

大眾運輸導向發展引導都市空間再造之策略研究

摘要

大眾運輸導向發展(Transit-Oriented Development,以下簡稱TOD)引導都市空間再造之策略思維建立於減碳行動及面對能源危機,大眾運輸系統建設能有效改變傳統擴散蔓延式都市發展型態,因此必須思考如何引導發展回歸既存地區進行探討。結合臺灣都市發展現況中,得知TOD引導都市空間再造之策略,不能僅是侷限於車站周邊地區之開發(尤其是距離捷運車站300-500公尺內給予容積獎勵),應當提升策略思考方向,從至區域/都市的角度探討TOD如何引導都市空間進行再造。

緣此,本研究深入探討TOD理論及與TOD相關之新規劃理論(包含:新都市主義、優質成長、綠色交通),結合兩者建立區域、都市、社區空間發展架構,引導發展從區域、都市計畫地區逐步整合、聚集、強化空間發展,並據以落實在社區面向之調整,俾能破除過去TOD侷限在車站周邊地區發展之思維,引導都市空間進行再造。

結合國外實施TOD案例,包含美國(加州、舊金山港灣地區及多種社區TOD類型)、日本(東京都、京都市)、新加坡,發現TOD具備多樣性內涵,透過多樣性/混合性、完善性/完備性、整體性/連結性、舒適性/景觀性進行規劃,並將其融入計畫體系內。

透過實證臺北捷運路網、捷運中和線沿線都市以及捷運景安站周邊地區空間發展現況,發現現行空間發展具有下列課題:在區域面向課題具有①缺乏整體性空間發展計畫;②重要或一般自然資源消失;③誤解TOD原本內涵導致誤用與濫用;在都市面向課題具有①侷限於捷運車站周圍地區;②捷運路線沿線都市發展僅是點狀思考;在社區面向課題具有:①土地使用現況呈現雜異化;②都市景觀被道路阻隔;③公共設施服務品質不足。

綜述以上,本研究提出TOD引導都市空間再造之策略,必須建立在以區域/都市/社區三向度之空間架構下,從區域面向重視發展與保育並重,抑制都市蔓延以及引導發展回歸市中心,在都市面向依都市計畫地區內發展特性,透過發展策略與管制手段,重新建構空間發展佈局,據以引導都市空間進行再造,最後落實在社區面向,破除僅是在車站周邊高密度發展之迷思,重視空間品質的提升。

關鍵詞：大眾運輸導向發展、新都市主義、優質成長、綠色交通

A Study on the Strategies of Reshaping Urban Space Promoted by T.O.D.

Abstract

Due to the global warming and environmental destruction, Transit-Oriented Development (T.O.D.) is a major solution to the service and ever-evolving problems of petroleum consumption and climate change. The provision of mass transportation may create walkable communities with different density, connecting to a train track that may greatly reduce the desire of driving which will lead to less consumption of fossil fuels.

TOD influences not only the surrounding areas of its stations, but also the whole urban region. As the Taipei MRT is close to its finish, we expect that urban development would gather toward to the MRT. When reviewing the Taipei City and Taipei County, we found that to encourage the diversity around the transit stations, certain incentives were given. Whether these incentives are according to TOD spirit is the issue for this research.

Therefore, this research analyzes TOD, New Urbanism, Smart Growth, and Green Transport theories to set up the framework space development for region, urban, and community levels. From American, Japanese, and Singaporean TOD experiences, TOD strategies are not one-size-fit-all, and they must be adjusted while dealing with region, urban and community.

For the Taipei MRT, Taiwanese TOD strategies should be more flexible. In the region level, the strategies are to reduce urban sprawl and protect land preservations. In the urban level, the strategies are to infill developments into existing areas and provide land diversities, and choices of transportations. In the community level, the strategies are to improve the quality of life and promote walkable communities.

**Keywords: Transit-Oriented Development(T.O.D.) 、 New Urbanism 、
Smart Growth 、 Green Transport**