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# Shifting Urban Gravity, from “Central to Core” Business Districts

## 城市重心从“中心”商业区转为“核心”商业区



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### Abstract | 摘要

*In the age of the multi-million inhabitant city, the concept of a single, concentrated Central Business District is increasingly becoming unsustainable. As we are seeing in megacities as dispersed as Shanghai, New York and London, the concept of multiple urban centers – drawing on their own unique flavors and infrastructure – has become de facto urban planning policy. Who would argue that centers such as downtown and midtown Manhattan, Canary Wharf and the City of London, or Liujiazui and the Bund, are not equivalent to cities in their own right? And added to this mix will soon be new iconic centers such as Hudson Yards, Barangaroo and Brickell City Center. The three conference cities of Shenzhen, Guangzhou and Hong Kong exemplify this urban trend perfectly. The historical urban centers of these cities have now dispersed to numerous nodes simultaneously as the conventional concept of the Central Business District has gradually evolved from a single, concentrated business district to multiple “Core Business Districts.” And as cities stand to increase their populations into the tens of millions, this seems inherently sensible.*

**Keywords: Megacities, Urban Design**

随着人类居住的城市人口迈入百万级，传统的独立中心商业区概念已变得越来越不切实际。我们注意到，上海、纽约和伦敦等人口超千万的特大城市都采用了分散式结构，这意味着多个特色鲜明、基建完备的核心商业区（Core Business District）并存的概念已经摆在了城市规划政策的面前。谁会认为曼哈顿中城和下城、金丝雀码头和伦敦金融城，或者浦东和浦西等地就自身而言无法称之为“城市”呢？这类新兴的标志性中心还有哈德森码头，Barangaroo 和 Brickell City Centre。深圳、广州与香港这三大会议城市正好就是这一城市发展趋势的完美佐证。这些城市以往的中心现已分散为多处中心，而传统概念上的中心商业区也逐渐从单一、集中的商业区演变为多个“核心商业区”。由于城市人口将进一步增长至千万级，这种转变似乎是大势所趋。

**关键词：巨型城市、城市设计**

### Introduction: The Traditional CBD, and its Contemporary Challenges

The traditional central business district is a phenomenon that arose at the end of the 19th century. As corporations grew and contemporary inventions such as the telephone and the elevator came into common use, it made sense to concentrate multi-story office buildings near to each other. This facilitated meetings and information exchange. A typical CBD would cover approximately 20 minutes' walking distance in all directions from a main transportation center, such as a railway station or ferry pier. “Classic” CBDs might include: Chicago's Loop, which is named after the elevated railway that surrounds it and connects it to outer regions; New York's Financial District, famed for its towering skyscrapers clustered around narrow streets laid out in the early 1800s by the city's first settlers and surrounded by water on three sides; and the City of London, the traditional banking core of that metropolis, commonly called the “Square Mile.”

Today, traditional CBDs retain strong cultural identification as the focal points of their

### 引言：传统中心商业区及其当代挑战

传统中心商业区起源于19世纪末。随着企业渐渐扩大以及电话、电梯等现代发明的普遍应用，人们大多把多层办公楼集中建在一起，这有利于会面与信息交流。一个典型的中心商业区通常以交通枢纽（地铁站或摆渡码头）为中心，向各个方向延伸至20分钟路程左右处。“经典”中心商业区有：芝加哥卢普区（Loop，意为“环”），得名自将当地与外界连接起来的环形高架轨道；纽约金融区，三面环水，以摩天大楼享誉盛名，大楼周围是当地首批居民于19世纪初期建造的狭窄街道；以及伦敦金融城，是伦敦都市区的传统银行业中心，通常被称作“一平方英里”。

如今的传统中心商业区保留了强烈的文化烙印，是各自城市的焦点，而且租金普遍高昂，商贸活动频繁。自从上世纪初，城市生活日渐全球化，使得一些中心商业区经历了复兴乃至转型，尤其是从只在工作日活动的商务区转型成为了全天候的混合用途设施，打造出了“居业娱”一体的环境。

与此同时，传统中心商业区中业已存在的建筑群在满足当代高规格要求时遇到了众

cities and generally support high rents and commercial activity. Since the turn of the last century, a growing global taste for urban living has revived and even transformed some CBDs, in particular, from weekday business-only districts to 24/7 mixed-use, “live-work-play” environments.

At the same time, the existing stock of buildings in traditional CBDs struggles to keep up with contemporary demands for higher specifications, including technological connectivity and flexible workspaces among other necessities. A combination of several factors, including sound planning principles enabling greater densification above major transportation nodes and the investment in mass transit infrastructure, has been the catalyst for the creation of new Core Business Districts – away from the traditional city center, but still fundamentally designed to take advantage of the efficiencies of density and access to efficient mass transportation networks.

## Hong Kong Central

Hong Kong’s Central fits the traditional definition of a CBD. True to its name, Central is the historical center of the city for banking and commerce, the location of Hong Kong Station / Airport Express rail link, and the point of embarkation for the famous Star Ferry to Kowloon. This area is densely populated, not only with offices, but with support services,

restaurants, and institutions, such as the Hong Kong Club. These well-established amenities, connected by an extensive network of pedestrian footbridges underpinned by access to the MTR railway network, have reinforced Central’s “centrality.”

However, Central also has several significant limitations that have curtailed further growth. Its building stock, which averages between 40 and 50 years of age, while relatively expensive, is not ideally suited to meet future demand, and premium or “triple” Grade-A space is limited. As the demands of modern companies have evolved, the need for high-quality design and specifications and fit-for-purpose accommodation has grown. For example, office buildings with extra or redundant power supplies, resilience against disasters and business disruptions, higher ceilings, larger floor plates, raised floors, CAT-5 telecom provisions, and other technological amenities have been increasingly in demand. Moreover, the diverse ownership structure of property in Central limits the opportunity for a more holistic approach to improving and upgrading the overall aesthetics of the area.

## Pacific Place – An Early CBD

In the 1980s, the capacity and quality constraints of Central were becoming apparent, but there were no obvious green-field alternatives for development in the area. Swire Properties decided to acquire a site as part of a former military barracks just east of Admiralty, a steeply inclined location on the south (or “wrong”) side of Queensway that had confounded previous development attempts. The resulting Pacific Place development (Hong Kong’s first fully integrated mixed-use development) cleverly assembled office and hotel towers and a retail mall on a hillside location that has become the connective tissue between three distinct districts previously divided by heavy traffic, topography and incompatible land use (Figure 1). The residential areas between Mid-levels and the Peak, the bright, dense streets of Wan Chai, and the corporate / banking core of Admiralty were now linked through a series of under- and above-ground pedestrian walkways that protected occupants from inclement weather and busy traffic, and yet safely connected them with their surroundings in new ways, via carefully placed skylights, ramps, view corridors and lobbies. Importantly, these walkways connect directly to the Admiralty MTR station, further establishing Pacific Place as an attractive alternative to the traditional CBD.

多困难，包括良好的技术连通性以及工作场所灵活性等。良好的规划原则能够提高交通枢纽与大型交通基础设施建设投资之外地区的人口密度。此外，还有一系列因素组成的综合作用使新兴“核心”商业区既背离传统市中心发展，又在设计上对城市密度效率和有效的大型交通运输网从根本上加以运用。

## 香港中环

香港中环地带符合传统中心商业区的定义。顾名思义，中环是香港市以往的银行业与商业中心，地处香港站/机场快线轨道枢纽，著名的开往九龙的天星轮就是在此登船。该地区人口密集，办公、辅助服务、饭店及香港会所等场所一应俱全。四通八达的人行桥网贯通于建造精良的设施之间，香港地铁也能直达该地区，这更加巩固了中环的“中心”地位。

然而，香港中环存在几处严重缺陷，遏制了该地区的进一步发展。中环建筑群平均年龄达40至50岁，虽然价格相对较高，但与未来的需求并不大匹配，且优质级或3A级空间数量有限。随着现代公司需求的演变，高质量设计、规格和量身定做的需求日益扩大。例如，对额外或冗余电力供应、防御灾害及商业破坏的能力、层高增加、单层面积扩张、层数增加、CAT-5电信支持，以及备有其他技术设施的办公大楼的需求飞速发展。另外，香港中环的地产所有权结构复杂，限制了进一步全面改进及升级该地区整体美观性的可能。

## 香港太古广场——早期中心商业区

早在20世纪80年代，香港中环的容量与质量局限就已经开始显现了，但仍未出现其他明显的可替代绿地发展模式。太古地产决定买下金钟以东、皇后大道南面（或称“错误”面）的部分地块。该地区的前身是军营，地形陡峭，以前曾数次发展受挫。此处开发的太古广场（香港第一个整体融合的综合发展项目）在山坡地段巧妙地集办公、酒店与零售商城于一体，成功连接了昔日因交通拥堵、地貌特征及土地用途不兼容等问题而隔开的三处地区（图1）。一系列的地下及地上步行街道现已贯通处于半山区和山顶区、车水马龙的湾仔大街与金钟的企业/银行业核心地段之间的住宅区，既保护行人免遭恶劣天气和交通拥堵的困扰，同时通过精心布置的天窗、匝道、观景走廊和门厅等新型方式与周围地区安全地连接为一体。重要的是，这些步行街道与金钟地铁站直接相连，这更让太古广场建立了一个有别于传统中心商业区的极富吸引力的模式。



Figure 1. Pacific Place was Hong Kong’s first fully integrated mixed-use development  
图1. 太古广场是香港首个多功能综合开发项目





Figure 2. Taikoo Shing, one of the privately funded major housing scheme in Hong Kong, houses 60,000 residents and is adjacent to Taikoo Place

图2：太古城，香港私人投资的主要住宅项目之一，可容纳60,000住户，毗邻太古坊

### Taikoo Place, Hong Kong

The gravity shift that began in the 1980s with Pacific Place has continued eastwards along Hong Kong Island, following many of the same principles, while moving up several orders of magnitude in scale. Swire Properties' redevelopment of the Island East area began in 1972 with Taikoo Shing, a high-rise development cluster which was among the first privately funded housing schemes in Hong Kong on this scale (Figure 2). Now home to over 60,000 residents, this pioneering delve into high-density, high-quality living provided the "feedstock," the critical mass of human capital that would populate the second and third commercial developments, which began with the opening of Cityplaza shopping mall in 1982. Cityplaza, the largest mall on the island, serves the surrounding middle-class neighborhoods and is a regional attractor, with its cinemas, skating rink and family programming.

The third phase, Taikoo Place, commenced redevelopment in 1990 on the former site of the Swire-owned Taikoo sugar refinery, shipyard and company town. Early development of the area was started in the late 1800s, and the Company continues to invest in the redevelopment of the area. Taikoo Place now represents the most sophisticated and integrated iteration of the planned development, comprising 10 interconnected towers containing 557,000 square meters of prime commercial space for over 300 national and multi-national corporations, which is an endorsement

of the location as well as its surrounding amenities (Figure 3).

Taikoo Place embodies the opportunities and advantages of long term, single corporate ownership and management. All of the buildings are held to the same standards of sustainability – eight existing towers have been awarded an "Excellent" rating by the Building Environmental Assessment Method (BEAM) and two new triple Grade-A office towers are targeting LEED Platinum ratings. Supported by active management, the provision of excellent communication

### 香港太古城

自20世纪80年代太古广场建立以来，香港的中心沿香港岛不断东移，期间虽遵循的原则大多相同，但规模却往上升了几个量级。太古地产自1972年以来便着力把港岛东区重新开发成太古城。太古城是一处高层项目集群，是香港首批此等规模的私人屋苑住宅方案之一（图2）。如今太古城已有六万居民，这一率先深入探究高密度、高质量生活的举措为二期和三期开发提供了“原料”，即足量的人力资本。该地段的商业开发始于1982年太古城中心商城开业。太古城中心是香港岛规模最大的购物中心，服务周边的中产阶层，同时还配有影院、溜冰场和适合家庭的消闲配套，起到了提高地区吸引力的作用。

太古坊三期项目于1990年开工，地点位于太古地产所拥有的太古糖厂、造船厂及企业生活区原址。该地区的早期开发始于19世纪末，之后太古地产持续投资于该地区的重新开发。如今，太古坊已成为最复杂、融合度最高的规划开发项目，包含九座相连的办公楼，位居黄金商业区与，占地5.57万平方米，内有超过300家国内及跨国公司，有力地支持了当地及周边设施的应用（图3）。

太古坊象征着长期单一企业所有及管理的机遇和优点。所有建筑都按相同的可持续性标准建造，现有的八座办公楼被建筑环境评估方法机构（BEAM）评为“优秀”级，另有两座新建的3A级办公楼订标LEED绿色建筑白金认证。太古坊因其卓越的管理和通讯网络，以及优质的公共空间和所举办的社区文化活动而广受租户好评。这些高标准的回报包括高需求、高占用率和高租金。



Figure 3. Overall view of Taikoo Place, with the 298-meter One Island East on the right

图3：太古坊总体外观，右侧为298米的港岛东中心





Figure 4. A large-scale sculpture marks the focal point in Taikoo Place, Hong Kong  
图4. 大规模的雕塑塑造了香港太古坊的焦点



Figure 5. Indoor portion of ArtWalk, Taikoo  
图5. 太古坊室内部分的艺廊



Figure 6. Outdoor portion of ArtWalk, Taikoo Place  
图6. 太古坊室外部分的艺廊

networks and the maintenance of public spaces for recreation and planned activities year round, Taikoo Place enjoys a high level of tenant engagement. These high standards have been rewarded with strong demand, high occupancy, and positive rental reversions.

For comparative purposes, according to Colliers and Savills (Reference: Savills 2016, Colliers 2016), vacancy rates for Grade-A office space in Hong Kong stood at 2.7% overall, 1.4% in Central, and just 1% in Quarry Bay, the area just where Taikoo Place is located. Average Grade-A Office rents in Central were 114.1 HKD / SF / mo., versus 48.7 HKD / SF / mo. in Island East, of which Taikoo Place is part (Colliers 2016). Notably, Island East was expected to have the highest Grade-A office space rent growth in the city in 2016, at 9%.

A single landlord also means that the entire development has a consistent look and feel throughout its public areas, and the sense of commitment to place-making is tangible and coherent. With the developer eschewing monumental architectural objects in favor of the “spaces between,” the quality of the public realm takes precedence. This takes form in Artwalk, a progression of public art works throughout the district, as well as in ArtisTree, the 1,860 square-meter multi-functional art space in Cornwall House (Figures 4-6). The energy provided by this curated arts program helps keep the neighborhood diverse and vibrant, particularly outside of normal office hours, while the mix of retail, office, cultural and other functions ensures that Taikoo Place does not become a single-use monolith that turns into a “quiet zone” at night or on weekends. Similarly to the adjacent areas surrounding Pacific Place, Taikoo Place has

为便于比较，Colliers和Savills（出处：Savills 2016，Colliers.2016）的研究表明，香港A级办公空间的空置率整体为2.7%，其中香港中为1.4%，而在太古坊西面的则鱼涌仅为1%。中环A级办公场所平均租价为114.1港币/平方英尺/每月，而包括太古坊在内的港岛东地区平均租价仅为48.7港币/平方英尺/每月（Colliers 2016）。值得一提的是，港岛东区2016年A级办公空间出租率预计将成为全港最高，达9%。

单一发展商还意味着整个项目的公共连贯的面貌和统一的气息，打造该区域的承诺和行动亦更为真实可见，且协调一致。随着发展商避免兴建巨大的建筑物来追求“间隙空间”，公共空间的质量开始成为优先考虑的因素。太古坊的“艺游”（Artwalk）展示一系列公共艺术作品展加上康和大厦内占地1860平方米的多功能艺术空间——ArtisTree（图4-6）。这些





Figure 7. Glassy air-conditioned elevated walkways connect the buildings of Taikoo Place  
图7. 通透的带空调的架空步道连接了太古坊的建筑



Figure 8. An airy lobby interior at Taikoo Place  
图8. 太古坊轻快明亮的中庭

energized the neighborhood with new commercial activities such as the Tong Chong Street Market, which features a rotating assembly of local fresh food vendors for the community to enjoy. As the lines between work and play become increasingly blurred, it is essential that commercial hubs can offer a wide choice of retail, restaurants and bars as well as host events for people to enjoy after traditional office hours.

The presence of Taikoo Shing and Cityplaza to the east – and its direct access to two MTR stations at Quarry Bay and Taikoo, regular bus services, and the beloved double-decker Hong Kong tram, as well as the Island Eastern Corridor highway and Eastern Harbour Crossing tunnel – means that connectivity is secured

as an essential feature of this new CBD. This connectivity is reinforced by the network of air-conditioned elevated walkways that thread through the complex, offering glimpses of the harbor and surrounding neighborhoods, with views into the hive of activity that is Taikoo Place (Figures 7 and 8).

Although One Island East, the tallest building in Taikoo Place at 298 meters, is a landmark delineating the importance of the district, the emphasis is not on absolute height but on exchanging “bulk” for “height.” This exchange is what is valued by Taikoo Place’s development team and its occupants – enhancing the public realm by freeing up ground space via height. This improves view and air movement corridors and

形形色色、种类繁多的文化活动令社区於办公时间外依然朝气蓬勃。零售、办公、文化及其他功能的结合，确保太古坊不会变成一个用途单一的巨无霸，避免在夜间或周末成为一处“安静区”。与太古广场的周边地区相同的是，太古坊为周边地区带来了新的商业活动，为其注入活力。例如，糖厂街市杂内轮流贩卖不同本地新鲜食物，供社区品尝。随着工作与娱乐之间的界限逐渐模糊，商业枢纽同时提供多种选择，如零售、餐饮和酒吧等服务，并举办活动供人们在传统办公时间之外消遣便显得非常重要。

则鱼涌和太古港车站均能直达太古城与东面的太古城中心，加上日常的巴士及广受喜爱的双层电车服务，还与东区走廊和东区海底隧道相连，这一切都确保太古坊成为一处新兴核心商业区。另外，装有空调的高架行人天桥串联该区域，提升了太古坊的连通性，访客在欣赏海港和周边地区风光的同时，也能一睹该区的风采（图7及图8）。

港岛东中心高达298米，是太古坊最高的建筑，也是突出该地区重要性的地标建筑。然而，港岛东中心的关键并不在于其绝对高度，而在于以“高度”代替“广度”。通过高度释放地面空间以提升公共空间水平的这种做法受到了太古坊的发展团队及其用户的一致青睐。这项措施改善了视野和气流通道，并使私人开发项目与周边街道融为一体。

当然，没有一个城市或者中心商业区能永葆不变，在活力四射的香港这更不可能。太古坊通过不断投资与时俱进，满足当代需求。如今，两座新兴3A级建筑正在发展当中（图9），计划耗资150亿港元，占地面积20万平方米，致力提供高规格办公楼服务，同时取代现有的常盛、康和与和域



integrates the private development with the surrounding streets.

Of course, no city or CBD stays the same for long, least of all in dynamic Hong Kong. Taikoo Place has enjoyed continuous re-investment in order to remain fresh and relevant to contemporary demand. Currently, two new Triple-Grade-A buildings, including the 51-story One Taikoo Place (Figure 9), are under development, representing a HKD15 billion investment in over 200,000 square meters of high-specification office accommodation, replacing Somerset, Cornwall and Warwick houses. In addition to modern offices, residents and tenants will enjoy improved inter-district connectivity via an air conditioned walkway, with views over an additional 6,410 square meters of public open space in Taikoo Square and Taikoo Gardens, in addition to the existing Taikoo Park (Figure 10).

It is important to understand that this shift in gravity is not a case of taking one place and moving it “somewhere else.” This new gravitational pull has introduced new businesses that may have had difficulty locating in Hong Kong at all, in addition to providing a credible alternative to the traditional CBD. This well integrated business, retail and residential neighborhood contains a strong presence of complementary businesses in the technology and media sectors, including co-working and start-up accelerator spaces, which could not have sustained the high rental levels in Central.

### Brickell City Centre, Miami

Half a world away, another new CBD is on the rise just south of downtown Miami.

大厦。除了现代办公楼外，空调行人天桥将使居民和租户感受到区内连通性的提升，让人们在欣赏现存的太古公园以外，还能够俯瞰将落成，占地6410平方米的公共开放空间太古中央广场和太古花园的景观（图10）。

很重要的一点是，我们需明白城市重心的这种转移不仅仅是把一处地区转移至“另一处”。这种新型的重心转移使得原本在香港难以落脚的商业得以生根，同时也为传统中心商业区提供了一种可靠的替代模式。这种商业、零售及住宅为一体的地区聚集了大量在中环高租金环境下无法维系的当代技术与媒体商业。

### 迈阿密Brickell City Centre

在世界另一端的迈阿密闹市区以南，另一处新兴的核心商业区正冉冉升



Figure 9. The 51-story One Taikoo Place office building is under construction and will be completed in 2018

图9：51层的太古坊1号正在施工并将于2018年完工



Figure 10. Taikoo Square, Garden and Park together form more than 6,410 square meters of public open space

图10：太古中央广场、花园和公园共同形成了6,410多平方米的公共开放空间





Figure 11. Overview of Brickell City Centre, Miami  
图11: 迈阿密Brickell City Centre总体外观

Like the other examples here, Brickell City Centre (BCC) is a single-owner, mixed-use, transit-oriented development. The \$1.5 billion, four-square-block Brickell City Centre includes 24,150 square meters of office space, 45,520 square meters of retail, 105,350 square meters of residential apartments, and the 352-room EAST Hotel (Figure 11). Phase II of the project is planned for an 80-story tower and a 134,150 square-meter mixed-use development. Here, connectivity takes on local characteristics. The main walkway along the fourth-floor level, threading between the towers and offering glimpses to the street below, sits beneath the Climate Ribbon, an undulating canopy that ties the structures together, improving the microclimate for the public in the pedestrian circulation streets using purely passive energy design strategies. It provides sun shading and rainwater collection for irrigation, and channels prevailing breezes through the complex, offering an ecological alternative to year-round air conditioning.

By road and rail, Brickell City Centre is ideally positioned to avoid the traffic congestion commonplace in Miami's traditional CBD and offers prime ingress and egress to and from I-95, with ramp access via the 7th and 8th street corridors and South Miami Avenue. Importantly, BCC and its primary access streets are south of the Miami River, over which local streets pass on low-level

drawbridges that are raised to let boats pass beneath, with disastrous implications for peak-hour traffic into and out of the CBD. The revitalized Eighth Street station provides on-site access and covered passage to and from the Metromover, an automated local transit system serving downtown, and a direct link to the Metrorail, the regional rapid-transit system.

Of course, the property market in South Florida is quite different from that of Hong Kong, where land is scarce and public transit use is already very high. Miami's growth has largely been contemporaneous with the car. Only in recent years has interest spiked in high-density, urban living. Reflecting this, there is ample auto parking at Brickell City Centre, although it is engineered for maximum efficiency and is kept out of view within the podium, so it does not mar the streetscape. The CBD concept is not a singular model that can be dropped anywhere; it is in fact a highly customized undertaking that only succeeds when the local context is incorporated and supported. But the principles are the same: to develop a high-quality project with scale supported by excellent connectivity, diversity of programming, and facilities and amenities that not only accommodate present needs, but anticipate future needs too.

起。与本文中的其他例子相同，Brickell City Centre是单一发展商，且以交通为导向的综合发展项目。斥资15亿美元，占据四个正方形街区的Brickell City Centre包括24,150平方米办公空间，45,520平方米零售区域，105,350平方米住宅楼和一家拥有352间客房的迈阿密东隅酒店（EAST Hotel）（图11）。该项目二期将规划建造一座80层的塔楼以及一个面积134,150平方米的混合使用开发区。更好的连通性是当地的一大特征。四层楼高的主行人道贯穿楼宇之间，可俯瞰下方街景。行人道上方是Climate Ribbon，这种绵延的顶篷把各个结构连接在一起，为行走在其中的访客缔造舒适自然的微气候体验。Climate Ribbon能阻隔阳光和收集雨水循环再用，更引进凉风到中心内，为常年空调环境提供了一种绿色生态的替代模式。

Brickell City Centre地段得天独厚，可通过陆路和轨道交通避免迈阿密传统中心商业区司空见惯的交通拥堵。由此处进出95号州际公路非常便捷，还有匝道连通第七和第八街道走廊和南迈阿密大道。重要的是，该城市中心及其主交通道都在迈阿密河南面，河上方的低级吊桥为下方船只通行而建，而当地街道与吊桥相连，因此交通高峰期时进出中心商业区的路况拥堵不堪。重现活力的第八街车站既为进出当地闹市区运输系统——迈阿密快速公交（Metromover）提供了本地连接点和遮阳通道，也直接连通了区域快速运输系统——迈阿密地铁（Metrorail）。



## Conclusions and Forward Steps

As cities become megacities, and every form of connectivity becomes paramount, more traditional CBDs will see challenges from new, core business districts similar to those described in this paper. While the 20th century notion of decentralization was about automobile travel, single family homes and the suburban office park, in the 21st Century, the transition is more complex and decidedly more urban. If CBDs are carefully planned for vitality and support of not only business functions, but also recreation, residential, shopping, education and other activities, these will become thriving districts in their own right.

With proper execution, new Core Business Districts complement traditional Central Business Districts and alleviate the long commutes, congestion and pollution implied by a “single-CBD + horizontal sprawl” model, while relieving sky-high rent pressure. To do this, developers must work hand-in-hand with local governments who see the value of high-density, transit-connected and programmatically diverse development. Significant adjustments may be necessary to prevailing height, zoning / land use and density restrictions, as well as conventional models of transportation planning. The future of our megacities is polycentric, but that is not the equivalent of “endless sprawl.” Rather, it is about multiple, interconnected, modern, well-planned, Core Business Districts that are thriving contributors to our overall quality of life.

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当然，南佛罗里达州的市场与香港市场大相径庭。香港的土地稀少，公共交通使用率已经非常高。迈阿密的发展大致与汽车的兴起处于同一时代，对于高密度城市生活的兴趣在最近几年才开始激增。鉴于此，Brickell City Centre有充足的停车场，不过这些停车场的设计能够使其发挥最大效用，且会被阻挡在裙楼视野之外，因此不会破坏街景。该核心商业区的概念模式并非放之四海而皆准；事实上，它是一个高度定制的项目，只有结合当地背景并受到当地支持的情况下才会成功。不过，遵循的原则是相同的，即开发一个高质量大型项目，具有连通性优越、规划多元化，且设施配备满足当下和未来可能存在的需求等特点。

## 总结与前瞻

随着城市发展为特大城市，每种连通方式都变得极为重要，越来越多的传统中心商业区将会面临来自与本文所述相类似的新兴核心商业区的挑战。20世纪去中心化的概念与汽车出行、独户公寓及郊区办公息息相关，21世纪的变化更加复杂，更倾向于以城市为主。如果核心商业区得到精心规划，使其活力充沛，并不仅仅局限于商业功能，还充分考虑到娱乐、住宅、购物、教育及其他活动，那么这些商业区自身便能欣欣向荣。

通过合理执行，新的核心商业区会与传统中心商业区相辅相成，缓解“独立中心商业区+横向延展”模式中存在的通勤时间长、交通堵塞与环境污染等问题，同时还能缓和租金暴涨的压力。要做到这一点，发展商必须与当地政府携手合作，让政府意识到高密度、交通便捷和规划多元化的开发项目的价值所在。对现今普遍的楼高、区划/土地使用、密度限制，以及传统的交通规划模式或许都需进行重大调整。未来我们的超大城市将会出现多中心并存的状况，但这并不意味着“无止境的无序发展”，而是多个精心规划、内部连通的现代核心商业区，这能为提升我们的整体生活水平做出重要贡献。

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