

摄影/Photo Halvorson Design Partnership



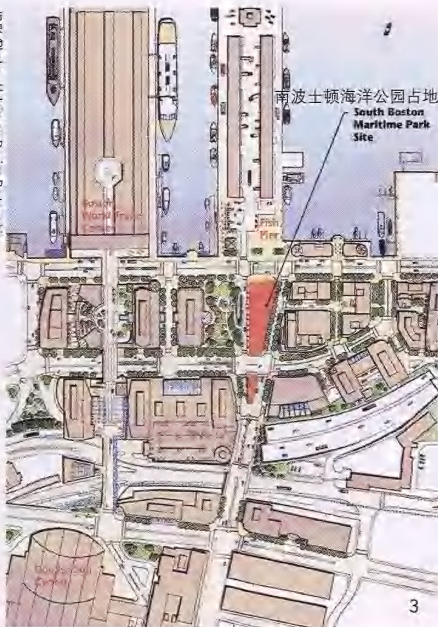
南波士顿海洋公园：21世纪公共空间设计 South Boston Maritime Park: Public Realm for the 21st Century

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摄影/Photo Massachusetts Port Authority



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马萨诸塞港务局负责开发的南波士顿海洋公园是25万平方米闲置滨海区重新规划的核心工程之一。2004年开始运营的海洋主题公园不仅受到美国各界的广泛关注，而且荣获美国景观设计师协会颁发的国家荣誉奖。在哈文森设计事务所的带领下，景观设计师连同各学科人员共同创作出一个当代公共花园。它不仅立意鲜明大胆，而且生动地记录了该地区的百年海洋史。马萨诸塞港务局最初的目标是建设一座占地4 500平方米的“主题公园”，每天吸引附近居民、上班族和游客前来休闲健身，抑或是在这里举办一些特殊的文娱活动。但是由于项目2000年开始之初，附近的大片土地还是空地，港务局便一改初衷，希望设计一个高品质为本的新兴社区，不断地吸引开发商和租客前来于此。南波士顿海洋公园生动饱满的景观设计巧妙地蕴涵在一片起伏的“大草坪”，设有户外坐席的四季咖啡厅、两条高耸的绿廊、葱郁的树丛以及那些记录海洋历史和传说的艺术品上。合作设计成员包括马查多和西尔韦蒂建筑师事务所、TAMS咨询工程公司以及艺术家卡洛·多伦和埃伦·德里斯科尔。



摄影/Photo: Massachusetts Port Authority



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1 设计目的

整座海洋公园可以生动地表达为四个不同层次：

(1) 大草坪堪称公共建筑前面的传统空间——它轮廓清晰、神态平和，可以同时满足不同人群的需求；

(2) 沿着北大街滨水区（或是站在草坪上）遥望绿廊，它仿佛一面饰有廊柱的立面，与港湾里鳞次栉比的桅杆交相呼应；

(3) 凉亭更注重私密性，木壁板向下折合成长椅，不禁令人想起帆船上的甲板和座舱内的座椅，而舰首形的屋顶与天空则交相呼应；

(4) 丛林中的岩粉地平面和柚木长椅营造出舒适宜人的空间。

公园的中心采用升高式设计，不仅开阔了观景视野，而且形成园区的景观焦点。高11米、宏伟的钢木结构绿廊以及精巧雅致的咖啡厅和广场成为这里的点睛之笔。

公园拥有6种以上不同形式的座椅，如花岗岩座椅、无靠背的柚木长凳、带有靠背的长椅（既有独立使用的长椅，也有与墙壁结合在一起使用的长

椅）、大台阶、咖啡椅、与咖啡馆立面结合使用的长椅以及本身就可以成为人们休息就坐的大草坪。

公园正门的两侧是艺术家卡洛斯·多伦雕刻的花岗岩海浪图案。靠近海湾一侧的混凝土铺路被设计成鱼鳞状，使之成为满足海港地区新的滨水需求的连接元素。这种铺路设计也是该地区整个海洋主题街景标准的一部分（哈文森设计事务所设计）。

大草坪通过斜面花岗岩铺路石高于人行道，与周边的步道分割开来。每隔一定的距离就会设置一个草坡供轮椅、婴儿车和草坪维护设备进入。

公园内处处隐藏着一些小惊喜，比如一个隐藏在长椅之间的35英尺（约合10.7米）长的“传声筒”深受孩子们的喜爱。

公园的植被葱郁繁茂，全都适宜海洋气候条件，包括多达28种的不同树林、灌木丛、地被植物、蔓生植物、多年生植物、球根植物以及各种各样草类植物。

2 节水设计

哈文森设计事务所以大胆微妙的手法诠释园区

与滨水环境的故事。无论是建材选择（柚木、花岗岩和铸铁）还是景观形式（龙虾捕捉器形的水雾喷泉、桅杆形的廊柱，令人联想到造船学的咖啡馆建

1. 海港人行路入口
2. 施工前南波士顿海洋公园场地
3. 海港地区平面图，由哈文森设计事务所设计
4. 艺术家的眼光看海港
5. 大草坪前的台阶座椅
6. 凉亭遮阳顶部
7. 小路两旁的灯光与附近海港的潮汐潮落相呼应

1. Pedestrian entry from Seaport Boulevard
2. Site of South Boston Maritime Park before construction
3. Many of the open spaces and streetscapes in the Seaport District were also designed by Halvorson Design Partnership
4. Artist's view of completed development in the seaport district
5. Step seating along the Great Lawn
6. Pergola canopies
7. Path side lights marking tidal changes in the nearby harbor

摄影/Photo: Harkness Design Partnership



筑), 无不勾起人们对过去和当代海洋史的追忆。与海洋相关的艺术品和图案随处可见, 它们完美地融入公园的整体设计之中。

3 对城市发展的贡献

马萨诸塞港务局开发的海洋公园具有两方面的民用目的:

(1) 创建一个主题公园, 不仅吸引南波士顿当地的居民和上班族, 而且商务人员、参会者以及游客也会对此流连忘返;

(2) 促进周边地区的发展。

这一发展策略是有理有据的。因为人们常常汇聚到公园里, 特别是在午餐时间, 这样邻近的每个地块都可以进行私营开发或全面开发。

南波士顿海洋公园促进了该地区旅游经济的发展, 它不仅支持各种特殊会议的召开(如三项全能运动会、婚礼和音乐会), 提供清洁干净的公用卫生间, 而且三季咖啡馆还可以供应早餐和午餐。

4 环保设计

公园的设计结合诸多可持续性手法, 如丛林中采用低反照率、渗透性良好的预制岩粉铺面。咖啡厅屋顶上的雨水经过延长的屋顶水槽流入一个岩石构筑的装饰性排水结构中, 利用收集到的雨水有效地补充地下水资源。

公园建在距南波士顿港不远处, 曾经的一座垃圾填埋场上, 所以这里存在着海水入侵地下水的风险。此外, 场地还遭受海风和盐蚀的侵害。为了确保植物的生存状态, 所有植被都是精心挑选的耐腐蚀性植被, 同时园区也进行升高式设计, 从而使得植物的根部远离海水侵蚀。

5 讲述波士顿港“过去和现在”的故事

南波士顿海洋公园生动地展现出波士顿作为西半球最古老(曾经也是最繁忙)海港城市的沧桑历史。哈文森设计事务所将海洋相关的元素和艺术巧妙地融入公园设计, 它们不禁令人联想到波士顿曾经辉煌的海洋史和如今现代化的生活方式。

摄影/Photo: Harkness Design Partnership / Ben E. Watkins



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摄影/Photo: Harkness Design Partnership



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公园内许多花岗岩墙面和台阶上都雕刻着与海洋或航海相关的故事和传说, 比如潮汐表、天气预警符号、波士顿港轮廓以及帮助人们记忆哪些船舶可以在公海上通航的“航行规则”。

6 设计挑战

由于南波士顿主要的交通动脉D大街将在拟建中的公园中直接穿过, 这将带来大量的地下公共设施(如下水道和水管等)。项目将D大街分为南北两条, 中间是V形的公园场地。然而拆除这些地下公用设施成本过高, 但它们的存在却对公园的设计造成很大影响, 特别是对凉亭建筑的选址和结构以及为公用设施维护而需修建的道路带来一定局限性。

当马萨诸塞港务局开始在具有历史意义的工业海港区创建一个富于生机的多功能社区之际, 他们就努力勾绘出“21世纪波士顿”的美好蓝图。南波士顿海洋公园仿佛蓝图上的璀璨明珠, 使港务局的愿望梦想成真。■(王玲译, 王琳校)



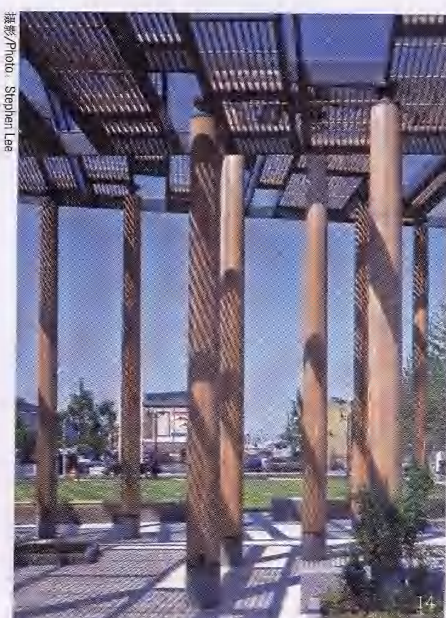
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8. 公园边缘地带的绿化带
9. 公园地势较高的咖啡广场
10. 儿童喜爱的“捕虾笼”
11. 材料也能唤醒水岸氛围：铸铁台阶、柚木及花岗岩
12. 大草坪缓缓延伸至咖啡亭
13. 海港林荫道便道通向一个新潮餐厅
14. 格栅雨篷与桅杆
15. 延伸出的屋顶排水槽可以让雨水流入土壤
16. 咖啡亭与固定长椅
17. 花岗岩表面与海港有关的雕刻
18. 马赛克拼图与海港历史主题（德里斯科尔设计）
19. 咖啡广场

8. Park edge planting buffer
9. Café plaza at the high point of the park
10. "Lobster-trap" fog fountain: loved by children
11. Materials evoke waterside heritage: cast iron steps, teak, granite
12. Great Lawn gently slopes up to the café pergolas
13. Seaport Boulevard sidewalk leading to a new trendy restaurant
14. Shadows among the "masts"
15. Extended roof gutter directs rain back into the ground
16. Café pavilion, with built-in benches
17. Detail of granite showing harbor-related inscriptions
18. Mosaic sculpture with sea port history themes by Ellen Driscoll
19. Café plaza

As the centerpiece of its revitalization of 25 hectares of derelict waterfront land, the Massachusetts Port Authority ("Massport") has created South Boston Maritime Park. The new, nautical theme-based park opened in 2004 has received nation-wide attention (including a National Honor Award from the American Society of Landscape Architects). Led by Halvorson Design Partnership, landscape architects, the interdisciplinary design team created a park that defines a bold, contemporary public space and that, at the same time, tells the story of the district's 100+ years of maritime history. Massport's primary goal for the 4,500 m² park was to create a "signature park" that would attract a mix of neighborhood residents, local workers and visitors to the waterfront, serving everyday needs as well as special events. And, since much of the surrounding land was still vacant in 2000 when the park project began, Massport wanted a high-quality design to serve as the nucleus of the emerging district, attracting developers and tenants to the surrounding parcels. South Boston Maritime Park's dramatic design is defined by a gently-sloping "great lawn", a three-season cafe with outdoor seating, two towering pergola structures, a bosque of shade trees, and art works that celebrate nautical history and lore. Collaborating designers included Machado and Silvetti, architects, TAMS Consulting, engineers, and artists Carlos Dorrien and Ellen Driscoll.

Design Intent

The "diagram" of the park can be expressed as a sequence of four parts:

1. The lawn is like a traditional space before a public building – serene, strongly defined, inviting

spontaneous use by all. 2. The pergolas, when seen from the water's edge along Northern Avenue (or from the lawn itself), act like a large civic colonnaded frontage, while also evoking a "forest" of ships' masts which once crowded the harbor. 3. On a more intimate scale, the pavilion features wood siding that folds to form benches, reminiscent of the decking and cockpit seats in a sailboat, while its prow-like roof hovers above, profiled against the sky. 4. The bosque with its stone dust ground plane and abundance of teak benches provides a shady respite.

The center of the park is elevated to improve views to the harbor and create a focus. This central focus is announced by the majestic, 11m-high, wood and steel pergolas and handsome café pavilion and plaza.

More than a half-a-dozen different forms of seating are offered, including granite seat walls, backless teak benches, benches with backs (both free-standing and integrated into walls), monumental stairs, café chairs, benches integral with the café façade, and the lawn itself.

The Park's main entrance is flanked by Carlos Dorrien's granite, wave-patterned sculptures. Concrete pavers in the harborside zone were designed in a fish-scale configuration to tie together all of the new waterfront uses in the Seaport District. This pavement is part of a comprehensive maritime-themed streetscape standard for the whole District (also designed by the Halvorson firm.)

The Great Lawn is separated from adjacent foot traffic by raising it above the pavement with beveled granite curbing, which is periodically interspersed with grass ramps to allow access for wheelchairs, strollers and mowing equipment.

Little surprises proliferate through the park, including a 35-foot-long maritime "speaking tube," hidden among the benches – a big hit with children.

The planting design is lush and exuberant, using 28 varieties of trees, shrubs, groundcovers, vines, perennials, bulbs, and grasses, all chosen to survive the marine conditions.

Water-sensitive design

The Halvorson Design team related the park's design to its waterfront setting in both bold and subtle ways. Its materials (teak, granite, cast iron) and forms (lobster-trap mist fountain, mast-like pergola columns, café building reminiscent of naval architecture) evoke both historic and contemporary maritime uses. Maritime interpretive art and graphics have been installed throughout, integrated seamlessly in the overall design.

It is a perfect spot to see the working port in action.

Civic contribution

Massport civic goals for the park were two-fold:

- to create a "signature" public park that would attract to the waterfront a mix of South Boston residents and local workers, as well as hotel visitors, convention-goers and tourists; and
- to stimulate development of surrounding parcels.

This strategy is borne out by results. People flock to the park, especially at lunchtime. Every abutting parcel is under private development or is complete.

South Boston Maritime Park is a growing contributor to the visitor economy, supporting



摄影/Photo: Stephen Lee



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摄影/Photo: Halvorson Design Partnership



摄影/Photo: Massachusetts Port Authority

special events (triathlons, weddings and concerts), providing breakfast and lunch from its three-season café, and offering clean public restrooms.

Environmentally sound

The park incorporates many sustainable features, such as low-albedo pre-cast pavers, which lead to the permeable stone dust surfacing throughout the bosque area. All run-off from the café roof is conveyed via an extended roof gutter to a rock-lined, ornamental drain structure to recharge the ground water.

Just yards from the edge of Boston Harbor, the park is built over historic landfill and is at risk for saline infiltration into the groundwater. It is also an exposed site for wind and salt-spray. To ensure survival of plant materials, species were carefully selected for marine hardiness and the park area was elevated to keep roots out of the zone of brackish water.

Telling the story: Boston's port "yesterday and today"

South Boston Maritime Park highlights Boston's history as one of the oldest (and once the busiest) seaports in the Western Hemisphere. The Halvorson Design team seamlessly integrated maritime-related elements and interpretive art throughout the park to remind visitors of Boston's

proud maritime past as well as modern-day activities within the Port of Boston.

Dozens of granite walls and steps in the park are engraved with maritime and nautical lore, such as tide tables, weather warning symbols, the outline of Boston Harbor and the "Rule of the Road", an historic memory aid for remembering which ships have right-of-way on the high seas.

Design challenges

D Street, one of South Boston's major arterial streets, passed directly through the site of the proposed park, carrying numerous sub-surface utilities (sewers, water mains, etc.). The project called for dividing the street into separated north- and south-bound lanes, with the park to occupy a wedge-shaped parcel in the middle. Moving the underground utilities, however was cost-prohibitive. The presence of these sewers and water mains greatly constrained the park design, particularly regarding the location and configuration of the pavilion building and the need to provide access routes for utility maintenance.

When the Massachusetts Port Authority set out to create a vital mixed-use neighborhood on Boston's historic industrial docklands, it envisioned creating "the Boston of the 21st Century". With South Boston Maritime Park as its crowning centerpiece, Massport has achieved this vision. ■

项目名称: 南波士顿海洋公园
项目地点: 美国马萨诸塞州波士顿
设计时间: 2002年春至2004年秋
项目规模: 1.1英亩 (约合4 500平方米)
首席设计师: Craig C. Halvorson, FASLA
项目经理: Robert R. Uhlig
景观设计: Christopher Greene (Programming), Robert Adams, Joe Ficociello, Ricardo Austrich, Socorro Alatorre
建筑设计: Machado and Silvetti
艺术设计: Carlos Dorrien, Ellen Driscoll



摄影/Photo: Halvorson Design Partnership