

天津市住宅区、干道、商业街 规划与建设

陈咏鞠 编著

中国科学技术出版社

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献给四十周年的新中国
献给日新月异的新天津

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歲次庚子四月十五日

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What the Book Tells

Three successive earthquakes of intensities rarely known in the region struck Tianjin between July and November 1976, causing varying degrees of damages to the buildings. The past twelve years witnessed the completion of relief and rehabilitation programs from 1976 to 1980, the reconstruction drive until 1983 and the well-planned program of construction since 1984, all of which were carried out under the guidance and support from the Central Committee of the Communist Party of China and the State Council and the direct leadership of the Tianjin CPC Committee and the municipal government. Today, the city has taken on a completely new look and is travelling along the road of steady development.

The present book consists of seven chapters.

Chapter I reviews the planning and the construction of the city's new residential quarters, thoroughfares and shopping centers.

Relief and rehabilitation formed the main task of the first stage when the debris was removed, the buildings mended and reinforced, the utilities brought back to normalcy, thus production, education and commercial services were timely resumed, the homeless resettled and the worst-affected districts granted special aid. To fill the gap between the increasing population and the limited number of houses, large-scale housing projects were launched in the new residential areas.

The second-stage program focused on rebuilding and repairing all the houses destroyed or damaged in the tremors. At least three million square meters of new floor space were offered to residents each year, while the repairing projects in the old districts were being carried out and all the shacks set up during the quakes were dismantled. Service systems began their operation, and significant improvements were made in the city's infrastructure.

More housing projects in the newly-opened-up districts, accompanied by the building of the thoroughfares and the shopping centers as well as the successful tree-planting plans in the residential areas and the improvement of the roads, marked the third stage of Tianjin's reconstruction.

Chapter II presents a review of the planning and construction of the new residential quarters.

Large scale construction projects in the new residential areas required theoretical exploration and research in urban planning. The city's planners gradually came to see the superiority of the two-grade system to the multigrade system in differentiating the housing projects. They re-evaluated the traditional layout in which the buildings stood in rows and drew up new plans, arranging the apartment buildings into a system resembling a big compound (like those in Ziya Li) or a big arc (like those in Xihu Cun No. 3). Also included in Chapter II are discussions on the nature of various spaces in a neighborhood and their interrelations, affirming that such spaces are essential embodying the special characteristics of each neighborhood, while the open spaces should have aesthetic and decorative value and the interblock tracts should be so furnished as to serve multiple purposes.

The chapter extends its scope to include a study of the adaptation of the service installations to the special features of a specific residential quarter.

Chapter 3 deals with the reshaping of the traditional residential districts. After giving an exposition of the causes of the speedy transformation of those districts, the author reports how the channels of the inflow of funds and government distribution policies would influence the standards relating to the land to be used, the utilities, the

per-square meter cost and the environment to be chosen, offering his own proposals.

Construction of the city's new thoroughfares form the subject of the fourth chapter. The author examines the factors contributing to the opening up of the thoroughfares within a relatively short time, drawing attention to how the inevitable dismantling of large numbers of old buildings whose occupants must be provided with new homes, the insufficient development of the third industry and the lack of large public-service buildings joined to account for the emergence of new thoroughfares lined by residential buildings standing to form "walls". Owing to the municipal authorities' restriction on the construction of high-rise buildings, it was difficult to diversify the buildings in height and avoid monotonous arrangement. An undeniable evolution has, however, taken place, a change from the simple linear arrangement of wall-like buildings along Hebei Avenue and Western Avenue to the buildings differing in height with "gaps" formed by low constructions along a section of the Tianjin-Tanggu highway, and further to the adoption of miniparks along Central Hongqi Road. Taking full account of the specific conditions in China, the author makes comparisons between the practice of transforming the traditional streets by moderate modifications and that of building thoroughfares along with well-arranged residential quarters.

In the fifth chapter the author gives his description and evaluation of the five newly-formed shopping streets. The layout for these streets was drawn up within the framework of the city's overall urban planning. Efforts were made to ensure that these streets have organic relationship with the traditional commercial centers, historical sites and modern buildings bearing cultural significance. The planning for new shopping streets, according to the author, should answer the need of modern life and communal commercial behavior. He cites specific cases to support his view.

Planners of Tianjin's new residential areas attach great importance to the neighborhoods, the miniparks and green tracts. The green spaces separating the buildings mean very much to the quality of the environment. Chapter VI is dedicated to discussions on these spaces for neighborhood public activities. Each minipark covers an area varying between 1,000 and 2,500 square meters, that is, 0.8 to 1.0 square meter for each resident. In the planning for the miniparks the harmony of the buildings, people and the environment is emphasized, and it is required that both the green-covered area and the area for public activities should amount to 60 percent of the total area. More than 30 examples where decorative architectural pieces play their unique roles are included in the same chapter.

Every city has its own history and tradition in various aspects of life. Thus the planners of new Tianjin set the preservation and extension of its traditional features as their task in the post-quake reconstruction programs. They made enormous efforts in this field, having conducted creative experiments. Chapter VII of the present work shows the reader what Tianjin's traditional features are and what measures have so far been taken with respect to their preservation and extension.

Tianjin's main railroad terminal now stands as a unique building complex on the axis running through the scenic belt along the Haihe River. To achieve maximum efficiency in passenger handling, the station has elevated waiting rooms, a main square plus a secondary one, and a set of inlets and outlets on each end, which facilitate the flow of incoming and outgoing passengers. The author gives an extensive description of this architectural masterpiece.

In a word, the present book represents an attempt for the theorization of the 12-year long experience acquired in the planning and construction of Tianjin's new residential quarters, thoroughfares and shopping centers.

内容概要

1976年7月~11月间,天津市遭受到历史上罕见的三次大地震,市内各类建筑物遭到不同程度的损坏。震后,天津市在党中央、国务院的亲切关怀和指导下,在天津市委和市政府的直接领导下,经历了1976年至1980年第一阶段的抗震救灾、1981年至1983年的三年恢复重建,1984年后天津城市建设走上正轨、有较大发展的阶段。短短的12年历程,天津市日新月异!

本书共分七个章节,第一章是天津市住宅区、干道、商业街规划与建设的回顾。第一阶段的抗震救灾工作,主要是清理废墟、维修加固各类建筑、抢修市政设施以尽快恢复生产、恢复教学、营业,使部分受灾居民有家可归。同时在地震破坏比较严重的地区进行恢复重建。为解决城市住宅缺口过大问题,又在新区进行大规模的开发建设。第二阶段为恢复重建、消除地震痕迹。这阶段每年确保300万 m^2 住宅竣工,旧市区内继续对震损房屋进行恢复重建,地震棚全部拆除,同时还完成各种生活配套设施,并进一步提高城市基础设施水平。第三阶段天津市除在新区进一步开发建设外,开始了干道建设,商业街的建设,住宅区绿化的建设和综合整修街道。

第二章是对新建住宅区规划与建设的论述。震后天津对新住宅区的大规模开发建设,必然带来对住宅区规划理论上的探讨。在住宅区的规模与级别上,天津从采用多级制逐步认识到采用二级制的优势。在规划布局上对条条点点的行列式布局进行了探索,编制了子牙里大院式街坊和西湖村曲形住宅建筑的第三小区。此章还对住宅区内不同空间的性质以及它们相互关系进行了论述:住宅空间是住宅区内最本质的空间,是赋予住宅区以特性的空间,公建空间能起到美化和点缀作用,而住宅区内主要道路空间最好采用多种要素进行组合。此章还对配套生活服务设施受到住宅区性质的影响进行了分析。

第三章是对旧住宅区改造的论述,此章分析了天津市旧区改造加快步伐的原因,同时论述了由于旧区改造资金渠道,分配政策等问题对规划布局和改造中的用地标准、公建配套标准,市政设施配套标准,住宅面积标准,环境质量标准等的影响,作者对此提出了自己的看法。

第四章介绍了天津的干道建设。这里主要指干道两侧的建筑布局规划。此章分析了天津市干道建设加快的原因,重点地分析了干道建筑空间由于受到拆迁量、第三产业发展程度、城市大型公建项目较少的限制,造成干道两侧的要素以住宅为主,干道空间成为“墙”式。由于天津市控制高层建筑的建设,因此很难做到高低起伏、前后错落的布局。但天津市干道建设从河北大街、西马路等墙式空间,发展到津塘公路一段中采用高层、多层、低层相结合,用低层“透气”,再到红旗中路的小块绿地“透气”,无疑是一个发展。本章还结合国情,分析了镶边式改造和在成坊基础上的干道建设的优、缺点。

第五章是对天津市新建的五条商业街的论述。新建的五条商业街是在城市总体规划指导下,全面规划;在与市商业中心取得有机联系的同时,还与文物古迹、有学术价值的近代建筑相结合。作者认为商业街的建设必须考虑现代人生活活动的要求,探索并满足人的商业行为模式,并结合实例进行了分析。

天津市在住宅区建设中非常重视住宅组团(或街坊)、小游园和庭园绿地的规划与建设,这种小块绿地是住宅区的公共活动空间之一,对提高居住区的环境质量起着极为重要的作用,本书第六章对此进行了论述。天津市小游园的用地指标人均约 $0.8\sim 1m^2$,一个小游园的用地规模约 $1000\sim 2500m^2$ 。小游园的规划设计强调建筑、人、环境三元素的联系,同时要求绿化覆盖率和居民活动面积率能同时超过60%。本书还收进了住宅区的各类建筑小品约30余例。

每个城市都有自己的历史,在城市不同领域内都留有不同的传统特色,因此在城市现代化过程中,如何保持和发展城市传统特色,就成为天津市震后各项建设必须解决的课题。近几年来,天津市在这方面做了大量的工作,并在有些领域中进行了大胆的尝试,本书第七章对什么是城市传统特色,以及天津市在这方面的做法进行了论述。

铁路天津客站是天津海河风景轴线上一组独具风格的大型建筑群,天津站规划本着以最大限度地方便旅客这一原则,采用高架候车厅,主、副广场分设,两端进出的方法,重点地解决进出站交通组织。本书做了较为详尽的介绍。

总之,本书结合天津市震后12年来在住宅区、干道及商业街方面规划建设的实例,从理论上进行了论述。

Planning and Construction of Tianjin's Residential Quarters, Thoroughfares and Commerical Streets

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From the Editors

"Planning and Construction of Tianjin's Residential Quarters, Thoroughfares and Commerical Centers", a book which is being presented to you after careful preparation, will show you that the remarkable successes in Tianjin's urban construction are inseparable from the encouragement and guidance given by the Central Committee of the Communist Party of China and the State Council, from the municipal government's dedicated endeavors in improving the livelihood of the city's inhabitants and its creative initiative in making reforms, from the assiduous efforts made by the urban planners and all those involved in the projects, and from the persevering and selfless labor offered by the city's seven million citizens.

We are sure that Tianjin's achievement in her urban projects, especially the tremendous headway made since the 3rd Plenary Session of the 11th Central Comm thee of CPC in 1978, will give notable impetus to the reforms now under way and to the further enforcement of China's open-door policy, laying solid groundwork for this north China port city's ambitious bid for prosperity.

As a history of Tianjin's urban planning and construction, the book focuses on some specific measures taken in this field during a particular period. Such measures, probably hard to be fully understood by the coming generations, have indeed brought better livelihood to the present generation.

We believe that, when you read this book, you will get a comprehensive understanding of Tianjin's housing projects and the construction of its thoroughfares, frontier districts, new commercial

centers and miniparks during the past decade. Such understanding will enable you to join us in giving an appraisal of achievements and failures, an appraisal which we expect will be informative to future planners.

The information on which the book bases covers a period of more than ten years. Selection, comparison and classification of the information and the preparation of figures and maps form a task challenging the ability and resources of the compilers. The book is therefore bound to have deficiencies, mistakes and errors, which we hope our readers will kindly point out to us.

The present work has been compiled on the basis of a report submitted in 1988 by the author, who had been doing extensive researches on the planning and construction of Tianjin's new residential quarters, thoroughfares and commercial centers since he was entrusted with these researches by the Institute of Chinese Urban Planning and Designing on November 1, 1985. We hereby gratefully acknowledge the kind aid which that institute has so generously offered us.

We also owe very much to Mr. Liu Yuxiang, General Engineer of Tianjin Planning Bureau who checked the manuscripts, and Professor Nie Lansheng of Tianjin University's department of architecture, who gave his kind advices and wrote the postscript.

Tienjin Real Estate Development Group, the district government and construction commission of each of Tianjin's districts Hexi, Heping, Naikai, Hongqiao, Hebei and Hedong provided us with valuable support, for which we will always remain thankful.

编 者 的 话

我们确信：在您阅读这本我们精心奉献给您的《天津市住宅区、干道、商业街规划与建设》时，您首先会了解到天津市的城市建设之所以取得辉煌的成绩，是与党中央、国务院的亲切关怀和直接领导；是与天津市委、市政府尽心竭力造福人民，改革创新、不断开拓进取；是与天津市的城市规划工作者、建设者的辛勤劳作、奋力拼搏；是与天津市七百万人民的艰苦创业、无私奉献直接关联、牢不可分的。

我们坚信：天津市的城市建设成就，尤其是党的十一届三中全会以后，天津市所发生的日新月异的变化，会对天津市的改革开放，经济发展起到至关重要的促进作用，将给天津市的经济腾飞奠定坚实的基础。

本书作为天津城市规划与建设的发展史，只是总结了这一特定历史时期天津市在详细规划与建设中的一些做法，我们的后人对此也许不甚理解，但它确确实实地改善了我们这一代人的生活。

我们深信：在您阅读了本书之后，会对天津市近十来年的住宅区建设、干道建设、商业街建设以及园林绿化等方面的规划思想及规划

设计有较为详尽的了解；并能和我们一起讨论天津市的城市建设成绩之所在及存在的不足；或许能使我们的同行在今后的工作中有所裨益。

我们相信：由于涉及资料长达十余年，有些要加以重新整理，绘制图纸，加之作者的学识所限，在编纂此书时肯定会有挂一漏万，良莠并存的现象，错误之处恳请广大读者斧正。

本书所收集到的许多实例，都是原作者创造性的辛勤劳动成果，在本书付梓之时，致以衷心地感谢。

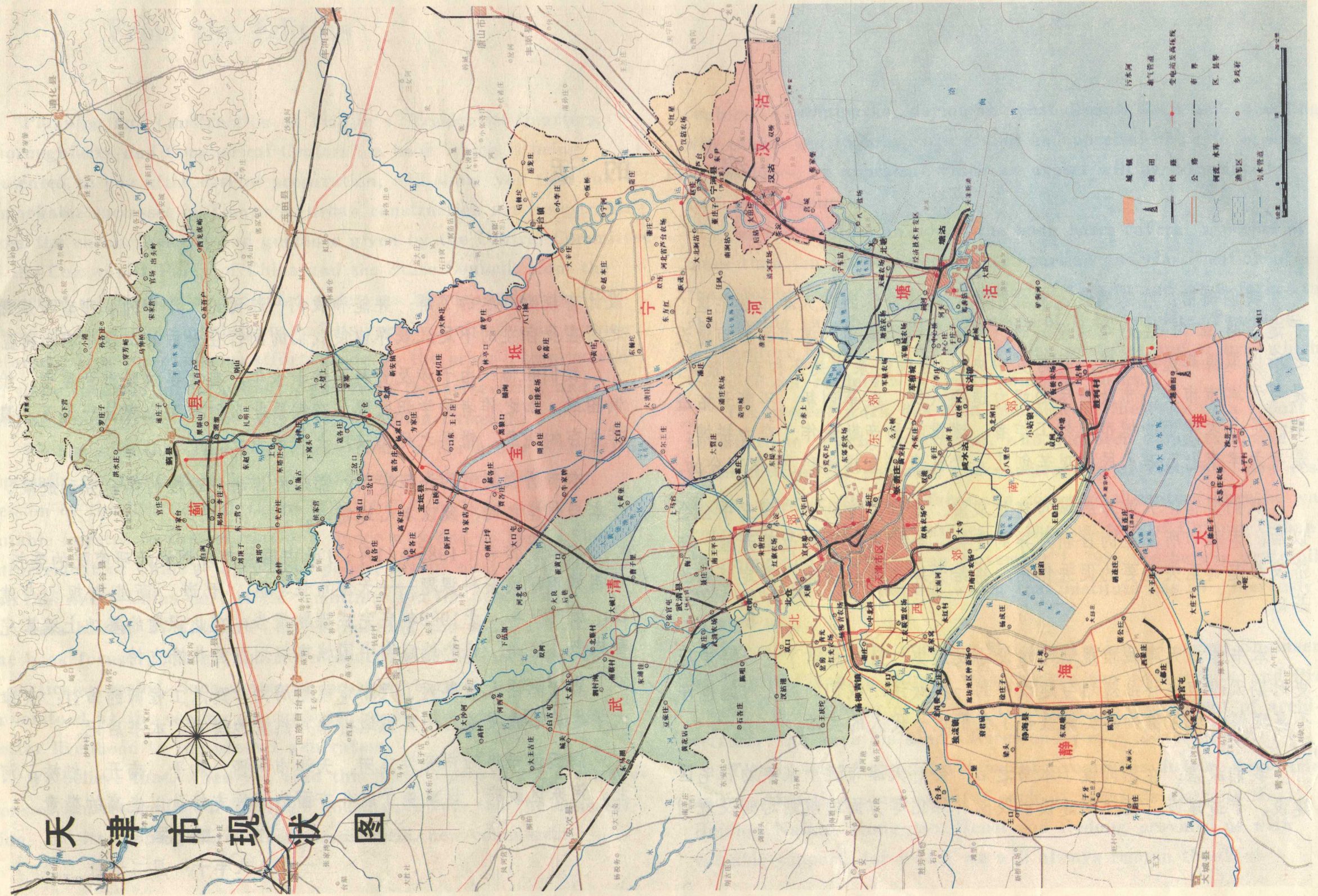
本书是作者于1985年11月1日受中国城市规划设计研究院的委托，承担城市建设资料课题——天津市住宅区、干道、商业街规划与建设，历时三年，于1988年底完成课题报告；在此课题的基础上编纂完善成书。在此，诚挚地感谢中国城市规划院的热情支持。

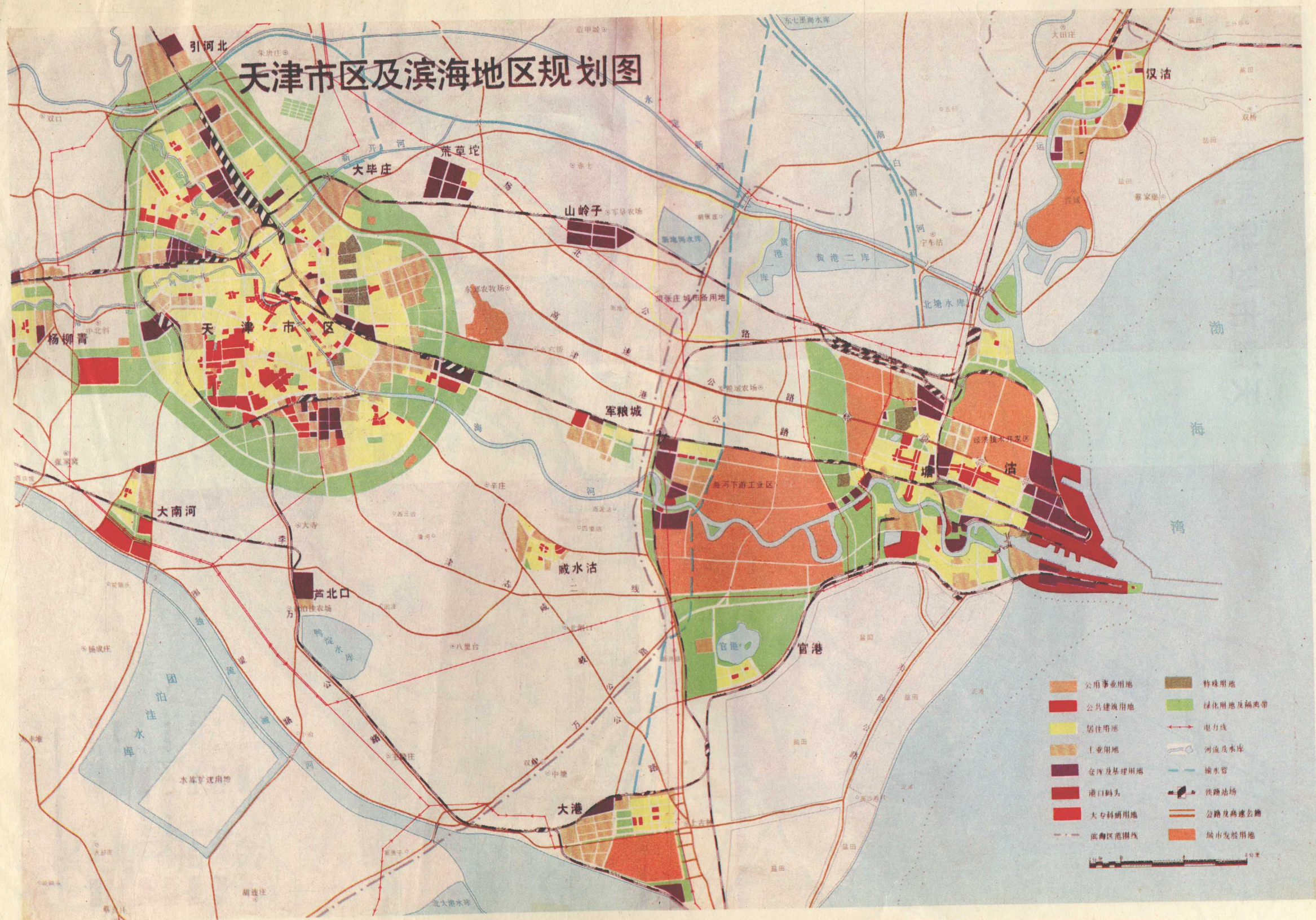
衷心感谢本书得到了天津市规划局刘宇骧总工程师的审订；天津大学建筑系教授聂兰生真诚地指导并热情地撰写了本书后记。

向天津市房地产开发集团、天津市河西、和平、南开、红桥、河北、河东区政府、区建委予以各方面热诚的支持致以崇高的敬意。

编 者

一九八八年十一月二十日





原书缺页

原书缺页

第一章 天津市住宅区、干道、商业街建设回顾

1976年7月28日,天津市遭受到历史上罕见的大地震,震中唐山、丰南,震级为7.8、7.1级,距天津市区102公里。接着,于11月15日又发生地震,震中在天津宁河县,震级为6.9级,距天津市区55公里。震后调查,全市各类建筑10369万 m^2 中,遭受到不同程度破坏的有6199万 m^2 ,占总建筑面积的60%。天津市住宅总面积2394万 m^2 ,震损1686万 m^2 ,占城镇住宅建筑面积的70%,其中市区震损住宅1139万 m^2 ,占全市城镇住宅建筑面积的67.56%,震毁358万 m^2 ,其中市区占70.25%。商业网点有134万 m^2 遭到不同程度的破坏,道路破坏约76公里。

1988年是1976年地震后的12周年,回顾所走的历程,大致是:1976年至1980年是第一阶段的抗震救灾阶段,该阶段主要是排除险情,清理废墟,抢救灾民,维修加固能够继续使用的建筑,抢修市政设施,尽快恢复生产,恢复开学、开业,使部分受灾居民有家可归。同时在地震破坏比较严重的和平区贵阳路、河北区黄纬路、河西区大营门、河东区大直沽、红桥区大胡同和南开区东南角(俗称老六片),进行恢复重建;随后又安排了五小片建设。1978年下半年除在市区内继续对震损住宅重建外,为解决我市住宅缺口过大问题,天津市市政府审时度势又在新区一次征地16561亩,开辟了10片新居民区,即丁字沽、密云路、长江道、天拖南、体院北、小海地、真理道、建昌道、北仓、新立村。尽管如此,市内震损建筑的残墙断壁仍到处可见,5.1万间临建棚依旧布满全市,居住着110余万人,居民在临建棚内已经度过了5个春秋。灾民安置不了,临建棚拆除不掉,大规模城市建设无法展开,在这阶段的5年中,天津市重建住宅267万 m^2 ,其中公建配套约

19万 m^2 。国家从各种渠道拨款18.94亿元。但整个城市仍处于乱、脏、臭的环境之中。

1981年至1983年为三年恢复重建、消除地震痕迹阶段。1980年国务院派出由中央各部门负责同志和专家组成的专家工作组,来天津帮助研究编制1981—1983年三年恢复重建规划,国务院批准了《关于天津市震损住宅及配套设施恢复重建的三年规划》,列专案分年拨抗震恢复重建专款。

从1981年起,天津市政府确定每年住宅建设确保竣工300万 m^2 ,3年建成住宅900万 m^2 。同时3年共修复加固住宅676.5万 m^2 ,旧市区内恢复重建在1万 m^2 以上的地段有40余片,至此,天津的临建棚全部拆除,彻底消除了震灾痕迹。3年内还完成各种生活配套设施1018项,建筑面积65.6万 m^2 。同时新增了一批市政、公用设施,提高了城市基础设施水平,恢复和新增一批工业生产能力。在这一时期,充分应用综合治理的方针将部分震损住宅的重建和拓宽道路,改善城市交通、市容、居住环境相结合,开始建设干道。1981年建设西马路和泰安道。1982年开始建设大沽南路。1983年拓宽医院路并用集资方式建设西青道、气象台路和进一步完善河北大街。

1984年以来,是天津市城市建设有较大发展的时期。1984年在新区开辟了南苑及万新村两片新住宅区,其中万新村规划人口规模为11万人,是我市新辟居住区中最大的。1985年基本完成全市“三级跳坑”居民片的改造,同时建设了红旗中路。

住宅区庭园绿化的试点工作始于1983年,1984年全面推广,截止到

1988年, 市区内共建小游园面积达25.89公顷, 庭园绿地面积126.29公顷。

商业街的建设始于1984年, 当年百日建成食品街, 1985年建成古文化街及国际商场, 1986年开始建设旅馆街, 1987年建成服装展销中心。

在消除震灾痕迹之后, 进行大规模城市建设的同时, 为了适应改革开放的形势和迅速改变城市面貌, 天津市政府决定综合整修街道, 美化市容。先后整修了140条街道, 总长210多公里, 整饰了7200余幢楼房, 2万多间平房, 16万延米围墙, 拆除各类违章建筑13000多间, 拓出道路用地约14万 m^2 , 在市区新辟街头绿地26万 m^2 , 使城市市容、街景发生了显著变化。

天津市的住宅、干道、商业街的建设, 从抗震救灾、三年恢复重建到走上较大规模的发展, 经过短短12年建设已取得了较大成绩。震后至1987年, 市区共建住宅约2000万 m^2 , 是1950年至1976年新建住宅的2.34倍, 城市居住水平也由1976年震后的人均3.2 m^2 , 增至1987年的人均约6.3 m^2 。居民区庭园绿化的建设, 为居民提供了清洁、卫生、舒适、优美的居住环境; 城市商业街的建设继承和发展了城市传统特色, 促进了城市的繁荣发展; 城市干道的建设除提高居民的居住水平, 改善居住环境外, 还拓宽了城市道路, 改善城市交通和市容面貌。

短短10余年, 天津市日新月异!

第二章 新建住宅区

1976年7月28日唐山、丰南地震发生后, 天津在进行震损住宅重建的同时, 也进行了大规模的新区开发建设。从1977年至1987年11年间在新区开发建设了约31片, 占地面积约1363公顷, 建住宅约891.4万 m^2 , 大规模的住宅建设, 带来了大量的住宅区规划工作。

一、住宅区的规模与级别

天津市新建住宅区的规模基本采用小区级或居住区级, 小区的人口规模约1万人, 居住区约4~5万人。十几年来, 天津市的新区已开发31片, 达到居住区规模的约11片。这些居住区的规划单位已不再是小区概念, 从小区发展到居住区是住宅区规划思想的一个新阶段。居住区的优势是它扩大了城市主次干道路口的间距, 对城市交通有利; 就居住区内部而言, 它有利于建筑空间的灵活多样的布局, 因此必须采取相应的组织结构。采用多级制——把居住区划分成小区、街坊、组团等, 势必造成居住区内部各级道路层层切割城市主次干道, 从而不利城市交通; 对内将土地过多地划为小的街坊, 束缚着内部各类空间的组织, 绿化、公建等很难组织出协调、完整的系统。因此居住区采用何种组织结构, 实是规划中应考虑的重要问题。小区概念来源于五十年代的苏联, 到六十年代初, 苏联规划师们就认为进行居住区规划时再去划分小区是一种落后的规划思想。时至今日我们还在采用多级制, 实是先进的规模, 落后的结构。天津早期编制的居住区大多采用多级制, 在后期编制的南苑、万新村居住区均采用了二级制, 即居住区直接由住宅组团组成, 取得了相应的优势。