

VOL. 1

HOPSCA

PLANNING & DESIGN

城市综合体 规划与设计(上)



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高迪国际 HI-DESIGN PUBLISHING 编

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案例 IV. ①TU984

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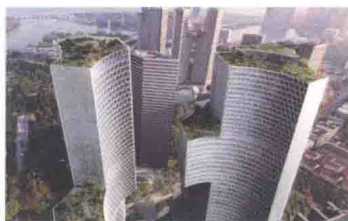
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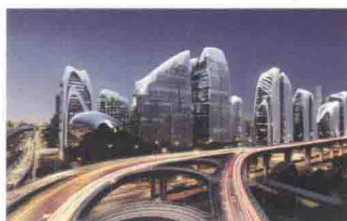
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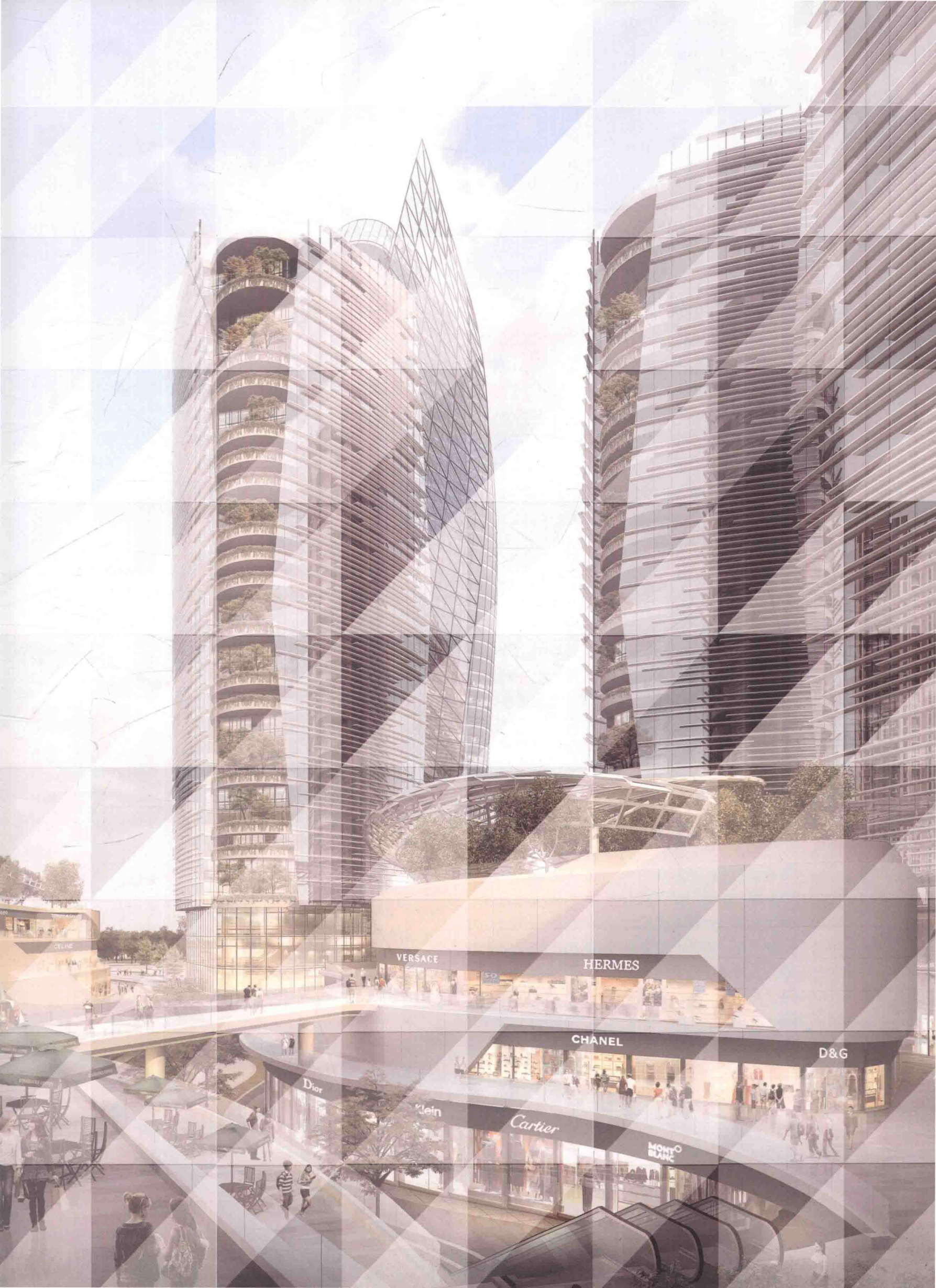
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塑造街区——城市的DNA

我们迷恋一个城市往往沉醉在她的街头巷尾，迷恋于那里发生的事件、接触到的人、影像与气味、狂欢与宁静等。威尼斯广场、纽约时代广场、巴黎香舍丽榭大道和塞纳河畔、东京银座，甚至，还有清明上河图中描绘的图景，这些街区中复杂的难以言表的魅力究竟来源于哪里？

显然，魅力街区不是依赖于单一商业、或是单一政府导向、或是单一居民自发行为能产生的，她带着如同DNA一般复杂的属性，存在于城市血脉中。

当从“空间的容器”这样偏重内向的性格开始外向型变化，并成为定义街道甚至城市空间形象的载体的时候，“建筑”被赋予的意义变得更加广域。当在地居民的日常生活、短暂访客的使用等需求的多样性到达一定浓度，且日趋复杂的时候，建筑创造的内部空间和城市规划定义的外部空间在某一个层面上将必然互通一体。于是，富有生命力的街区出现了。城市的文脉肌理、项目的自身功能以及人的行为在这里交汇共融。建筑与城市规划的各种宏大而正统的理论们都在以人的物理、心理尺度为根本判断的这里——在街区——被见证是与非了。

体验和互动是当今社会性的时代话题，而街区恰恰是承载这类行为最合适的空间载体。不管是建筑师热衷的共享空间、室内步行街、半室外灰空间；还是规划部门执著的退让红线、控制高度、密度、容积率指标；还是文艺青年们迷恋的街巷廊道等等，其实最终要追求的是一种适合人使用与交往的空间。阿兰·B·雅各布斯《伟大的街道》中曾经这样描述——“最好的街道既是令人欢欣的，又是实际可用的。它们充满趣味，并且向所有的人开放。它们包容陌生人的相逢，也包容着熟人间的偶遇。它们既是一个社区的象征，也是社区历史的象征，它们代表着一段公共的记忆。它们既是一个用以躲避世事的场所，也是一个浪漫传奇的所在；既是一个表演的舞台，也是一个梦想的空间。”

那么在设计层面上，我们该如何实现它呢？就规划而言，其根本的意义不应是各类指标和红绿蓝线，而应该是规划人的行为，并设计与之对应共鸣的载体：或广场或建筑或公园、或高或低、或疏或密，疏通城市的血脉。而就建筑而言，其根本的意义也不应该是仅仅平立剖那么单纯，更广泛更有高度的与城市空间互动的思维应该带到设计中，其行为带来的结果：或流畅或聚合、或仰视或俯瞰，或醒目或融合的空间才会合理有序，给人喜悦。

LOA 作为一间致力概念和实效互动结合的建筑事务所，我们试图在接触到的项目中，设计都能带来城市空间的思考，引起公众共鸣。芜湖长江之歌和义乌北门街区块综合体的建筑设计实践，代表了我们的这种思路。对于“城市综合体”，我们暂不讨论它到底源于商业操作还是政府语境，作为建筑师——城市塑造的重要参与者，我们看到城市、社会、产业，以及个体的人等多种因素在此都被牵连其中。依托于这样一类项目的设计，是否能将我们的设计回归本源？

我们植入的界面和空间是希望引起使用者和所有者的愉悦、互动甚至思考的。形态的表述不是目的，而是一种手段，富有张力的界面带来空间崭新的体验，形体的自然随机带来的趣味，恰到好处的陌生感和熟悉感并存，由此希望唤起建筑在外部空间态度上更本质的认知——建筑注重内部空间表达这一特征随着时代变化并延展了，建筑之外部形态也在塑造着街道空间。建筑的外向型属性不只限于构造细节和材料美感的表达，对体验和互动的重视与表达才是建筑立面乃至设计整体所承载的新意义。

以规划的思维、城市的视角来面对单体建筑的设计，赋予“城市综合体”这一特定类型的建筑设计应有的广度和深度，使之成为城市肌理里特征鲜明、具有蓬勃生命力的一块DNA印记。

PREFACE

Blocks Shaping - City DNA

Obsessed with a city, we always indulge in its streets and lanes, crushing on the events there, the people we meet there, its image and scent and its hilarity and peace. Where does the complicated and unspeakable charming of these blocks —Venice Square, New York Time Square, Avenue des Champs Elysees and Seine River, Ginza and even in the Riverside Scene at Qingming Festival actually come from?

Obviously, a charming block can't come into being depending only on one business, or the government's guidance, or residents' spontaneous behavior. It exists among the city veins like the complex properties of DNA.

As it begins to become extroverted from being a "space container" and also be a carrier defining streets and even the space image of a city, "architecture" is given a broad meaning. When the diversity of the needs of local residents' daily life and temporary visits comes to some extent and becomes more complicated, the inner space and outer space of a building will become one at certain level. Thus, a lively block comes into being. Here, the city context, the functions of projects and people's behaviors integrate with each other. Every great and orthodox theories about architecture and city planning is tested in blocks by people's physical and psychological criteria.

Experience and interaction are topics of the age today and blocks are just the most suitable space carriers for them. Regardless of the shared spaces, indoor pedestrian streets, half outdoor gray spaces that architects are keening on, or the setback restriction, the index of height, density and plot ratio that the planning department sets up; or the streets that art youth are crushing on, all of them actually are pursuing a kind of space that suits people's purpose and communication. In the book *Great Street* written by Alan Jacob, it says that—"The best are as joyful as they are utilitarian. They are entertaining and they are open to all. They permit anonymity as well as individual recognition. They are symbols of a community and of its history; they represent a public memory. They are places for escape and for romance, places to act and to dream."

Then how should we realize it in design? For planning, its fundamental meaning shouldn't lie in the using of different kinds of index and colorful lines, but is the planning of people's behaviors

and corresponding carriers: squares, buildings or parks; high or low; sparse or dense, making the city lively. As for building, its fundamental meaning also shouldn't just lie in the design drawing. The comprehensive and high level thoughts which interact with the city space should be involved in the design to produce desired buildings with smooth forcades, different view angles, distinct spaces and pleasure.

As an architectural firm committed to combine concepts with practical results interactively, LOA, in all projects that it has, tries to take city spaces into consideration and make people resonate to it. The designs and practice of the Song of Yangtze River in Wuhu and the North Gate Street in Yiwu are the examples of this idea. For "HOPSCA, HOTEL, OFFICE, PARK, SHOPPING MALL, CONVENTION, APARTMENT", we will not have a discussion about whether it is made by business operations or by government for the moment. As architects—important participants in city shaping, we see that many factors such as city, society, industry and people as individuals are all involved in the constructure design. Can such designs bring us back to the origin of architecture?

We hope that our planting of interfaces and spaces may give users and owners' happiness, interaction and even thought. The expression of form is not our goal, but just a method. Interfaces full of tension will lead new experiences about spaces; the taste of the random forms, the co-existence of strange and familiarity all hope to evoke the nature of building in outerspace—the feature of focusing on the expression of emphasized interspace has changed and has been extended with the changing times, and the outer forms of buildings are also shaping the block spaces. The exterior features of buildings are not just confined in the expression of construction details and the sense of beauty of materials, only the attention and the expression to experience and interaction may convey the new meanings that building forcades and the overall designs carry.

The design of an individual building should be done with a new concept and pay more attention to the city. "HOPSCA" design desires width and depth, which will make it a DNA mark of the city with distinct features and flourishing vitality.



21 世纪综合体开发面临的一项新挑战

作为一名建筑师，我们的使命是设计一座拥有完善规划与美好的居住空间作为大前提的城市，然后才是风格的选择。

到 2050 年，全球预计约 62 亿人口将居住在城市。对于任何城市，尤其是处于发展中国家的城市而言，这个庞大的数字毫无疑问将引发一系列的问题和挑战。中国国家总理李克强在 2013 年的一次讲话中提到“在下一个 10 年，共有 20% 的中国人口将迁居到最近的城市中心。”

具体来说：五分一的中国人口约为 2.76 亿，相当于美国人口约 80%，假设这些人从乡村平均地迁居到最大的 50 个城市中，这意味着每个城市将不得不容纳平均 552 万人。人口的涌入不仅对基础设施、公共便利设施及交通网络提出庞大需求；同时，它将对环境产生巨大的负面影响。要全面地解决这些问题，谨慎周详的规划是必不可少的。而我们这些建筑师将在缓和日益加快的城镇化所引起的的影响中，发挥前所未有的关键作用。

其中一个减少对环境影响的最好方法，就是通过一个崭新的高密度开发模式，引入一个集高效的交通网络和社区开发相融合的高强度综合体。

在任何高密度城市中，建筑环境和相关的交通网络是

影响环境的主要因素，居民亦因如此要经常忍受糟糕的空气质量，所以任何新的开发模式都必须将环境问题与经济、住宅以至文化问题协同处理。以公共交通为导向的开发模式（TOD），便是解决这类挑战的有效方案，而位于上海闵行区的莘庄站体复合城 TODTOWN 就是此开发模式的一个样例。

TODTOWN 提供综合性住宅区、交通设施和公共福利服务和各种生活消闲所需的空空间，除公共交通基础设施（火车、公共汽车、出租车和停车场）之外，还包含服务式公寓、酒店、写字楼、零售以及公共空间。设计优先考虑交通中心与社区需求的高效融合。一个长形的大型购物中心为整个核心项目，以两手互握的设计概念构想出发，重新整合了闵行区的交通网络，成功把南面和北面的住宅区连接起来。当然，我们并不希望每个城市的综合体开发模式如出一辙，以公共交通为导向的开发模式更不应该旨意消除当地文化。作为建筑师，优秀的城市设计固然重要，但更重要的，除了帮助缓和日益加速的城镇化所引起的恶果，更要平衡解决环境和空间的问题，确保当地文化得以保育，满足和响应社区的需求。

对于 21 世纪从事综合体开发的建筑师们而言，寻求这平衡也许是我们最大的挑战。

PREFACE

A New Challenge for Mixed-Use Development in the 21st Century

As an architect, our mission is to create a city which places better planning and living space ahead of stylistic choices.

By 2050, it is estimated that approximately 6.2 billion people will live in urban areas. This staggering figure will undoubtedly trigger a series of problems and challenges for any cities, especially the ones in developing countries. China's Premier Li Keqiang mentioned in a 2013 speech that "another 20 per cent of China's population will make its way towards the closest urban centre over the next decade".

To put the situation in perspective: 20 per cent of China's population is about 276 million people which equals to approximately 80% of the United States' population, these individuals will be migrating from rural areas to the top 50 largest cities. If you simply evenly divide these people into 50 cities, this means that each and every city will have to accommodate, on average, another 5.52 million people. This influx of humanity will not only place huge demands on infrastructure, public amenities and transportation networks; it will also have enormous and detrimental impacts on the environment. Careful planning is needed to solve these problems holistically, and it is we architects that will, as never before, play a vital role in mitigating the many impacts of increasing urbanization.

Probably the best way to reduce our impact on the environment is through a new high density development model, incorporating a combination of mixed-use development, integration with efficient transportation networks and community development.

In any high-density city, the built environment and its

associated transportation network is a major source of street side air pollution and other environmental impacts, and those who live in such cities are often adversely affected by poor air quality. Any new development model must address these environmental aspects alongside economic, community and cultural aspects. Transit-oriented development (TOD), is one way to address a number of these challenges and TODTOWN in Shanghai Minhang is one such development.

Providing comprehensive-use development, transportation infrastructure and public amenity spaces, TODTOWN consists residences and serviced apartments, a hotel, offices, retail and public spaces, on top of public transport infrastructure (trains, buses, taxis and carparks). The design of the development prioritizes the efficient integration of the transport hub with all community needs. An elongated retail mall forms the centrepiece of the TODTOWN design, which connects and unifies the disparate parts of the site.

Of course, we do not want these future mixed-use developments to be identical across every city, providing the same shops and the same experience; A Transit-Oriented Development should not eradicate the local culture and community. As architects, our duty is to balance the need to address environmental and spatial problems while mitigating the consequence of increasing urbanization, ensuring that local culture and community needs are properly preserved and serviced and after that, paying attention to the stylistics concerns.

Finding this balance is perhaps the biggest challenge for 21st century architects working with mixed-use developments.

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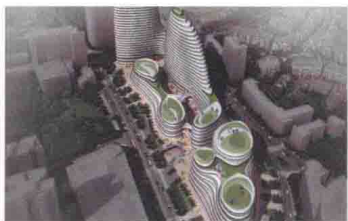
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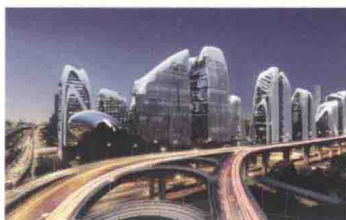
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Shishi Yangneiting Complex

石狮洋内亭城市综合体



Location

Shishi, Fujian Province,
China

Architect

RM Architects
+ J.A.O. Design

Area

98,086 m² (Project area)
424,127 m² (Building area)





The project is located in the new northern district of Shishi. Benefiting from the integrative development of Quanzhou Bay Rim, the project site occupies the north gateway location to Shishi City radiating the surrounding regions including Quanzhou and Jinjiang. It covers a total land area of 98,086 square meters with an overall floor area of 424,127 square meters.

In an aim to create regional iconic images, the project has adopted the concept of eco-city and highlighted the philosophy of sustainable development. On the one hand, we use innovative approach to break the foursquare layout and shapes, and instead bring in the curves to create a flowing, natural, organic and flexible exterior image and internal space.

On the other hand, we appropriately applied energy conservation techniques including vertical greening, natural ventilation, water circulation and alternative energy, etc. The concept and exterior image have been in total accord with the modern and vigorous urban building clusters.

In the master planning, we divided the site into east and west sections. The east section is adjacent to the main road and is designed to be commercial and office areas, demonstrating the iconic feature of the project. The west

section is close to the residential community in the west and the park in the north, and is designed to be residential area with top quality living environment.

Between the sections are a vehicular path running through the site and a clubhouse serving both the residents in community and clients from the outside, both working as the separation of two sections. Hotel office building is at the northeast corner of the site, together with other three SOHO office buildings to have become the landmark of the city. The various skylines combined with the commercial demonstration along the shopping center, providing an attractive city image.

The commercial street goes from south to north between the public buildings area and residential one through the entire site, together with the shopping mall at the southeast corner to have shaped a continuous and complete commercial block.

The commercial type of ground-floor stores along the two sides of the street is also applied, which is in compliance with the consumption habits of Shishi citizens. The residential area in the west is placed in an embracing layout with a park in the center, taking consideration of the privacy. The ground floors of the residential building are of commercial use ensuring the mix-use functions of the plot.