

二环2049

2ND RING 2049 Beijing, China

图文提供: OPEN Architecture/开放建筑

设计概念

二环2049是OPEN的一个研究项目，旨在借二环为一个切入点，大胆地探讨一种截然相反的城市发展策略。北京的二环所在地曾是代表着防御、封闭的古代城墙与护城河，之后被快速路和地铁取代；目前，它是首都里的“首堵”，割裂着城市肌理。二环的变迁一直与北京乃至中国的城市发展息息相关。在当今世界性的环境危机以及中国作为正在崛起的世界领袖的大背景下，我们不得不重新思考二环和我们城市的未来是什么？设想我们的城市不再以修更多的路为解决交通的方式，而是大力发展公共交通，有效地限制私家车的增长，那么现在割裂城市肌理的二环快速路可以回归普通城市道路。OPEN设想将二环主路所占用的宝贵土地变成北京线性的“中央公园”，同时插入城市严重缺乏的各种公共文化设施。2049的二环，将从一个低效率且高度污染的地带，最终变成干净、绿色、充满生机的城市公共空间的主轴。

连环套

从二环建成通车的1992年起，在短短的18年间，北京像“摊大饼”一样已然将自己的环路城池向外扩张了四次，城市面积迅速膨胀了20倍左右。北京拥有当今世界上从尺度上讲数一数二的环路系统，六环已经建成通车，七环似乎正在酝酿中。每一圈环路都记录了在一定时间阶段城市化的边缘，虽然这些记录永远是落后于实际发展的。这些高速路是城市肌理的断裂带，给城市设下了一环又一环难以逾越的障碍。北京似乎进入了一个“连环套”的怪圈——路修得越多交通反而越拥堵。随之而来的是空气越来越污染，城市越来越不宜居。如果仍然沿袭现在的发展模式，北京终将走向无可挽回的境地。

特殊的二环

二环是北京诸多环路中最靠近内城也是最早的一环，从历史和地理的角度讲是最独特的一环。“二环”这个名字从它第一次出现到现在也许不到三十年，而二环所代表的那32公里的“凸”字型城市印迹却有几百年历史，它曾是城墙与护城河，是环城铁路，是被人遗忘的纪念碑，是地铁二号线的2/3，也是现在的快速路。

OVERVIEW

During the past decade, Beijing is caught in a strange and vivacious cycle of 'more roads more congestions'. With newly built highways everywhere in the city but worsen traffic jams day by day, the city is becoming increasingly polluted and hostile to urban life. With average 2000 new cars hit the road every day, Beijing's crisis cannot be solved by simply building more roads.

Our research has also shown that public parks and facilities are severely lacking in the city of Beijing. Parks are a rarity, and only about 10% of social needs can be accommodated in current public facilities. On the other hand urban street life is largely missing in a city with roads designed for automobiles only.

Realizing that the pattern of urban development in Beijing needs to be seriously overhauled, yet the policy makers still seem clueless of what to do, we hope to gradually build up a think tank, using 2nd Ring 2049 as a seed project to involve concerned designers scholars and alike, at the same time promote public awareness of better urban life. Our aim is to find radical but tangible strategies for our city of tomorrow.

The vision is set for 2049, 100-year anniversary of communist China, with the hope for injecting idealistic and forwarding thinking into today's architectural discourse, which is more often than not driven by the practicality of past decades' economic boom and the fashionable form making.

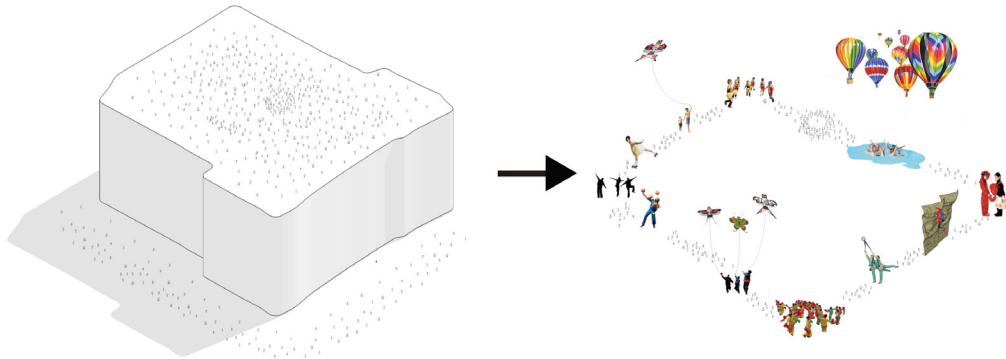
2ND RING 2049

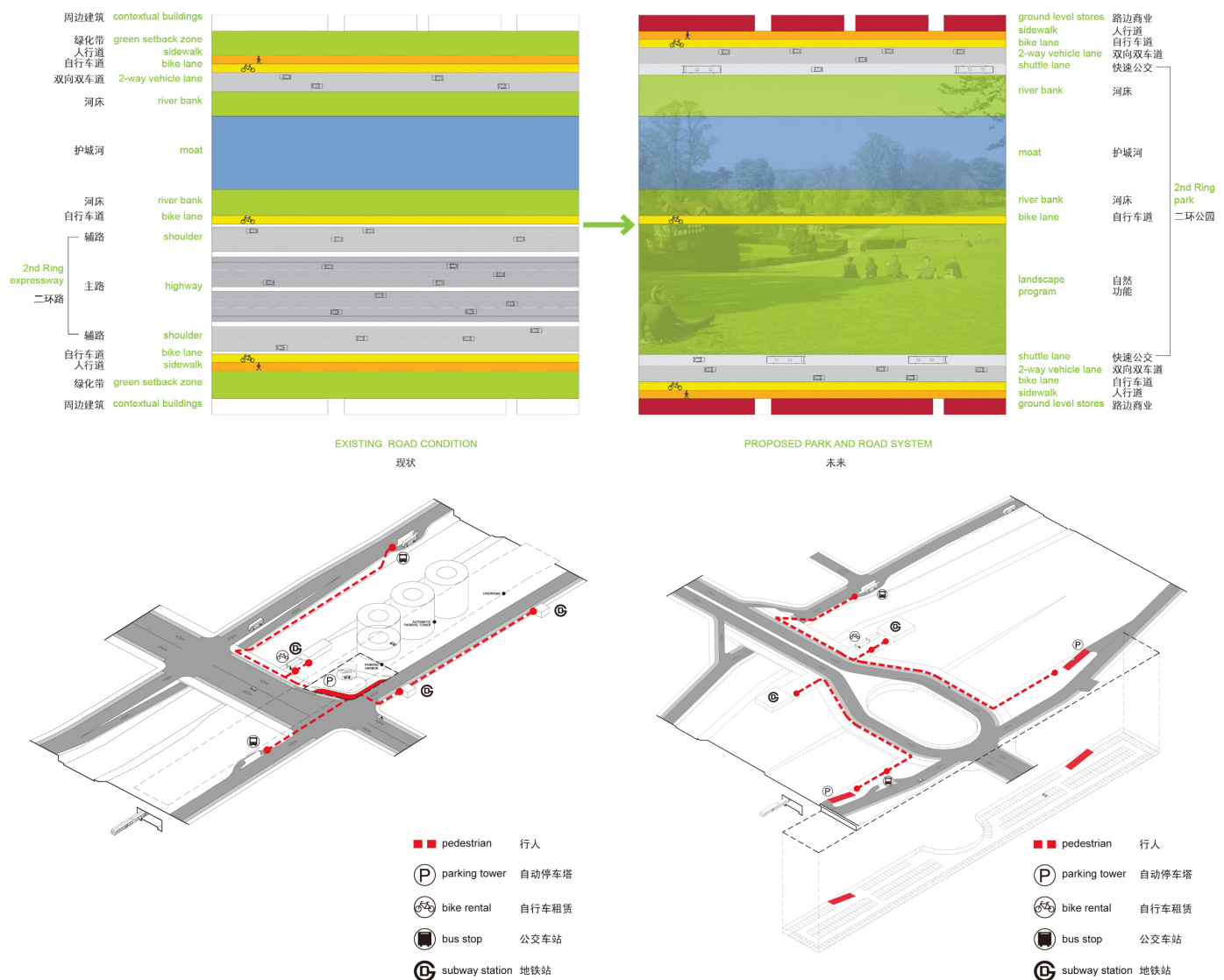
Radically departing from the current mode of urban development, this research project investigates the possibilities of transforming a unique member of Beijing's ring road highway system, the 2nd ring road, into a park zone with much needed public facilities, and normal urban streets with active urban life, by 2049.

The 2nd ring road of Beijing was built on the site of the old city wall demolished in the 1950's. It is the beginning of Beijing's outward thrusting ring road highway system which now has 6 complete rings and a 7th in the formation. But it is the most unique one by history and the one not genetically wired as a highway. Once it was the edge of the city demarcating the city from the outskirts, now it is by all means a gigantic concrete barrier and the biggest polluter right in the center of the city.

The project explores the possibilities of transforming the 2nd ring road into new kinds of urban spaces, turning it into a linear green lung for the city. This will also become a new spine of public facilities to boost a healthier and more joyful urban life.

Private cars will stop to be the primary mode of transportation within the old city. Public transportation system will be reorganized and new ones proposed with much higher efficiency and capacity. Many transportation nodes planned along the new 2nd Ring Park will facilitate people to get on public





它早已不是内城和郊区之间的城市边缘。现在我们基本可以把北京三环以内的范围看作北京的中心城区，最中心的紫禁城是个无人居住的“空”，二环已然就是这个环状的中心城区的中心线。它不仅是将现在城市中心肌理截然切断的一个巨大的障碍，而且二环周边是北京城里最拥堵和空气最污染的地带。

公园和公共设施的缺乏

北京的公园相对缺乏，而且大多需要门票。据我们曾经做过的研究，北京中心城区大约每2.804平方公里才有1个公园，其他城区公园的密度则更低。而纽约市的中心区曼哈顿，大约每0.956平方公里有1个公园，如果包括开放的儿童游戏活动场等袖珍公园，则每0.16平方公里就有1个公园。

另一方面，城市里也严重缺乏公共设施，如公共图书馆、儿童活动中心、社区活动中心等公益性的机构。曾经普及的工人俱乐部、社区文化中心等设施，基本上都已经被会员制盈利性的会馆、俱乐部等取代了。据香港大学研究生院学生的调查，北京现有公共文化设施大约只能满足北京人的文化生活需求的10%。

transportations once in the old city. Normal urban streets will be restored which will bring long lost street life back.

Natural ecological system will be restored. Disappeared species such as swallow will have a chance of living in the city once again.

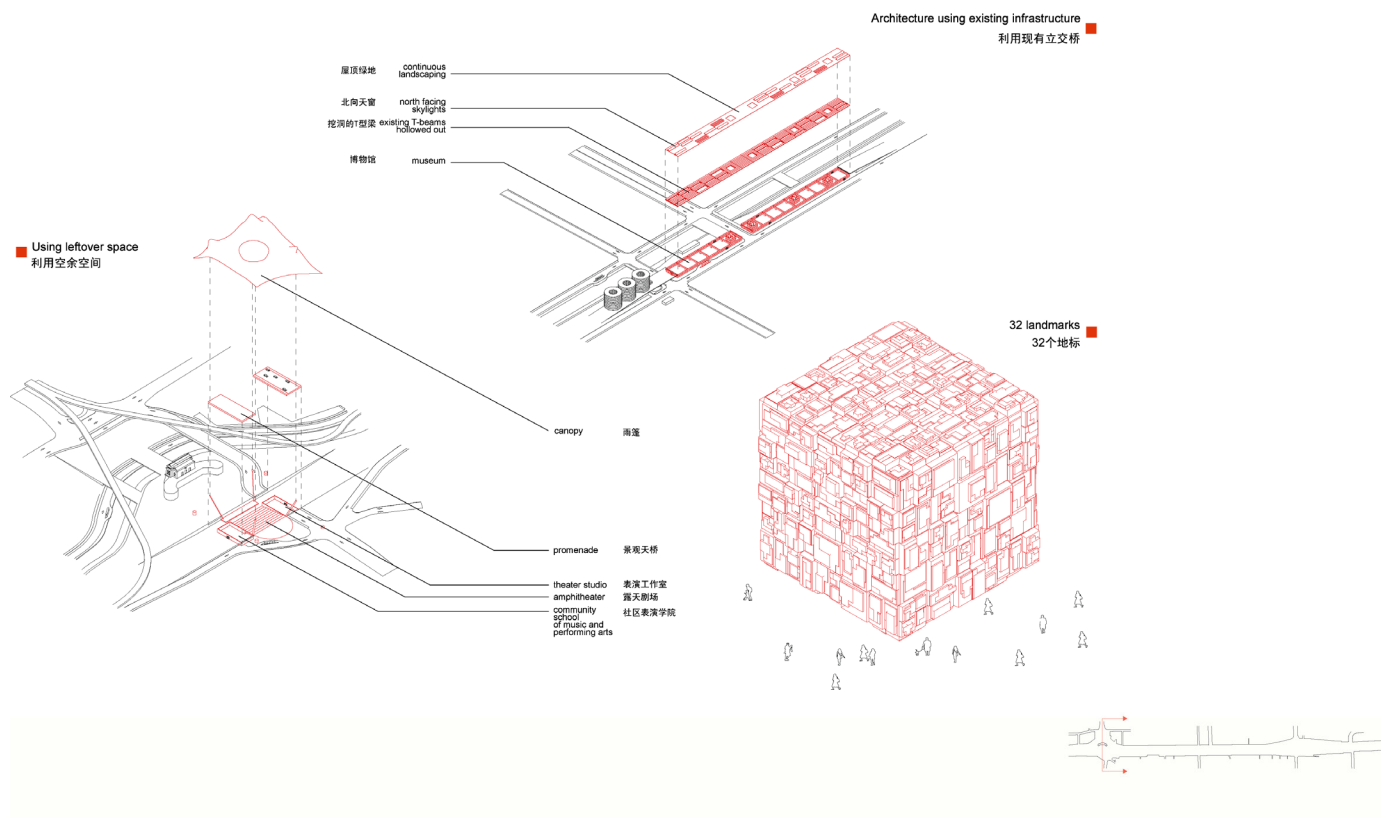
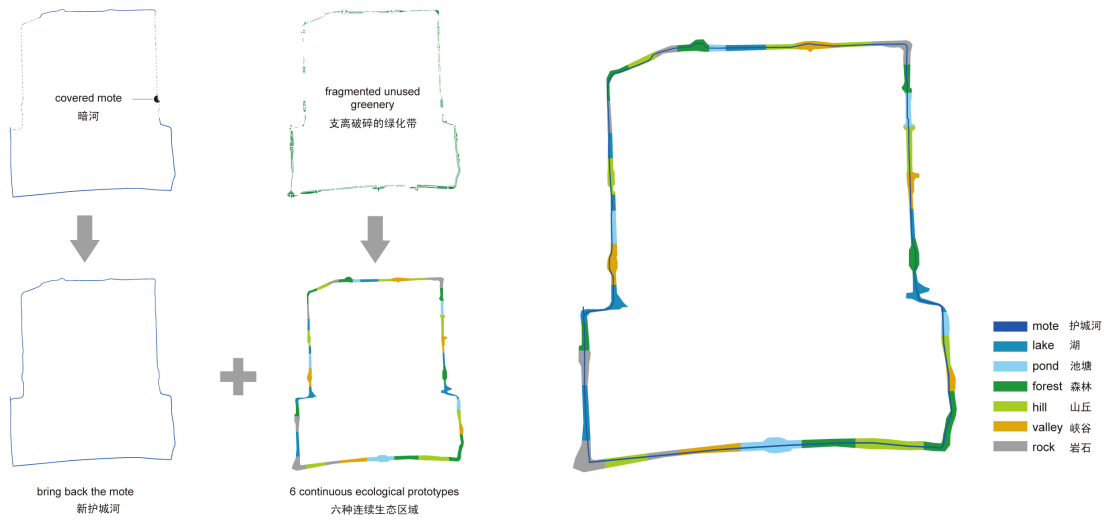
Two typologies of architecture will be inserted into the 2nd Ring Park, one utilizing the existing bridge structures and disappears into the landscape, the other one is 32 cubes inserted as special nodes. Both provide public facilities that are missing from the city, such as public libraries, children's houses, community centers and etc.

BEIJING 2049

Our hidden agenda is, by 2049, Beijing will really become an open, dynamic, efficient and livable city. We hope to foster a new kind of urban life with high density high efficiency and high quality on our finite land resource. We hope 2nd Ring 2049 will act as a point of departure for much needed debates on the future of our cities.

二环2049__交通系统

为方便叙述，我们姑且将二环以内称为内城，二环以外称为外城。OPEN的提案认为北京的未来必须依赖于大力发展公共交通，尤其在中心城区。私家车在二环以外完成换乘，进入内城主要





依赖公共交通。那时位于中心城区中心线的二环路将不再承载绕城快速路的作用。

一般人可能不注意，二环两侧内城和外城的建筑物之间的距离通常有100多米。以北二环为例，大多数地方宽达150米左右。这中间有护城河及其堤岸、河边的小路、二环外环辅路、二环主路、二环内环辅路、辅路和内城之间的绿化带等等。OPEN的提案以护城河边现状路及二环内环附路为基础，将两条单向的普通城市道路分别置于内城和外城的边界。二环主路不再承载交通功能，将被改造成线性的城市公园。二环路这堵无形之墙将随红绿灯的出现自行瓦解。

恢复了街道尺度的道路将给城市带来活跃的城市生活和新的商机。二环现有的32座立交桥将被改建为主要的交通换乘点，其附近设置自动停车楼。公交车的网络被重新梳理，班次及站点加密。环线地铁增加站点密度，区分大站快车和慢车。二环沿线增加有轨电车，方便即时上下客。出租自行车的网络遍布内城。

二环2049__生态系统

不再承载交通功能的二环主路被改造成线性的城市生态系统。生态系统与景观的最大不同在于后者只偏重视觉上的享受，这也是现在二环所谓“绿化带”最大的弊病。二环公园生态系统的最终目的是使用，是感受，而非只用来观赏。

二环生态系统覆盖原有二环路的每一寸土地，6个生态区域之间互有重叠，一条完整的护城河贯穿整个公园，达到自然与人的和谐共生。

二环2049__城市功能

在对二环周边用地的调查中我们发现了二环乃至整个城市所缺失的元素——公共空间和社会精神。二环公园的功能分区与它旁边的城市功能相关联，但又超越于现状的急功近利的需求。当这座城市正因它经济上的繁荣和建筑上的标新立异而引人注目时，二环公园的城市功能所关注的是它精神上的缺失和文化上的弱势。

两种貌似对立的概念构成二环公园的建筑体系：消失的建筑与纯粹独立的建筑。前者或依附于现有立交桥，或隐藏在自然环境之中；而32个立方体则成为二环公园上新的地标建筑。这两种建筑体系承载了同样的使命，即提供城市中缺乏的公共设施，如公共图书馆、社区活动中心、剧场茶馆等公益性文化设施。

北京2049

我们更大的理想是，2049的北京真正成为一个开放、宜居、有效、有精神凝聚力的城市。在我们有限的土地上，找到一种高密度、高效率、高质量的城市生活方式。希望二环2049作为一个入手点，能激起一些亟需的对我们城市未来的设想和争论。AT