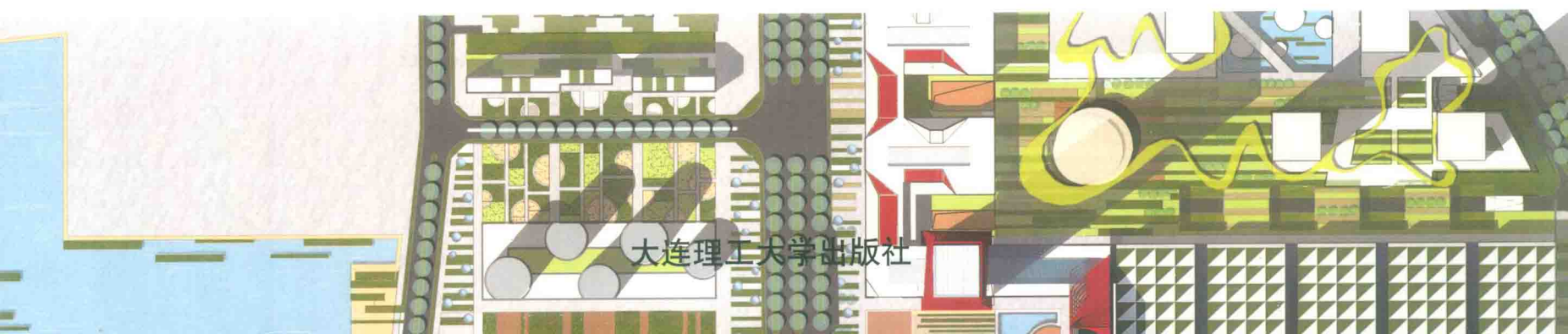
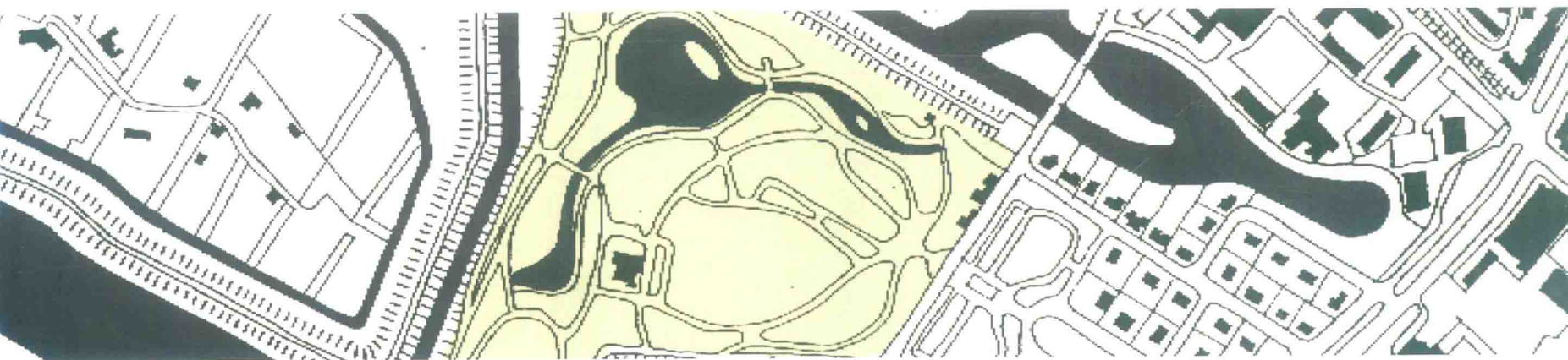


International Ecological Sustainability Planning Manual

国际生态可持续性规划手册

千朋万友 编



大连理工大学出版社

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Contents 目录

Regional Planning and Design 区域规划与设计

Urban Corridor Planning — City of Houston, TX	008
城市走廊规划——休斯敦市, 德克萨斯	
Transit Revitalization Investment District (TRID)Master Plan	012
交通投资振兴区 (TRID) 总体规划	
Nanning Urban Design	016
南宁城市设计	
A Civic Vision and Action Plan for the Central Delaware River	024
特拉华河中心远景规划	
Penn Connects: A Vision for the Future	030
宾大交通枢纽: 未来的展望	
Providence 2020 Plan	036
2020 年普罗维登斯城市规划	
Biophones	044
生态听筒	
Bolsa Intervention: Strategizing Performative Ecologies	048
Bolsa 湿地改造: 生态保卫战	
Discovering the Grand Canal Heritage in the Changing Landscape	054
变化景观中的中国大运河遗产探寻	
Dismantle/Rebuild: A New Framework for Willets Point	062
解构与重建: Willets Point 的全新构架	
Ecology as Industry	070
生态产业	
Filling the Gap: A New Productive Land-Building Process for New Orleans, Louisiana	078
填补缺口: 路易斯安那州新奥尔良高产土地建设过程	
Flood, Flow, Flux: Livelihoods on the Kafue Flats, Zambia	086
洪水、水流与变迁: 赞比亚喀辅埃河平原上的生活	
Off the Reservation: A Seed for Change	092
居留地之外: 变革的种子	
Operative Platform	102
运转平台	
Riparian Urbanism	112
河岸城市化	
Roman Water Gate — a New Entrance for the Metropolitan Area of Rome	118
罗马港口——进入罗马市区的新入口	
Mumbai's Landscape In-Between	128
孟买的In-Between 景观设计	
The Cooling Ability of Urban Parks	132
城市公园的降温能力	
Tudela-Culip (Club Med) Restoration Project in "Cap de Creus" Cape	138
Tudela-Culip (地中海俱乐部) “德克罗伊斯角” 海角恢复工程	
Two Rivers Park: Clearings, Clusters, and Cloisters	146
两河公园: 空地、树丛与回廊	

City planning 城市规划

Suurpelto Town Plans	154
Suurpelto 城市规划	
Tianjin Litang Area Urban Design	160
天津礼堂周边地区城市设计	
The Design Centre for Sustainability at The University of British Columbia	174
英国哥伦比亚大学可持续性设计中心	
The Project Area of "Guizhou Earth Dance"	178
“贵州大地之舞” 项目区域	
The Waterscape Design of Xi'an International Trade & Logistics Park	182
西安国际港务区水体景观设计	
Samsong Greens	190
三星绿色规划	
Nanhu Ecological New Town of Tangshan City	196
唐山市南湖生态新城	
Planning and Design at Starting Stage for Northern Bridge	
Industry Machining District in Benxi City, Liaoning Province	202
辽宁省本溪市桥北工业加工区起步期规划	
Conceptual Plan for the Ningbo Zhuangqiao Block	216
宁波庄桥区块概念规划	
Torre Spaccata Masterplan	220
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Atlanta BeltLine Redevelopment Plan	226
亚特兰大贝尔特莱恩重建规划	
Zhangjiang Urban Design	230
张江城市设计	
Bastione Poligonale	236
Bastione Poligonale 规划	
Chattanooga Central Park	240
查塔努加中央公园	

Ecology and Sustainable Design 生态与可持续规划

Central Open Space, MAC	248
MAC 中心开放空间	
CITY ISLAND – CULTURAL HARBOR	256
城市之岛——文化港湾	
"Big Kabul" Deh Sabz Afghanistan	262
“大喀布尔” Deh Sabz, 阿富汗	
LOOP CITY	266
城市环线	

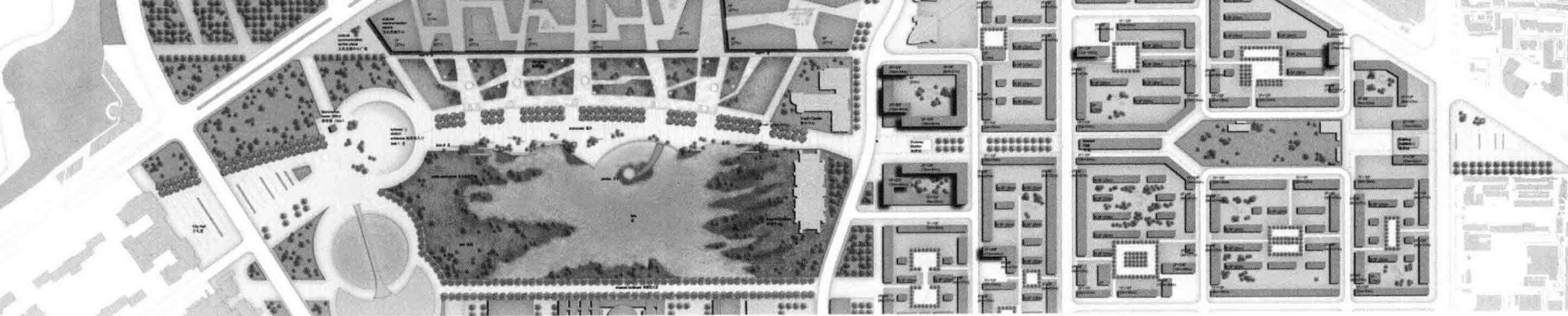
Overall Planning and Design of Wuhan Parlor	274
武汉客厅总体规划设计	
Viet Village Urban Farm, New Orleans, Louisiana	278
美国路易斯安那州新奥尔良市越南村都市农场	
Campus Hydroscares	282
校园水利景观规划	
PARK OF THE FLOATING GARDENS	290
香河水上公园	
Open Space Seattle 2100 Envisioning Seattle's Green Infrastructure for Next Century	296
西雅图2100 年开放空间——下世纪西雅图绿色基础设施展望	
The Sungei Buloh Wetland Reserve Master Plan	300
新加坡双溪布洛湿地保护区总体规划	
Michael Van Valkenburgh Associates, Inc.	304
迈克尔·范·瓦肯伯格联合公司	
New Terrain for the North Lake Region of Chongming Island	312
崇明岛北湖区新地带	
The Park and New Town upon the Fishponds–The Planning of 2007	318
China International Garden Show Park Area in Xiamen, China	
鱼塘上的公园与城市新区——2007 年中国厦门园博会规划	
Kigali Conceptual Master Plan	324
基加利概念性总体规划	
New Orleans Riverfront: Reinventing the Crescent	330
新奥尔良河滨水区规划: 新月地带的重新利用	
Co-Modification	336
共同修复	
Designing the Ecology of Democracy	342
民主的生态设计	
Ephemeral Boundaries	350
临时的边界	
Remediation of the Gowanus Canal	356
郭瓦纳斯运河的修复	
Hope Municipal Airport	364
霍普市机场	
Red Mountain / Green Ribbon– The Master Plan for Red Mountain Park	
红山/ 绿丝带——红山公园总体规划	
Rewilding City Park	374
重返野生城市公园	

Architecture and Ecology
建筑与生态

Tianjin Cylindrical Object City	384
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+WATER Development Project	390
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European 9 — Herning	396
European 9 (欧洲城市规划概念设计竞赛9——海宁)	
Business Bay - Phase 3 Master Plan Dubai, United Arab Emirates	400
阿拉伯联合酋长国迪拜商业湾第三期总体规划	
Hainan Duty-Free City	408
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高雄海洋文化与流行音乐中心	
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潮汐计划	
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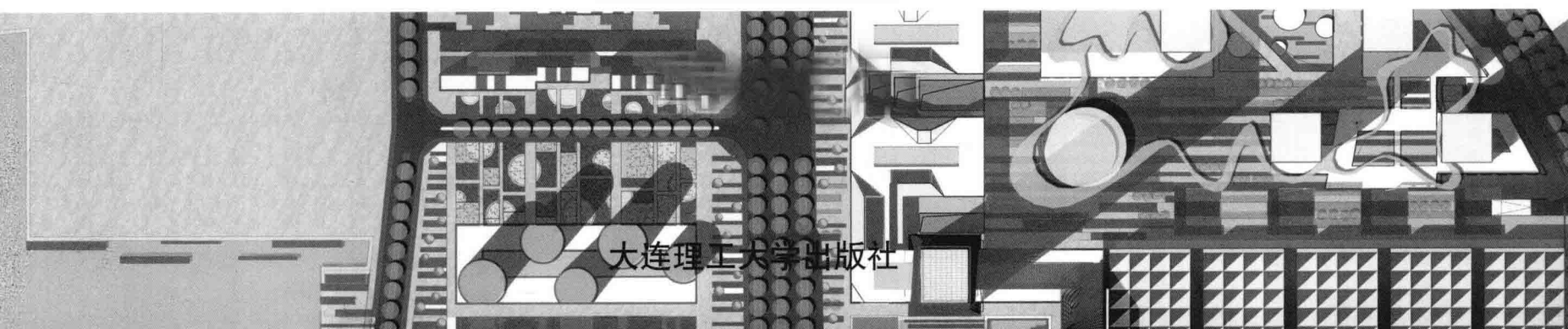
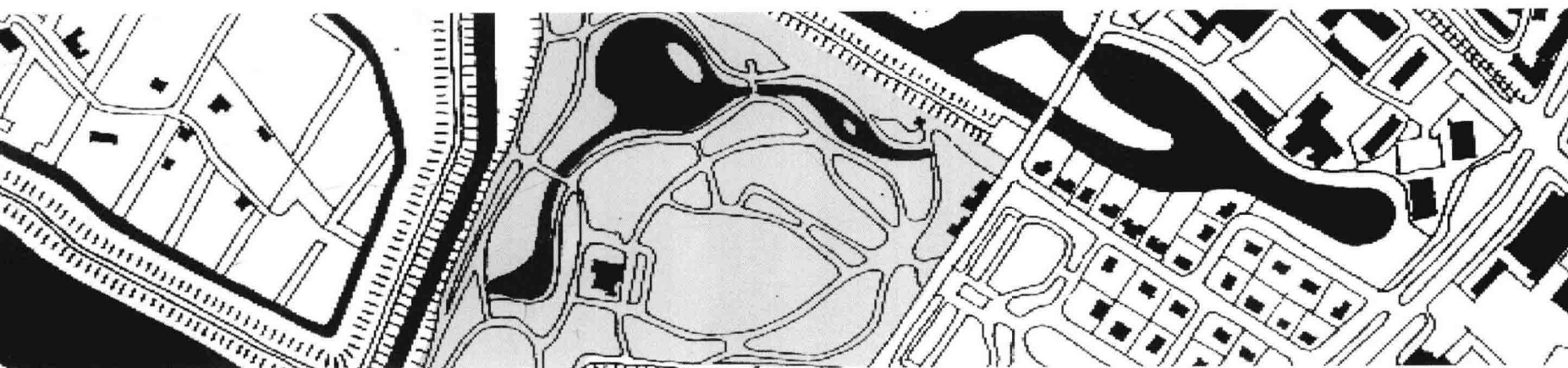
Farmington Townscape	464
法明顿市的城市景观	
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The Cooling Ability of Urban Parks	132
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Tudela-Culip (Club Med) Restoration Project in "Cap de Creus" Cape	138
Tudela-Culip (地中海俱乐部) “德克罗伊斯角” 海角恢复工程	
Two Rivers Park: Clearings, Clusters, and Cloisters	146
两河公园: 空地、树丛与回廊	

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Suurpelto 城市规划	
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The Design Centre for Sustainability at The University of British Columbia	174
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The Project Area of "Guizhou Earth Dance"	178
“贵州大地之舞” 项目区域	
The Waterscape Design of Xi'an International Trade & Logistics Park	182
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Samsong Greens	190
三星绿色规划	
Nanhu Ecological New Town of Tangshan City	196
唐山市南湖生态新城	
Planning and Design at Starting Stage for Northern Bridge	
Industry Machining District in Benxi City, Liaoning Province	202
辽宁省本溪市桥北工业加工区起步期规划	
Conceptual Plan for the Ningbo Zhuangqiao Block	216
宁波庄桥区块概念规划	
Torre Spaccata Masterplan	220
Torres Spaccata 总体规划	
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亚特兰大贝尔特莱恩重建规划	
Zhangjiang Urban Design	230
张江城市设计	
Bastione Poligonale	236
Bastione Poligonale 规划	
Chattanooga Central Park	240
查塔努加中央公园	

Ecology and Sustainable Design 生态与可持续规划

Central Open Space, MAC	248
MAC 中心开放空间	
CITY ISLAND – CULTURAL HARBOR	256
城市之岛——文化港湾	
"Big Kabul" Deh Sabz Afghanistan	262
“大喀布尔” Deh Sabz, 阿富汗	
LOOP CITY	266
城市环线	

Overall Planning and Design of Wuhan Parlor	274
武汉客厅总体规划设计	
Viet Village Urban Farm, New Orleans, Louisiana	278
美国路易斯安那州新奥尔良市越南村都市农场	
Campus Hydroscares	282
校园水利景观规划	
PARK OF THE FLOATING GARDENS	290
香河水上公园	
Open Space Seattle 2100 Envisioning Seattle's Green Infrastructure for Next Century	296
西雅图2100 年开放空间——下世纪西雅图绿色基础设施展望	
The Sungei Buloh Wetland Reserve Master Plan	300
新加坡双溪布洛湿地保护区总体规划	
Michael Van Valkenburgh Associates, Inc.	304
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New Terrain for the North Lake Region of Chongming Island	312
崇明岛北湖区新地带	
The Park and New Town upon the Fishponds—The Planning of 2007	318
China International Garden Show Park Area in Xiamen, China	
鱼塘上的公园与城市新区——2007 年中国厦门园博会规划	
Kigali Conceptual Master Plan	324
基加利概念性总体规划	
New Orleans Riverfront: Reinventing the Crescent	330
新奥尔良河滨水区规划: 新月地带的重新利用	
Co-Modification	336
共同修复	
Designing the Ecology of Democracy	342
民主的生态设计	
Ephemeral Boundaries	350
临时的边界	
Remediation of the Gowanus Canal	356
郭瓦纳斯运河的修复	
Hope Municipal Airport	364
霍普市机场	
Red Mountain / Green Ribbon— The Master Plan for Red Mountain Park	
红山/ 绿丝带——红山公园总体规划	
Rewilding City Park	374
重返野生城市公园	

Architecture and Ecology 建筑与生态

Tianjin Cylindrical Object City	384
天津柱状体都市	
+WATER Development Project	390
+WATER 开发项目	
Europen 9 — Herning	396
Europen 9 (欧洲城市规划概念设计竞赛9——海宁)	
Business Bay - Phase 3 Master Plan Dubai, United Arab Emirates	400
阿拉伯联合酋长国迪拜商业湾第三期总体规划	
Hainan Duty-Free City	408
海南免税城	
Istanbul Disaster Prevention and Learning Centre	418
伊斯坦布尔防灾和学习中心	
Halsskov Maritime Village	424
海尔斯考海事村	
Redesign planning of Wellesley Road	432
威尔斯利路再设计方案	
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高雄海洋文化与流行音乐中心	
Plan Tide	446
潮汐计划	
Queens-wharf Media Event Pavilion & Passenger Terminal	450
皇后码头媒体活动场馆与旅客航站楼	
Zoorea	456
动物园	

Urban Landscape 城市景观

Farmington Townscape	464
法明顿市的城市景观	
Cutty Sark Gardens in Greenwich, England	468
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斯塔比亚遗址公园	
Canopy Coverage Planning in Phoenix	488
菲尼克斯林冠覆盖率规划	
Elwood Foreshore, Melbourne	494
墨尔本埃尔伍德海滩	





Regional Planning and Design

区域规划与设计

Hardy Toll Rd.

Helmets St.

Irvington Blvd.

Fulton/IH-610 Station

Graceland

Cavalcade

Moody

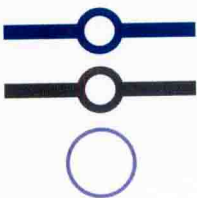
Northline Transit Center

Airline Dr.

N IH 45

Little White Oak Bayou

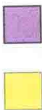
N IH 610



North Transit Street

Connecting Transit Street

5 Minutes' Walking Distance to Station



Development Opportunity Area 1 - Corridor

Stable Areas

Urban Corridor Planning – City of Houston, TX

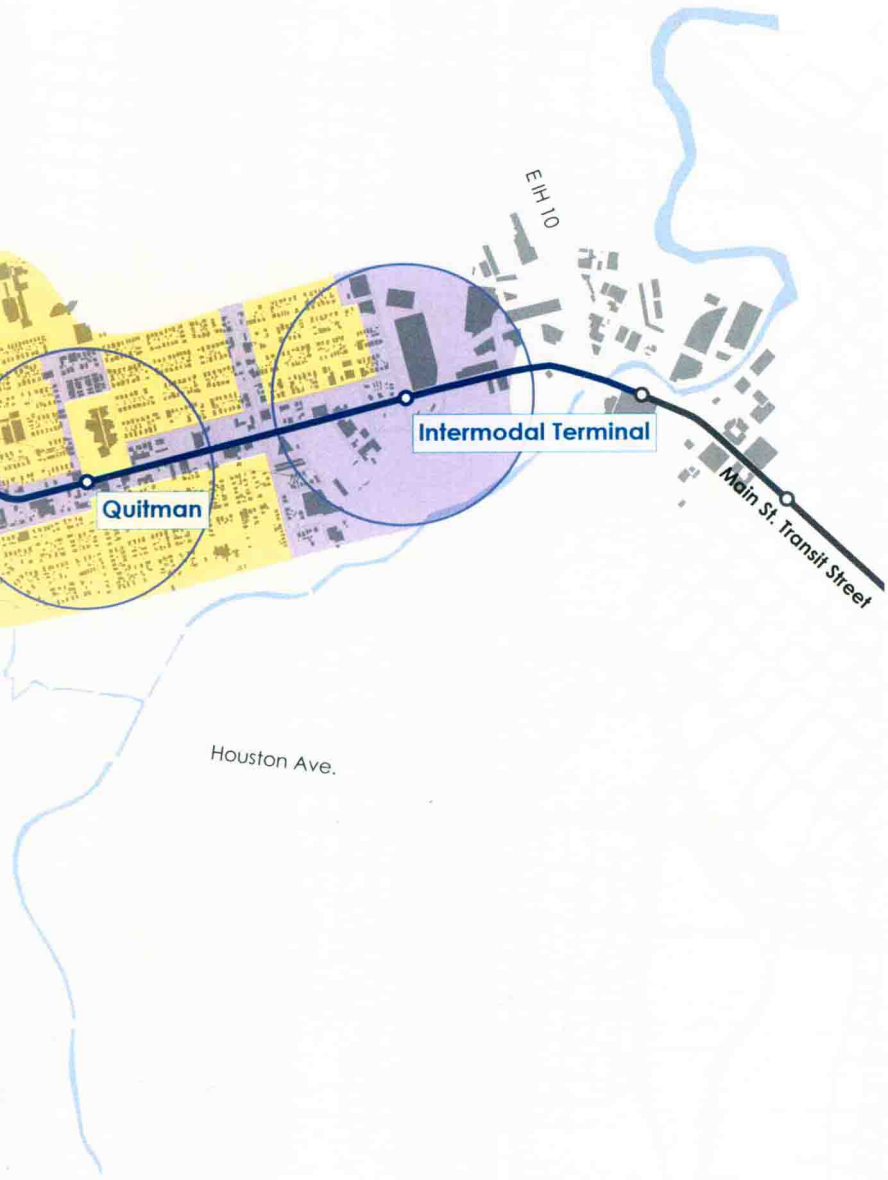
The Planning Partnership Limited, Toronto, Ontario, Canada
Client: City of Houston and Main Street Coalition

Project Narrative

Houston is one of the fastest growing municipalities in North America, economically and demographically. Notwithstanding that, it is becoming increasingly evident that its historical growth and suburban development patterns are unsustainable for the long-term vitality of the city. With a growing recognition of the fiscal and environmental costs of Houston's traditional car-oriented development model, concepts related to urban intensification, smart growth, sustainability and Transit Oriented Development are gaining broad acceptance by the public, local planners and government entities at all levels. With the development and operation of the Main Street Corridor and an expanded light rail system being actively planned for five other connected corridors (East End, Uptown, Southeast, North and University), there are enormous opportunities for economic development, capital investment and the creation of an improved quality of life within a rich and diverse urban environment over the long term. The purpose of this Urban Corridor Planning Study is to establish a strategy, informed by an extensive stakeholder and community consultation process, to implement Transit Oriented Development in proximity to the planned higher order transit facilities. Transit Oriented Development is a form of

development that is of higher density, based on high quality design standards and scaled to the pedestrian. It supports a mix of uses with active uses at grade, places emphasis on a high quality pedestrian realm and results in an urban environment that is attractive, walkable and transit supportive. Higher density, pedestrian-friendly and transit-supportive urban corridors will ultimately maximize transit ridership potential. A key component of the Urban Corridor Planning Study is exploring the potential to create a pedestrian-friendly environment that promotes the use of transit but also generates identifiable "places" within the City of Houston. It is absolutely necessary to enhance the public realm along every inch of the corridors to establish them as more than just individual corridors through which to move cars and service vehicles. Architects' practice believes that great streets make great places for people to congregate. They are finding that the move back to the urban core of many North American cities has not always been accompanied by the attendant public realm enhancements. It's not complicated. Simple interventions like creating tree-lined streets with places to sit are very effective and can be done over time. In Houston, they encouraged the city to incorporate a tree-planting plan in the work program and budget for the reconstruction of the streets. And for the city, the locations for the LRT to stop should be designed for the riders as pedestrians and not the cars that pass by.

城市走廊规划—— 休斯敦市, 德克萨斯



设计单位：The Planning Partnership Limited, Toronto, Ontario, Canada

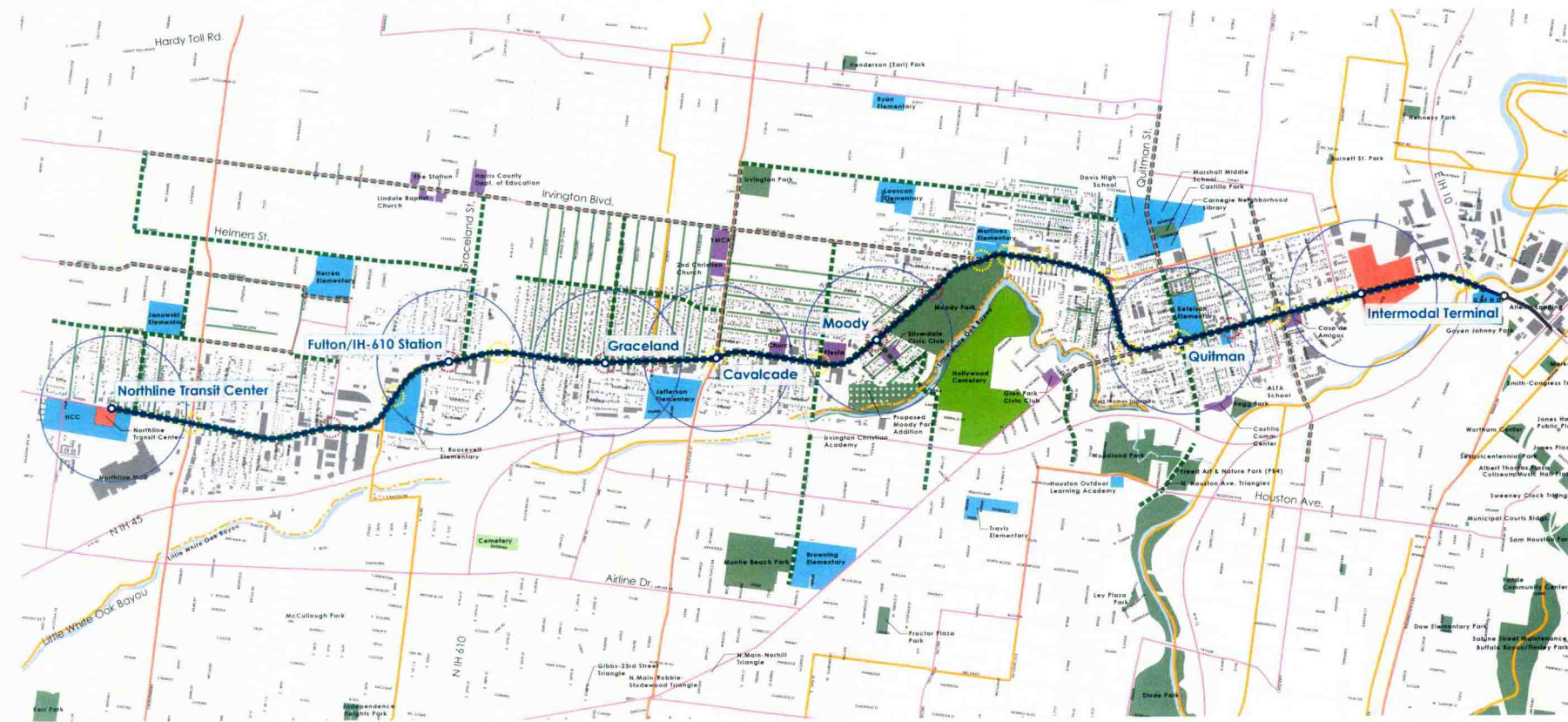
甲方：City of Houston and Main Street Coalition

项目描述

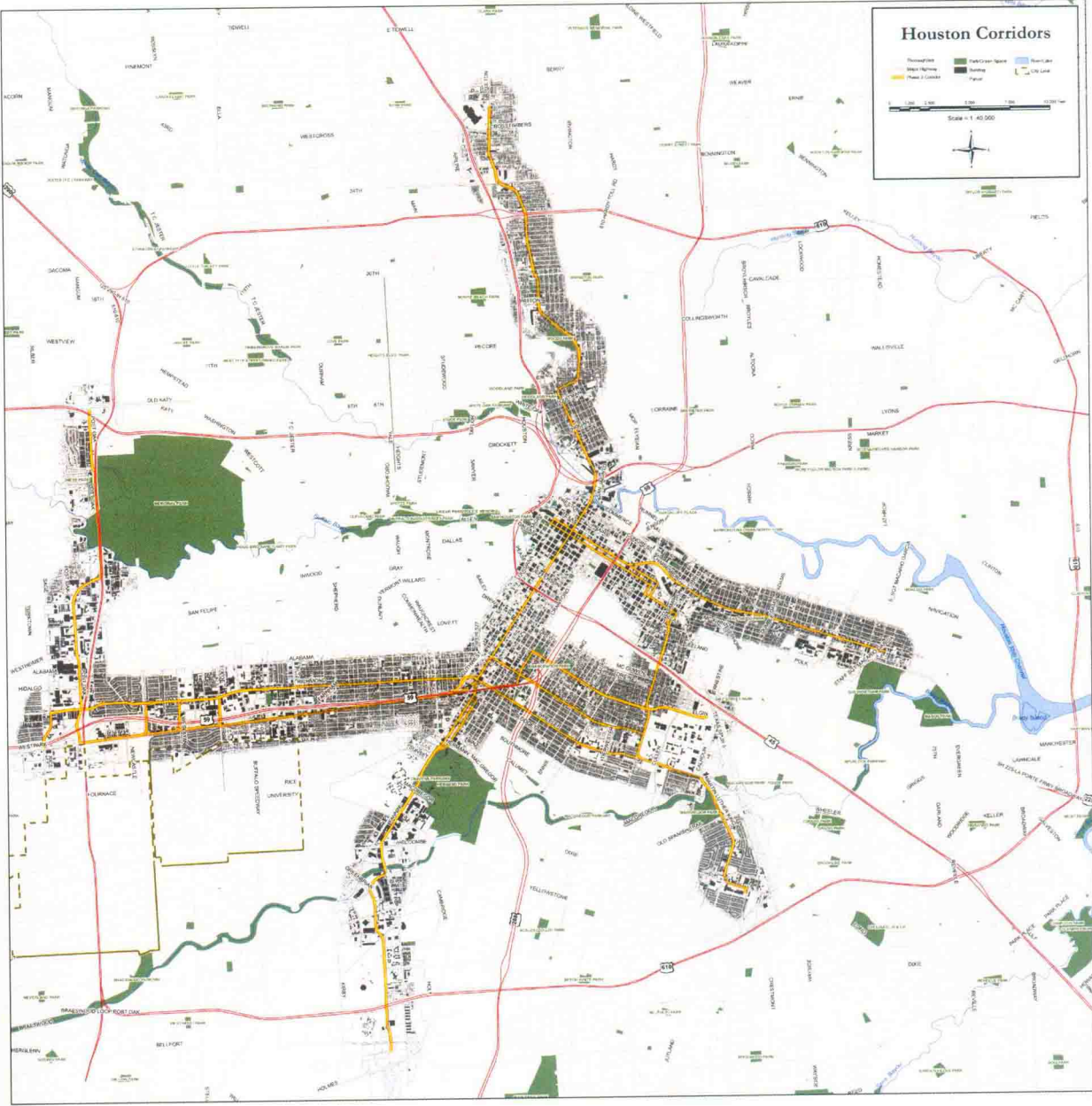
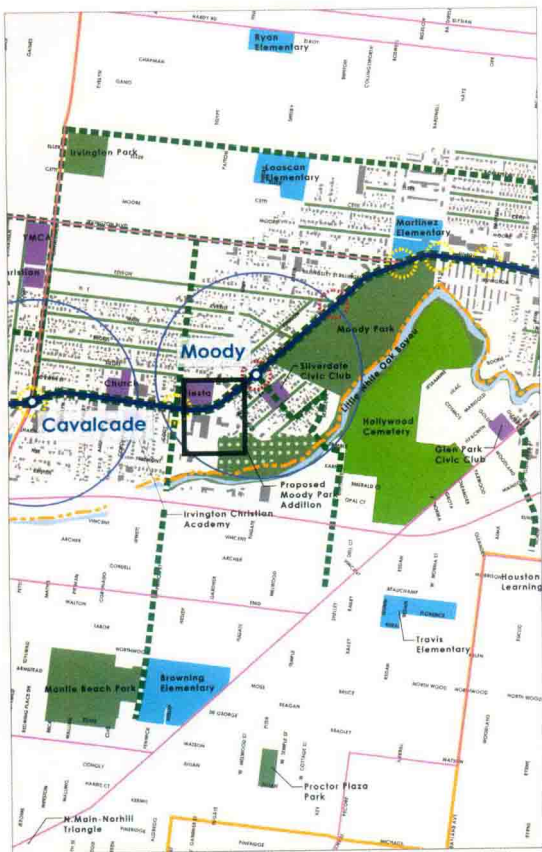
休斯敦是北美经济和人口增长速度最快的城市之一。尽管如此，越来越多的证据显示，对于城市的长久繁荣而言，休斯敦过去的发展和市郊开发模式是不符合可持续性的。随着人们越来越多地认识到休斯敦传统的以汽车为导向的发展模式中财政和环境成本的支出，关于城市集约化、理性增长、可持续发展和公交导向发展模式等相关理念正广泛地获得各个阶层的公众、地区规划者和政府机构的接受。主街道走廊和为规划另五个连接走廊（东端、住宅区、东南部、北部和大学区）而积极扩建的轻轨铁路系统的开发与建设，会在长期内给经济发展、资本投入和在富裕而多样化的城市环境中创建更高质量的生活提供大量机会。本项城市走廊规划研究的目的是建立起一种策略，通过对利益相关者和社区的调查过程来广泛地取得信息，实施公交导向发展模式，向有规划的、更有秩序的交通设施靠拢。公交导向发展是一种基于高品质设计标准和行人规模的更高密度的发展模式。它在同一水平面上集各种积极用途于一身，强调高品质的步行区域，因而形成一处有吸引力、适合步行而又可以换乘中转的城市地区。高密度、方便行人和交通换乘的城市走廊最终将最大限度地发挥中转乘车的潜力。

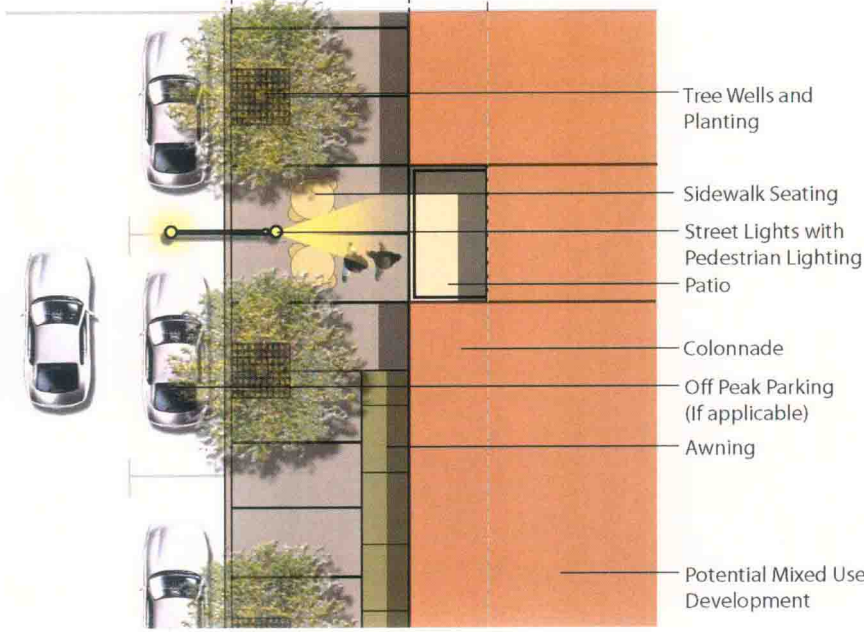
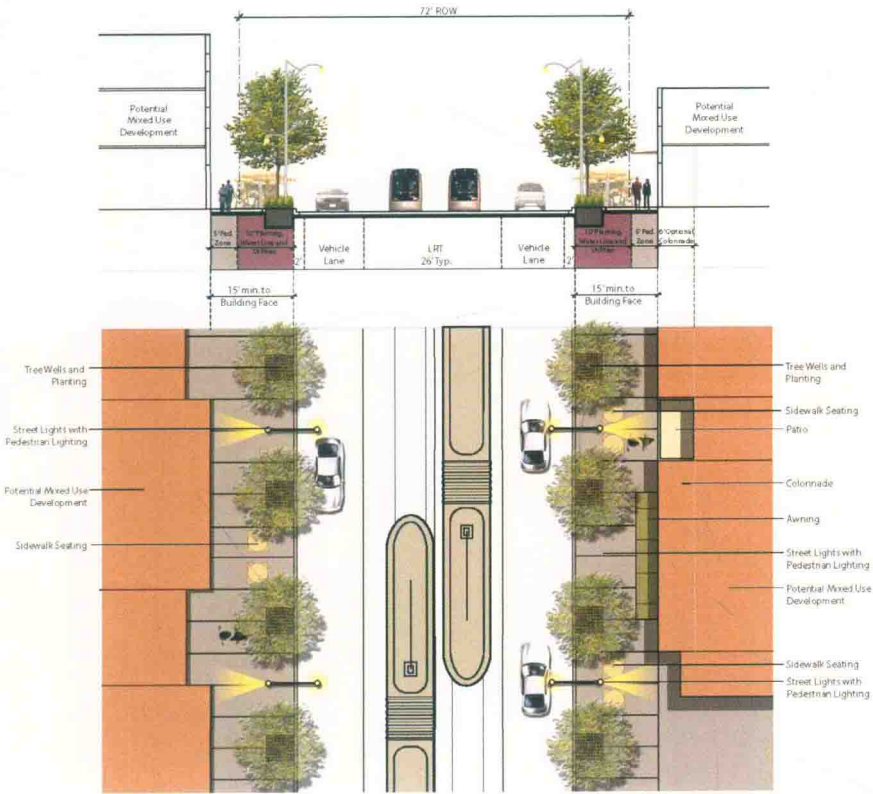
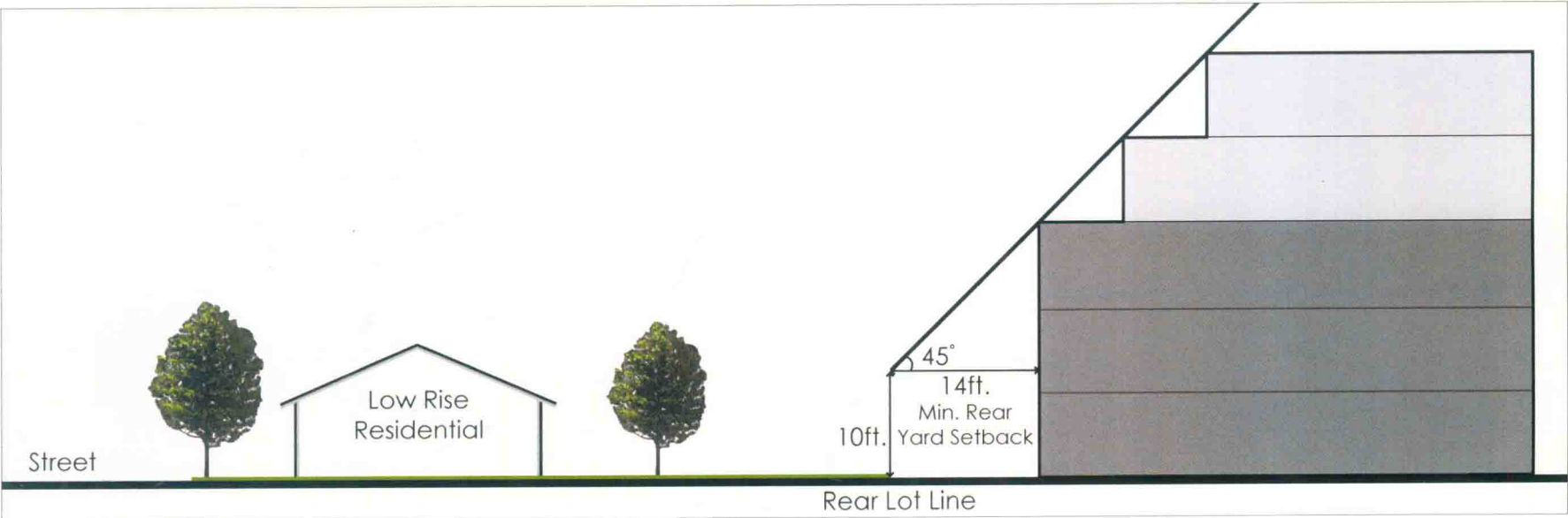
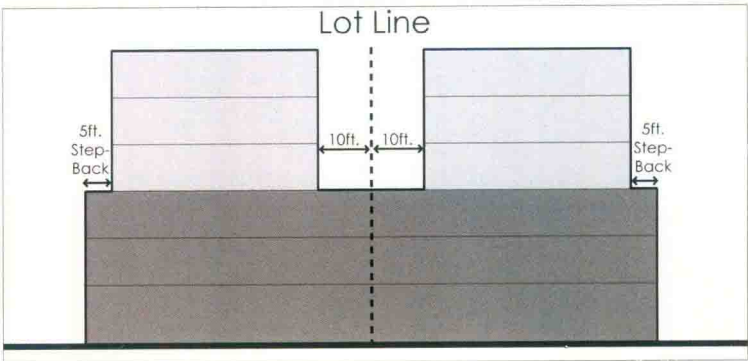
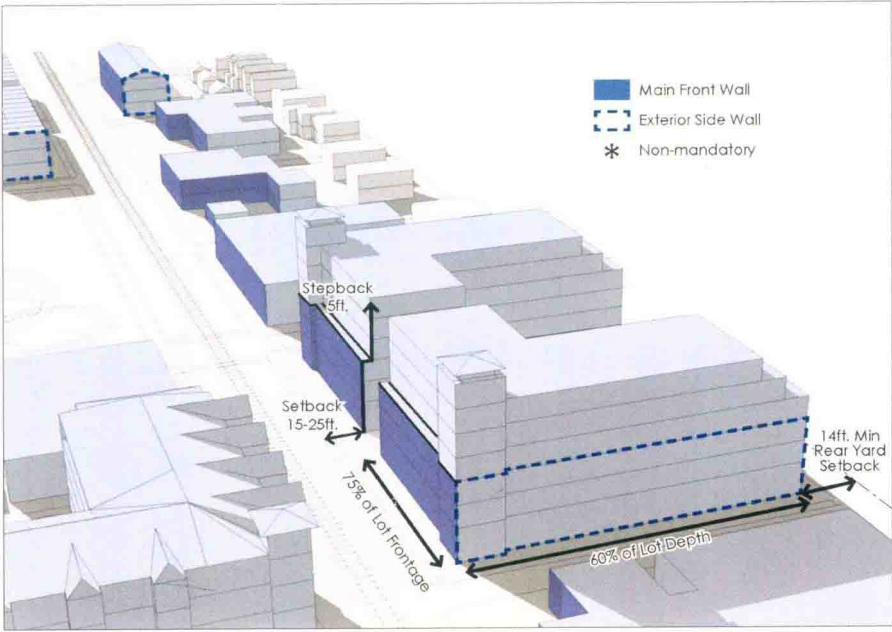
城市走廊规划研究的一个重要组成部分是探索创建一个方便行人的环境的可能性，这种环境将促进中转乘车的使用，同时也会在休斯敦市内形成具有高辨识度的“地方”。加强走廊的每一寸公共区域是绝对必要的，使它们不仅仅成为供汽车和服务车辆通过的单独的走廊。

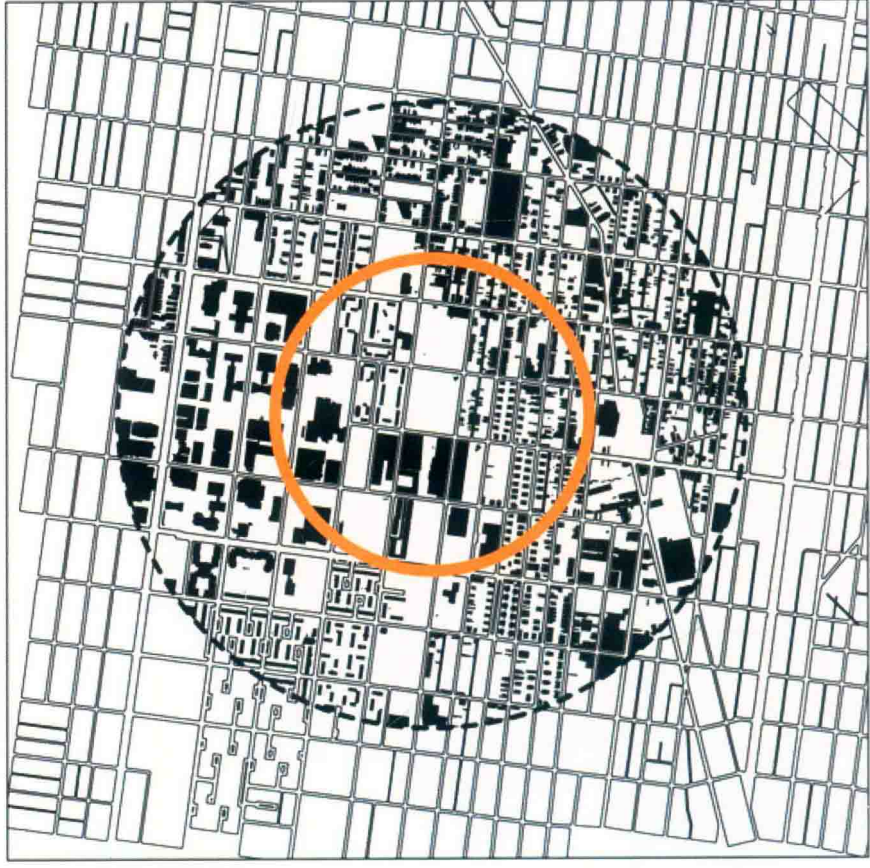
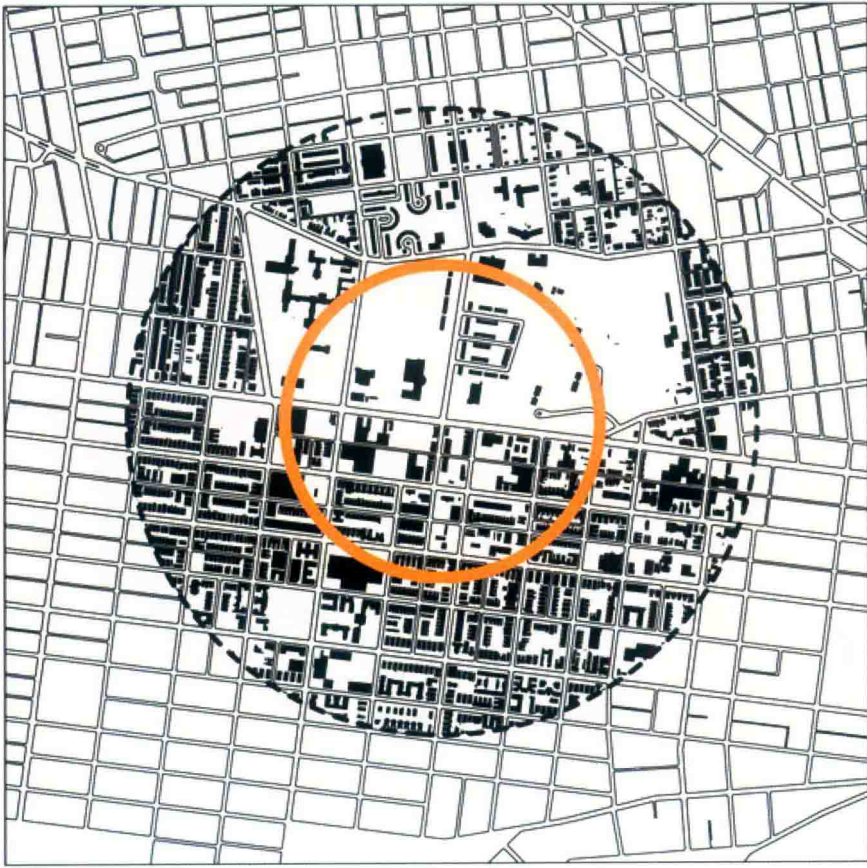
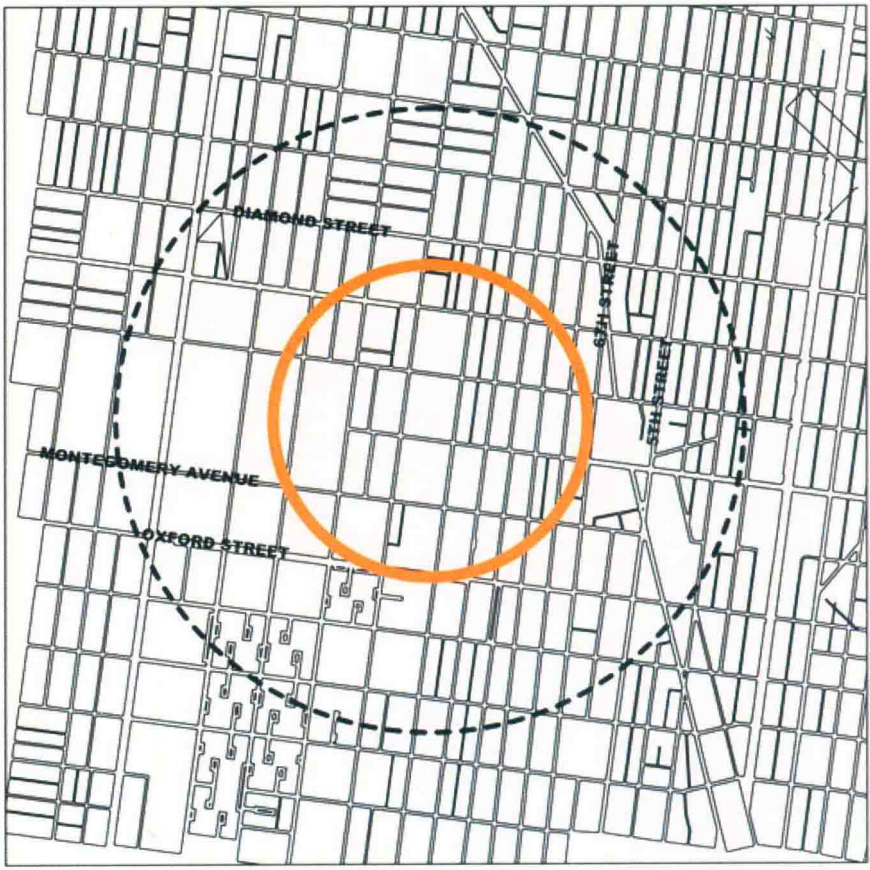
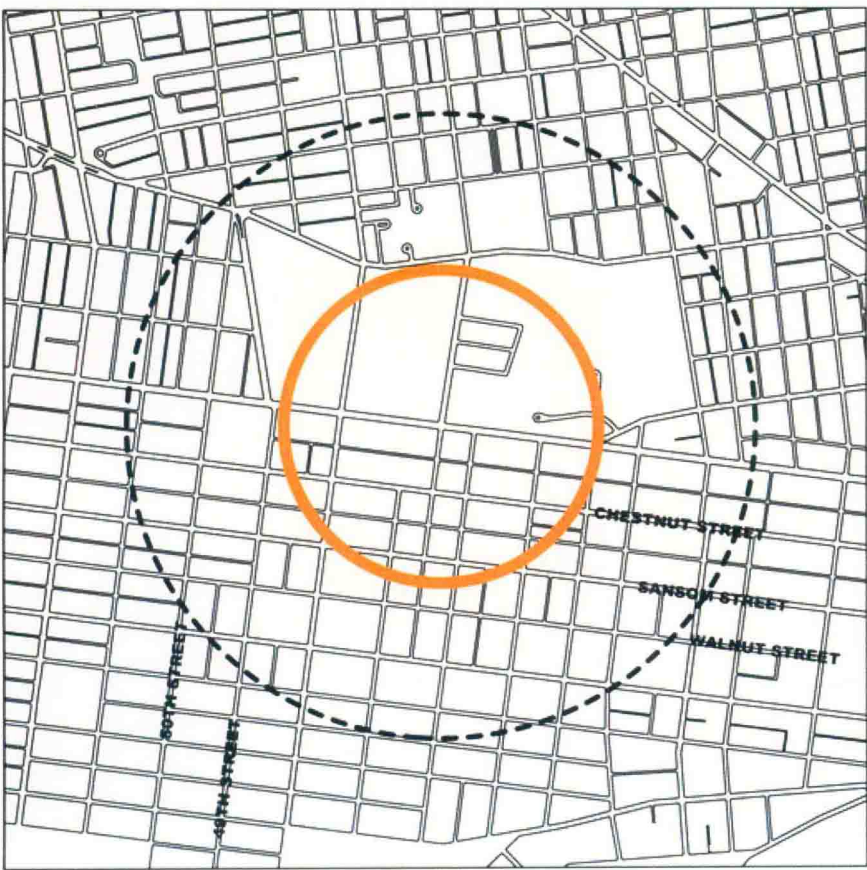
建筑师相信，好的街道为人们的聚集提供了好的地方。建筑师发现，许多北美城市在重新成为城市核心的过程中，并不一定伴随着公共区域的加强。这并不复杂。非常简单的改进，比如建造绿树成荫、可供休息的街道等都非常有效，而且随着时间的推移就可以完成。建筑师鼓励休斯敦在街道重建计划和预算中加入植树计划。而对于城市本身而言，轻轨站的位置应该是为行人而不是路过的汽车而设计。



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| Bayou | Trail/Bikeway | North Transit Street | 5 Minutes' Walking Distance to Station |
| Schools | Tree Lined Streets | Connecting Transit Street | Proposed Pedestrian (Unsignalized) Crossing |
| Open Space | Bus Routes | Building Footprint | Existing Pedestrian (Signalized) Crossing |
| Cemetery | Proposed Trail/Bikeway | Proposed Open Space | Major Thoroughfare per COH Major Thoroughfare Plan 2006 |
| Institutional Buildings | Streetscape Enhancement (Pedestrian Connector Street) | | |
| Metro Transit Centre | | | |







Transit Revitalization Investment District (TRID) Master Plan

Location: Philadelphia, USA
 Client: Neighborhoods Now
 Architects: Interface Studio LLC, Philadelphia USA

Although Philadelphia's transit system is the nation's fifth largest, many stations are underutilized and physically disconnected from nearby neighborhoods. The TRID Master Plan was a pioneering effort combining extensive research, public involvement and design to address the barriers to transit-oriented development and create a more sustainable city. Proposed urban landscape improvements serve as the essential vehicle for establishing a renewed community interface with two rail stations, as well as providing new opportunities for community greening initiatives. The planning process was designed to develop a collective vision for the future of both station areas – a vision grounded in the intimate

knowledge of place shared by those who contribute to its public realm.

Design Strategies: In neighborhood, the fabric around the station has deteriorated to such a degree that the public perception of each place plays a significant role in limiting the marketability and potential of transit oriented development nearby. Given this context, a design approach requires a reassertion of the station's central role in each community and its potential to contribute to the public realm. Proposed open spaces enhance street design and new programming is the essential elements in fostering an incremental retrofit that builds on the unique characteristics of the place. That retrofit seeks to establish a new interface between the station and the context, providing a conduit and focus for community greening initiatives, and, ultimately, leveraging private investment in transit-oriented development.