

Shaping the Future of Infrastructure

Regeneration of Renmin viaduct neighbourhood on the basis of balancing Mobility and Livability

GUANGZHOU, CHINA

P5 PRESENTATION

Jingyi Chen | 5818362 | Design of The Urban Fabric
Mentors: Marco Lub, Thomas Verbeek
Urbanism, Delft University of Technology

RESEARCH

01

MOTIVATION

02

CONTEXT

03

PROBLEM
FIELD

04

METHODOLOGY

05

ANALYSIS

DESIGN

06

DESIGN
PROPOSAL

07

DESIGN
OUTCOMES

08

REFLECTION&
DISCUSSION

01

MOTIVATION

01 Motivation

DRAMATIC PHENOMENON

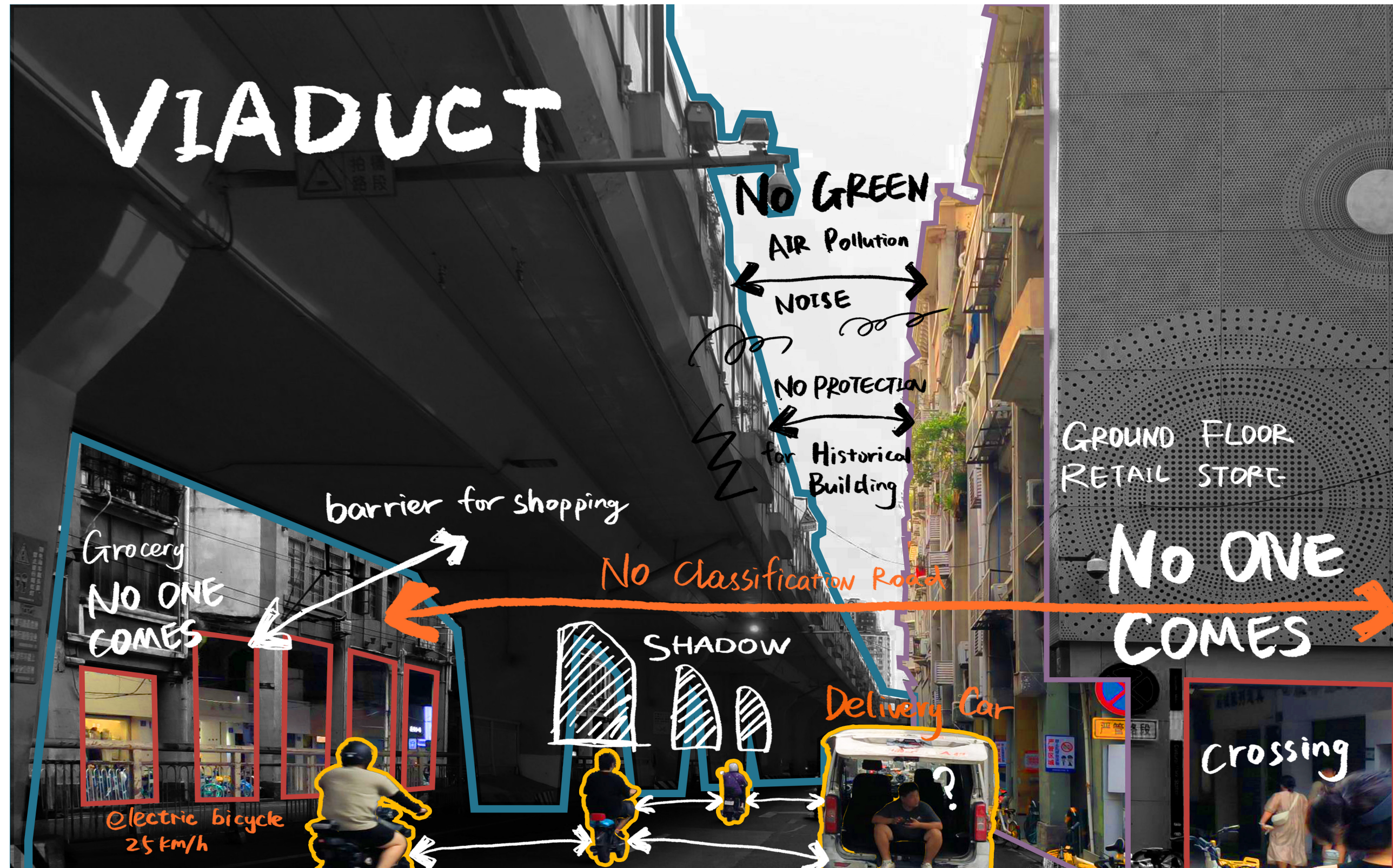


Figure 1.1: Renmin viaduct view, photo by authour

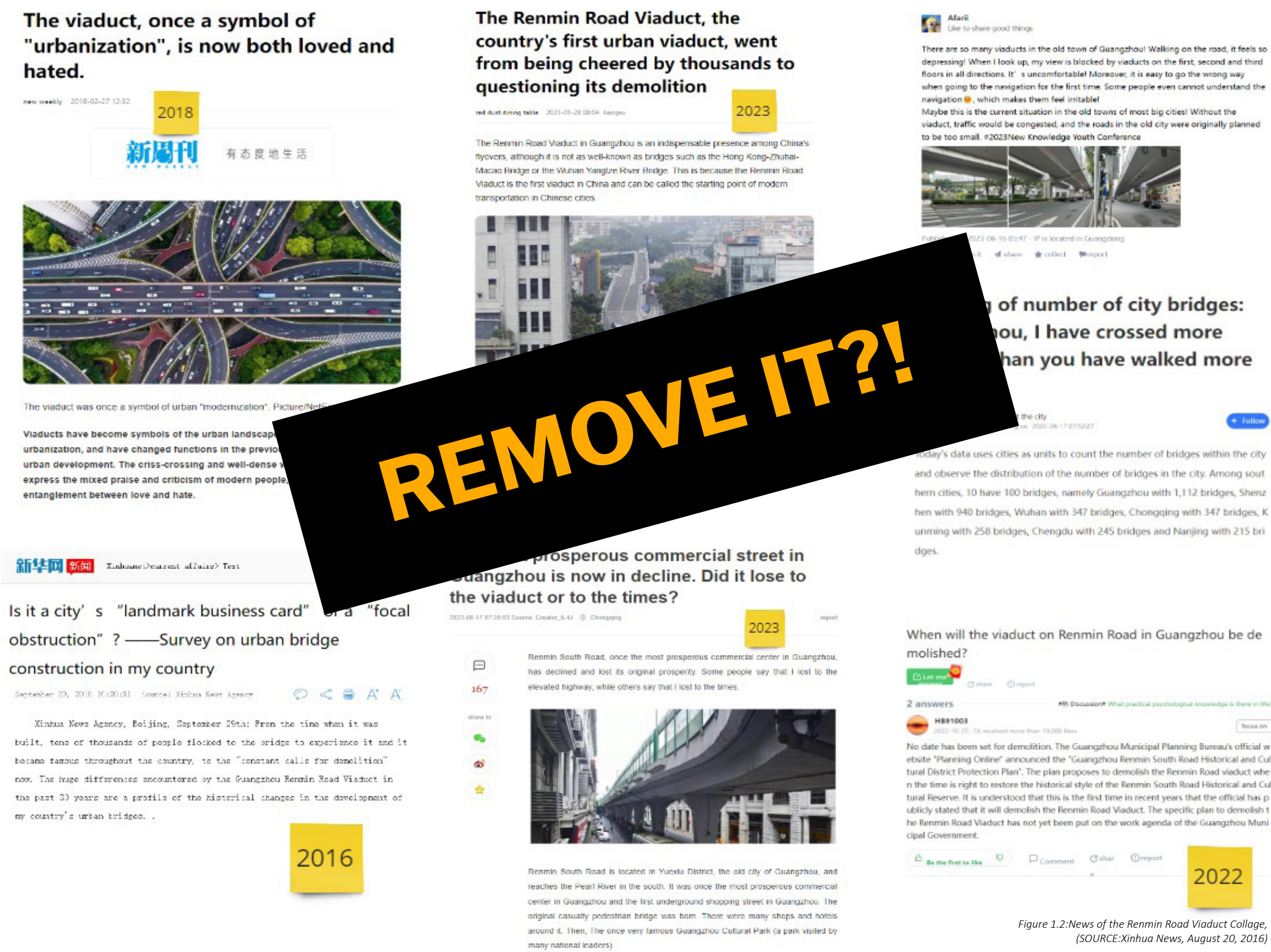


Figure 1.2: News of the Renmin Road Viaduct Collage, (SOURCE: Xinhua News, August 20, 2016)

**The quandary remains:
Should the Renmin Road Viaduct be
demolished or preserved?**

02

CONTEXT

02 Context

CONTEXT OF GUANGZHOU



Figure 2.1: Geographical map of Guangzhou, Guangdong Province, China,
SOURCE:©Shu-Wen Su,Dong Wang

02 Context CONTEXT OF GUANGZHOU

Highly urbanized Highest number of VIADUCTS in China

Figure 2.2: Guangzhou Night View
SOURCE :©SLS

Urban villages

Figure 2.3: Guangzhou Urban Village View
SOURCE :©GUOSHI

02 Context

CONTEXT OF GUANGZHOU

CULTURE & HERITAGE



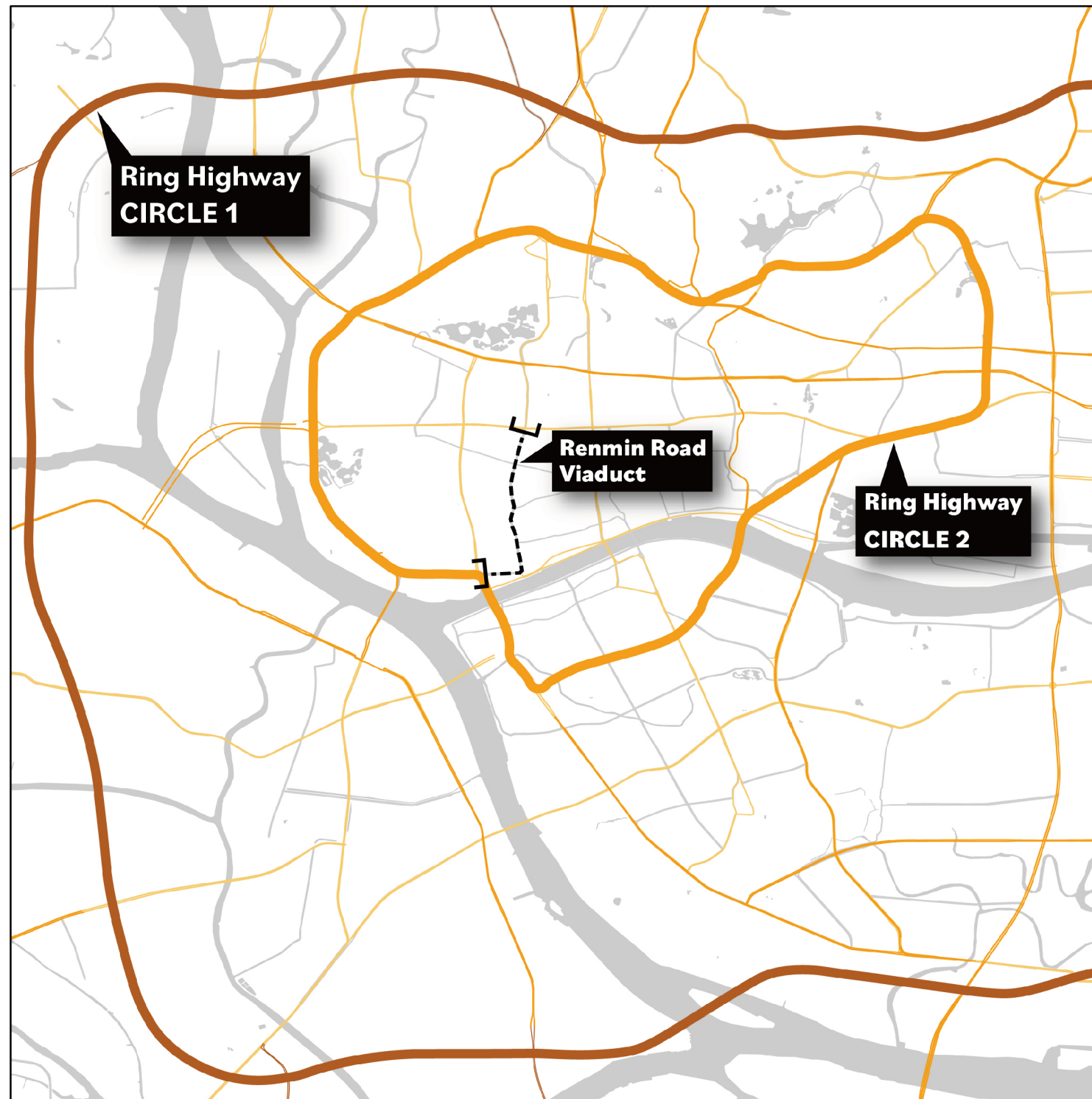
Figure 2.4: Guangzhou Chinese New Year Cultural Events
SOURCE :©CHUCHU



Figure 2.5: Historical building near Renm
SOURCE :©

02 Context

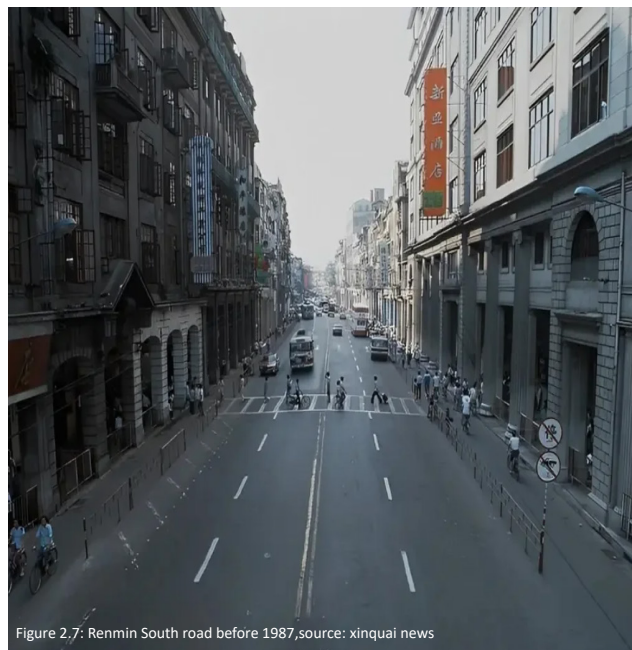
RENMIN VIADUCT NEIGHBOURHOOD



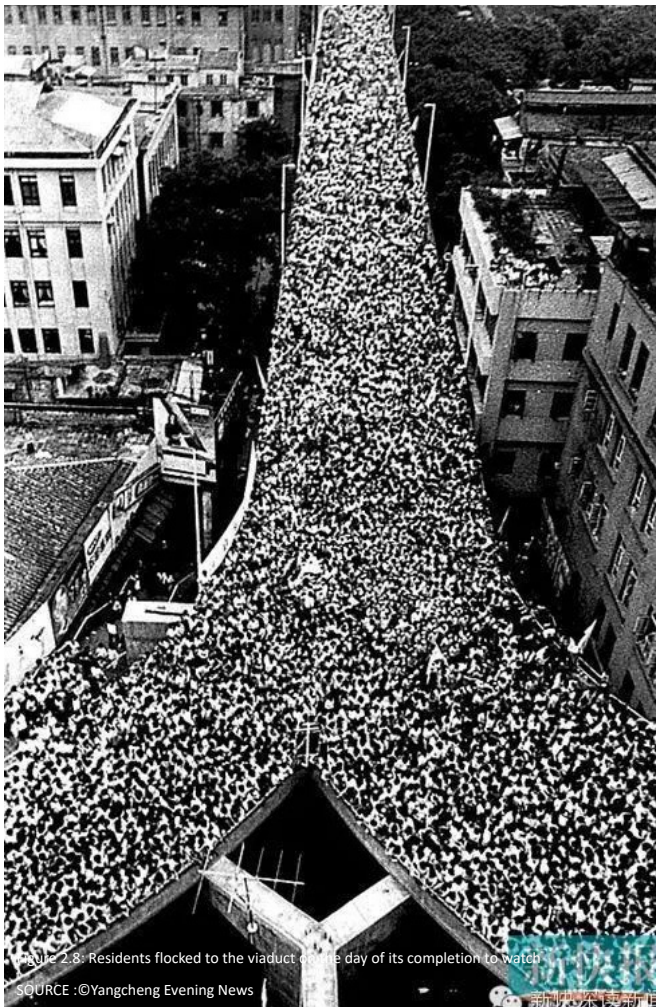
Renmin viaduct neighbourhood, GUANGZHOU

02Context
DEVELOPMENT OF THE VIADUCT

Development of the Renmin viaduct



Before 1987
The Commercial Street, center of Guangzhou, dining, entertainment, shopping, the "Wall Street" of Guangzhou.



On September 20, 1987
the People's Road Viaduct was opened for sightseeing, shocking the whole city.



For now
this concrete has transitioned into a negative element within this densely populated city.

The future of Renmin viaduct

?

**A viaduct as a gathering of conflicts,
rapid urbanization, living quality, oppsite with future mobility...**

03

PROBLEM
FIELD

03 Problem Field

CONVENTIONAL MOBILITY MODE

Heavy vehicular traffic system

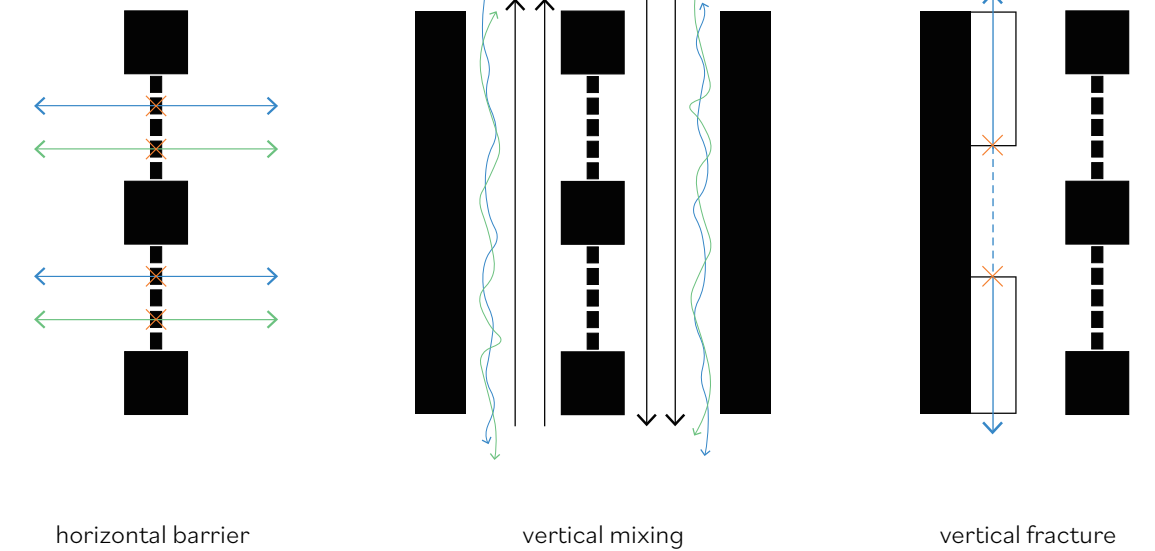
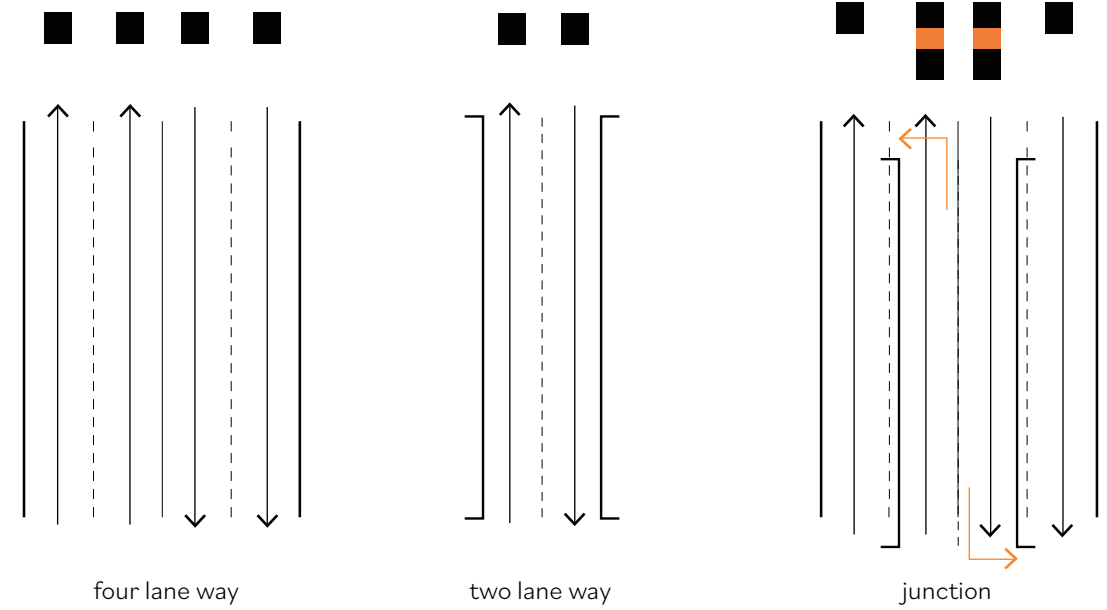


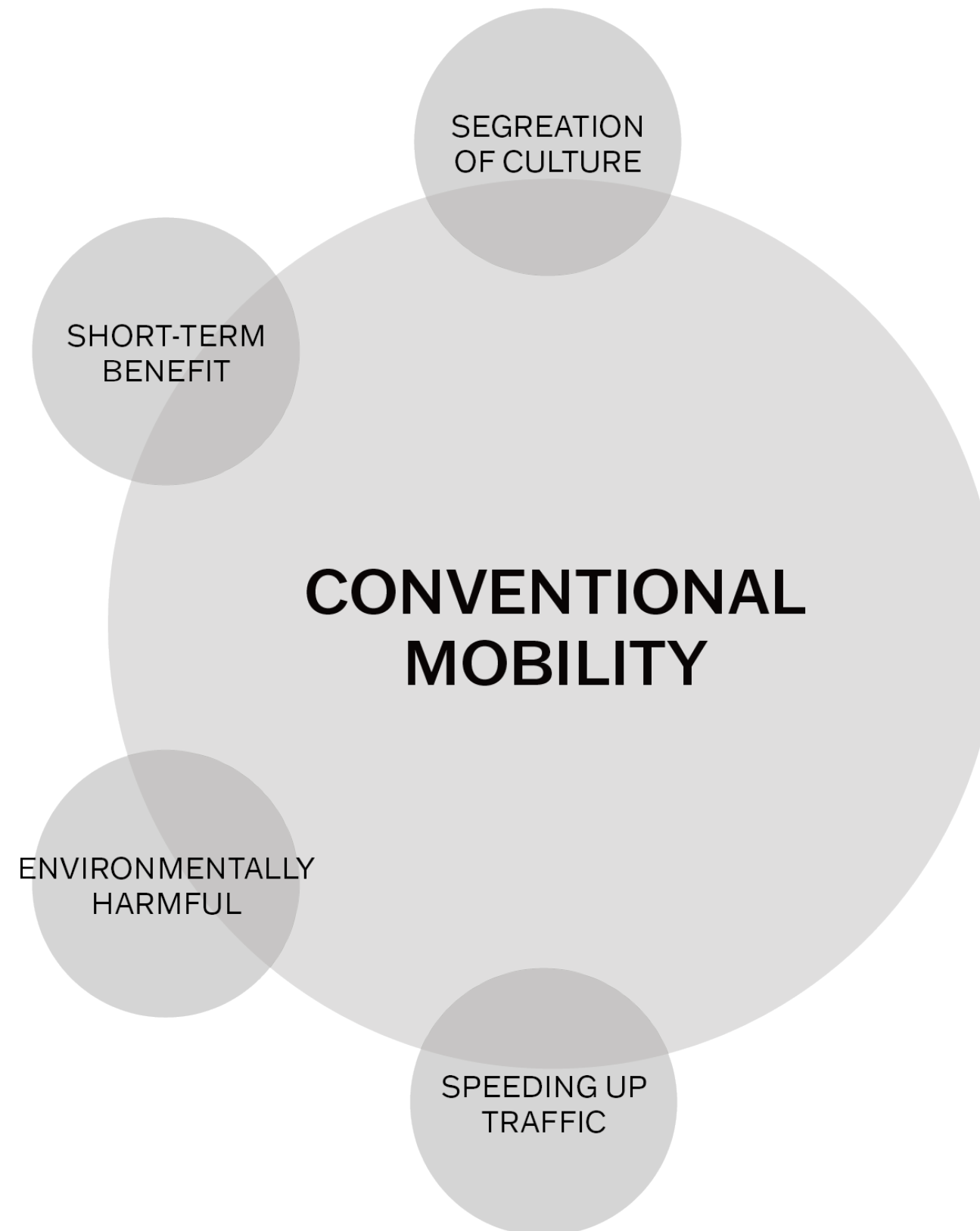
Figure 3.1: Heavy vehicular traffic
SOURCE :©Xiaohongshu

Incomplete non-motorized transportation systems



Figure 3.2: Incomplete non-motorized transportation
SOURCE :©Xiaohongshu

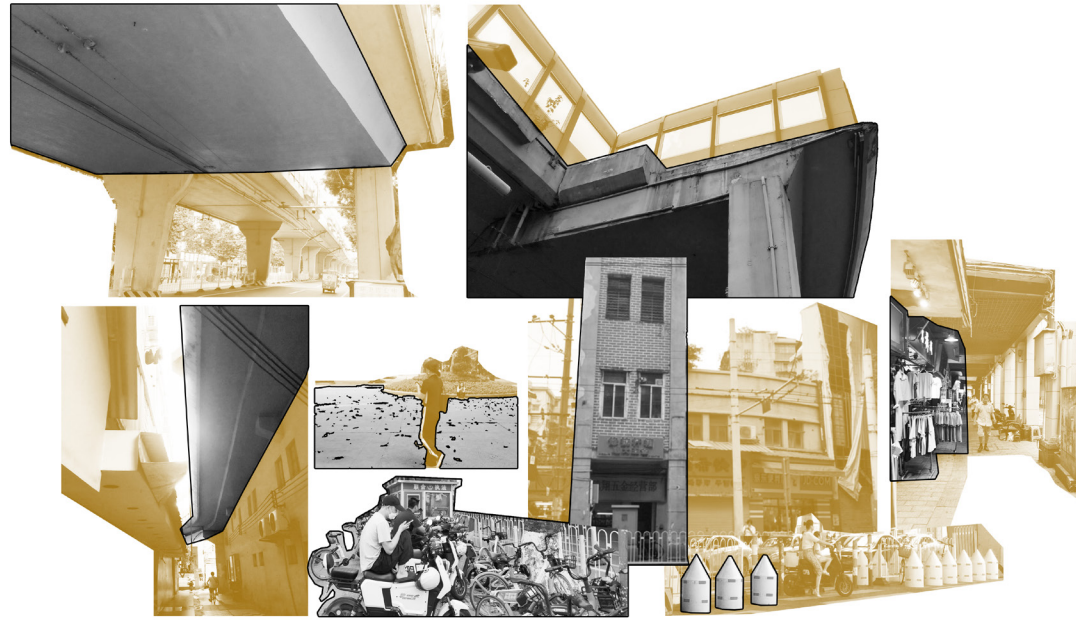




03 Problem Field

LOW LIVABILITY NEIGHBOURHOOD

Low open space quality



Commercial decline



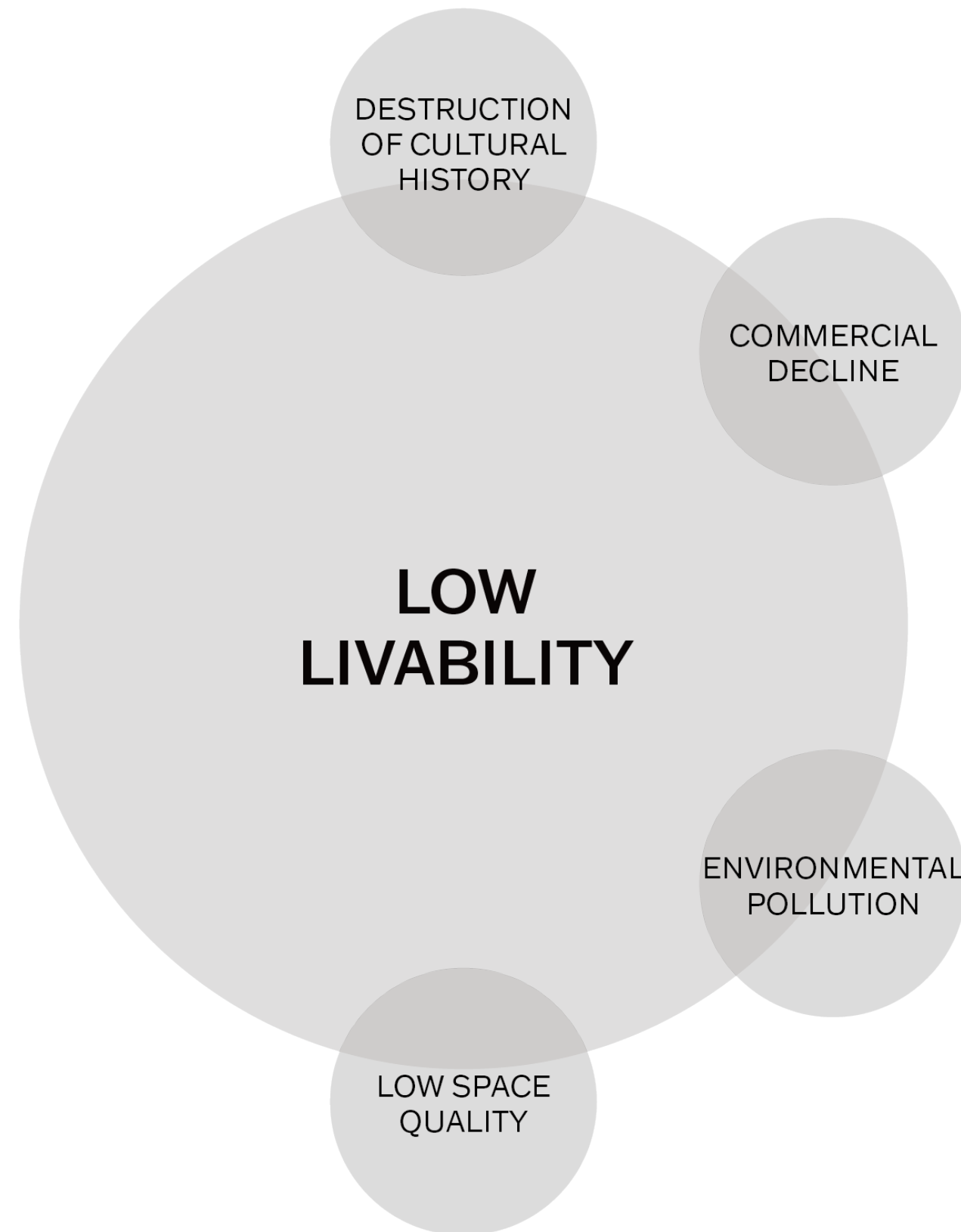
High environmental pollution

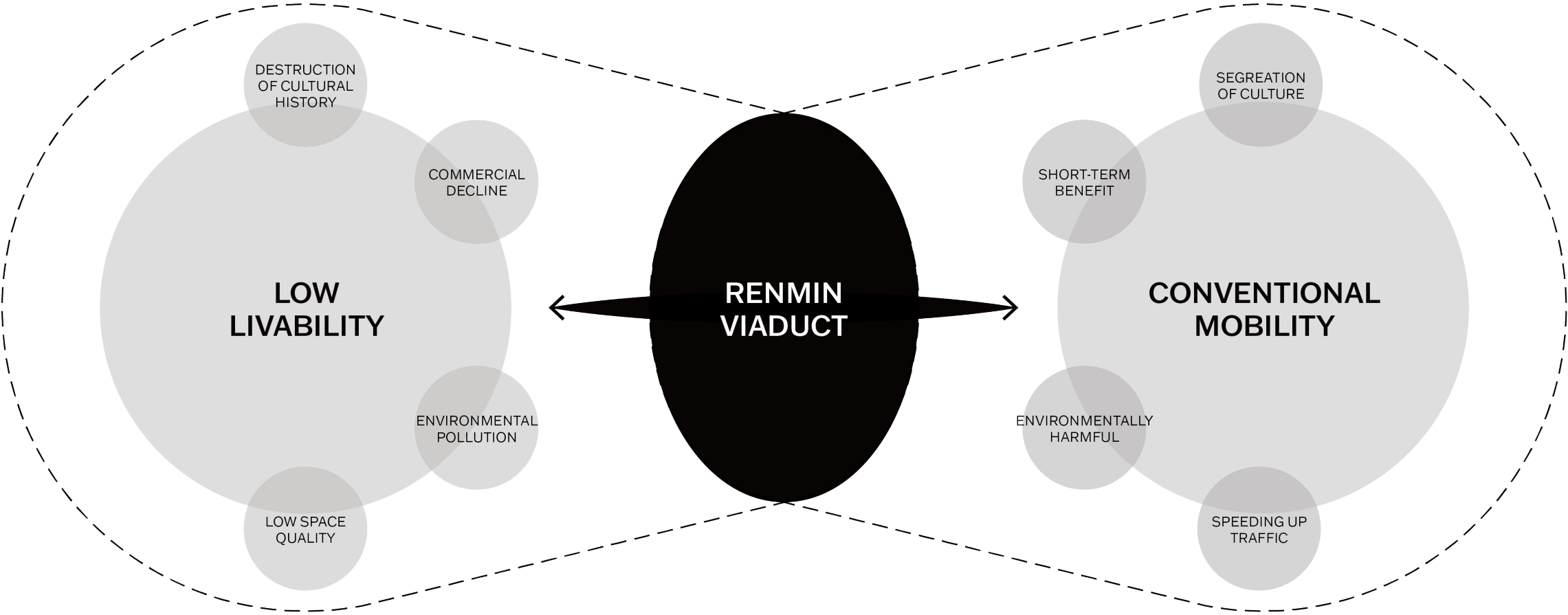


Destruction of cultural history



03 Problem Field LOW LIVABILITY NEIGHBOURHOOD





PROBLEM STATEMENT

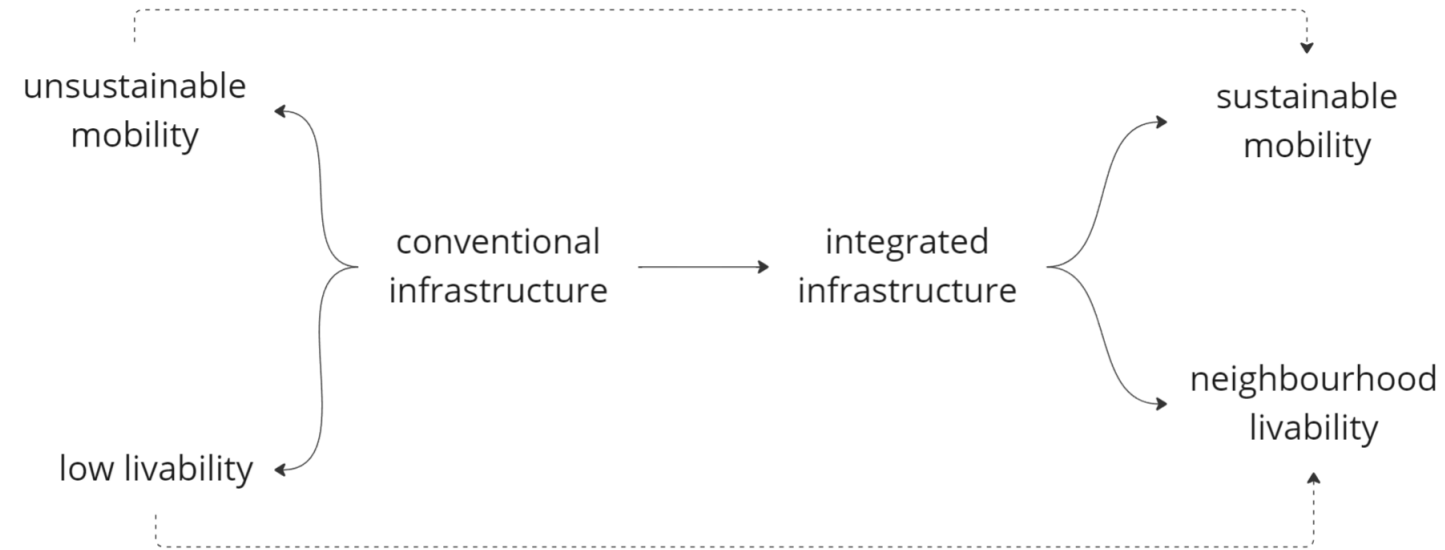
04

METHODOLOGY

Research question

How can we achieve a sustainable mobility transformation by integrated infrastructure, while simultaneously improving the neighbourhood livability to regenerate the Renmin Viaduct area in Guangzhou?

Research aim



This project aims to repurpose the Renmin Viaduct to regenerate the neighborhood. It will serve as a catalyst for the revitalization of the surrounding neighborhood, transforming from a negative urban element into a positive engine for development. As a key factor contributing to the issues in this area, it will be changed from a singular infrastructure to an integrated infrastructure. By redesigning the viaduct, mobility and livability of the neighborhood on both sides of the Renmin viaduct will be improved simultaneously, including retail commercial revitalization, better open space, preservation of heritage, and greenery improvement.

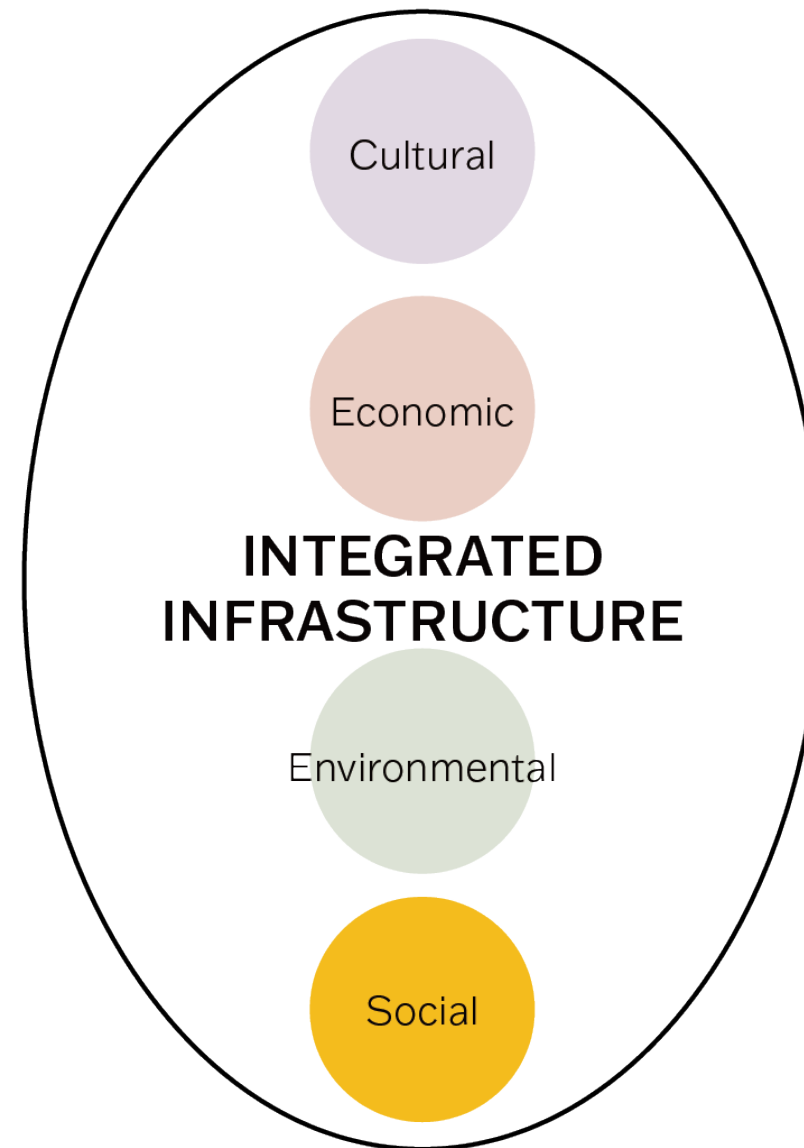
Main theory 1: Sustainable Mobility



Main theory 2: Neighbourhood Livability

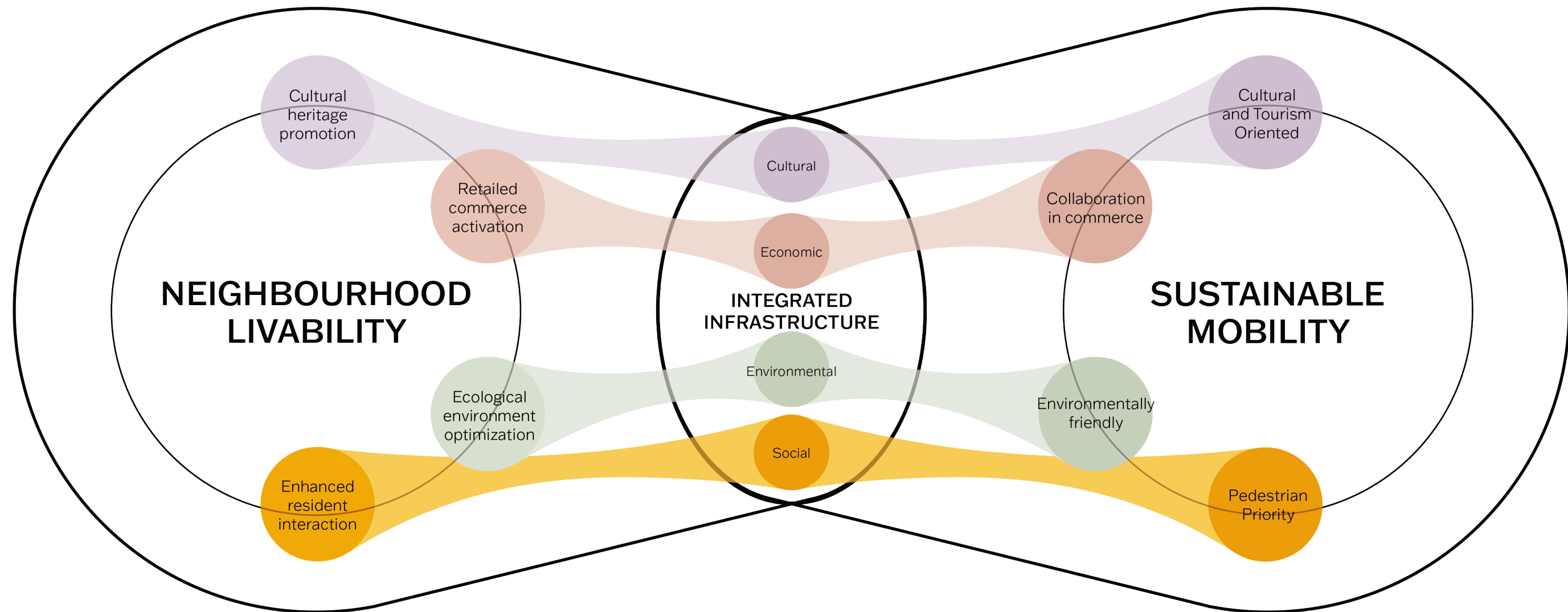


Main theory 3: Integrated Infrastructure



04 Methodology

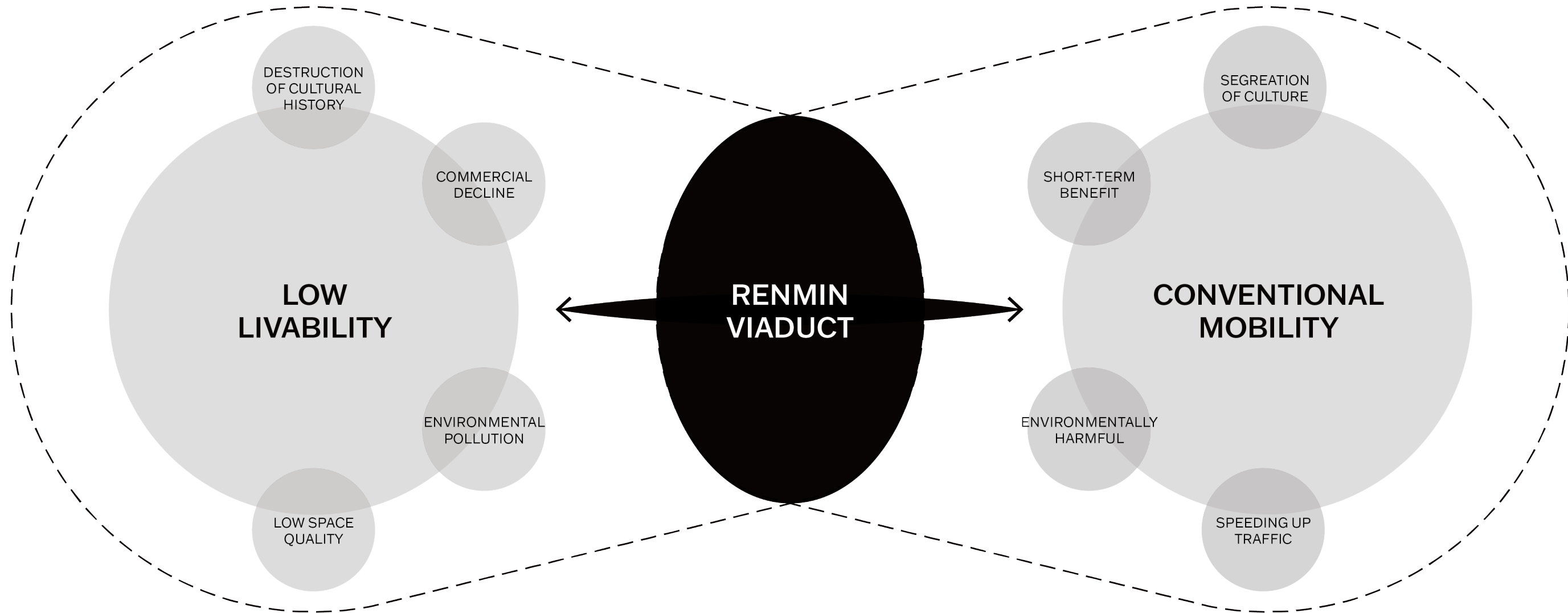
CONCEPTUAL FRAMEWORK



CONCEPTUAL FRAMEWORK

04 Methodology

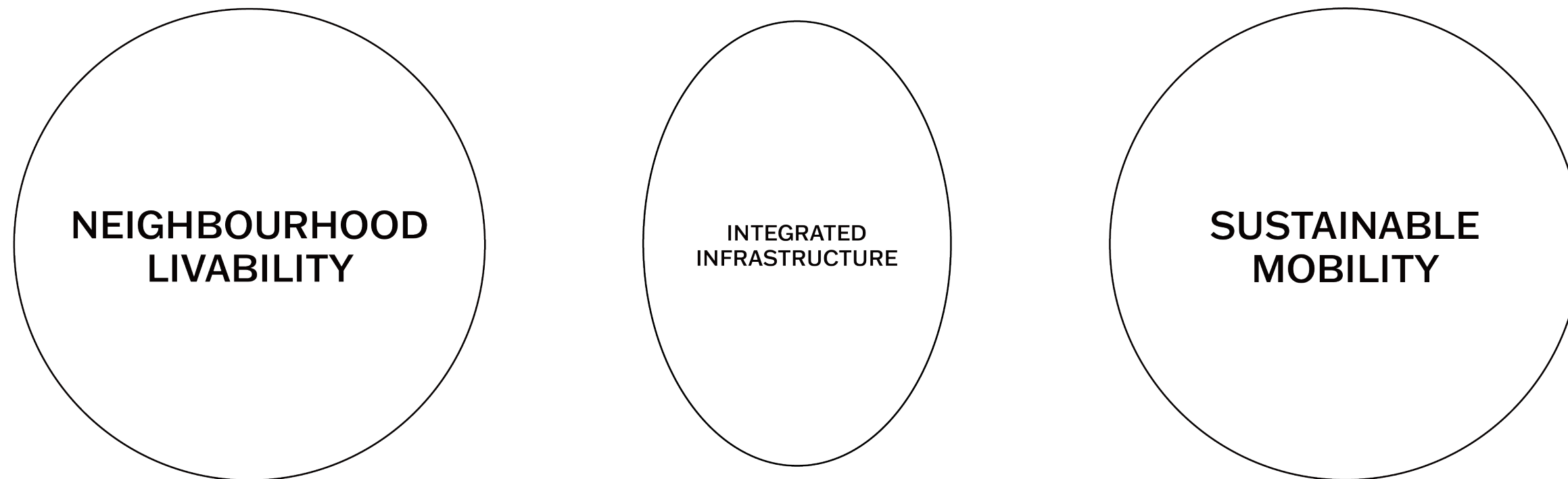
CONCEPTUAL FRAMEWORK



PROBLEM STATEMENT REVIEW

05

ANALYSIS

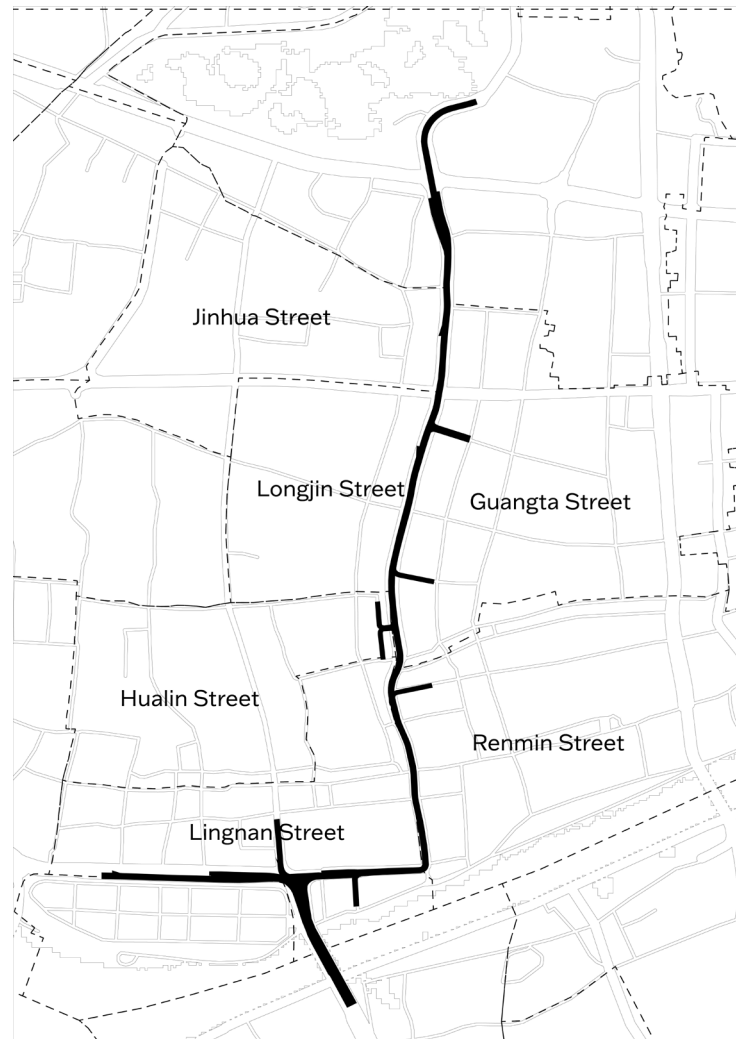


3 analysis topic

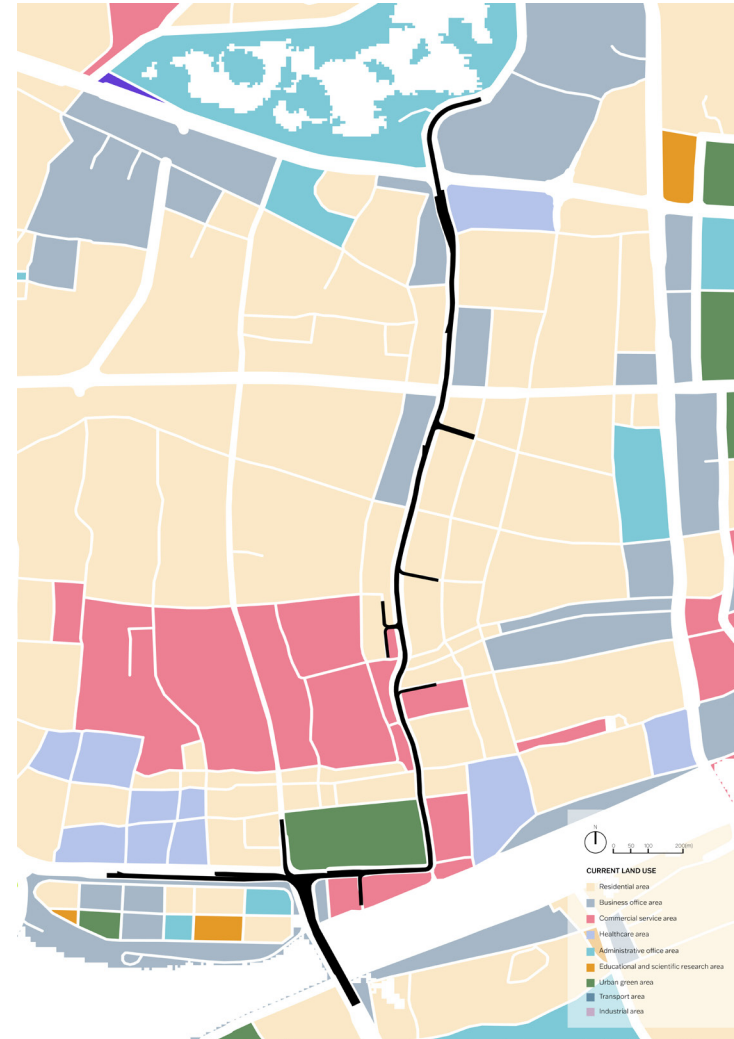
05 Analysis

BASIC INFO OF RENMIN VIADUCT NEIGHBOURHOOD

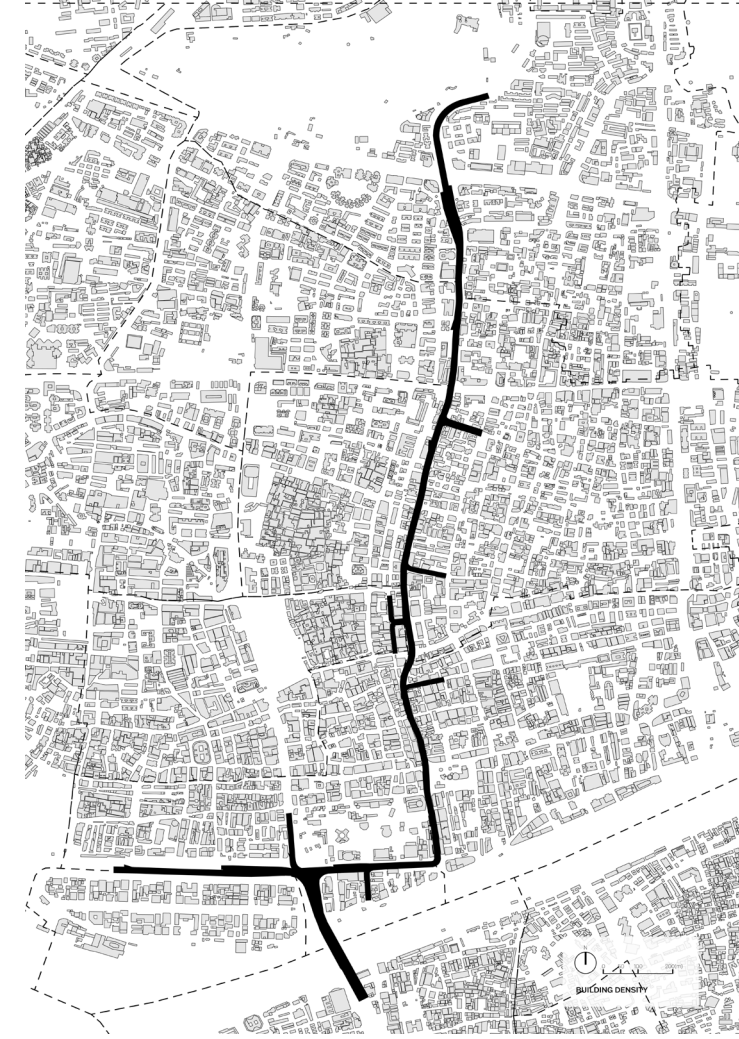
Street administrative boundaries



Current land use



Building density



Current Transportation

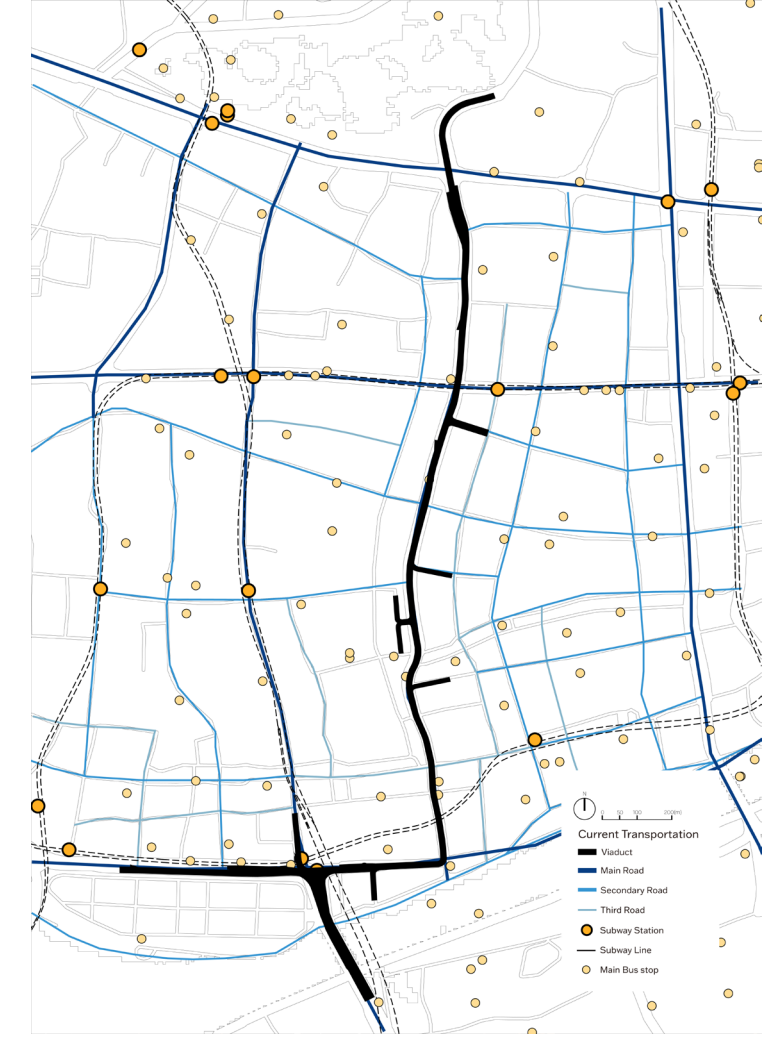
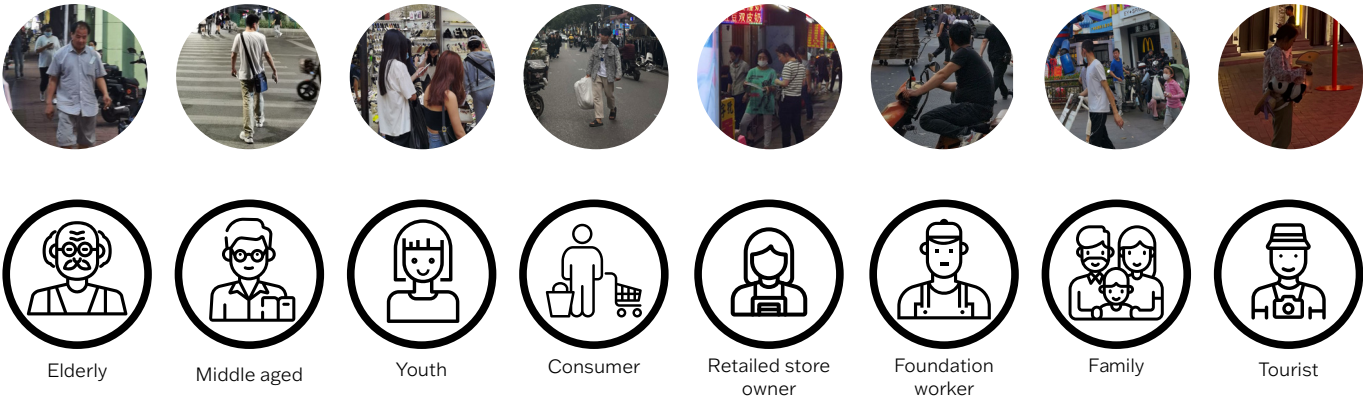


Fig.5.1-4 basic information of renmin viaduct neighbourhood, made by author

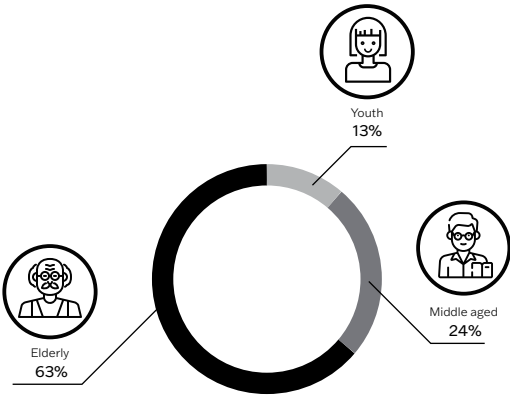
05Analysis

BASIC INFO OF RENMIN VIADUCT NEIGHBOURHOOD

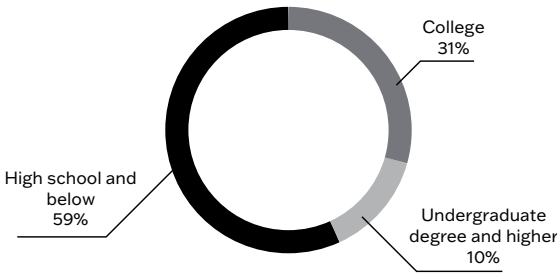
Portraits of people



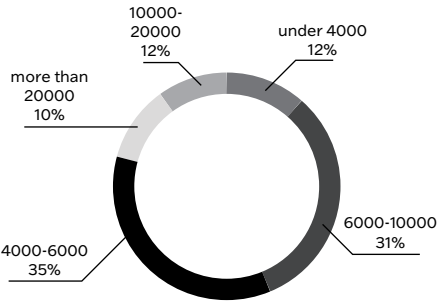
Age composition of the population



Education level of the population



Income level of the population



Occupation of the population

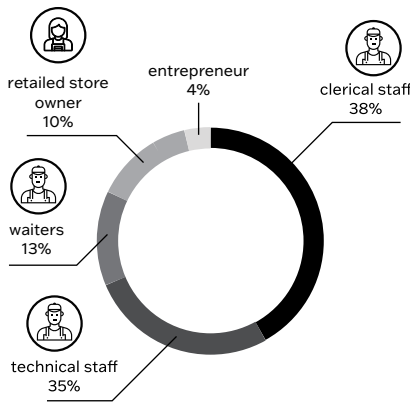


Fig.5.5-8: age,education,income,occupation information of renmin viaduct neighbourhood, made by author,source:www.data-dance.com

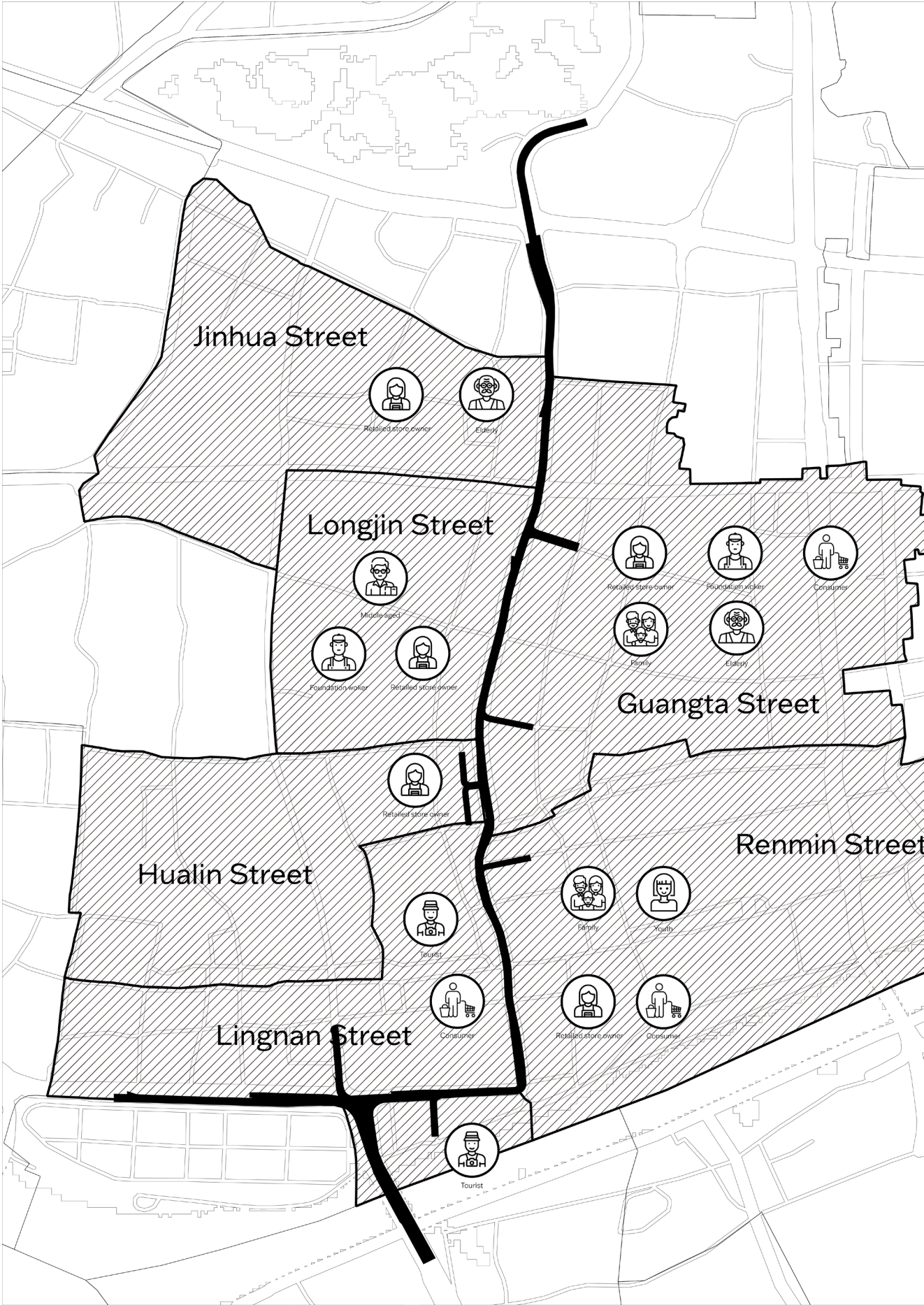
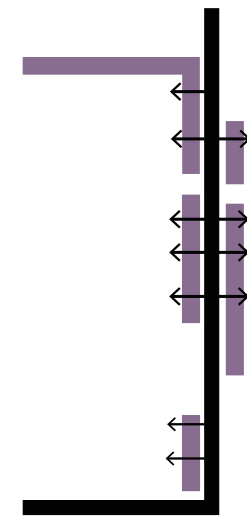


Fig.5.9: Distribution of population types, made by author,source:www.data-dance.com

05 Analysis SUSTAINABLE MOBILITY ANALYSIS

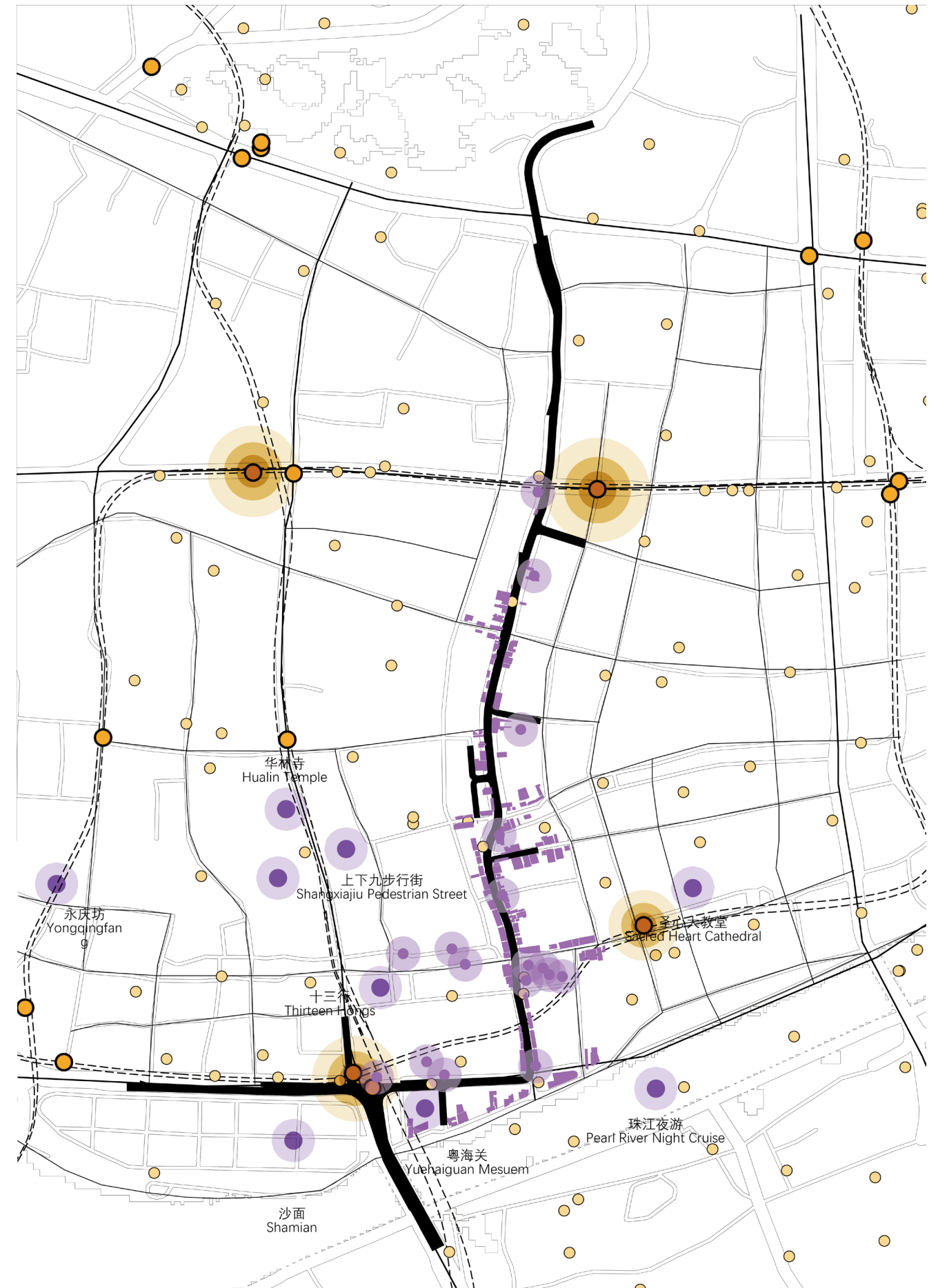
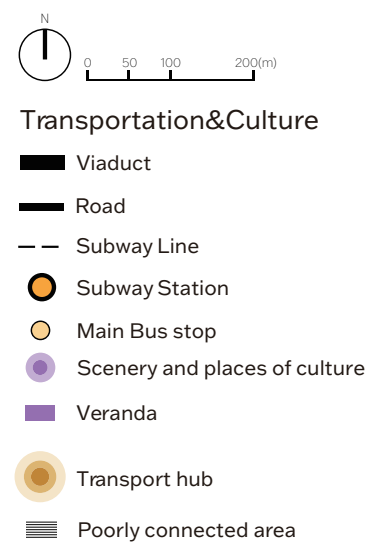
Cultural and Tourism Oriented



Historical Building

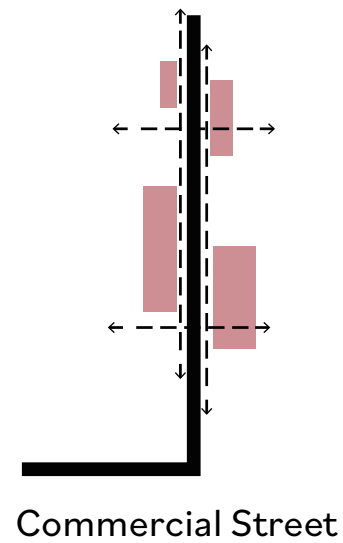


The area with the lowest synergy between transportation and cultural tourism

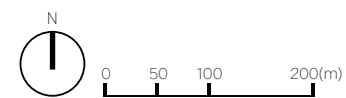


05 Analysis SUSTAINABLE MOBILITY ANALYSIS

Collaboration in commerce

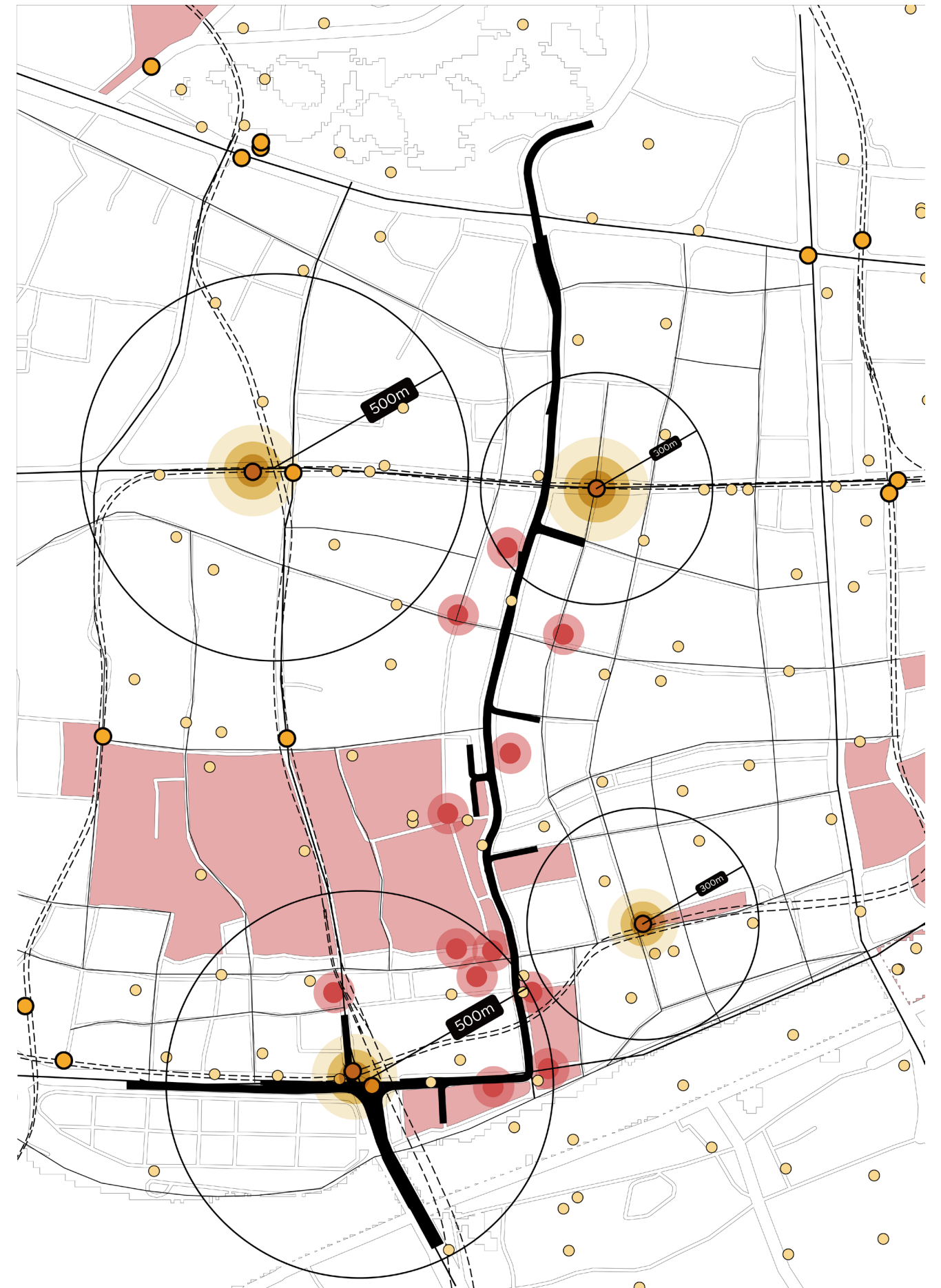


The area with the lowest synergy between transportation and retailed commerce



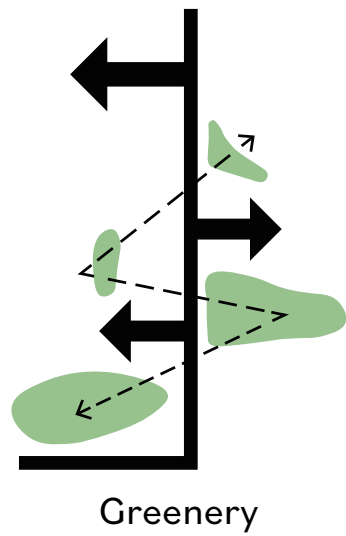
Transportation&Commerce

- Viaduct
- Road
- Subway Line
- Subway Station
- Main Bus stop
- Commercial spot
- Commercial service area
- Transport hub
- Poorly connected area

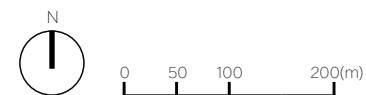


05 Analysis SUSTAINABLE MOBILITY ANALYSIS

Environmentally friendly



The areas with low green coverage and noise pollution



ENVIRONMENT POLLUTION



05 Analysis
SUSTAINABLE MOBILITY ANALYSIS

Pedestrian Priority

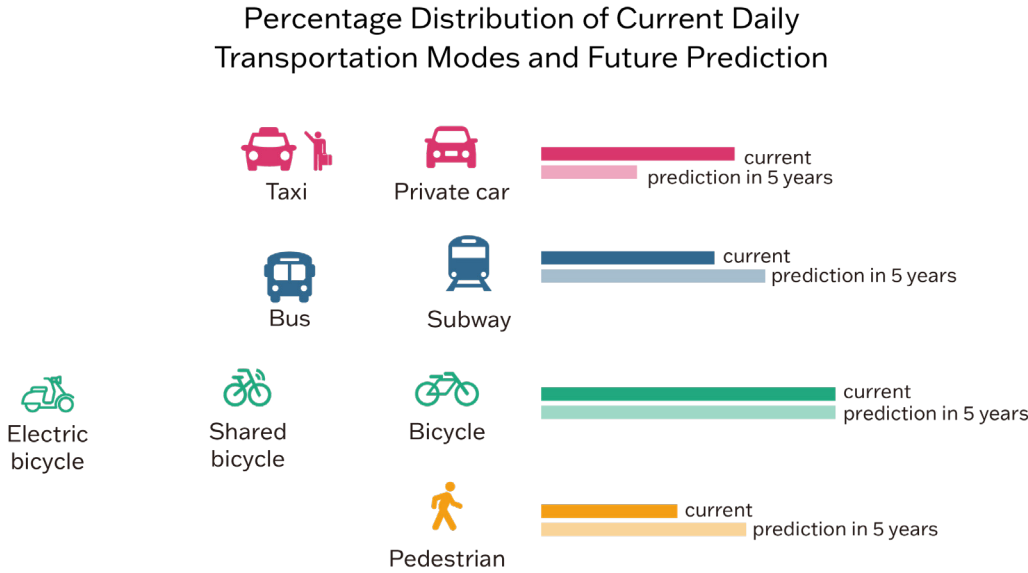
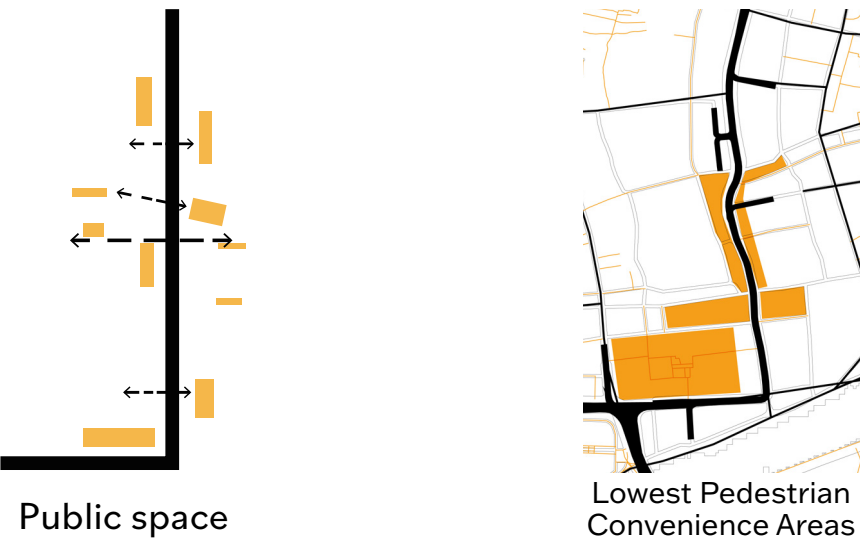


Figure 24: Renmin viaduct neighbourhood travel model, made by author based on guangzhou transport development annual report 2022,Guangzhou Municipal Bureau of Planning and Natural Resources, Guangzhou Institute of Transportation Planning

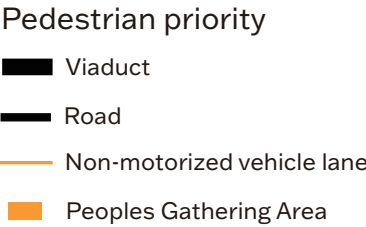
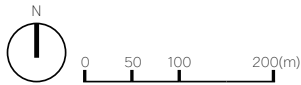


Figure 5.16: Non-motorized lane distribution, based on open data from gaodemap

05 Analysis NEIGHBOURHOOD LIVABILITY ANALYSIS

Cultural heritage promotion

Tourism scenery



永庆坊
Yongqingfang



沙面
Shamian



圣心大教堂
Sacred Heart Cathedral



华林寺
Hualin Temple



上下九步行街
Shangxiajiu Pedestrian Street



十三行
Thirteen Hongs



粤海关
Yuehaiguan Mesuem



珠江夜游
Pearl River Night Cruise

Core portection area



Oldest cultural street



Low construction quality

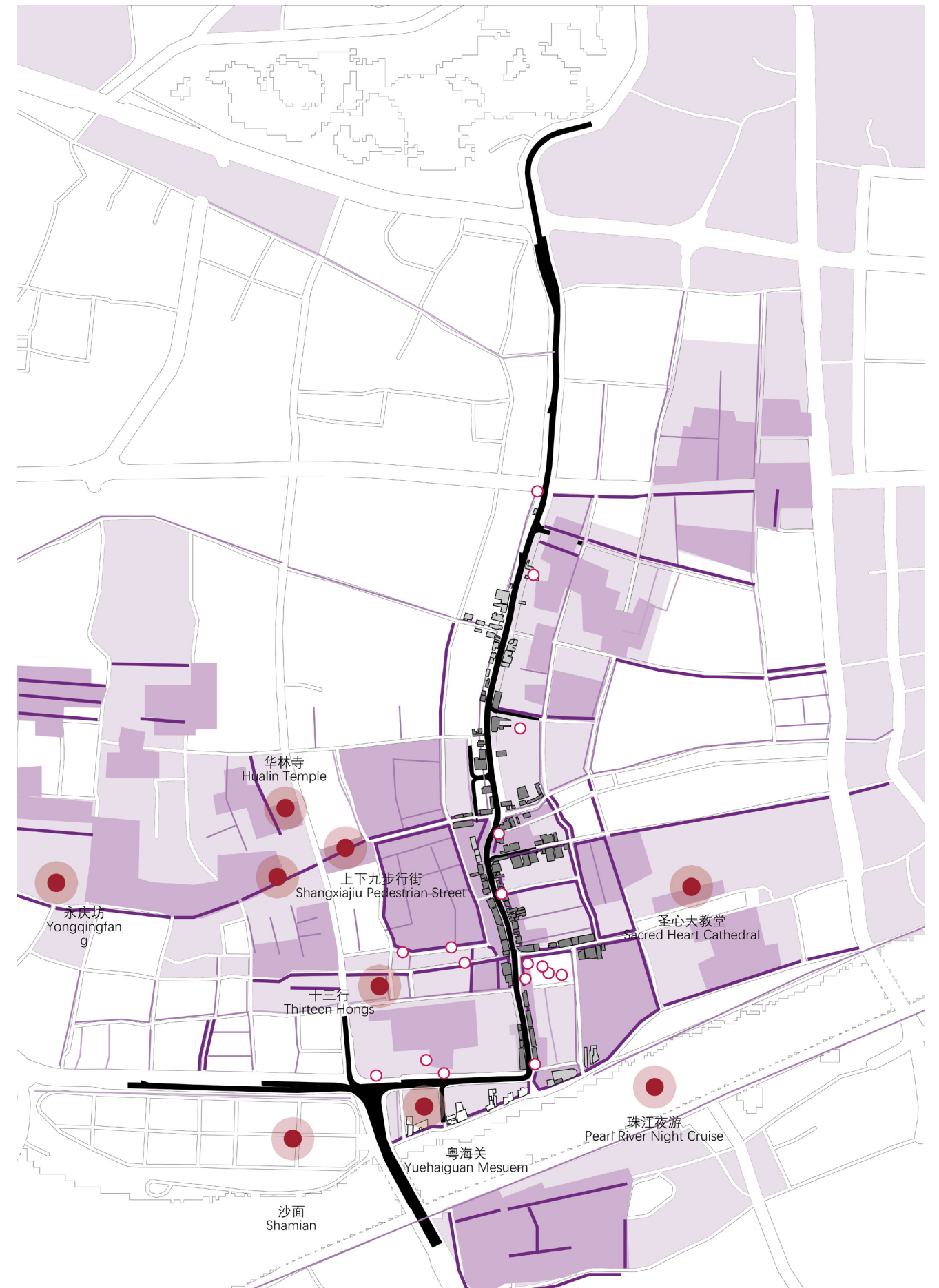
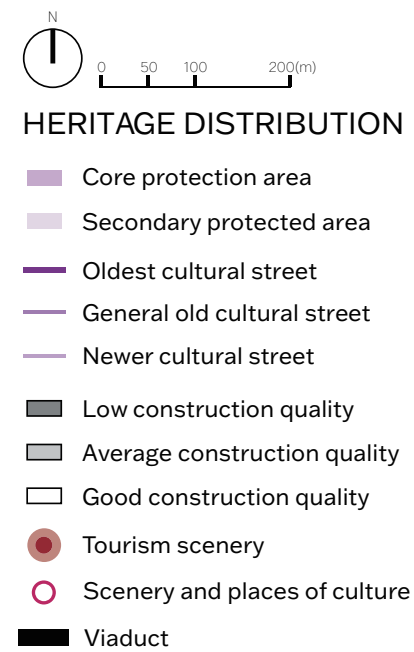


Figure 5.22: cultural history scenery distribution, based on Guangzhou Riding Building Conservation Plan 2021

05 Analysis
NEIGHBOURHOOD LIVABILITY ANALYSIS

Retailed commerce activation

Percentage of business types

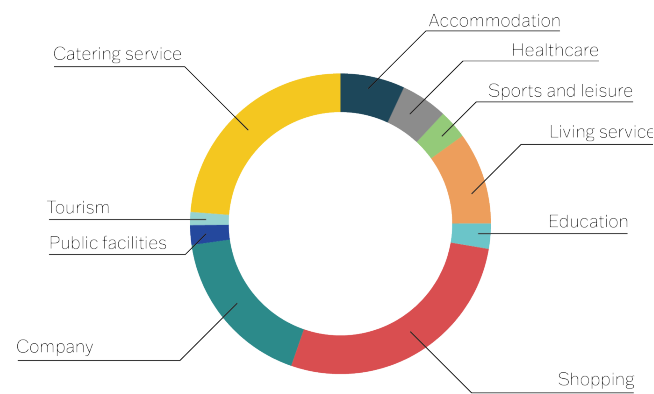
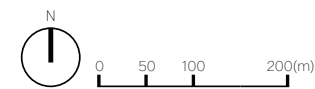


Figure 5.24: Percentage of business types, made by authour based on guangzhou transport development annual report 2022,Guangzhou Municipal Bureau of Planning and Natural Resources, Guangzhou Institute of Transportation Planning

Lowest quality



Commercial street quality

- Lowest quality
- General quality
- Viaduct
- Store

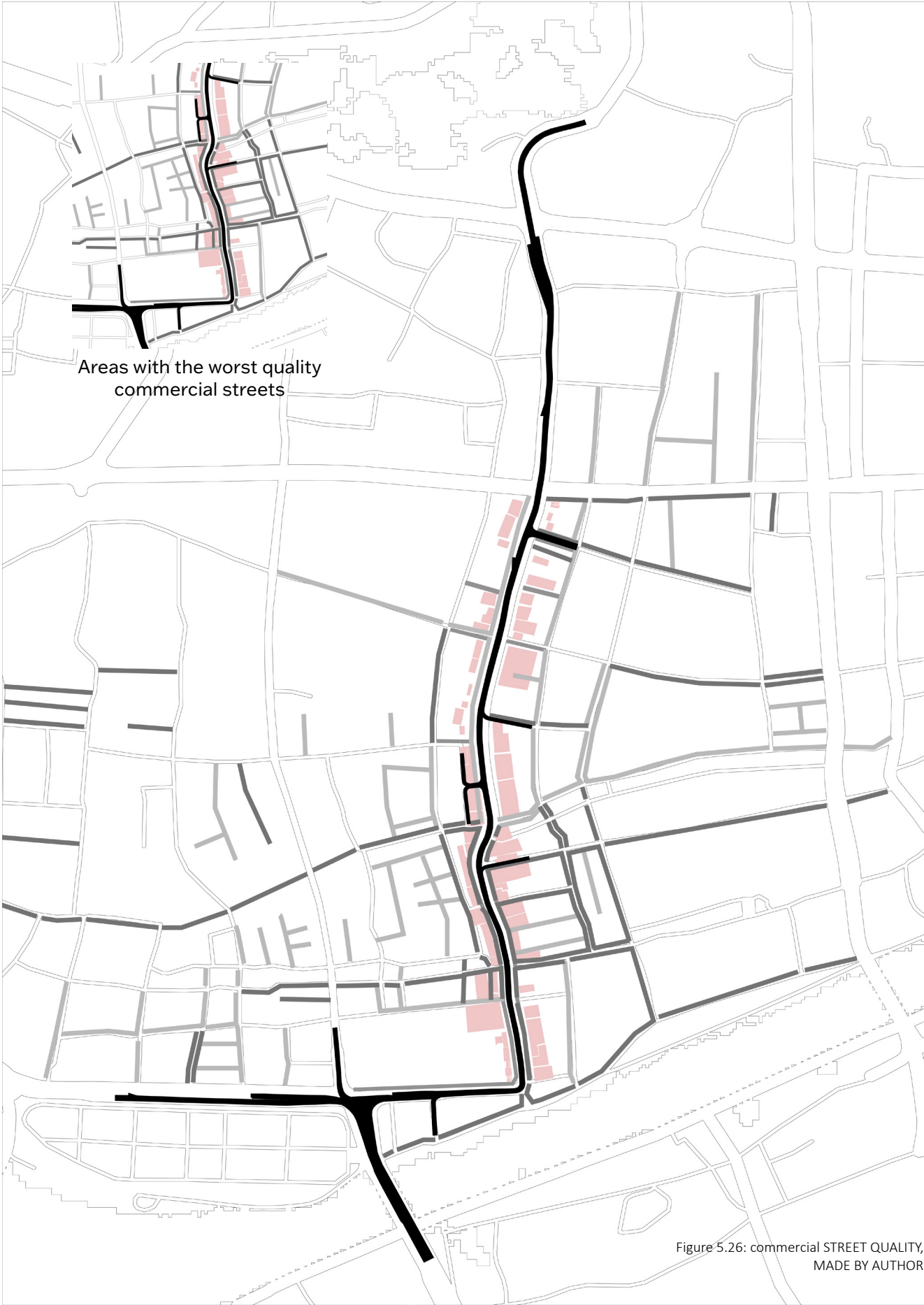


Figure 5.26: commercial STREET QUALITY, MADE BY AUTHOR

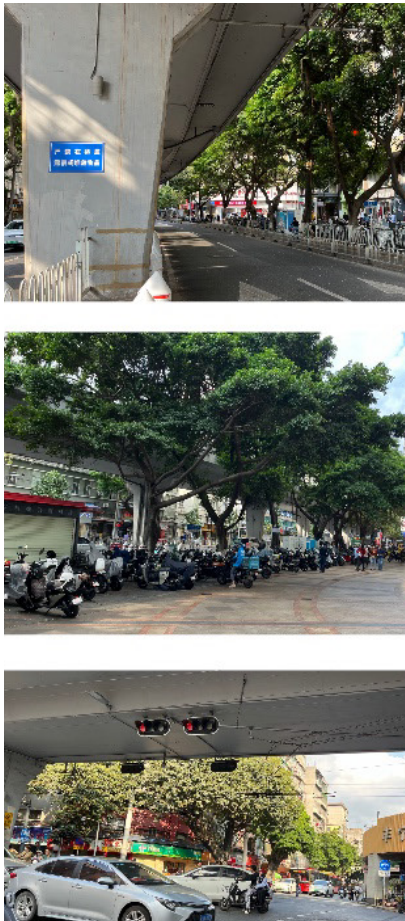
05 Analysis
NEIGHBOURHOOD LIVABILITY ANALYSIS

Ecological environment optimization

Good greenery



Average greenery



Poor greenery



No greenery

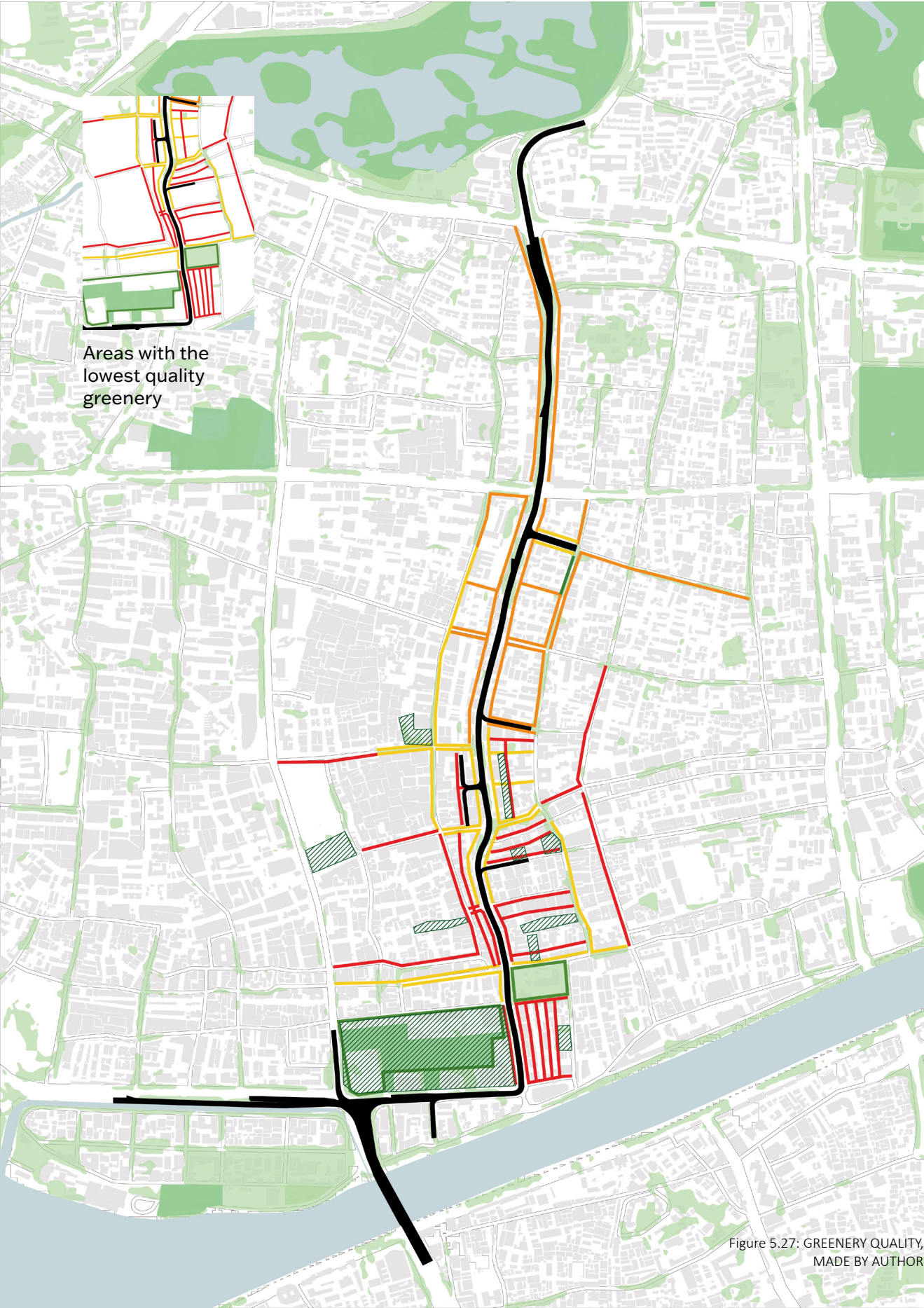


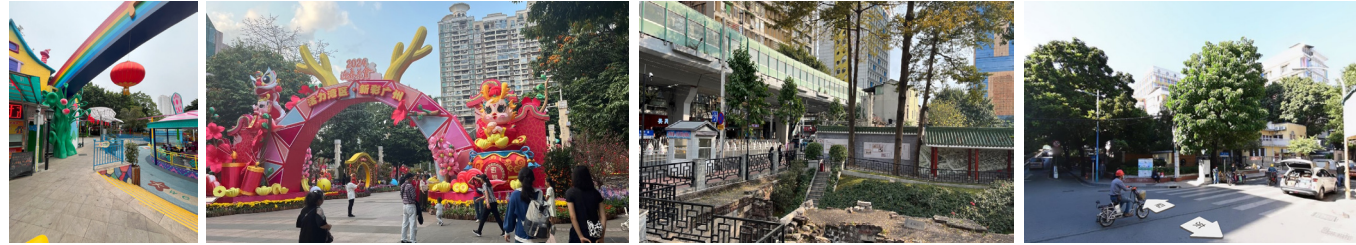
Figure 5.27: GREENERY QUALITY, MADE BY AUTHOR

05 Analysis

NEIGHBOURHOOD LIVABILITY ANALYSIS

Enhanced resident interaction

Good quality



Bad quality

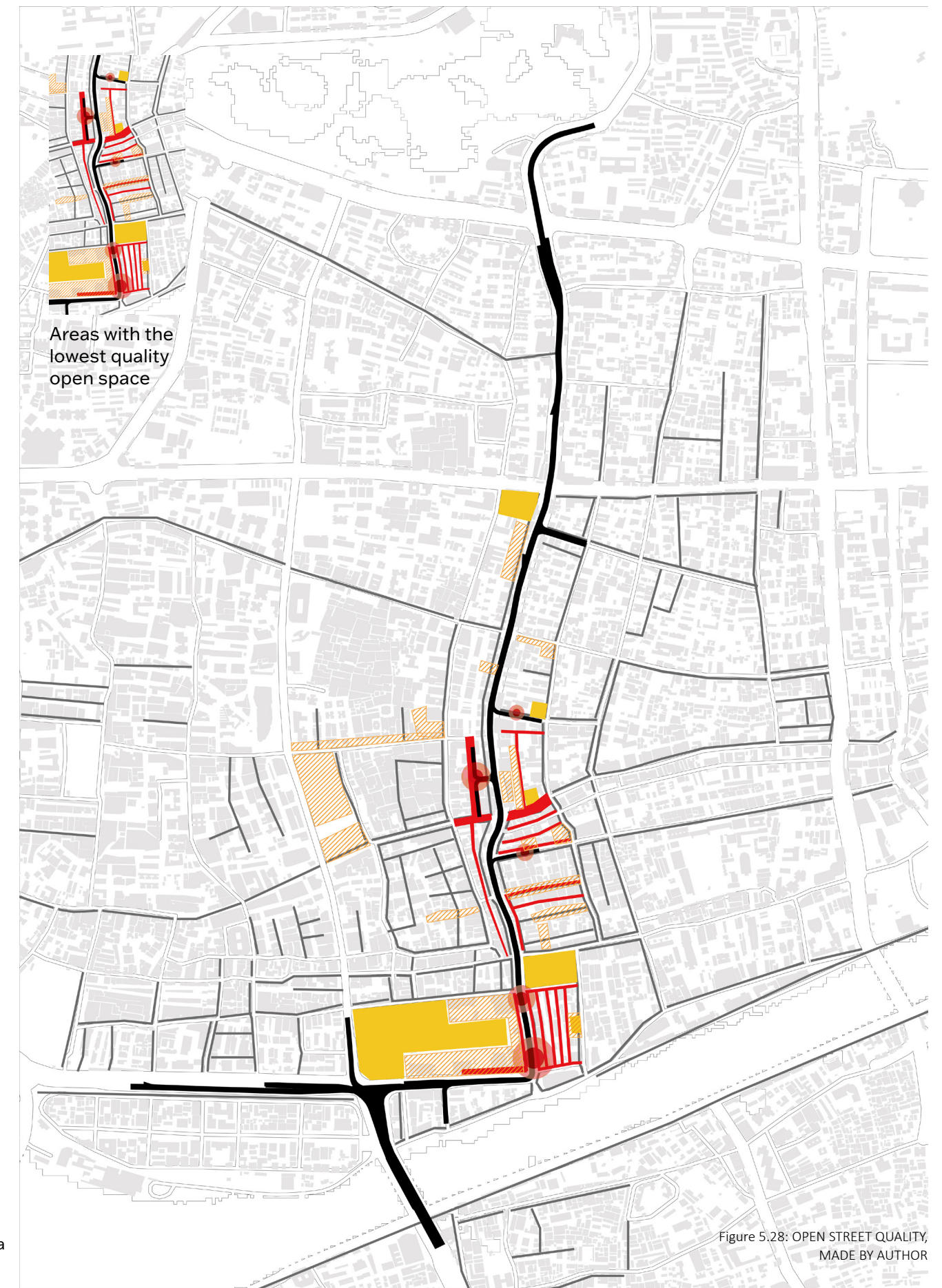
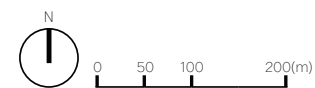
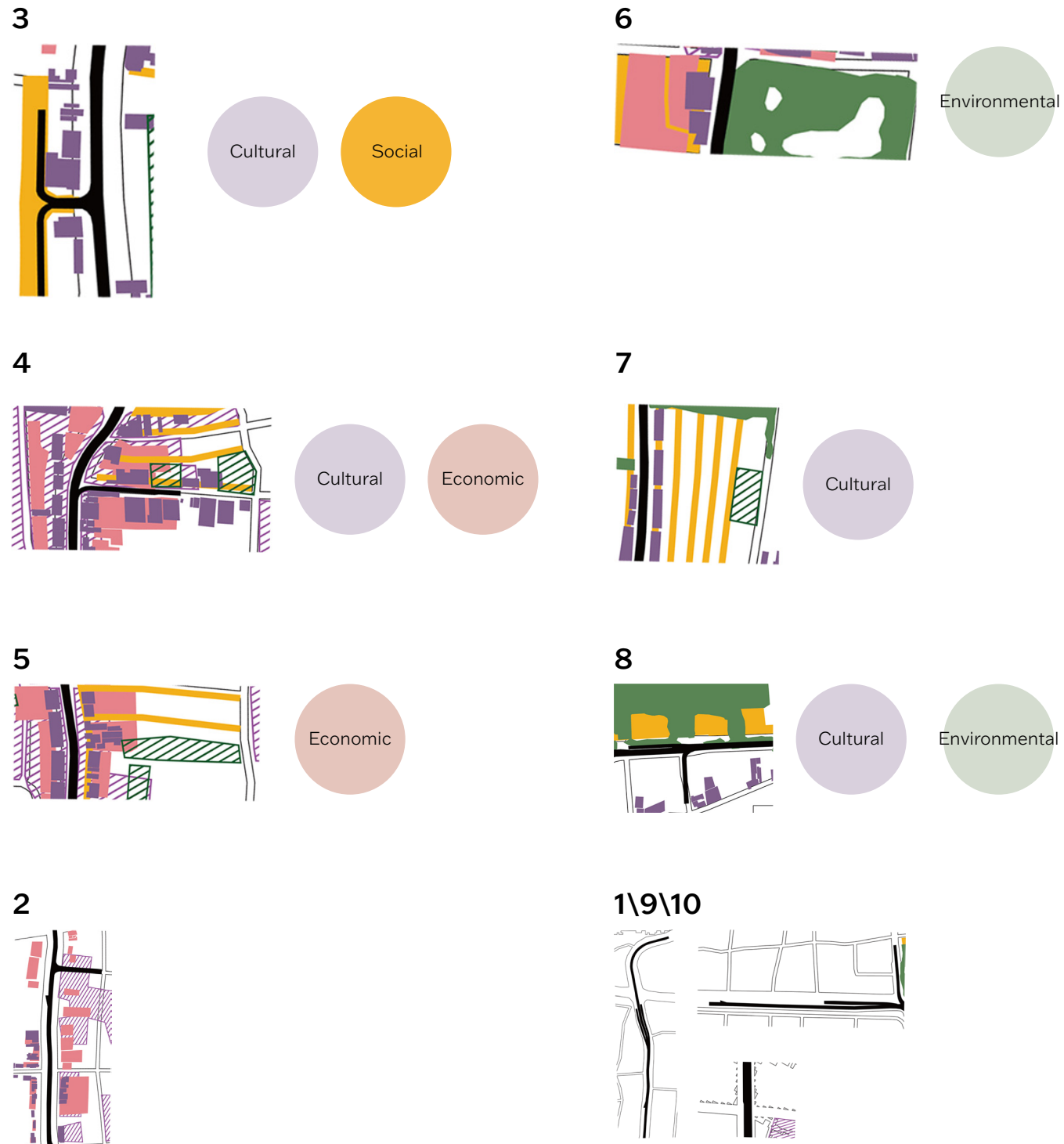


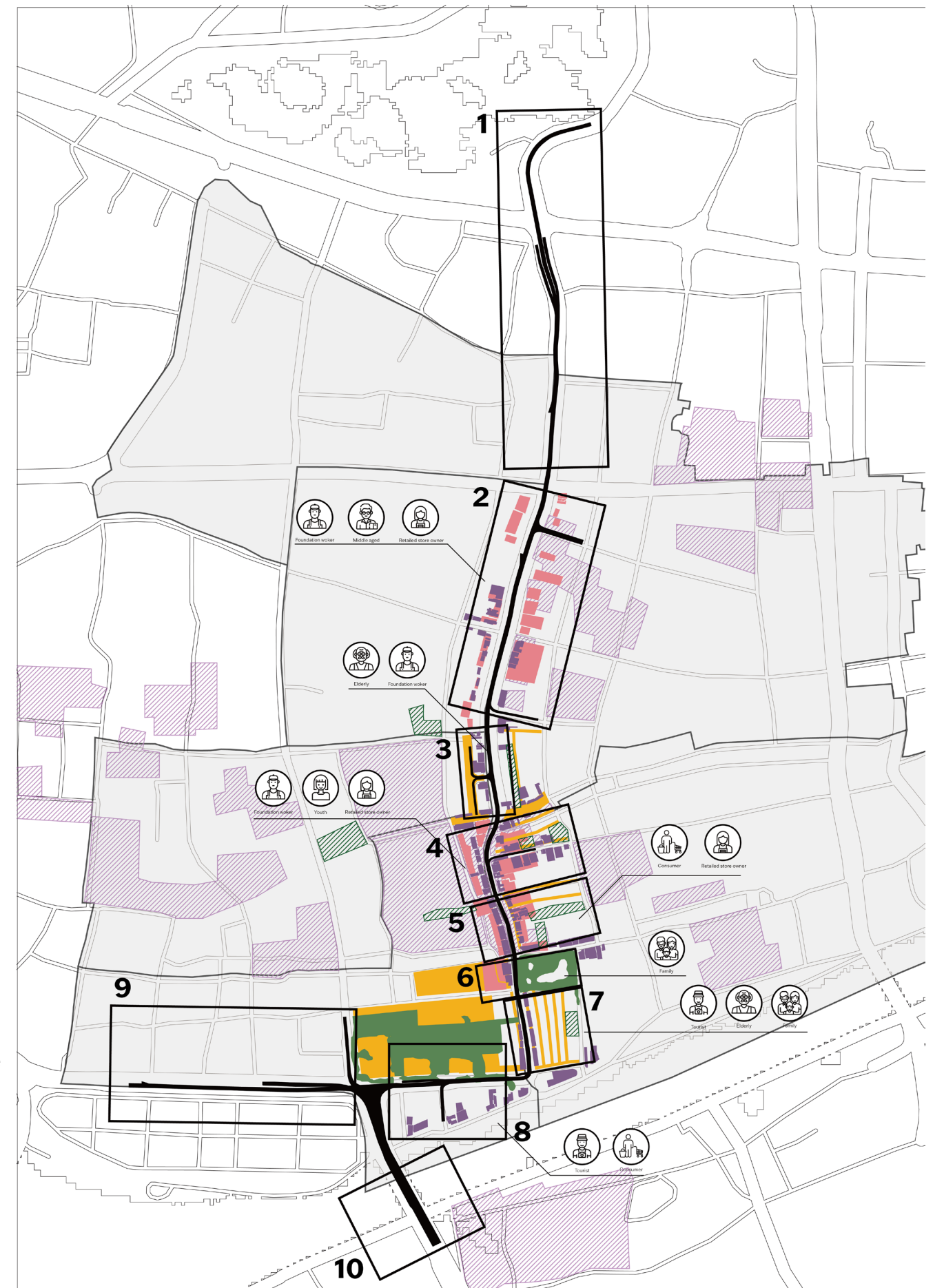
Figure 5.28: OPEN STREET QUALITY,
MADE BY AUTHOR

05 Analysis INTEGRATED INFRASTRUCTURE ANALYSIS



Integrated infrastructure

- Viaduct
- Veranda
- Core protection area
- Store
- Greenery
- Potential greenery
- Open space



05 Analysis CONCLUSION

SUSTAINABLE MOBILITY ANALYSIS



The area with the lowest synergy between transportation and cultural tourism

Cultural and Tourism Oriented



The area with the lowest synergy between transportation and retail commerce

Collaboration in commerce



The areas with low green coverage and noise pollution

Environmentally friendly



Lowest Pedestrian Convenience Areas

Pedestrian Priority

NEIGHBOURHOOD LIVABILITY ANALYSIS



Highest cultural richness but Lowest space quality Areas

Cultural heritage promotion



Areas with the worst quality commercial streets

Retail commerce activation



Areas with the lowest quality greenery

Ecological environment optimization



Areas with the lowest quality open space

Enhanced resident interaction

INTEGRATED INFRASTRUCTURE ANALYSIS



Cultural Social



Cultural Economic



Economic



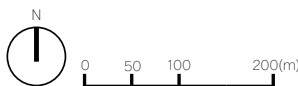
Environmental



Cultural



Cultural Environmental



Conclusion map

- Core cultural protection area
- Potential cultural street
- Potential greenery
- Greenery promotion for ecology
- Potential open space
- Open street promotion for resident interaction
- Commercial activation area
- Potential retail commercial street

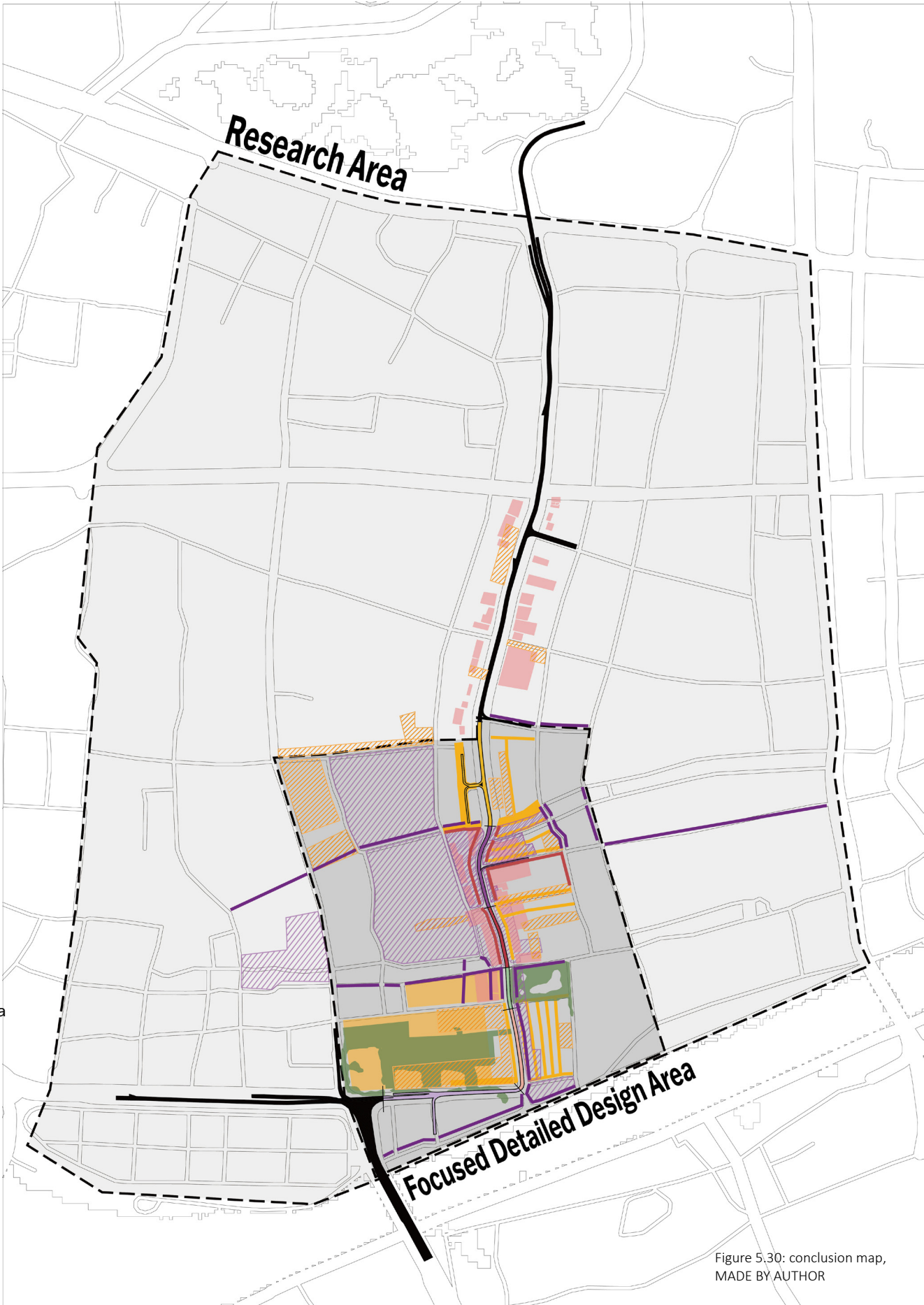
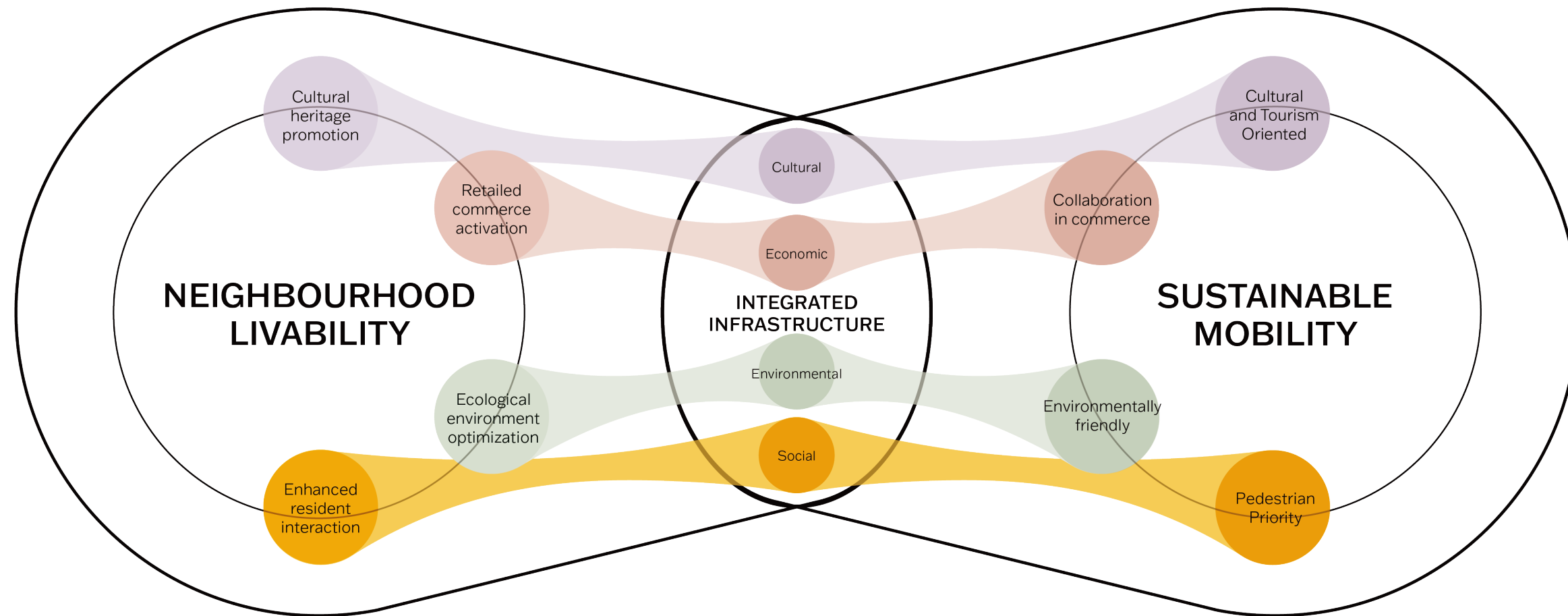


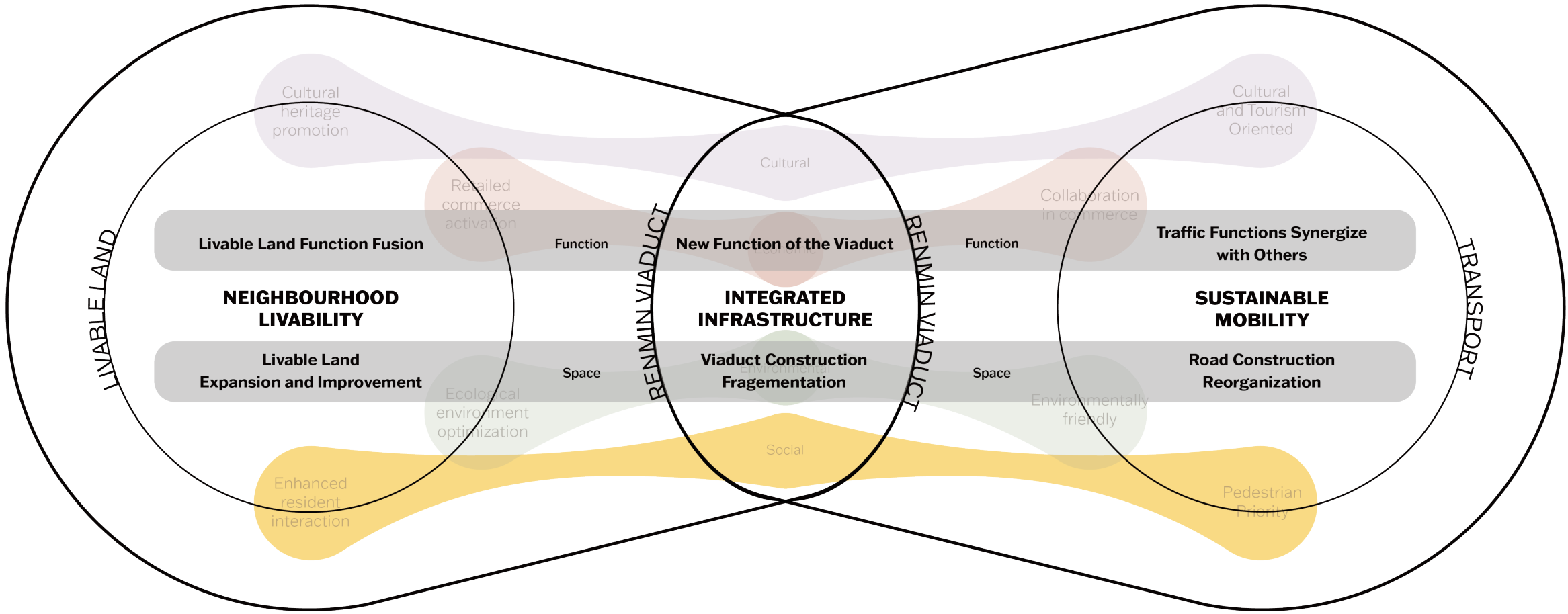
Figure 5.30: conclusion map, MADE BY AUTHOR

06

DESIGN
PROPOSAL



Conceptual framework



Design framework

06 Design proposal
DESIGN FRAMEWORK



Strategy

NEIGHBOURHOOD LIVABILITY

Spatial Strategy: Livable Land Expansion and Improvement

Functional Strategy: Livable Land Function Fusion

SUSTAINABLE MOBILITY

Functional Strategy: Traffic Functions Synergize with Others

Spatial Strategy: Road Construction Reorganization

INTEGRATED INFRASTRUCTURE

Functional Strategy: New Function of the Viaduct

Spatial Strategy: Viaduct Construction Fragementation

NEIGHBOURHOOD LIVABILITY

Spatial Strategy: Livable Land Expansion and Improvement

Functional Strategy: Livable Land Function Fusion

SUSTAINABLE MOBILITY

Functional Strategy: Traffic Functions Synergize with Others

Spatial Strategy: Road Construction Reorganization

INTEGRATED INFRASTRUCTURE

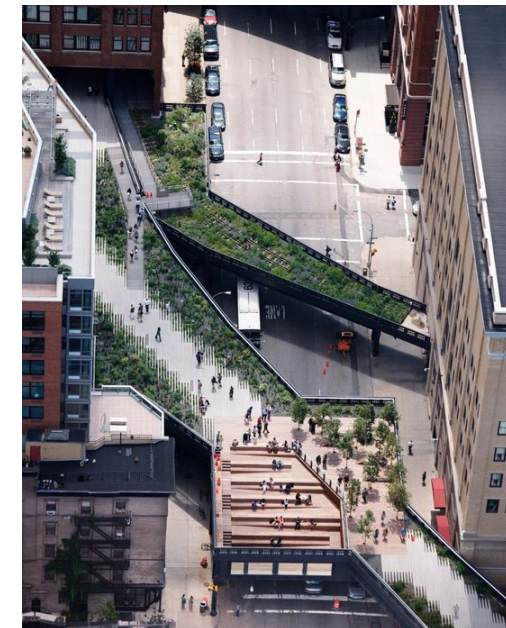
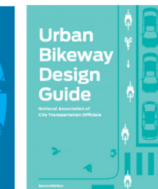
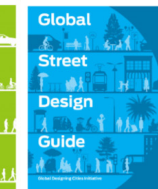
Functional Strategy: New Function of the Viaduct

Spatial Strategy: Viaduct Construction FrAGMENTATION

Design approach reference:

street design
infrastructure design
viaduct reconstruction

<https://nacto.org/publication/urban-street-design-guide/>
<https://streetsillustrated.seattle.gov/>



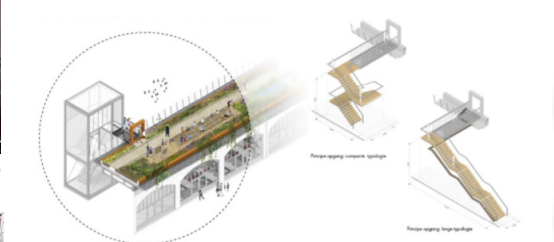
High Line Park, New York, 2009



Caoyang Centennial Park, Shanghai,
Liu Yuyang Architects, 2021



SEOULLO 7017 SKYGARDEN, Seoul, MVRDV, 2017



HOFBOGEN PARK, Rotterdam, 2014

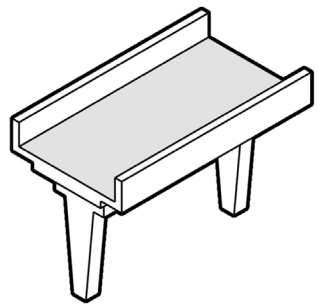
06 Design proposal STRATEGIES FOR FUNCTION&SPACE

01 INTEGRATED INFRASTRUCTURE

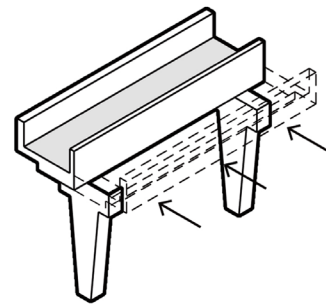
Spatial Strategy: Viaduct Construction FrAGMENTATION

For Viaduct Surface

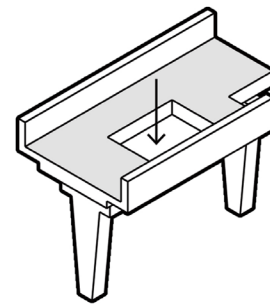
KEEP



Fully retained

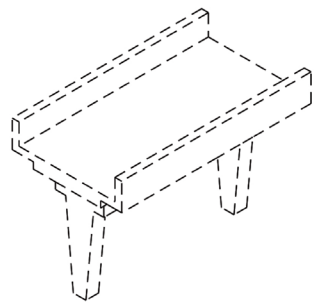


Partly retained

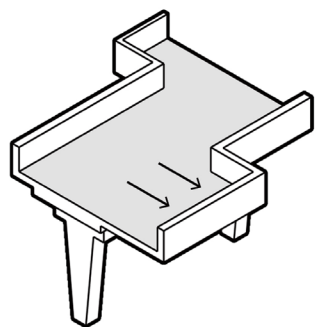


Digging

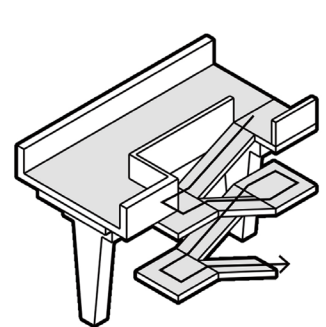
REMOVE



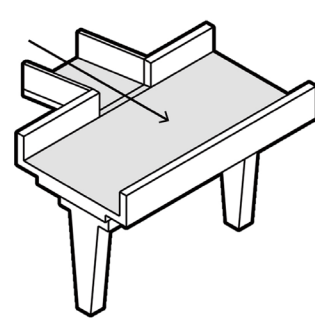
ADDING



Surface expanding



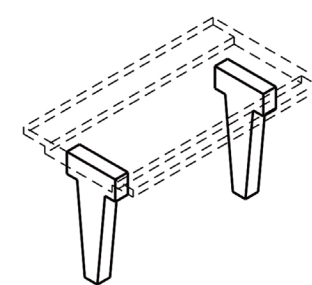
Stairs insertion



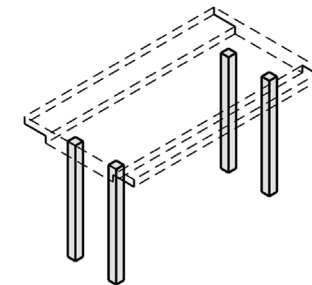
New entrance

For Viaduct Column

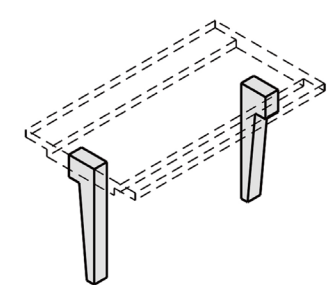
KEEP



Fully retained

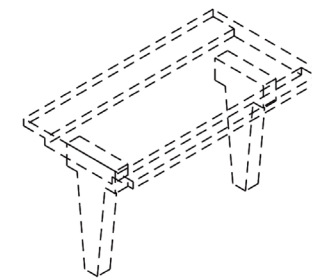


Replace

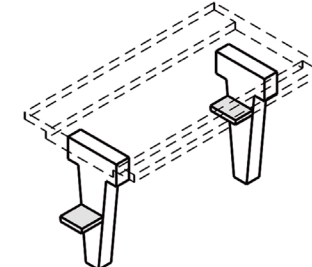


Partly retained

REMOVE



ADDING

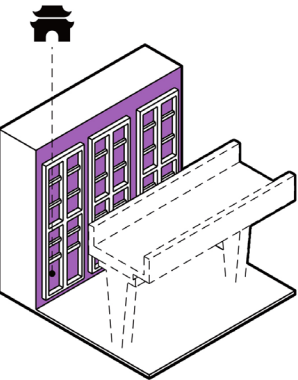


Vertical space

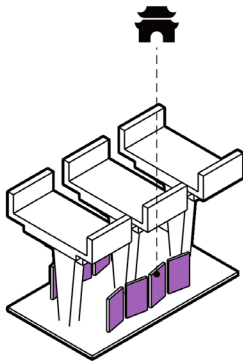
06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

01 INTEGRATED INFRASTRUCTURE

Functional Strategy: New Function of the Viaduct



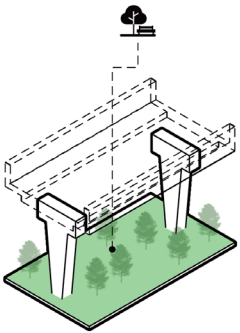
Cultural preservation



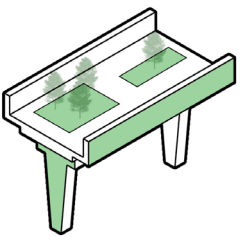
Cultural exhibition

Cultural
and Tourism
Oriented

Cultural
heritage
promotion



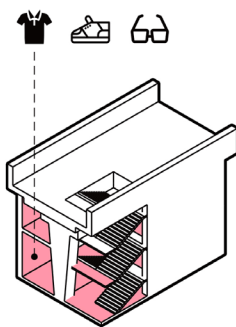
Garden under the bridge



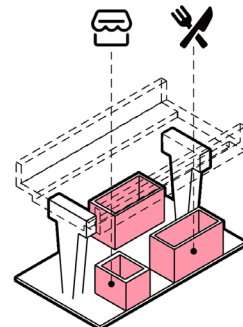
Vertical greenery

Environmentally
friendly

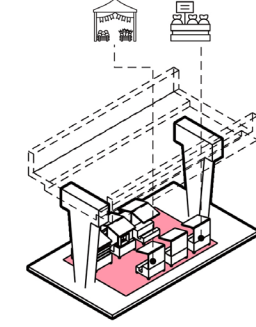
Ecological
environment
optimization



Indoor Clothing Store



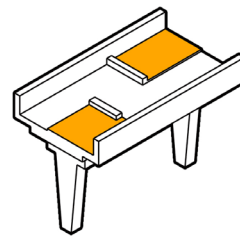
Outdoor Snack Bar



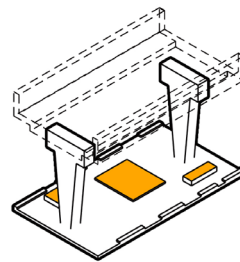
Outdoor Grocery

Collaboration
in commerce

Retailed
commerce
activation



Seat on the surface



Gathering under the bridge

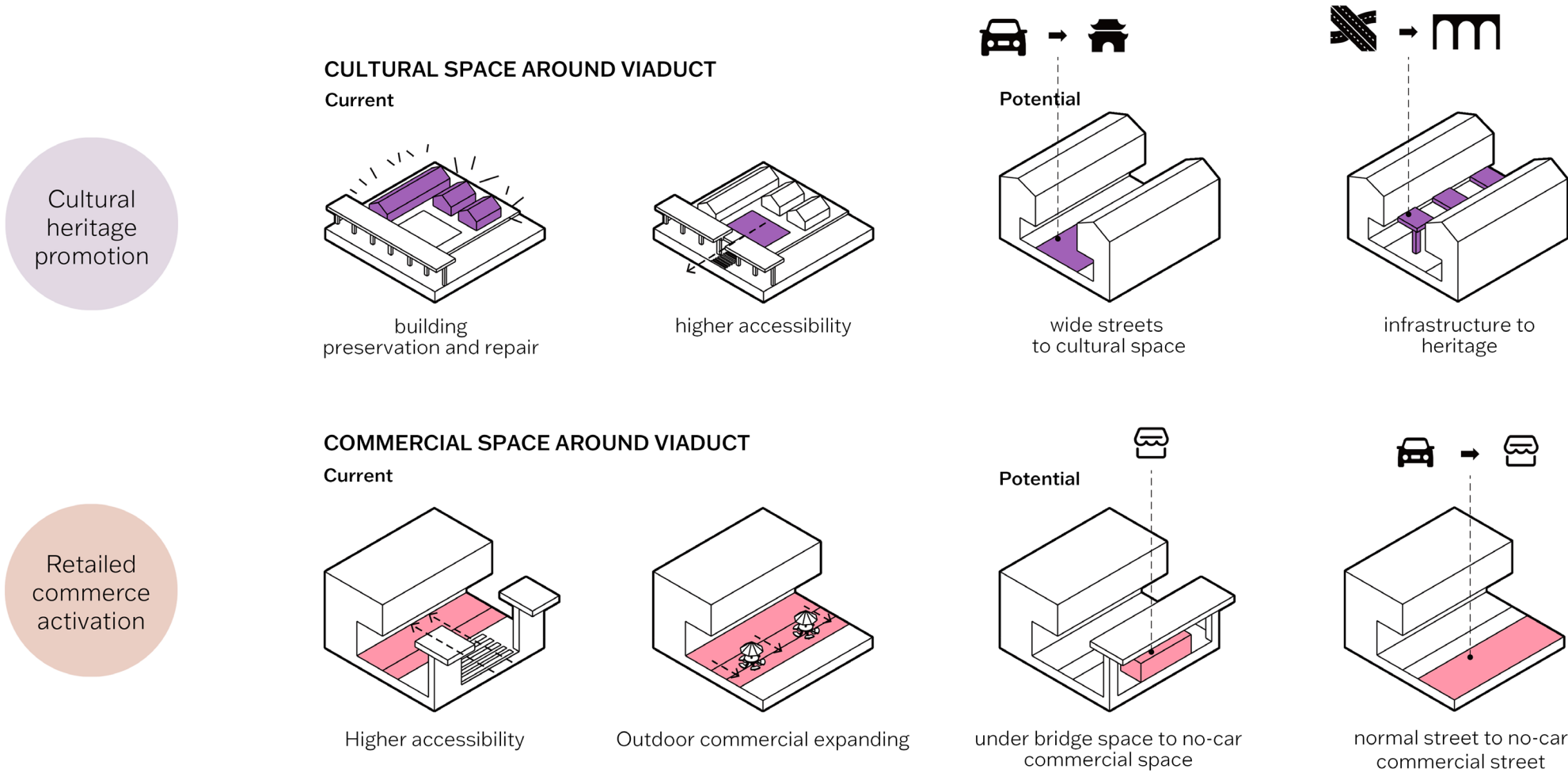
Pedestrian
Priority

Enhanced
resident
interaction

06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

02 NEIGHBOURHOOD LIVABILITY

Spatial Strategy: Livable Land Expansion and Improvement



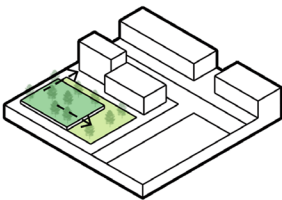
06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

02 NEIGHBOURHOOD LIVABILITY

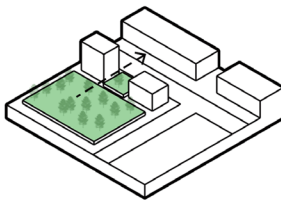
Spatial Strategy: Livable Land Expansion and Improvement

Ecological
environment
optimization

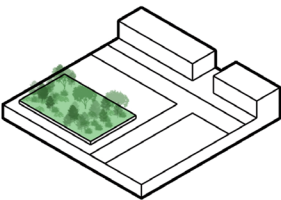
GREENERY AROUND VIADUCT
Current



Wider



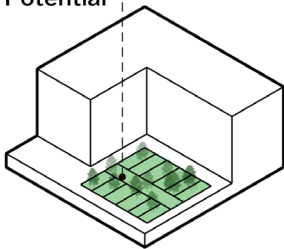
Higher accessibility



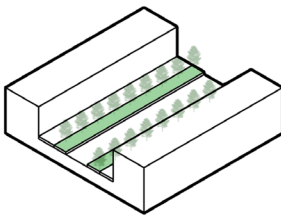
Landscape Design Optimization



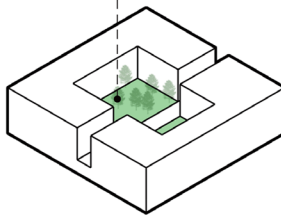
Potential



Parking lot to green space



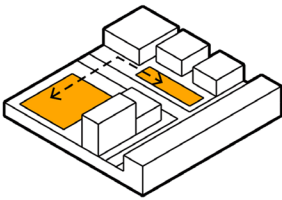
Green belts divided
on wider streets



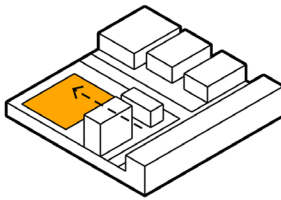
Removing buildings into
green space

Enhanced
resident
interaction

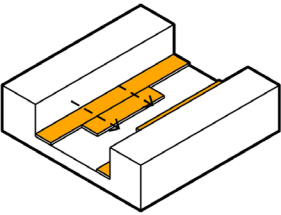
OPEN SPACE AROUND VIADUCT
Current



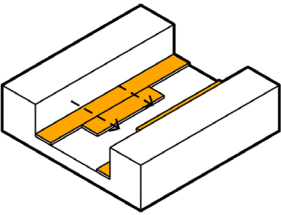
Wider



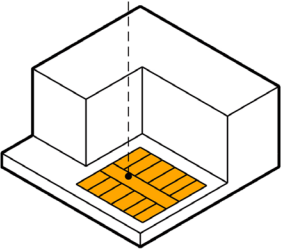
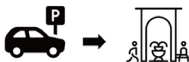
Higher accessibility



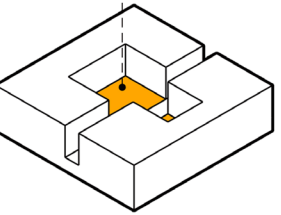
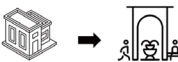
Potential



Wide streets to public space



Parking lot to public space

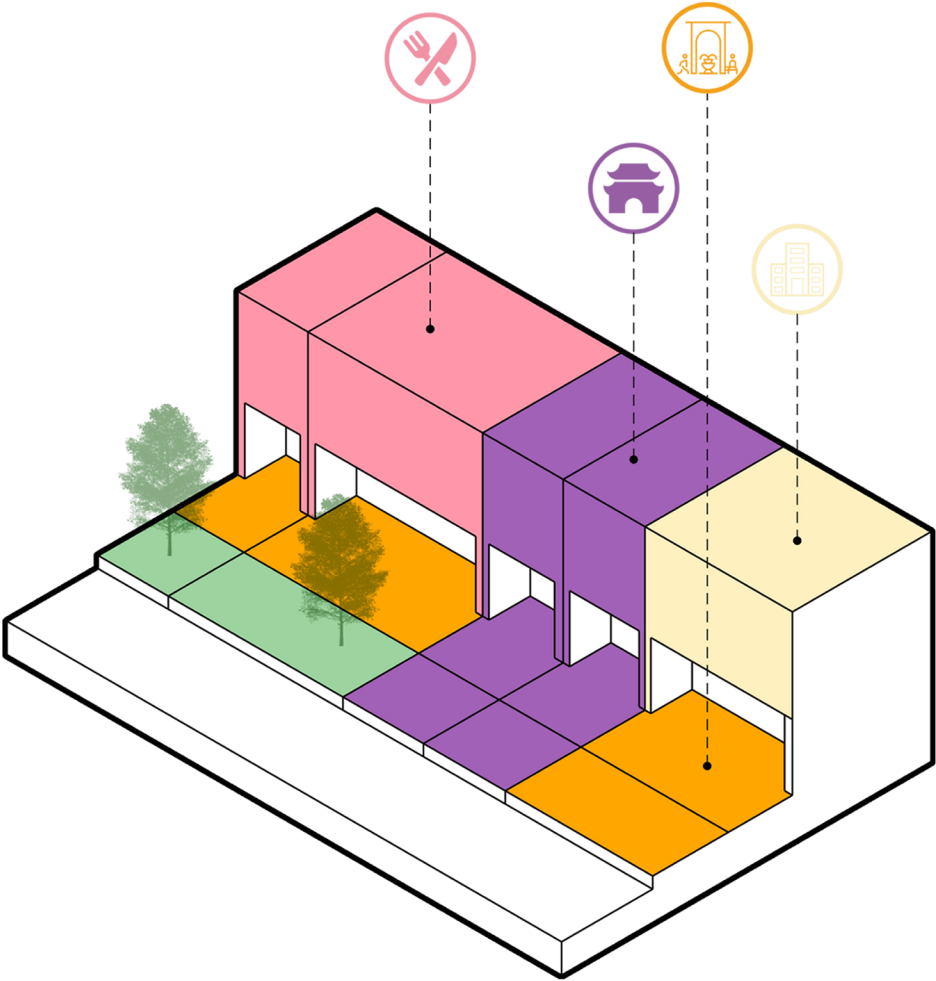


Removing buildings into public space

06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

02 NEIGHBOURHOOD LIVABILITY

Functional Strategy: Livable Land Function Fusion



CULTURAL SPACE AROUND VIADUCT

+

COMMERCIAL SPACE AROUND VIADUCT

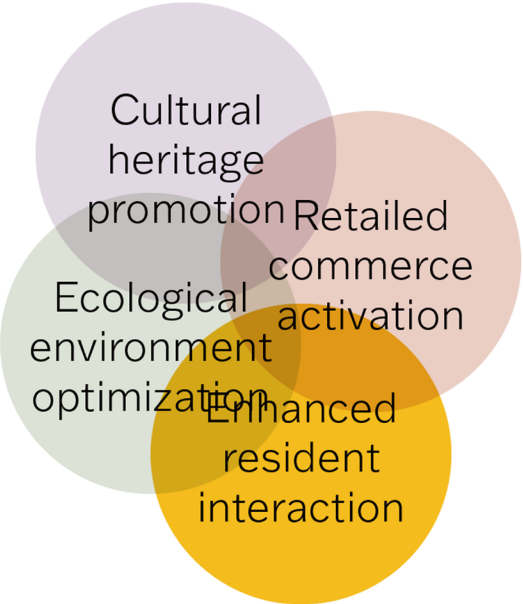
+

GREENERY AROUND VIADUCT

+

OPEN SPACE AROUND VIADUCT

=

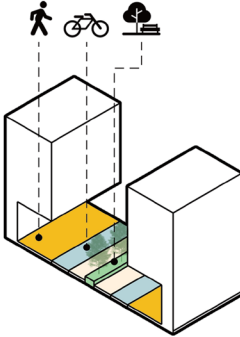
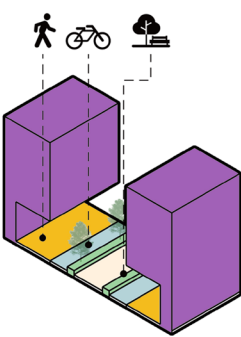


06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

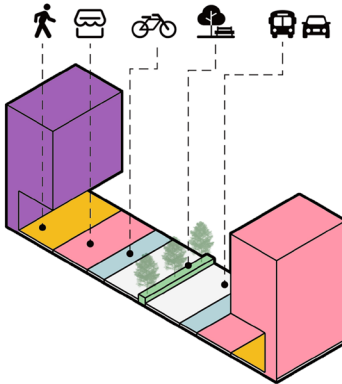
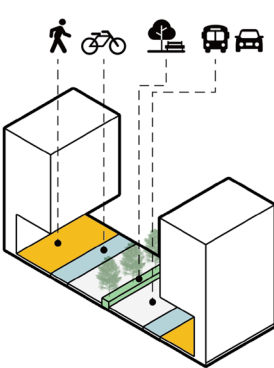
03 SUSTAINABLE MOBILITY

Spatial Strategy: Road Construction Reorganization

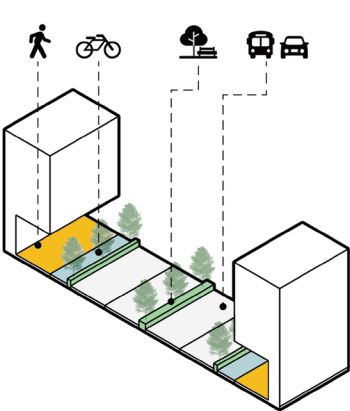
NO CAR STREET



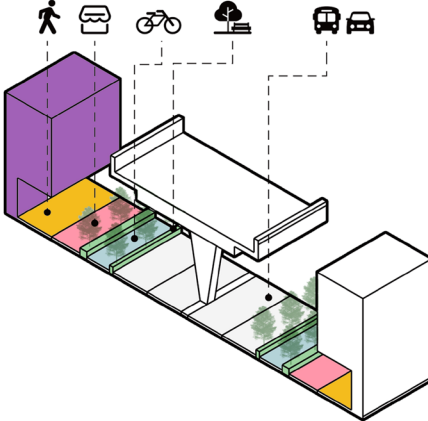
THIRD ROAD



SECONDARY ROAD

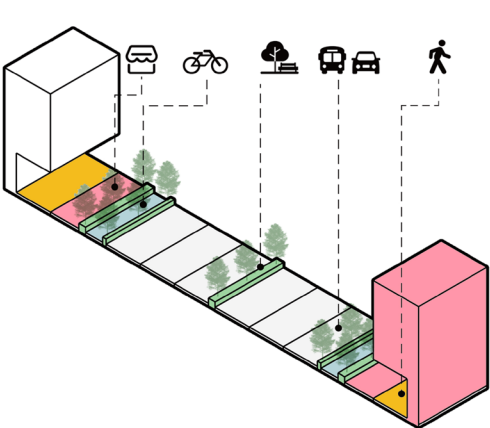


Without viaduct



With viaduct

MAIN ROAD

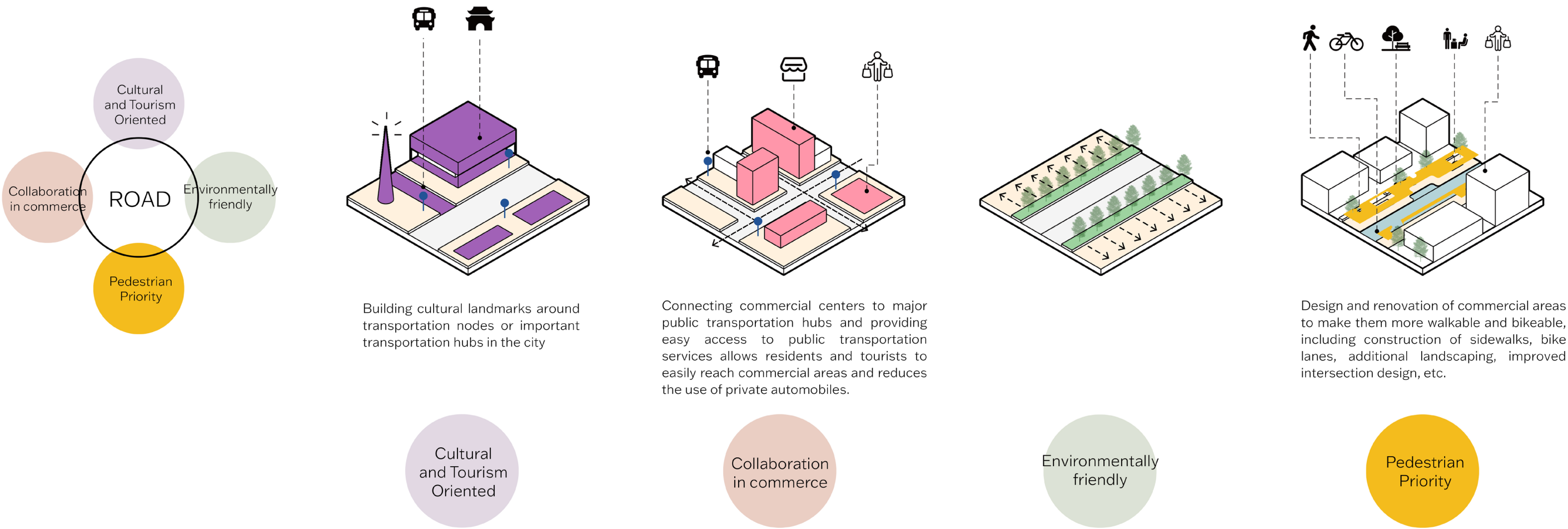


- Cultural and Tourism Oriented
- Collaboration in commerce
- Environmentally friendly
- Pedestrian Priority

06 Design proposal
STRATEGIES FOR FUNCTION&SPACE

03 SUSTAINABLE MOBILITY

Functional Strategy: Traffic Functions Synergize with Others

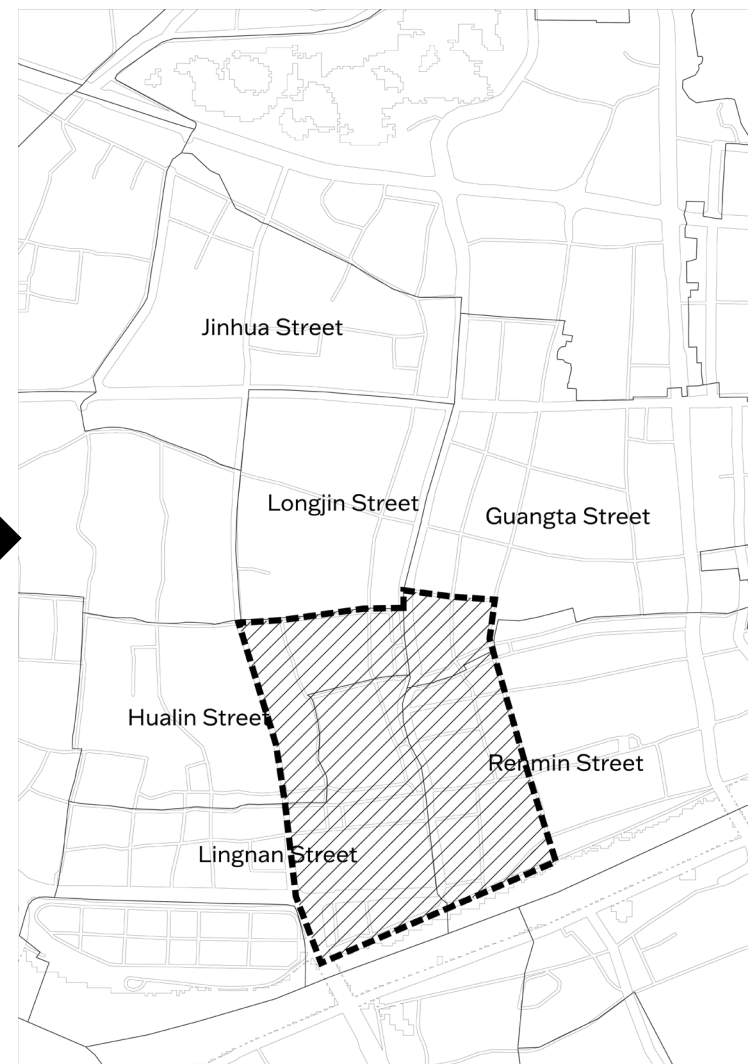
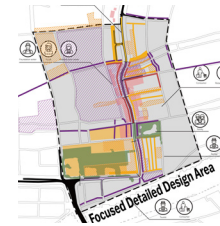


06 Design proposal STRUCTURE OF DESIGN OUTCOMES



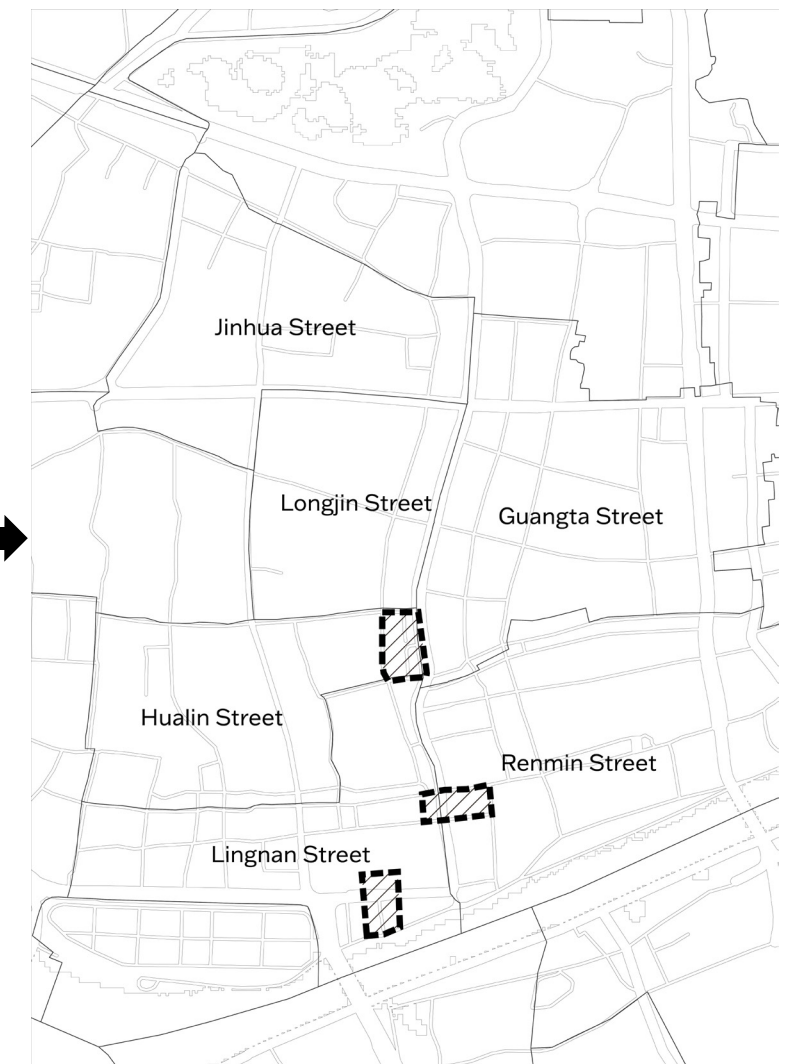
**Transportation planning
for
Renmin Viaduct and surrounding roads**

LIWAN & YUEXIU DISTRICT SCALE



**Master plan & Design implementation
for
Renmin Viaduct reconstruction area**

RENMIN ROAD NEIGHBOURHOOD
SCALE



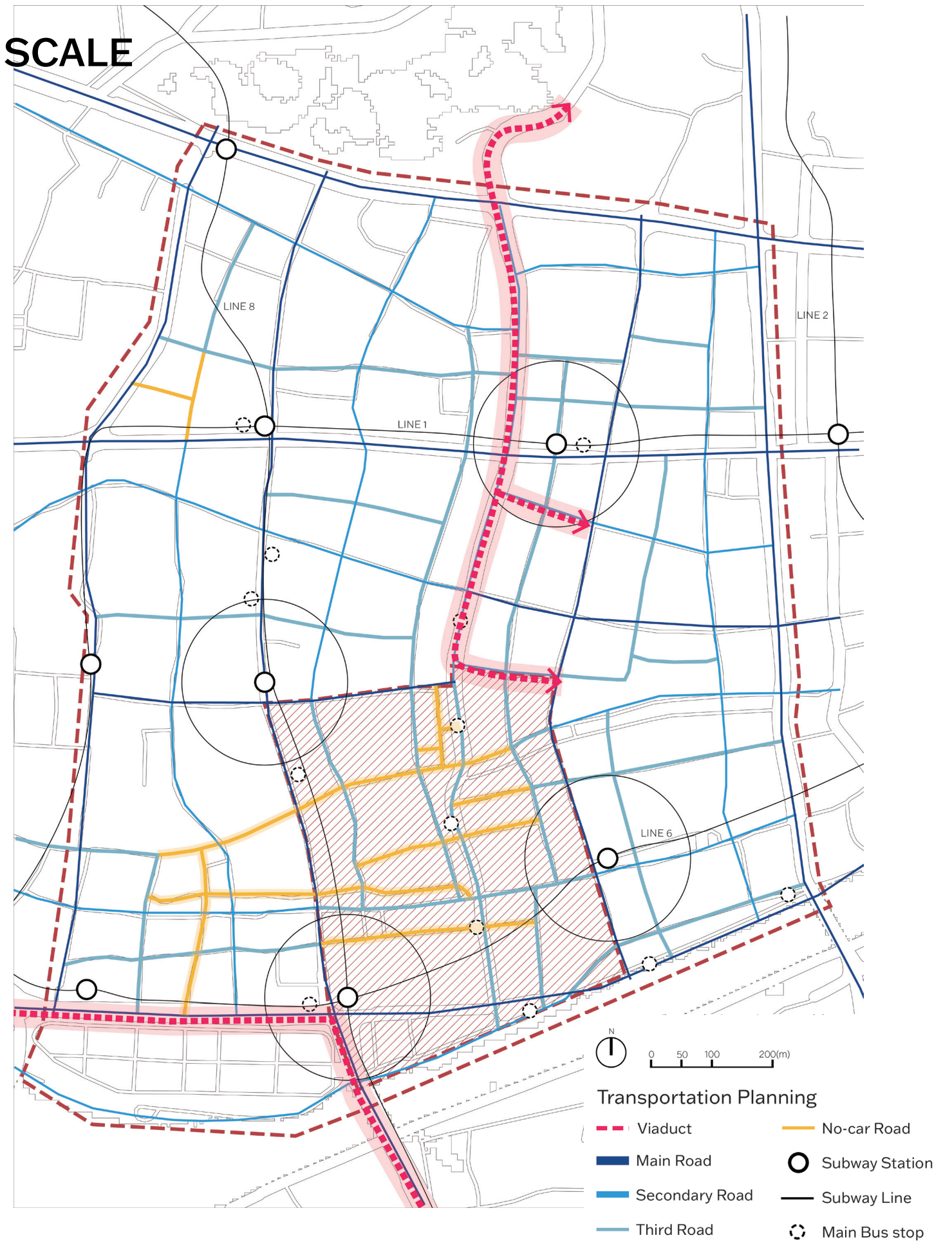
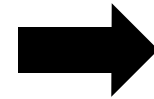
**Detailed testing
for
3 streets with different qualities**

STREET SCALE

07

DESIGN
OUTCOMES

07 Design outcomes MASTER PLAN OF TRANSPORTATION DISTRICT SCALE



07 Design outcomes MASTER PLAN OF TRANSPORTATION DISTRICT SCALE

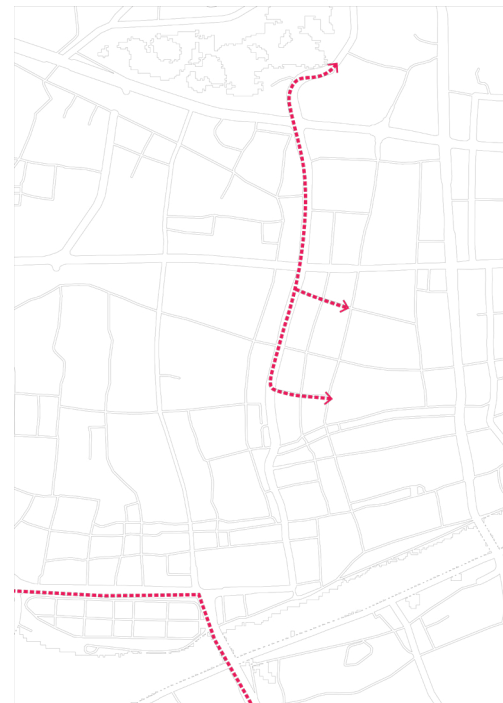
SUSTAINABLE MOBILITY

Functional Strategy: Traffic Functions Synergize with Others

Spatial Strategy: Road Construction Reorganization



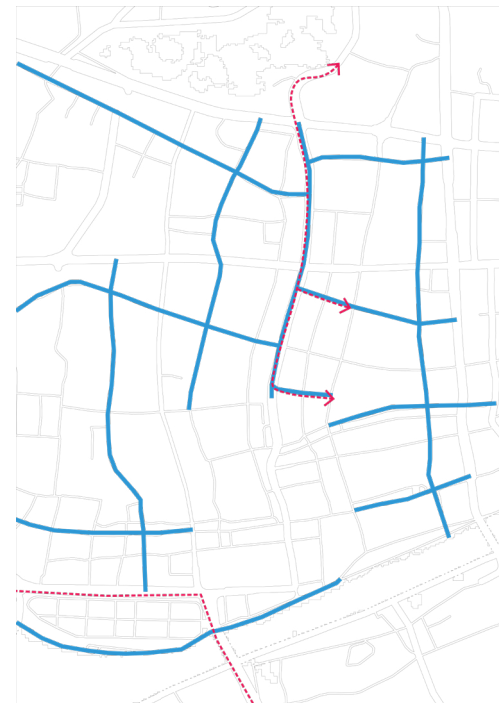
Proposed Transportation Planning



The **southern part of the viaduct** will be dismantled and renovated, no longer accommodating vehicular traffic.



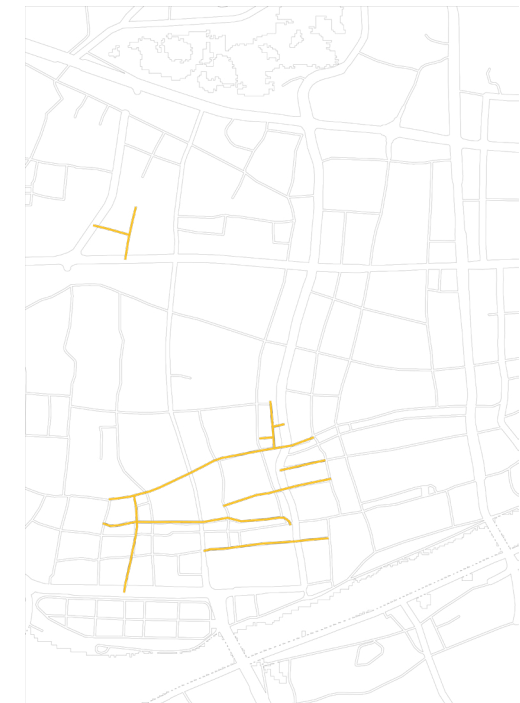
The **main roads** on both sides of the viaduct will be reinforced to secondary road and third road to accommodate more traffic flow.



The main road under the viaduct will be downgraded to **secondary roads and third roads**.



Other **third roads** will be improved.

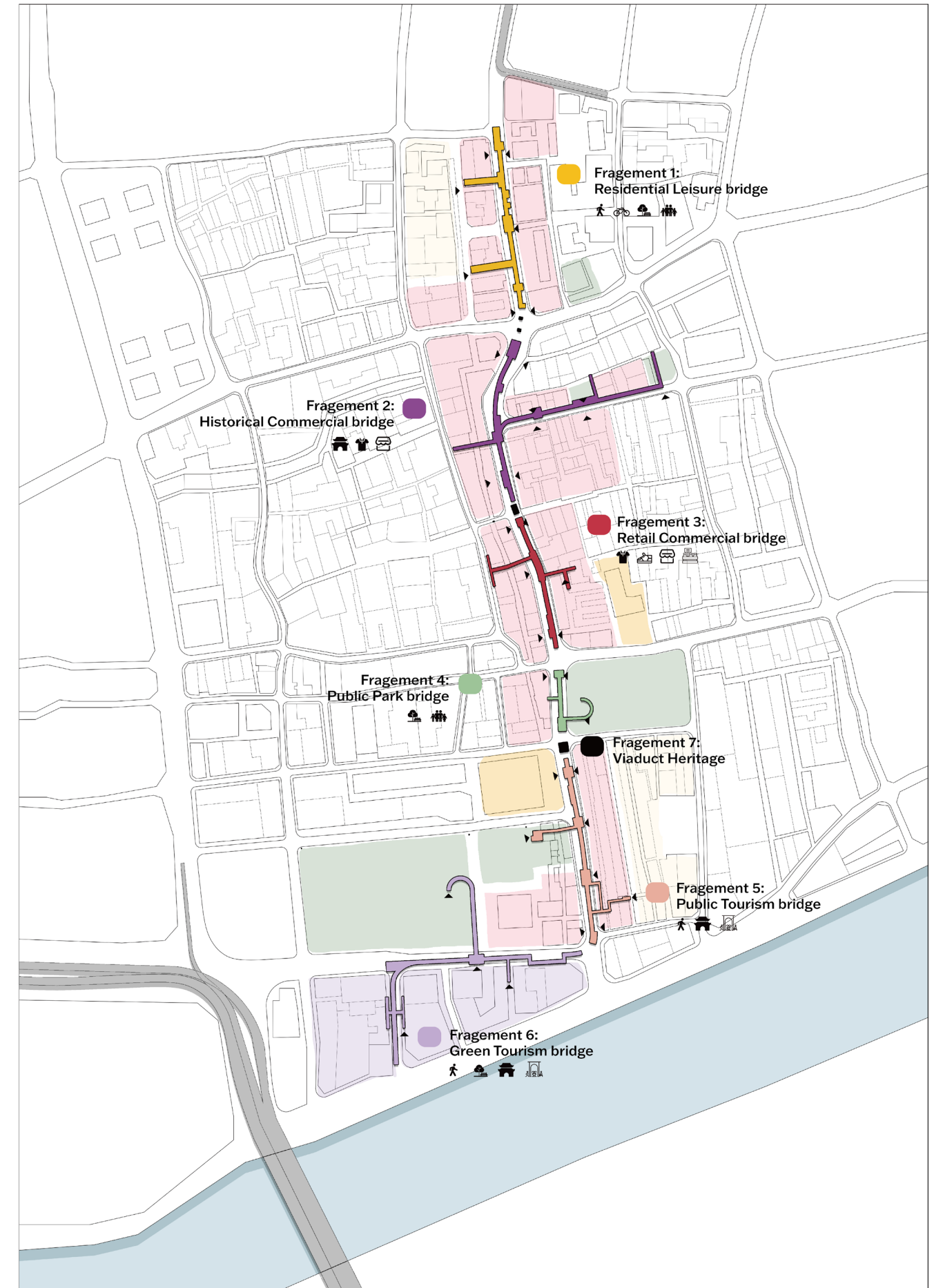
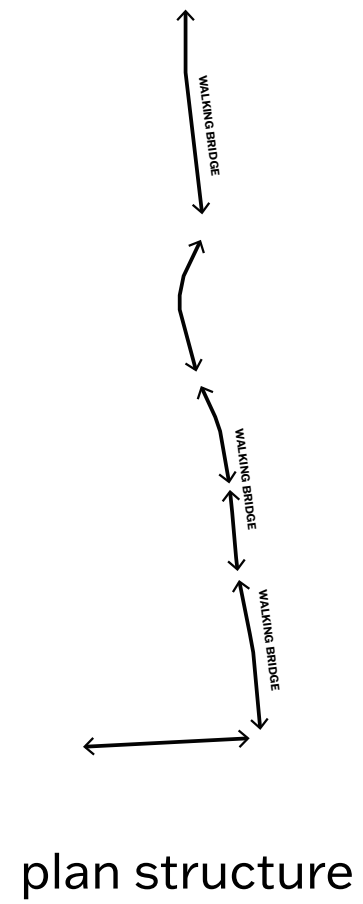
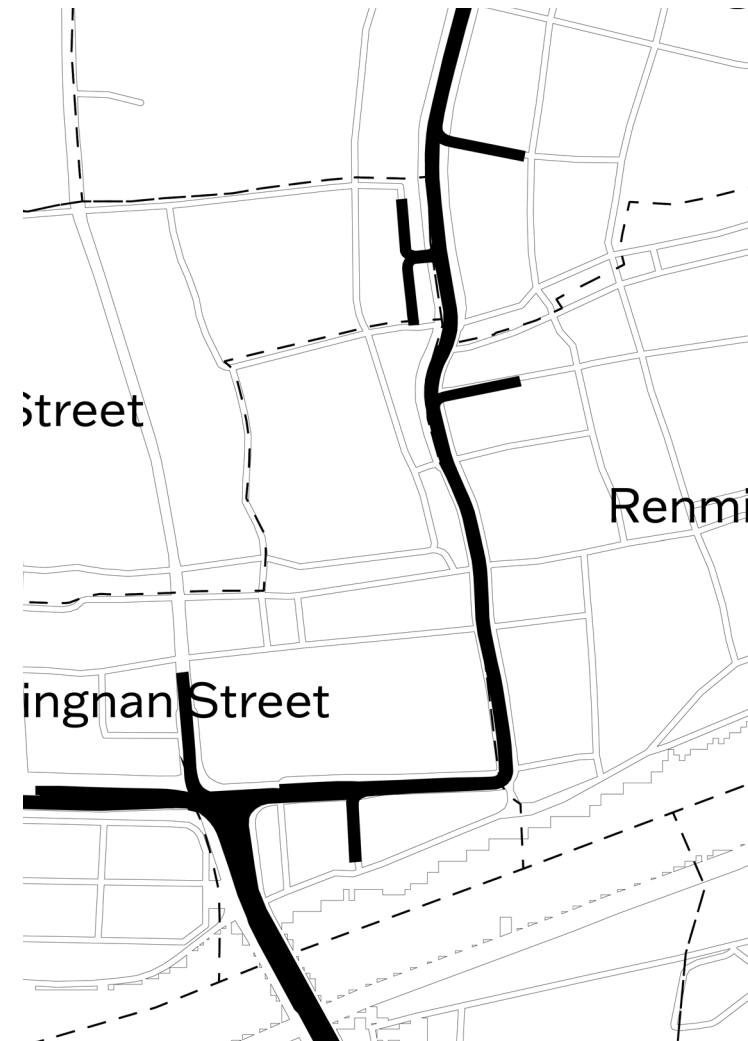


No-car streets will be implemented to accommodate pedestrian traffic around the southern part of the viaduct.

07 Design outcomes IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Integrated infrastructure plan

Street administrative boundaries

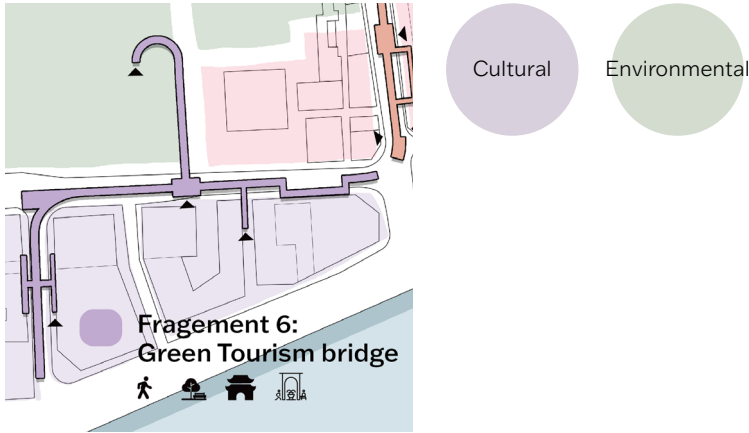
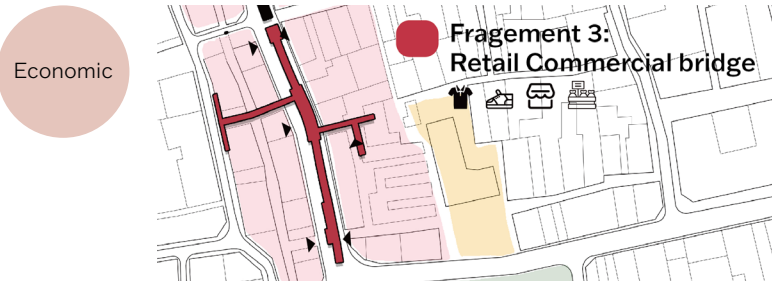
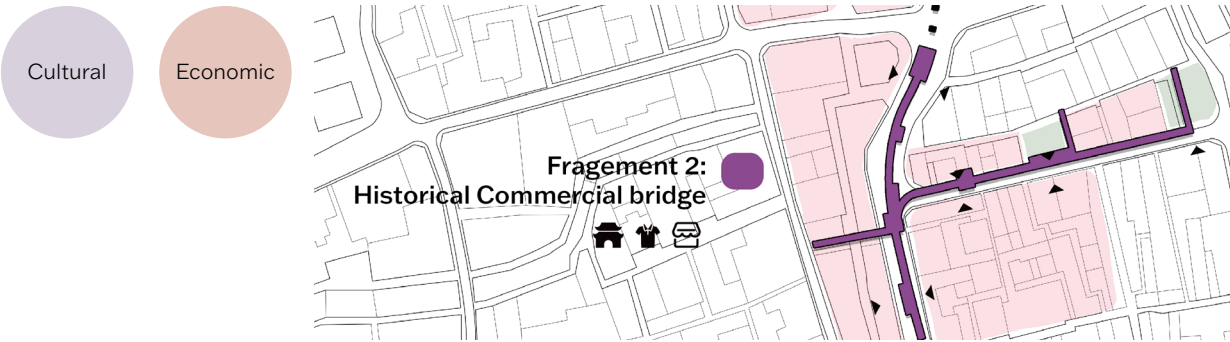
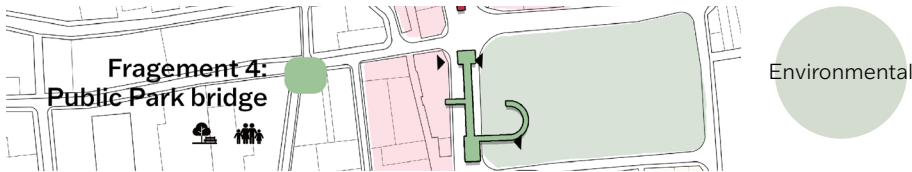
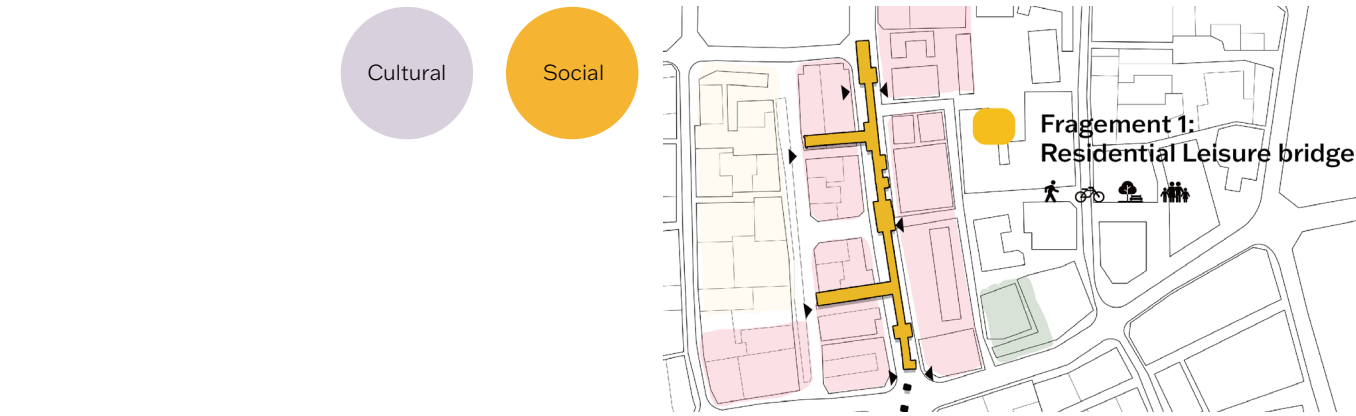
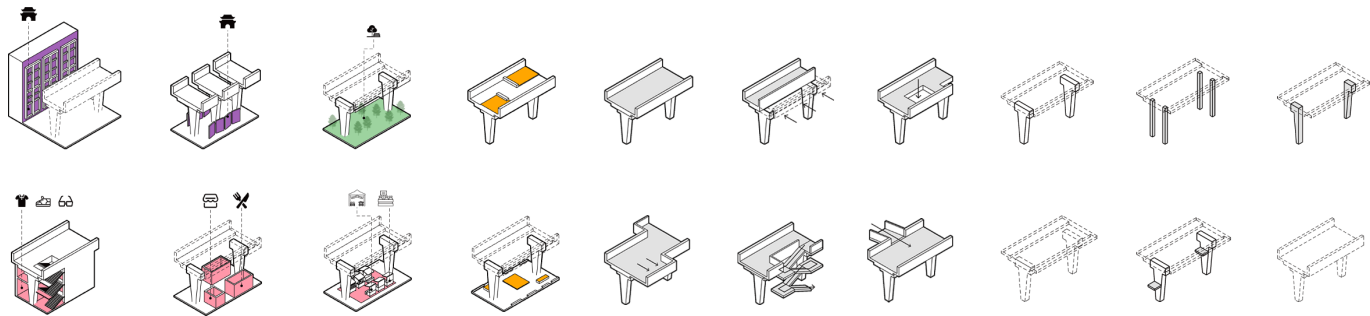


07 Design outcomes
IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Integrated infrastructure plan

INTEGRATED INFRASTRUCTURE

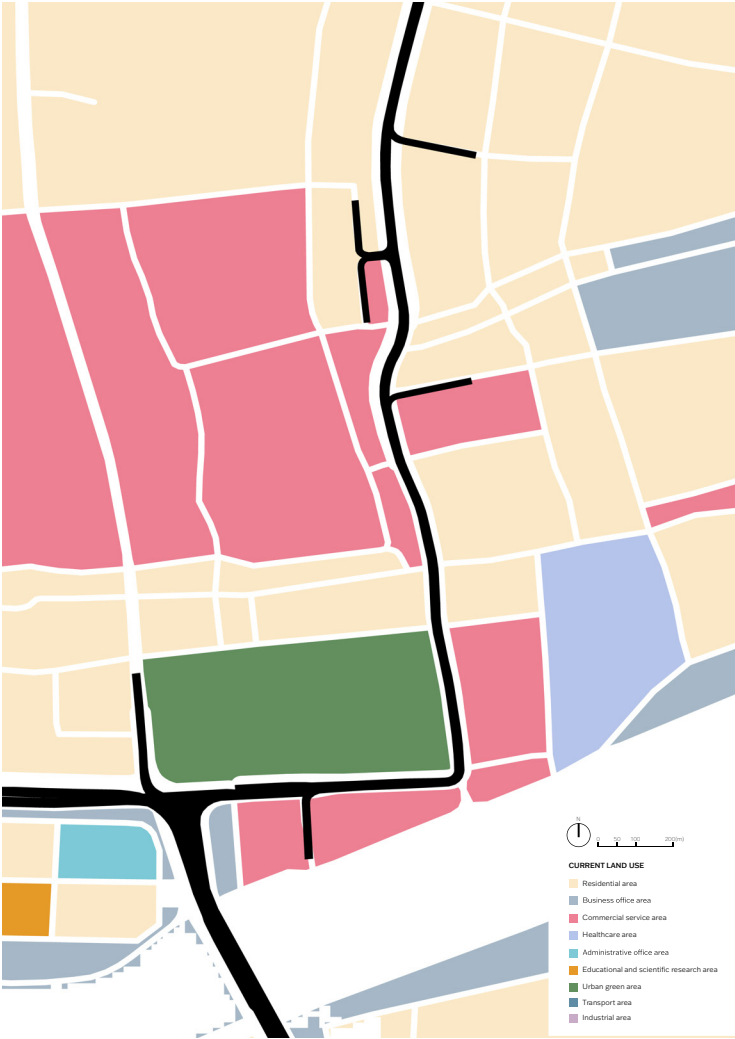
Functional Strategy: New Function of the Viaduct
Spatial Strategy: Viaduct Construction Fragmentation



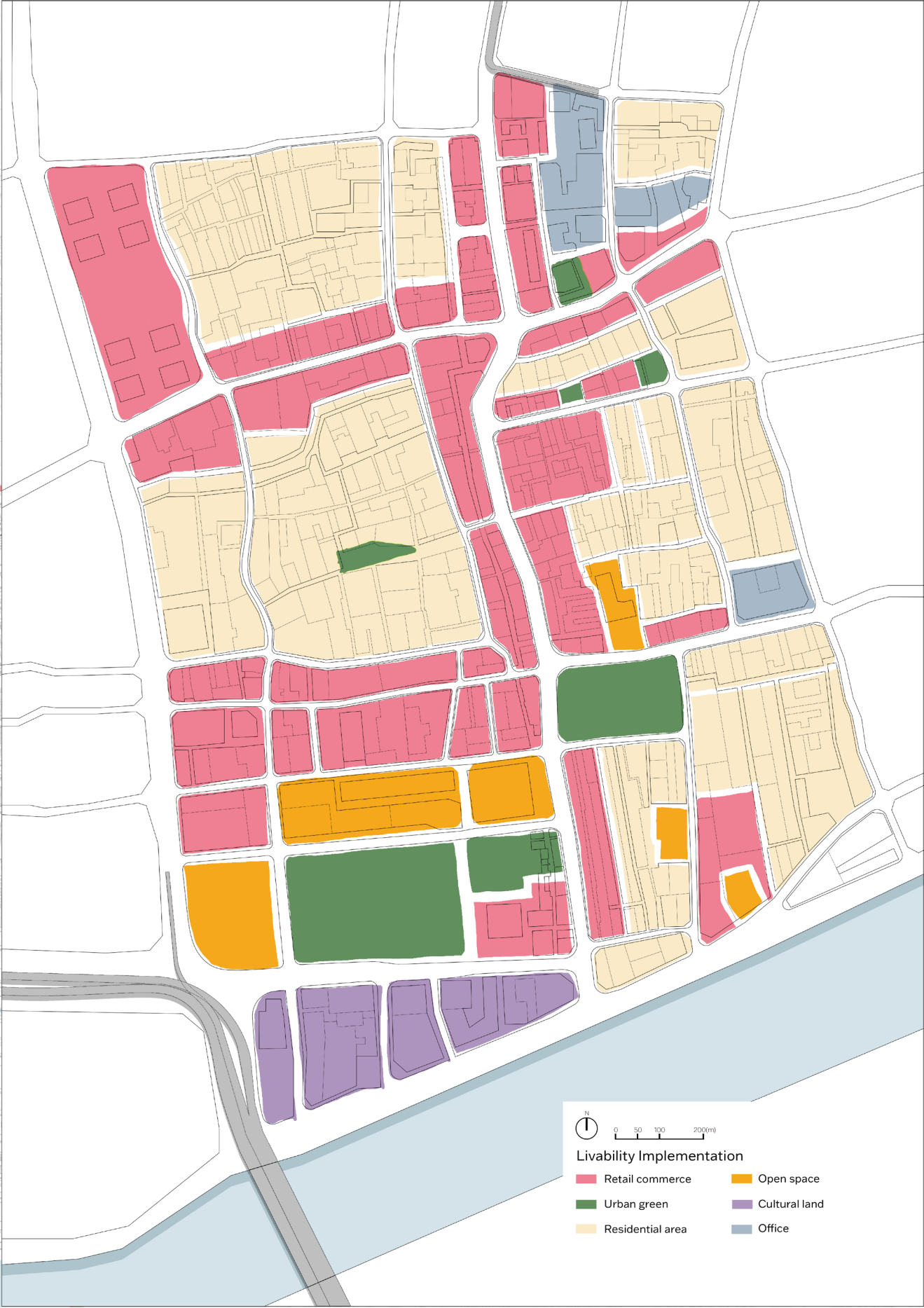
07 Design outcomes
IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Neighbourhood livability plan

Current land use



plan structure



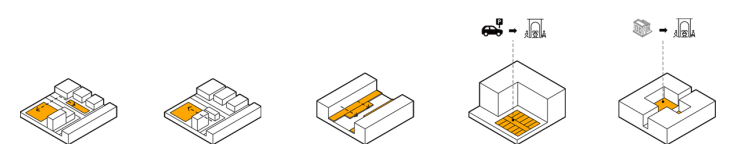
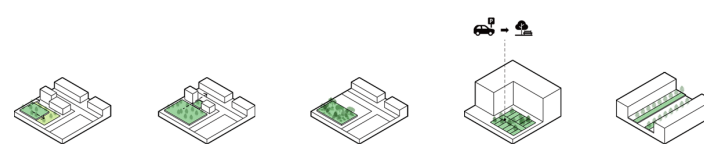
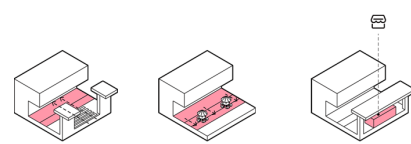
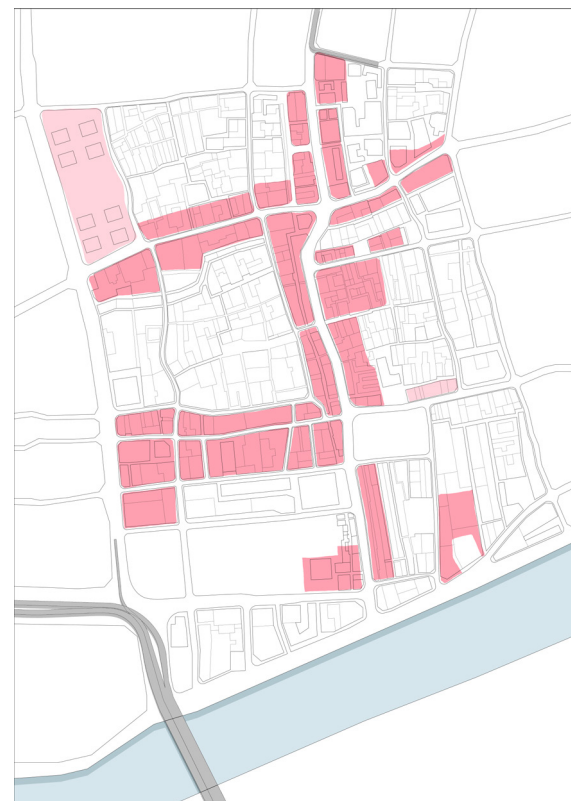
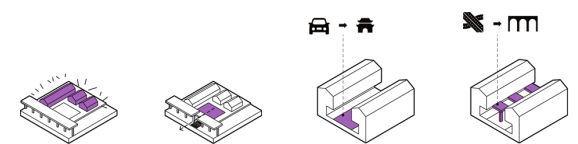
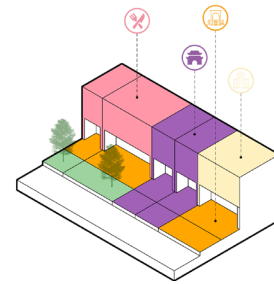
07 Design outcomes IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Neighbourhood livability plan

NEIGHBOURHOOD LIVABILITY

Spatial Strategy: Livable Land Expansion and Improvement

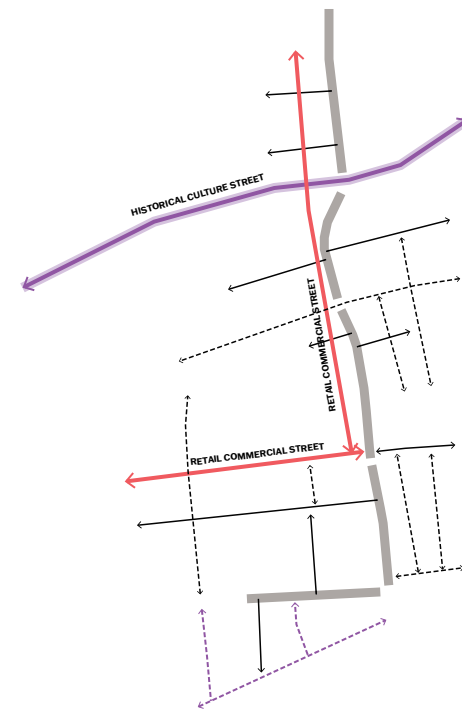
Functional Strategy: Livable Land Function Fusion



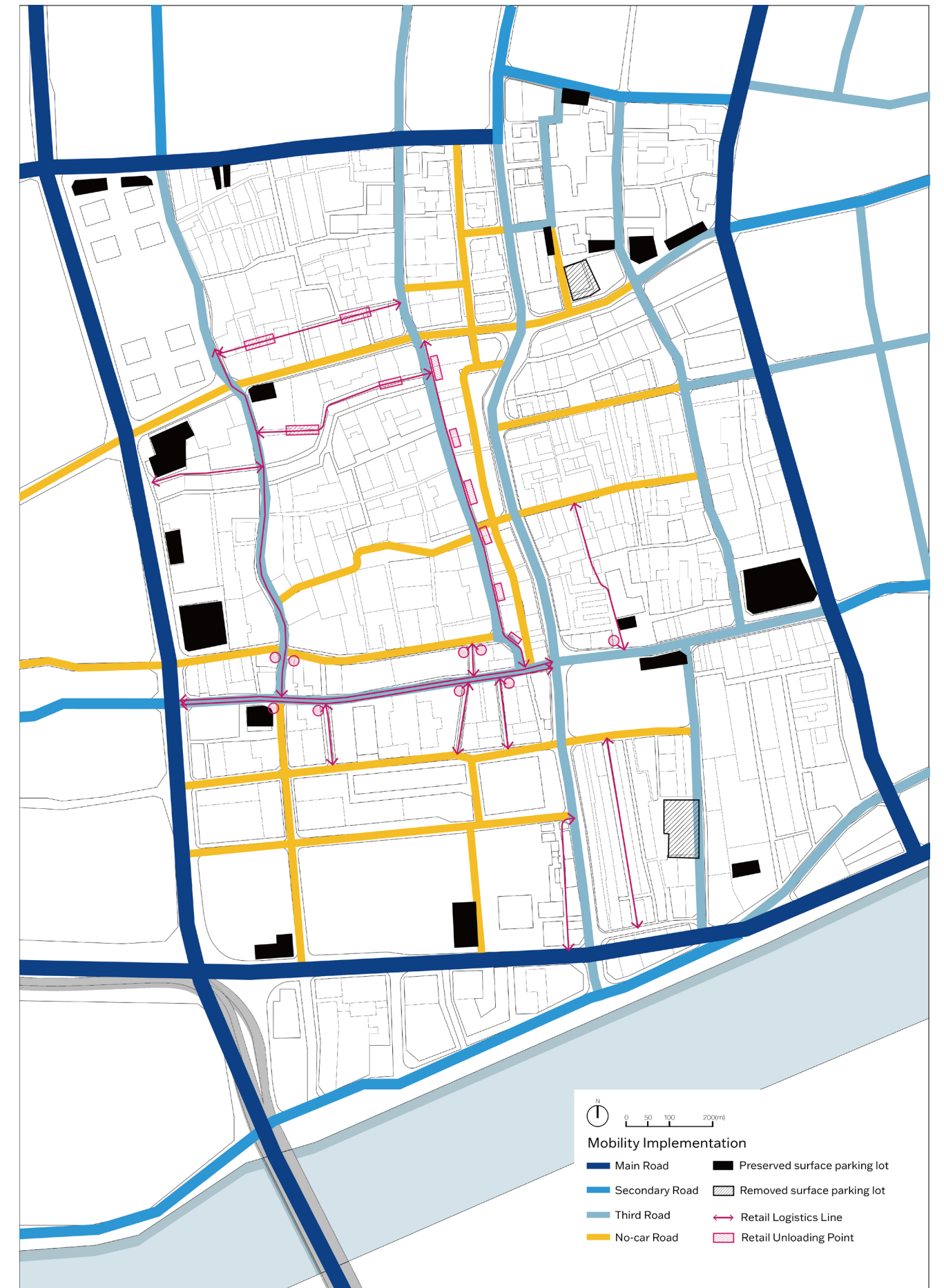
07 Design outcomes IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Sustainable mobility plan

Current Transportation



plan structure



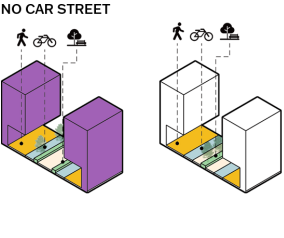
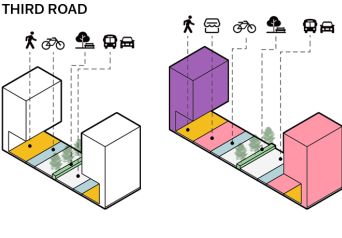
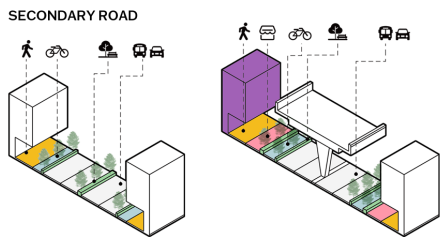
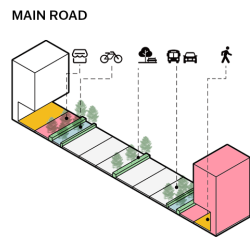
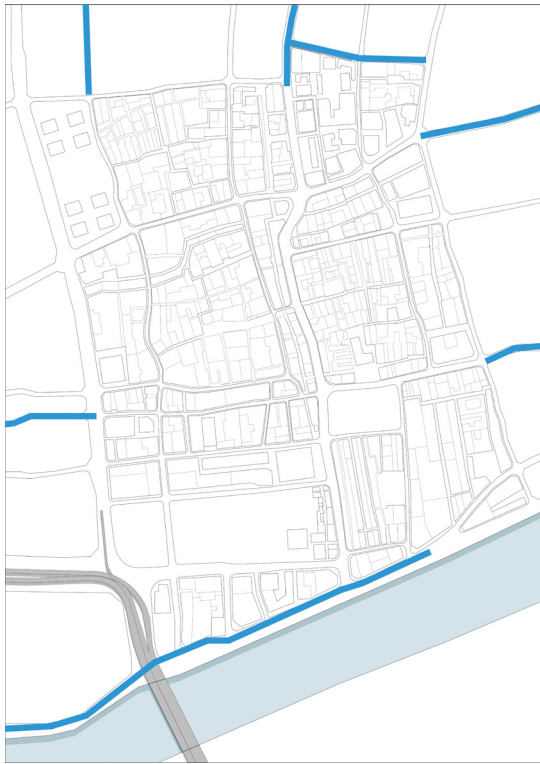
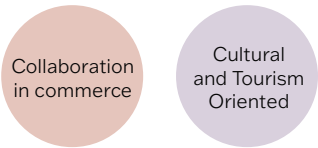
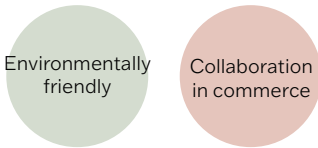
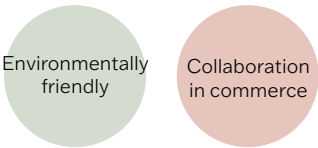
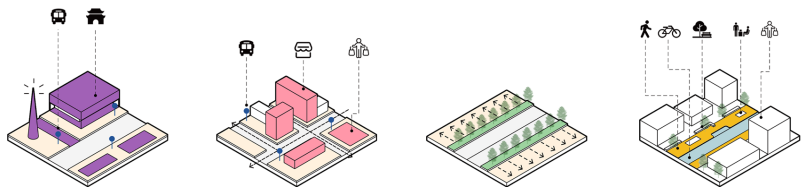
07 Design outcomes
IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Sustainable mobility plan

SUSTAINABLE MOBILITY

Functional Strategy: Traffic Functions Synergize with Others

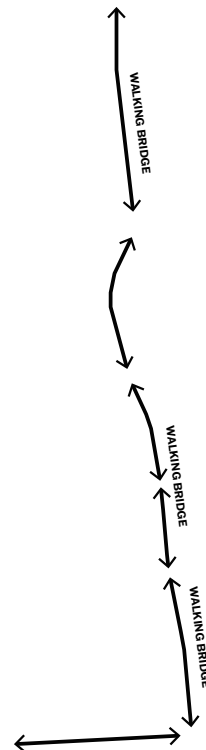
Spatial Strategy: Road Construction Reorganization



07 Design outcomes IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Conclusion master plan

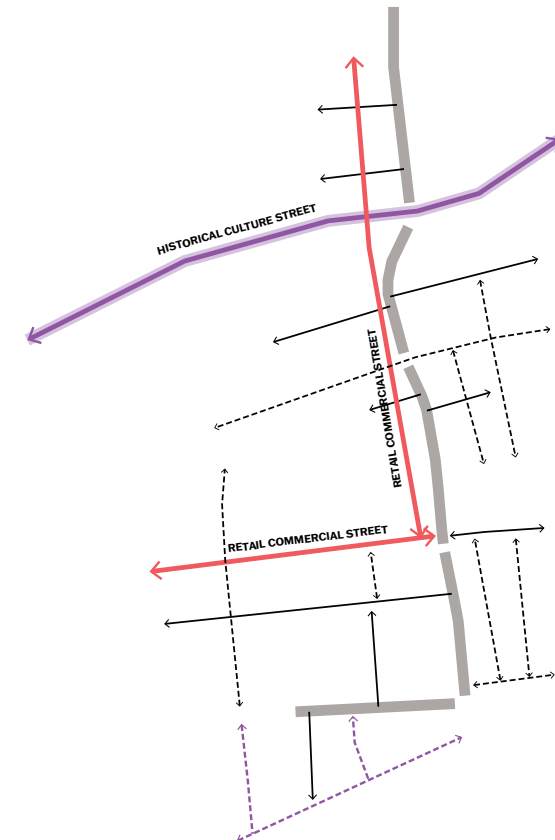
Integrated infrastructure plan



Neighbourhood livability plan

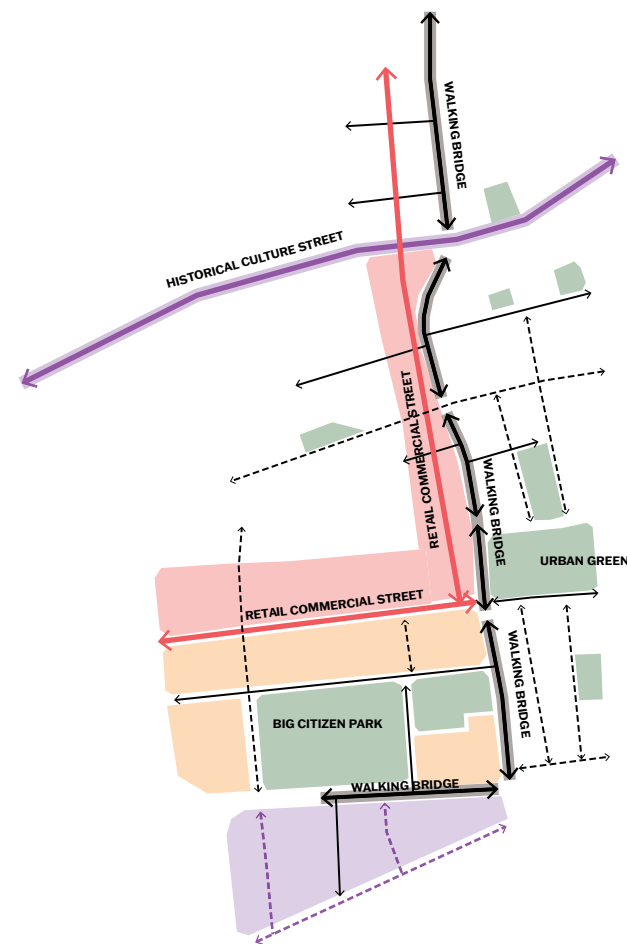


Sustainable mobility plan



07 Design outcomes IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Conclusion master plan



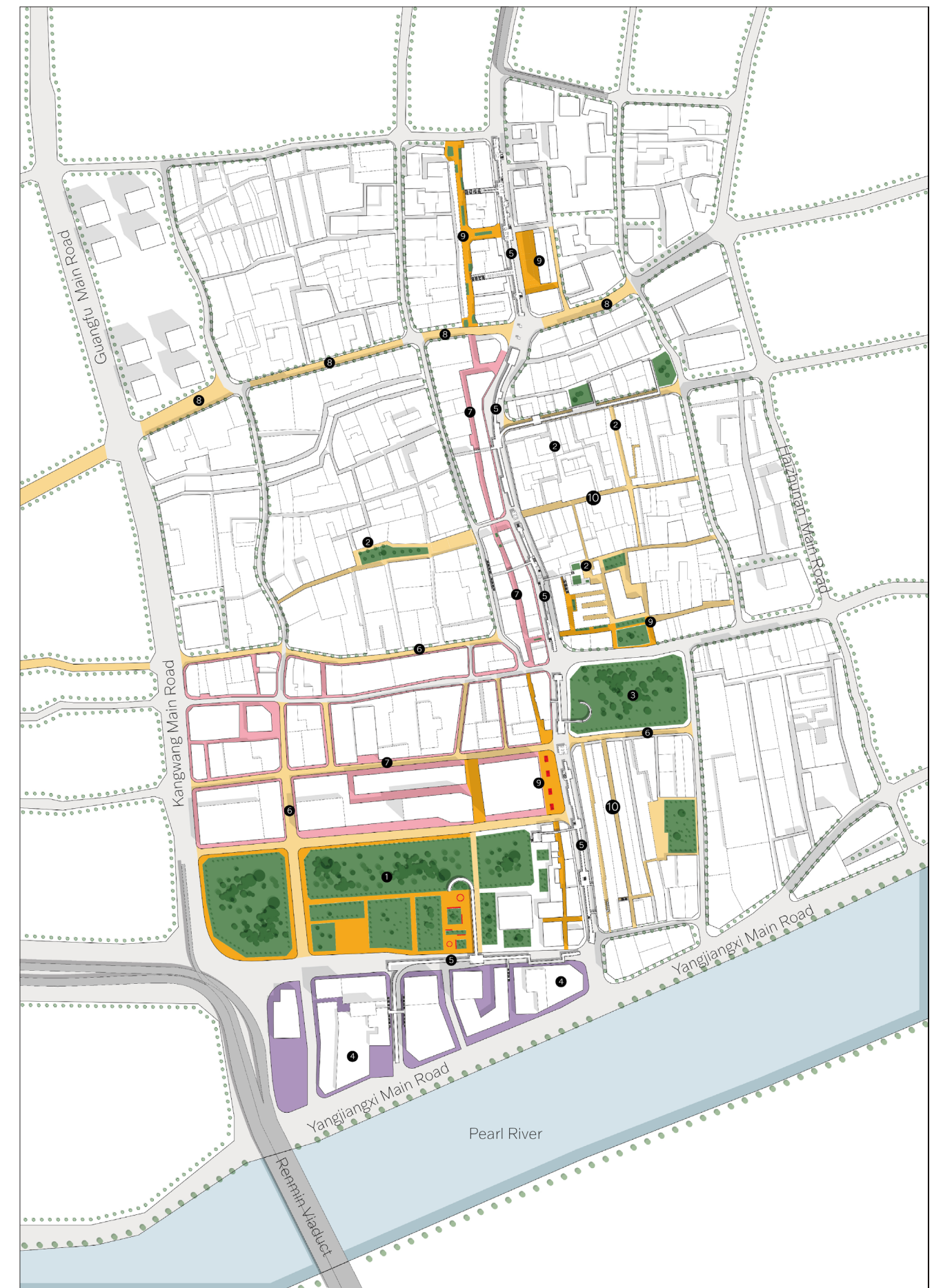
plan structure



0 50 100 200(m)

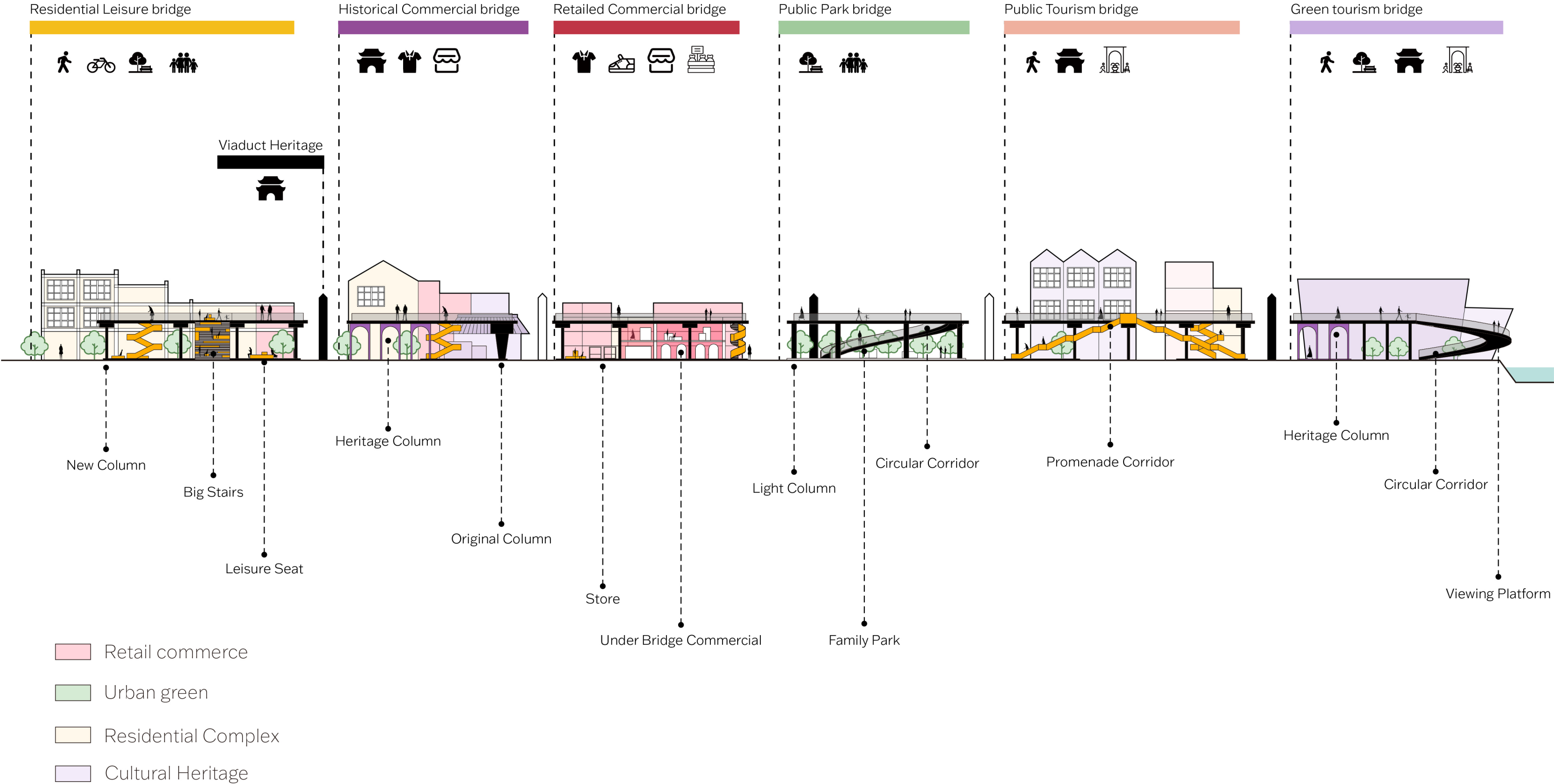
Master Plan

- ① City Park
- ② Pocket Park
- ③ Family Park
- ④ Cultural Scenery
- ⑤ Walking Bridge
- ⑥ No-car Street
- ⑦ Retail Commercial Street
- ⑧ Historical Culture Street
- ⑨ Residents Square
- ⑩ Residents Living Street



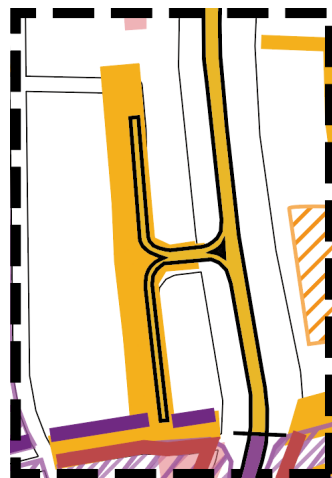
07 Design outcomes
IMPLEMENTATIONS FOR NEIGHBOURHOOD SCALE

Conclusion scheme section

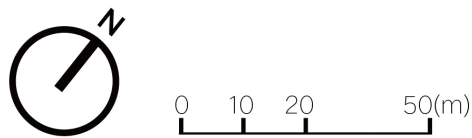
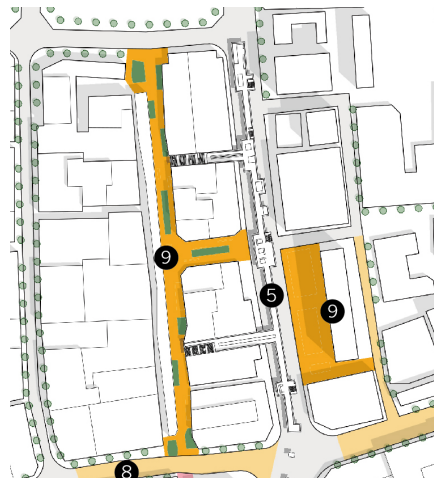


Site 1: Residential leisure

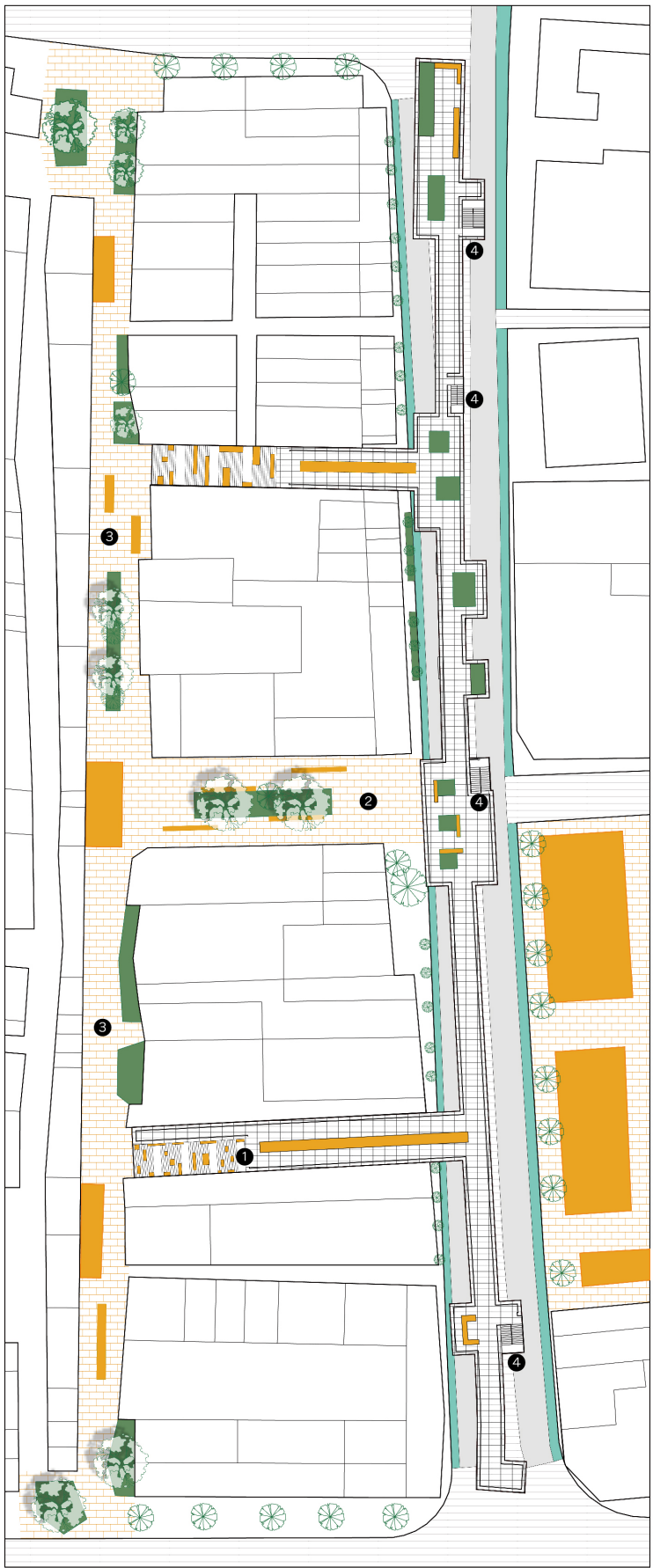
Status quo



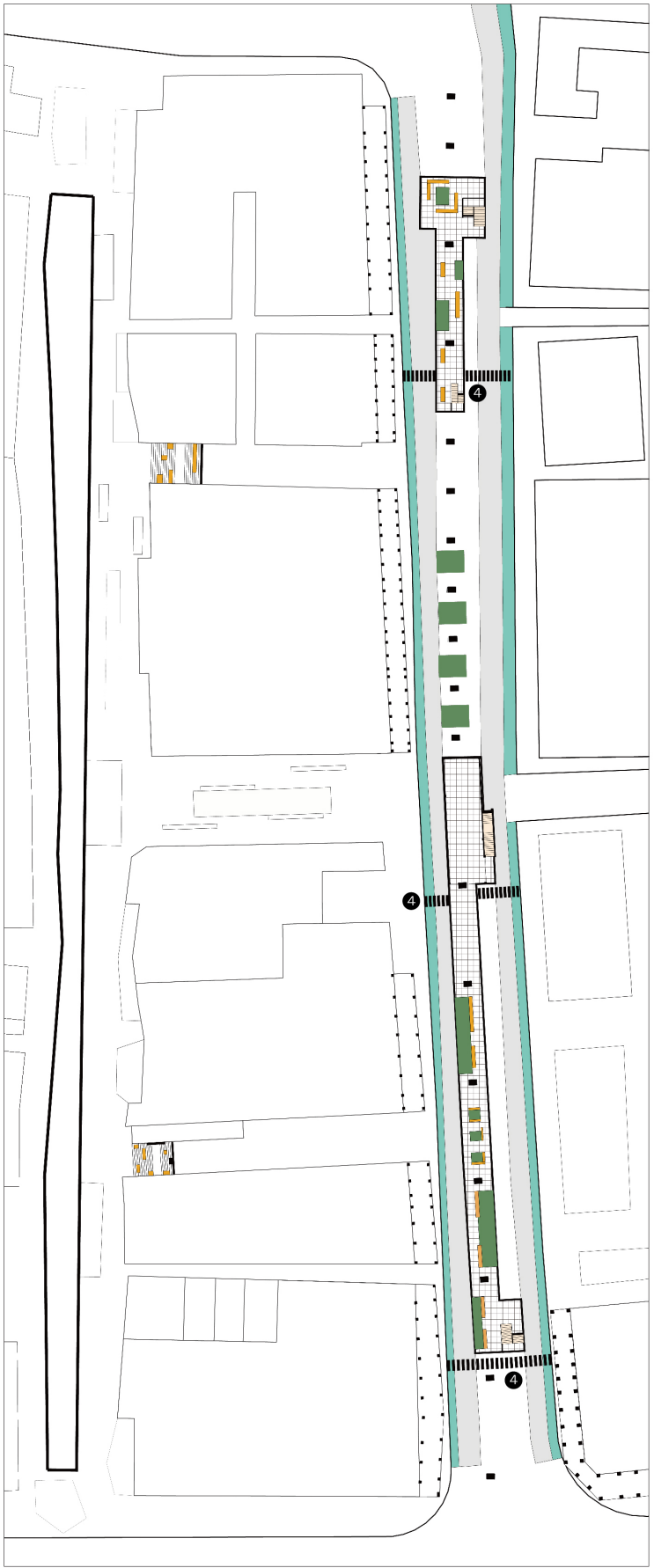
Master plan



- Greenery
- Public space
- Street funiture
- Bicycle lane
- Car lane
- Walking bridge
- 1 Big stairs
- 2 Residents Square
- 3 Residents Living Street
- 4 Exit&Entrance



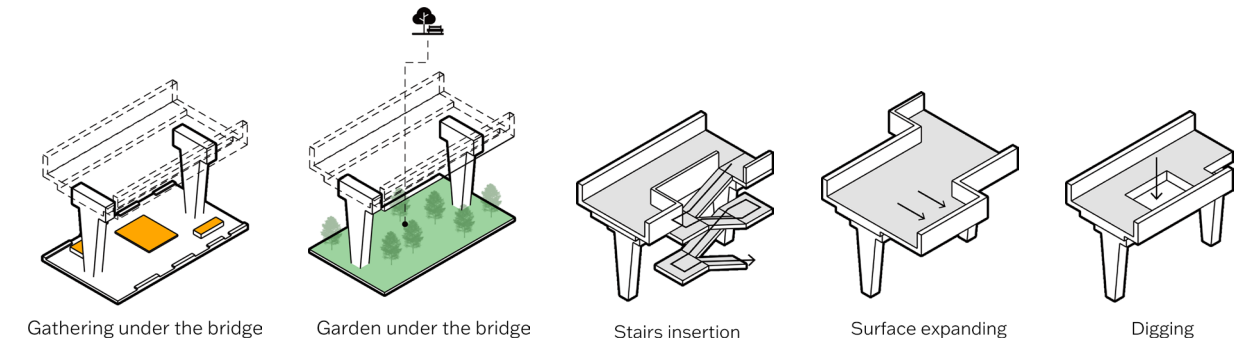
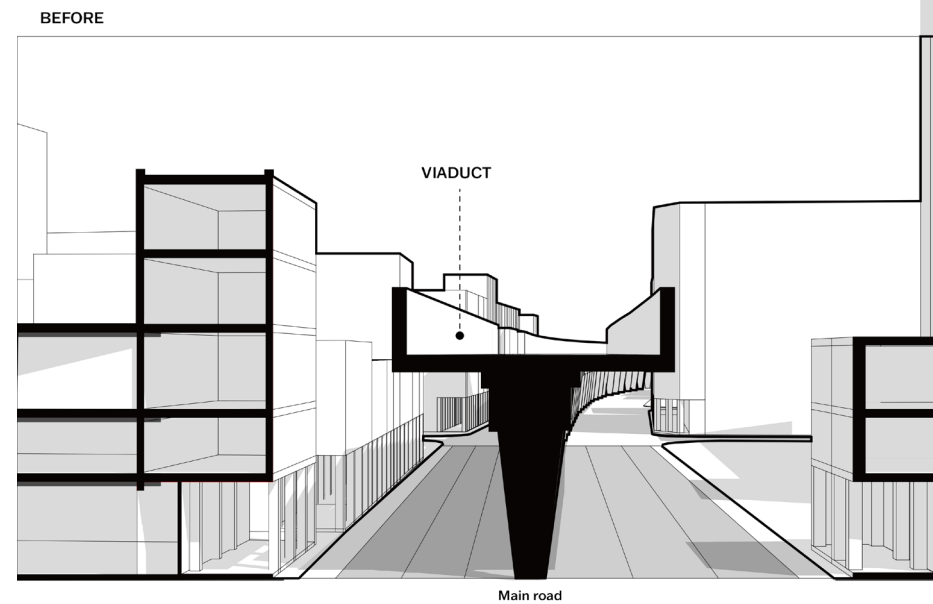
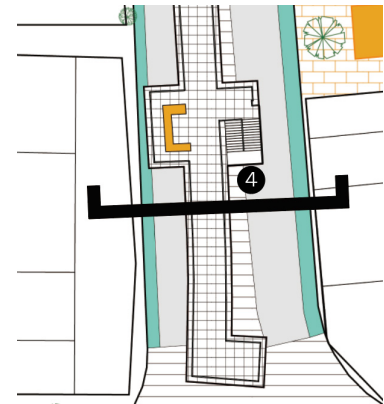
Site Plan



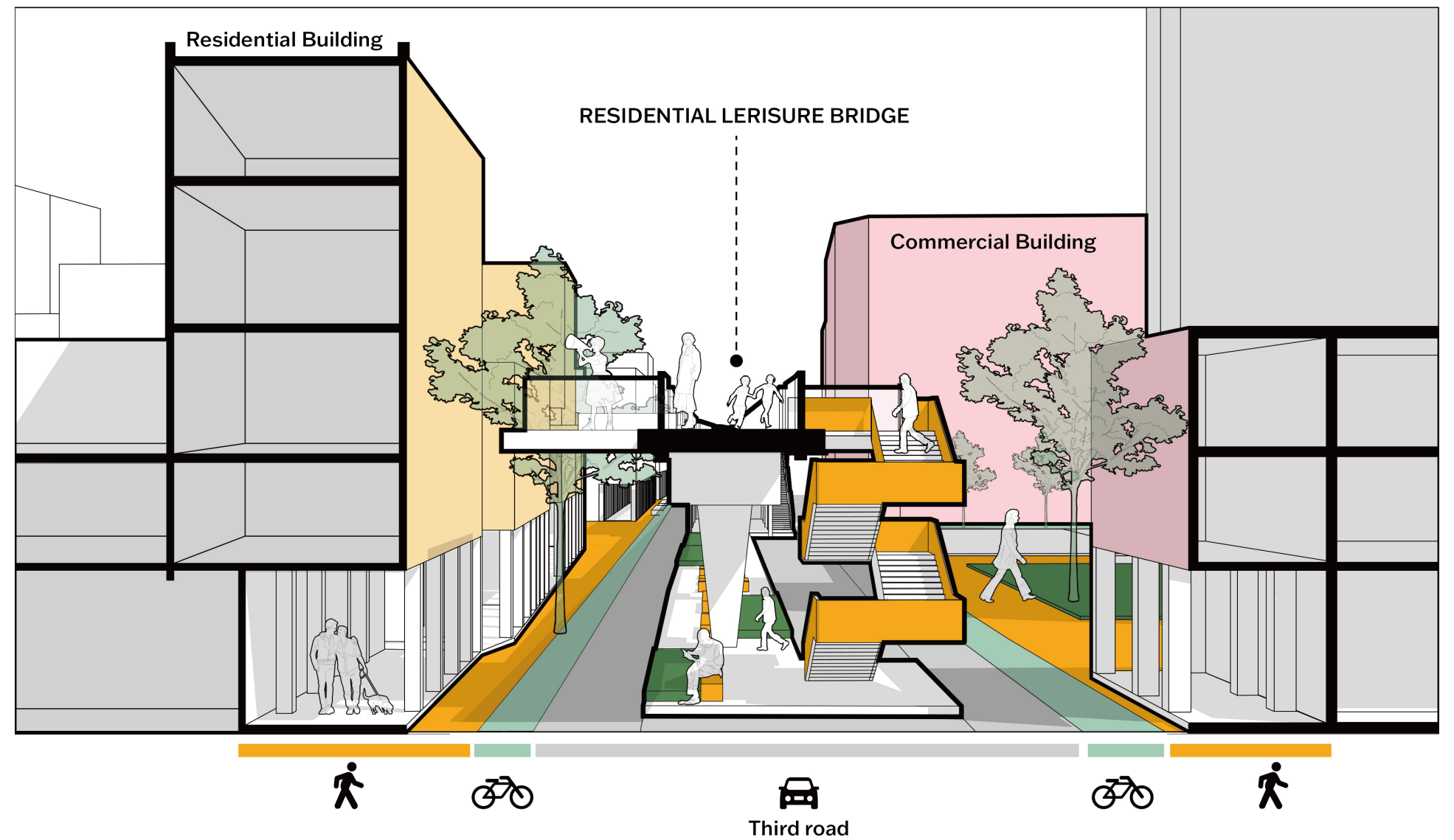
Ground Floor Plan

07 Design outcomes PILOT EXPLORATION ON STREET SCALE

Site 1: Residential leisure



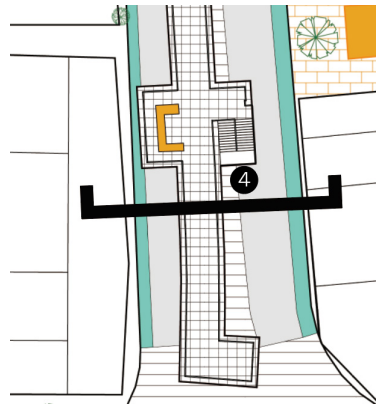
AFTER



07 Design outcomes

PILOT EXPLORATION ON STREET SCALE

Site 1: Residential leisure



status quo

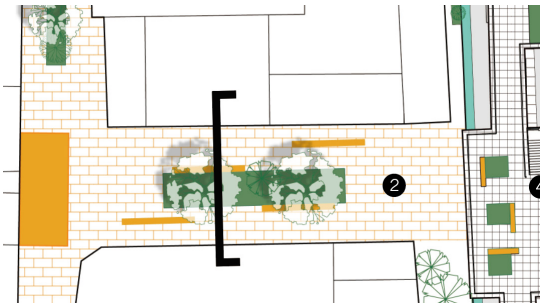


ideal

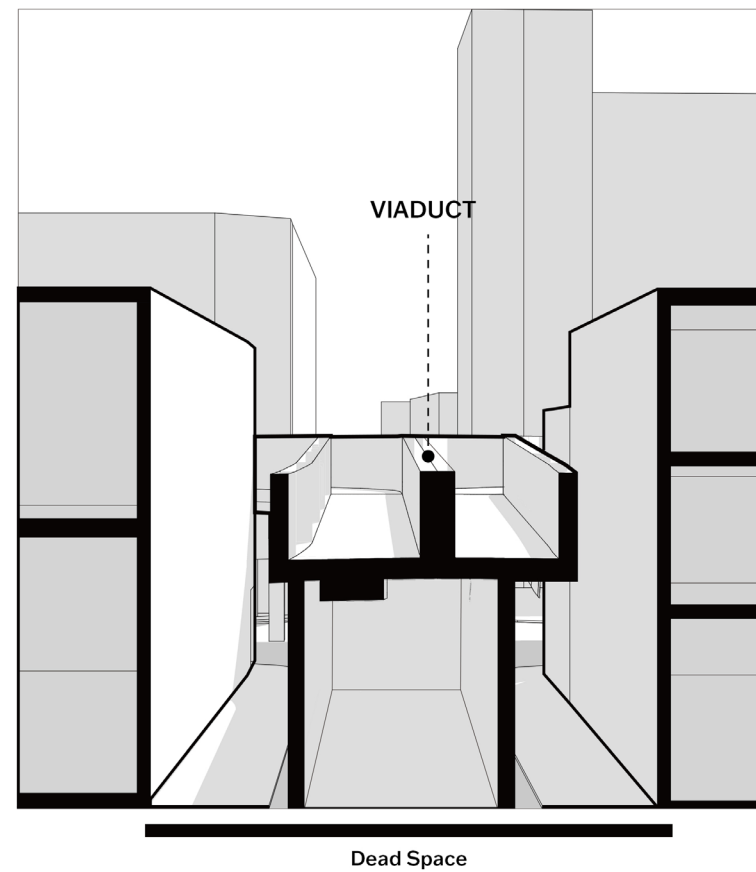


07 Design outcomes PILOT EXPLORATION ON STREET SCALE

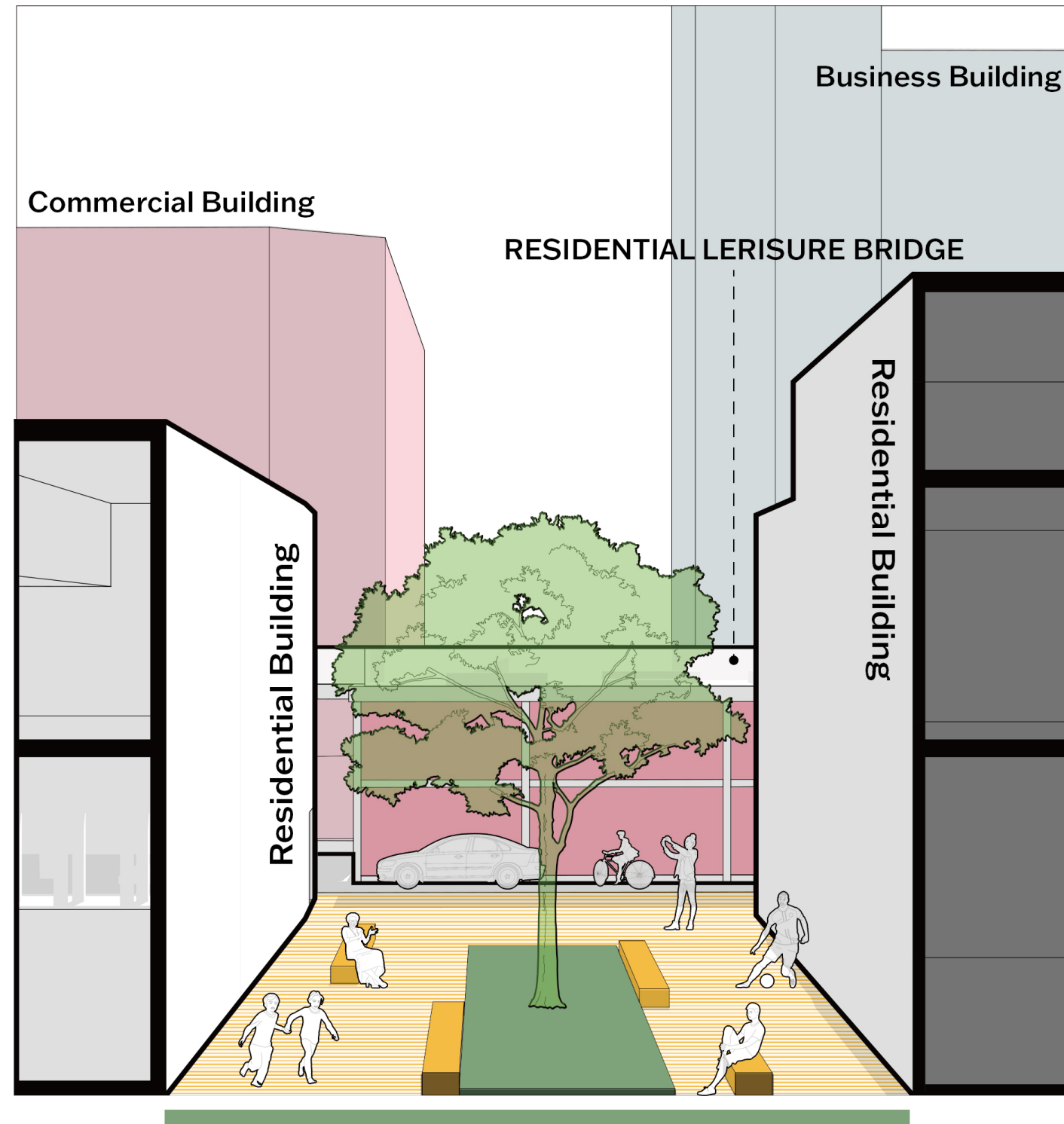
Site 1: Residential leisure



BEFORE

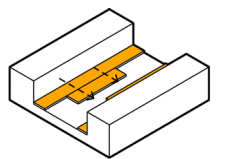
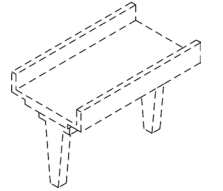


AFTER




Porket Park

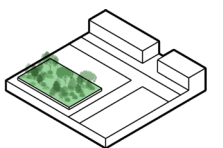
REMOVE



Wide streets to public space



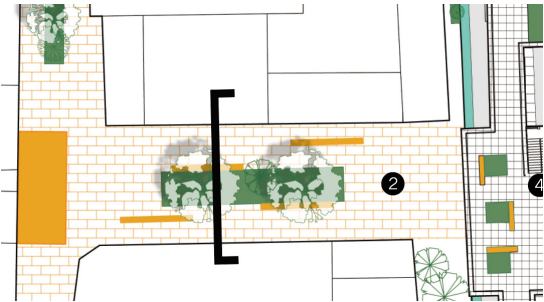
Removing buildings into green space



Landscape Design Optimization

07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 1: Residential leisure



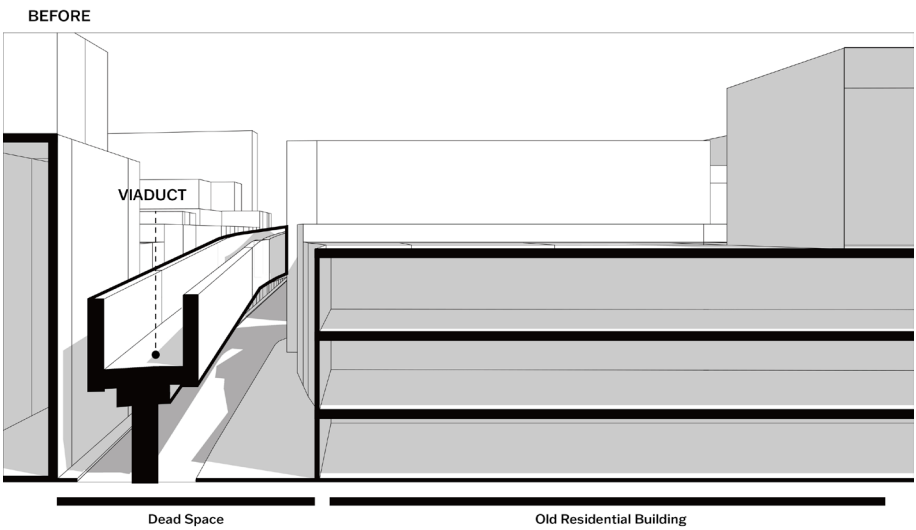
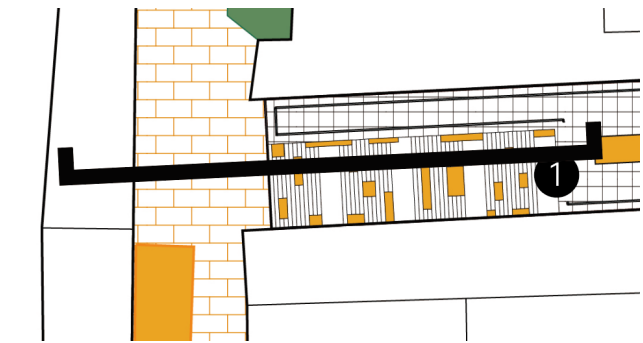
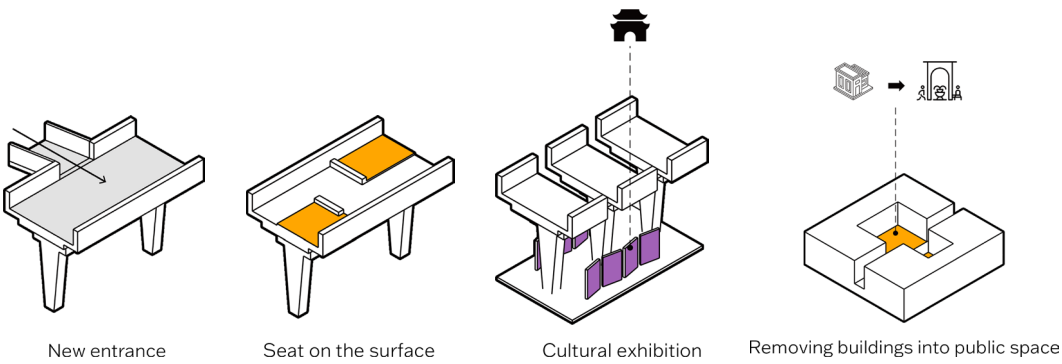
status quo



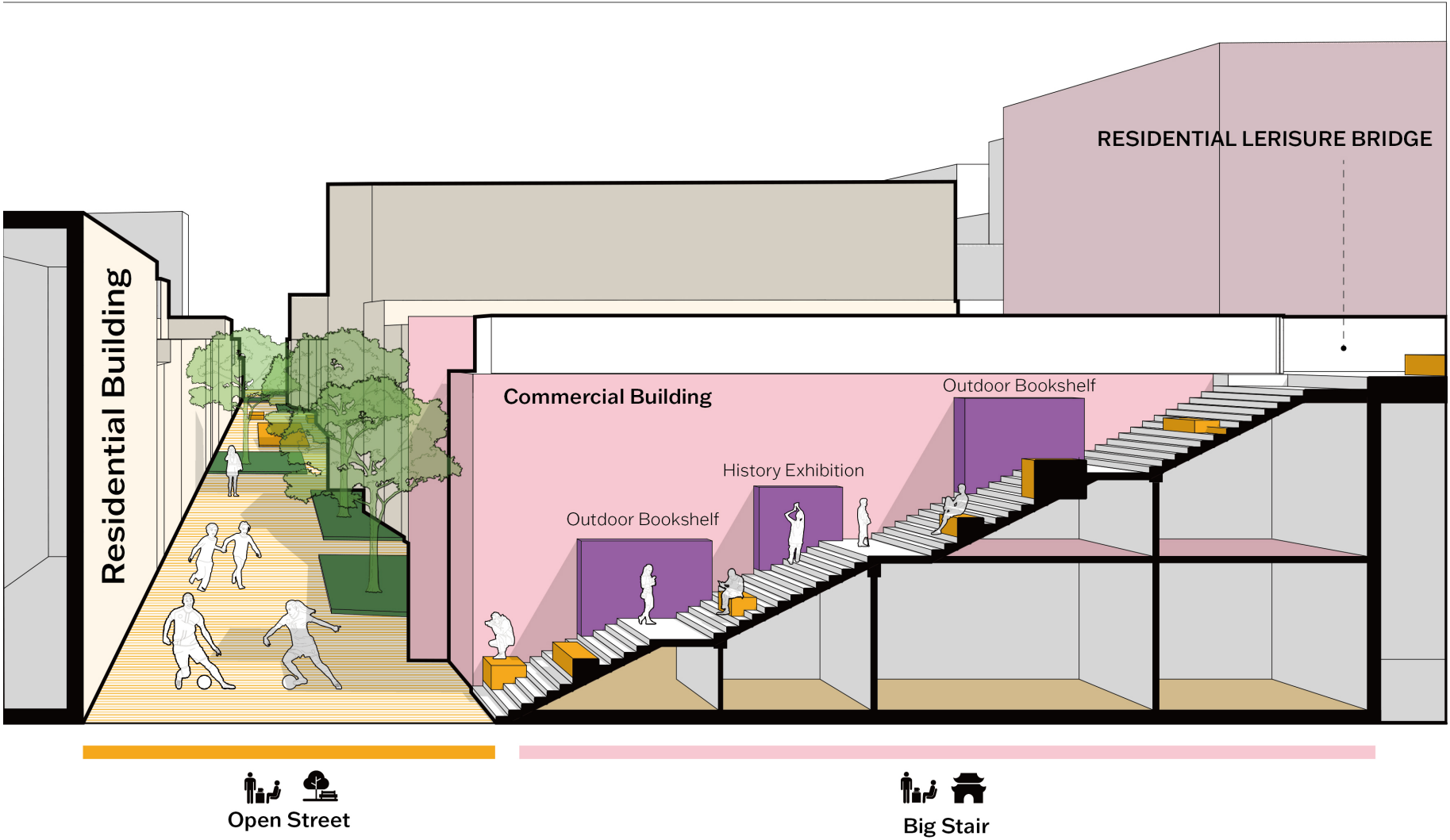
ideal



Site 1: Residential leisure

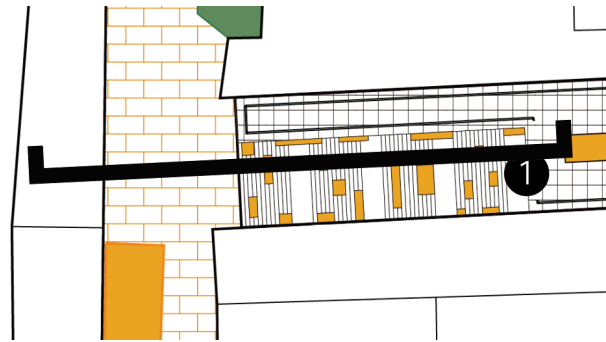


AFTER



07 Design outcomes PILOT EXPLORATION ON STREET SCALE

Site 1: Residential leisure



status quo



ideal



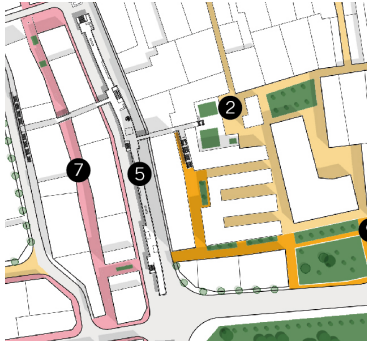
07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 2: Retailled commerce

Status quo

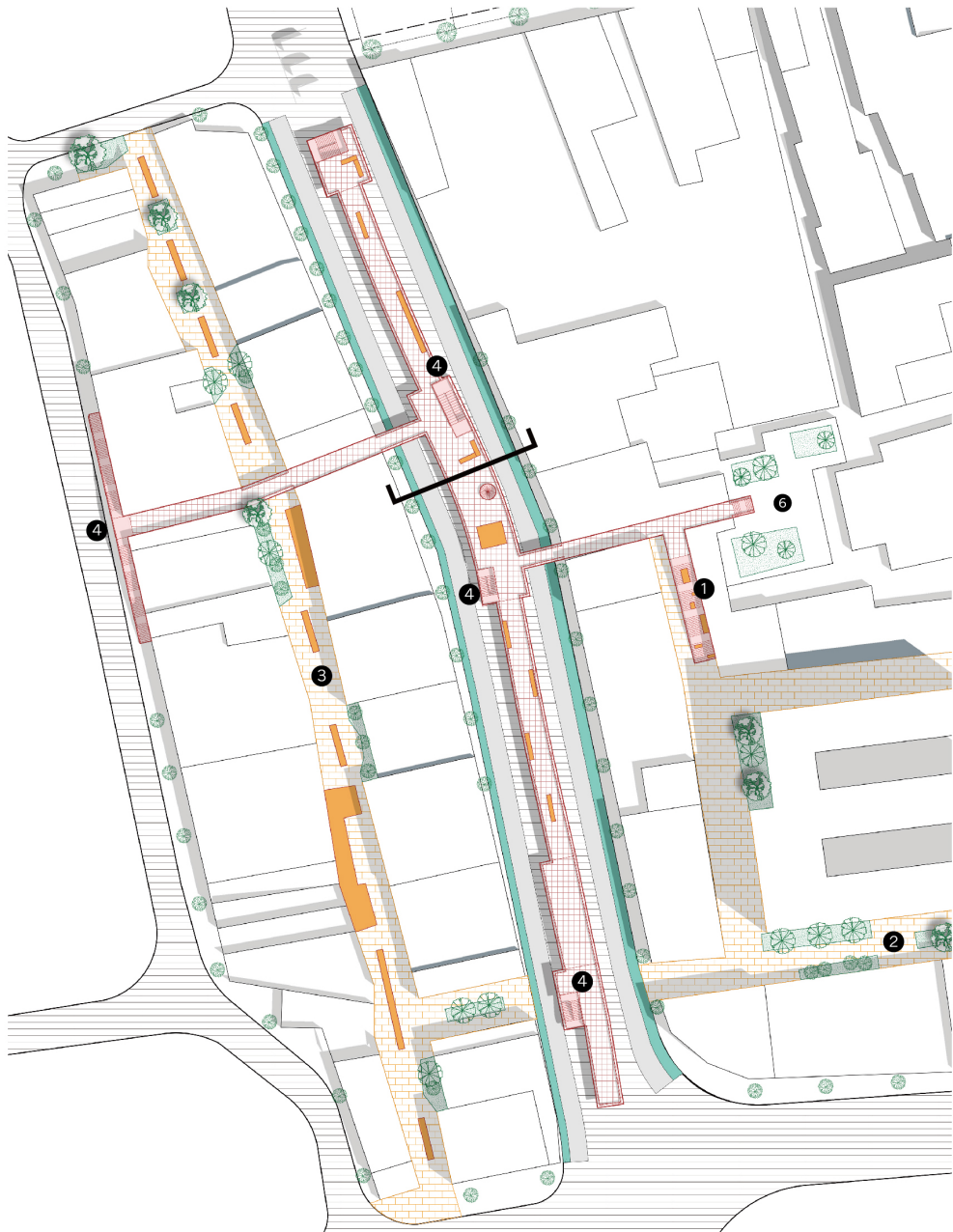


Master plan

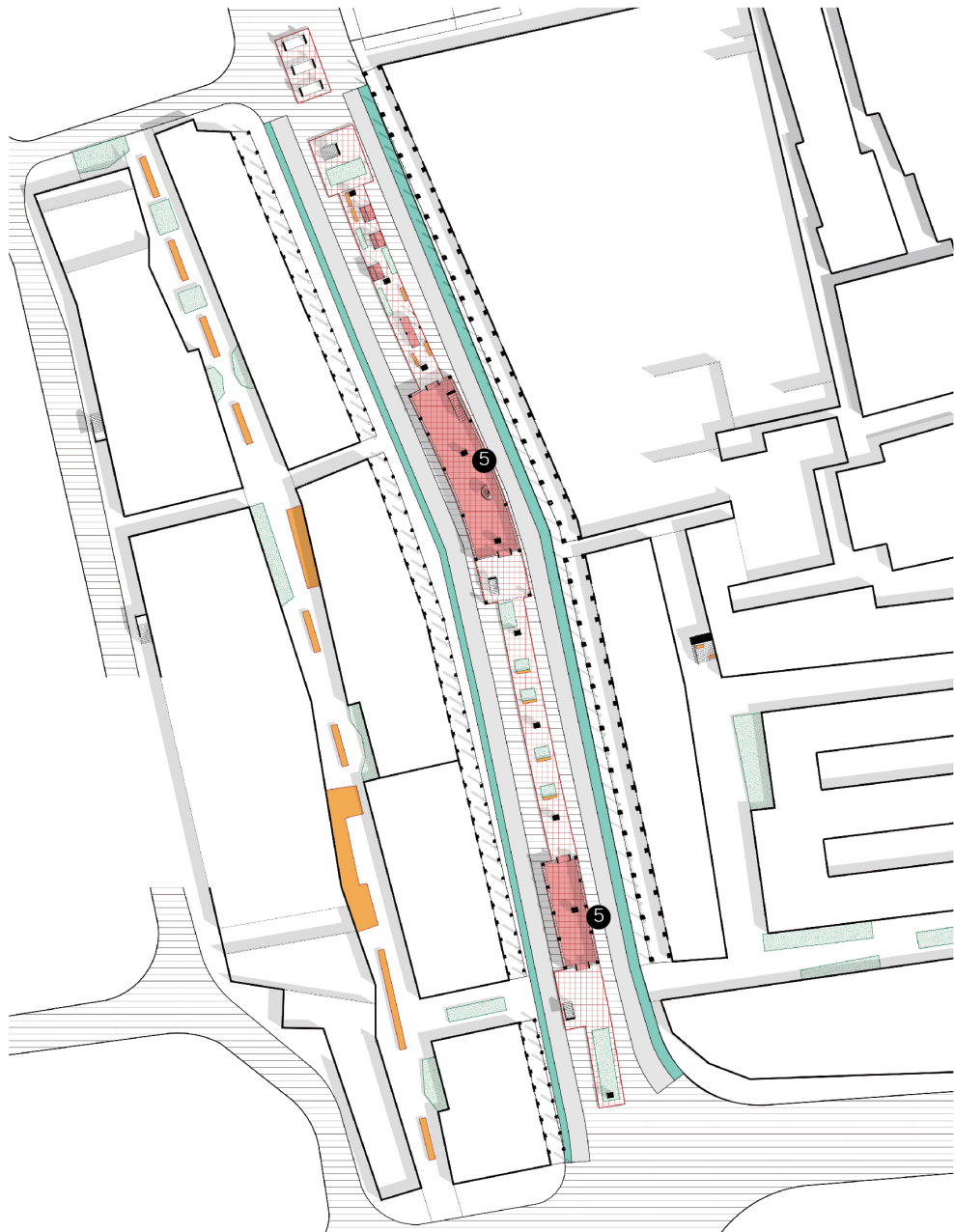


0 10 20 50(m)

- Greenery
- Public space
- Street furniture
- Bicycle lane
- Car lane
- Walking bridge
- 1 Big stairs
- 2 Residents Square
- 3 Commercial Street
- 4 Exit&Entrance
- 5 Commercial shop
- 6 Rooftop garden



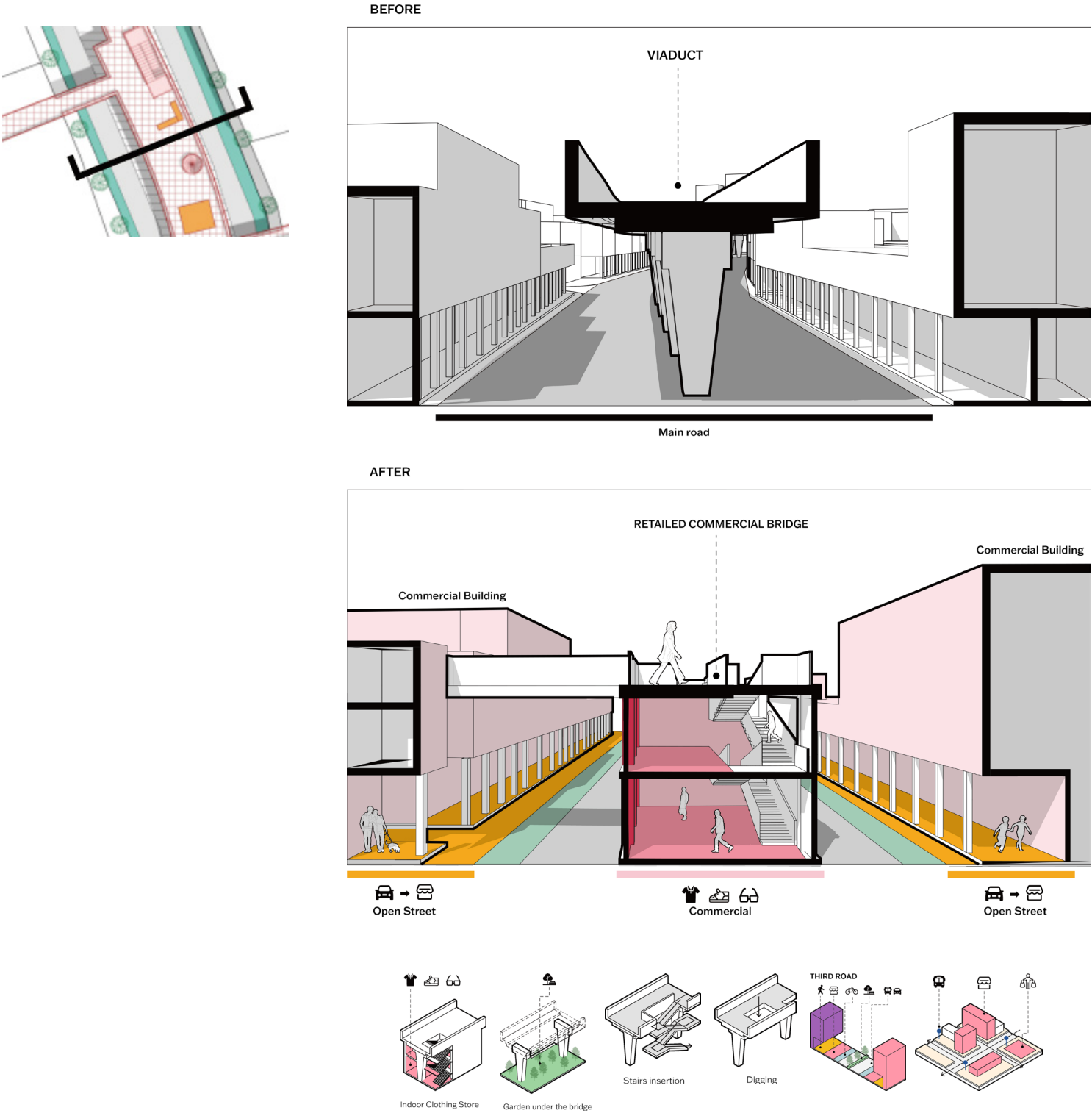
Site Plan



Ground Floor Plan

07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 2: Retailed commerce



status quo

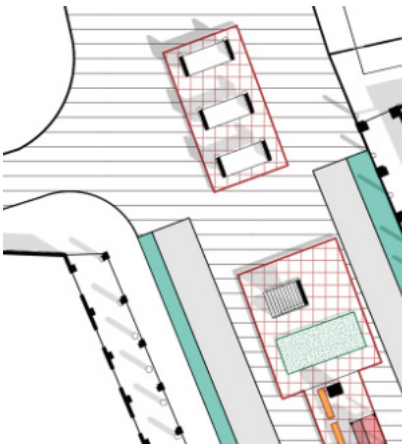


ideal

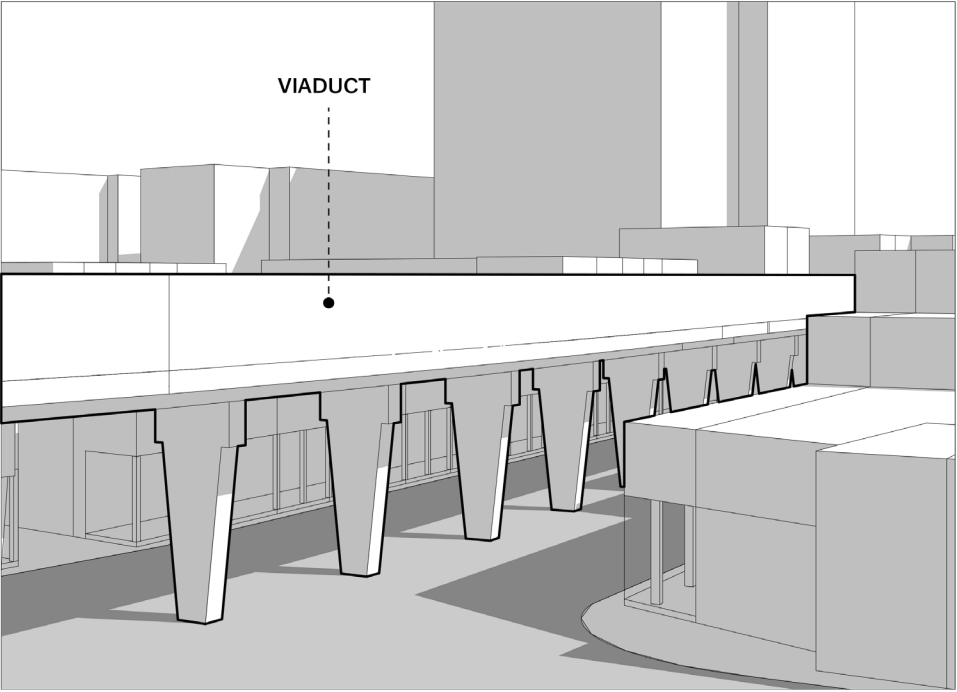


07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

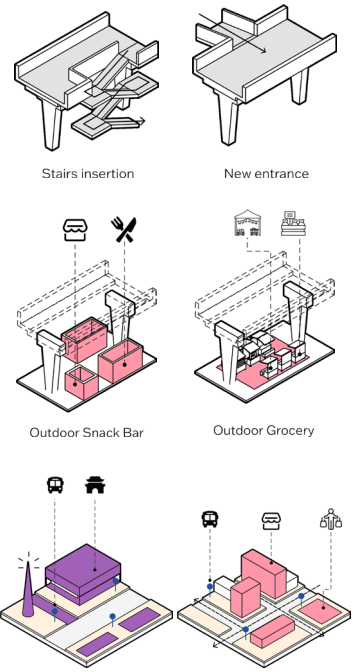
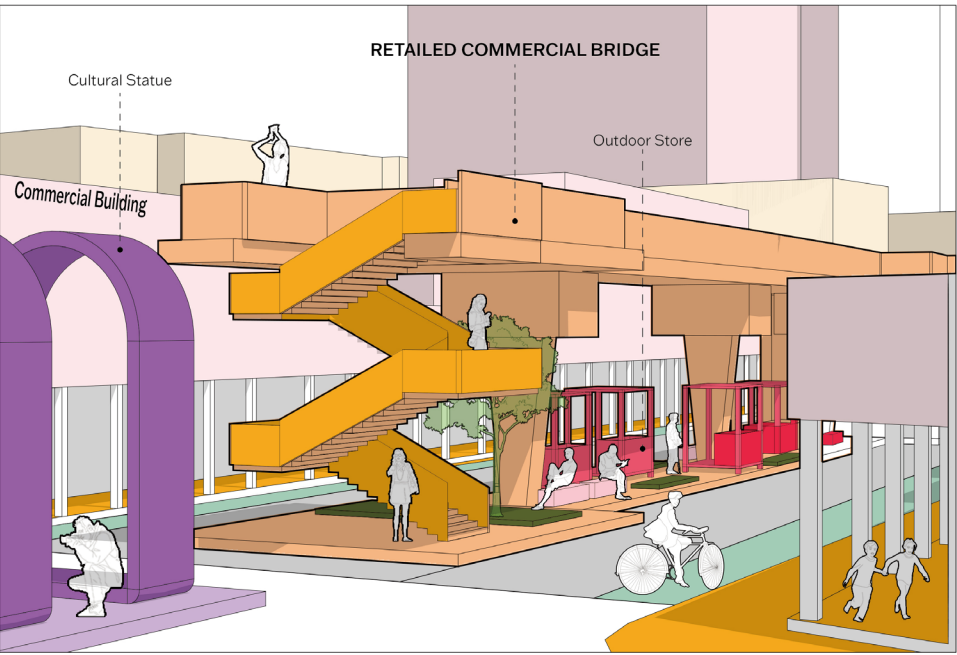
Site 2: Retailed commerce



BEFORE



AFTER



status quo



ideal



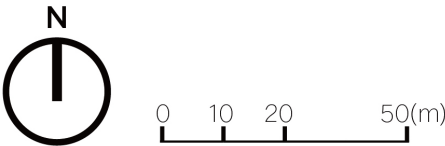
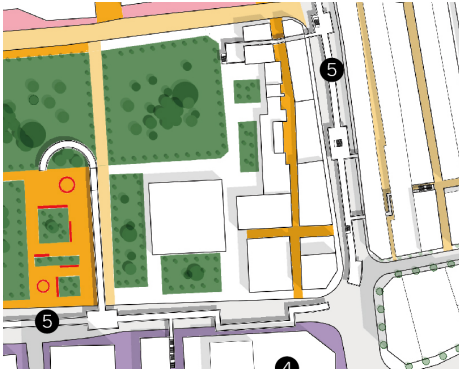
07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 3: Public Tourism

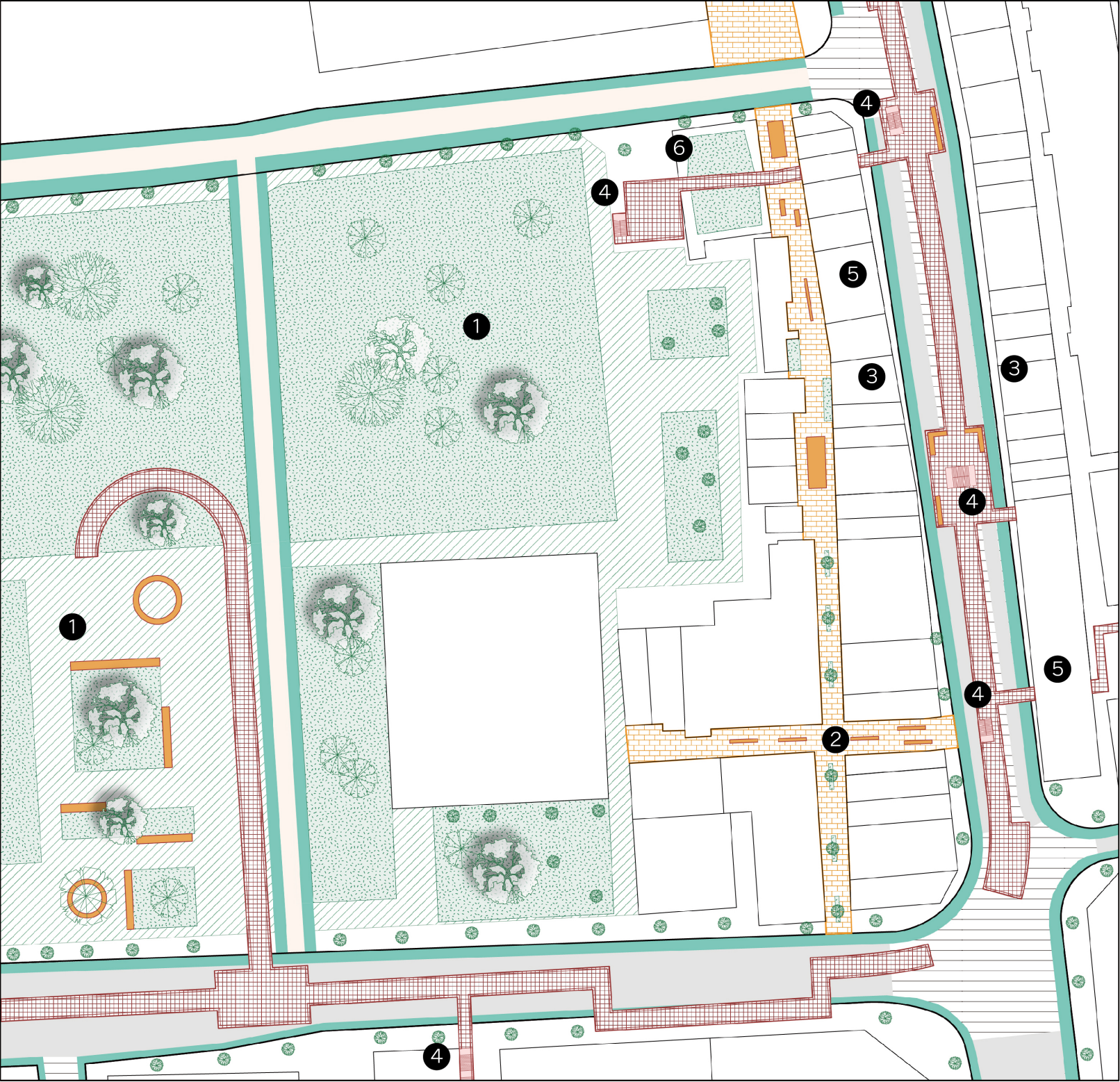
Status quo



Master plan



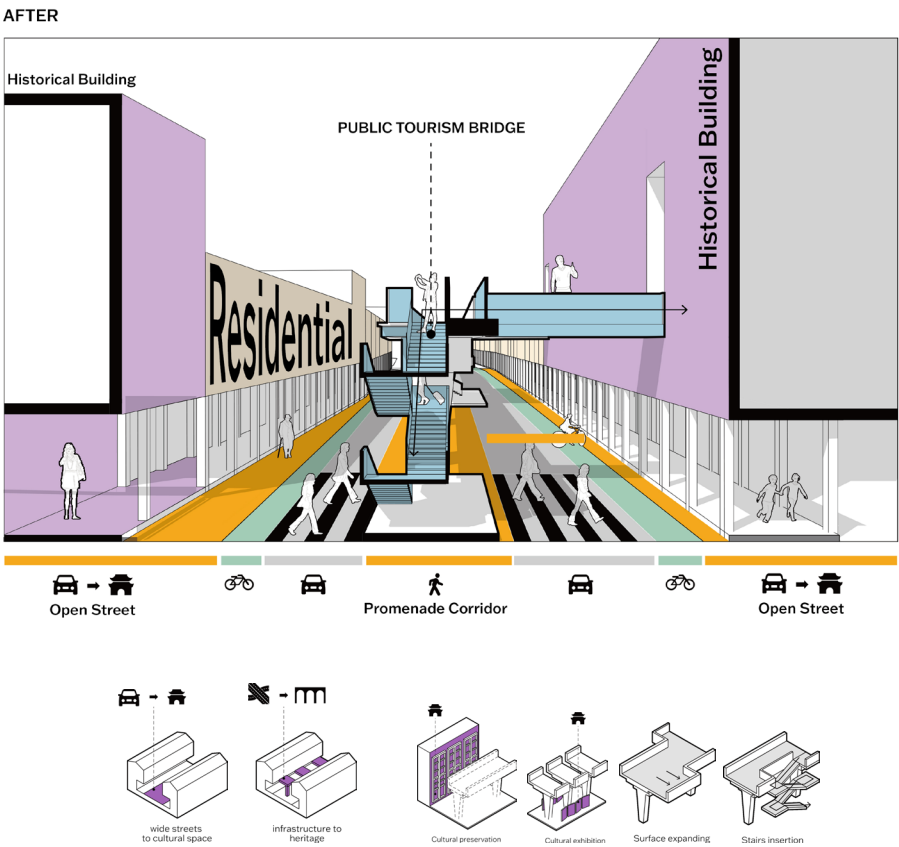
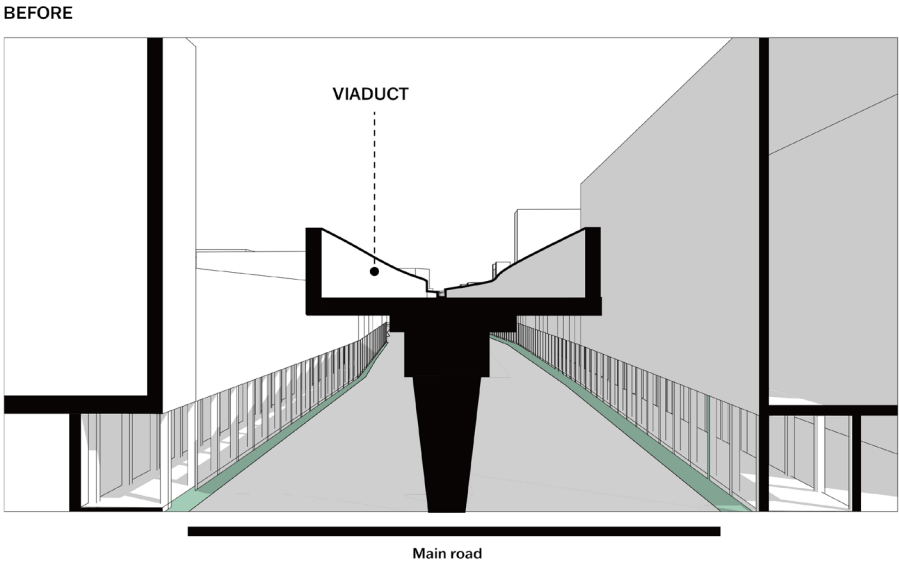
- Greenery
- Public space
- Street furniture
- Bicycle lane
- Car lane
- Walking bridge
- 1 Urban park
- 2 Residential Living Street
- 3 Commercial Street
- 4 Exit&Entrance
- 5 Commercial shop
- 6 Rooftop garden



Site Plan

07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 3: Public Tourism



status quo

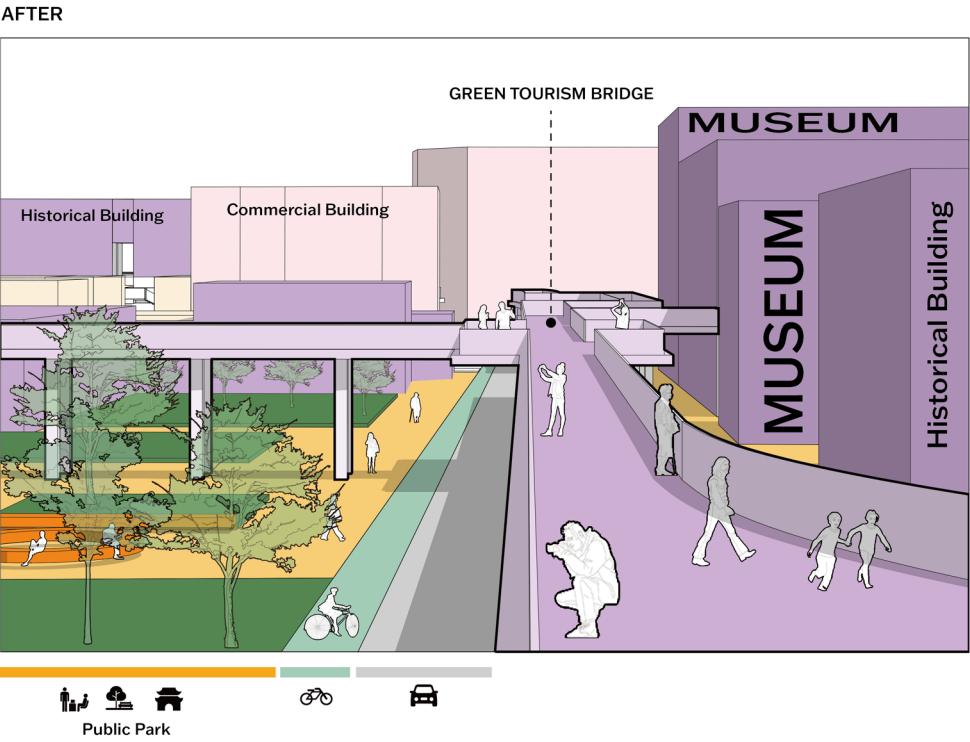
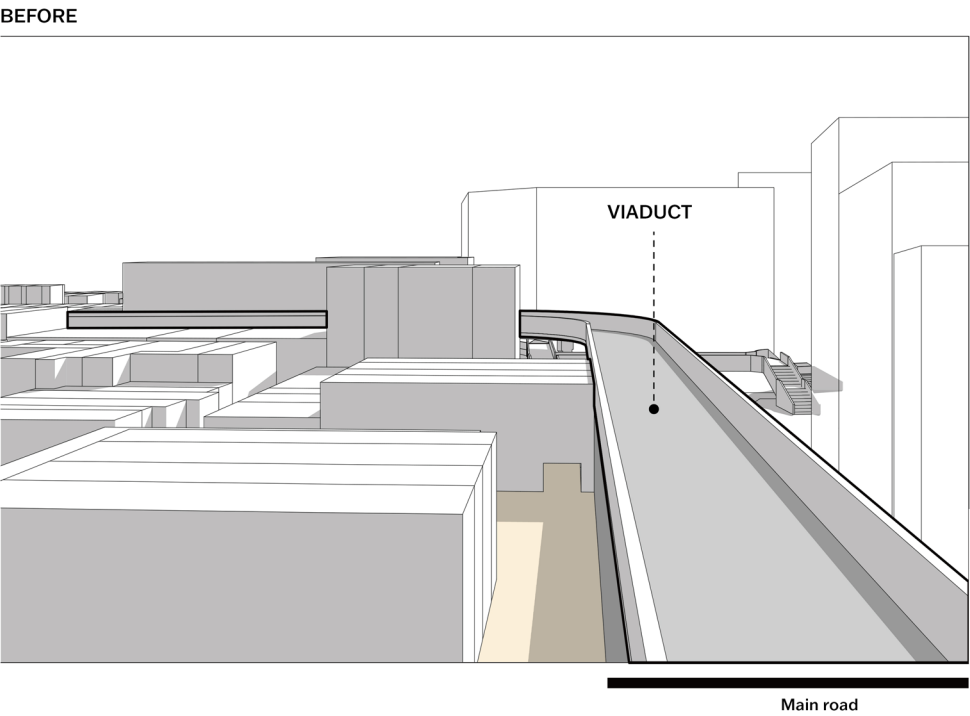
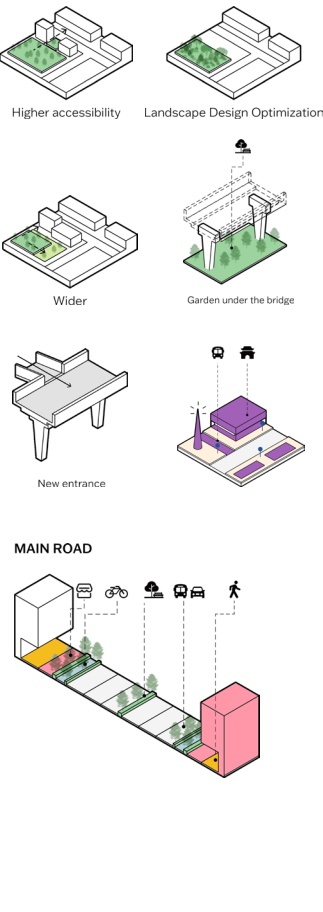


ideal



07 Design outcomes
PILOT EXPLORATION ON STREET SCALE

Site 3: Public Tourism



status quo



ideal



08

REFLECTION &
DISCUSSION

Social Relevance

Enhance traffic efficiency

Improve the quality of life for local residents

Scientific Relevance

Redefine viaduct as important public spaces and proposes effective reuse strategies

Provide valuable insights from both domestic and international examples

Ethical Consideration

Challenge current economic interests of investors and real estate developers

But for long-term development

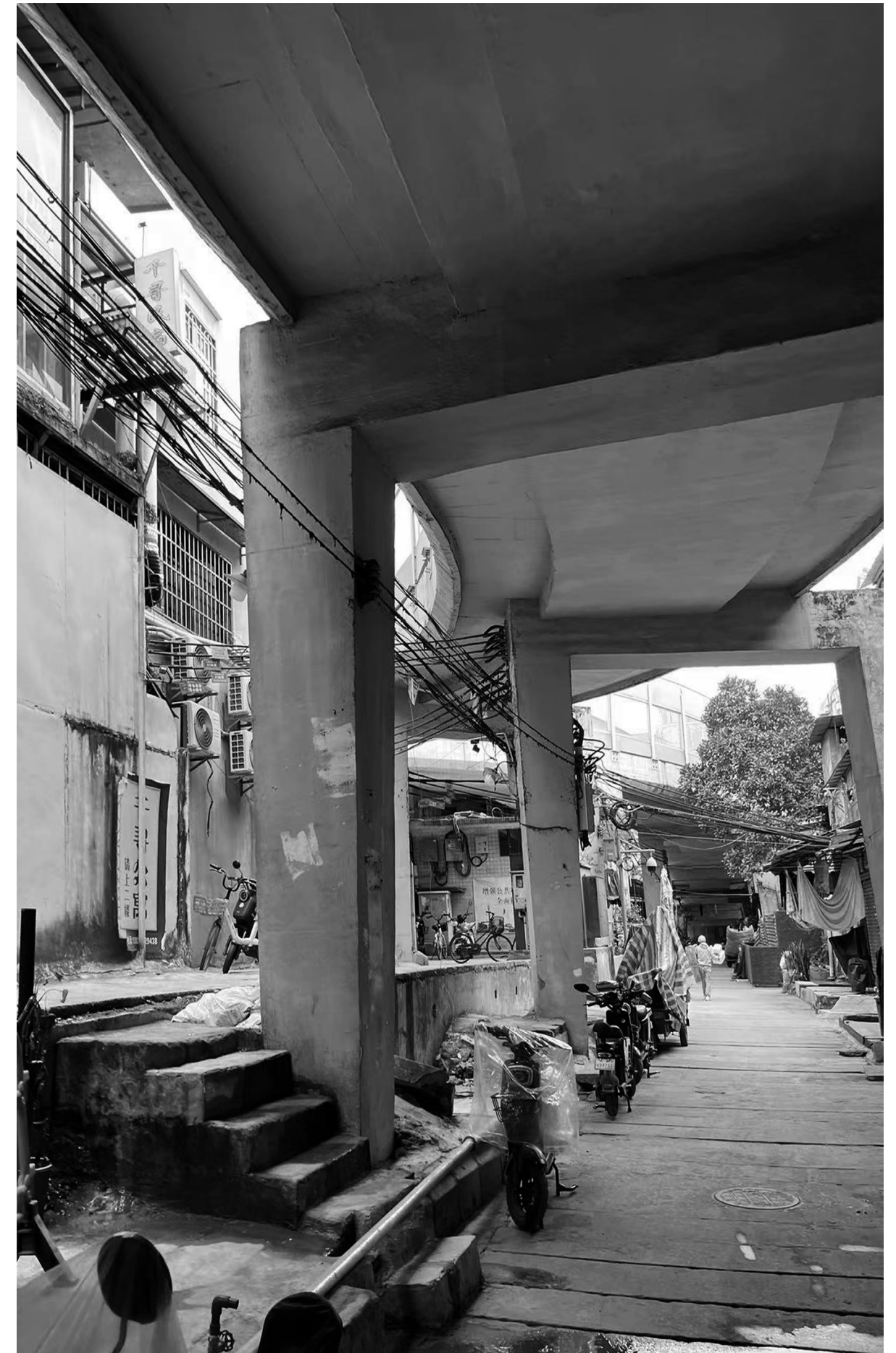
Aligning with government policies

Limitations of the chosen methodology

Communication with the people in the site

Stakeholders involved

How the European methods could be more perfectly practiced in a Chinese site



***THANKS FOR ATTENDING
AND EVERYONE WHO HELPED ME!***