

建筑与都市 中文版
Architecture and Urbanism
14:02

053

Feature:
Urban Innovation, New York

专辑:
纽约的城市创新

Urban Innovation, New York

纽约的城市创新

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Urban Innovation, New York
纽约的城市创新



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*Aerial View of New York City in 2013.
Photo by Iwan Baan.*

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Feature:

Urban Innovation, New York

专辑:

纽约的城市创新

Under Mayor Michael Bloomberg's administration, New York City transformed significantly over the past 12 years, since 2002. Mayor promoted "Greener, Greater New York", and established long-term scheme "PlaNYC" in order to tackle issues that the city will face by 2030: population increase by one million, deteriorating urban infrastructure, climate change, and so on. There are pros and cons about his strong-willed urban policies, but there are many residents of the city who have positive opinion about them.

Long-neglected areas outside Manhattan, waterfront districts and abandoned urban infrastructure that has supported modernization in the past, are now reintroduced as parks and pedestrian walkways thanks to rezoning efforts. In Lower Manhattan, the apartment with micro-units, made possible by changed building code, is under construction and will attract younger residents. In Manhattanville, Columbia University is planning a new campus with publicly open ground level. These suggest the creation of urban structure capable of providing places for diverse population. "Reshaping New York" (See pp. 8-10) by New York Times vividly depicts different areas' transformation, over 12 years, through measures such as the number of new construction and population shift.

These changes in various areas of New York will expand the capacity of the solid urban structure and further add resiliency to it. Such malleable city could strengthen its charm by public participation, not by top down method. There are already movements prospering in New York where citizens are running their own city. High Line which is operated by volunteers and non-profit private junior high school in Harlem area are some of the examples. What is happening is, perhaps, the transformation of contemporary city and is found around the world.

In this edition, we would like to call these city-defining schemes Innovation of City. Captured inside are the latest landscape of New York, transforming by the Innovation.

(a+u)

2002 年起，纽约市长迈克尔·布隆伯格执政的 12 年间，纽约市发生了巨大的变化。市长推行“更绿色、更美好的纽约”，并制定了长远的综合规划 PlaNYC，以应对 2030 年将要面临的各种问题，如 100 万的人口增长、老化的城市基础设施、气候的变化等。虽然其强大的城市政策既有优点也有缺点，但纽约的众多市民都对纽约市近年来的变化都持以肯定的态度。

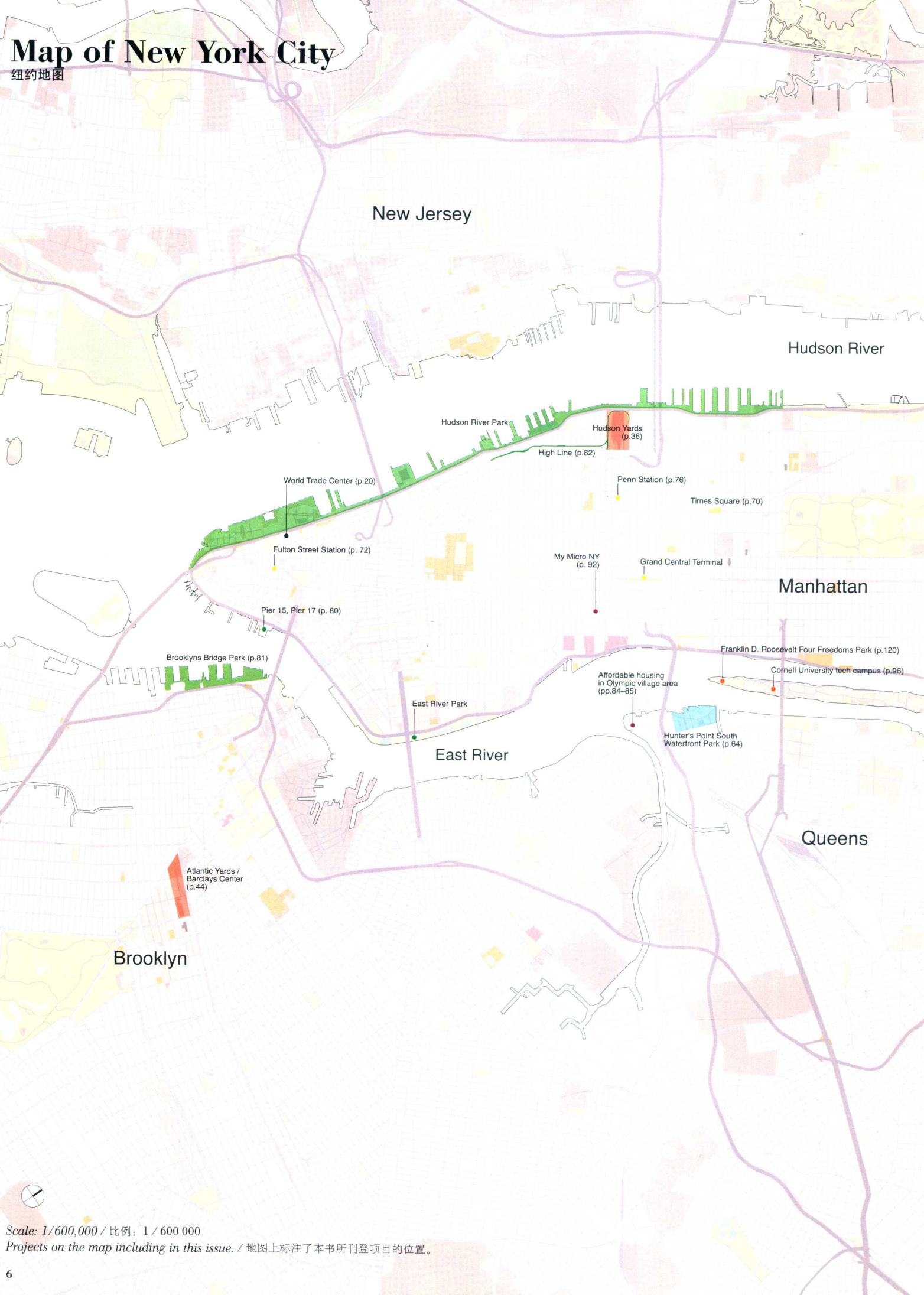
曼哈顿周围长期被忽视的地块、滨海地区、废弃的城市基础设施过去都曾是现代化的体现，如今地块用途重新划分后则被改造为公园和步道。在曼哈顿下城，建筑法规的改变使适合年轻人的小户型公寓成为可能。在曼哈顿维尔，哥伦比亚大学正在规划地面向公众开放的新校园。这些城市基础设施的创造为多样化的人群提供了各种场所。

《纽约时报》提供的“重塑纽约”（8~10 页）生动地描绘了 12 年来纽约不同地区新建设施与人口变动带来的变化。

纽约各区域的变化将使城市结构得以扩张，并更具灵活性。这种具有可塑性的城市不是通过自上而下的方式，而是通过公众参与增强其魅力。如今纽约已经有很多市民自发运营城市的运动。如自愿者运营的高线公园、哈莱姆区的非盈利私立中学等。与此同时，现代城市的变化在世界各地都在发生。

本期我们把这种关于城市定义的政策叫作城市创新，书中收录了城市创新所带来的纽约最新景观。

(编者)



Map of New York City

纽约地图

New Jersey

Hudson River

Hudson River Park

Hudson Yards (p.36)

High Line (p.82)

World Trade Center (p.20)

Penn Station (p.76)

Times Square (p.70)

Fulton Street Station (p. 72)

My Micro NY (p. 92)

Grand Central Terminal

Manhattan

Pier 15, Pier 17 (p. 80)

Brooklyn Bridge Park (p.81)

Franklin D. Roosevelt Four Freedoms Park (p.120)

Cornell University tech campus (p.96)

East River Park

Affordable housing in Olympic village area (pp.84-85)

Hunter's Point South Waterfront Park (p.64)

East River

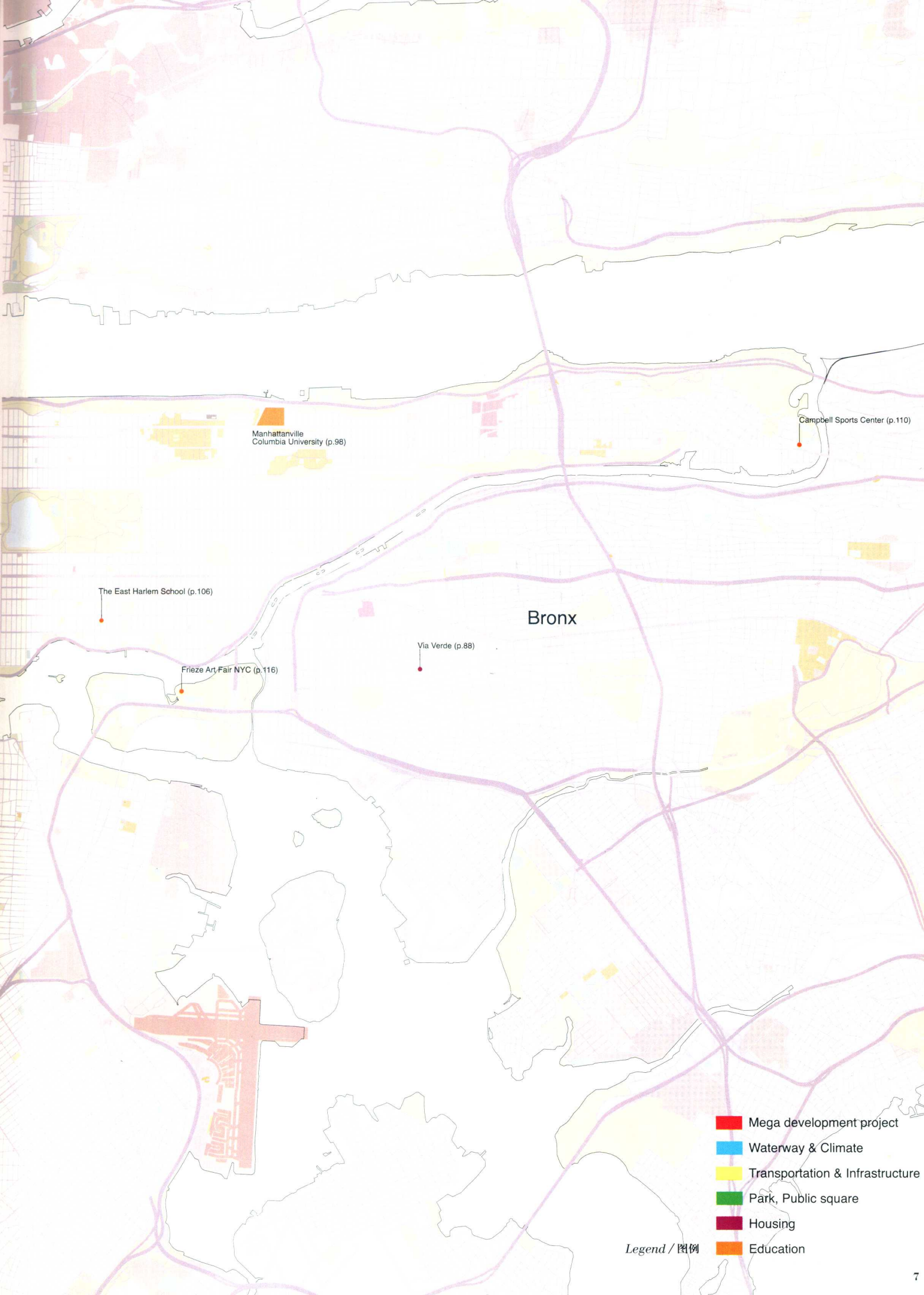
Queens

Atlantic Yards / Barclays Center (p.44)

Brooklyn



Scale: 1/600,000 / 比例: 1 / 600 000
Projects on the map including in this issue. / 地图上标注了本书所刊登项目的位置。



Manhattanville
Columbia University (p.98)

Campbell Sports Center (p.110)

The East Harlem School (p.106)

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Bronx

- Mega development project
- Waterway & Climate
- Transportation & Infrastructure
- Park, Public square
- Housing
- Education

Legend / 图例

Research: Reshaping New York

The New York Times

研究：
重塑纽约
纽约时报

From Buildings to Bike Lanes to Painting Over Broadway, How the City Changed In 12 Years of Bloomberg

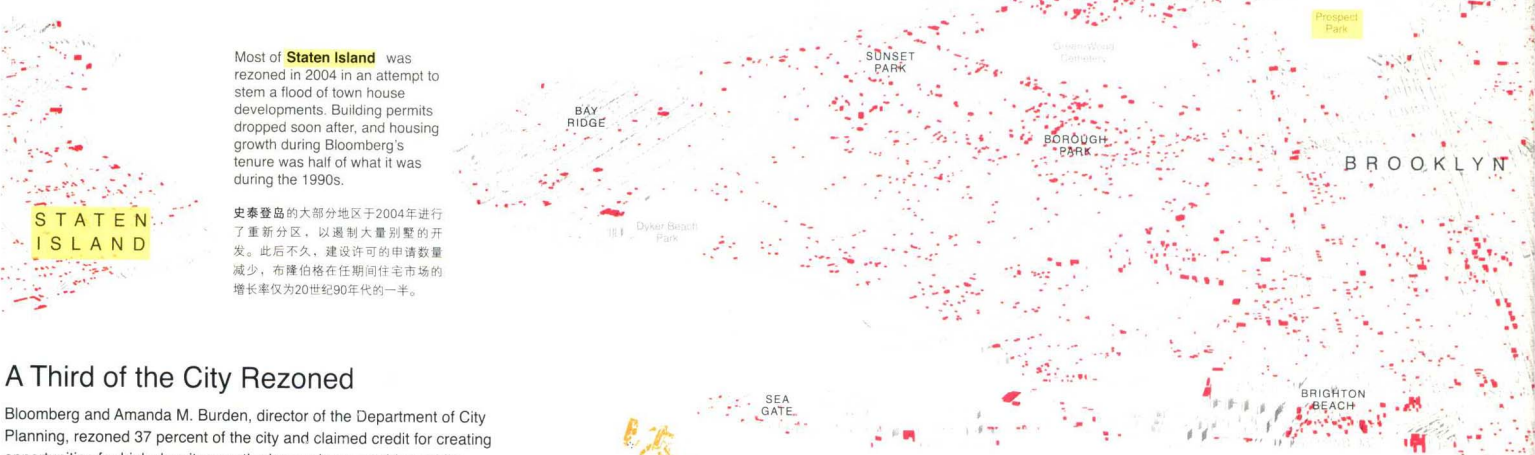
During his three terms, Mayor Michael Bloomberg profoundly changed the landscape of the city, putting parks along its waterfronts, changing zoning rules to spur development and turning streets into bike lanes and pedestrian plazas. Here are some of the ways that Bloomberg transformed the physical appearance of New York.

从建筑、自行车道到百老汇涂鸦：

布隆伯格的 12 年纽约所发生的变化

纽约市长迈克尔·布隆伯格在其 12 年的任期中使纽约的城市景观发生了显著的变化。他建造了海滨公园，改变地块的用途以促进发展，将道路改变为自行车道和步行广场。下面是布隆伯格转变纽约面貌的一些方式。

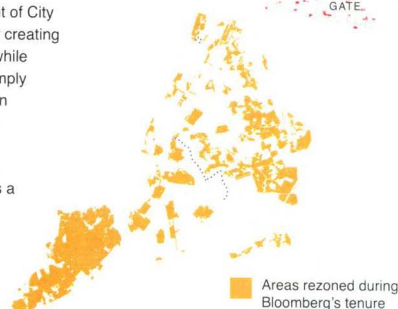
New buildings constructed during Bloomberg's tenure as mayor. Includes some buildings that are not finished.



A Third of the City Rezoned

Bloomberg and Amanda M. Burden, director of the Department of City Planning, rezoned 37 percent of the city and claimed credit for creating opportunities for high-density growth along subway corridors while preserving low-density neighborhoods. Critics said that this simply cleared the way for gentrification and that the city fell behind on building affordable housing for lower-income New Yorkers. An often-cited example is the dilapidated industrial waterfront in Williamsburg, now the city's nascent fifth skyline. Whether the luxury high-rises of Williamsburg are good or bad for the city is a matter of continuing debate among city politicians and residents, and is even a plot line in the HBO series "Girls."

城市中 1/3 的地块进行重新分区
布隆伯格与纽约城市规划局局长阿曼达·伯登将纽约市 37% 的地块进行了重新分区，宣称将促进地铁沿线的高密度开发，同时保存低密度的区域。但评论家们认为这种重新分区只会简单地使该地区贵族化，而在为低收入阶层提供经济住房方面会有所滞后。频繁被引用的一个例子是威廉斯堡荒废的临海工业区的再开发。威廉斯堡豪华高层建筑对城市的利弊是政治家与居民之间一直在争论的问题，甚至成为 HBO 热播剧《都市女孩》中的剧情。



From the **Barclays Center** to several new buildings over 20 stories tall, new construction was scattered through the area from **Downtown Brooklyn** to **Prospect Park**.

从布鲁克林市中心到展望公园，巴克莱中心和其他 20 层以上的新建筑星罗棋布。

New Bloomberg-era homes pepper the brownstone neighborhoods along DeKalb Avenue, Pulaski Street and Hart Street in **Bedford-Stuyvesant**.

贝德福德-史岱文森地区，沿迪卡尔布大街、普拉斯基街和哈特街的褐砂石住宅区布满了布隆伯格时代的新住宅。

This image: Graphic by Ford Fessenden, Archie Tse, Tim Wallace, Derek Watkins, Jeremy White and Karen Yourish. Sources: Heights of buildings built before 2010 from an analysis of lidar data by Professor Sean C. Ahearn and Gordon Green, Center for Advanced Research of Spatial Information, Hunter College; new buildings, building footprints, estimates of post-2010 building heights, rezoning and additional building information from the N.Y.C. City Planning and Buildings Departments.

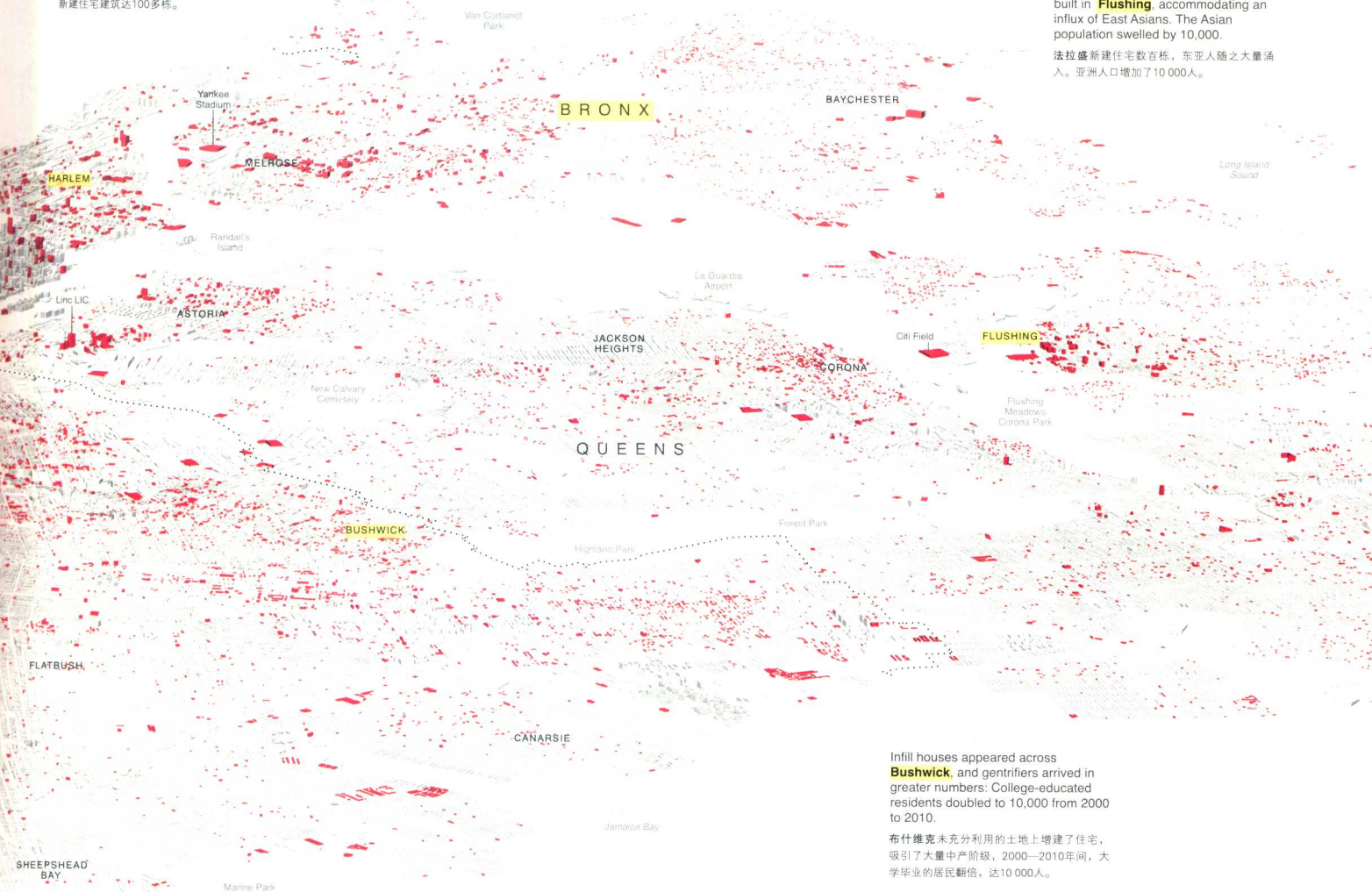
The census counted 10,000 fewer blacks in **Central Harlem**, and about that many more whites. More than 100 new residential buildings were built.

根据人口普查数据，哈莱姆中心区的黑人减少了10 000人，而白人增加了同等的数量。新建住宅建筑达100多栋。

The **Bronx** saw gentrification in some areas as new buildings filled empty lots, but poverty rose in other areas nearby. 随着新建筑将空地填满，布朗克斯的一部分地区变得贵族化，但附近的一些地区则更加贫穷。

Hundreds of new residences were built in **Flushing**, accommodating an influx of East Asians. The Asian population swelled by 10,000.

法拉盛新建住宅数百栋，东亚人随之大量涌入。亚洲人口增加了10 000人。



Infill houses appeared across **Bushwick**, and gentrifiers arrived in greater numbers: College-educated residents doubled to 10,000 from 2000 to 2010.

布什维克未充分利用的土地上增建了住宅，吸引了大量中产阶级，2000—2010年间，大学毕业的居民翻倍，达10 000人。

Transforming Neighborhoods

Whites and the college-educated moved into neighborhoods, like Harlem, that had been home to minorities and those with lower incomes. Rezoning encouraged inclusion of affordable units, but the poor were pushed out as housing prices rose. In the Melrose neighborhood of the Bronx, a host of developments drew enough new residents to drop the poverty rate in one census tract by 20 percentage points. But in some nearby tracts, poverty ranks swelled. In Queens, the city rezoned Hunters Point in Long Island City, a residential and commercial area behind an industrial waterfront, in 2004. Now, it has a high-rise skyline and a dozen new luxury medium-rise buildings scattered nearby. Population is up 2000, but 600 poor people have left.

邻里的变化

白人和大学毕业生移居到曾是少数族裔和低收入者聚居地的区域，如哈莱姆区。在重新分区后，虽然大力倡导设立廉价住宅，但由于租金上涨，低收入者最终还是被赶了出去。在布朗克斯的梅尔罗斯，随着开发的进行，很多新居民移居至此，人口普查显示贫困率减少了20%。但是在周边的区域中，贫困范围却还在扩大。在皇后区，长岛市的猎人角在2004年进行了重新分区。现在，这个沿海工业地区对面的商住两用地区高楼林立，周围还建起了取排的高端中层建筑。虽然人口增加了2000人，但已有600名低收入者离开此地。



Turf War Over Asphalt

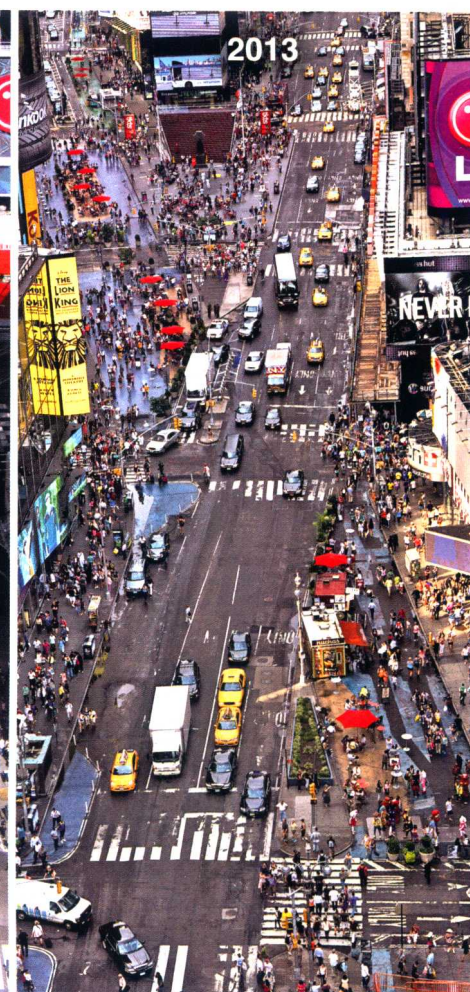
The mayor fought a war of attrition with the automobile. He sought to transform bicycling from a recreational activity into a real alternative to cars. By 2013, the city had added about 450 miles of bike lanes carved mostly from the city's roadways. Some curbs and medians were installed to separate pedalers from cars, but many of the lanes were demarcated simply with painted asphalt, much as blue paint divided automobiles from pedestrians along sections of Times Square and Broadway. Bloomberg lost his most ambitious offensive against cars when the State Legislature defeated his plan for "congestion pricing" in 2008, but he doubled down on biking with a popular bike-sharing system this year.

柏油路上的地盘之争

市长与机动车打了一场消耗战，试图将用于娱乐活动的自行车转变为可取代汽车的实用的交通工具。到2013年，纽约市新增了约450英里（724 km）的自行车道，其中大部分都是利用现有道路修出来的。自行车与汽车之间设置了一些路缘和隔离带，但大多数都是简单地通过在柏油路面涂色来划分界线，如时代广场与百老汇区域用蓝色地面划分了行人与汽车。2008年州议会废除了布隆伯格的“拥堵费”计划，他反对机动车的野心勃勃的攻势也随之被迫放弃了，但他2013年通过广受大众欢迎的自行车共享系统使用自行车的人口得以倍增。



TIMES SQUARE ALLIANCE



DEMETRIUS FREEMAN / THE NEW YORK TIMES

A Boom in New Housing

In spite of a recession and foreclosure crisis, the mayor presided over a boom in residential construction, encompassing everything from new aeries for the rich in Manhattan to disappearing vacant lots in the South Bronx. New York has added 40,000 new buildings since he took office, and the census counted an additional 170,000 housing units in 2010, up from 10 years earlier, more than any other city. Neighborhoods with the most growth: post-9/11 downtown; the West Side from Chelsea to Lincoln Square and Central Harlem in Manhattan; the Rockaways, Long Island City and Flushing, Queens; Williamsburg, Bushwick and Bedford-Stuyvesant, Brooklyn; the South Bronx.

住宅建设热潮

尽管出现经济衰退，又发生了次贷危机，市长布隆伯格仍展开了住宅建设的热潮，从曼哈顿高层住宅的兴建到南布朗克斯空置地块的利用。布隆伯格执政后新增了40 000栋新建建筑，据统计，2010年相比10年前新增住宅单元170 000户，比其他任何城市都要多，尤其是911后的市中心。曼哈顿西侧的切尔西到林肯广场和哈海姆中部，皇后区的罗卡韦、长岛市和法拉盛，布鲁克林的威廉斯堡、布什维克和贝德福德-史岱文森，西布朗克斯。



KEITH MEYERS / THE NEW YORK TIMES



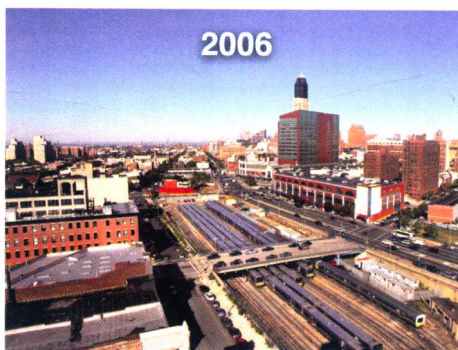
RICHARD PERRY / THE NEW YORK TIMES

A Preference for Building

"We have beaten the odds and the obstructionists over and over again," the mayor triumphantly declared in his State of the City address in March. He chose an appropriate venue: the Barclays Center, the new home of the Brooklyn Nets, which was a lightning rod for his all-out development policy. A vigorous opposition was beaten in the courts and the City Council in much the same way he often steamrolled opposition to his comprehensive rethinking of development. His 120 rezoning proposals were approved by the Council. The city arranged cheap public-backed financing for developers at a rate that dwarfed that of his predecessor, including bonds that helped build Barclays, as well as new stadiums for the Yankees and the Mets.

建设优先

市长在其3月份发表的市情咨文中欢欣鼓舞地说：“我们已经一次又一次地克服了各种不确定因素和障碍物。”市长的演说选择了一个适当的地点：巴克莱中心，它是布鲁克林篮网的新家园，也是其开发政策中备受争议的一个场所。正如市长经常对持不同政见者作出强烈反击，法庭与市议会驳回了巴克莱中心强烈的反对意见。议会支持其关于重新分区的120条提案。市政府为开发商安排了利率低于前任者的廉价的公共融资，包括用于帮助建造巴克莱中心及为洋基和大都会建造的新体育场馆所发行的债券。



JOSH HANER / THE NEW YORK TIMES



DEMETRIUS FREEMAN / THE NEW YORK TIMES

Maps of Five Cities 1:300,000

5 座城市的地图 1 : 300 000

Maps of five cities (New York City, London, Paris, Singapore, Tokyo) on a scale of 1:300,000 comparing area, population and population density. Scale of projects happening in New York could be understood through these maps at the same scale. (a+u)

世界上 5 座城市 (纽约、伦敦、巴黎、新加坡、东京) 1 : 300 000 的地图及面积、人口、人口密度的比较。通过这些同比例的地图可以形象地了解纽约项目的规模。 (编者)



New York City / 纽约

Area: 783.834 km²

Population: 8,336,697 (as of 2012 est)

Population density: 10,635 / km²



Paris / 巴黎

Area: 105.4 km²

Population: 2,234,105 (as of 2009)

Population density: 21,200 / km²



London / 伦敦

Area: 1,579 km²

Population: 8,173,941 (as of 2011)

Population density: 5,180 / km²



Singapore / 新加坡

Area: 716.1 km²

Population: 5,399,200 (as of 2013)

Population density: 7,540 / km²



Tokyo / 东京

Area (23 wards): 622.99 km²

Population: 9,002,488 (as of 2013)

Population density: 14,450 / km²

How is New York City being Rebuilt?

纽约如何重建？

New York at a Crossroads

New York continues to flourish as a global crossroads – a notion that implies transience, an intersection promoting commerce, culture or communication. Ironically, as towers continue to multiply and sprout across the boroughs, adding to the ambient gigantism, the city's increasingly softening edges and heart (parkland lacing its riverfront, rambles strung along formerly abandoned infrastructure and bicycle lanes) speak to humane qualities that invite longer interaction and sustainable living. Through a 21st century filter that emphasizes design's central role in making healthy places and spaces, institutionalized in New York's Active Design Guidelines, Scorsese's former "Mean Streets" now seem more vulnerable, attuned to the human footfall. New Yorkers claim new, approachable intersections between design, the power of human vision, and human health, new crossroads that animate and humanize the overwhelming, inexorable leap upward, grounding and energizing this most concentrated place on earth.

Robert Ivy

Chief Executive Officer, The American Institute of Architects

Interestingly New York City has seen a surge in design thinking on many levels since the tragedies of September 11, 2001. As some people like to point out, New York City knows how to bounce back. More international designers have arrived in the city since then and this mix with the local manner of thinking has produced a vibrant, hybrid design character. Even more exciting is the rise of smaller companies amidst the giants. These lesser known entities are producing unexpected solutions to a range of problems. Of course these smaller companies still suffer in a context where it is difficult to realize many of their ideas but I have seen this also shifting. The city agencies have been more progressive in the last decade providing opportunity for design excellence alongside epic moves in rezoning and rethinking city streets. It is a good time to be in the city. Let's hope the next step is toward better environmental planning to combat the stresses burgeoning along the shoreline.

Craig Dykers, Founding Partner of Snøhetta

十字路口的纽约

繁荣兴盛的纽约一直都是世界的十字路口——意味着流动性和商业、文化、信息的交汇点。具有讽刺意味的是，随着高层建筑的大量增加并遍及全市范围，环境的尺度越来越大，城市日益软化的中心与边缘（河岸的绿地、废弃工业遗址上的步道、自行车道）提醒我们，寻求长久的互动和可持续的生活才是人的本性。21 世纪强调设计在创造健康的空间与场所中的核心作用，并被编入《纽约市积极设计指南》，而马丁·斯科塞斯从前的《穷街陋巷》（1973 年）所描绘的街道如今看来对行人更为友好。纽约人期待具有设计感的、易于亲近的、可满足人们的视觉与健康的十字路口的诞生，希望新的十字路口能够使势不可挡的飞速发展更富有活力，更为人性化，扎根并激活这个地球上最密集的场所。

罗伯特·艾维，美国建筑师协会会长

（杨旸 译）

有趣的是，2001 年 9 月 11 日发生惨剧以来，纽约关于设计的思考突然出现在各个层面。正如有些人喜欢说的那样，纽约懂得如何恢复。从那时起，更多的国际设计师来到这座城市，融合了当地的思维方式，创造出一种充满活力的混搭的设计风格。更令人兴奋的是大公司包围中涌现出的小型公司。不为人所熟知的他们正在创造性地解决一揽子问题。当然，这些小公司也遭遇了想法难以实现的情况，但据我所知现在已有所改观。过去 10 年来，相关机构在波澜壮阔的城市街区的新区划和再思考过程中，对优秀设计敞开大门。时不我待，下一阶段则是更好的环境规划，以期消弭沿海区域发展的压力。

克雷格·迪克斯，斯诺赫塔建筑事务所创始合伙人

（杨旸 译）

Cities are constantly evolving, shaped by the internal and external forces acting upon them. They must be malleable and elastic in order to respond to the needs and desires of their citizens, as well as environmental conditions. Over the past decade, resiliency has gained prominence among the adjectives describing New York's urban development. Revised zoning has revitalized entire neighborhoods, while new models of public-private partnership have injected significant investments into a variety of large scale public projects. The city has responded to the challenges brought by the evolving climatic conditions implementing low-visibility, high-impact measures. Though it will take decades to evaluate the results of the work that has been done under the Bloomberg administration, one thing is certain, and certainly positive: the challenges and opportunities offered by the physical form of the city have come back to the forefront of public discourse, shining a spot-light on the effects architecture and urban planning have on the life of the city and its residents.

Diller Scofidio + Renfro

NYC – The Historical Museum of Central Heating

New York, in its effort to develop into a world-class yet comfortable city, copied the visual and physical European refinements such as bicycle lanes, pedestrian plazas, and riverside parks, but failed to see that cities such as Amsterdam, Copenhagen, Hamburg, and Stockholm are studies in invisible comfort.

I propose the next round of NYC transformations be one that will mostly go unnoticed around the world, and that may not help city officials create visibility in the short term, but that will drastically improve the livability of the city in the long run. Let's start with body temperature.

Outside it may be near-freezing from fall to spring, but inside a good percentage of New York's one million-plus buildings a relentless heat wave hits every year. Most buildings run on outdated centralized heating systems that create uncontrollable sauna-like environments.

In what we think is one of the most forward-looking cities of the world, most people cannot regulate their unit's temperature, and in the middle of winter people, plants, and pets suffer from permanent dehydration in overheated units.

There should be no prominent western city today that deals with something as simple as temperature in such a wasteful and tangibly disturbing manner. Thousands of windows cranked open in the middle of winter? It is simply absurd.

I am rallying for an extensive upgrade to NYC's heating systems. It may be invisible, and unsexy, but oh my . . . that will be a transformation.

David van der Leer – Executive Director, Van Alen Institute

城市在不断发展，被各种内部和外部的作用力所塑造。城市必须具有通用性与灵活性，以应对环境与市民的需求。过去的10年来，“弹性”在描述纽约城市发展的形容词中屡见不鲜。调整后的区域划分激活了整个区域，同时，公私合作的新模式为各种大规模公共项目注入了大量投资。纽约采取低知名度、高影响力的策略对气候条件的变化所带来的挑战做出回应。尽管布隆伯格在任期间的成果需要经过数十年才能做出评判，但有一个积极的方面是可以肯定的：城市的物理形态所带来的机遇与挑战再次成为公众话语的中心，使关注点聚焦于建筑与城市规划对城市与市民生活的影响。

迪勒·史柯菲迪欧 + 伦弗洛建筑事务所

(杨旻 译)

纽约——集中供热的历史博物馆

纽约一直都在为发展为世界一流的舒适城市而努力，在视觉上 and 物理上模仿欧洲的优雅，如自行车道、步行广场和河岸公园等，但未能体会到阿姆斯特丹、哥本哈根、汉堡和斯德哥尔摩等城市不可见的舒适。

纽约未来将实行的改革会降低国际关注度，也不会短期内提高官员的曝光率，但从长远来看，它将显著提高纽约的居住性。

让我们从室温说起。

纽约秋季到春季的室外气温接近零摄氏度，但纽约100万栋以上的建筑中，人们年年都被室内的热浪所困扰。多数建筑都仍在使用过时的集中供热系统，造成了不可调节的桑拿般的环境。

纽约是世界最先进的城市之一，居住在城市中的大多数人却无法调节其住宅内的温度，每到冬季，这些过热的住宅中的人、植物和动物总是感到极度干燥。

如今大概没有哪个著名的西方城市以这么浪费和明显不合适的方式来处理室温这么简单的问题。隆冬时节成千上万的窗户都敞开着？这简直太荒谬了。

我期待纽约供热系统的大规模更新。虽然这是不可见的，也没有吸引力，但它将是重要的变革。

大卫·范·德·利尔，凡艾伦研究所执行董事

(杨旻 译)

Social Infrastructure

New York City is a pragmatic metropolis, a man-made mountain of high-rises for industry, commerce, and finance. Yet, an integration of the landscape and outdoor space with the urban environment has become ever more prevalent in the recent years. Many of the former industrial sites, such as the piers and High Line, have been reinterpreted to become an oasis for the people. Pedestrianization of Broadway, creation of bicycle path and the introduction of Citi Bike at large scale are also such transformation. In this sense, New York City is becoming more like Copenhagen, but at higher density and diversity. In our work with the U.S. Department of Housing and Urban Development on the flood protection measures for the lower Manhattan, we are exploring the possibility to make this area respond to the climate change and the increased flooding risk. At the same time, we taking a next step and investigating the ways to make these protection measures help increase the quality of life at the waterfront. In all of these instances, the two contradicting urban characters – density-efficiency and open space – are jointly contributing to make the spaces in the city more desirable for the people.

Bjarke Ingels, Founding Architect of BIG

Much is going on in New York. The city is being transformed at a rapid pace. Large projects are being produced on available sites that require massive amounts of capital, over existing railroad yards, or huge former industrial sites, eg. Atlantic Yards or Trump Place. Deteriorating rail lines, waterfront piers of former times are being repurposed or converted to parks and public recreational areas, eg. Chelsea Piers, Highline, Brooklyn Bridge Park.

Unfortunately a major element of change is being driven by “gentrification”. Outmoded or decrepit buildings are being replaced. This phenomenon is effectively changing vast areas of the existing fabric. With little focus or scrutiny from the “design community,” it is developer-driven and for the most part done without much thought. In major portions of the city, this will become the city of the future. Architectural thinking is seen as a luxury item not relevant to the real needs of the development process. Architects need to acquire multi-faceted knowledge and accept previously shunned responsibilities (to ensure the quality and cost of the built result) in order to change this perception, and merit participation.

All players in the process of designing and building have retreated into ever shrinking silos of responsibility. The plus in GLUCK+ is meant to represent our impulse to go beyond; to break through silo walls to engage in facets of both thinking and making that have been avoided by architects. There are many needed pluses. With the addition of these pluses, architects can be the logical quarterbacks of the development game.

By Peter L. Gluck, Principal of GLUCK+

社会基础设施

纽约是一个务实的城市，是一座聚集了工商业与金融业的高层建筑的人工山脉。然而，近年来，景观与室外空间已越来越多地融入城市环境。很多过去的工业用地，如高线和码头，已改造为宜人之地。城市的改造还包括百老汇行人专用区、自行车道的设置，大规模引入城市自行车等。从这种意义上说，纽约变得越来越像哥本哈根，只不过密度更高，更具多样性。在我们与美国住房与城市发展部进行曼哈顿下城防洪措施拟定的工作中，我们探索了该地区应对环境变化与不断增长的洪水风险的可能性，同时进一步研究如何通过这些防洪措施帮助提高沿海地区的生活品质。在所有这些案例中，密度—效率与公共空间这两个矛盾的城市要素共同为人们创造了理想的的城市空间。

比雅克·英格尔斯，BIG 创始人

(杨旸 译)

很多事情正在纽约发生。这个城市正在经历飞速的变革。在需要大量开发资金的场地上，穿越现有的铁路场站或过去的大型工业用地等，很多大规模的项目正在开展，如大西洋广场、川普大楼等。日益衰败的铁路线、昔日的海滨码头正在重新利用或转化为公园或公共休闲场所，如切尔西码头、高线、布鲁克林大桥公园等。

不幸的是，这些变化的主要推动要素是“贵族化”。过时的和破旧的建筑都被新建筑所取代。这种趋势显著改变了广大地区的城市肌理。它并没有得到设计界的关注与研究，只是开发商主导的行为，有很大一部分甚至没有经过深思熟虑。这将成为城市未来大部分地区的景象。建筑理念被看作是与开发过程中的实际需求毫不相关的奢侈品。为了改变这种看法并参与其中，建筑师需要获得多方面的知识，担起过去回避的责任，以确保建筑成品的品质与成本。

如今在设计与建造过程中，所有的参与者都回避责任。“GLUCK+”末尾的加号则意味着我们超越责任的动力，意味着我们将突破责任的条框参与到过去曾被建筑师回避的思考与建造两方面的活动中。其实很多方面都需要加号，有了这些加号，建筑师将在开发游戏中起到主导作用。

彼得·格鲁克，GLUCK+ 负责人

(杨旸 译)