

以“慢设计”重塑高品质城市环境 ——中国城市设计经验与展望

HIGH-QUALITY URBAN ENVIRONMENT OUT OF "SLOW DESIGN": REVIEW AND PROSPECT OF URBAN DESIGN PRACTICES IN CHINA

1 从“慢城”到慢城市设计

“慢城市”一词首先使人联想到20世纪后期从意大利小镇布拉克兴起的“慢餐”理念，以及受其启发于1999年启动的国际“慢城运动”^[1]。“慢城运动”主要着眼于小城镇和乡村，提倡享受当地美食、恢复地方传统文化与生活方式，并通过充分发掘乡镇既有资源（包括其本身的历史）来创造更多发展的可能性^[2]；“慢城市”则旨在回应出现在高密度、大体量、同质化城市中的问题。



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摘要

持续推进的城镇化，以及日新月异的应用技术使得城市规划师与设计师不断思考如何在高速运转的城市中营造舒适的居住体验，“慢城市”的概念由此而生。本文首先基于Sasaki设计事务所多年的实践经验，提出“善用当地资源”这一“慢城市”核心设计理念，并将旧城更新类项目视作践行相关方法论的主要试验场。随后，本文以若干典型城市更新项目为例，系统阐述了这一方法体系在不同背景下的应用，进一步将“使用者需求”视为一种设计城市物质空间的重要依据，介绍了如何在城市规划与设计之中权衡不同使用者的利益诉求，以促成政府、居民、设计师等群体的合作，维持项目的长期效益。最后，本文对科技进步、城市建设与生活品质之间的关系进行了辩证思考，并探讨了规划设计行业与新兴科技相结合的发展方向。

关键词

慢城市；城市设计；城市更新；历史文脉；多方合作；公众参与；技术创新

ABSTRACT

Driven by unprecedented urbanization and ever-changing applied technologies, urban planners and designers are exploring how to create comfortable living experience in fast-paced cities, thus rises the concept of "slowing city." By reviewing years of design practices of Sasaki Associates, this article is focused on the core idea of "slowing city," i.e., "making good use of local resources," and its application into a number of urban regeneration practice. Further, by taking "user demands" as a critical reference, the article discusses how to coordinate the interests of a wide range of user groups and then facilitate cooperation among the government, citizens, and designers to ensure the long-term benefits of construction projects. Finally, critical thoughts are given to how the emerging technologies could contribute to urban construction and life quality, and the new opportunity that they may bring to the planning and design industry.

KEYWORDS

Slowing City; Urban Design; Urban Regeneration; Historical Context; Multilateral Cooperation; Public Engagement; Technological Innovation

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在城市整体层面，“慢城市”强调建设与发展的品质，而非速度；在个体层面，“慢”意味着城市能为居民提供可供其放慢脚步、享受生活的设施和条件，可进一步延伸为对个体多样化需求的包容。而“慢城市”的规划设计本质上是可持续发展理念在城市规划设计中的实践，即高度重视对当地资源的深入挖掘、合理配置与充分利用，摒弃急于求成的建设模式，长远考虑项目面临的多种可能性与不确定性，从而采取更细致的规划设计步骤，并为项目推进留出更充裕的时间。此处的“资源”不仅指自然环境、生产系统、基础设施、历史文化遗存等有形资源，也包括不同组织机构和人群代表的价值观和利益诉求。

2 城市更新作为慢城市设计的载体^[3]

以“善用当地资源”为核心理念，Sasaki设计事务所（以下简称Sasaki）形成了独特的城市设计方法体系，并将旧城更新类项目视作践行这套方法论的试验场。与新城建设相比，旧城项目面临的场地限制因素更多、更复杂，通常不适合“大拆大建”。同时，此类项目也蕴含着丰富的可利用资源和新的发展机遇，因此更加考验设计师分析、解决问题的能力。总体而言，Sasaki在旧城更新实践^①中总结了以下三项设计要点。

2.1 基础设施更新及土地转型

Sasaki不仅注重对道路、管线等传统意义上的城市基础设施进行维护与升级，还积极思考如何将基础设施相关用地有效利用并转化为存量开发的契机，以推动旧城的改造与更新。以深圳市罗湖公共空间更新国际设计竞赛为例，由于场地内存在大面积铁路用地以及工业用地，与罗湖区作为深港城市门户的新定位并不相符。因此，Sasaki在参赛方案中提出将这些地块转化为与城市生活密切相关的功能用地，以催化周边地区的城市更新与产业升级。该策略不仅可以改善罗湖区的特色风貌，也将促进整座城市重新焕发活力。同时，方案还制定了一

1 From “Citta Slow” to Slowing City Design

The term “slowing city” reminds the concept of “slow food” that originated in an Italian town Bra in the late 20th century and the international Citta Slow movement launched in 1999^[1]. Citta Slow movement calls for enjoying traditional delicacies, cultures, and lifestyles of small towns and villages, thus fully tapping the local resources (including the history) to create more development possibilities^[2], while the “slowing city” aims to address issues emerging in large cities with high density and homogeneity.

A “slowing city” values the quality over the speed of urban construction and can provide facilities and conditions to meet the diverse needs of its citizens, thus allowing them to enjoy life at a slow pace. To build such a city, essentially it requires a sustainable model of urban planning and design, which means utilizing the existing resources smartly and setting more detailed agendas in the long run to deal with complexities and uncertainties of the project and avoid a rush for quick construction. The “resources” here include not only the tangible ones such as natural environment, production systems, infrastructures, historical and cultural heritages, but also a wide range of values and interest of various institutions and communities.

2 Designing Slowing Cities in Urban Regeneration Projects^[3]

The idea of “making good use of local resources” forms the foundation of Sasaki Associates’ (“Sasaki”) unique methodology in urban design, and has seen a lot of practice in urban regeneration. Compared to building new towns, urban regeneration projects are often faced with more complicated site limitations and allow no drastic demolition or reconstruction. Nonetheless, there are abundant resources and new opportunities behind these restrictions, which can only be discovered through in-depth analyses and decision-making processes. Generally, Sasaki handles these challenges and opportunities at the following three aspects^①.

2.1 Infrastructure Update and Land Use Transformation

Besides maintenance and improvement of traditional civil infrastructures such as roads and pipelines, Sasaki seeks to improve the efficiency of the infrastructure land and transform it into other uses, thus bring the opportunities to regenerate the old town. For example, in Sasaki’s proposal to the international design competition of Luohu Public Realm Regeneration in Shenzhen, large pieces of land occupied by Guang-Shen Railway and its warehouses were repurposed into uses serving people’s

① 关于本文涉及项目（上海浦西旧城改造案例除外）的详细信息，请参阅Sasaki官方网站。

① Please visit the official website of Sasaki Associates for more information about the projects described in this article (except for that of the Puxi area in Shanghai).

1. 方案通过改造罗湖口岸片区催化其周边地区的城市更新与产业升级，打造深圳面向香港乃至世界的崭新门户。
2. 方案制定的设计导则从交通、绿化、空间功能、雨水管理、建筑沿街立面和标识6方面为罗湖区7条主要道路制定了具体设计要求。

1. Focusing on the Luohu Port area, this proposal further drives the urban renewal and industrial upgrading in surrounding areas to set up the iconic image of Luohu District as a gateway between Shenzhen and Hong Kong.
2. The road design guidelines improve seven main roads in Luohu District in terms of traffic, greenery, spatial function, rainwater management, building facade, and sign.

套道路设计导则，在不影响机动车通行能力的前提下，优化了道路断面，增设了非机动车道，丰富了人行体验，并优化了沿街建筑立面。在Sasaki团队获得优胜后，这套导则已被深圳市其他道路改造项目用作设计依据和重要参考资料（图1，2）。

2.2 历史与文化价值的承先启后

在中国，旧城更新与新城扩张往往紧密并行，互相影响。旧城空间肌理在精神上所建立的认同感以及人性化尺度的慢行系统具有无形的文化价值。它们不仅是重要的可利用资源，也有助于调和其与密度较高的新城之间的矛盾。在实际设计中，我们往往以城市公共开放空间的改造为切入点，将旧城肌理保护与公共服务设施提升相结合，以挖掘场地隐含的文化价值。这种从开放空间切入的设计思路也有助于应对现代城市更新中的多种不确定因素。

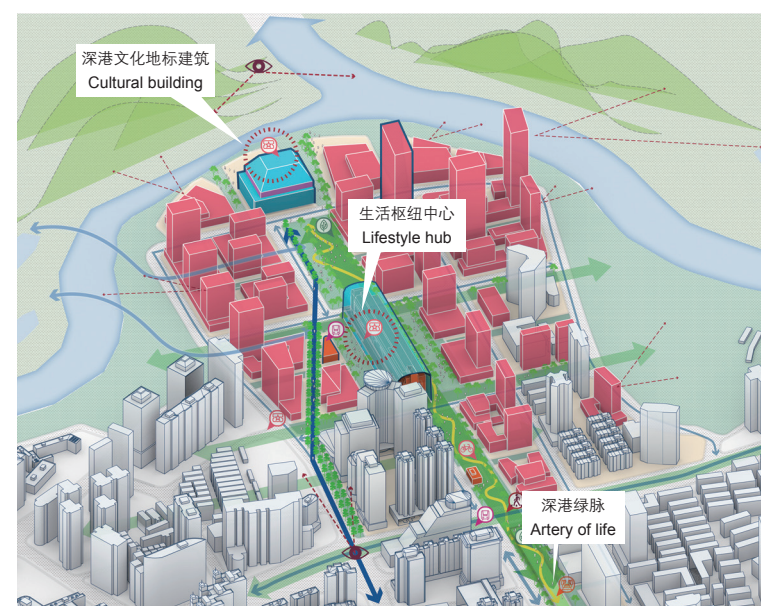
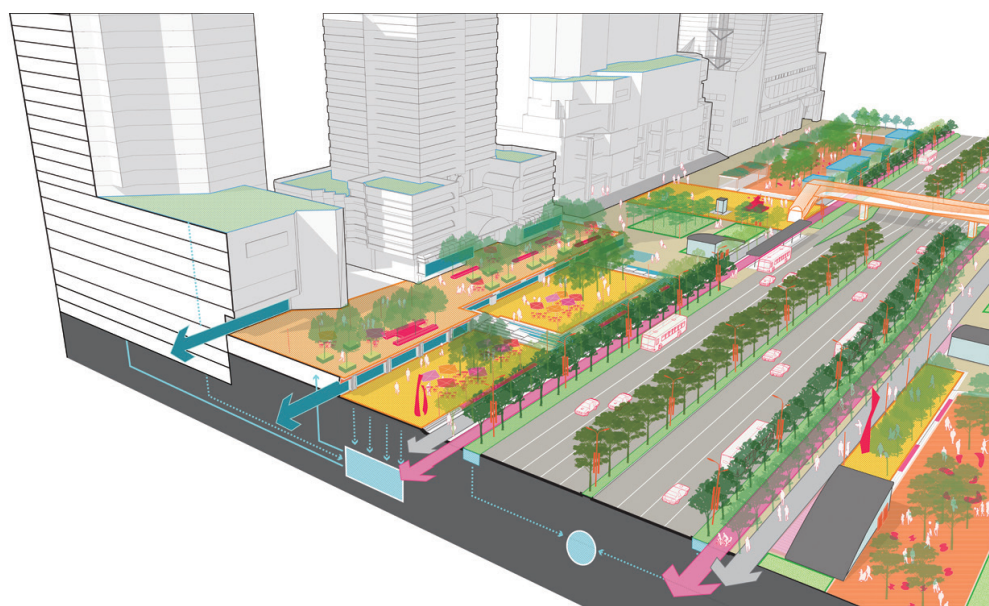
安徽省芜湖市中心城区更新项目即是上述理念的典型范例。19世纪，英国殖民者占领芜湖并将其开辟为通商口岸，在长江沿岸的高地上兴建居住区，并留下了一系列服务于殖民者生活及通商贸易的地标建筑和城市空间。殖民时代纵然过去，但这些遗存仍然在老城区之间埋藏下了物理空间与心理上的隔阂，配置不均的公共服务设施与破碎化的空间网络更突显了旧城更新的迫切性。在此项目中，Sasaki将曾

daily life, catalyzing industrial upgrade and urban regeneration in surrounding areas and setting up the iconic image of Luohu District as a gateway between Shenzhen and Hong Kong, and from then on revitalize the entire city. Meanwhile, a set of road design guidelines was proposed, which optimized road sections and added bike lanes while maintaining the road capacity of carrying automobile traffic, improved the pedestrian experience, and coordinated building facades along the streets. After Sasaki won the competition, this guideline was adopted by other road renovation projects in Shenzhen as an important design reference (Fig. 1, 2).

2.2 Inherit and Take Advantage of Historical and Cultural Values

In China, urban regeneration and new construction run hand in hand and interact with each other. Notably, the gap between old towns and high-density new districts can be mitigated by the identity and the human-friendly slow traveling experience built upon the original urban fabrics — taking them as a kind of intangible cultural assets, many of Sasaki's regeneration projects begin with public space renovation, integrating original urban fabric preservation with public service facility upgrade to present cultural implication of the original public space. This design process is also capable of handling uncertainties that may arise in current urban regeneration programs.

The regeneration plan for the downtown of Wuhu City in Anhui Province exemplifies this design process. In the 19th century, Wuhu became a trading port of the British colonists. They built residential areas along the banks of the Yangtze River,





是社会不平等象征的历史建筑和空间作为重新连接城市中心和滨水区的关键：在这些空间内植入公园、博物馆、图书馆等公共文化业态，将其转变为城市开放空间，并通过设置步行连廊、新建市民服务设施和商业开发项目等手段，串联起区域内重要的历史建筑和空间。改造后的公共空间体系不仅重现了芜湖的历史文化景观，也提升了市中心的连通性与可达性，缓解了因收入差距扩大、资源分配失衡而产生的社会空间割裂问题，成为联系人民、展现历史内涵的有力工具，以及展现城市当代风貌的标志之一（图3，4）。本项目将城市发展历程融入设计当中，创建了畅通无阻的城市核心区，有利于在当地塑造多元包容的价值观。

2.3 重构自然栖息地

在高度人工化的城市建成区内恢复自然栖息地是“慢”设计策略的直接体现，它使我们有机会弥补过去高速城镇化历程对生态系统造

as well as landmark buildings and urban spaces that served the living and trading purposes. Gone was the colonial years; these colonial buildings and open spaces have been left behind and stay separated from the newly built city blocks, physically and mentally. The uneven distribution of public service facilities and fragmented space network exacerbated such gaps and necessitated an urban regeneration project. Sasaki repositions these historical buildings and spaces as a bond that connects the old downtown and the waterfront areas by transforming them into public cultural facilities such as parks, museums, and libraries, and linking them with new pedestrian corridors while introducing new civic service facilities and real estate development projects. The newly-established public space system not only represents the cultural landscapes of the old Wuhu but also improves the connectivity and accessibility of the downtown, helping sew up the communities with different income levels and civil resource distributions with a unified historical connotation, becoming a contemporary epitome of the city (Fig. 3, 4). The proposal takes the urbanization history of Wuhu as the foundation of a well-connected future city hub and diverse and inclusive values.

2.3 Reconstruct Natural Habitats

A typical “slow” design strategy is to restore the natural habitats in the highly-constructed urban areas — it allows us

3. 芜湖市中心城区更新方案的关键策略在于重新连接城市中心和滨水区，同时整合分散的历史遗址。
4. 该项目激活了芜湖市一度被遗忘的历史文化珍宝。
3. The key strategy in the proposal of the Wuhu Downtown Regeneration project is to reconnect the city center and waterfront areas and link up the scattering historic sites.
4. The historic and cultural value of Wuhu's past is re-celebrated in this project.



图5 © 一巧景观摄影

5. 由跑道、人工湿地和乡土植物构成的滨水空间，既延续了场地的历史记忆，又提升了其生态价值。
6. 起伏的步道模拟了乘坐飞机升降的体验。
5. The runway, constructed wetlands, and local plant communities compose a waterfront landscape that inherits the site's history while improving its ecological value.
6. The sloped walkways provide ascending and descending experience as if on a flight.

成的不利影响。以新近建成的上海徐汇跑道公园为例，这里曾是龙华机场的跑道，大面积的硬质混凝土跑道是其历史身份的标志，但也降低了整个设计区域的生态价值。Sasaki一方面使用长江三角洲的乡土植物营造观鸟园、果树林、蝴蝶花园、雨水花园及人工湿地等多种栖息地，恢复生物多样性，将雨水花园和人工湿地与雨水径流处理系统相结合（图5）；另一方面，设计保留了部分原有跑道，并在场地内设置充满趣味性的缓坡，为行人营造类似乘坐飞机升降的体验，以植入场地记忆（图6）。改造后的公园兼具观赏游憩、净化雨水、呼应场地历史等多重功能。

3 基于多方合作的慢设计

作为一种无形“资源”，不同使用者群体所代表的多元价值观和利益诉求是设计城市物质空间的重要依据。设计师首先需要收集、分析、权衡与协调不同使用者的诉求，再决定如何分配并利用既有资源。仅依靠图纸信息进行设计决策很容易造成资源错配，难以创造出真正贴合使用者需求且具有较高包容性的城市环境。Sasaki十分注重通过公众参与环节来解决前期调研中的信息不对称问题，以此加强与使用者群体的互动，推动其参与规划设计过程。与此同时，政府在公共项目中也扮演着重要的角色。设计师需要引导政府积极了解市民的多样化需求、有意识地权衡多方利益，使其在城市公共项目中更好地履行协调者与服务者的职责。

to make up for the negative environmental impact from the rapid urbanization process. The newly-built Xuhui Runway Park in Shanghai is a very good example. Used to be the main runway of the Longhua Airport, the site witnessed the industrial development of the area and decreased ecological value. Sasaki's design built a series of territorial and aquatic habitats with plants native to Yangtze River Delta, such as bird-watching garden, orchard, butterfly garden, rainwater gardens, as well as constructed wetlands, to restore the biodiversity on site while integrating the state-of-art stormwater management systems into the design (Fig. 5). At the same time, part of the historic runway was preserved, and sloped walkways were designed to create ascending and descending experience as if on a flight, to recall the site history as an airport runway (Fig. 6). The park offers opportunities for sightseeing, passive recreation, rainwater filtration, and history reflection.

3 Slowing Design based on Multilateral Cooperation

As an important “resource,” the diverse values and interests of different user groups are critical to urban space design, which the designers need to collect, analyze, evaluate, and coordinate before deciding the allocation of existing resources, so that biased design strategies only based on drawings can be avoided, and an inclusive urban environment can be achieved. Through public engagement, Sasaki can thoroughly investigate user needs, as well as get them more involved in the following planning and design processes. Meanwhile, government agencies should be guided to actively participate in such process, helping collect such information and consciously balance the interests from various stakeholders, in order to play the primary coordinator and facilitator role in the urban public projects.



图6 © 一巧景观摄影

3.1 利用技术手段，多渠道收集意见

愈加发达的信息技术为新型调研工具的不断涌现提供了坚实的基础，使设计师可以在较短时间内尽可能多地收集使用者需求信息。为此我们成立了Sasaki Strategy这一研究部门，邀请数学家、软件工程师等专业人员加入，为项目的前期调研开发辅助工具。其早期的研发成果主要用于校园规划设计，用以收集学生和教职工对校园内不同地点的步行适宜度、空间品质等属性的评价，作为后续设计的依据。经过多年探索，Sasaki Strategy所研发工具的应用范围已经扩大到城市尺度，并可根据不同项目的特点进行定制。

目前，中国的网上信息公开平台已经相当普及，甲方（尤其是政府部门）可以通过此类系统来了解使用者诉求以及对项目的期望，并在项目建成后持续获取其运营、管理情况，以便及时维护和提升服务。例如，自2015年上海嘉定新城中央公园建成以来，居民们通过政府网上投诉平台主动反映了一系列公园管理维护问题，如停车混乱、铺装破损、绿植养护不到位等，促使管理部门及时采取补救措施。

此外，设计师还可以联合公众定期开展使用后评价。这些评价数据经过长期积累、分析和总结后，可以形成共享设计案例知识库，供业界同行研究和参考。在嘉定中央公园建成后，Sasaki联合华东师范大

3.1 Explore Technologies in Data Collection

Ever advancing information technologies and investigation tools have dramatically improved the efficiency of information collection. Echoing this trend, a research team called Sasaki Strategy is established to involve mathematicians and software engineers in developing survey tools for Sasaki's design teams. In the early period, their work was mostly used for campus planning and design, with which students and the staff could assess the campus environment on many attributes such as walk suitability and space quality, as the references for design. Now, their research has expanded to the city scale and can customize toolkits for different projects.

In China, project clients (particularly governments) can also use the online information platform to learn about the public's demands and expectations, as well as reflection on operations and management of the built projects, so that timely maintenance and improvement can be made. For instance, citizens have reported various problems encountered at the Jiading Central Park in Shanghai via the government online compliant platform since its completion in 2015, such as illegal parking, damaged pavements, and

7. 在上海嘉定中央公园的设计中，Sasaki通过清淤、去直取弯、扩大河流断面、软化驳岸、增加湿地等手段，极大地改善了龚家浜的水质，并且沿河创造了大量的栖息地。
7. In Jiading Central Park project in Shanghai, via dredging, restoring the natural water course, expanding the canal section, creating vegetated riparian zones and wetlands, Sasaki has greatly improved water quality at Gongjiabang Canal and recovered large areas of riverfront habitats.



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8. 在成都“熊猫之都”的设计中，都江堰大熊猫谷既是通往大熊猫国家公园的门户，也是一座集研究、教育和观光于一体的科研基地。

8. In the proposal for the Chengdu Panda Reserve project, the Dujiang Weir Panda Valley is positioned not only as the gateway to the China's National Panda Park, but also a foundation of research, education, and tourism.

学对流经公园的龚家浜的水质进行了长达一年的监测，发现公园内的水质已由建设前的Ⅳ类水提升为Ⅲ类水，基本达到景观用水标准，从而证明了该项目水生态改善策略的有效性（图7）。

3.2 保持开放沟通，避免极端决策

庞杂的使用者需求信息必须由设计师凭借专业经验进行分析与权衡，如评估落实的可行性、考虑如何处理极少数人的特殊诉求等，并结合业主、开发商等其他利益相关方的诉求做出取舍。因此，并非所有群体的诉求都能得到同等回应。

为了提高最终设计决策的信服度，在美国，Sasaki通常通过多轮社区会议进行协商：不仅要公布采纳的建议，还要解释其他建议因何落选，以获得公众的理解。这种做法虽然会延长设计周期，但也细化了设计决策的分析步骤，可以有效避免最终方案走向技术官僚主义或民粹主义。在中国，越来越多的设计项目开始重视前期的民意调查工作，例如，Sasaki在成都“熊猫之都”设计项目（图8）中就开展了面向市民的问卷调查，这是一个很好的开始，下一步则需要重点思考如何更加科学地权衡不同人群的诉求、协调各利益相关方之间的关系，以及如何与公众保持有效的沟通，引导他们逐步参与到设计过程之中。

3.3 借助政府力量适当干预

资源分配失衡是现阶段城市建设的一大问题，其很大程度上归咎于逐利行为的大行其道。例如，在欧美备受争议的“士绅化”现象，即是由于开发商在旧城改造过程中一味打造高档街区，无形中挤压了

poor planting maintenance, urging the management team to address these issues immediately.

In addition, designers are suggested to conduct long-term post-occupancy evaluation in collaboration with the public, and set up a database of case studies for reference in the design industry. After the Jiading Central Park was built, Sasaki worked with the East China Normal University for a year monitoring the water quality of the Gongjiabang Canal which goes through the park. The results suggested that the water quality within the park has been upgraded from Class IV to Class III, meeting the requirements on landscape water in surface water quality standards, and proved that the aquatic ecology improvement strategies applied were effective (Fig. 7).

3.2 Keep Conversation Going and Avoid Irrational Decisions

Not all demands and expectations of the users can be realized in the end, because for designers, there is much to assess, such as the feasibility of different requests, and how to address the special needs of the minority. This requires not only design expertise, but also communication and negotiation between multiple stakeholders including proprietary owners and developers.

In the United States, usually several rounds of community meetings are held before the announcement of final decisions of a project to convince all the parties, who would also be informed why some of their requirements are not responded to. This process does prolong the design period but can avoid technocracy or populism in the decision-making. Sasaki is glad to see that public opinion survey in the early design stage is attracting attention in China, and has introduced an online poll into its master planning process on the Chengdu Panda Reserve project in Sichuan Province (Fig. 8). Next, more progresses are expected in scientific evaluation of diverse groups' demands, coordination of the interests of all stakeholders, and productive communication with the public to get them more involved in the design process.

3.3 Leverage Government Intervention for Equality

Unbalanced resource allocation in urban construction is largely attributed to the reckless pursuit for profits. More and more neighborhoods of low-income but long-time residents are taken down and replaced by high-end communities, leading to the much-criticized gentrification in many western countries. This could have been avoided by proper intervention of the government — by ensuring inclusive design

低收入原住民的生存空间。在这种情况下，可以适当通过政府调控鼓励包容性城市设计，以保障弱势群体的权益。在这方面，中国许多地方政府表现出了较强的号召力与行动力。

以近期Sasaki参与的深圳市坪山河沿线景观提升和城市更新项目为例，由于当地政府已经为受城中村改造影响的居民初步制定了一套安置方案，设计团队可以在此基础上引入多种规划设计策略，包括保留不同的城区肌理、创造各具特色的城市空间，以及提高业态多样性等。在上海市对于浦西核心区的改造中，政府干预也发挥了显著作用：这里曾经拥有大量的旧石库门建筑和里弄社区，随着浦西经济的不断发展，高收入人群逐渐涌入，老里弄面临着被拆除的命运，生活在那里的低收入群体也可能被迫随之搬离。针对这一问题，上海市政府主动开展了提升里弄公共空间品质、修缮老旧建筑外立面及基础设施等工程，改善了老里弄社区的整体宜居性，留住了部分低收入居民，使浦西地区避免了过度士绅化。

4 借助科技塑造未来城市生活

科技发展的重要目的之一是提高工作效率、缩减工作时长，以使人们有更多闲暇体验生活、享受生活。先进技术应被更多地应用于提升城市空间品质、鼓励个性化与多样性，而非单纯满足快速增长或千篇一律的海量供给，这也与本文开头提出的“慢城市”内涵相一致。

在城市规划设计领域，科技的进步也为重新定义城市空间提供了可能，为设计理念、思路及方法论的突破创造了契机。近年来，结合内部团队开展的无人驾驶技术对城市肌理的影响研究，Sasaki一直在探索未来城市生活的可能性，如以深圳市坪山河沿线景观提升和城市更新项目为切入点，探索如何通过引入无人驾驶技术缩减机动车道数量、提高步行安全性，并结合传感技术，将移动式文化导览与教育科普等功能植入城市空间，并实时收集使用者对城市环境的反馈数据（图9）。单是这些可能性就已经让我们看到了无人驾驶技术塑造未来城市空间的巨大潜力，而深圳作为中国重要的无人驾驶汽车研发基地，更是具有得天独厚的试验条件。或许在未来，会有越来越多的规划设计团队选择与高科技企业合作，积极探索城市空间的新形态。

在中国，如何在城市的发展效率与包容性之间找到平衡点，仍有待论证和思考。只有认同城市发展环境与资源的多样性，才能真正创造出服务于不同阶层人群的城市场所。Sasaki始终倡导在设计中放慢步伐、聆听不同的价值取向与声音，以营造更贴近人们生活并能引起广泛共鸣的城市空间。LAF

in urban regeneration projects and safeguarding the interests of the vulnerable groups. Many local governments in China have done good jobs on this regard.

Recently, Sasaki participated in the Pingshan River Landscape Improvement and Urban Regeneration project in Shenzhen. The local government had formulated a preliminary placement plan for residents who were impacted by the project, laying a good foundation for the planning and design strategies to create the diverse fabrics, icons, and business types of urban spaces in that area. The regeneration of the core area of Puxi (on the west side of the Huangpu River) in Shanghai is another case: thanks to efforts of the Government of Shanghai, many old neighborhoods were retained and refurbished with improved public spaces, facades, and civil infrastructures, so that many low-income residents are able to go on living there against the ever-growing high-income residents and the accelerating pace of economic development across this area.

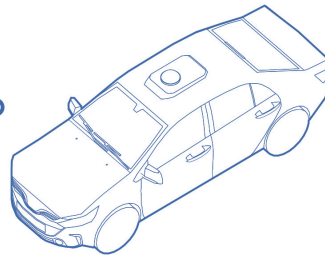
4 Reshape Future Urban Life with Technologies

In reflecting on the technological progress and their influences on urban life so far, what is the most expected is the higher efficiency and less working hours, so that more time can be released for people to experience and enjoy life. Technology shall be used to improve the urban space quality, encourage identity and diversity, rather than creating superabundant but monotonous places. This also echoes the concept of “slowing city” mentioned at the beginning of this article.

In the urban planning and design industry, technological progress provides more possibilities to redefine the urban space and to make breakthroughs in the design philosophy and methodology. Supported by Sasaki's internal research on the impact of autonomous driving technologies on urban fabrics, Sasaki has been exploring the possibilities of future urban life, and has tested them in the Pingshan River Landscape Improvement and Urban Regeneration project in Shenzhen. With autonomous driving technologies, the amount of the motorized lanes can be reduced to release spaces for other uses, creating a safer driving environment and laying the foundation for a mobile cultural and educational guide system supported by sensing technologies (Fig. 9). This example enables us to take a glance at the potential of the autonomous driving technologies in shaping the future urban space, and the favorable conditions of Shenzhen, one of the major research and development bases of the autonomous vehicles in China,

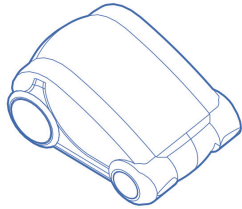
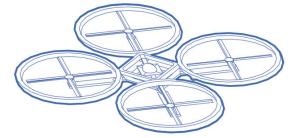
无人驾驶汽车 Autonomous vehicle

利用当地产业优势，建设无人驾驶示范区
Take advantage of local industry to build autonomous vehicle demonstration area



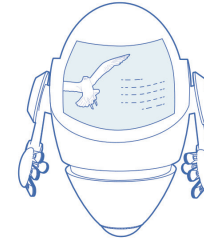
环境检测无人机 Drone detector

自动定期检测水体和空气质量并收集数据
Monitor water and air quality automatically and periodically while recording accurate data



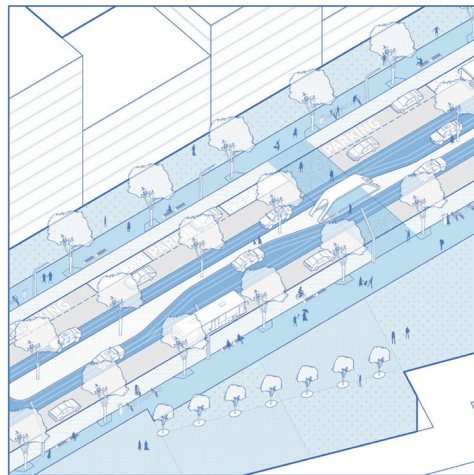
小型无人驾驶汽车 Small autonomous vehicle

提供老城文化生活体验服务
Provide cultural experience service in the old town

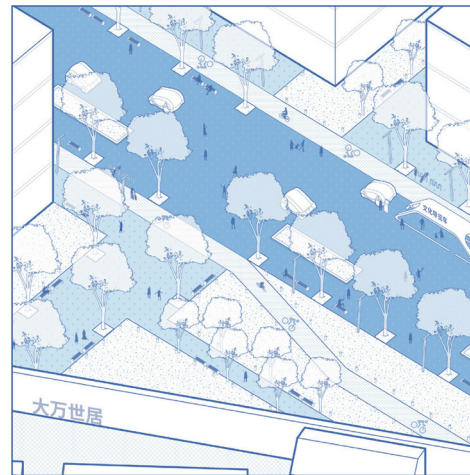


导览机器人 Guide robot

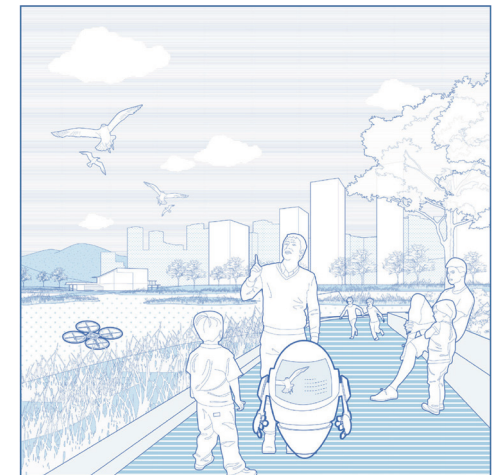
提供生态公园动植物、水质等信息，具有教育意义
Provide information of the animals and plants in the park as an educational service



燕子湖节点
Yanzi Lake node



老城中心节点
Old town center node



碧岭节点
Biling node

© Sasaki
9

- 将无人驾驶与传感设备用于不同尺度的城市空间，可以更好地展示当地的环境特征并收集使用者反馈。
- Autonomous driving and sensing technologies are applied in urban spaces at multiple scales, conveying information of the local environment and collecting user feedbacks.

is the perfect test field of these technological innovations. In the future, there would be more cooperation between the high-tech businesses and the planning and design teams to explore the new urban patterns.

In general, it takes time to strike a balance between the development efficiency and the wide inclusiveness in Chinese cities. However, the diversity of urban contexts and inherited resources should be always recognized, while the sense of identity comes from a slowing-down design process that is open to different voices and diverse expressions. **LAF**

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