Living Together

Design a Parisian Neighbourhood both for Tourists and Residents
Living Together - Design a Parisian Neighbourhood both for Tourists and Residents

Graduation Project
P5 Report
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Abstract

With its profound historical development and events, Paris has been shaped as a super glorious political centre, the most attractive tourist destination and the most beautiful city in France. The historical inner city area of Paris is an important ‘product’ for tourist consumption. Paris, an international city with multiple guises layered under its complex history, offers a variety of touristic experiences. (Pearce; 1999) It attracts many tourists from all over the world, the tourism industry is also one of the main pillars of the Parisian economy. The tourism industry promised the preservation and gentrification of such neighbourhoods, such as Le Marais (Djirikian, 2004), while the over development of the tourism industry has become a problem for resident living quality in these neighbourhoods. This holds in particular in neighbourhoods with a relatively high residential density such as Le Marais and Montmartre. The negative impacts from tourism on residents are obvious, and they managed on a regular basis, through the activities of residents’ associations which aim at improve of quality of life (Colomb and Novy, 2016). It indicates that a sustainable social environment is critical, and that it is a guideline for design interventions in the historical and touristic neighbourhoods in the inner city of Paris, moreover for the cities that are confronting similar issue.

The project conducts research into the problems caused by tourism development in an inner city neighbourhood in Paris. The objective is to design spatial interventions to achieve higher quality spatial experiences both for residents and tourists, by improving liveability, tourism quality and, hence, social sustainability. The aim of this study is to examine the coherence and incoherence of residents and tourists’ spatial demands, and thus to identify both the positive and negative spatial impacts of these demands on the liveability of the neighbourhood, thus in design proposals that ensure better living quality of local residents alongside properly tourism development.

Based on literature research related to the negative impacts of tourism on residents’ quality of life, the first step is to analyse general tourism-related problems in the inner city of Paris. Based on several field studies and an analysis of different layers of factors that overlap each other, the ideal site to conduct the research and design for my project will be selected. The next step, therefore, is to identify the priorities and categories of the problems of the site. According to literature review, the negative impacts from tourism on residents’ living quality are predominantly these six themes: community environments, community image, community economy, community services, community life. Data will be therefore collected accordingly. After a few loops of the procedures - problems, problem analysis, design solutions, it will finally adequately answer the research question, and give possible references for solving similar problems related to my research.
Motivation

The starting point of this project is my personal experience in Paris, as an office worker I stayed 3 months in Paris and as a weekend tourist from Netherlands, I came to visit my friend and family each month. I acted as both tourists and residents in the city of Paris, and the varieties of Paris spatial experience gave me great reflection. For tourists and residents, Paris acts differently, it depends on how do the user perceive the city. Paris has these unique functions that other cities can’t compare, especially in France, the inner historical neighbourhoods of Paris is highly attractive for tourists all over the world, at the same time, the residential density in these neighbourhoods maintains high because it is the only center in France that the other cities can’t compare. As a result, the several most touristic neighbourhoods with residential functions are under the largest pressure of overtourism on residents. The knowledge in the academic research area of History and Heritage helps to understand the cultural and historical values of the location. Furthermore it contributes to challenging the relationships between these values and the development of tourism.
Problem Statement

Residents and the Tourism Industry

In the context of the world and France, Paris is one of the most visited cities and the employment is highly dependent on the tourism industry, in 2015, 12% of the employment salaries were related to the tourism industry. However, with a very dense population and an international fame as a city, the residential attractiveness of Paris is illusionary. (Figure 1.1, 1.2, 1.3)

Tourism is widely perceived as a potential economic basis, providing elements that may improve quality of life such as employment opportunities, tax revenues, economic diversity, festivals, restaurants, natural and cultural attractions, and outdoor recreation opportunities. (Ap and Crompton 1993; Mc-Cool and Martin 1994) However, tourism has already had negative impact on quality of life, and there are increasing concerns about the future. The impacts of tourism that are perceived to a larger extent by local citizens are manifold. Examples are the overcrowding of infrastructures and public spaces, the increasing prices or the substitution of local businesses with other more tourist-oriented matters, the disruption of the traditional lifestyle, noise and insecurity, drug and alcohol consumption, more waste generation, environmental deterioration, or overuse of resources. (Almeida et al. 2016).
France métropolitaine
Metropolitan France

<table>
<thead>
<tr>
<th>Population (nombre d'habitants)</th>
<th>Nombre de communes</th>
<th>Superficie (km²)</th>
<th>Densité (hab./km²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 906 986</td>
<td>35 287</td>
<td>543 941</td>
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</tbody>
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Grand Paris
Greater Paris

<table>
<thead>
<tr>
<th>Population (number of inhabitants)</th>
<th>Number of municipalities</th>
<th>Surface area (km²)</th>
<th>Density (inhab./km²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 754 282</td>
<td>124</td>
<td>762</td>
<td>8 864</td>
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</tbody>
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Figure 1.1 Official Population for 2014 (Insee)

Figure 1.2 Population Flow in Metropolitan Grand Paris 2013 (Insee)

Figure 1.3 Forum Summaries From Internet
Tourists in Paris

Paris as an over-century tourism destination and a high residential metropolis, it is an ideal destination for the project goal. (Figure 1.4) Compared to the other huge cities, Amsterdam, London and New York, where the resident activities are more separated from tourists, both residents and tourists are active in similar districts. (Figure 1.5)

For the tourists, the image of Paris is composed of elements from high to low as mentioned in the investigation which are: a touristic city, an art and history city, a luxury city, a romantic city, a multicultural city, an attractive and events centred city. (OTCP, 2015) It brings us a conclusion that the majority of tourists attracted by Paris is a type called “Cultural value for money tourists”, characterized by two major elements: city architecture and the cultured offer including entertainment and events. Or “Mobile city landscape, outdoor Individualist” who exhibit the highest need for cultural experience. These tourist types are studied by the research of Mazanec and Zins (2009). These two groups have high expectations concerning the reachability of the destination, and a convenient public transportation infrastructure at the destination. The important attributes of Paris as a destination emerged (Figure 1.6):

City architecture; Culture, art & entertainment event; Weather, climate; Overall quality of accommodation; Comfort & cleanliness of accommodation; Reachability of the region; Social life; Friendly service staff; Friendliness of the local population; Quality of food & beverages; Communication with locals; Public transport within the region; Low-priced package with transport & accommodation; Low-priced transport.
Avis les plus cités au sujet de Paris

**Most-cited items concerning Paris**

- Part de répondants en accord % of respondents in agreement
  - 95% Paris est une ville touristique
    - Paris is a tourist city
  - 95% Paris est une ville d’art et d’histoire
    - Paris is a city of art and history
  - 94% Paris est une ville de mode, de shopping
    - Paris is a city of fashion, shopping
  - 93% Paris est une ville de luxe
    - Paris is a luxury city
  - 92% Paris est une ville romantique
    - Paris is a romantic city

Avis les moins cités au sujet de Paris

**Least-cited items concerning Paris**

- Part de répondants en accord % of respondents in agreement
  - 66% Les Parisiens sont aimables
    - Parisians are friendly
  - 64% Paris est une ville sûre
    - Paris is a safe city
  - 53% Paris est une ville verte
    - Paris is a green city
  - 45% Les Parisiens parlent bien les langues étrangères
    - Parisians speak other languages well
  - 27% Paris est bon marché pour les touristes
    - Paris is a cheap destination for tourists
3 opéras
3 opera houses

206 musées
206 museums

2 185 monuments historiques
2 185 listed monuments

716 écrans de cinéma
716 screens in movie theatres

1 016 galeries d’art
1 016 art galleries

Figure 1.7 Cultural Activities in Paris (Insee)

Figure 1.8 Registered Monuments (OpenData DRAC, 2012)
Cities in general, and heritage cities in particular, yearly host a large proportion of the world’s tourists. (Figure 1.7, 1.8) This all leads to excessive pressure on the vulnerable heritage cities, threatening not only the vitality of the local economy, but also the integrity of the heritage and the quality of life of residents. (Van der Borg, Costa, and Gotti, 1996). For example, the government invests more in tourism infrastructures instead of fulfilling the demand from local residents. In Montmartre, the residents ask to renovate a light system in a staircase, in order to recover the “light path” that was designed and realised in 1996. (Figure 1.9) The “light path” is in the memory of many locals, and it gives a beautiful night image., While it is really dark at the moment because of the lack of governance. It is crucial for designers to realize the importance of local cultural and historical values, but also to be aware that a benefit-oriented development of tourism attracted by these values will cause a degradation of the residents’ quality of life. As a result, residents are increasingly moving away, causing loss of population and liveliness.
**Problem Field**

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**The Knowledge Gap**

The general problem field behind the impact of tourism on residential life has been discussed in numerous previous research. There is, however, a gap in the literature of the tourism’ impacts on residential life by analysing the interests of spatial demands to guide the design of a sustainable tourism industry in a historical residential neighbourhood. This study aims to contribute to narrowing that gap. Overall, it provides important perspectives for branding a lively and beautiful neighbourhood, a sustainable future for the visitor cities.

From a methodology point of view, the research is based on the statistics of tourism in the neighbourhoods and comparisons of the successful urban design requirements for the different user groups. It will provide a solution by a series of urban design proposals apart from “point, line, surface, and volume”.

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Montmartre and Le Marais

The study focused on the famous tourist area in Paris with high residential density, aiming to solve the knowledge gap previously highlighted, by stressing the need to study the spatial influences on resident life in an inner historical and tourist flooded neighbourhood. In order to select proper project site, I start the research in two districts which are Montmartre and Le Marais. Montmartre and Le Marais are two of the 12 international tourist neighbourhoods in Paris (Figure 1.10). In these international tourist neighbourhoods, the commerce and monument density is very high compared to the average in Paris, while both of these two neighbourhood have a relatively high residential density. Basilique du Sacré-Coeur de Montmartre is the second most visited cultural site with more than 10,000,000 visitors in 2017, Centre Pompidou had 3,335,509 visitors which is the top 5th, situated at the west of Le Marias. In addition, the Châtelet metro station in Le Marais has the 7th highest annual traffic in Paris

To achieve the research aim, the study begins by understanding the relationships between the two social groups in the two study cases, the data were collected from resources of different Parisian government database. As Butler (1974) described, five conditioning factors of the relationship between residents and tourists are: **number of visitors, visitors’ length of stay, ethnic and economic characteristics, and visitors’ activities.** (as cited in Martín et al., 2018) Taking the factors as a starting point, it is very helpful to deepen the understanding of the tourism conditions in these sites.
Within the 1,2,3, and 4 arrondissements, Le Marais has historically been an important place for Parisian daily life, as a result, the population passing by everyday is very high. At the right river bank of Le Seine, the non-residents increased by 150k within the arrondissement (Figure 1.12), while the seasonal trend of tourism in Paris as well as the two neighbourhoods does not appear to be significance (Figure 1.13), which demonstrates that the neighbourhood is constantly visited by daily travellers, and that is concentrated mainly in the afternoon. However, it is very difficult to collect the data in neighbourhood scale for only the visitors. To estimate the visitors’ demographic status and length of stay, the research will refer to the Paris statistics. In 2017, the length of stay in Paris is 4 nights in average, in which Europeans consist of 70.8% and French is 45.7%. (CRT Paris Ile-de-France, 2017, Les clientèles touristiques venues à Paris) (Figure 1.14) Assuming that first-time and repeat visitors are likely to differ in many respects is straightforward, Mazanec and Zins (2009) analysed that the repeated visitors are in a different category. While between the tourists in Paris, there are only 25% first visit tourists, 34% are more than 10 time visitors, which contributes to another characteristic of the tourism of Paris.
Le Marais
It is the most important neighbourhood in terms of the surface area: a quarter with 94 hectares experienced a very strong social evolution in the last few years. It is a very mixed neighbourhood, with relatively high employment rate (100-200 employees per hectare) and resident population. The employment connected to tourism is very presented in the south part of the area. The commerce density and the commercial service is very strong: 22 commerce per hectare instead of 14 on average in the 3rd and 4th arrondissements and 7 per hectare in Paris. While the entertaining shops (house, culture, health, beauty…) have 20% greater density in Le Marais, it is mostly resulted from independent shops. Bars and restaurants are mainly located in the south and are progressing very slowly, lower than in Paris in general (16% versus 22%). The share of shops and services proximity is low (9.1% versus 17.5% in Paris), since 2011, the number has even decreasing. Yet there are few artisans are protected by PLU (Plan Local d’Urbanisme) which is a small proportion of the street with 200 meters. (apur, 2015, Les zones touristiques internationales à Paris - Diagnostic initial sur les commerces, p.18)

Montmartre
It is the smallest one in the 12 with only 20 hectares, but it is largely visited by both international and French visitors. It is a residential neighbourhood, so that the employment rate is rather lower than 100 per hectare, and the tourism-related employments are located in the south part for gifts shops and cafés, restaurants. The commercial density is the second strongest: 26 commerce per hectare, the entertaining shops stay on 42.2%, higher than the Paris average, and the chain shops are lower than the average in Paris. Bars and restaurants are highly presented, yet that has been decreasing since 2011. While there are nearly 14% of the commercial structure are particularly protected by PLU. (p.36)

In conclusion, the relationship between tourists and residents in the two cases are worth to take further investigation, so that an ideal project site will come out of these two districts.
• METHODOLOGY
Research Question

How to improve the residents living quality while developing tourism in a historical inner city neighbourhood?

SubResearch Questions

- What are the impacts of overtourism for residents?
- What is the missing for the tourism development in Parisian historical inner neighbourhoods?
- What influence living and visiting qualities?
- What are the interests’ coherence and incoherence between tourist and residents?
- How to maintain the historical and cultural values in the neighbourhood?
- What are the possible urban design can be applied to achieve a social sustainable tourism development?
Research Aim

Find urban design solutions for an inner city historical neighborhood, providing qualified spatial experience for both tourists and residents, in order to improve the liveability and tourism quality, achieve social sustainability.

The aim of this study is to exterminate the coherence and incoherence of residents and tourists’ spatial demands, thus identify the positive and negative spatial impacts for the liveability of the neighbourhood, at the end provide design proposals which ensure the living quality pf residents on the site while developing tourism properly.

It means to find urban design solutions for the neighbourhood to be compatible for tourism development and residents living quality, in order to improve both living quality and tourists experience.
Theoretical Framework

Problem Statement

Paris is benefited by tourism industry, yet the inner historical neighborhoods receive many negative impacts from tourism development. It causes decrease of the resident quality of life and problems for the tourism experience.

Research Question

How to improve the residents living quality while developing tourism in a historical inner city neighbourhood?

Research Aim

Find urban design solutions for an inner city historical neighborhood, provide qualified spatial experience for both tourists and residents, in order to improve the liveability and tourism quality, achieve social sustainability

Sub Research Question

What are the impacts of overtourism on residents?
What is the missing for the tourism development?
What influence living and visiting qualities?
What are the coherence and incoherence between tourist and residents’ interests?
How to maintain the historical and cultural values?
What possible urban design can be applied to achieve a social sustainability?

Theoretical Framework

Quality of Tourism
Resident Living Quality
Public Space
History and Heritage

Where

A Neighbourhood
**The tourism Impacts on the Quality of Life**
The spatial influence which tourism has is one of the key elements of improving the current condition and mediating the negative impacts on the quality of life in the neighbourhoods. Butler (1974) defined the five conditioning factors of the socio-economic impacts: the role of tourism, the economic situation, the economic dependence on tourism, the spatial characteristics of the tourism model, and damage to the local culture, among other local population characteristics (religious beliefs, the dominant political ideology, etc.). The sociocultural impacts are related to disturbances and nuisance, cultural harm, loss of traditional lifestyles, and unwanted activities (Martín, Martínez, & Fernández, 2018). On the other hand, as Mazanec and Zins (2009) measured in their paper for the tourist preferences, the respondents named six to seven out of the 23 attributes as important for having chosen their destination. (Figure 2.1) The “City Architecture”, “Culture, art & entertainment event”, and “Landscape, nature” are the three most important attributes which

<table>
<thead>
<tr>
<th>Important ...</th>
<th>... for % of cases*</th>
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<tbody>
<tr>
<td>City architecture</td>
<td>70</td>
</tr>
<tr>
<td>Culture, art &amp; entertainment event</td>
<td>57</td>
</tr>
<tr>
<td>Landscape, nature</td>
<td>53</td>
</tr>
<tr>
<td>Weather, climate</td>
<td>39</td>
</tr>
<tr>
<td>Overall quality of accommodation</td>
<td>38</td>
</tr>
<tr>
<td>Comfort &amp; cleanliness of accommodation</td>
<td>36</td>
</tr>
<tr>
<td>Reachability of the region</td>
<td>34</td>
</tr>
<tr>
<td>Social life</td>
<td>34</td>
</tr>
<tr>
<td>Friendly service staff</td>
<td>34</td>
</tr>
<tr>
<td>Quality of hiking and walking paths</td>
<td>33</td>
</tr>
<tr>
<td>Friendliness of the local population</td>
<td>33</td>
</tr>
<tr>
<td>Quality of food &amp; beverages</td>
<td>32</td>
</tr>
<tr>
<td>Communication with locals</td>
<td>27</td>
</tr>
<tr>
<td>Low-priced accommodation</td>
<td>26</td>
</tr>
<tr>
<td>Peace and quiet</td>
<td>25</td>
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<td>Public transport within the region</td>
<td>17</td>
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<td>Low-priced package with transport &amp; accommodation</td>
<td>17</td>
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<tr>
<td>Low-priced transport</td>
<td>15</td>
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<tr>
<td>Offerings for children</td>
<td>11</td>
</tr>
<tr>
<td>Sports facilities</td>
<td>10</td>
</tr>
<tr>
<td>Bad weather facilities</td>
<td>9</td>
</tr>
<tr>
<td>All-inclusive package</td>
<td>8</td>
</tr>
<tr>
<td>Fairs &amp; exhibitions</td>
<td>4</td>
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</tbody>
</table>

* * n = 2,286
account for 70%, 57% and 53% for the case respectively. In summary, design tourism space is considered to be one of the most powerful means for reducing the negative impacts on resident life, all aspects of the tourism impacts on quality of life are more or less related and influenced by the spatial qualities, which means that urban design is an important way of to improving the quality of life and tourism experience.

Relationships between Resident support or Resistance to tourism
In their book, Colomb and Novy (2016) conducted research on the protest and resistance in many tourist cities as a result, they addressed and linked the debate between many disciplines: urban sociology, urban policy and politics, urban geography, urban anthropology, cultural studies, urban design and planning, tourism studies and tourism management. Martín, Martínez, and Fernández (2018) conducted an analysis of the factors behind the citizen’s rejection in a overtourism context in Barcelona. This study revealed the economic grounds behind the worsening of the attitude towards tourists. Andercek, Valentine, Knopf and Vogt (2005) investigated the residents’ perceptions of the tourism impact in the US and found that individuals are cognizant of certain negative impacts. It is clear that most are equally, if not more, cognizant of positive impacts tourism. Perdue, Long, and Allen, (1990) discovered in the context of countryside tourism development, when controlling for personal benefits from tourism development, perceptions of its impact were unrelated to sociodemographic characteristics and that support of additional development was positively or negatively related to the perceived positive or negative impacts or tourism. (Figure 2.2)

Social sustainability and Public Space
Some studies have highlighted the importance of a well-structured regulation system and design in visitor cities. For example, Hoffman, Fainstein and Judd (2003) explained that their main concern is the way in which the cities are shaped by efforts to attract and control visitors and by the economic, spatial, and cultural impact of non-residents living within them for limited times. Four types of regulation frameworks are proposed: Regulating the visitors to protect the city; Regulating the city; Labor market regulation; Regulation of the industry. Meanwhile, considering a social sustainable tourism industry, Giriwati, Homma and Iki (2013) stated urban areas tend to provide places for people, for daily activity and special spaces for social interaction and recreational space that form part of social sustainability but are not considered to endanger the environment. Apart from the ecological, economic and cultural dimension, a key aspect of a sustainable city and sustainable tourism in a developed city is social sustainability. And that achieving sustainable urban tourism in a city context needs to work with and respond to market conditions, demographic changes and political challenges. In terms of the liveability standards, Ruth and Franklin (2013) listed the principles of live-
ability alongside sustainability, the notion of a liveable city – in the sense of “fit to live in” or “inhabitable” – requires two elements, one is judged through the lens of the needs and demands of those who do or may live in cities, a second element of liveability comprises the city’s environment, as defined by its physical and biological characteristics – the built infrastructures and ecosystems that provide the goods and services on which lives and livelihoods in the city depend.

Residents pride and image of their neighbourhood
Cities in general, and heritage cities in particular, yearly host a large proportion of the world’s tourists. Several authors have argued that the heritage tourism segment offers even better growth than others, and that visitor numbers in cities which art are rising more than may be expected from the overall growth figures. This all leads to excessive pressure on the vulnerable heritage cities, menacing not only the vitality of the local economies, but also the integrity of the heritage and the quality of life of residents. (van der Borg, Costa, and Gotti, 1996) As an example in Paris, tourism took up all governmental attention, the local cultural sites were ignored or replaced. It is very important for designers to realize the importance of the balance between local, cultural, and historical values, the single direction of benefit oriented tourism development will cause a decline in the livelihoods of the neighbourhood, thus the residents will be driven away on an even larger scale compared to the existing loss of population in these neighbourhoods.

Figure 2.2 Perdue, Long, and Allen, 1990
A Research Conclusion

“Design Tourism Space while considering Resident Liveability in the Paris Inner City Historical and Tourist Neighbourhoods” (Figure 2.3)

According to the research of Andereck, Valentine, Knopf and Vogt (2005), they concluded from previous researches that each of the items loaded reasonable strongly on one of the six factors, which were used to create multi-item scales: community environment; community problems; community life; community image; community services and community economy. The categories supporting the project is therefore based on the research from Andereck et al. and further filtered from the relations of space, in combination of the claimed problems of quality of life in the two neighbourhoods. They are collected from the past and future actions of the associations ADDM 18 (Association de Défense de Montmartre et du 18ème) in Montmartre, and Vivre le Marais in the Marais Area.

The research attributes are specifically pointing to the problems appears in these two cases, therefore I conclude coherence and incoherence between the interests of tourists and residents in Le Marais and Montmartre. This contributes to a sustainable spatial design for the historical inner city which is suffering from overtourism, therefore push them to go inside a stage of renewal. As described by Gjerald (2005) the impacts that are associated with growing activity pass through the following stages: exploration, involvement, development, consolidation, stagnation, and decline or renewal. The tourism in Le Marais has already started going inside the stage of decline, and Montmartre is still in stagnation. The most important from the research conclusion is therefore to guide the renovation of the public space and provide qualified spatial experience both for tourists and residents, achieve social sustainability.

In fact, the finding highlighted that the coherence of the interests has three different levels. The first level is an absolute coherence; it takes a very small proportion in the community images. Tourism development generates an overall development of an area. The development provides a chance for the community to bond together by a higher community pride, a more beautiful environment and larger awareness of the historical and cultural. The second level is partially coherent and partially incoherence, it appears mainly in themes of: community environment, community economy, and community life. The tourism development is generally admired for its contribution to the economy development. Le Marias, for example, was a declined neighbourhood with low capability of the preservation of its historical sites, and the efforts put inside the tourism development successfully helped this district. Experienced the gentrification progress, Le Marais nowadays is one of the liveliest neighbourhood in Paris. On the other hand,
the impacts from flooded tourists desperate the residents in this neighbourhood, the overwhelming events and crowds’ g noise, litter, higher crime rates, and they got fewer chance to involve in their own communities. Even though the historical sites or the monuments were preserved economically, the residents had lost their traditional life styles. Tourism took up the governmental attentions, the local needs from the residents are ignored.

The third level is absolute incoherence, which is mainly under the theme of community services, both residents and tourists are searching for cheap and convince public transportation, yet the over amount of tourists in Montmartre and Le Marais causes irregular bus services and overcrowded metro stations. The most obvious problem in Paris is the tourist buses, they generate multiple problems, such as parking, pollution, building deterioration and noise. This also applies to other services, such as public facilities, while too many tourism facilities are built all over the public space, they took up the space for residential facilities, as a result the education and housing facilities are insufficient. In addition, the 10% higher rate of bars, restaurants and commerce proves that the availability of retail shops and restaurants for tourists are taking over the resources for residents. Generally, the solution is to categorise adequate service area for residents and design higher efficiency and density tourism facilities in certain relevant areas.

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<td>Explore the city</td>
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<th>Community Image</th>
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<td>Culture, art &amp; entertainment event</td>
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<td>Sense of place</td>
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<td>Tourist signposting</td>
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<td>Rich experience of the city</td>
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<td>Better understanding its people and its history</td>
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<th>Community Economy</th>
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<td>Pubs</td>
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<td>Shops</td>
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<td>Craft works</td>
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<td>Quality of food &amp; beverages</td>
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<td>Tourism facilities</td>
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<td>Reachability of the region</td>
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<td>Freedom to wander</td>
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<td>Museums</td>
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<td>Public transport within the region</td>
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<td>Low-priced transport</td>
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<th>Community Life</th>
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<td>Friendly service staff</td>
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<td>Friendliness of the local population</td>
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Residents Interests

**The preservation of wild life habitats**
- The preservation of natural areas
- The preservation of cultural/historical sites
- Clean air and water
- Peace and quite
- The beauty of my community

**The preservation of green spaces**
- Water bodies
- Climate regulation
- Air quality
- Flood control

**Festivals, fairs and museums**
- The image of my community
- Creativity
- Social engagement

**The strength and diversity of the local economy**
- Traditional stores
- Enough good jobs for residents
- The availability of retail shops and restaurants
- The value of my house and/or land

**The strength and diversity of the local economy**
- Form of housing
- Comfort and affordability of housing
- Economic value
- Waste management and assimilation
- Health and public safety

**Fair prices for goods and services**
- Good and clean public transportation
- Feeling safe
- Quality roads, bridges, utility services
- Residential services
- Low-priced transport

**Education and entertainment**
- Public transport convenience with higher linkage coverage
- Good facilities close to housing

**A feeling of belonging in my community**
- The preservation of my way of life
- My personal life quality
- Community pride
- Participation in local cultural
- Stable residential population

**Social engagement**
- Creativity
- Social activities

Figure 2.3 A research Conclusion: The coherence and incoherence of tourists and residents interests
The concept of the project is to reduce the negative impacts on tourism experience and living quality, reduce their opposite interests in the open space. The project takes consideration of three aspects, historical, social and spatial qualities of the open space, from each aspects the project explore a solution for different problems related to the negative impacts both for tourists and residents. As a result, it minimize the impacts of opposite interest.
Started from problem analysis, the research question brought up based on a theoretical framework. Following that, the research question and research aim in a whole, became the starting point of the whole project.

In order to seek an answer to the research question, the analysis and design solutions are implemented at a project site. The project site is decided from a general Paris background, and then zoomed into the two larger district Montmartre and Le Marais, and at the end decided on a neighbourhood in Montlartre. The decision of the project site and the design solutions are all based on a analysis which divided in five themes.

Research Progress
Problem Analysis

Problem Statement

Research Question

Research Aim

Theoretical Framework
- Liveability
- Urban Tourism
- History and Heritage
- Public Space

Analysis

Field Research

Design Solutions

Reflections

General Guidance
Data Collection

Mapping
Sketching
Statistics

Photographing
Taping
Interview

Patterns
Scenes
They are the main methods of analyzing urban space in the academic area of urbanism, a proper analysis is able to understand the spatial composition of the site in order to direct designers inside the context. These methods can give a clean view of the situation and the movements in an urban designer perception of the neighbourhood in order to give a direction for the design proposals of the project.

These methods are very helpful to build up a first view impression of the sites which are non-visible and not able to be seen from mapping and spatial analysis. It is important to visit the area in different time of the day, different day of a week to take photos and videos. Interview is one of the method to understand the thoughts of the tourists and residents who are experiencing the space personally and daily in order to provide researchers the most efficient understanding of the research group situations. The result is various depending on the demographic characters of the population, there are subgroups in both study groups. Resident and tourist typologies are one of the main variables in some problems such as “too many short rentals”, “transportation behaviours”, and “tourism infrastructures”, for the reason that the demographic statue influences the needs and interests in the selected areas. The phenomenon and interrelations between the study groups varies for the season, weather, time etc.

Patterns and Scenes are the methods that represents conclusive images that can give quantitative information to describe a problem in order to further address for the purpose of design. The aim is to understand the pattern of residents or tourists in the site, then use design to revise and regenerate new patterns to reach the project research goal.
Data Analysis

This chart is a summary chart from my theoretical research, it represents all the problems and interests related to the research question.

With the help of a grid of analysis items and problematic, the labels relate to the interests of both groups will be systematically analysed. These chart is used to find an ideal and representative project site in Paris, and most importantly to collect necessary data of the neighbourhood in order to give a direction towards corresponding design proposals.

Tool:
Analyse Objectives = Variables x Problems
### Community Environment & Community Images

<table>
<thead>
<tr>
<th>Problematics/Variables</th>
<th>Noise</th>
<th>Heritage</th>
<th>Architecture</th>
<th>Crime Rate</th>
<th>Land Use</th>
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### Community Economy

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<th>Local Economy</th>
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<th>Alimentary Store</th>
<th>Restaurant</th>
<th>Housing</th>
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<th>(Motor)bike parking</th>
<th>Public Transportation</th>
<th>Tourist Facilities</th>
<th>Illegal Commerce</th>
<th>Road Quality</th>
<th>Private Space</th>
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### Community Life

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<th>Problematics/Variables</th>
<th>Pride</th>
<th>Life Style</th>
<th>Feeling of Belonging</th>
<th>Community</th>
<th>Privacy</th>
<th>Local Culture</th>
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Time Planning

- Design
  - Design Initial Idea
  - Design Structure

- Analytical
  - Paris
  - Neighbourhood

- Data Collection
  - Index/Statistics
  - Location/Map Data

- Theoretical Framework
  - Theoretical Framework

- Methodology Development

- Project Definition

- September: 9.17 Studio Selection
- October: 11.6 P1 Presentation
- November: 12.5 Thesis Paper Methodology Paper
- December: 1.21 P2 Presentation
- January:  
- February:  
• ANALYSIS
Site Selection

Mapping and Selection processes for site selection.

- Retails
- Noise
- Monuments
- Congestion
- Public Space

Maps and diagrams illustrating the selection process.
Montmartre

18th Arrondissement in Paris

Location in Montmartre
1580 Households

25092 Population

Families 15%
Individual 63%
Empty House 11%
Second House 12%
With Cars 21%

>60 years old 15%
0-19 years old 15%
Foreigners 15%
High Education 50%

(apur,2018)
Montmartre-Clignancourt

Clignancourt is in the south western part of the Basilique du Sacré-Coeur, and the metro station Abbess is one of the closet metro station to arrive the attraction point. Therefore, the neighbourhood is mean to be at a crucial position for the pedestrian flow from the metro station towards the Sacré-Coeur. The location is also next to the main stream of bus and car flows, with all the residents living inside, every streets exists 1-2 lines of parkings.

The “Wall of Love” is another touristic point in the area of Montmartre, a lot less popular than the Basilique, but still win many lovers to go for a visit, who go for the green environment at the same time. It locates in the west part of Clignancourt, next to the center square in the site.

The retails in the neighbourhood are mostly tourists oriented, they are developed around the passages from metro station to Sacré-Coeur. The road quality is also obviously polarized from the frequency of tourists’ pedestrians.
Le Marais

3rd Arrondissement in Paris

Location in Le Marais
2274 Households

62564 Population

Families
11%

Individual
55%

Empty House
6%

Second House
22%

With Cars
23%

>60 years old
18%

0-19 years old
14%

Foreigners
14%

High Education
57%

(apur, 2018)
Le Marais - Saint-Merri 1

Saint-Merri is a neighbourhood located on the west side of the most famous tourist destination, Le centre Pompidou. It was redesigned and developed as a shopping area for luxury brands, it also has many theatres and clubs, which make it a cultural centre for both Parisians and tourists. Even though with the commercial centre image, there is still dense residential population. In the very centre of Paris, and not far from the two most congestion roads and one of the most traffic metro stations, the residents here are facing multiple issues from environment, tourists. It is also one of the most expensive area in Paris. How to improve the quality of life for the residents here is a very big question.
Public Space and Function

Even though many things are in common, such as the existence of attraction spots, parks, and valuable buildings. The public space variety in both places are very different, the neighbourhood of Montmartre is much more various in size and function, while the one in Le Marais is mostly lineal street landscape.
Le Marais

- Jardin Anne-Frank
- Centre Pompidou
- Musée d'art et d'histoire du Judaïsme

Centre Pompidou
Both of the neighbourhoods contain high mixture of building functions, industrial and residential. However, the neighbourhood in Montmartre has a lot more residential buildings, although with numerous of residents living here, the complexity of the function can be difficult for the project research aim.
As representative examples of tourist historical neighbourhoods, both sites show great presence of commerce. Comparing these two sites, the one from Montmartre still keep characters of a residential area with great numbers of tourists passing by, the landscape of the one from Le Marais is strongly commercial and business.
Le Marais
Started by sketching the possibilities of design, the aim is to find out what are the potential strategies in order to achieve the research aim. The result can tell us the characters of space, the street network and the relationship between space & spots.
Site Decision

Design Selection

Function

Complexity

Flexibility
From design and project decision point of view, the neighbourhood is Montmartre, Clignancourt has more advantage as the site. After the first development of design idea, the two neighbourhoods contains similar elements that can be solved within similar toolbox, yet it is very easy to observe the neighbourhood in Le Marais is much more complex. Clignancourt has

- Higher space flexibility for designers
- More spatial diversity and elements
- More potential elements

After the study of these two neighbourhoods, Clignancourt is selected to be the site as example.
Site Analysis

- **Community Image**

Sacré Coeur

Hill

Artistic

Beautiful
The document exists right now is the road noise from traffic, and the noise level from pedestrian activities need to be further exterminated from other resources. Several roads are served as main passage of buses, and the high existence of shops also requires highly active logistic transportations. Therefore, noise **Density** and **Coherence** is relatively high, confirmed by the dense activities. Yet, assessment of noise **Volume** by pedestrians need further examination.
Protected Old Buildings

Different with the center of Paris, Montmartre has rather less ancient buildings built before 1800. However, buildings are constructed here between 1801-1850 have very high Value and Density, they are mostly 5-6 floor architecture serving for residential use. They are nowadays numerous selected as protected heritage buildings.
Potential historical and cultural attraction

Montmartre contains many protected buildings, even though with shorter history, the architecture is still significance as a Valuable heritage. The heritage in the neighbourhood is very presented in a short Distance, in a high Density. However, the attraction in Montmartre is concentrated, instead of looking at it as a whole, it lacks of a Coherence tourism experience, which represents all the Values of Montmartre.
Residential Area

The Neighbourhood acts as a high **Density** residential area, with mixed usage in a small part of the architecture. The household composition statue is similar to the average Parisian numbers, while it exists high percentage of empty houses and individual apartments.
1580 Households

- Families: 15%
- Individual: 63%
- Empty House: 11%

25092 Population

- >60 years old: 15%
- 0-19 years old: 15%
- Second House: 12%
Short Rentals and Hotels

Montmartre represented one of the most **Dense** destination for airbnb tenants, while the hotels takes a rather smaller part of the service. In this neighborhood, there are 63 apartment offers of Airbnb, which means that 4% of the households are Airbnb hosts.

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**Community Economy**

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<th>Short Rentals</th>
<th>Accessibility</th>
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<th>Demographic Typo</th>
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Airbnb

(InsideAirbnb, 2018)
Dispersed Resident Services

The stores for residents such as markets, bakery, butcher, chocolaty, etc. are very dispersed in low Density and long Distance, it is not a pleasant and convenient purchase standard for the residents in the neighbourhood.

In addition, the residents need to pass the same areas sharing many tourists..
Tourism Retails

Shops mainly for tourists:
- Restaurants, cafes, gift shops
- Supermarket
- Stores for residents:
  - Butchers, bakeries

Protected commerce and artisan street

Residential and mixed Buildings
Dense Commerce

The neighbourhood is major covered by the PLU (Plan local d’urbanisme, official urbanism documents in France) defined, protected commerce and artisan streets. As a result, the restaurants, bars and cafes are highly presented along the both sides. The high **Density** of the retails in the neighbourhoods, give certain **Accessibility** of shops and retails, but not as **Coherence** as expected. Most of shops serve as an art or individual stores, in correspond with the art theme and atmosphere of the whole neighbourhood of Montmartre, however, the necessary attention and **Value** of the commerce developed here is lacking.
House Price

Price per m²

(MeilleursAgents, 2018)
Clignancourt

9800€/M²

18e

8900€/M²

4.8% in one year

24% in five year

Price Zone in Montmartre

Accessiblity

Distance △

Density △

Coherence

Value

Volume

Demographic Typo

> 13700 €
Car Parkings and Motorbikes

The car parkings are very **Dense** in every roads in this neighbourhood. In the meanwhile, the bike, vélib and motorbike poles are one of the main transportation tool, it demands space for parking in easy **Accessibility**. The residents also owe cars demanding parking area in short **Distance**. However; it need to be considered the relationship with the traffic and the quality of public space.

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With Cars
23%
in 2274 Households

(Mairie de Paris, 2015)
Congestion and Public Transportation

In addition to the busy street, the streets are also proved to be suffering from upper medium congestion. The metro station and bus stations are in short Distance and high Density, but because of too many passengers at certain point, the bus and metro station proved to be less Valuable to use with lower Accessibility to them. However, the public transportation in general is a main tool for transportation into this neighbourhood, as an advantage.
Occupation rate of pedestrian roads by terraces
Illegal Commerce and Public Space Occupation

Generally saying, the illegal commerce is not so highly presented, but it is still visible during the high peak of the tourists in a day, for example the trolleys of small snacks. It can also observed some illegal occupation of the street, the phenomenon reflected the need of using space.
Road Quality

The road quality is very much in extreme for this neighborhood, it’s very difficult to find the Coherence, the road in north east part of this area has apparently poor road quality where are the less busy streets. Yet in the crossing center of the neighborhood, the streets are beautiful paved.
No street life, under construction roads, closed shops

A bit residential environment, with medium parking, very bad road quality

Lively street with taxi, restaurants, parking in one line

Truck parking along the street to work, many passengers
A clean street, busy, many car parking

Restaurants and pharmacies, busy street with cars crossing

Rather quiet, but waste and parking are not well arranged

Busy Street with many tourists oriented shops and retails

Not many street life, fast food restaurants on one side, clean road.
Community Environment

Private Open Space for Residents
The **Volume** of the private space for the residents living in this neighbourhood is well presented, and it earns certain **Accessibility** and **Coherence**. However, the **Value** of the space still need to be further investigated.
Groups and individual tourists

Visually sensing this neighbourhood, it is crowded, there are many tourists in big group or in small group of 2-3, also individuals. It is not only a popular site for foreigner groups, but also for French groups and Parisians.

The tourists are concentrating at the square of the exit ABBESS, and the main road in the south. The other streets has several tourists passing by at every moments continuing during the day time.

Unified style of architecture

The architectures are the typical residential buildings in Paris from 19th century. The characterized 2-4 floors buildings has stylish window decorations, inclined blue-grey or red roofs, the first floor facing the road are mainly commerce.

It is Paris-alike and Montmartre-alike, tourists love to wonder around to appreciate an architecture environment like this.
Public space and theatres

Within a small neighbourhood of 6 blocks, there are three pieces of open public space can be found surrounding. Each area is equipped with seats and trees. The popularity of the two blocks on the out-skirt is far less popular. While the two main theatre building, and a small one inside a building block represent the community culture and image of this neighbourhood, however, they are hardly presenting any influences over the public space.

Commerce of Fashion and Art

The commerces occupies the ground floors of the building blocks, apart from the alimentary shops, the others are art, painting, clothing or jewellery shops. So a typically facade of the neighbourhood is defined by these stores, the stores are characterised as independent brands and designs, which make this neighbourhood stands out as an unique shopping zone.
High parking coverage

Every streets in the neighbourhood are covered by 1-2 lanes of car parking, and certainly spots of bike and motorbike parking. Every streets give a feeling of crowded with cars, they are narrow and short sighted for passengers. There are some car garages for some households, while there aren’t any concentrated on-ground or underground parking space design.

Bistros and cafés

It can be found 2-3 cafés or bistros every 500m, they are in the form of typical indoor-outdoor combination, it takes half width of the pedestrian road. And there are hardly any oversee restaurants, all the restaurants are French bistros, which means medium standard French food. Bistros are typical service for tourists for a quick meal, and for people who work here for lunch.
Low standard of sanitation

As a typical part of Paris which have many tourists passing by, the sanitation situation is not very positive. It is very easy to encounter some plastic bag and food trash surrounding the trash bins which are almost full. And many doodles on the walls and store surfaces.

The entry for residents

The residents living here can be recognized easy with their hurry behaviour and non-distracted style of walking. They are usually passing by quickly through all the others who are travelling around, and arrive to the locked door of their building block. It can tell that the residents don’t prefer to enjoy the outdoor spatial resources with the visitors.
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<th>Internal Environment</th>
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<td>Preservation -</td>
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<td>Retails and Shops Density</td>
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<td>Accessibility</td>
<td>Resident Service - Coherence</td>
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<td>Value</td>
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<td>Coherence</td>
<td>Car Parking - Accessibility</td>
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<td>Nature -</td>
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<td>Accessibility</td>
<td>Bike Parking - Density</td>
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<td>Value</td>
<td>Illegal Commerce</td>
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<td>Coherence</td>
<td>Private Space - Volume</td>
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<td>Community Culture</td>
<td>Neighbourhood Life</td>
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<tr>
<td>Traditional Store</td>
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</tbody>
</table>
**STRENGTH**

**SO: COMPARATIVE, ADVANTAGE**

- Create more accessibility, value and coherence for existed Heritage resources
- Increase the potential Architecture values and accessibility
- Increase the value and coherence and accessibility of the nature resources
- Increase the density and accessibility of tourists infrastructure
Use the retails and shops resources and provide higher coherence, less density and higher value, increase the availability of the valuable traditional stores
- Help the community culture, and increase the street life by using the strength and opportunities of this neighbourhood

**ST: MOBILIZATION**

- The strength of Nature, Architecture density can avoid potential service inadequacy
- The usage of private space can help and avert the disturbance from short rental properties, and the same tile strength the resident service needs
- Public transportations can avert the potential crisis from parking situations
- The values of retails and shops will support the development of an economy belt, therefore, support the governance of road quality
- The nature, architecture and preservation should be used to increase the eyes on space, avert potential crimes
WEAKNESS

**WO: INVESTMENT, DIVESTMENT**

- Use nature coherence and value to reduce the value of noise, also organise the density of activity
- The amelioration of community culture will help to increase the family, population in the neighbourhood, avoid empty houses.
- Controlling the density of parking, arrange certain private and paid parking, at the same time increase the value of public transportation to adapt better traffic situation
- Organise the tourist infrastructure will give a more various tourism experience and provide better information and efficiency

**WT: DAMAGE CONTROL**

- Noise and shop density can be even higher which threaten further local culture and shops
- The parking management can decrease the accessibility and efficiency of traffic, need to encourage biking, walking or public transportations
- The value of land can be even higher because of the tourism development and short rental demand
STRENGTH

SO: COMPARATIVE, ADVANTAGE

ST: MOBILIZATION
WEAKNESS

WO: INVESTMENT, DIVESTMENT

- Groups of Tourists
- Public Transportation
- Parking Facilities
- Information
- Community Culture
- Noise
- Value of Land
- Privacy of Space
- Waste

WT: DAMAGE CONTROL
• DESIGN
The project is answering the question of how to improve both resident living quality and tourism experience. The answers provided for the designers are problem-oriented, which means the choice of the design solutions starts from a problem analysis, which is categorized into six themes.

The analysis of a site is as important as the problem analysis, it is composed of data analysis and SWOT analysis. It means the choice and direction of design solution are defined by an overall Synthesis and an integrated site analysis.

The synthesis is the main guiding elements in this project to answer the research question, and in this project, this synthesis is going to be studied and concluded from a test design site.
The Test Design site is in the middle of the project site, neighbourhood Clignancourt. This is the largest public area in the neighbourhood, it serves as an exit of the Metro station ABBESS. And there is a park in the north part of this area, this park contains an attraction site “The wall of love”
Understand the environment
This area is consisted of medium quality architecture, the facade style is classed as the second out of the three levels of the facade language in Paris. The park in the north is a rather large public green surface, it has sitting facilities and plants. The public square in the south has sitting facilities, entertainment facilities and certain open space. It also serves as the exit of a metro station. This area contains the largest flows from residents and tourists in this neighbourhood, because it is in the conjunction of the public services.
Strength: Rich resources of architecture and history, with easy visual access,
Opportunity: but less fame and value assessment

Strength: Rich resources of architecture and history, with easy visual access,
Opportunity: Available space for certain event construction

Strength: It locates just at the exit of the metro station Abbess,
Strength: Bus stops are dense, they are easy access from the square, which means it is a very important passage public space in the neighbourhood
**Threat** have a high requirement of bike and car parking

**Opportunity** have certain bike lanes, and related bike renting system

**Strength** The roads are under the same pavement system in Montmartre, and they are in good condition

### Data Analysis

<table>
<thead>
<tr>
<th></th>
<th>Architecture</th>
<th>Event</th>
<th>Car / Bike Parking</th>
<th>Public Transportation</th>
<th>Road Quality</th>
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<tr>
<td>Accessibility</td>
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<td>Distance</td>
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<td>Density</td>
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<td>Coherence</td>
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<td>Demographic Typical</td>
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</tbody>
</table>
Fences and Commerce
The park is public, but it has very limited access, formed by fences. The main way of creating boundaries between private and public space is also fences. The commerces are on the ground floor facing the streets, while there are 2 small booths in the square. The main commerces are banks surrounding the square, while the restaurants and cafés are close to the square along the street. Main culture architecture is a church in the south.
Banks, booths, and shops
Limited access to the park, one of the main nature resources in this neighbourhood. The nature value of this park for the residents is low.

The greenness in public space is taken care of, therefore, it is somehow coherent.

There are facade of banks surrounds the square, they are considered to be hard facade without active interaction with the public. However, economically, the bank competition and service is high here, which is providing choices for the needing residents.

The value and volume of the private space for the residents are difficult to access, cause the space is only accessible for the residents.
The square also provide commerce opportunity for booths, selling drinks, food.
- There are dense and coherent retails and shop services, and there are restaurants and cafés in the streets connect to the main square.
- While the illegal vendor is presented as well.

- Not enough information collected and presented, there are also not enough guides for direction.
- There are many souvenir shops easy to find close to this square, it is a commerce opportunity but it is also too dense with very low value for tourists.

Data Analysis

<table>
<thead>
<tr>
<th>Nature</th>
<th>Land Use</th>
<th>Retail and Shops</th>
<th>Tourist Service</th>
<th>Private Space</th>
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<tbody>
<tr>
<td>Accessibility</td>
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<td>Demographic Typo</td>
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</tbody>
</table>
Tourists, Residents and Teenagers
According to many times of field research at different timings, I observe that the main activate groups in this test design site are tourists, residents and teenagers. The drawing reflects crowd concentrations at 3 times of the day which reflects best the crowding characters. The park mainly attracts people in front of the “Wall of love”, and in the square, people spread along the seats around, and there is a high concentration in front of the metro exit.
When it is the time to get off school for teenagers from the middle school, however, the seats and space in the east of the square increase rapidly for around 1-2 hours.
Crowds and metro station

Tourists and the Love Wall

Kids, parents and the Merry-go-round
Teenagers

- O In a day, there are high peaks of teenagers passing by this place, resulting from the middle school in the block in the east.
- O The students have group activities, and they gather at a spot in different smaller groups, chatting together
- O The street life is very rich surround the public space

Residents

- T The metro station is where every group needs, and people usually meet in front of it, there are group of 2-3 people, also tourist groups with around 20 members.
- O It provides a service for family, the kids will play the merry go around, and the parents will wait them in front.
- O It is also a passage for all the people who work in Montmartre, to reach metro station to get home
Tourists

- Different groups have different activity peaks, and they also sometimes present at the same timing, the more people gathering, the more noisy and busy this space, especially during weekend.
- The park specially, when it is open, it is always crowded with tourists here taking photos. Therefore, the park can't be consider an option for the residents to take advantage of.

Data Analysis

<table>
<thead>
<tr>
<th></th>
<th>Noise</th>
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<td>Typo</td>
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</table>
In order to make a version in the test design for each group, the starting point is from an study of needs and behaviours of each groups, and how does it reflect on a physical space. The physical space is divided in 2 analysis, the space composition and the network composition analysis.

The public space is composed of the space elements and interfaces between each units of space. The network is composed of the public space units, the pedestrian connection, the transportation connection and the indoor destinations.


**RESIDENTS BEHAVIOURS**

- Act spatially similar a tourists in the scene of leisure
- Social activities relate to know people
- Need to contact
- Negative reactoin to unexpected huge amout of visitors
- Superfacial encounters
- Refuse of help
- lack sense of direct contact
- sense of vulnerability, danger
- Awareness from strangers
- Independency, individuality

**RESIDENTS NEEDS**

- Low-real estate prices
- Types of Housing
- Low tax
- Security
- Peace and quiet
- Preservation of traditional life style
- Transportaion within limited time
- Work, school
- Shopping, runing errands
- Waiting for bus
- Taking a walk, standing around,
  - Sitting, sunbathing
- Social encounters
- Play, Stop, Eat

**SPACE**

- Historical Space
- Places and characters
- Services or markets
- Services and amenities
- Place to experience Facilities
- Parts of space
- Segregation
- Boundaries
- Governance
- Corridors, tunnels
- Sense
- Boundaries
- Development
- Neighborhoods
- Social environment of life
- Elements
- Sense
- Conditions
- Accessibility, bus station
- Park, recreation

(Wolff and Simmel, 1950)
(Milgram, 2011)
(Loo, 1974)
(Gehl, 1200)
(Rofei, Tawil, Kosman, Che-ani, 2016)
(Ruth and Franklin, 2014)
Public Space Composition - Group Residents Unit

The site current scene of residents sitting and chatting on benches, or in cafés. There are certain

An example site, there are parents take their kids to the playground. The site is composed of the playing equipments, benches and lines of trees

---

Public Space composition
Eyes on place & The service
As an activity ground in the centre of sights, it is available for the family to spend a quality time looking after the kids and enjoy the environment at the same time. In order to do that, there are activity grounds, some service facilities for residents such as sitting or sheltering with benches and nature.

The private rate & The transparency
The need of privacy for the residents in a public space is rather low, on the contrary, certain transparency surrounding surface is preferred for security and communication need. If it goes up more than 2 surrounding are in low transparent, it decreases the security sense of the space for a residents, especially residents with kids.
A polygon represents the relationship between each households, while the squares represent the public spaces surround. The accessible of public space from their home and the coherence of public space in their route is very important.

For the car-owners, represents half of the residents. Certain parking slot need to be close access, which also has a close relationship with the public space nearby.
Network composition
Test Design Proposal - Group Residents Unit
The version for residents should follow perfectly the Space and Network Composition of residents, the main elements inside are the green pedestrian connection, it forms a circulation.
+ Less overwhelmed tourists visits
+ Risk of noise decrease
+ Create coherent in the neighbourhood
+ The residents are more bound together

The positive scene

This version gives enough space and infrastructures for the residents, the benches, the trees, the playing facilities. The proposed design version for the residents give a green pedestrian circulation, so that the residents can enjoy walking or jogging around during their leisure time.

The nature resource is fully shared for the residents, it creates a lively street life, and helps the generation of a community culture.
- Cause larger congestion elsewhere
- The value of house rising
- The character of Montmartre as an art district is lost
- The historical and cultural characters are less evident

Other user groups, such as tourists can’t pass by this area. It will cause larger congestion elsewhere

Lose it’s strength as a historical and attractive place

The negative scene

This overall service for residents, on the other hand, repels the existence of other user groups. For example, the tourists will avoid passing by or staying around. As a result, the community economy could be in risk, cause the large proportion of income from the visitors will not maintain.

Another part of the negative consequence is that the historical and cultural characters will be replaced by a new community culture, the identity and authentic as a Montmartre neighbourhood right now will be gradually lost. From a heritage point of view, it is a rather radical method of urban design for the neighbourhood.
Public Space Composition Analysis - Group Tourists Unit

The site current scene of tourists sitting and resting on benches, it also shows accessibility of metro station.

The attraction site Wall of Love, the park has trees and bushes, equipped with benches.

Public Space composition
Information & Tourism infrastructure

The tourists demand highly the information for guidance and introduction, and certainly a pleasant environment with plenty of greenness. The information can be dispersed or very concentrated, while the form of the public space need to contain unified and designed elements which give more attractiveness.

Transparency & Accessibility

Tourists need high visual accessibility to attractions and architecture view, so that the space is maximum 2 faces of less transparency, and the relation between these to surfaces should be not connected in order to avoid visual block for the residents.
As a result, the network of attraction, public space, should not be disconnected, the spots along the network are all well accessible, by walk or from public transportation, the network between different attractions should be very fluent for the visitors, the public spaces close to the attractions are as a service and attraction for them as well.
Network composition
The version for tourists should follow perfectly the Space and Network Composition of tourists, the main elements the information points which are walls along the paths, corresponding the theme of the wall of love. This lineal elements connect in different scales, so that it provide various experiences and enhance largely the visual attractiveness.
The positive scene

This version gives chances for exhibiting, the square and park are designed for an entertaining industry, the visitors are able to spend time reading and enjoying the space. It means that it will encourage the growth of the tourism industry in this neighbourhood, which helps the economy growth. At the same time, the architecture and culture of this neighbourhood will be discovered by the tourists and also the residents, it helps to increase the identity of the neighbourhood and also to reveal the historical and architectural value.
The negative scene

This overwhelming development of tourism industry can also cause many problems if there are too many visitors. If too many visitors are attracted, then it could cause overcrowding, risk of noise, overuse of resources and etc. The growth of tourism industry will also impact the house value of the neighbourhood, it can grow very high. As a result, the population can decrease rapidly, and the houses turn into short rentals such as Airbnb.

- More short rental demands
- Lacking of parking
- Resident population decrease
- Risk of too much noise
- Risk of many illegal vendors

- Huge value growth of housing
- More short rental demands
- Lacking of parking
- Resident population decrease
- Risk of too much noise
- Risk of many illegal vendors
On the site, the teenagers gathering behind the bushes holding a private conversation together.

While the other kids formed by three groups in this photo, they stand at different spots. Some at the corner of the streets, some on the bikes, some around benches.
Nature & Variety of space
The teenagers spend most of their time at school or with groups of friends. The teenagers need different variety of activity ground characters for various groups and activities.

The private rate & The transparency
The need of privacy for teenagers are relatively high for certain activities or groups, therefore, they tend to enjoy more various privacy degrees, and enjoy better relatively private occasions. However, the safety rate need to be considered, so that, the transparency is still needed for their public space.
They need good bikes or public transportation services available from the active public space or school to arrive home. Therefore, the available of bike parking slots or velib (rent bikes) and the biking lanes are interesting.

The network between different attractions should be very fluent for the visitors, the public spaces close to the attractions are as a service and attraction for them as well.
Network composition
Test Design Proposal - Group Teenagers
The version for teenagers should follow perfectly the Space and Network Composition, the main elements inside are the bike lane connection with nodes of bike parking. Another important element is large green lawns, they provide various scales and shapes of activity grounds. The bike lanes are in close relationship with activity grounds and large lawns.
The positive scene

The teenagers spend more time playing around here, so that it will give a nice atmosphere for the neighbourhood, it is positive for a good community culture and street life. Even though teenagers can be noisy sometimes, but it will not be as noisy as a crowded tourism site, so in general, it will decrease the noise.

+ Street Life
+ Community Culture
+ Noise decreasing
The negative scene

It can be dangerous when the grounds attract some other undesired user groups, such as tourists. It can make the public space has an ambiguous identity, and in the end no one will use the space. Another negative point is that the residents, especially for families with kids might find it is lack of entertaining facilities, it would not be a sufficient urban design for family activities.

- Less available service for tourist or residents, so economy drop down
- Dangerous of traffic with many teenagers
- Lack of attention in architecture
- Less attractive shops

Relative monologue environment for families, not enough facilities such as sitting and playing

Tourists can try to take over parts place, so it can lead to a very ambiguous place identity, which results in conflict and no user
The synthesis

Learning from the three versions of three groups, the single group oriented design can sometimes cause extreme problems, while the versions teach the possibilities of a good combination. The combination respects the network composition of each group, it also respect the space composition of every group unit. It determined the basic character is mix-used, and this mixture corresponds sufficiently for each group.

Characterized Spaces consist of segments for residents and for tourists.
Characterized Spaces compose a Mix-used public space

An theoretical example of a possible combination

For Teenagers

For Tourists
Design Solution

**Problem Related**

- Coherence in different scales and aspects, such as organize an efficient Land use according to the user groups
- A coherent Nature environment, create possibility for green connection, and wild life preservation
- The connection and network of Retails and shops
- The poles and accessibility, connection of Parking slots
- The pedestrian flow and its relationship with Public transportation stops
- Give guideline and vision for a neighbourhood of user group Life style, combine the result with other solutions to achieve the goal
The current pedestrian flows from three groups in the neighbourhood is concentrated in a certain range, as a result, the distribution overall is mainly along a few streets while the others streets have nearly no flow of people. It causes not only crowding, but also underdevelopment for the unpopular streets.
The larger network - a base for the site design

The larger network in the whole Montmartre is the base for the connection design of the site neighbourhood, the larger network in general is especially concerned with a fluent attraction route for the visitors. It provide a fluent circulation between several attractions and the public transportation stops, which is shown in the diagram of the network composition of tourists groups.
Tourist Pedestrian Network

Tourist Flow

Important Attraction

Tourist Flow
1. Respect the connections and needs, overlap the three user groups’ connections

2. Design for distracted flows, distract concentrated flow, increase connections of each flows, and decrease flow intersections between different flows
Enable a network of greenness, link green surfaces and tree lines together. It generates a nature coherence to help the preservation of plants and animals.
Tourist Pedestrian Network

For the tourists, the pedestrian network is linked by attractions, public transportation stops and heritage buildings. It gives a network for visitors to promenade and explore. The principle is to distract more tourists over the network instead of single destination and crowding in front of it.
Residents Pedestrian Network

For the residents, the principle is to enhance the current function of the resident dominated street in order to attract residents staying along these streets and increase the sense of belongings. On the other hand, release certain pressure from the crowding places.
The designed pedestrian network provides much more inner connections in between each groups, and releases the pressure on certain locations. It gives flexibility of circulations in the neighbourhood. It is also the guide of design for the other solution methods: Volume Solution, Face Solution and Point Solution.
1. Make efficient parking slots, create more space for a more flexible public space design

2. Install bike and motorbike poles in order to arrange an efficient and dense parking nodes along bike network
Volume Solution

GOAL

Problems

Five Themes

Analysis

Design

Synthesis
Design Solution

**Problem Related**

- Noise Control
- Protect Heritage and Architecture
- Reduce Crime Rate
- Protect Nature and wild life, increase green surface
- Create open space for Event holding
- Control distribution and accessibility of Local economy
- Outdoor space of Restaurants
- Accessibility and distance of Retail and shops
- Spatial experience of Public transportation, bus stop; metro exits
Use test area as volume design example
**SPACE**

**Culture/Historical Space**
- Particular features and characters
- Symbolic references or markets
- Attractive, inviting city structure
- A cluster of facilities and amenities
- Place to explore, place to experience

**Tourism Facilities**
- Managable parts of space
- Fortress segregation
- Noise Boundaries
- Waste Governance
- Monitered (corridors, tunels)
- Distance
- Certain boundaries

**Harmonious Development**
- Inviting to neighborhoods
- High quality social environment
- Pace of life
- Visual Elements
- Ambiance
- Attractions

**Transportation accessibility, bus stop, train station**
- Facilities accessibility: school, clinic, police station, recreation
The example design corresponds with the behaviours and needs of each user group, and its spatial elements accordingly. Therefore, the research determines the spatial elements accordingly, all these elements are also added and connected accordingly. It is the base of the final product of the design.

<table>
<thead>
<tr>
<th>RESIDENTS BEHAVIOURS</th>
<th>RESIDENTS NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Act spatially similar to tourists in the scene of leisure</td>
<td>Low-real estate prices</td>
</tr>
<tr>
<td>Social activities relate to known people</td>
<td>Types of Housing</td>
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<td>Negative reaction to unexpected huge amount of visitors</td>
<td>Security</td>
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<td>Need to contact</td>
<td>Peace and quiet</td>
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<td>Superficial encounters</td>
<td>Transportation within limited time</td>
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<td>Monitored corridors, tunnels</td>
<td>Work, school</td>
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<td>Distance</td>
<td>Shopping, running errands</td>
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<td>Waste Governance</td>
<td>Waiting for bus</td>
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<td>Attractive, inviting city structure</td>
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</table>

The diagram shows relationships between various elements, such as social encounters, transportation, and security, indicating how these elements contribute to the overall design and user experience. The design is integrated with the understanding of residents' needs and behaviours, ensuring a harmonious development that is inviting to neighborhoods and provides high-quality social environments.
Current Situation
- Residents

Activity ground as centre surrounded by sitting and resting belt
Respect residents’ traditional life styles, improve space quality. According to space’s relation with their needs and behaviours.
Design installations in front of the outdoor seats, use transparent materials

Design exhibition cabins on the boundaries, create pedestrian paths for other use groups
Design half open boundary between teenager and residents volume

Design boundary between residents and tourists

Design exhibiting installations, it can combine with sitting and green infrastructures

Material of the wall can provide certain privacy and transparency, it can also give information for tourists
<table>
<thead>
<tr>
<th><strong>TOURISTS NEEDS</strong></th>
<th><strong>TOURISTS BEHAVIOURS</strong></th>
</tr>
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<tbody>
<tr>
<td>City Architecture</td>
<td>City as a spectacle</td>
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<tr>
<td>Culture, art and entertainment event</td>
<td>Difficult to move around as a tourist</td>
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<tr>
<td>Appreciation of society and culture</td>
<td>Tourism as a desire consumption</td>
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<td>Fairs and exhibitions</td>
<td>Certain movement time</td>
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<tr>
<td>Overall quality of accommodation</td>
<td>Seasonality period</td>
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<td>Low-prices accommodation</td>
<td>Tolerance to overcrowded place</td>
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<tr>
<td>Comfort and cleanliness of accommodation</td>
<td>Higher Consumption in recreation</td>
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<tr>
<td>Low priced package with transport and accommodation</td>
<td>First time and repeated visitors</td>
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<td>Public transportation</td>
<td>Pure fun and escapism</td>
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<td>Low-priced transport</td>
<td>Refusal to conform</td>
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<td>Reachability of the region</td>
<td>Escape from regulated tourist enclaves</td>
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<td>Offering for children</td>
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<td>Sports facilities</td>
<td>Post Tourism Trend</td>
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<tr>
<td>Social Life</td>
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<td>Friendly service staff</td>
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<tr>
<td>Friendliness of the local Population</td>
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<tr>
<td>Peace and Quiet</td>
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<tr>
<td>Security for tourists</td>
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<tr>
<td>Quality of hiking and walking paths</td>
<td></td>
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<td>Landscape, Nature</td>
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<tr>
<td>Weather, Climate</td>
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<td>Bad weather facilities</td>
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</tbody>
</table>
SPACE

Culture/Historical Space
Particular features and characters
Symbolic references or markets
Attractive, inviting city structure
A cluster of facilities and amenities
Place to explore, place to experience

Tourism Facilities

Managable parts of space
Fortress segregation
Noise Boundaries
Waste Governance
Monitered (corridors, tunels)
Distance
Certain boundaries

Harmonious Development
Inviting to neighborhoods
High quality social environment
Pace of life
Visual Elements
Ambiance
Attractions

Transportation accessibility, bus stop, train station
Facilities accessibility: school, clinic, police station, recreation
Current Situation - Tourists

Space forms by Lineal elements, corresponding the theme of “Wall of Love” and serving as soft boundary.
Respect residents’ traditional life styles, improve space quality. According to space’s relation with their needs and behaviours.
Design spatial area under green roof with sitting space and facilities

Use “Wall” as boundary between tourists and teenagers volume
Design boundary walls, the sitting area for residents receive a sense of community

Design lineal installations to form a path for tourists

Design sitting facilities in front of exhibiting facilities

Give enough space in front of the “Wall of love”, distribute one spot crowding
Provide lawn and a tree, forming a sheltered nature space
Respect residents’ traditional life styles, improve space quality. According to space’s relation with their needs and behaviours.
Face Solution

GOAL

Problems

Five Themes

Analysis + Synthesis

Design

GOAL

Synthesis
Problem Related

- **Noise** borders between indoor and outdoor
- **Heritage** valorization
- Architecture renovate and recover
- Nature coverage
- Density and accessibility of **Residential services**
- Increase value for **Retails and shops**
- Manage **Waste**, trash bin density and distribution
- Boundaries for **Private space**,
- **Privacy** for residents indoors and view contact for eyes in street
Combine strategy from Line strategies
As the example for the method of face design, it is a method applying on different condition. This location with lineal form is composed of 3 faces, the 2 façades along the street and the plan of the street we walk on.
T Exposed waste facilities along the road, litters on pavings
W No street life, hardly any attractive retails

O Use the possible cultural facilities and heritage façades to increase attractiveness
T Under governance construction sides, none phenomenon of street life

Data Analysis

<table>
<thead>
<tr>
<th></th>
<th>Architecture (Facade)</th>
<th>Retails and shops</th>
<th>Traditional Stores</th>
<th>Street Life</th>
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<td>Accessibility</td>
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<td>Demographic Typo</td>
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</table>
Parking on one side of a narrow street surface

Bad road quality, dirty governance

Hardly any greeness and attractive surfaces

Irregular kick scooters and motorbikes parking, interrupt pedestrian and traffic

There are designed bike lanes along-side the road

Data Analysis
Facade Language

The Parisian façades have a language pattern, and it is classified in three levels. The selected site is in the third level, while the facade language isn’t unified, many design falls inside an awkward imitation. Especially the shops on the ground floor, many retails are not open or visited at all.

Residential Façades
1. Attractive and valuable facade

Therefore, the first step of renovating the facades is the understanding and studying of facade language, it should base on a heritage study.

Commercial Façades
2. Unify and organise the facade category according to desired user flows

The connection and flow design was already made by the method of line design, the solution is to design accordingly. In this case, the street is dominated by residents and certain tourists could pass by.
3. Installations on the facade for different needs

Following the facade categories, there are facades with different categories, which means that the commercial facades are trying to serve for entertainment, while the ones for residents are more to provide good indoor experience.

4. Efficient Parking, create space for interaction

The parking system shall also follow the proposed design from the Line solution, saving more space by this parking design, the aim is to save space in front of the commercial facades and turn them into a meeting place. A fine urban design with elements of trees and pavements will provide a good place of staying.
Design Examples

For example, use same decoration styles for one building, it will give an authentic feeling for the facade design. In addition, different buildings follow a same class of facade language to reach a coherence.
For the residential façades, the windows on the ground floor are always firmly closed. It is possible to install green walls for the residents living on the ground floor, it offers a certain level of privacy. And for the commerces, use modern and attractive material to renovate the commerce facade, in order to avoid dull and old-fashioned commerce landscape.
Current Street Landscape

Proposed Design

- Resident Dominate
- Residential Facade
- Commercial Facade
- Attractive and active facade
- Installations for residents
Proposed Street Landscape
- Provide Information and increase value of Heritage and Architecture
- Residential Services, a tool of giving information, increase Community culture
- Organize better the Pedestrian flows
- Create diversity levels of Privacy
- Small tourism/ residential Facilities such as shelter, Parking poles
- Information point: Giving signs and direction for tourists
- Serve as poles in different scales of connections, increase coherence of Nature, Tourism facilities
When different user group interferes at intersections
The aim of the point solution is to use point methods to enhance the overall good co-habitation between all user groups. Therefore, the ideal site where pointed elements implanted are the **Corners**. Following the same principle, another installation designed is for the **outdoor restaurants**. The seats and clients are in the outdoor area, they takes part of the street life, and it influences the pedestrians route and activity. As one of the main street phenomenon, a related design is proposed.
Stylish elements of the public space in Paris

In order to design pointed elements in public space, it is necessary to recognise the existing elements in the site neighbourhood. Generally talking, in Paris there is a pattern of the stylish elements in public space. Characterised by dark green metal materials and subtle carving of decorations.

The public space elements are unified and “Parisian”, on the other hand, they doesn’t different or evolve for the sake of spatial quality. Therefore, my aim is to learn from the “Parisian“ elements and the “local“ elements in order to provide a suitable design proposal.

Signs

Panels for information of exhibitions and road names

Signs for traffic and directions
Parking

Stylish Elements

The Vélib and Autolib, car and bike renting poles and charging points

Elements in the public space, such as wall doodling or official entertainment installations
The fences act as a mean to separate the public with the private open space, also to limit the accessibility to the park.

The garbage in the neighbourhood are constantly not very beautiful to see.

Beautiful pavements along the main square or the main streets, while the pavements are very poor in smaller local routes.
Design

1. A stylish element that follows the authentic material and appearance

2. Boards to provide useful and attractive information

3. Integrate facilities such as parking payment
4. Integrate waste management such as trash bin or plastic recycle services
5. Direct different flows according to desired spatial composition
Outdoor Restaurants
Design

1. Add stylish element that follows the authentic material and appearance

2. Give semi privacy zone for the consumers of the restaurants who eat outdoors

3. Materialized the boundary, semi-transparent, serves as a soft boundary
4. Integrate sitting facilities if necessary
5. Integrate greenness or signs if possible
Proposed pointed installations
Reflection

The research aims to find the urban design solutions for improving the quality of life and tourist experience in the touristic and historic inner city neighbourhood of Paris. Tourism is one of the main pillars of the community economy, yet it also raises problems of different kinds, especially with regard to heritage preservation and residential living quality. The residents living in the inner city are under large pressure for the crowding in the city infrastructures, the noise caused by many activities, and financial burden of paying groceries and rent. The Parisians living in the famous touristic areas in particular, they have not sufficient outdoor activity resources, which causes multiple levels of problems in the feeling of belonging of a community. Therefore, a social sustainable development for the touristic and historic inner city neighbourhoods is necessary to keep a healthy community. The methodology developed for the project is also a helpful reference for the other cities which are facing the similar problem.

The problem stated is a very important subject for the urban life, and it is a job for the urban designers to explore the possible answers. As a graduation project, the project is under the guide of the studio of History and Heritage, the knowledge in this academic research area helps to understand the cultural and historical values of the location, hence the urban design solutions are built on a valuable background. Furthermore, the project challenges the relationships between these values and the development of tourism. It is reflected in the design solutions, such as consideration of material, cultural reinforcement infrastructures and the renovation means. For the group of Urban Fabric, my project concerns the relationship between urban space and social sustainability in a touristic neighbourhood. The aim is to foster a sustainable and liveable urban environment in a touristic neighbourhood. Knowledge in this field can contribute to the research aim of my project, i.e. achieving a better residential living quality and tourism experience on the particular location.

The project choice of scale

The phenomenon of negative impacts from tourism development presents in different levels, and it can be considered in different scales. My project is limited in the scope of providing a spatial solution across territories. The solution could combine with many other tools, such as new policies, transition of local economy, related cultural inputs. Hence, the project can take in consideration of more factors that aren’t deeply discussed in my research, which will make the research more practical. However, as a graduation project and master thesis, it is wiser to choose a scale that counts as an important part in the whole research problem, otherwise the time and knowledge won’t allow the project success. My project will conduct research deeper in the neighbourhood scale, the proposals are under the conditions of a strategies and solutions in larger scales, such as arrondissement, city, metropolitan, which are not in the scope of my research. In conclusion, my project will give detailed suggestions and provide multiple solutions that can fit under different large scale conditions.
Relationship between research and design

The project uses a very classic research and design approach, which starts a mature theoretical background. The design is based on the previous research works which discussed the general problem field of impact of tourism on residential life, the needs of tourists and residents, the social sustainable urban development. Therefore, based on the research question and theoretical framework, the analyse and design commence. In the comparison, the progress from analysis to design is in an innovative approach to reach the research aim. From a methodology point of view, the research based on the data from six aspects of the community, they are analysed through mapping, photographing, or tracing. The data are also analysed through a SWOT analysis of the neighbourhood. While the design solutions are based on a synthesis, which guides the project by a series of urban design proposals apart from “point, line, surface, and volume”. This synthesis was found by conducting three versions of test design for three different user groups: residents, tourists and teenagers. I picked one small area in the project site for the test design. These three versions are compared together for their advantages and risks. As a result, the who design solutions are based on this research to find the synthesis, which is the guiding element.

In conclusion, the design is based on the strong background of existing researches, on the other hand, the analytical framework and the design methodology are creative for the project, and my design solutions are guided by this new method created. Moreover, this innovative methodology is valuable for an application on other sites which need a solution for various conflicted social groups.

The relevance

Colomb and Noy (2016) conducted research on the protest and resistance in some touristic cities in their book. Martín, Martínez, and Fernández (2018) conducted an analysis of factors behind the citizen’s rejection in a overtourism context in Barcelona. Further, in the field of tourism quality, Mazanec and Zins (2009) listed tourists’ types and 23 attributes that matter for tourists to choose their destination. Last but not least, there are various papers discussing the relationship between heritage and history and tourism. There is, however, a gap in literature of tourism’ impacts on residential life by analysing the interests of spatial demands to guide design of a sustainable tourism industry in a historical residential neighbourhood. This study aims to contribute to narrowing that gap.

The project will propose a design methodology that improve the compatibility of a neighbourhood in order to ensure the living and visiting qualities, it takes care of the social balance between tourists and residents, which contributes to a sustainable social structure. It will also provide a method to find a balance between the preservation and the tourism development of the cultural and historical attractions. Overall, it provides important perspectives for branding a lively, beautiful and proud neighbourhood, a promising future for the touristic neighbourhoods in historical inner city, which can be used under other context in the world.
Limitations

Firstly, from the project definition point of view, it is using spatial interventions to solve the problem, while the solution could combine with many other tools, such as new policies, transition of local economy, related cultural inputs. Hence, the project can take in consideration of more factors that aren’t deeply discussed in my research, which will make the research more practical.

Secondly, the project design is based on the existing social statues in the neighbourhood, that implies the renovation and urban development I proposed will not change the major social circles and group activities. It is possible that a new public space formation will generate an unexpected phenomenon, so that the future social status will change very radically. From a methodological point of view, the research is not based on the benefits of the invisible social groups in the neighbourhood, such as the house owners who rent their homes, the proprieties of the buildings and the commerce related industries. Accordingly, big data and related calculation can make the research aim much more ideal. While the research question is still sufficiently answered in my project point of view.

Concluding, the project aims to answer the question of solving the problem of low resident living quality in touristic and historic inner city neighbourhoods by using urban design solutions, however limitations show in the consideration of a larger context of stakeholders, such as the government, the investment, the management.
Appendix I: Method Guidance

Step I: GOAL

Make sure that the goal of the design, the aim is to design a urban environment that welcomes both residents and tourists, NOT prefer one group than another.

Step III: POINT LINE FACE VOLUME

Choose one or several methods according to the desired problems that are related to the design, according to the next page. Each method has examples in the project site as reference.
Step II:

Make an thorough analysis of the design site, the analysis need to combine data analysis and SWOT analysis, in order to make sure the choice of methods is correct and dependable. The project provide an example of analysing.

Step IV:

Decide the design strategies and solutions based on the synthesis, “Characterized Spaces compose a Mix-used public space”, be Characterized & Mix-used. Please reference the examples in the project.
The aim is to use this guide for the urban designers and planners to choose corresponding methods. The starting point can be problems or themes that are related to the negative impacts from tourism development, and the goal is to use these methods to achieve a good cohabitation between tourists and residents in their design.
### Community Economy
- Parking system
- Tourism facilities implementation
- Leisure management
- Entertainment design

### Community Service
- Information providing
- Parking system
- Signal design
- Residential service implementation
- Tourism facilities implementation
- Entertainment design
- Waste management

### Community Life
- Privacy control
- Flow control
- Community culture creation

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