The proximity of NCKU

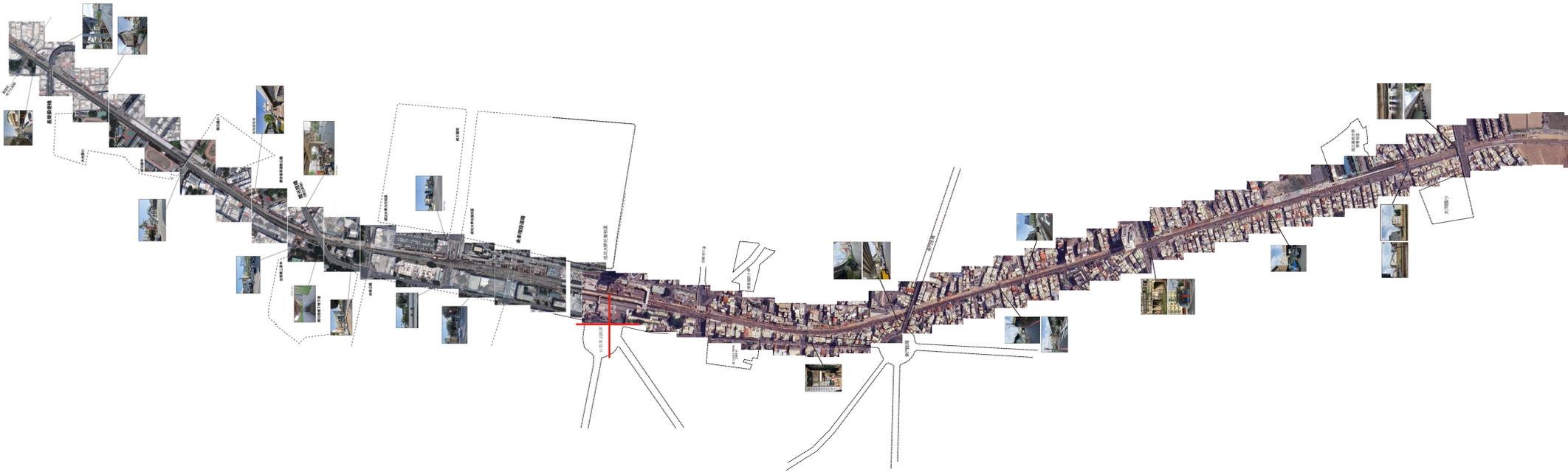
further amplifies this transformation, enriching daily urban experiences for residents & students.

City as University, University as City

As Tainan celebrates its 400th anniversary, Border Elasticity envisions a future that reconnects NCKU with the historic Central West District through the strategic subterraneanization of train tracks and the transformation of Tainan Central Station. This vision reimagines the rigid barriers of the century-old railway as an "elastic border" that adapts to urban needs, bridging NCKU's campus with the cultural vitality of the Central West District.

Pathways for open and spontaneous encounters between students, residents, and visitors connect academic plazas, heritage markets, and communal green spaces, erasing the divide between "university campus" and "city." By fostering integration and interaction, Tainan moves toward a cohesive and adaptable urban future that honors its rich, living history.





Border Elasticity_Research Diagram

鐵路旁的臺南城市生活

Tainan's urban life by the railway

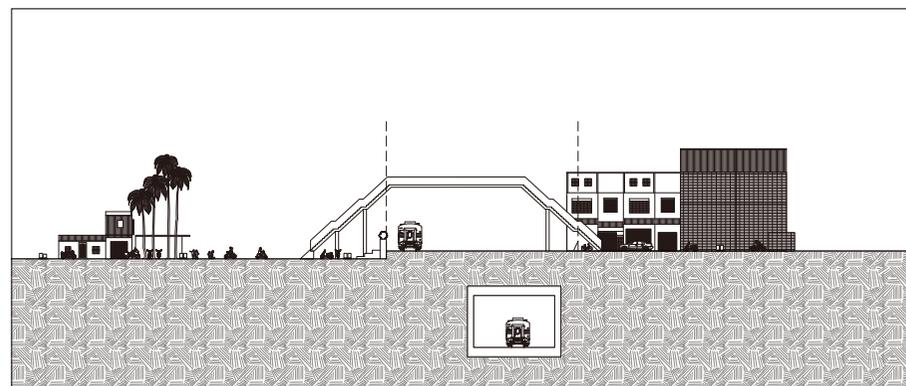
臺南的鐵路自古以來是連接這座城市與外界的重要通道，然而，鐵路本身並未深入市區的生活圈。這種區隔使得鐵路成為臺南的“背面”，它既是城市的交通動脈，也成為了生活空間與商業活動之外的邊界。隨著時間的推移，居民生活逐漸向鐵路兩側擴展，無論是住宅區的發展還是商業設施的建設，鐵路沿線的空間都成為了城市中不斷演變的場所。這些空間見證了城市的變遷，也成為居民日常生活的一部分。

今日的臺南，生活空間緊貼著鐵路，人們早已習慣鐵路之間的距離，以及透過天橋穿越到另一側的移動方式。儘管鐵路作為交通基礎設施，似乎在某種程度上阻隔了城市內部的流動性，但也意外地為社群提供了一個較為隱私且不受打擾的空間。鐵路不僅是臺南城市結構的見證者，更是生活日常的一部分，彷彿提醒著人們，在快速變遷的城市中，這條線所帶來的，不僅僅是距離與速度，還有那些緩慢而真實的生活瞬間。

Tainan's railway has long connected the city to the outside world, yet it has never fully integrated into its living zones. This separation has turned the railway into Tainan's “backside” — a vital transportation artery and a boundary beyond urban life and commercial activity. Over time, residential areas expanded along both sides, transforming the railway's surroundings into evolving spaces that reflect the city's growth while becoming part of daily life.

Today, living spaces closely border the railway, with residents accustomed to its presence crossing it via pedestrian bridges. While the railway may divide the city, it has also created semi-private spaces where communities gather and life quietly thrives, offering a slower rhythm in contrast to urban development.

Beyond infrastructure, the railway is part of Tainan's everyday pulse. Amid the city's rapid changes, it holds more than just distance and speed—it preserves the unhurried moments that define urban life.



司令臺後的火車穿越（上）。The train passing behind the command platform (Up).
學校與社區在過去透過天橋連接（中）。the communities once connected by a pedestrian bridge (Center).
130km/h 的自強 3000 與學校操場（下）。The 130 km/h EMU3000 train and the school playground (Down).



鐵路旁的小土地公廟。The Land God temple beside the railway.



大橋火車站月臺與住宅之間。Between the platform of Daqiao Train Station and the residential area.



陸橋下的社區活動中心。The community activity center beneath the overpass.



彈性邊界

Border Elasticity

臺南城市背面

The Hidden Side of Tainan City

都市規劃與日常的落差

The gap between urban planning and daily life

臺南鐵路東移計畫改變了城市的交通動線，也重新定義了鐵路沿線的空間。原本位於城市“背面”的鐵路用地隨著地上設施的移除，轉化為城市規劃中的“正面”。然而，這些過大的空白空間卻與日常生活脫節，原本私密而親密的社群空間被迫打開，成為面向未來的公共場域，規劃與使用之間的落差隨之浮現。

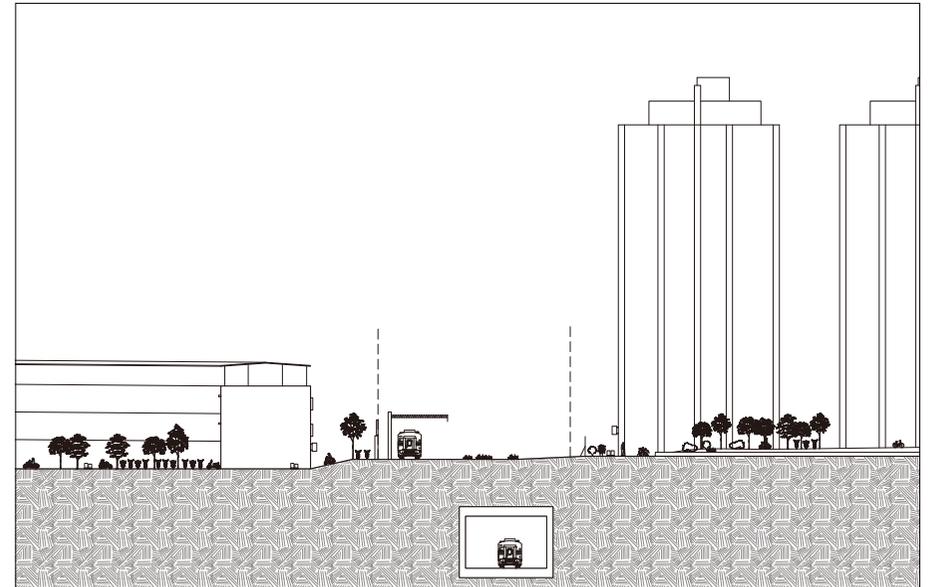
鄰近鐵路的學校空間也受到影響，其原本的邊界因鐵路東移而被重新定義。曾經相對封閉的校園環境被暴露於更大的公共視野中，學校與社區之間的關係需要重新調整。這種轉變帶來了機遇，也引發了對隱私與公共需求之間平衡的挑戰。

鐵路東移後留下的廣闊空間，展現了大規模交通建設對城市的影響，同時也突顯了人尺度與交通需求之間的矛盾。過大的空間使人顯得渺小，日常活動無法自然融入其中。如何讓這些新空間回應居民的日常需求，成為未來規劃中不可忽視的重要課題。

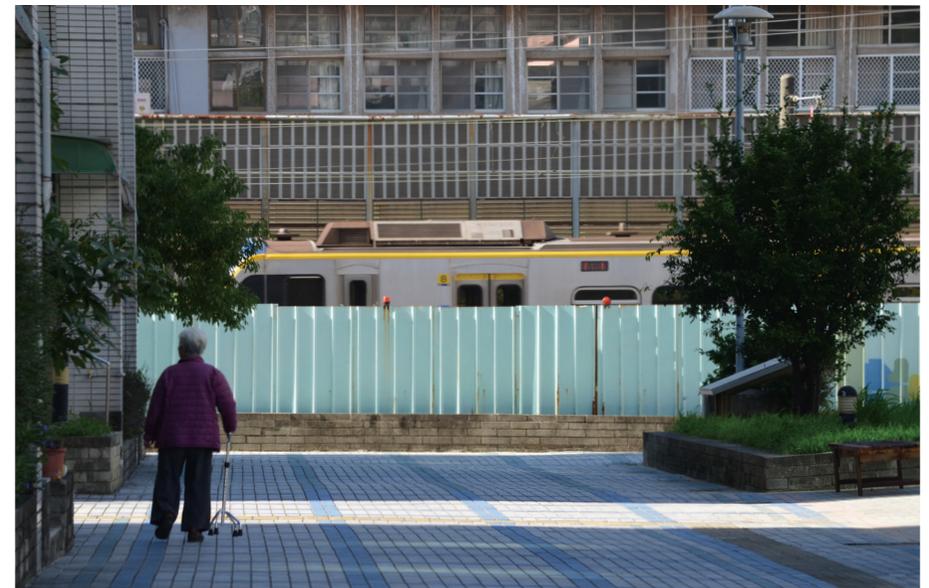
The Tainan railway relocation has reshaped the city's transportation network and redefined the spaces along its corridor. Previously the city's "backside," the railway's removal has created large open spaces, turning them into urban "fronts." However, these areas feel disconnected from daily life. Once intimate, community-focused spaces are now forced to open up, facing the challenge of becoming public domains.

Schools near the railway have also been impacted, with their boundaries now exposed to wider visibility. The relationship between campuses and neighborhoods requires redefinition, balancing openness & privacy while adapting to dynamics.

The vast spaces left by the relocation highlight a tension between human-scale activity and large-scale infrastructure. These areas often feel impersonal and disconnected, as everyday routines struggle to adapt to their scale. To succeed, urban planning must ensure these spaces integrate meaningfully into residents' daily lives.



學校與集合住宅間過大的空白空間。The large vacant space between the school and the residential complexes.



集合住宅間的公園對上一道鐵路的圍牆。The park between the residential complexes faces a railway wall.



原先過不去的鐵路好似城市的背面。The previously impassable railway seems like the backside of the city.



城市之間還未定義的白。The undefined emptiness between cities.



鐵路規劃下城市中的零碎地塊。The fragmented plots of land in the city under railway planning.



臺南城市間的尺度差異。

The Scale Differences Within Tainan City

生活空間延伸的自主性

The autonomy in the extension of living space.

在臺南鐵路東移計劃的影響下，鐵路成為了城市中的暫時性邊界。居民對此多持消極態度，常在這條邊界兩側停放車輛或堆放雜物，將其視為臨時的儲存空間。由於對這片空白地帶的未來發展缺乏明確預期，居民尚未積極參與或規劃其用途。

這種情況反映了都市規劃與居民日常生活之間的脫節。在缺乏明確規劃和溝通的情況下，居民傾向於以實用主義的方式利用這些空間，導致其功能未能充分發揮。此外，這些臨時性的使用方式可能影響城市整體景觀和環境品質。

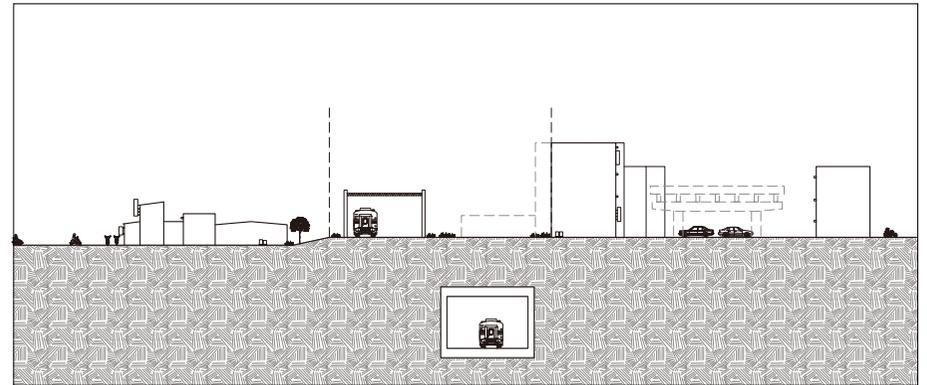
為了縮小都市規劃與居民日常生活之間的差距，或許我們應該加強與社區的溝通，了解居民的需求和期望，共同制定這些空間的未來發展計劃。同時，應鼓勵居民積極參與社區規劃，提升他們對公共空間的認同感和責任感。

透過與居民的共同努力，才能將這些暫時性的邊界轉化為充滿活力的公共空間，滿足社區的需求，提升城市的整體品質。

The Tainan Railway Eastward Relocation Plan has created a temporary boundary within the city, where residents tend to park vehicles or store items on both sides, treating it as a temporary storage space. Due to a lack of clarity about the future development of this area, residents have not actively planned or engaged in its use.

This situation highlights a disconnect between urban planning and the daily lives of residents. Without clear plans or communication, residents use these spaces pragmatically, leading to their underutilization. Additionally, these temporary uses can impact the city's landscape and environment.

To bridge this gap, it is crucial to enhance communication with the community, understand their needs, and collaboratively develop plans for the future of these spaces. Encouraging residents' active participation in community planning will foster a sense of responsibility and identity toward public spaces. These temporary boundaries can be transformed through collaboration into vibrant public spaces that meet community needs and enhance the city's overall quality.



鐵路旁人們圍在樹下聊天、吃午餐（上）。People gather under the tree by the railway, having lunch (Up).
陸橋拆除後所遺留的空白（中）。The void left behind after the demolition of the overpass (Center).
陸橋拆除後成為居民的停車空間（下）。The demolished overpass became a parking space for residents (Down).



空間的彈性與多樣性：重塑臺南城市空間與社區活力

Flexibility and Diversity of Spaces:

Redefining Urban Spaces and Revitalizing Communities in Tainan

鐵路地下化工程為臺南市提供了一次重新定義城市空間與社區生活的重大契機。這一計畫與臺南市的整體都市發展策略密切結合，旨在緩解城市交通壓力，提升土地利用效率，並促進東西向街區的互聯與融合。過去，鐵路作為城市南北的分隔屏障，不僅阻礙了交通連結，也導致沿線土地利用效率低下。隨著地下化工程的推進，原本被鐵道佔據的空間得以釋放，為公共空間的再生與社區融合創造了無限可能。

這些重新規劃的空間展現出高度的彈性與多樣性，不僅促進了東西向的交流，也為居民提供了日常休憩的場所。這些空間能夠容納多樣化或臨時性的公共活動，增強了城市活力，滿足了不同群體的需求，並促進多功能公共空間的形成，成為城市生活的全新焦點。這些場所還能提供文化活動和小型商業展會，讓空間的使用更加多元化。

同時，鐵路沿線的改造也兼顧了歷史與現代需求之間的平衡。以臺南車站為例，其第二代站體建築得以保存並修復，成為連接城市歷史與

未來的重要象徵。這座文化地標不僅保留了歷史價值，還透過規劃設計轉化為市民與遊客共同使用的公共空間。鐵路地下化後的空間因此不僅是一種物理結構上的轉變，更是一種文化與社會價值的融合。

此外，鐵路地下化所釋放的土地還推動了社區生活的復興與經濟活力的提升。過去因鐵路分隔而導致的社區孤立問題，在東西向街廓的重新連結後得到改善。新增的公共設施與開放空間成為居民互動與交流的場域，不僅提升了生活品質，也強化了社區的凝聚力。這些空間的開放性與包容性，為不同年齡層與背景的居民提供平等參與的機會，促進包容社會的形成。

同時，這些新空間為地方經濟發展帶來了契機，吸引了創意產業、中小企業以及文旅項目的進駐，進一步帶動周邊地區的經濟活力。歷史文化的保留與展示則為城市增添了獨特的觀光吸引力，成為居民與遊客共享的記憶場域。鐵路地下化後的公共空間不僅是城市功能的一部分，更成為市民情感與文化體驗的平臺。



這一重要規劃實施應能展示都市設計所需具備的彈性與多樣性，實現了城市結構的重組與公共生活的重塑。它不僅有效解決了交通與土地利用問題，還為市民創造了更多文化、經濟與社會交流的機會。鐵路地下化工程體現了歷史保存與現代化需求之間的平衡，也彰顯了市民參與對城市規劃的核心價值。這將成為未來臺南都市發展的重要啟示與典範。

The railway undergrounding project has provided Tainan with a major opportunity to redefine urban spaces and revitalize community life. This initiative aligns closely with Tainan's broader urban development strategy, aiming to alleviate traffic pressures, enhance land use efficiency, and strengthen connections between east-west neighborhoods. Historically, the railway acted as a barrier dividing the city's north and south, hindering traffic flow and leading to inefficient land use. With the advancement of the undergrounding project, the space previously occupied by the railway has been reclaimed, unlocking immense potential for public space regeneration community integration.

These newly planned spaces demonstrate flexibility and diversity, facilitating east-west connectivity and providing residents with places for leisure and relaxation. They can host a variety of activities, including temporary public events, enhancing urban vitality and meeting the needs of diverse groups. These multifunctional public spaces have become focal points of urban life.

The redevelopment of the railway corridor balances historical preservation and modern needs. For instance, the second-generation Tainan Station building, constructed in 1936, has been preserved and restored, serving as a vital link between the city's past and future. This cultural landmark retains its historical value while being transformed into a shared public space for residents and visitors. The post-undergrounding spaces are not just physical transformations but also reflections of cultural and social values.

Additionally, the reclaimed land has revitalized community life and stimulated economic development. The reconnection of east-west street grids has mitigated the isolation caused by the railway. New public facilities and open spaces serve as venues for interaction, improving residents' quality of life and strengthening community cohesion. The inclusivity of these spaces provides opportunities for people of all ages and backgrounds to participate equally in public life, fostering a more inclusive society. These spaces also create opportunities for local economic growth, attracting creative industries,

small businesses, and cultural tourism projects that invigorate surrounding areas. The preservation and presentation of historical and cultural assets enhance the city's appeal to tourists, creating shared memories for residents and visitors. Post-undergrounding, these public spaces have become platforms for emotional connection and cultural experiences, beyond their functional roles.

This project exemplifies the flexibility and diversity required in urban design, enabling the reorganization of the city's structure and the reshaping of public life. It effectively addresses transportation and land use issues while creating opportunities for cultural, economic, and social interactions. The railway undergrounding project harmoniously balances historical preservation and modern needs, highlighting public participation's value in urban planning. It serves as an inspiration and model for Tainan's future development.



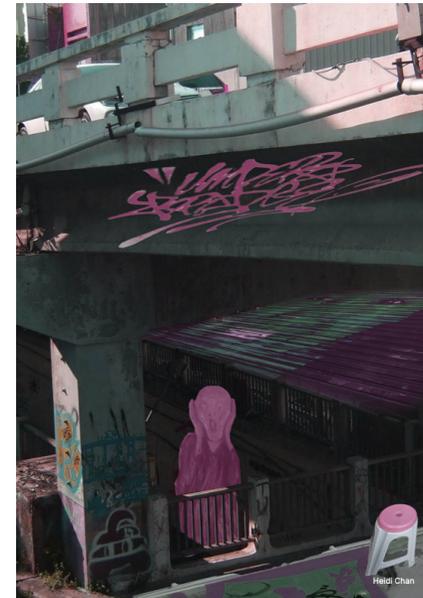


鐵路與臺南市民間的距離。

The Distance Between the Railway and the Citizens



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彈性邊界

Border Elasticity

“Border Elasticity” is a vision for an adaptable and inclusive urban future that celebrates Tainan's living history through the opportune subterraneanization of the train tracks. It aims to bridge the NCKU's campus life with the cultural pulses of the historic Central West District.

#Urban Connectivity

#Heritage Revitalization

#Inclusive Campus

#Transit Oriented Development

#Public Space

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2. 盧卡斯，G. (2001)。《田野工作批判方法：當代與歷史考古實踐》。Routledge 出版社。書中探討了對歷史地層的詮釋及其在塑造城市敘事中的重要性。
3. 郭飛 (1985)。《永恆之島》。新地出版社。
4. 塞內特，R. (2018)。《建築與居住：城市的倫理》。Farrar, Straus and Giroux 出版社。書中，塞內特深入探討了建築環境（界限）與生活經驗（邊界）之間的差異，並闡述了如何藉由都市設計促進開放與互動，而非加劇其分裂。

1. See Soja, E. W. (1989) in Postmodern Geographies: The Reassertion of Space in Critical Social Theory. Verso, where he discusses spatial theory and the elasticity of urban and social boundaries as dynamic constructs shaped by historical and political forces.
2. See Lucas, G. (2001) in Critical Approaches to Fieldwork: Contemporary and Historical Archaeological Practice. Routledge, where the interpretation of historical strata and their significance are discussed in shaping urban narratives.
3. Guo F. (1985) Eternal Island. New Land Publishing House.
4. See Sennett, R. (2018) in Building and Dwelling: Ethics for the City. Farrar, Straus and Giroux, where Sennett explores the distinction between built environments (boundaries) and lived experience (borders), offering insights into how cities can foster openness and interaction rather than division.

