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Keith Griffiths is the Chairman and founder of Aedas. As an internationally respected architect and planner, he has a deep understanding of the growth of major cities, their changing markets, and their culture. He is passionate in creating unique and timeless architecture, appropriately responsive to its location. Griffiths has designed award-winning projects using his extensive experience in masterplanned, mixed, commercial, retail, airport, and civic buildings. Leading Aedas' large, international portfolio of buildings, Griffiths is one of the creative minds behind the famous city skyline of Hong Kong's Central District, as well as other significant developments across China and Southeast Asia.

纪达夫 (Keith Griffiths) 是Aedas的主席和创始人。作为享誉国际的建筑师和规划师，他深入了解主要城市的发展及其市场、社会和文化变化。他热爱创造可以跨越时代、不随波逐流的、能恰如其分地呼应所在地情况的建筑作品。纪达夫的设计项目屡获殊荣，其项目经验覆盖商业综合体、商业零售项目、总体规划以及机场和市政建筑等。纪达夫主导了 Aedas 在全球多种类型的建筑项目，他的创造力为享有盛名的香港中环地区天际线锦上添花，并在中国和东南亚地区众多重要项目中大放异彩。

Abstract | 摘要

Our lives are adapting to a convenient, vibrant, and connected live-work dynamic, and our cities must change and respond to those new requirements. Much of the urban population prefers to live in smaller apartments in high-density inner urban areas, due to their convenience and social contacts. With fewer and shorter journeys to work, this urban migration has the potential to reduce land requirements for suburban residential districts as well as demands upon infrastructure. This paper suggests that China will lead the world in building ultra high-density, connected, and vibrant hubs within its cities, accommodating our new needs by providing public spaces at many levels and fusing the outdated concepts of high-rise towns into new vertical cities. It will also explain how existing and future infrastructure nodes will provide the seeds for these hubs, and how it is possible to predicatively plan for the future densification and growth of our cities. The paper concludes that our inner urban building typologies will continue to evolve into more flexible and pedestrian-friendly structures, whereby the lower levels of the buildings will become a series of porous and interconnected public decks and parks, spanning across roadways and creating a seamless pedestrianized and sustainable high-density environment.

Keywords: City, Density, Hub, Urban Planning, Vertical Urbanism

我们的生活正在逐渐变成一个方便快捷、充满活力、四通八达且生活与工作合一的动态体，因此我们所生活的城市也必须响应变化。很多城市人口偏爱居住在高密度市中心的较小公寓，以享受城市便利及社交生活。由于通勤的次数和距离有所减少，会同时降低对于郊区住宅区的土地及基础设施的需求。本文提出中国将引领世界上超高密度、连接贯通且富具活力的城市枢纽的建设潮流。通过提供多层公共空间，在立体城市中重新融入旧式高楼城镇的概念，这些枢纽将使城市持续满足我们的需求。文章阐述了已有及未来的基础设施节点将成为这些城市枢纽的发展基础，并认为可对未来城市的密集化和增长性进行预测性规划。文章最后指出，城市中心的建筑类型将进化成为更加灵活且方便行人的结构，建筑的底层部分则将发展成为一系列多孔隙、内部相连的公共平台和公园。这些公共平台和公园穿梭坐落于各条道路间，营造出无缝连接的步行街式、可持续的高密度环境。

关键词：城市、密度、枢纽、城市规划、垂直城市化

Introduction

By the time they reach the age of retirement, most people will have wasted three years of their lives traveling to work. If you could ask for that time back, what would you do with it? Of course, we cannot truly recover time lost to commuting in the past, but we can examine contemporary global cities where development patterns currently underway can be coaxed towards recovering that time for future generations.

Despite its charms, London is an inconvenient city to live and work in, requiring residents to spend much of their time in transit, cutting into the quality of life in an already very expensive city. Hong Kong is by no means inexpensive, but it is a comparatively convenient high-density city. In Hong Kong, the prevalent notion, reinforced by its physical geography, is that city life does not have to

引言

直至我们退休时，大多数人将会在每日上下班浪费总共三年的时间。如果时光倒流，你会用这些时间做些什么？我们当然不可能追回已浪费于通勤的时间。但是可以反思当代全球城市的发展模式，来弥补子孙后代将会浪费的时间。

尽管伦敦是一座魅力之都，但在那里生活与工作有诸多不便。在交通上花费过多的时间，这本来就让受到高生活成本影响的伦敦居民的生活质量每况愈下。香港尽管生活成本也比较高昂，但相对而言是一座便捷的高密度城市。特别是考虑到香港的自然地理特征，人们普遍认为城市生活是能够便捷舒适的。20世纪80年代的香港增长迅猛，但它并没有“蔓延”开来。取而代之的是在港岛中央商务区外围一系列高密度次级新城的蓬勃发展，这让很多香港居民能够维持短途的通勤时间。在20世纪90年代，新加坡也发展成为类似的模式。

be inconvenient. In the 1980s Hong Kong massively grew, but it did not “sprawl” in the traditional sense of the word. Instead, it developed new high-density secondary towns outside of its central business district on Hong Kong Island, which helped maintain short journey times for a substantial portion of its citizens. In the 1990s, Singapore used a similar strategy in its growth.

Today, in mainland China, rapidly growing cities are experiencing high levels of congestion and travel difficulties. Observing how Asian cities have developed over the last 30 years, it is reasonable to predict that Chinese cities will solve this problem first by developing a concept similar to the new towns, which I refer to as “secondary hubs.”

Same City, Different Dweller Demands

As city dwellers, our lives change quickly. We live in compact apartments, exercise in gyms rather than parks, and have a huge variety of entertainment and recreation options. Social media enables us to communicate quickly and conveniently. In fact, our entire lives have become faster and more convenient during our lifetimes. Meanwhile, our cities are having a hard time adapting to our new demands for flexibility, variety, and convenience. It's serendipitous that China now has the opportunity to create 21st-century cities at this time of great change in our patterns of living, working, and recreation.

Five hundred million people have urbanized in China in the last 20 years, such that now more than 50 percent of Chinese live in cities. About 80 percent of the western world is urbanized. This is a good juncture at which to question what we value in our urban lives: to many, it's about having a variety of choices – friends, entertainment, food, jobs, housing and community. Choice allows us to experience happy incidents in our lives.

Most white-collar workers in urban areas have made the decision to live close to the central business district of their city in a small apartment, or in the surrounding suburbs in a larger apartment or house. This presents a seemingly binary choice: one must either sacrifice one's living standards or waste time traveling. Do all of our homes have to be so far from our work? Younger people typically want to live right in a core, where there is a high degree of “buzz” – social and cultural activities – nearby, in addition to jobs that allow flexibility and the opportunity to walk and avoid long subway or car rides. Meanwhile, those with children tend to want

to be in the suburbs, close to high-quality schools. Upon retirement, many empty-nesters are now choosing to return to center cities, with smaller, more manageable living spaces and good connectivity as physical mobility becomes more of an issue later in life. Supporters of families – usually the parents of children – will have prioritized space while single people and young couples will have prioritized convenience. So, why is there such a stark, across-the-board separation of functions in our cities (Figure 1)?

In contemporary Shanghai, areas of housing and business are largely separated. Even with Shanghai's efficient subway system, it takes an average of 1.5 hours to go to work. That's three hours a day, or 20 percent of the working day, wasted on travel. This unpleasant figure becomes stunningly huge when considered this way: if our working lives are on average 45 years long, then we will have wasted 3.5 years of our lives traveling to work.

The question remains: how can our future cities provide a modern, convenient, connected, and sustainable environment? The market has recently attempted to respond to this problem in several interesting ways. Residential and serviced apartments, small office/home offices (SOHOs), lofts, hotels, shopping centers, and corporate offices can now be found clustered together into single developments. These are not usually “mega-developments,” but they are live-work developments, and they do point towards a new way of life.

From CBDs to City Hubs

Demand for ultra-connected live-work environments will lead to additional business districts being formed around the original

现在的中国大陆，迅猛发展的城市正承受着交通的极度拥堵及诸多通行困难。纵观亚洲城市近三十年来的发展，可以预计中国的城市也将通过发展类似的新城来解决这一问题，我将这些新城称作次级枢纽。

同一座城市，不同的居民需求

作为城市居民，我们的生活总是在迅速变化着。我们住在紧凑的公寓里，在健身房而不是公园里锻炼，拥有丰富多样的娱乐和消遣方式。社交媒体让我们能够快速便捷地会面 and 出行。事实上，我们的整个人生都在不断加快节奏且愈发便捷。与此同时，我们生活的城市则面临着如何适应其居民对于灵活性、多样性和便捷性的增长需求所带来的困难。机缘巧合的是，中国现在拥有绝佳机遇来创建能给我们的生活、居住和休闲娱乐方式带来巨大改变的21世纪新型城市。

过去的20年间，中国有5亿人经历了城市化进程，导致目前中国已有超过半数的人口居住在城市。而近80%的西方世界业已完成城市化进程。此时我们应问问自己，城市生活究竟如何吸引着我们。对很多人来说，城市生活意味着广泛的选择：交友、娱乐方式、饮食、工作、居住和社区群体。这些选择给我们的生活带来了许多意外的惊喜。

许多都市白领选择住在毗邻中央商务区的小公寓里，或者住在郊区稍大的公寓或房子里。要么降低生活质量，要么在上下班的路途上浪费时间，这似乎是一个无法两全其美的选择。难道我们非得住在离工作场所那么远吗？年轻人大多希望居住在充满活力、拥有良好文化和社交活动的城市中心，离办公室较近而富于灵活性，能够步行上下班而无需乘坐长途地铁或开车。有孩子的人则希望居住在郊区，靠近好学校。很多空巢老人在退休后则选择回归城市中心，因为那里居住空间小而便于管



Figure 1. Shanghai housing separated from CBD (Source: Aedas)
图1. 上海市的住宅区同中央商务区相分离（来源：Aedas）

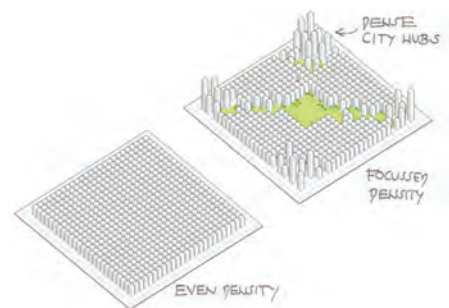


Figure 2. Pattern of hubs will start to emerge around the CBD (Source: Aedas)

图2 中央商务区周围的城市枢纽初见雏形 (来源: Aedas)

central business district. This super-concentration of secondary CBDs or “City Hubs” will draw people out of the suburbs and lower the suburban density, and will provide the buildings and environment for the ultra-efficient, convenient, and connected lifestyle that young citizens now require. Around the hubs, the rest of the city can be developed to a lower density, with parks and greenery. The number of journeys to work, the level of pollution, and the incidence and volume of traffic jams will decrease, while open space will increase (Figure 2).

The ultra-connected, “IT-generation” City Hubs will contain all the buildings and functions required for our new urban lifestyle – apartments, offices, retail, and entertainment. These hubs will be built over subway station interchanges for the convenience of the residents, who will be able to walk to work. The land outside the City Hubs will be for families, filled with parks, community centers, and educational facilities. Together, these work as places where all the contemporary ideas of city life can be taken to the ultimate level in a clean, convenient, and sustainable city.

There are already existing models that support this new way of living in cities. In addition to the aforementioned mixed-use developments, we now have buildings that are “connected” in more than just a computing sense, and on more planes than one. We can have parks in the sky to connect our various buildings and provide residential space. Public rooftops can be created, and some cities can have connected rooftops across buildings. Our buildings are starting to dematerialize, becoming open to the public at all levels (Figure 3).



Figure 3. Models for our new way of living are already in existence (Source: Left Photo by Aedas, Right Photo by Lya_Cattel)

图3 新生活模式已经存在 (来源: 左图来源: Aedas, 右图来源: Lya_Cattel)

理, 且交通便利, 如此考虑是由于行动不便将是晚年生活的一个重要问题。

负责养家的父母或子女会将空间作为选择住所的首要考虑因素。单身人士和年轻夫妇则最看重便捷性。但是为何城市的功能会呈现出如此僵硬化的区块划分 (图1)?

在如今的上海, 居住区和商业区在很大程度上是截然分开的。尽管上海拥有良好的地铁系统, 人们每日在上班路上还是要浪费近1.5小时、往返共3小时, 即20%的工作时间。换言之, 假设每个人的平均工作年限为45年, 则有3.5年的时间浪费于通勤。

既然如此, 未来的城市将如何提供一个现代、便捷、通达且可持续的环境? 居住在城市中心的人希望享受城市的活力生活和便利连接, 其全然不同于居住在郊区拥有宽敞居所的人群需求。内城居民所需要的是将小型公寓与办公楼、商业零售和娱乐设施相结合的综合体。

市场最近尝试以多种颇为有趣的解决方案对此进行回应。住宅、服务式公寓、小型办公楼/家庭办公室 (SOHO)、LOFT、酒店、购物中心和公司办公室如今可以汇聚于同一综合发展项目中。这些不一定是“超大型综合开发项目”, 但它们的确在朝着生活-工作集合体这一新生活方式的方向发展。

从中央商务区到城市枢纽

人们对于超级通达的生活与工作环境有所需求, 导致在原有的中央商务区周围形成了附属中央商务区。这种超级集中的次级中央商务区又被称为“城市枢纽”, 将促使人们搬离郊区, 从而降低郊区的人口密



度。这些枢纽将为年轻人所要求的超高效率、便利又通达的生活方式提供所需的楼宇和环境。枢纽周边的城市其他地区可开发为附带公园和绿化景观的低密度区域。人们上下班的出行数、污染水平以及交通拥堵所发生的概率和规模都将减小, 开放空间则会增加 (图2)。

城市枢纽具有“充满活力”、超级通达、“信息技术一代”等特征, 其将容纳满足我们所需的新型都市生活方式的所有建筑类型及功能, 如公寓、办公楼、商业零售以及娱乐设施。这些城市枢纽将在地铁换乘枢纽上方建造, 为居民出行提供便利。居民将能够实现步行上下班。城市枢纽外围的地段主要满足家庭使用, 以公园、社区中心以及教育设施为主。两类空间在清洁便利的可持续城市中相互结合, 将现代城市生活概念发挥到极致。

这种城市新型生活方式早有例证。除上述的综合体发展项目, 已有部分建筑在多个层面实现了连接, 脱离了纸上谈兵的概念阶段。我们能在空中搭建公园, 连接不同功能的楼宇并营造居住空间。公共屋顶得以开发利用, 甚至某些城市的屋顶之间是互相连接的。我们的楼宇在逐渐进行解构, 各层都对公众开放 (图3)。

城市枢纽的分布

但我们还不能根据以上线索得出结论, 以合理而互利的方式规划这类生活-工作-娱乐综合发展项目在城市中的分布。为了更好地规划城市, 我们需要对城市枢纽的定位进行预测和推动。城市枢纽需要设立在主要铁路与公路交汇的交通枢纽。这些交通设施能方便人们从枢纽中进出, 前往其它城市和枢纽 (图4)。

Locating the City Hubs

However, we have not yet connected the dots and planned for live/work developments distributed across the city in a logical and mutually supportive way. In order to plan our cities well, we need to predict and encourage the location of City Hubs. Hubs need to be located at major transportation intersections, where major rail and road systems join together. These transport systems will enable people to move easily in and out of the hub and to other cities and hubs (Figure 4).

Shanghai is already growing in this way – this concept simply builds upon an existing trend. The city is surrounded by several elevated ring roads and two major elevated transverse roads – one running north to south and the other east to west. To some degree the subway network mimics this pattern; there is already a ring-shaped subway line that connects with the radial lines. Where rail lines intersect each other and the highway network, we see large-scale developments that could be considered the predecessors of City Hubs. The reason these communities develop in these places is the reason why City Hubs are the next logical step. They are, just as the City Hubs will be, built over major subway and road intersections, because this is where land value and connectivity are highest, and density will be achievable.

Setting the Levels

How do we make a City Hub that can accommodate the needs of our new faster, more connected and more convenient lifestyle (Figure 5)? A City Hub must be dense, but a higher population, there is just not enough room on the sidewalks and roads at ground level. To accommodate the increase, we need more public space. In order to make this happen without sacrificing too much valuable real estate, we can open up the ground with sunken courts to allow light into basements. Upper-level bridges can be wide, beautifully landscaped parks located on many levels, and can provide dining and entertainment facilities.

Design Considerations

Cities have evolved over centuries to adapt to our social and economic needs, and to accommodate a range of building types. Advances in technology such as elevators, motor transport, and subways have enabled the city to become ever more dense, efficient,



Figure 4. Map of Shanghai showing city hubs over subway interchanges (Source: Aedas)
图4 展现在地铁枢纽之上形成城市枢纽的上海地图（来源：Aedas）



Figure 5. A city hub must be dense; but to accommodate more people we need more public space, such as elevated parks on upper level bridges (Source: Top Photo by Sean Pavone, Bottom photo by Aedas)
图5 城市枢纽必须为高密度，以容纳众多人流。我们需要更多的公共空间，包括高空连桥上的高架公园（来源：上图来源：Sean Pavone，下图来源：Aedas）

上海已经在朝此方向发展，这一概念的产生是情理之中的顺势而为。上海这座城市由多条高架环线及两条横向高架路（一条南北向，另一条东西向）环绕。地铁网从某种程度上采用了同一模式，即已有环状地铁线与各辐射线相连接。在地铁枢纽及其与高速公路网的交汇处周边，滋生了可称为城市枢纽前身的大规模综合开发项目。其存在正是论证了城市枢纽作为未来发展方向的合理性。和城市枢纽一样，这些大规模综合开发项目建于地铁干线和道

路交叉点。由于这些地块拥有极高的土地价值和连通性，因此具有高密度的属性。

树立标杆

我们应该如何建设城市枢纽，从而使它们满足我们对于更快捷、更通达、更便捷的生活方式的追求（图5）？城市枢纽必须是高密度的，然而由于人流众多，地面层的人行通道及路面空间根本无力承载。为了容纳如此众多的人流，我们需要更多的公共空间。通过下沉庭院引入地下室采



Figure 6. How cities evolved from villages (Source: Aedas)
图6. 村镇发展为城市的过程 (来源: Aedas)

and vibrant. There is now increasing pressure for cities to accommodate large-scale mixed commercial buildings, while also responding to a demand for increasing density and efficiency. Cities may best respond with densification around planned hubs of mixed-use development. These hubs require enhanced infrastructure, and they should be designed to be porous and adaptable as cores of our urban fabric. If the city is a complex network of infrastructure, buildings, and spaces, then it encompasses a far greater complexity of society and culture. These complex networks have the ability to accept accretive growth and change within their established framework (Figure 6).

Many cities evolve from the coalescence of villages into a cohesive urbanity, in which each village reaches out to create a seamless web of activities, connections, and built forms. The city-villages evolved into the “hubs” of the fully-formed city, where roadways, utilities, and each community’s shared functions are concentrated and focused. Later accretions to the city, such as subway stations, respected the existing pattern of usage and were located within or under the city hubs, forming multi-modal transportation nodes.

Without overall guidance, cities have densified and grown at a somewhat steady rate, away from the historical city hubs, due a combination of land availability, district politics, and social pressures (Figure 7). The urban infrastructure grid is a fine-tuned instrument, and “wide and flat” notes can damage it. Ubiquitous densification places huge pressure upon the urban grid, which threatens the vibrancy and very existence of the established city hubs. Densification is

光, 从而打开地下空间, 并能在不浪费太多楼宇资源的基础上创造更多的公共区域。高空连桥可以建造成为宽敞的公园并进行多层布置, 为人们提供就餐和娱乐设施, 并创造优美的景观空间。

设计考虑

为了适应社会和经济发展的需求, 城市历经了数百年的演变, 也造就了不同类型的建筑。电梯、汽车和地铁这些科技进步的产物使城市变得更加密集、高效, 充满生机与活力。而今天, 城市却在承载大规模商业综合开发项目, 同时应对高速发展所带来的进一步高度密集化和不断提高城市效能的需求方面, 逐渐不堪重负。也许最好的解决办法是在已规划的综合开发枢纽周边进行高密度开发。这些枢纽需要配置完善的基础设施, 并应设计得具备多孔隙性和高度适应性等特点, 成为城市肌理的核心。

如果说城市是由基础设施、建筑和空间交织而成的复杂网络, 那么其所包含的社会与文化因素则更为错综复杂。这些盘根错节的网络具有强大的应变力, 可以在已有框架内适应不断的发展与变化 (图6)。

许多城市最初由村落的聚集联合, 逐渐演变成一个具有凝聚力的城市形态。这些村落共同组成了一个集活动、连接性和建筑形式于一体的无缝网络。随着城市村落的进一步演变, 城市形态开始逐渐完善, 从而形成了一些重要的枢纽, 将道路、公共设施以及各个社区的共享资源集中在了一起。后来, 城市中陆续出现了地铁站一类的设施, 它们根据已有的城市功能模式,

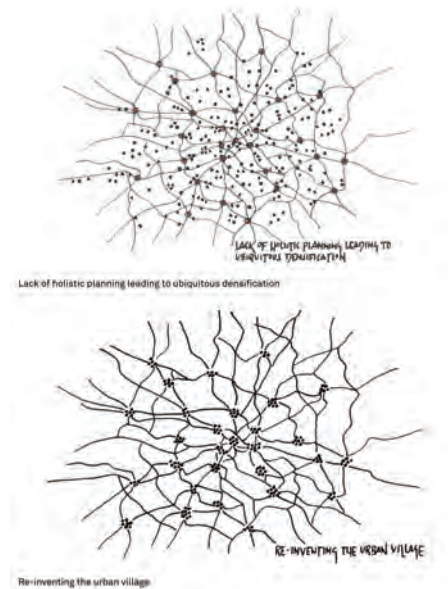


Figure 7. We should seek to reinforce and enhance our existing centers of density and infrastructure (Source: Aedas)
图7. 我们应该尝试加强和提高现有中心的密度和基础设施 (来源: Aedas)

坐落于城市枢纽之中或其下方, 形成一个个综合运输节点。

如果没有全局性规划的引导, 城市也许会均匀平铺地密集化发展。受限于土地利用、地方政策以及社会压力, 这些新发展的密集化区域将会远离原有的城市枢纽 (图7)。

城市基础设施网如同已经调好音的乐器, “宽和平”的音符都将破坏这种平衡。散乱平铺的密集化发展将对整个城市网格形成巨大压力, 会威胁到城市的活力和已有城市枢纽的存在。而对已建有社交和商业中心的城市枢纽而言, 基于已有基础设施的更新则十分便利, 围绕这些枢纽的密集化发展优势显著。因此, 我们应该尝试加强和提高现有中心的密度和基础设施升级。在城市中合理分布的高密集化区域将会进一步激活城市生活, 也使城市枢纽充满多样性, 并成为各类活动以及交通的汇聚中心 (图8)。

为了减少出行次数和时长, 将高密度组团设置在已有交通节点之上是最佳选择。高密度的城市节点需要开放空间、公园以及水道来分散人群、建筑和热量的集中。已有的城市村落节点可能已经坐落于公园和水体的周边, 因而可以更高效地基于这些节点, 进行高密度开发。

对于这些组团进行设计之前, 需要首先明确如下几个问题:

- 创造一个多孔隙的、能连接并激活周边城市的新城市枢纽是否可行?
- 在这种城市枢纽的新愿景下, 建筑是否将具备高度适应性和多功能性, 充分发挥协同效应, 展示都市的优雅氛围?

more advantageous to existing city hubs with established social and commercial centers, where the infrastructure can be readily upgraded. We should thus seek to reinforce and enhance our existing centers of density and infrastructure. Well-distributed clusters of higher density across the city will help to activate city life and act as hubs of activity, variety, and transportation (Figure 8).

High-density clusters may be best positioned over existing transportation nodes to reduce commuter frequency and time. High-density urban nodes require open space, parks, and waterways in order to offset the concentration of people, built material, and heat. Existing city-village nodes may already be located next to parks and water bodies, so it may be efficient to densify these nodes.

The designers of these clusters must ask the following questions:

- Is it possible to create a new urban hub that is porous and reaches out to connect and activate the surrounding city?

- Within this new vision of the urban hub, can the buildings be adaptable, multifunctional, and maximize synergy and urbanity?
- Do high-density hubs need to be high-rise hubs?
- Can modern design and mixed-use development models integrate open space with mixed recreational, residential, and commercial usages into a new urban model?

A rich mix of usages and connectivity may create a vibrant, focused, and sustainable city hub.

Likewise, high-density buildings within mixed-use city hubs will offer advantages of multiple ground planes and interpenetration of landscaping, light and air (Figure 8).

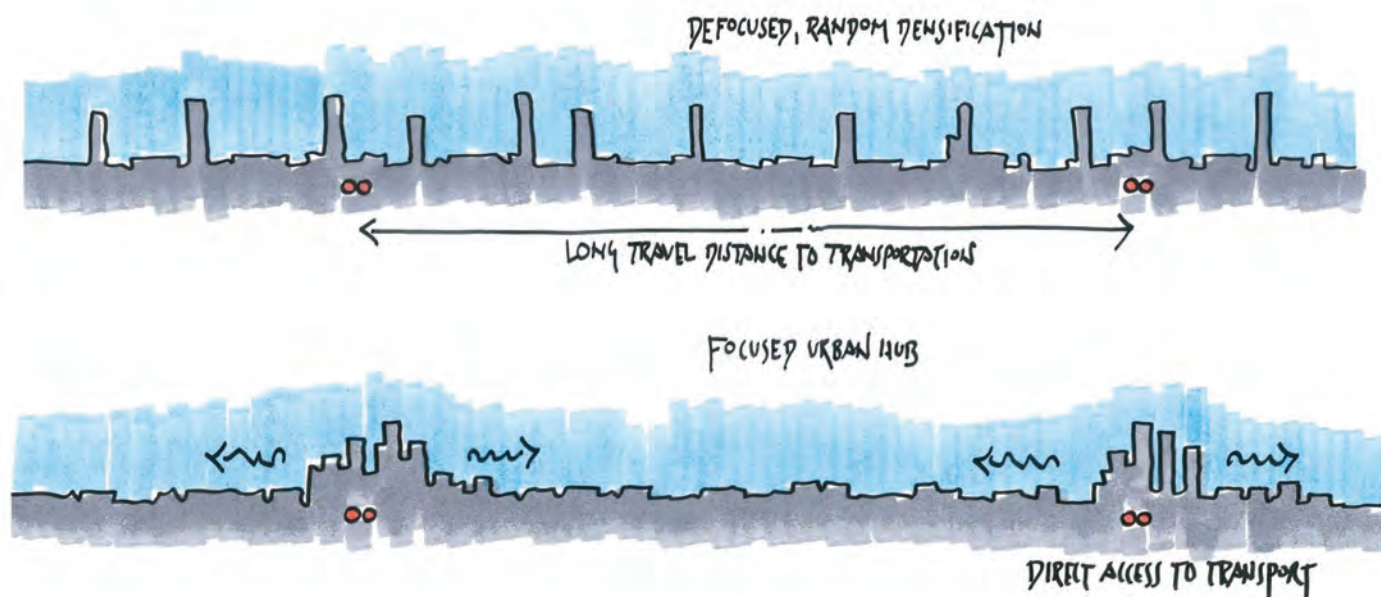
A modern urban hub may irrigate and connect the city through its porosity, multiple usages, and multi-level public spaces,

- 高密度枢纽是否必须是超高层的枢纽？
- 现代化设计和城市综合体开发模型，是否可以与开放空间、休闲-住宅-商业混合用途设施进行集成，从而形成新型城市模型？

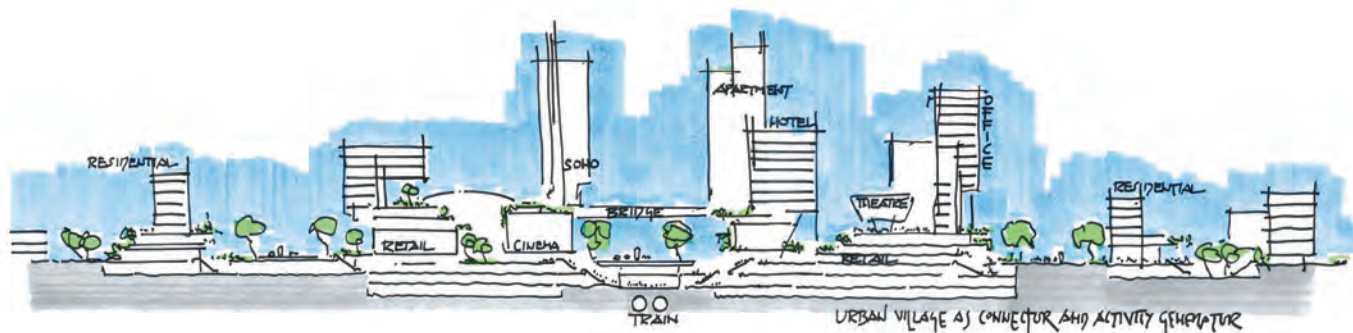
凭借丰富的功能业态和高度连通性，我们可以创造活力四射、高度密集且可持续发展的城市枢纽。

同样，综合性城市枢纽中的高密集约化建筑将有利于发展多重地面层，使景观、光线和空气相互渗透贯通（图8）。

现代化的城市枢纽将通过其多孔隙性、多功能性和多层公共空间，灌溉并连接城市，在城市中心为人们提供根据环境量身打造的、富具活力且多样化的公共空间。城市综合体和高密度开发项目，能够将独特而富于魅力的建筑群依次转化为密集而生机勃勃的城市。通过精心规划的公共空间，可以起到连接和粘合作用，从而将综合体建筑在交通枢纽上方进行完美结合。



Defocused, random densification has long distance to transportations, whilst focused urban hubs have direct access to transport



Well planned public spaces will bond and connect mixed-use buildings over transport hubs

Figure 8. A modern urban hub may irrigate and connect the city through its porosity, multiple usages, and multi-level public spaces (Source: Aedas)
图8. 现代的城市枢纽将通过其渗透性、多重功能和多层公共空间，灌溉并连接城市（来源：Aedas）



Figure 9. The varied programs of mixed-use buildings create dynamic and varied building forms (Source: Aedas)
图9. 综合体建筑的不同业态组合，形成动感多变的建筑形式（来源：Aedas）

providing a vibrant variety of environmentally tuned spaces in the heart of the city. Mixed-use, high-density developments are capable of promoting unique and fascinating buildings, which in turn lead to an intense and invigorating city. Well-planned public spaces will bond and connect mixed-use buildings over transport hubs.

Within a single high-density building, it is possible to cluster multiple complimentary and symbiotic uses around environmentally protected public spaces; but, there is an important contemporary twist. Traditional

high-density buildings are enclosed and offer no porosity at ground level, but modern high-density buildings are porous, and dissolve the ground plane into multiple public decks (Figure 9). Basement, ground, and upper levels of buildings are activated to provide an enhanced and extended public realm. The entire height and plan form of a high-density building may be energized to provide an intense and active public response.

Mixed-use buildings promote activities and life at all levels of the buildings, which enable multi-level connectivity between buildings.

在一栋高密度建筑中，可以将多种互补型的业态共置于同一环保绿色的公共空间内。当代设计已发生了巨大的变化：传统的高密度建筑是封闭的，首层无法提供任何连通孔隙；而现代高密度建筑是多孔隙的，可以将首层拆分为多个公共平台（图9）。现代高密度建筑激活了地下室层、一层以及更高的楼层，使公共区域得以增强和延伸。高密度建筑整体的高度和平面布局，将为有力而积极的公众参与提供支持。

综合体建筑的每一个楼层都得到了充分利用，并在多个层面与其它建筑相连

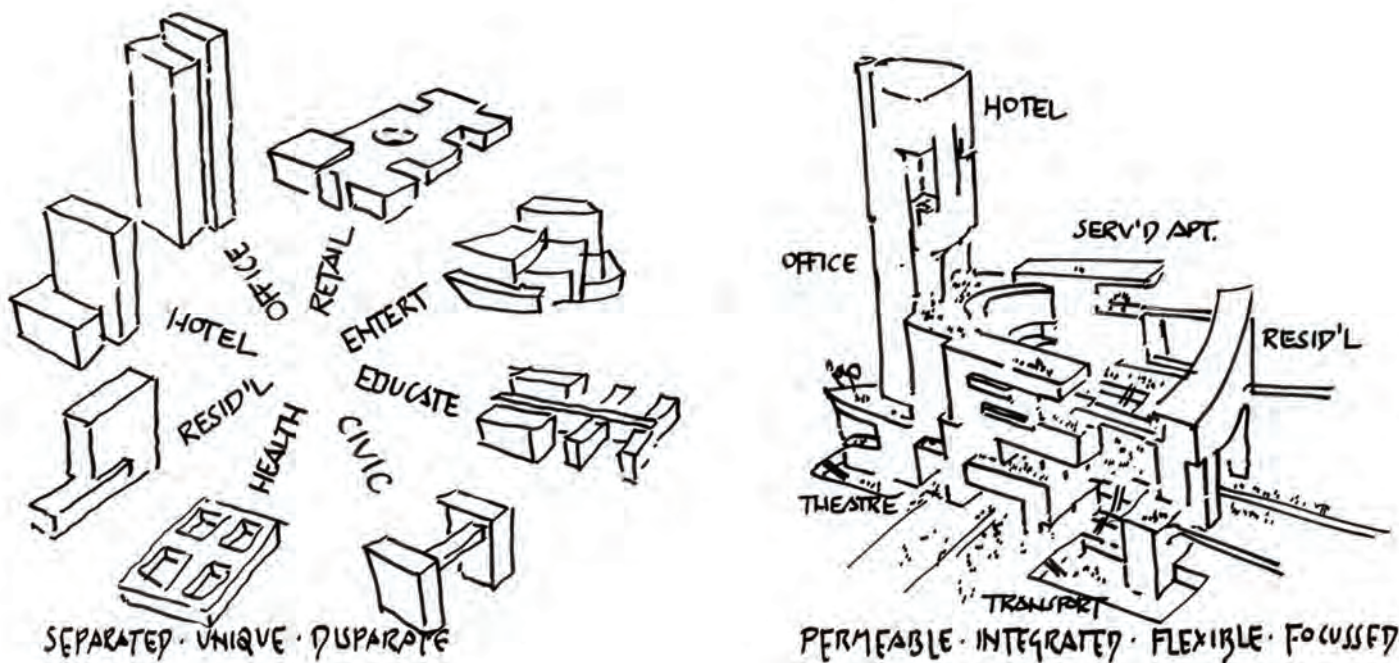


Figure 10. Traditional buildings are limited to their unique uses whilst mixed-use buildings accommodate many uses in flexible and adaptable formats (Source: Aedas)
 图10. 传统的建筑受制于他们特定的用途，而综合体建筑却没有这样的桎梏，容纳了许多不同的功能，更具灵活性和适应性（来源：Aedas）

The varied programs of mixed-use buildings create dynamic and varied building forms (Figure 10). Typical modern buildings are limited to their unique uses, while mixed-use buildings accommodate many uses in flexible and adaptable formats.

The experience of designing for the many new cities of Asia provide the grounds for confronting the urgent reality of densification, while warning us of the limited capacity for change built into the existing urban infrastructure. Densification is best-achieved by well-planned interventions at existing robust hubs, which are able to accommodate and to maximize the value of such change. Densification is a complex exercise requiring a city's central planning, analysis, and support.

The Revolution has Already Begun

It's easy to start a connected inner-urban life. The CBD already exists, and the more people who demand small, convenient apartments in work-live areas, the more will be built, thereby creating City Hubs. In a short time, China will provide the world with completely new inner cities to match our new lifestyles and expectations of its burgeoning workforce. As this change occurs, these City Hubs will become desirable, sought-after destinations and places to live, and become models of new urbanity.

接，方便各种活动并提高生活质量。综合体建筑的不同业态组合，形成动态多变的建筑形式（图10）。传统现代建筑受制于单一特定用途，而综合体建筑却没有这样的桎梏，可以容纳许多不同的功能，更具灵活性和适应性。

许多亚洲新城的规划和设计经验，为应对日益紧迫的城市密集化的现实问题提供了实践基础，也对于现有城市基础设施改造能力不足的问题给予我们警示。只有通过周详规划，使高密度化开发与已有的活跃枢纽相结合，才能让开发价值发挥到极致。城市高密度化是一种复杂的开发形式，需要依托城市的整体规划、周密分析以及各方支持。

变革已经开始

开启高连接性的城市中心生活并非难事。中央商务区已经建立并存在多年，随着越来越多的人需要在工作 and 居住区拥有小而便捷的公寓，会有越来越多这样的公寓被建造出来，城市枢纽也会随之形成。在不久的将来，中国将为世界提供全新的城市中心，从而适应我们新的生活方式、以及对于快速增长的劳动力的需求。这些新的城市枢纽也将随之而变化，成为人们生活的理想归属，并为新的城市属性提供范本。