



臺南市政府

# 3. 規劃構想 Planning Ideas

## 1.港埠記憶

安平港歷史風貌園區應發展成為一個擁有豐碩自然資源及文化資產的港鎮，呈現自十六世紀大航海時期以來的國際港埠記憶，以及自然地理變遷的水紋記憶。在大歷史的時間軸段上及大環境的空間脈絡中，安平可視為一座「港埠記憶的劇場」。這個劇場恆久的空間演出應包含以下四個主要劇情：

- 1.多層的歷史底蘊
- 2.特殊的自然環境
- 3.豐富的社群生活
- 4.強韌的港埠經濟

## 1.Harbor Memory

Anpin Harbor Historic Park is envisioned as a historic harbor town with rich natural resources and cultural heritages. The plan attempts to present and represent its vicissitudes since the age of Great Navigation of the 16<sup>th</sup> Century in terms of its socio-economical as well as geographical changes. Referring to its position against this time-space matrix, Anpin is historically theatrical. In this sense the birthplace of Taiwan is inevitably becomes a memory theater where four major plots ought to be constantly played:

- 1.The historical richness.
- 2.The natural beauty.
- 3.The variety of community lives.
- 4.The versatility of local economy.

Anpin Harbor Historic Park

The City of Tainan  
Taiwan



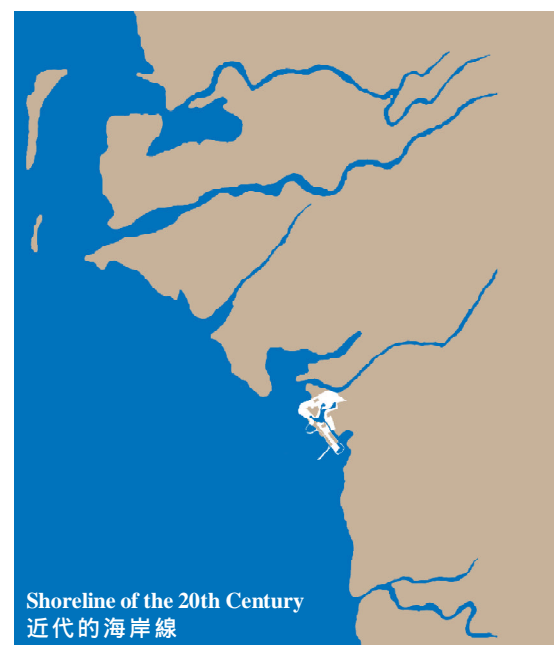
Shoreline of the 17th Century  
明鄭時期的海岸線



Shoreline of the 18th Century  
清領時期的海岸線



Shoreline of the 19th Century  
日據時期的海岸線



Shoreline of the 20th Century  
近代的海岸線

### 1.應永遠保存之地區

海岸防風林區，鹽水溪堤岸二側，以及漁港之東邊水岸，應設定為永久保留之綠地，並努力復育其生態條件。

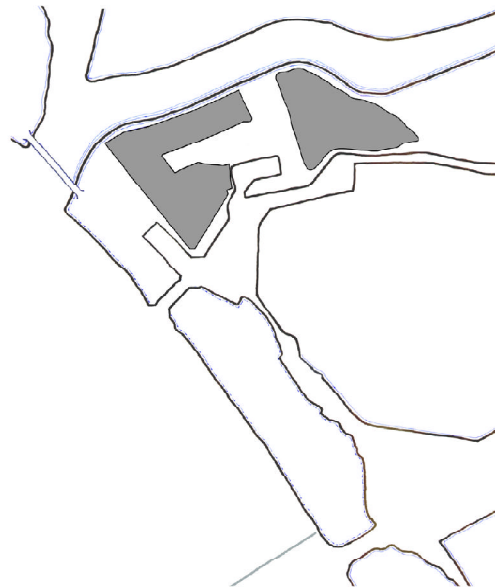


#### 1.Reserved Area:

These spaces should remain the land uses as policy gives for very long time,basically are seaside, riverside horbor front greens.

### 2.較不宜變動之地區

規劃區內的新舊二個住宅區，應保存其現有的土地使用，以及使用強度，但應加強改善其品質。在開發與建設時應有較嚴謹的管制規範。

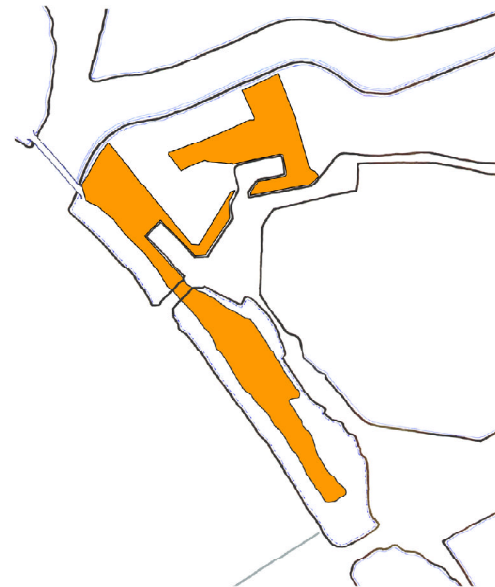


#### 2.Stable Area:

These spaces unlikely to redevelop and should not change their land uses and structure in the future.This areas require careful interventions of private efforts that should be induced and regulated by sensible public policy.

### 3.可應變調適之地區

部分土地使用目前編定不當，或應再檢討其使用方式及使用強度，且產權上公部門佔有相當比例的地區，為較具彈性而可做為應變的地段，以促成本園區的發展。



#### 3.Area Susceptible to Change:

These spaces present higher opportunities for redevelopments that would enhance the vision of the Historic Park as planned.

## 2.分區規劃原則

空間規劃的構架應建立在檢討現有的土地使用及產權結構上。區別其中應永遠保存地區以及中長期間較不宜變動的地區，而剩餘的其他地區為較有應變彈性並可做更動的地區。這三種地區劃定後，可擬定其適用的的規劃原則與設計規範。

## 2.Adaptive Planning

To response to the facing challenges, it is necessary first to identify three areas within the planning boundary: the spaces that should be reserved and restored, that should be maintained, and those with potential to change. Each area will apply different planning principles and together make a coherent whole to meet the overall goals.





### 3.核心與配合計劃區

全區的空間規劃內容，包括歷史、自然、社區、地方產業等四個主題，並整併於三個主要計劃區中：

#### 1.歷史保存核心計劃區：

目的在於重現安平的历史情境。其中包括古堡、水道、民居及洋行之維護、重建及再利用。

#### 2.港埠再開發計劃區：

目的在於改善港口的環境品質，強化水岸設施，以及引進新的經濟活力。

#### 3.配合計劃區：

目的在於支持歷史核心區的重建及港埠地區之活化。主要項目為置入新的文化產業、觀光旅遊產業以及提供新的居住環境，以容納由歷史核心區遷出之人口。

### 3.Historic Core and Related Areas

The plan addresses four themes: history, nature, community, and local economy, that are assorted into three planning domains:

#### 1.Historic Core:

The purpose lies in re-creating the Anpin's historic atmosphere by restoring the fortress, channels, houses and buildings for foreign trade companies.

#### 2.Harbor Redevelopments:

The purpose lies in improving the environment quality of harbor, strengthening Harbor facilities, and introducing tourism-based new economy.

#### 3.Supporting projects:

The purpose lies in supporting the restoration of History Core and revitalization of harbor. The main projects include initiating new culture industry, tourist industry and new housing to accommodate the population moving out of historic core.





## 4.土地使用構想

歷史核心區包含三種不同的空間主題：維護舊聚落，重現古堡及洋行的歷史情境，以及重建歷史水紋。

港埠開發區以發展水岸的觀光遊憩，包括節慶碼頭、漁業碼頭及開發新的漁業經濟，如活魚運儲中心。

配合計劃區包括引進新的文化會展活動以及強化歷史及水岸之觀光，同時提供旅客住宿的環境。另外開發新的住宅區，以容納由歷史核心區遷出之人口。

## 4.Land Use Plan

**History Core Projects** covers three major themes: Preserve old settlement, re-present the history condition and atmosphere of *Fort Zealandia* and *Foreign Trade Company Houses*, and reconstruct historic waterways.

**Harbor Redevelopments** include Festival wharf, Fisherman wharf, Harbor Park, Aquacultural production center.

**Supporting Projects** have a variety of new land use: Beach and Harbor Resorts, Arts and Cultural convention center, Sampan Wharf, Museum of Asian Arts, and new residential estate.





土地使用強度與高度管制示意圖

## 5.使用強度與高度管制

全區土地使用之編定應依照使用構想為基礎，進行相關公共設施需求之檢討。不同分區及地段的使用強度依使用性質及區位而定，其原則如本圖所示，以 60% 之建蔽率為上限。歷史公園及歷史聚落應分別劃設為特別分區，另訂使用及強度管制辦法。各區段的容積率可參考全區高度管制原則擬定。

全區之建築原則上皆不宜超過 20 公尺，且愈越接近水岸愈降低，以提供全區較大的水域視覺機會。歷史街區更不應允許超過其傳統建築的高度。漁光里灘岸的建築應為能隱藏於防風林中之矮屋，而不易覺查。此處所建議之建築高度為一般性規範，做為擬定各使用管制區之參考。

## 5.Use Intensity Height Control

The intensity of use is determined according to function plan, location and facilities. The whole area sets 60% as the upper limit of building coverage. Historic parks and historic neighborhood are planned as special zone, each has specific land use ordinance. The floor area ratio is decided in reference to height control.

The building height in all place should not exceed 20 meters, and should step toward wateredge in order to maximize waterview opportunity for the whole area. The building height of historical street is even more restrictive. Buildings on the beach should be unobservable in the woods.





## 6.交通計劃

在臺南市主要計畫第四次通盤檢討中，提議修建沿鹽水溪河堤的 30m 東西向快速道路，雖然能增加本區的聯外道路功能，並減少區內的穿越交通，但皆為東西向之連通，且路網過於密集於一點。另外對於鹽水溪之堤岸保育有負面影響，應再重新整體評估。

本區的主要交通政策是減少路面車輛進出本區，在主要的進出口設置交通轉運及停車區，增加區內的公共運輸以及人行與自行車的空間。

## 6. Transportation

The major access traffic to and from the area is east-west bound and is highly congested. The latest *Master Plan Amendment* proposes to build an expressway along the south bank of *Yen-Shui River*. There are reasons not to encourage this proposal because it would create negative impacts on the river landscape and ecology.

Two strategies are employed to achieve easy access in the region:

- 1.promoting public transit to reduce automobile traffic.
- 2.Encouraging multiple modes of transportations.





區內公共渡船示意

Illustration of Public Ferry Boat for Mass Transits in the area



全區水域交通系統圖

## 7.水上交通

本計畫區的主要交通政策即是減少私人汽車進出，增加公共運輸設施。公共運輸的主要對象為區內以及區間的遊客。其方式主要有三：

- 1.陸面上建立環區的小型公車網路。
- 2.開發小型的渡船與大型的渡輪，以及都會港口的藍色公路。
- 3.陸域與水域建立接駁站及轉運中心。

## 7. Water Transit

The major transportation policy is to reduce private vehicles by enhancing public transits.

Promoting water transit is considered the key element of the enhancement. The cruise ship routes and harbor ferry boat network should be augmented with the surface transit to provide efficient and pleasant experience for visitors.

Develop ferry terminals that provides canal ferry linkage to the center of Tainan city.

Build a transportation center that can provide fast and direct link to other harbor towns in the region.





全區公共停車區位圖

## 8.公共停車

計畫區內現有兩處公共停車場，擬再增闢六處，各在不同區位並服務不同之停車需求。部分道路則可提供路邊停車之空間。交通轉運中心亦提供公共停車空間，鼓勵遊客轉乘大眾交通工具。

原則上，應避免興建獨立的單體停車建築，宜與其他相關使用複合興建，同時應設置在本計畫區的外圍入口地段，以避免增加區內的陸面交通。

## 8.Public Parking

In principle, surface parking is not encouraged, although not ignorable. Provide limited street parking in residential areas with effective management program. Prohibit frontyard parking in historic neighborhood.

A few peripheral parking sites are specified. Each has its service objectives as prescribed in the development program of each individual zone or precinct.

Incorporate parking facility into landscape or building with different uses. Single garage building is not encouraged.





全區開放空間系統圖

## 9.開放空間

本區的開放空間規劃主要目標在於增加戶外公共停留空間，並加強與水岸的連結。有以下的基本構想：

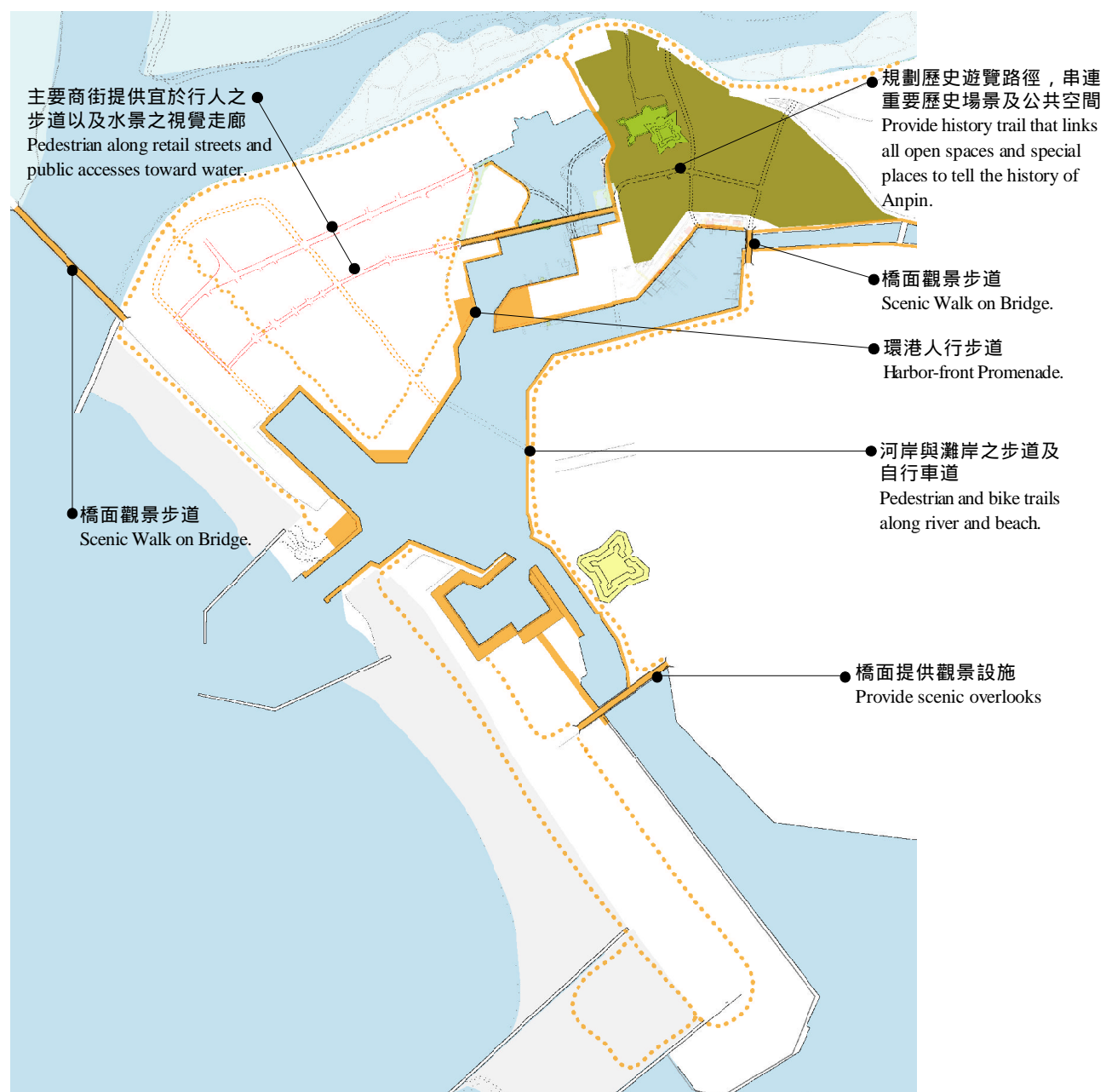
1. 灘岸及河岸為保育公園。
2. 設港濱歷史公園。
3. 碼頭沿岸設人行廣場。
4. 古堡 / 洋行公園以及歷史水景公園為歷史記憶空間。
5. 社區公園以線性綠地方式串接主要街道及廣場。
6. 通向水岸之街道應設計成視覺綠廊。
7. 不同使用分區間設隔離綠帶。

## 9. Open Spaces

Various open spaces are provided that each has its role and functions to serve the surroundings and together articulate the overall landscape. They are planned as follows:

1. Preservation parks along the river bank and beach.
2. Redevelopment of harbor park with historic themes.
3. Fort Zeelandia park and historic water basin.
4. Harbor plazas for various waterfront activities.
5. Community parks linked by main streets.
6. Green corridors provide visual accesses to the harbor.
7. Green buffers separating different land use zones.





全區自行車及步道系統圖

## 10.自行車及步道

各分區計畫中皆有獨自的步道系統，同時也都有通向水岸的廊道。港內水岸之環港步道及廣場是全區戶外空間最主要的建設任務，也是串連各分區的鍊環。在跨越水域的橋道上，應該提供行人駐足瀏覽的空間。河岸與灘岸則應以保育為主，只允許較靜態的遊憩活動。

## 10. Pedestrian and Bike Network

The harbor front promenade is planned to maximize the contact with water and also as the key element to link various parks and plazas.

Streets should be designed to increase pedestrian ambiance. Places with scenic views should be well furnished to invite pedestrians.

Bikeway should be planned as a system. Providing sufficient facilities to encourage both recreational and commute biking.