A guide to achieving livable & sustainable cities

by Energy Foundation, CSTC & Gehl

Changing Cities in 5 Steps
A guide to achieving **livable & sustainable cities**
by Energy Foundation, CSTC & Gehl
China is undergoing the fastest urbanization known to man, but little has been done to understand the impact on the daily life of people.

What will happen if all the data available is about traffic volume and square meters, and none of the data is about quality of life and the relationship between life and urban form?

What will happen to green mobility, health, social inclusion and local economy, when the building of new streets is replaced by large-scale roads - streets traditionally being the primary public space for meetings in the local communities, the space that allows people to walk and bike to public transport, work, schools and daily destinations and the start-up for local businesses?

What will happen to our quality of life if endless commutes are a reality because newly built areas are planned so they won’t work as independent cities, but only as single functions connected to the existing cities by large-scale infrastructure?

Most importantly, what will happen with China’s ambitious vision for sustainable and liveable cities, if the planning process, organization, and policy are not aligned with the vision?
A logo, a slogan or the newest high-rise building, no longer defines cities’ competitiveness and branding. It is defined by the life quality experience in the cities’ physical interphase – its streets, squares, parks and public transport! The qualities in Chinese cities are however under massive pressure these years. Prices are going up, air quality is going down, and traffic has become overwhelming.

China is today at an important point of transferring massive quantity urban development to sustainable and quality urban development. This booklet is to tell the city decision makers, planners and engineers how actually succeed to change cities to be more livable and sustainable.

Cities are where we live, work and raise a family. Only the cities designed according to the needs of people and businesses can support better life and thriving businesses.

Creative enterprises and quality of life is becoming ever more critical in China; it is the responsibility for city decision makers and planners to practice the stated 5 steps in this booklet and to change our cities for people.
For decades the human dimension has been an overlooked and haphazardly addressed urban planning topic. A common feature of almost all cities is that the people who use city space in great numbers have been increasingly poorly treated. Limited space, obstacles, noise, pollution, risk of accident and generally disgraceful conditions are typical for city dwellers in most of the world’s cities – regardless of global location, economic viability and stage of development. This turn of events has not only reduced the opportunities for pedestrianism as a form of transport, but also placed the social and cultural functions of city space under siege. Fortunately, several cities realize the value of putting humans first in order to create more lively, safe, sustainable and healthy cities.

When we look around the world today, most nations, cities, mayors and developers share a vision to create sustainable and livable cities, but the great challenge still remains: How do we realize this vision beyond words?

We need to create cities, where it is easy to do good. People choose their lifestyle, based on what is most convenient, easy and accessible in their everyday. So, we need to create cities where the most convenient, easy and accessible lifestyle, is also the most sustainable and livable – it is as simple as that.
In my street, I can open my Shop!!
In my street, I meet everyone!!
In my street, I can walk to Bus and Metro very easily!!

In my City, I live within 10 mins walk from everything I need and I know mostly all my neighbors!!

In my City, I know only 5 people out of 500 neighbors and there are no nearby amenities!!
Design for People
Human scale
On a cold day, everyone intuitively walks in the sun. People adapt immediately to their physical
Changing Cities in 5 steps

1. 30 m
2. 20 m
3. 0.5 m
4. 72° Sight Angle
5. 如家快捷酒店

视野角

视线角

Sight Angle

海鮮餐廳
Human beings are sensitive to their physical environment. We react instantly to climate, physical barriers, scale and social interaction with other people in the city spaces. This also means that small changes to the physical environment can have a dramatic impact on our daily life, both positively and negatively.

If we understand people’s reaction to changes in their physical environment, we can create environments that invite and support people to choose a healthier and more sustainable lifestyle. If on the other hand, we ignore these factors it can have an equally negative impact on the way people use cities.

With China’s economic growth, more and more people will be able to choose their lifestyle in the future; this means creating cities that invite for a sustainable lifestyle will be essential.
Plan for the human scale

Liveability and sustainability are linked to our experience of the city and the behavior it invites us to have. Basically, people choose their lifestyle based on their physical surroundings. This means that we have to understand human physiology to understand the impact on people's life when we change the urban form. Obstacles and bumps on sidewalks are common in cities everywhere – for most of us they represent a small annoyance, but for children and the elderly they become real barriers for getting around and feeling safe. In the long run, they can make us all choose the car over green mobility.

If small adaptations are considered for people and become design standard, they will at little or no extra cost, transform the city to a safer, healthier, more walkable, bikeable and friendlier place to live.

Case | Nanlishi Lu, Beijing

Nanlishi Lu is an example of how small an effort it takes, to design for people in a typical Chinese street. The street has good preconditions in terms of scale, microclimate and activities. There are, however a few major challenges. The footpath interruption reduces the walking quality, and changes in level affect accessibility. There is almost no public seating and no resting options. Parked cars on the footpath take up space, which signals low pedestrian priority.

Simple alternations can upgrade the street to a pedestrian and bike friendly street: adding bike parking, seating, more trees for shade, a pulled through sidewalk.
In 2013, Moscow issued a new strategy 'Towards a great city for people'. Ever since the city has been designing for people!
2

Evaluate

your city
Today Nanjing Lu East does not reflect the actual use of the space. With 95% of the movement being pedestrian and 85% of the space given to cars, it stands as a vision of the past and not the present. A physical transformation would be a way to illustrate the new aim for livability and sustainability.
When we generate data on people we can understand how the city is performing. We can see how changes in the urban form influence people’s lifestyle and how changes in lifestyle influence liveability and sustainability in the city. Understanding this link is the first step towards building an urban form that supports the vision for the city.

Furthermore, having data on the life and use of a city allows us to identify pilot sites to implement, test new solutions and evaluate the impact of these changes on people's daily life.

In numerous cities across China, we have run surveys, so that in the future we can have more new data solutions, which will help to evaluate the impact of these changes.

**What are the challenges?**

- The vision is liveability and sustainability, but all data is on square meters, car traffic volumes, and short-term project economy
- No data on how changes to the urban form of cities influence peoples quality of life

**How to do it!**

- Evaluate the changes in your city
- Test new solutions with pilots
- Create new design guidelines

**What can we gain?**

- Better performing cities
- Understanding the impact of change to urban form.
How to do it!

Evaluate the changes in your city

When we change the shape of our cities, we change how people live their lives. Therefore we need to understand the relationship between the changes to urban form and the daily life of people. By counting, measuring, and analyzing, we can record the 'life' that occurs in our cities, as well as the qualities of the surrounding urban form. The analysis does not only help us to better understand a city, but also to identify problems and potentials.

Case | Huangpu District Study

Comparing the use of a traditional street compared to a redeveloped street in Shanghai, we found that the traditional street was not only 15x more fine grained than a new gated one; we also found that the activity on the traditional street was 10-12x higher. The fine grain structure of the traditional street makes it easy to move around on foot. The local shops make it convenient to shop and socialize in your daily life, whereas in the modern developments there are few entrances, no shops, and no public passages through blocks, making it difficult and unattractive to walk there.
Pilot projects should be used to test and evaluate new approaches in a city and should be learned from, in order to create new design standards. It is key to find examples which are representative of the identified challenges in a city, which can serve as best practice examples for future change. Most importantly the pilot projects should be the base for new design standards and principals, so the vision can be implemented broadly and improve the quality of life across the city.

Case | Henan Road, Shanghai

Henan road is a major artery in Shanghai’s urban network, mainly serving cars - not people. However, surveys showed that the number of pedestrians and bicycles outnumbered the car use and that a large number of bicycles are actually e-bikes. The modal split on Henan Road is impressive from a green mobility aspect, but this will change with the growing car ownership in Shanghai, unless the green mobility use is strengthened through supporting infrastructure.

We suggested to re-design the street according to its current use – implementing a separated bike and e-bike lane, creating a better micro-climate for walking, and introducing safe pedestrian crossings.

It is key to improve the street as a main link for bicycles, creating better bus stops, reducing the barrier effect of the street through better pedestrian crossings.
How to do it!

Create new design guidelines

Based on the surveys and pilot projects, we have the knowledge to update standards for urban design and urban planning to fit the cities’ vision and actual demand in the city. These learnings should be used to create new design guidelines for your city.

Toolbox for Huangpu District

The toolbox shows a variety of solutions for different situations, but is based on the findings from surveys and pilot projects. Using pilots to update design standards has proven to be an efficient tool not only in Shanghai, but across cities globally.

1. Streets with elevated bikelane
2. Streets with moderate use
3. Streets with little bus use
New York has evaluated their city and used pilots to develop a new design standard.

Findings in pilot areas:

- 63% decrease in accidents
- 29% increase in property value
- 10% improved travel time
- 9% less Co2 emissions
Create a public realm
12% increase in pedestrian flow towards the new metro-station.
Changing Cities in 5 steps

In my street, I can open my Shop!!
In my street, I meet everyone!!
In my street, I can walk to Bus and Metro very easily!!
China’s public realm is defined by three predominant types of public spaces; the formal square, used a few times a year for special celebrations; the park, used for social interaction on weekends; and the streets, used for everyday life.

The street stand out as the carrier of social, economic and environmental sustainability and a key public space for daily quality of life. Socially, the street is where we all meet and understand the richness and variation of our society. Economically, it is where local businesses have their start-ups, working as a cornerstone in the local economy.

On the sustainability front, we know from surveys, that more than 95% of the public transport users arrive by foot or bike to public transport, so the street quality is a key component in the efficiency and attractiveness of using public transport – a fine grain, flexible street network is defining the efficiency of the massive investment in public transport these years. However, in the past decades the street has been replaced by roads in many new towns.

What are the challenges?

- Streets made for cars - not inviting to walk & cycle, not encouraging meetings
- Missing links in the pedestrian & bike network
- Last mile issue
- Macro-, but no micro network

What can we gain?

- More efficiency on investment in public transport
- Economic, health & social benefits
- A more attractive city with active street life

How to do it!

- Recognize the street as a public space
- Connect streets to public transport
- Ensure your city is never out of order
How to do it!

Recognize the street as a public space

Chinese cities have been investing in large-scale macro-networks, such as metro infrastructure, but often the micro-network has been left aside, resulting in the ‘last mile issue’ and huge gaps in the bike and pedestrian network. Only if we recognize the street as public spaces and not just as car corridors, will we be able to solve the challenge of the last mile.

Case | Jiefengbei Public Space Plan, Chongqing

On the central peninsula of Chongqing, a new metro system was introduced a few years back, but it was placed at the edge of the center, where the steep topography made it simpler to implement. We know that more than 95% of people reach public transport on foot or by bike, but the new metro stations were disconnected from the surroundings.

For the first time ever in a Chinese city, we created a Public Space Plan, which categorized the streets by their character and urban quality and not only by the volume of cars. By doing this, we created a diverse and interconnected network of streets that ties the metro stations together and makes it easy and attractive to reach them.
Connect streets to public transport

Streets benefit the environment by inviting people to walk, bike and use public transport. They are social - providing opportunities for different people to meet, serving as important tools to broaden peoples perspective on all societies. They are economic drivers by forming the backbone to the local economy.

Case | Route 3, Chongqing

Our project ‘Route 3’ focused on connecting the new metro system with the existing city network by creating an iconic route, tying different squares and streets together.

The main goal was not only to create a good connection to the new metro station, but also to recognize the street as an important public space for people’s daily lives and emphasize its importance.

The small investment in the street lead to a 12% increase in pedestrian flow towards the new station.
How to do it!

Ensure your city is never out of order

Cities are constantly under development, but often areas and whole districts remain inactive during construction period, as most of the time construction sites face the street with a closed and completely inactive wall. It is crucial to also temporarily activate streets to boost economy, create jobs and activate the street life.

Case | From construction wall to functioning street, Chongqing

What if a pilot project could rethink the construction wall? Last year this vision was turned into reality in Chongqing: instead of a wall, today a line of temporary shops activates the street & contributes to city life.
Brighton in Britain has created a public realm, which on New Road led to:

- 175% more pedestrian activity
- 600% more staying activity
- 93% reduction in cars
- 22% increase in bikes
Plan for quality of life
Design the inbetween space, where we live our lives, so it invites for a sustainable lifestyle.
Changing Cities in 5 steps

In my City,
I live within 10 mins walk from everything I need and I know mostly all my neighbors!!

In my City,
I know only 5 people out of 500 neighbors and there are no nearby amenities!!
China’s rapid urbanization has been driven by the good intentions of an efficient and dense urban planning protocol with large scale, primarily mono-functional zoning and a high percentage of green space. This has been done efficiently, but an unforeseen consequence is that the urban planning has never managed to lead to independent cities, but rather co-dependent clusters. This has resulted in longer commutes, which challenge quality of life, both in terms of time spent and in air-pollution from transportation.

One major factor is that the cities are primarily planned from a large-scale traffic perspective and a project scale inside the individual plots, leaving the space in-between the gated communities and traffic under-prioritized - even though this is where our daily life occurs.

**What are the challenges?**

- Co-dependent clusters instead of independent cities
- Car-dependency and long commutes
- Space-in between left unplanned becomes an unattractive enviroment for daily life

**How to do it!**

- **Build independent & integrated cities**
- **Urban retrofit for improved quality of life**
- **Rethink density, policy & zoning**

**What can we gain?**

- Independent cities in terms of connectivity, livability, diversity & functions
- Less time spent on commute - more time to enjoy life
- More varied and contextual urban form and real mix-use
- Higher quality of life
Build independent & integrated cities

Today, the average commuting time in Beijing is 97 minutes. When we build large monofunctional areas, we strengthen our car dependency and extend distances between destinations. Often, the argument for this kind of planning is efficiency, density and green space ratio, but the actual quality of life we gain with these built forms is very low. The impact of these changes are just beginning to show - one aspect to highlight is the simple fact that only 15% of the Chinese population own a car, but that almost 100% of the new cities are planned around car-use. It isn’t hard to imagine the impact on the environment when the car-ownership goes up.

A livable district needs well-functioning squares, parks, recreational areas, housing areas, destinations and connecting streets for people - not only for cars. We developed a public space plan with a set of different street typologies and destinations, which will allow Xuhui to develop into an independent neighbourhood.

Case | Xuhui Livability and Green Mobility Strategy

In size, Xuhui district is comparable to other city centers, such as Central London or Manhattan, but it lacks the character of a real city, as it mainly consists of monotonous housing development without the offer of amenities a district of this size should contain.

[Diagram of mono-functional vs multi-functional development]

[Map of Xuhui with annotations]

Urban retrofit for improved quality of life

New districts are often consisting of mono-functional high-rise housing blocks that are built for cars and lack good connectivity to public transport. With a vision for the public realm, these areas can be retrofitted to cater for a modern, livable and sustainable lifestyle.

Case | Xuhui Livability and Green Mobility Strategy

As in many new towns, the planning focus had been primarily on two areas, the large scale [car-] traffic planning and the individual developments. This means that the in-between spaces, where people live and enjoy their life, was left without a vision.

These in-between areas, where people walk and bike to public transport, work, shopping and parks has now been proposed to be retrofitted to meet the vision for livability and quality of life in the city.
Rethink density, policy & zoning

New developments are often driven by misunderstood perceptions of density, policy and zoning. High-rises and large green spaces are not a guarantee for quality of life, just as large scale mix-used zoning doesn’t lead to integrated planning at eye-level. We need urban planning to be focused on the local context and climate and we need variation of typologies in a continuous and integrated urban form.

Case | Beijing Ring Road 4

In Beijing, we did some studies on a planned development at Ring Road 4. A metro station was planned in walkable distances of a new school and housing area, but dated policies on density, green ratios and zoning, turned this great opportunity into a gated community with mono-functional 14-27 story high residential towers in vast green areas, disconnected from the new school and metro station. We tried to re-organize the development: we cut the tower volumes up, so they consisted of a maximum of 6 floors, split them up and distributed them more closely to one another around private- and semi private courtyards. We re-organized the gates and integrated the metro, school, sport facilities and park in the whole development. We found that we could not only provide the same square meters in an integrated urban form, we even had space left over.

Rethinking the density, policies and zoning showed that we could create a greater variation and make it lot more interesting to live here, allowing you to pass by school and drop off your kid and buy groceries on the way to the metro station or live by the local square or park.

From gated towers... ... to towers divided into 5-8 storey pieces ... and then re-arranged for a livable & sustainable urban form

How to do it!

Plan for quality of life

Changing Cities in 5 steps — Plan for quality of life
Vienna

The new city district Aspern Seestadt in Vienna, Austria is geared towards the 21st century by planning for quality of life. This has led to 83% high satisfaction rates in residents and planning for green mobility has resulted in 79% of people getting around on foot and public transport.
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Build your vision
If we plan each city-function on its own, we end up with a non-city, where streets, parks and buildings are stand-alone functions and not an integrated city.
Changing Cities in 5 steps

To do’s:
- develop a clear vision
- encourage inclusive and interdisciplinary process
- strengthen the will to reform policy

Convetional Urban Planning system & Departments Division

Integrated Urban Planning process & Departments Collaboration
Today we have a **shared global vision** for creating livable and sustainable cities, but the challenge remains that we have few cities and even fewer newly built cities succeeding with implementing the vision. The challenge is often that even though the new vision for liveable and sustainable city planning is in place and politically anchored, our planning process, city management and policies are dated, making the implementations difficult. We need to develop a holistic approach to city planning and to build a process where surveys and pilot projects can fast-track policy evaluation.

With China’s new State Council Guidelines for strengthening urban planning and development issued in 2016, China’s vision is in place and the time is here to build the vision and retrofit the new towns to meet the demand of the future.

**What are the challenges?**

- Planning policies and organization from the past to build the vision for the future
- Visions only become words and not reality

**How to do it!**

- Create and follow new urban planning guidelines
- Renew process, guidelines & policies
- Communicate your vision

**What can we gain?**

- Implementing your visions in reality
- New policies and organization to deal with the challenges of the future
Create and follow new urban planning guidelines

1. Improve Urban Planning Work
   a. Improve legal frameworks for urban planning: Encourage public participation.
   b. Improve implementation of urban planning. [...] Use five years to evaluate. [...] 

2. Cultivate City Character
   a. Improve urban design standards – Focus on city character, local & cultural characteristics.
   b. Improve architectural design management – Focus on a building’s function, energy efficiency, water efficiency, materials efficiency and not on its outer appearance
   c. Protect historical and cultural character

3. Improve Urban Architecture Quality
   b. Improve public safety.
   c. Develop new construction techniques – cut down on waste and pollution, shorten construction time and improve quality.

4. Expand energy efficiency in cities
   a. Promote building energy efficiency technology
   b. Implement urban energy efficiency: using pilots as a basis, intensify project goals, promote combined heat and power at the district level, energy efficiency for government buildings, green lighting and other energy efficient technologies.

5. Improve Public Services
   a. Improve shantytowns and urban villages in cities [...] 
   c. Optimize road networks to “block system”, no more gated communities, open existing ones. Improve biking and walking networks.
   d. Optimize development of public transit – more stations and a diverse mix of transit options
   e. Improve public amenities to encourage cultural & physical activities and community.
   f. Ensure public safety in cities.

6. Create livable environments in cities
   a. Expand Sponge City development.
   b. Revitalize natural environments in urban areas.
   c. Advance air and water quality restoration.
   d. Strengthen integrated waste management.

7. Innovate on urban regulatory methods
   a. Advance rule by law in cities
   b. Reform the management system for cities.
   c. Improve urban management.
   e. Improve civic awareness and education.

8. Improve leadership
   a. Strengthen organizational coordination.
   b. Ensure follow-through on responsibilities.

New guidelines both on city and national level, should be inspired by other leading urban design strategies and projects that have been developed successfully in China and in cities around the world. These are important steps towards making Chinese cities more livable and sustainable.

State Council’s Guidelines
In 2016, with the ‘State Council’s Guidelines for Strengthening Urban Planning and Development’ Chinese authorities took the first ambitious step and laid out specific plans to improve urban life, sustainability and livability in all Chinese cities.
Renew process, guidelines & policies

We cannot build the vision for tomorrow with the policies of the past. From organization to policies and guidelines, there is a need to rethink how we plan and design our cities. The vision for livability and sustainability is only reachable if we rethink our planning culture.

Shanghai Street Design Guidelines

In 2016, the City of Shanghai released their “Street Design Guidelines”, which Gehl provided feedback on. The guidelines illustrate the city’s ambitious goal towards a more livable and sustainable future.
Communicate your vision

When new visions are introduced it is key that they clearly communicate the goal, but also what needs to change. This has to be done in words, graphics and real pilot projects in the city. Visions have to be understood by everyone from politicians, to administrations, developers and citizens. This is crucial for succeeding with your vision!

Shanghai Riverfront Guideline

The four basic strategies are intended to guide the development of the riverfront areas both in the short and long term. The focus is on improving the accessibility and quality of the spaces in order to invite both locals and visitors. The four strategies correspond to the themes of the policy document and are the main principles behind the development.

4 Basic strategies

1. One continuous river
2. Connect to the city
3. Diverse spaces
4. Active edges
Copenhagen in Denmark aligned its process and policy with its vision and is building it. This has resulted in 55% of people commuting on bike and 80% satisfied with urban life!
8 Years of collaboration

25+ projects
in 10+ cities
+ endless lectures, workshops, training
– in 8 years
### Changing minds

**2008–**
*Endless lectures, workshops, mayoral trainings and articles*

**Clients & Collaborators:**
CSTC & Energy Foundation  
Association of Chinese Mayors  
Various universities  
Various cities across China  
Chinese 6 international media

**Status:**
Ongoing

### Books & Films

**2016**
*Collaboration featured in '50 Voices for sustainability'*

**Clients & Collaborators:**
Ecoweek  
www.issuu.com/ecoweek/docs/ecoweek_the_book_part_1/326

**Status:**
Published 2016

**2013**
*Collaboration featured in documentary ‘The Human Scale’*

**Clients & Collaborators:**
RealDania  
Andreas Dalsgaard

**Cinema distribution:**
USA, Canada Germany, Denmark and more than 50 festivals

**Awards:**
- Aljazeera Int. Documentary Film Festival 2013 – Winner of the Child and Family Award for Long Film  
- Planete Doc, Warsaw 2013 – Green Cross Award  
- KinoKus, Croatia 2013 – Best Feature Documentary  
- Youth Award – Bergen International Film Festival 2013

**Status:**
Premiered 2012

### Beijing

**2014–**
*Bikeshare System Evaluation*

**Clients & Collaborators:**
CSTC & Energy Foundation  
Beijing Municipal Commission of Transport  
Zhigao Wang (Director of Transportation)

**Status:**
Ongoing

**2009**
*NMM Strategy for Beijing*

**Clients & Collaborators:**
CSTC & Energy Foundation  
Beijing Municipal Commission of Transport

**Status:**
Finalized 2009

**2009**
*Bike Share Program Best Practice Study + Public Transport Hub Best Practice Study*

**Clients & Collaborators:**
CSTC & Energy Foundation  
Beijing Municipal Commission of Transport

**Status:**
Finalized 2009
Shanghai

2016
Shanghai Street Guidelines

Clients & Collaborators:
CSTC & Energy Foundation
Shupdr

Status:
Finalized 2016

2015–
Xuhui Livability and Green Mobility

Clients & Collaborators:
CSTC & Energy Foundation
Xuhui Land developer
Shupdr

Status:
Finalized ultimo 2015

2014–
Riverfront Public Space Guidelines

Clients & Collaborators:
CSTC & Energy Foundation
Shanghai Municipal Leading Group for Development of Huangpu River Banks General Office
Jianhao Zhu [Deputy Director]
Shanghai Municipal Planning & Design Institute
Xifang Zhou [Chief Engineer]

Status:
Finalized ultimo 2015

2014–
Livability & Green Mobility Strategy Huangpu District NMT System Plan

Clients & Collaborators:
CSTC & Energy Foundation
Huangpu District Government (Development and Reform Commission of Huangpu District)
Song Peng [Mayor]
Jinyuan Zhang [Deputy Director]
Shanghai Urban Planning & Design Research Institute
Wenqin Xi [Director of Planning Department II]
2015 Planning Award

Status:
Ongoing awaiting pilot projects.

2014
Yangshupu Powerplant Re-development Plan

Clients & Collaborators:
CSTC & Energy Foundation
Yangshupu Powerplant Development Group

Status:
Not determined

2012–
Shanghai Changning NMT Pilot Design

Clients & Collaborators:
CSTC & Energy Foundation
Development and Reform Commission of Changning District
Pengju Ye [Deputy Director]
Shanghai Academy of Development & Reform
Shanghai Transportation & Logistics Research Center
Xinye Zhan [Deputy of Transport & Energy Dept]
Ximing Lu [Director]

Status:
Awaiting Implementation
Chongqing

2010–12
Chongqing Yuzhong Peninsula Pedestrian System Planning & Design

Clients & Collaborators:
CSTC & Energy Foundation
Chongqing Planning Bureau
Hai Hu [Director of Chief Engineer Office]
Chongqing Planning Institute
Jun Yu [Deputy Chief Planner]

Awards & Media:
MoHURD 2013 Sustainable Award, DOMUS China
FOCUS Denmark, The Human Scale

Status:
Finalized & implemented 2012

2014–
Chongqing – Public Space Plan

Clients & Collaborators:
Yuzhong District Government [Yuzhong CBD Administrative Committee] Wantai Hu Director [Dan Song, Deputy Director]
Chongqing Planning & Design Bureau Jun Yu [Deputy Chief Planner]
Jiuhe Landscape Design Co
Jie Tang [Director of Jiuhe]

Status:
Public Space Plan finalized and made policy document

2016–
Chongqing – Public Space Plan Pilots

Clients & Collaborators:
Yuzhong District Government [Yuzhong CBD Administrative Committee]
Wantai Hu Director [Dan Song, Deputy Director]
Chongqing Planning & Design Bureau
Jun Yu [Deputy Chief Planner]
Jiuhe Landscape Design Co
Jie Tang [Director of Jiuhe]

Status:
3+ pilots implemented, new public facilities, new transport solution, temporary shops

Kunming

2009–10
South Station Area Urban Design

Clients & Collaborators:
Energy Foundation & CTSC
Kunming Planning Bureau
Liang Li [Director]
Kunming Urban Planning & Design Institute
Haiyun Jian [Deputy Director]

Status:
Finalized 2010

2011–
Kunming Panlong River NMT System Plan

Clients & Collaborators:
Energy Foundation & CTSC
Kunming Planning Bureau
Liang Li [Director]
Kunming Urban Planning & Design Institute
Haiyun Jian [Deputy Director]

Status:
Strategy finalized
First Pilots implemented
Waiting further implementations

2014–
Kunshan Yangcheng Lake Station Area Urban Design

Clients & Collaborators:
CSTC & Energy Foundation
Kunshan Planning Bureau
Zhejiang Urban Rural Planning Design Institute

Status:
Finalized 2010