

**IT IS
DING
SHITAO'S
PORTFOLIO**

Urban Redefine+Reinvent+Restructure

2016. 2 ~ 2017.3

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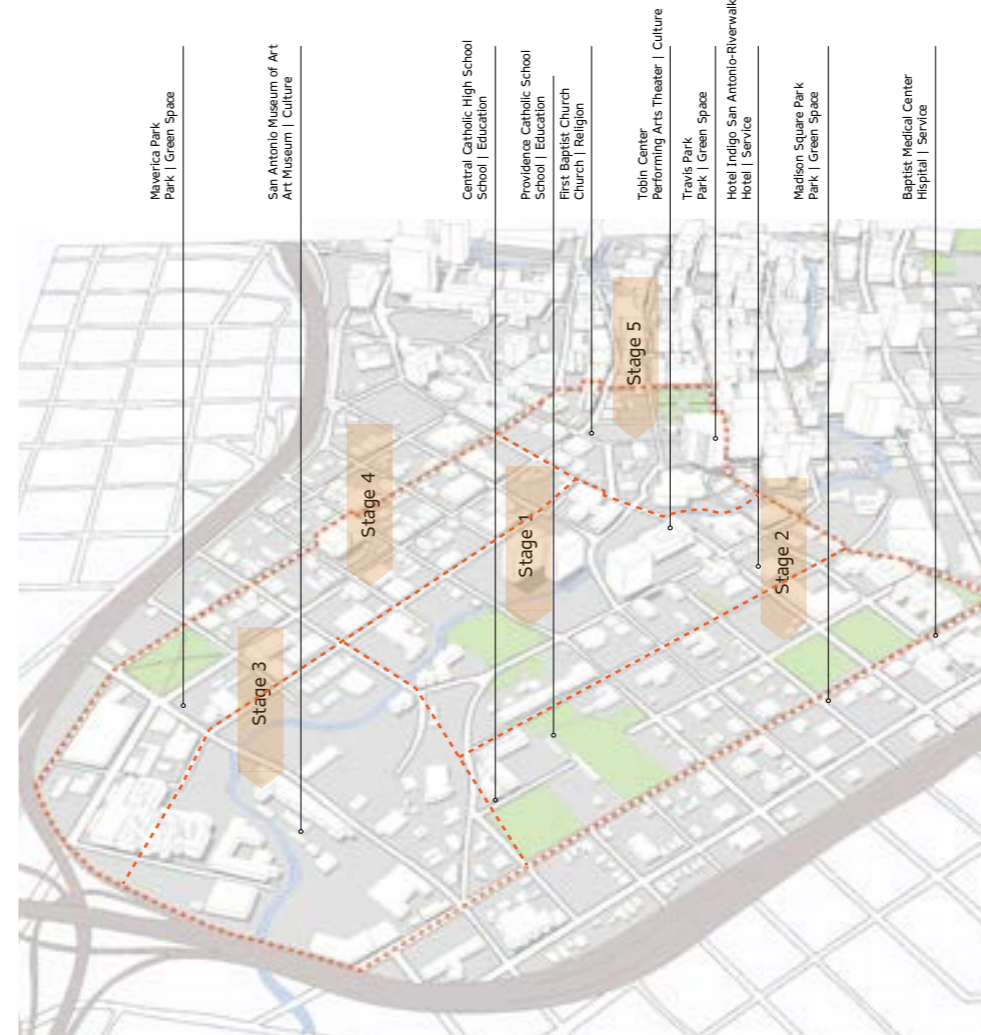
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RIVER NORTH SAN ANTONIO

Riverwalk is one of the attractions in this city, whilst the majority of tourists gather around downtown area. The river in the site is close to the central area but it has a low level of development in order to create efficient communication between people and the site. In addition, the river in the site cannot provide an aesthetic landscape for the people who live or work there.



LEGEND
 --- Site Boundary Line
 --- Rail Line
 --- Light Rail Station
 --- Cultural Buildings
 --- Surface Parking
 --- Buildings

ISSUE

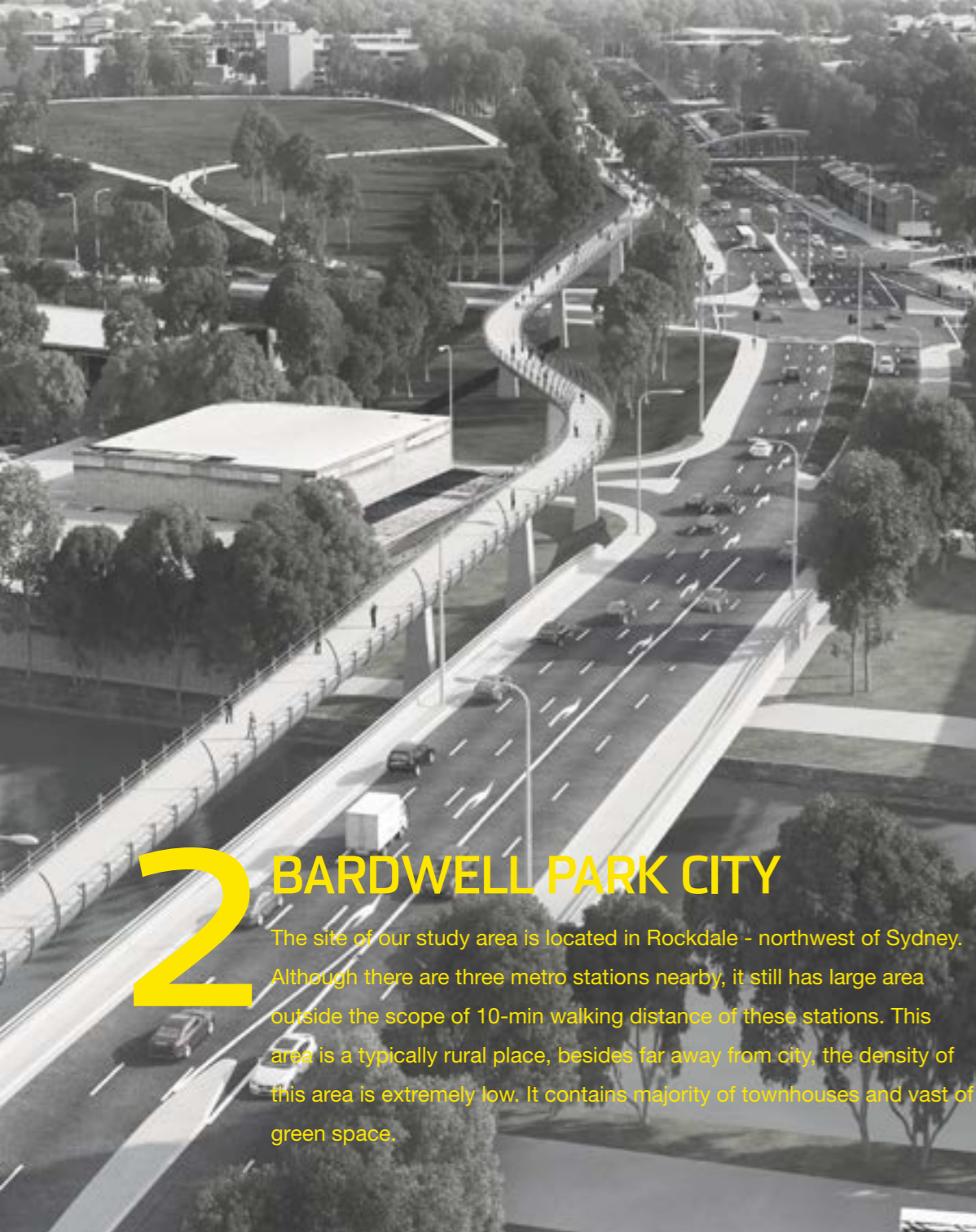
The low density building and the vast area of ground car parking and waste land both have a negative effect on the land utilisation rate. In other words, it means part of the land is abandoned. The development of the site is limited and it cannot provide effective service for people. The lack of public transport alters the personal mobility of people to a position where they rely on the private car.

Stage Plan

It requires that commercial, residential, cultural and community amenities are constructed in the site, the sequence of stage is based on the function of each block. All of the stages encourage a balance development of the site.

- 2016**
 Stage One
 Construction begins on blocks closest to the river, including the commercial building and mixed use community. The floor of buildings are with low height to ensure the Riverbank landscape. As a tourism attraction, the mixed use buildings will provide comprehensive service to tourists and residents.
- 2020**
 Stage Two
 In this stage, it makes education as an important point. Moreover, it uses the principle of TOD (400 meters walk) to provide service to the tramline. The mixed use buildings with commercial function near the tramline will provide convenience for residents and employees.
- 2024**
 Stage Three
 Construction near the Art Museum begins. The mixed use buildings with car park will service to the tourists of museum, the plaza will provide open space for social activity.
- 2027**
 Stage Four
 This block focus on residential buildings. The buildings near tramline station will with mixed use to ensure the convenience and accessibility. Moreover, the green neighbourhood provide a comfortable environment for residents in the hot and humid weather.
- 2030**
 Stage Five
 This block close to downtown and the most of the buildings is with relatively well-developed. The green roof will use for three buildings. The mixed use buildings with office and business will provide multi-function for the Tobin Theatre.





2 BARDWELL PARK CITY

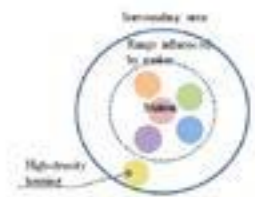
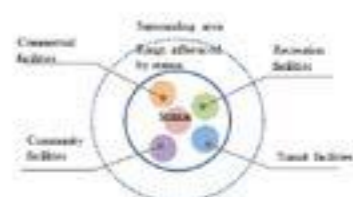
The site of our study area is located in Rockdale - northwest of Sydney. Although there are three metro stations nearby, it still has large area outside the scope of 10-min walking distance of these stations. This area is a typically rural place, besides far away from city, the density of this area is extremely low. It contains majority of townhouses and vast of green space.



ISSUE

Because of the vast area of green space in the core of the study area, the topography is variety and complexity. In addition, most of these green space is the private business land and the natural reserve. Therefore, there still lacks of enough public open green space to serve residents in this area. The three metro stations are nearby, Bexley north station, Bardwell park station and Arncillf station,.However, service range of 10-min walking distance doesn't coverage the precinct. Despite the coverage gap, the private business green land becomes a barrier to the connectivity of this area. Because its location is far away from city, people who living here mostly rely on vehicles to commute. It leads to poor development of the pedestrian and cycling route networks. The major building type of this area is the townhouse, and its building height is mostly 2 to 3 storeys. It creates a very low density dwelling area with poor number of facilities to serve.

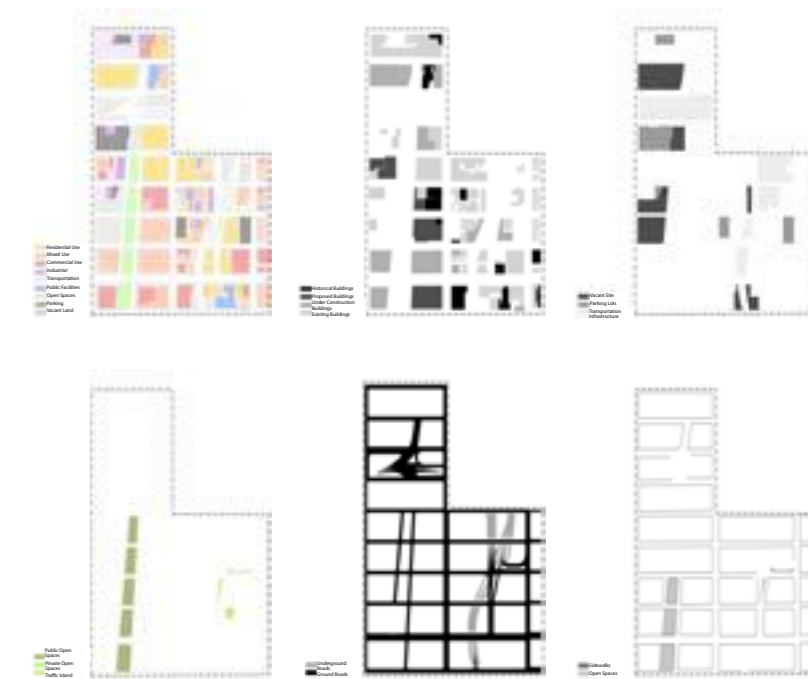






3 HUDSON BOULEVARD & HELL'S KITCHEN

The site is located in the Hudson Yards redevelopment area. It also belongs to Manhattan's Hell's Kitchen South. Hell's Kitchen is a 100-year-old residential community in midtown Manhattan. The historical evolution of the site has seen the area change its policy and values from a 'slum clearance' approach to a 'do no harm' policy.



VISION

Enhance and revive the Hell's Kitchen neighbourhood identity. Encourage new investments while preserving the historic physical fabric and local community, creating an integrated open space network connecting to the historic community and surrounding districts, improving the living and street quality.

CONTEXTUAL DESIGN

The physical fabric of Hell's Kitchen community represents a unique opportunity to preserve elements of the neighbourhood's immigrant history. This history is embodied in the rich mixture of buildings that have served immigrants as places to live, work and worship in the late 19th and early 20th centuries. Because of its historic values presenting the strong local identity, preserve existing buildings and protect local business are the most significant concerns. Thus, new buildings must conform to local scale and context. Therefore, insert infill mixed-use buildings that must match the existing neighbourhood character. For this concern, the primary principle is to adopt the contextual design.

