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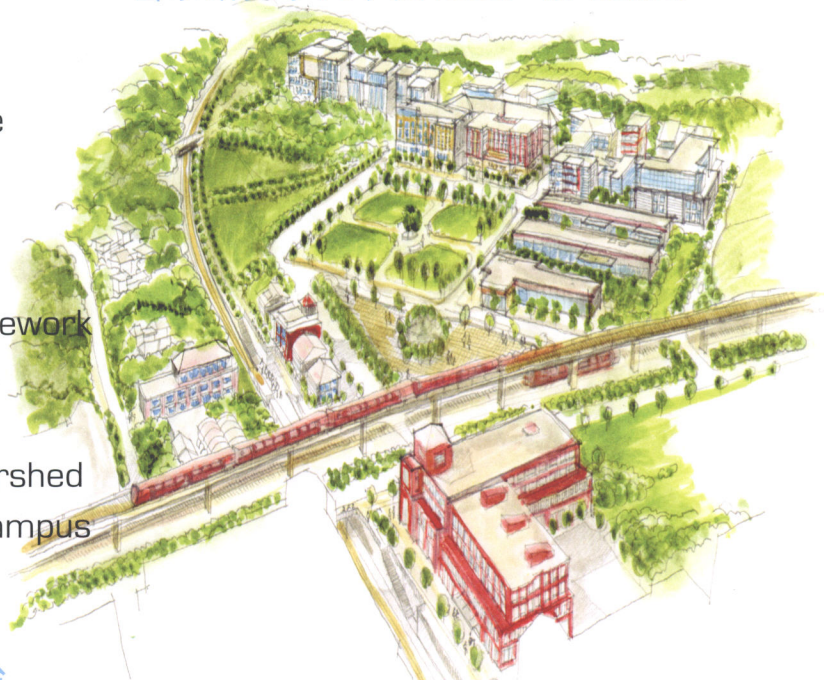
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北湖区新台地规划 · 上海崇明岛



亚特兰大 BeltLine重建规划

Atlanta BeltLine Redevelopment Plan, Atlanta, Georgia

EDAW, INC., Atlanta, Georgia

“这个规划具有革新性。我们喜爱这种热切的渴望，并且希望它得到实施。它值得全美国的城市学习和借鉴。我们必须正视这个国家的交通运输体系，这项工程将产生深刻的影响。”

—— ASLA专业奖评委语

"Transformative. We love the sense of aspiration and we want this to work. Cities across the nation could learn from this. We must address the transportation system in this country and this project will have a profound impact on that."

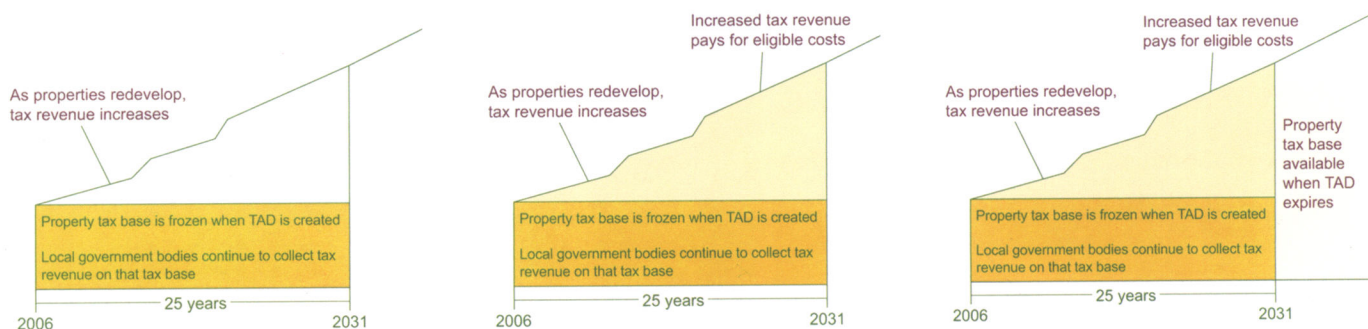
— ASLA Professional Awards Jury Comments

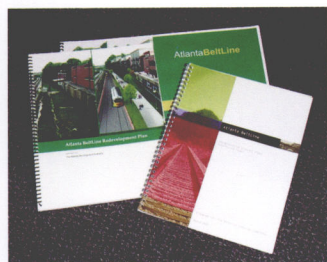
Project 项目简介 Statement

BeltLine首先通过与绿地、交通和四段具有历史价值的铁路发展的结合，形成了对亚特兰大核心地区的包围。这是一项可行性研究，确定了分配税收区（TAD）作为一种可行的融资机制的地位，之后，可通过重建计划保护历史遗产，建立公园和步道，从而构建和谐居住环境。2005年秋，亚特兰大市政府，亚特兰大公立学校董事会和富尔顿县委员会核准了BeltLine税收分配区项目。在今后的25年，这一获奖项目都将对亚特兰大市产生重大影响。

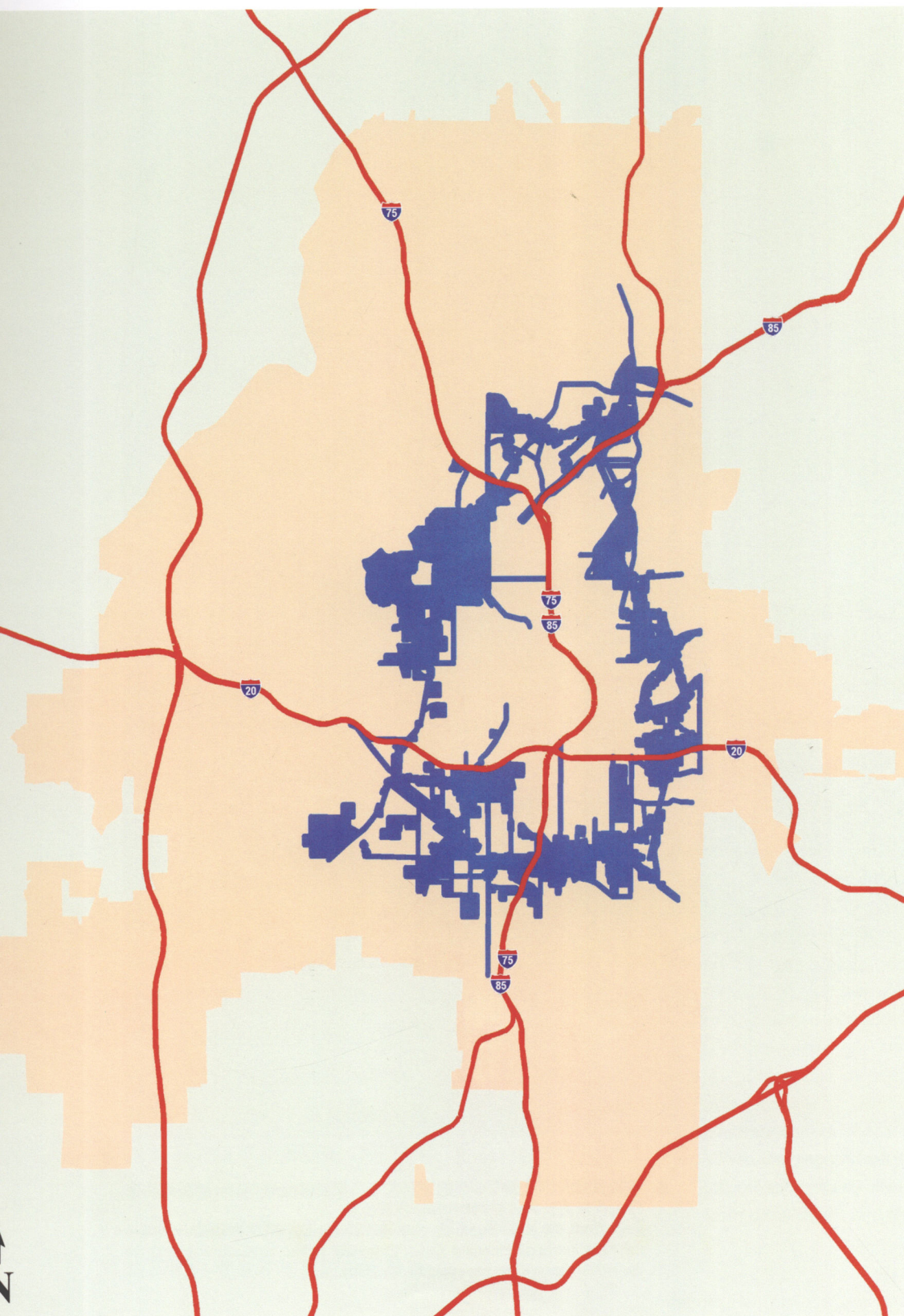
The BeltLine would combine greenspace, transit, and development along four historic railroad segments that encircle the urban core of Atlanta. A Feasibility Study determined that a Tax Allocation District (TAD) was a feasible financing mechanism. The Redevelopment Plan then laid out a vision to preserve historic assets, create parks and trails, and build neighborhood-friendly transit. In the Fall of 2005, the Atlanta City Council, Atlanta Public School Board and Fulton County Commission approved the BeltLine Tax Allocation District. For the next 25 years, this Georgia ASLA Award winning project will have major implications for the City of Atlanta.

▼ 重建规划内容：用数据说明TAD如何实现
Page from the redevelopment plan that shows a figure that explains how Tax Allocations Districts (TAD) work



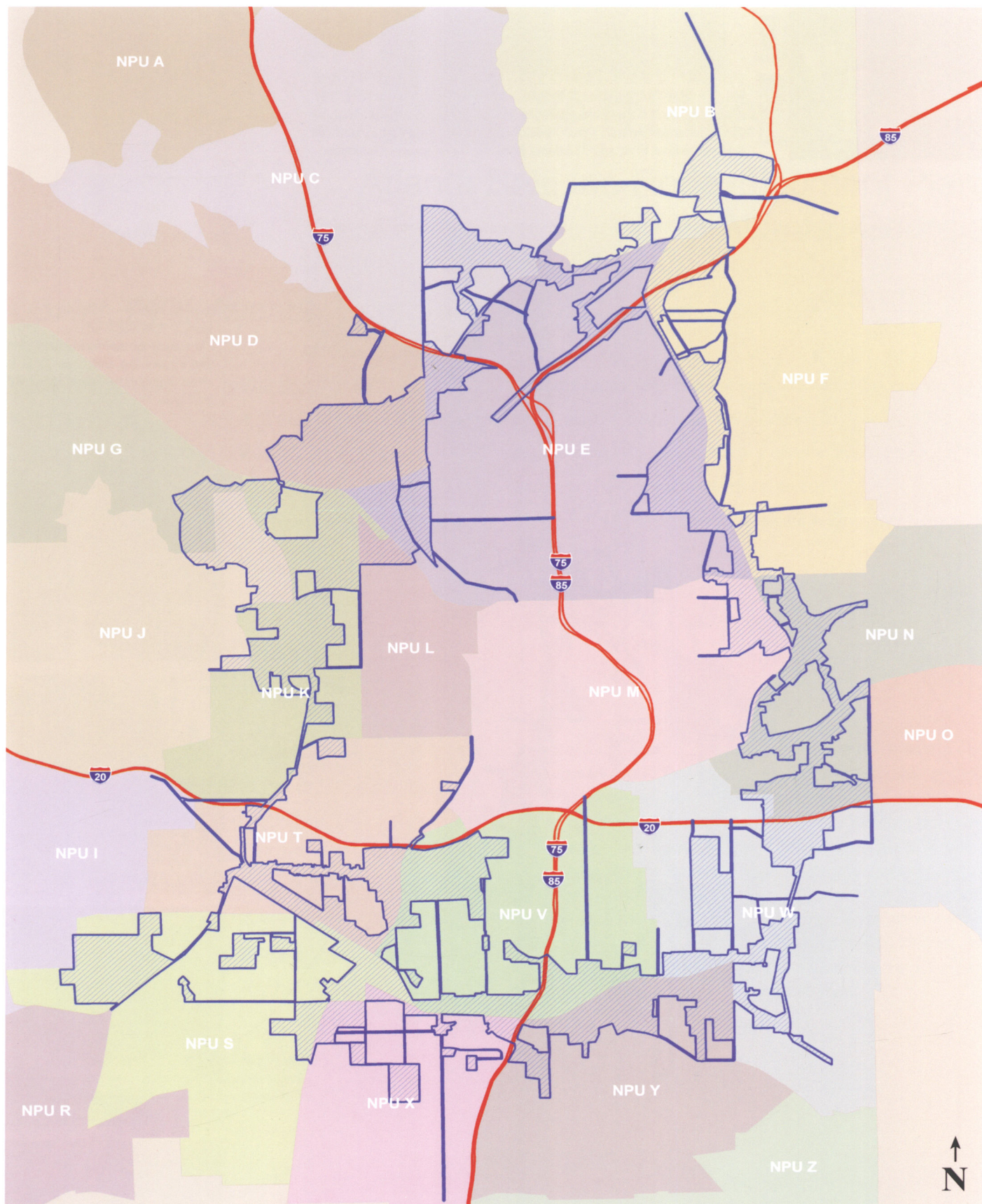


三个为客户准备的项目阐释性文件：1) 亚特兰大市TAD可行性研究；2) 亚特兰大BeltLine重建规划；3) 亚特兰大BeltLine发展方针
Picture of the 3 documents produced for the client: 1) Atlanta BeltLine Tax Allocation District (TAD) Feasibility Study; 2) Atlanta BeltLine Redevelopment Plan; and 3) Atlanta BeltLine Development Guidelines



重建规划内容：BeltLine TAD包括城市土地面积的8%
Page from the redevelopment plan that shows the BeltLine TAD is about 8 percent of the City's total land area





TAD Boundary with NPUs

▲ 重建规划内容：图中标识的是在住宅区规划区内的TAD。预留给住宅区大范围的公共区域因BeltLine将被压缩
Page from the redevelopment plan that shows the TAD Boundary within the Neighborhood Planning Units. Extensive public outreach was held for the NPUs that will be impacted by the BeltLine



Narrative 项目概述 Summary

“可以说这种社区——绿地、行走空间、交通，将在未来20年，30年，或是40年间在城市中发展起来，美国城市进而将展现出一个非比寻常的面貌。”

——亚特兰大市市长雪莉·富兰克林 2005年7月

“We can define the kind of community we will be in 20-30-40 years—greenspace, walkability, transit, new intown development. It will, with its full implementation, take us to the next level of great American cities.”

—Mayor Shirley Franklin, July 12, 2005

项目设计目标

能够完成对亚特兰大城市改造的项目为数不多，BeltLine就是这样一个拥有巨大潜力的项目。在过去的二十年里，城区的发展和现在美国许多大城市一样迅速，但是区域发展最初呈现的态势是各个区域独立发展，缺乏联系。后来各个区域的居民和商业逐渐认识到这种没有规划的发展带来的负面结果——漫长的通勤路程、恶劣的空气质量、对机动车的依赖和有限的公共空间。而且，这样的发展也带来了不平衡的经济行为。尽管区域经济得到了前所未有的发展，创造了许多的工作机会，但是亚特兰大其他一些区域却面临着衰败与投资的不断减少。

Project's Goals and Objectives

The BeltLine is one of those rare projects that has the extraordinary potential to transform the City of Atlanta. Over the previous two decades, the metro region has grown as quickly as any major metropolitan area in recent U.S. history. But the region's growth has come primarily in the form of widely spread, disconnected pockets of development. Increasingly, residents and businesses throughout the region experience the negative consequences of such unplanned growth - long commutes, poor air quality, auto dependency, and limited public space. Moreover, this sprawl has led to uneven economic activity. While the region has experienced unprecedented growth and job creation, many areas within the city of Atlanta have suffered from urban flight and disinvestment.



North Avenue Park Before and After



Ansley Square Before and After



Maddox Park Before and After

▲ 重建规划内容：图片是山谷沿BeltLine绿色空间发展前后的对比。在与居民进行交流时，这些图片用来表现社区发展的理念
Pages from the redevelopment plan that show before and after visioning for the development of new greenspaces along the BeltLine. These images were used during public meetings to give the residents an idea of what could be developed in their communities



White Street Greenway Extension Before and After



Ormewood Park Greenway Extension Before and After



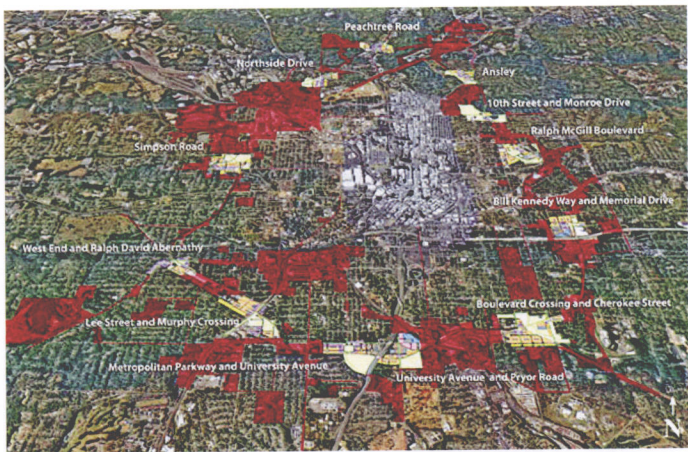
Proposed Westside Park Project Before and After

▲ 重建规划内容：图片是山谷沿BeltLine绿色空间发展前后的对比。在与居民进行交流时，这些图片用来表现社区发展的理念
Pages from the redevelopment plan that show before and after visioning for the development of new greenspaces along the BeltLine. These images were used during public meetings to give the residents an idea of what could be developed in their communities

预计到2030年，亚特兰大市常住居民人口将增长15万，同时城区内人口将从370万增长到600万。但是，并不是亚特兰大所有的区域都能得到这种空前的发展。一些主要的区域，尤其是城南和城西在未来仍会面临投资减少的问题。

The city of Atlanta is expected to grow by another 150,000 residents by 2030, while the region will expand from 3.7 to 6 million people. However, not all of Atlanta's communities have participated fully in the region's unprecedented growth. Many core neighborhoods, particularly in the south and west, continue to suffer from economic disinvestment.

- ▼ 规划当中的12个活动中心，包含了BeltLine走廊周边的区域发展、绿色空间和道路的可达性设计
The Plan designates twelve activity centers that will anchor development, greenspace, and transit access around the BeltLine corridor



BeltLine重建规划将结合绿地、交通、经济复兴和环绕城区的22英里（约35.4公里）具有历史价值铁路的发展。这些铁路的使用，加上周边设施、建筑物、公共空间、便利的交通，共同构成了一个完美的网络，并将45个具有历史价值的空间和著名的公共机构连接了起来。通过促进亚特兰大市中心区域的公共设施、便利的交通设施及周边经济的发展，规划尝试改变长时间以来形成的经济发展模式，为居民创造一个充满活力的城市。

作为城市可持续发展的一个典范，重建规划结合了许多规划和城市设计的元素。规划将保留反映亚特兰大作为美国东南部铁路和工业中心的历史性构造，增加将近526公顷的绿色空间，包括大型公园、小广场、聚会空间、53公里长的轨道和林荫道。规划中设计了人性化的、功能性非常强的交通道路，还将治理污染用地，重新利用废弃工业设施，并促进各个区域高质量的综合发展和经济住宅的建设。

环境数据与社会数据分析/分析方法

BeltLine重建规划提出通过分配税收区（TAD）来完成数据的分析与研究。在美国许多州内，TAD的角色是一种税收增量分析方法。乔治亚政府利用这种特殊的经济机制，通过发行债券来增加新项目的税款，然后将资金用于区域的发展。在BeltLine规划范围内，TAD范围覆盖了包括铁道长廊和周边绝大多数的工业设施，大约占城市总面积的8%（约2 630英亩）。

重建规划是《重建法》的必然产物，促成了TAD的构成。规划文件勾勒出了TAD的范围、区域发展远景、资金实力和具体实施的步骤。更严格地来说，重建规划是公众对土

地使用、绿色空间、交通、住宅和城市生活质量的一种愿望与表达。

The BeltLine Redevelopment Plan combines greenspace, trails, transit, economic revitalization, and new development along 22 miles of historic rail segments that encircle the urban core. These rail rights-of-way and nearby properties form the footing (or foundation) of an unrivaled network of distinctive buildings, public spaces, and convenient transportation links that could join over 45 historic neighborhoods and many prominent institutions. By attracting and organizing some of the region's future growth around public amenities and mobility choices close to the inner core of Atlanta, the BeltLine seeks to reverse the long-standing pattern of regional sprawl and create a more vibrant and livable city for all residents.

As a truly sustainable new model of urban growth, the BeltLine combines many interrelated elements of planning and urban design. The project will preserve the historic structures that reflect Atlanta's origins as the rail and industrial hub of the southeast. It will add nearly 1,300 acres of new greenspace, ranging from grand parks to intimate plazas and gathering spaces, and 33 miles of connected trails and greenways. The Beltline will build neighborhood-friendly transit, clean up brownfields and re-use neglected industrial properties, and spark quality mixed-use growth and workforce housing in all parts of the city.

Environmental and Social Data Analysis/Methods of Analysis

The BeltLine Redevelopment Plan proposes to achieve these goals through a Tax Allocation District (TAD). More commonly referred to as a Tax Increment Financing District in other states, the TAD is a special financing mechanism that allows local governments in Georgia to use increased property taxes from new projects to issue bonds that will, in turn, fund specifically designated redevelopment activities in that district. In the case of the BeltLine Redevelopment Area, the TAD includes the 22 mile rail corridor and its mostly industrial adjacent property, equaling about 6,500 acres (or eight percent) of the city's total land area.

The Redevelopment Plan is the statutorily required product of the Redevelopment Powers Law, which enables the formation of a TAD. The document lays out the physical boundaries of the TAD, the vision for redevelopment in the area, the funding capacity, and priorities for action. Perhaps more critically, the BeltLine Redevelopment Plan is an expression of a broad public discussion of land use, greenspace, transportation, housing, equity, and overall quality of life in the city.

The plan analyzed development districts that will include:

- Parks—over 1,200 acres of new or expanded parks, as well as improvements to over 700 acres of existing parks;
- Trails—33 miles of continuous trails connecting 40 parks, including 11 miles connecting to parks not adjacent to the BeltLine;
- Transit—22-mile transit system connecting to the larger regional transit network, including MARTA and the proposed

规划中分析的建设区域包括:

公园——兴建和扩建公园面积达485公顷，并对现有的约283公顷的公园进行改善和提升；

道路——53公里长的道路连接40个公园，其中11公里连接BeltLine之外的多个公园；

铁轨——35.4公里长的轨道系统与道路系统相连，包括城市快速交通（MARTA）和路面电车；

工作机会——30 000多个长期的工作机会和48 000个为期一年的工程建设工作机会；

经济住宅——5 600个经济型住宅；

街道——新街道、优化街道、十字街道上有31公里长的新建街景将各个区域和公园与BeltLine连接起来；

环境补偿——解决场地环境方面的问题；

区域保护——保留现有的单体住宅区域，适当向一些高密度区域转移；

税收基地——预计在未来25年内增加税收200亿美元；

工业基地——保留可发展的轻工业。

方案选择/利益各方参与

重建规划努力收集公众的反馈，也就BeltLine的整体规划与巨大的潜力听取了公众广泛的意见。从许多方面来看，

Peachtree-Auburn Streetcar;

•Jobs—more than 30,000 permanent jobs and 48,000 year-long construction jobs;

•Workforce housing—5,600 new workforce housing units;

•Streets—new and renovated streets and intersections including 31 miles of new streetscapes connecting neighborhoods and parks to the BeltLine;

•Environmental remediation—clean-up of sites with environmental issues;

•Neighborhood preservation—preservation of existing single-family neighborhoods by providing appropriate transitions to higher-density uses;

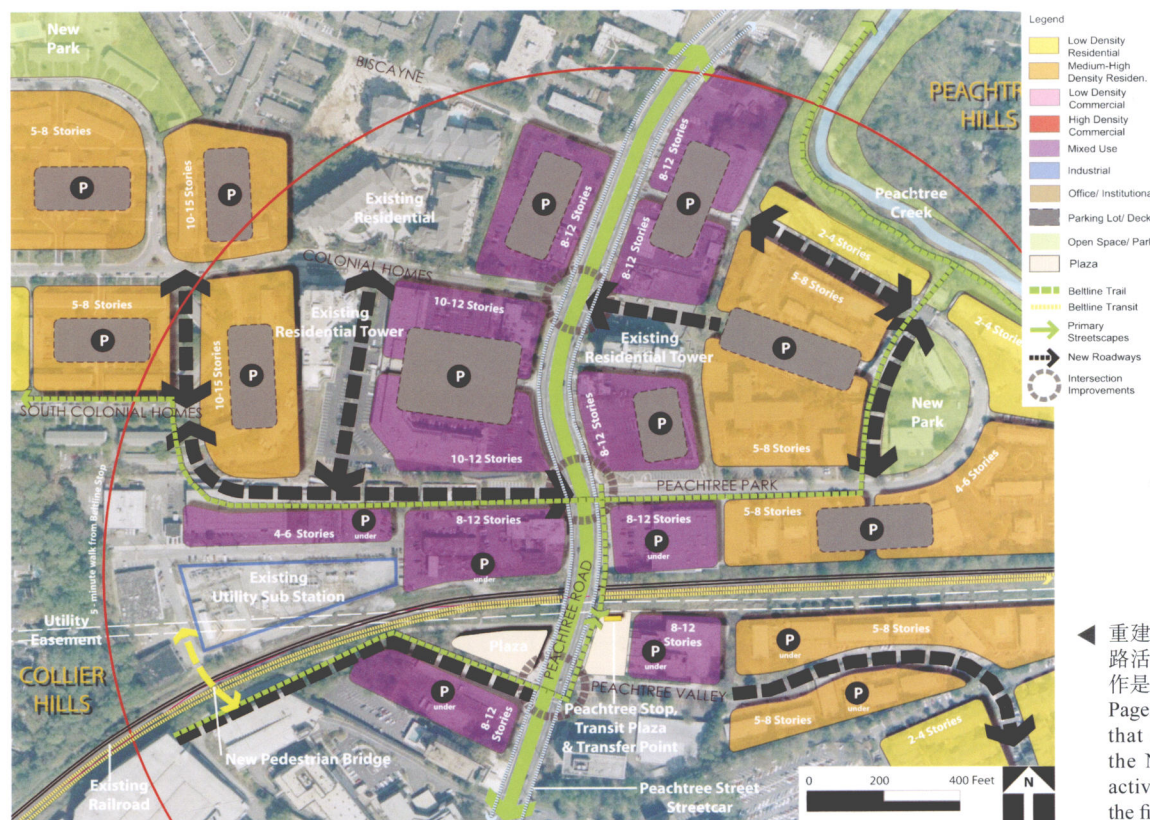
•Tax base—an estimated \$20 billion increase in tax base over 25 years; and

•Industrial base—preservation of viable light industry.

How Options were Considered/Involvement of Interested Parties

The Redevelopment Plan sought to gather public feedback and build broad community consensus for an overall vision of the BeltLine and its extraordinary opportunity. In many ways, the Redevelopment Plan and the accompanying public involvement and planning were as close as Atlanta has ever come to a city-wide examination of land use, development, greenspace, and transportation issues.

The public planning process in Atlanta revolves around a series of 24 neighborhood planning units or NPUs. Recognizing the diversity of the BeltLine, the team aggregated the individual NPUs into four main geographic areas based on similar social, economic, and neighborhood issues. During an intensive six-



Peachtree Road Diagram

◀ 重建规划内容：西北的Peachtree路活动中心发展概念图，它被比作是亚特兰大的中轴

Pages from the redevelopment plan that show concept visioning for the Northwest—Peachtree Road activity center. Peachtree Road is the figurative spine of Atlanta



NORTHWEST - PEACHTREE ROAD

Concept Vision

Peachtree Road is the figurative 'spine' of Atlanta, and has the highest density existing development arrayed along its length. At the crossing of the CSX/BeltLine right-of-way, Peachtree has comparatively low-density development, but it is distinguished by the popular Bennett Street antiques and gallery district and the Piedmont Hospital/Shepherd Center medical complexes. Most of the Peachtree Road redevelopment potential lies to the north of the BeltLine, extending all the way to Biscayne Drive. Peachtree's origin is a Native American ridge line trail, and the ridge is prominent along this portion with the topography falling sharply to either side. Strong landscape features occupy the low ground on either side, with Bobby Jones Golf Club on the west and Peachtree Creek on the east. Most of the activity center features well-maintained, relatively new development, with only a few small vacant buildings or under-used sites to the northeast. There are also few significant historic resources in the area, with the exceptions of the Bennett Street district and the 1940s 'garden city' apartment complex of Colonial Homes. The center is surrounded

by fine homes in the historic neighborhoods of Collier Hills, Peachtree Hills and Brookwood Hills.

Congestion on Peachtree and Collier Road, as well as the topography and potential flooding along Peachtree Creek, constrain development in the activity center. A large electric utility substation and east-west high-tension line intrude on the urban context. Still, the Peachtree location and the powerful market overcome many of the area's physical limitations; and Bobby Jones Golf Course and Peachtree Creek are clear quality-of-life assets.

Public attitude toward Peachtree favored continuing the trend of high-density development, but with transitions to a lower scale near neighborhoods. Workshop participants also envisioned a major plaza at the Peachtree/BeltLine intersection, surrounded by high-density development. The public confirmed the appeal of the Bennett Street district, but acknowledged that the location may dictate long-term redevelopment at a higher density. The distinct vision for the future of the area is a high-density center characteristic of other sections of Peachtree, with the BeltLine transit

重建计划、参与进来的公众和规划过程都使这个项目成为了就土地使用、发展、绿色空间和交通进行的一次全城审视。

规划中包含了一系列24个住宅单元(或叫做NPU)设计。认识到BeltLine的多样性后,设计团队将单个的住宅单元集中在四个主要的区域。这四个区域有相似的社会问题、经济问题和居住问题。自2005年5月开始,为期6个月的设计过程当中,设计团队采用了许多新锐和涉及面广泛的设计方法,项目投资方和利益各方都参与了进来。5月到7月这三个月里,公众参与了一系列有关经济型住宅的设计。设计阐释了TAD经济对于未来土地的使用、交通、公园和经济发展中存在的一些问题。参与人员被分成几个小组体验公共便利设施的用途、使用方法和设计方法。为了让公众都能了解公共设施的多个方面,并创造一个尺度合适的发展模型,参与者按要求在地图上标识设施和建筑物的位置。参与者对于住宅单元的反馈已经成为重建规划与发展方针中重要的一部分。

设计团队还利用其他一些方法与公众进行深刻的对话、传达项目的信息,例如12分钟的短片,用以追溯背景,提出

month process beginning in May of 2005, the planning team conducted an aggressive and comprehensive campaign to engage all stakeholders and interested parties. In May, June, and July residents attended a series of workshops designed to orient them to the BeltLine planning process, explain the complexities of TAD financing, and identify their concerns about land use, transportation, parks, and economic development in their communities. Facilitators assigned participants to small groups that examined various issues and proposed goals, priorities, and concepts. To create a hands-on and readily accessible experience, facilitators asked participants to draw on maps and place building blocks on base maps to create scale-appropriate models of development. The feedback from these workshops became a critical part of the vision as articulated in the Redevelopment Plan and Development Guidelines.

The team relied on other innovative techniques to convey complex information to the public and generate meaningful dialogue, including: two 12-minute videos that traced the background of the BeltLine, established goals and priorities, and laid out steps for future action; and a series of narrated bus tours along the corridor to highlight the individual development and greenspace opportunities in each of the four NPU areas. To receive specific input from the public on draft materials, the team also met with neighborhood groups and NPUs on a small group basis as part of scheduled office hours. The variety of public involvement forums allowed for comments ranging

设计目标和过程，便于安排未来的项目设计。此外，设计团队还安排公众坐上公共汽车沿长廊游览，对项目四个住宅区的发展内容和绿色空间进行解说。为了充分吸取公众对设计方案的意见，设计团队也专门划出工作时间与社区居民进行小组交流。这个过程当中进行的各种沟通得到了公众广泛的支持，各种建议都得到了充分表达。

除了与广大公众的沟通，设计团队还与政府和投资方进行广泛的合作，如亚特兰大市政府、亚特兰大区域委员会、城市快速交通管理局、公共土地信托基金会、PATH基金会和BeltLine规划协作实体——BeltLine合作组织。该合作组织的工作包括召集各个行业的专家（城市发展、经济住房、规划、设计与建筑、市场研究、绿色空间和社区发展）共同评估各种方案与设想。规划团队在6个月里总共进行了80多个多达1 600人参与的各种讨论，最后形成的文件真正展示出了公众对于亚特兰大市的愿景。

设计过程

重建规划通过设计达成了一个大体的框架，包括土地使用、绿色空间、道路、公园以及在BeltLine长廊内交通道路与人行道的连接。几个土地规划原则在这个框架内都得到了发挥，包括：沿长廊建设多功能混合区，主要区域的高密度土地使用，以满足交通需求；住宅区附近建立起合适的交通发展模式，提高街道、道路、街景的可达性；连

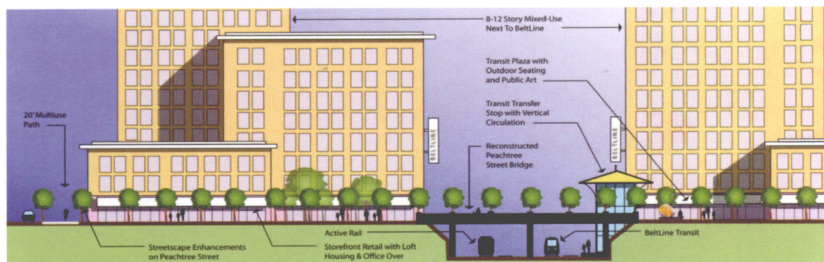
from broad concerns over quality of life to specific input on recommended projects.

Along with wide public involvement, the team collaborated extensively with government, regional, private, and non-profit stakeholders, including the City of Atlanta, the Atlanta Regional Commission, the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Trust for Public Land, the PATH Foundation, and a specially created BeltLine coordination entity—the BeltLine Partnership. The BeltLine Partnership, for example, convened a panel of experts from the fields of development, workforce housing, planning, design and architecture, market research, greenspace, and community improvement to review preliminary recommendations and refine assumptions. Overall, the planning team participated in more than 80 total individual meetings involving more than 1,600 participants during the six-month effort. The resulting document truly constitutes a shared vision for the future of Atlanta.

How Design was used in the Process

The Redevelopment Plan uses design to create a broad framework for integrated land use, greenspace, trails, parks, and critical transit and pedestrian links throughout the BeltLine corridor. The framework promotes consistency with several overarching land planning principles, including: creating active mixed-uses all along the corridor; introducing more intense land uses in key areas to support transit demand; establishing suitable transitions from development to nearby single-family residential areas; enhancing access with a series of new streets, trails, and streetscapes; and encouraging connected greenspaces to capitalize on existing natural amenities and to frame new residential opportunities. The Redevelopment Plan is a highly graphic document intended to convey the desired character of the BeltLine through a series of Geographic Information System-based maps, conceptual maps of the overall

▼ 重建规划内容：西北的Peachtree路活动中心发展概念图，它被比作是亚特兰大的中轴
Pages from the redevelopment plan that show concept visioning for the Northwest—Peachtree Road activity center. Peachtree Road is the figurative "spine of Atlanta"



Peachtree Road Section



Peachtree East Before



Peachtree East After

plaza resembling the plaza areas at Colony Square (Peachtree and 14th Street).

Major land use, greenspace and circulation elements of this activity center are:

- Buildings between eight and twelve stories in height compatible with urban context
- Five- to eight-story buildings adjacent to the mixed-use transitioning to slightly lower buildings along the active CSX rail line to low-density along the creek across from Peachtree Hills
- Residential area that would continue east along the peninsula formed by Peachtree Creek, Clear Creek, and the CSX line
- Residential uses in five- to eight-story and ten- to fifteen-story buildings at the western edge of the node
- At the BeltLine, an elevated transit plaza stop and station that would contain the necessary vertical circulation to bridge the difference in level between the rails and the street
- BeltLine trail links to PATH's Northside Drive trail
- Focal point or 'town green' for proposed redevelopment of Peachtree Park Apartments, opening onto the forested corridor of Peachtree Creek
- Second multiuse trail that would split off the Peachtree Creek path at this point and, crossing the town green, run west along Peachtree Park Drive and a realigned Bennett Street to reconnect with the northern branch at Bobby Jones
- Most proposed streets shorten connections between existing streets and reduce block sizes to more 'walkable' dimensions
- Realignment of Bennett Street that would join Peachtree Park Drive at the signalized intersection at Peachtree



Peachtree Road Aerial Perspective

- New road that would connect the rear of the Piedmont Hospital parking deck with Peachtree at the signalized intersection with Peachtree Valley Drive
- Peachtree Valley extension connects to new low-density development adjoining the Brookwood Hills neighborhood
- Intersection improvements at these points, as well as at Colonial Homes Drive
- BeltLine transit and the Peachtree Streetcar could interchange at the transit plaza, making the Peachtree Street node a vital connection point in a citywide transit strategy.

vision, before and after simulations of park and development opportunities, and a series of aerial sketches and site plans for 12 prototypical activity centers spread evenly across the BeltLine. The accompanying Development Guidelines illustrate the desired relationships of buildings to the public realm, connectivity and greenspace standards, transitions to single-family neighborhoods, and preservation of the corridor's very unique historic and industrial character.

Project Implementation/Administration + Monitoring

In October, the planning team completed the Redevelopment Plan and the document began a process of formal legislative consideration before the three participating government entities - the Atlanta City Council, the Atlanta Public School Board, and the Fulton County Commission. By December 21, 2005, all three jurisdictions adopted the plan, putting into place a formal financing mechanism that is anticipated to raise as much as \$1.7 billion over the next 25 years.

The BeltLine TAD funds will be generated by new growth in the tax base within the defined TAD Redevelopment Area. Based on this growth, and as private development begins, bonds will

接绿色空间与现有的自然景观为以后的发展提供各种可能性。重建规划的图集文件希望通过一系列的地理信息系统地图、远景概念图、公园发展建设前后的对照图、一系列的大型手绘图和12个沿BeltLine分布的典型活动中心的场地规划图，传达出BeltLine在未来的发展可能。另外一本发展规划指导方针则说明了建筑与公共空间、连通性与绿色空间标准、交通与社区、长廊独特历史价值和工业价值的保护之间的关系。

项目执行/管理+监督

2005年的10月规划团队完成了重建规划设计，各种文件在三个参与的政府机构——亚特兰大市政厅、亚特兰大公共学校委员会、富尔顿县委员会参与之前形成。到2005年12月21日，三个区域采取了此项规划设计，开始采纳正式的财政机制，预计在25年内筹集多达17亿美元的资金。

BeltLine的TAD区域发展资金将通过此区域的发展带来的税收渠道获得。随着私有经济的发展发行债券，这个过程将筹集到的资金将用于土地使用、公园的建设、道路、轨道和其他政府项目。（TAD区域的税收将保证债券的价值增长，纳税人不需要再付钱买债券。）剩下一部分项目所需的资金有望通过慈善机构和联邦政府的资助得以解决。

已经有许多的商业机构和非盈利组织参与到了BeltLine的重建规划项目执行当中。公共用地信托基金会和PATH基金会将参与公园、道路的规划和位置选择。亚特兰大快速

be sold and the proceeds will be used to fund a portion of the total cost for acquiring land and building parks, trails, transit, and other government projects. (The bonds are secured by the anticipated growth of the tax base within the TAD; the taxpayers of the City of Atlanta will not be obligated to repay the bonds.) The remaining portion of the project costs is expected to be funded through various philanthropic and federal sources.

Already many business and non-profit groups are coming together to begin implementation of the BeltLine. The Trust for Public Land and the PATH Foundation are planning, acquiring, and locating new parks and paths. MARTA is working on the desirable mode for transit. Under the umbrella of the BeltLine Partnership, implementation and fundraising are beginning to take shape. The implementation of the BeltLine will continue to be a community-based effort with plans for ongoing neighborhood participation, special advisory committees created to guide policy for areas such as affordable housing, a proactive historic preservation plan to protect key resources, and the development of quality of life indicators to monitor progress.

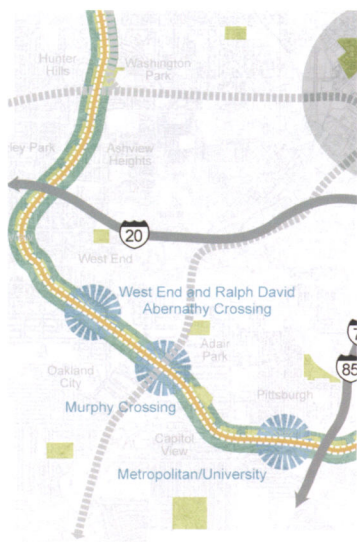
This Redevelopment Plan describes one of the most exciting, but complex projects in Atlanta's history. As the BeltLine will take 25 years to implement fully, this Plan provides a framework for moving forward. It outlines the major public infrastructure projects that comprise the BeltLine project. It outlines the type and scope of development that is consistent with good planning practices. It demonstrates the feasibility of the TAD to create a majority of the necessary funding (based on the proposed development). But the Plan also anticipates the need for

▼ 重建规划内容：西南的Murphy三角活动中心发展概念图。它是其中最独特的中心之一，连接新的公园，再利用现有的一些具有历史价值的结构，并发展亚特兰大西南社区的多种功能性

Pages from the redevelopment plan that show concept visioning for the Southwest—Murphy Triangle activity center. Murphy Triangle is one of the most unique centers, combining opportunities for new parks, adaptive reuse of existing historic structures, and mixed use development for Atlanta's southwest communities



Murphy Triangle Diagram



SOUTHWEST - MURPHY TRIANGLE

Concept Vision

The Murphy Triangle activity center is essentially Murphy Avenue and Lee Street from White Street to the north and White Oak Avenue to the south and Allene to the west. The existing fabric of this area consists of a once active industrial area comprised of one- to two-story warehouses and distribution centers, some of which have been adaptively reused for artist lofts and offices. Many structures, however, are unoccupied and in dilapidated condition. There are small local serving retail buildings along Lee Street that possess a historic architectural character valued by the surrounding neighborhoods of Oakland City and Adair Park.

Distinguishing features within this center include the State of Georgia surplus storage facility along Sylvan Road, abandoned warehouses and industrial facilities north of Warner and an active rail line to the north. The biggest constraint for future development in this area is the environmental contamination of various sites along Murphy Avenue and Sylvan Road. Other concerns include abandonment and the perception and preva-

lence of crime due to the abundance of unoccupied structures along Murphy, Sylvan and Warner. Despite these constraints, the historic single-family neighborhoods of Oakland City and Adair Park offer a sense of stability and activity in the area. The presence of the elevated MARTA rail line and the West End and Oakland MARTA Stations immediately to the north and south of the center are major assets as well.

Building on the momentum generated by the rebirth of industrial districts throughout the City, the workshop vision suggests redeveloping underused properties and vacant lots within the activity center into a new mixed-use community that combines adaptive reuse projects, new multi-family, office, and an artist district.

Major land use, greenspace and circulation elements of this activity center are:

- Retention of the true historic industrial character of this area through the development of new mixed-use and residential uses in conjunction with the rehabilitation of several structures where applicable

交通管理局则参与了交通道路模型的设计。在BeltLine合作组织的帮助下，项目的执行与资金筹措都开始步入正轨。规划的实施将继续需要社区公众的参与和顾问委员会提供的指导政策，如经济型住房、历史价值、主要资源的保护，和从城市生活力量的改善方面来监督项目的发展过程。

重建规划描绘出了亚特兰大历史上一个激动人心但又相当复杂的项目。BeltLine需要25年时间才能完成实施，重建规划则提供了一个发展框架。这个框架里包含组成BeltLine的主要公共设施项目，一个优秀的规划项目所反映出的发展类型和规模，表明TAD的可行性的同时解决了资金的筹措。但是规划的执行还需要继续与公众交流，解决各种问题——债券发行、公园与道路的设计、公共交通系统路线的确定、详细的土地使用计划和其他许多重要的问题，亚特兰大市内社区内已经针对这些问题举行了各种讨论和会议。在未来的25年里也将就有关项目的实施不断进行各种交流。重建规划的完成是实现BeltLine远景的第一步，以后还有很长的路要走。通过亚特兰大市内区域公园、道路和轨道周边的经济发展，BeltLine将改变区域发展的模式并创造出一个充满活力的亚特兰大市，从而提高城市居民的生活质量。

continued public dialogue and decision-making about issues as diverse as the timing of bond issuances; the design and development of parks and trails; the exact route of the public transit system; more detailed land use plans; and a host of other critical issues. It has taken hundreds of meetings and conversations within the Atlanta community to get to this point, and there will be many more public meetings and plans over the next 25 years discussing implementation. The Redevelopment Plan is the necessary first step on the long road to making the BeltLine vision a reality. The BeltLine—by attracting and organizing some of the region's future growth around parks, transit, and trails located in the inner core of Atlanta - will change this pattern of regional sprawl and lead to a vibrant and livable Atlanta with an enhanced quality of life for all city residents.

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