

不止于木  
Wood  
More than Wood



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More than wood

[法] 让·努维尔建筑事务所等 | 编  
于风军 马瑞雪 王京 罗茜 王晴 陈旭 | 译

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## Hiedanranta创新湾\_Schauman & Nordgren Architects + Mandaworks

Schauman & Nordgren建筑师事务所和Mandaworks事务所组成的建筑团队在芬兰坦佩雷市举办的Hiedanranta区国际设计公开竞赛中获胜。坦佩雷中部地区发展迅速，为了满足预期的城市快速发展的需要，坦佩雷市获得了市中心西北4.5km处Hiedanranta湾的约250ha的土地。

Hiedanranta创新湾的愿景可以通过一系列的城市发展战略实现，未来海湾将被打造为坦佩雷市的西部枢纽。这一系列战略将Hiedanranta湾与其周围地区连接起来，提出了实现碳中和发展的方法，创建了一个完整的公共空间和交通网络。

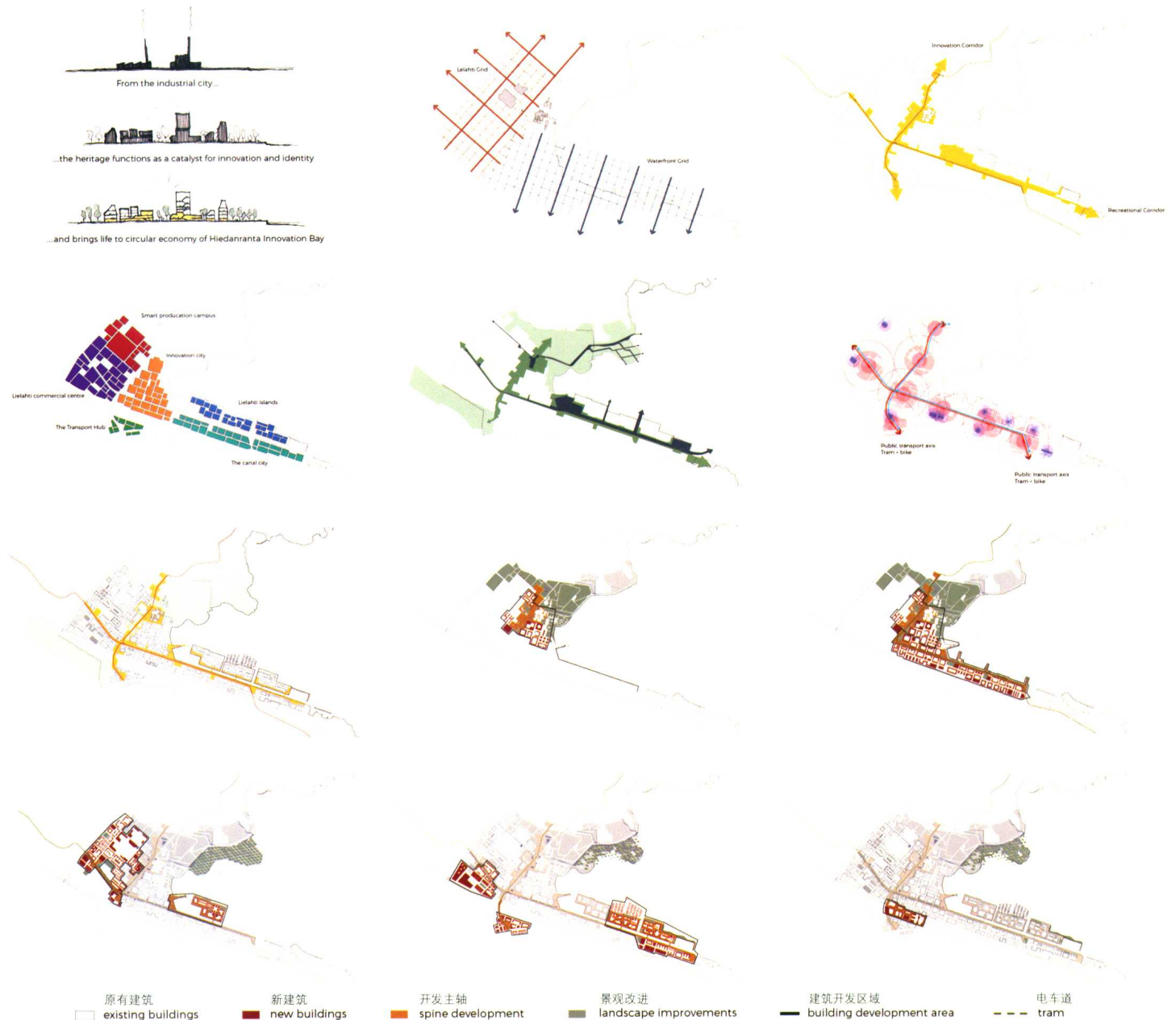
这一愿景利用周边城市结构创造了两个清晰的城市网格，将拟划分的街区有机地连为一体，并向邻近地区延伸。新建筑就位于这两个城市网格系统的交会处，由一条创新走廊连接。这条创新走廊是一系列南北走向的公共空间，不同的空间通过电车道相连。走廊两侧坐落着历史建筑、地方性学校、智能制造设施和创新园区。这一系列的空间结合交通中转站和多元的功能，共同形成了一条丰富的走廊，其中包含多种机构设施、会面空间和文化热点。

与创新走廊交叉的是一条休闲走廊。这条东西向的走廊由一

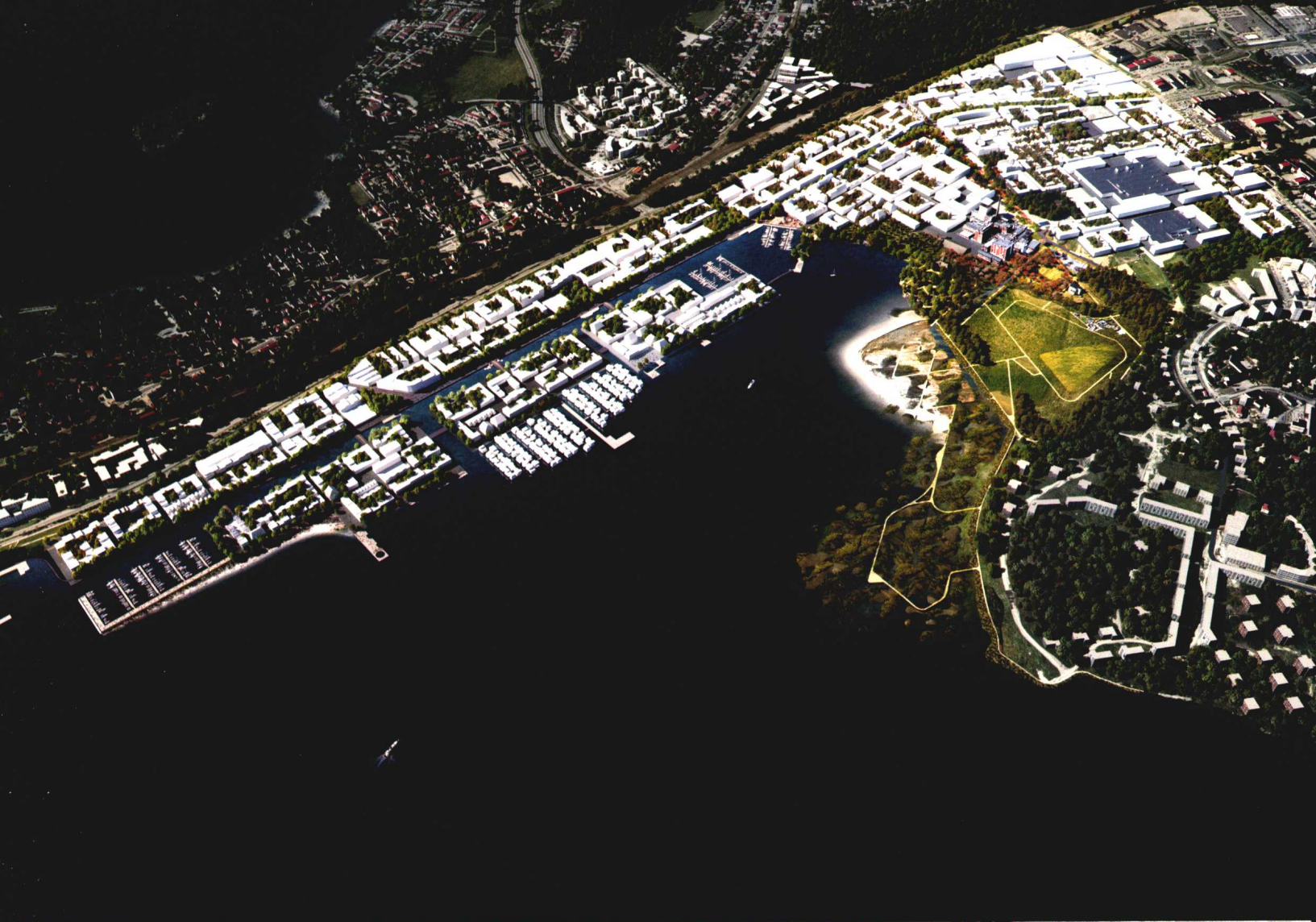
系列的水元素组成，包括大运河、蓝色广场、港口以及改造后的Enqvistinkatu道路两侧的公共空间，将现有的Lielahi商业区与规划设计的湖畔区域和运河连接起来。交叉的两条走廊共同构成了规划方案的中心组织元素，恰到好处地打造了行人步道，将公共交通、本地重要地点和重要的公共空间连接起来。

在两条走廊的基础之上，一条衔接性的景观系统使这一城市开发项目与自然湖岸交织在一起。核心景观结构由具有历史意义的滨水公园、运动娱乐性的“小山”和湖泊三角洲组成，模糊并延伸了Lielahi湾的海岸线。人工打造的景观可以为居民和游客提供相当自然舒适的休闲设施，同时，可以被处理暴雨雨水，也提供了一个范围广阔、相互连通的动物栖息地和植物栽培区。

为了方便人们在250ha的规划区域内的交通，总体规划提供了一种多模式交通网络。两条电车道贯穿整个区域，而自行车道和步行路线以及基础设施在方案中被给予了优先于车辆的设计定位。这套交通网络将整个区域连为一体，为周边居民提供了便捷的交通模式。









## Hiedanranta Innovation Bay

The team of Schauman & Nordgren Architects and Mandaworks are announced winners of the open international competition organized by the City of Tampere for the Hiedanranta city district in Tampere, Finland. Tampere's central region is growing rapidly. In anticipation of the growth, the City of Tampere acquired approximately 250 hectares of land, 4.5 km north west of Tampere's center – Hiedanranta Bay.

The vision for Hiedanranta Innovation Bay is achieved through a set of urban development strategies that will transform the bay into the western hub of Tampere. The strategies connect Hiedanranta to its surrounding context, outline methods to achieve a carbon neutral development, and create an integrated public space and transportation network.

The vision utilises the surrounding urban structure to create two clear urban grids that organise the proposed block division and reach out to the neighboring districts. At the meeting of the two grids, the new structure is bound together by an innovation corridor. The corridor is a north-south sequence of public spaces that are connected via a tram line. Along the corridor sit historical buildings, local schools, smart manufacturing facilities and the innovation campus. The sequence of spaces, transit stations and program generate a rich corridor of institutions, meeting places and cultural hot spots.

Crossing the innovation corridor is the recreation corridor. This east-west connection links existing commercial areas at Lielahdi to the proposed lakefront and canal. The east-west connection is defined by a series of water elements: the grand canal, the blue square, the harbour and public spaces along the transformed Enqvistinkatu road. The crossing corridors form the central organising elements of the plan, creating direct pedestrian links between the public transport, key district destinations and important public spaces.

Complementing the two corridors, a cohesive landscape system weaves together the urban development and the natural lake shore. The core landscape structure is composed of a historic waterfront park, a sport and recreation "hill" and a lake delta that blurs and maximises the Lielahdi shoreline. The constructed landscape provides residents and visitors with considerable natural amenity while simultaneously providing an infrastructure to passively handle stormwater and offering large, connected areas for habitat cultivation.

In order to move people around the 250 hectare development, the masterplan offers a multi-modal transportation network. Two tram lines intersect the site, and cycle and pedestrian routes and infrastructure are prioritised over the vehicular alternative. The movement network binds together the district and creates easy movement between its neighborhoods.





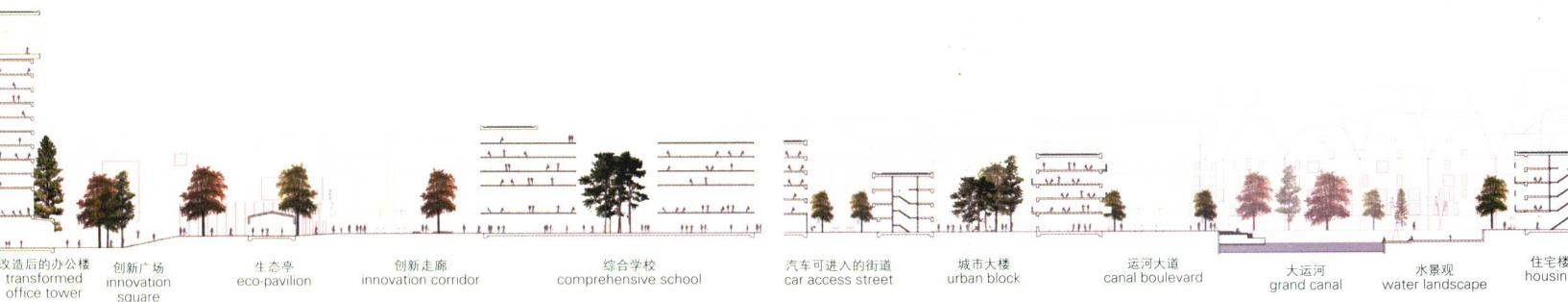


- 1. 林间空地
- 2. 游乐场
- 3. Kraemer公园
- 4. Lielahiti中世纪村庄
- 5. 学生咖啡厅
- 6. 学校
- 7. 学校工作区
- 8. 亭子
- 9. Nottbeck老教堂
- 10. 暴雨雨水收集池
- 11. 车站
- 12. 创新亭
- 13. 创新广场
- 14. 未来工厂
- 15. 文化屋/图书馆
- 16. 零售店
- 17. 学习广场
- 18. 电车道
- 19. 自行车道



- 1. green glade
- 2. playground
- 3. Kraemer park
- 4. Lielahiti Medieval village
- 5. student cafe
- 6. school
- 7. school workshop area
- 8. pavilion
- 9. Nottbeck old chapel
- 10. stormwater basin
- 11. tram stop
- 12. innovation pavilion

- 13. innovation square
- 14. future factory
- 15. culture house / library
- 16. retail
- 17. learning plaza
- 18. tram line
- 19. bike line



改造后的办公楼 transformed office tower    创新广场 innovation square    生态亭 eco-pavilion    创新走廊 innovation corridor    综合学校 comprehensive school    汽车可进入的街道 car access street    城市大楼 urban block    运河大道 canal boulevard    大运河 grand canal    水景观 water landscape    住宅楼 housing



## 车里雅宾斯克市发展总体规划\_de Architekten Cie. + Felixx

俄罗斯车里雅宾斯克市政府针对该地区发展战略和总体规划举办了一个国际设计竞赛。最终获胜的设计方案激活了城市现有的网格结构,将其变成一种转化机制。

车里雅宾斯克是俄罗斯的一个中等城市,人口大约有100万~150万。俄罗斯许多这样的中型城市都面临类似的情况和挑战:地区偏远、高度工业化以及人口老龄化。一代代年轻人和受过高等教育的人都搬到莫斯科和圣彼得堡的联邦城市。

为了吸引新的居民和向新型经济转型,应该将车里雅宾斯克的历史特质与当代城市生活的价值融合在一起。但是,仅仅把车里雅宾斯克规划为一个后工业城市并不能解决这个问题,因为这个城市因工业而兴起。因此,城市规划重点将从“移除工业”转移到“将城市转变为社会资本的滋生地”。获胜的设计方案致力于城市环境的提升改造,来引起一代代年轻人对这个城市的兴趣,吸引支持新经济转型的各方,通过各种各样的城市功能和活动逐步取代那些造成污染的产业。

车里雅宾斯克市已经拥有了进行这一转型的空间框架——作为历史中心的网格结构。很多例子表明,这一网格是打造高品质城市领域的基础,能使城市转型,增加人口密度。

### 网格:包容性区域

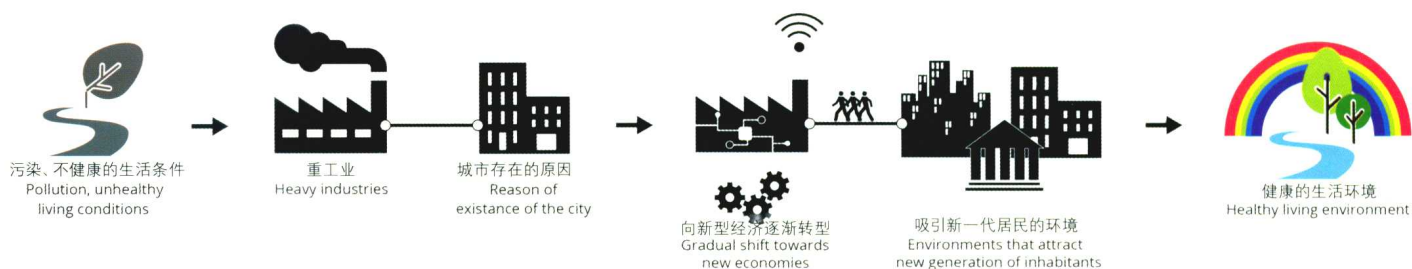
街道是城市的主要公共区域。除了作为汽车交通的空间外,它们还充当线性公共空间。街道的重建和升级将使环境基础设施、慢速交通组织和公共交通得以整合。

### 街区:混合使用功能

城市中现有的街区留下了许多有待开发的空地。新的总体规划提出,要拆除破旧建筑,构建新建筑,来逐步地改变现有的城市网格。居住区被重新安置在市中心。

### 催化剂项目

该总体规划开发了具体项目,以振兴某些区域,或促进周边环境的发展和转型。这些项目与城市现有的历史性密切相关,也使政府能够控制城市转型速度,使其循序渐进发展。最重要的项目是对米阿斯河河岸的再开发,它重新定义了车里雅宾斯克市的整体形象。







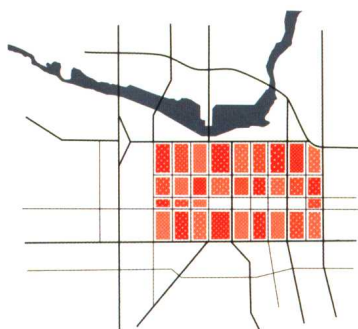




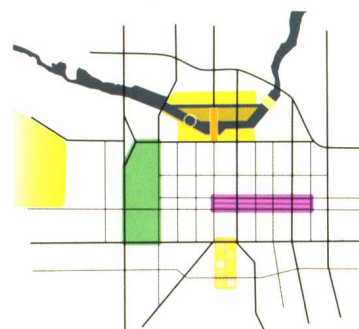
1. 网格: 包容性区域  
1. GRID: Inclusive realm



2. 街区: 混合使用功能  
2. BLOCKS: Mixed-use program



3. 催化剂项目  
3. CATALYST PROJECTS



## Chelyabinsk Development Masterplan

An international urban design competition was held by the City Administration of Chelyabinsk, for the development strategy and masterplan of Chelyabinsk in Russia. The winning plan activates the existing grid structure of the city, turning it into a mechanism for transformation.

Chelyabinsk is one of the medium sized towns in Russia, with a population ranging from 1~1.5 million inhabitants. Many of these cities have similar conditions and challenges: Remote located, heavy industrialized, and an aging population as

young and higher educated generations are moving to the federal cities of Moscow and St-Petersburg.

To attract new residents, and shift towards new economies, the historical qualities of Chelyabinsk should be merged with contemporary values of urban life. But sheer developing another plan for the Chelyabinsk as a post-industrial town does not solve the problem: the industry is the reason of existence of the city. Therefore the plan shifts the focus from "to remove industries", towards "the city as a breeding ground for social capital". The winning proposal invests in the upgrade of the urban environment to generate interest from new genera-



tions, attracting people and parties that support a shift towards new economies, targeting a gradual replacement of polluting industries by a variety of functions and activities. Chelyabinsk already holds the spatial framework to organise this transformation: the grid structure of the historical center. There are plenty of examples showing the ability of the grid to be the base for a qualitative urban realm, structuring the transformation and densification of an existing city.

**Grid: Inclusive realm**

Streets are the main public realms in the city. Apart from being spaces for car traffic, they serve as linear public spaces. The redevelopment and upgrading of streets allows for the integration of environmental infrastructure, the organisation of slow traffic and public transportation.

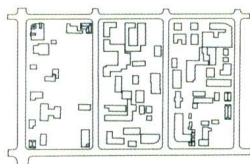
**Blocks: Mixed-use program**

The existing blocks in the city leave a lot of empty space yet to be developed. The new masterplan proposes gradual transformation of the existing grid by replacing deteriorated properties and completing building blocks. Residential functions are relocated in the center of the city.

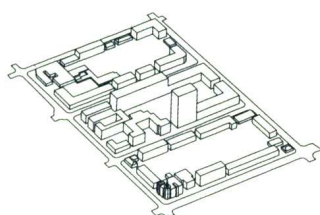
**Catalyst Projects**

Specific projects are developed, to revitalize certain areas or boost development and transformation in direct surroundings. They are strongly related to existing qualities. These projects enable the government to steer in the speed of gradual transformation. The most important project is the redevelopment of the riverfront along the Miass river, redefining the overall identity of Chelyabinsk.

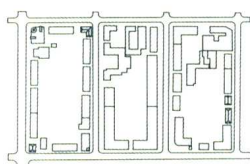
现有街区结构  
Existing block structure



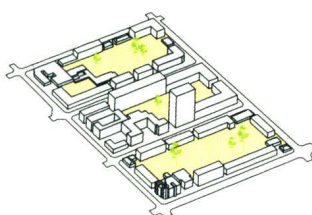
新街区结构  
New block structure



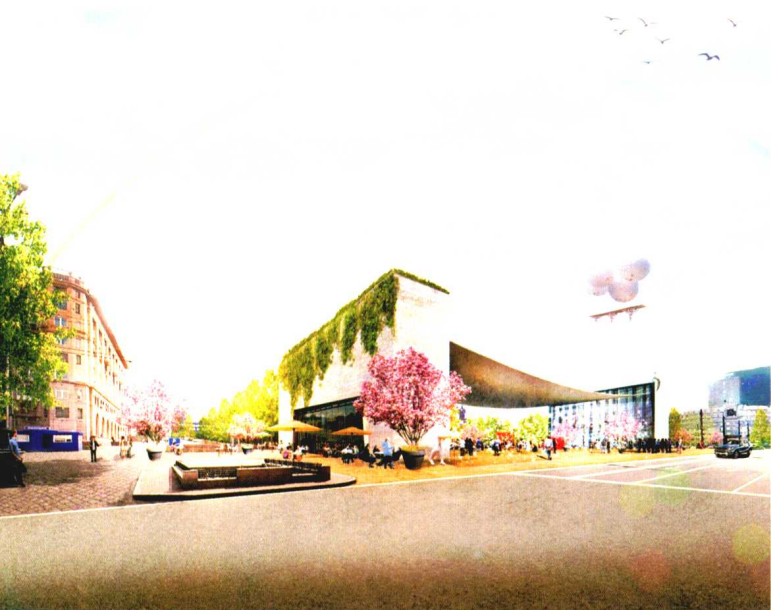
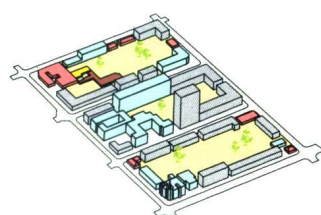
修复并加强的街区结构  
Repaired and intensified block structure



现有建筑与新建筑的混合  
Mix of existing buildings with new ones



特征明显的街区的混合用途  
Mix used programs of blocks  
with some high accents





## 费耶诺德城市总体规划\_OMA

德奎普是一座具有重大历史意义的体育场，它设计独特，椭圆形看台靠近球场，拉近了观众和球员间的距离，因独特而紧张的氛围而闻名。现在的鹿特丹费耶诺德足球俱乐部球场建于80年前，已无法再满足现代的要求。为了促进足球俱乐部在国内和欧洲足球联赛中不断壮大的雄心，在过去的10年里，已经制订并提交了多项关于体育场翻新改造的方案，但是没有一个是获得最终批准。2016年，Operatie NL、OMA和费耶诺德足球俱乐部合作，共同提出一个不同的方案：结合周边社区发展，建设一座新体育场。

OMA通过与足球俱乐部和鹿特丹市政府的协调合作，提出了费耶诺德城市总体规划，新建一个拥有63 000个座位的体育场。这个新体育场将成为鹿特丹南站——该城市需要复兴和经济注入的城区之一——城市发展的催化剂。经过仔细考虑，在三个潜在的项目地点中最终选择了位于De Veranda西北侧的一个滨水公园。OMA提出的费耶诺德城市总体规划包括五个主要元素：为费耶诺德足球俱乐部新建一个更大的球场，对德奎普体育场进行改造，开发城市桥梁，修建Strip带和德奎普公园。现在的德奎普体育场将被改造，重新开发为公寓、商业区、体育运动中心和公共广场。体育场周围区域将建成德奎普公园，为体育和休闲活动以及住宅楼提供绿色空间。Strip带是一条三维的人行通道，它将连接旧体育场和新体育场，并包括新的公共和商业空间以及停车场设施。

该体育场位于基础设施交会处，马斯河、铁路和高速公路之间，确保了汽车、巴士和公共交通的可达性。新的基础设施和体育场的开发带来了以体育为核心的广泛的社会活动的开展。费耶诺德城市总体规划项目将为鹿特丹南站城区居民建立一个新型的多元化体育俱乐部，并与周边社区合作，鼓励人们参与体育运动。

### Feyenoord City Masterplan

A historically significant stadium due to its distinctive design, with the oval stands positioned close to the pitch so audience and players are in intimate proximity, De Kuip is known for its unique and intense atmosphere. Built 80 years ago, the current stadium of Rotterdam-based football club Feyenoord no longer fulfills modern demands. To facilitate the football club's expanding ambitions both in the national and European football leagues, multiple plans for a new and renovated stadium have been made and presented over the past decade, none of which received final approval. In 2016, Operatie NL, OMA

