



URBAN ISOLATION

**MULTI-ENCLAVE
REGIONS ACROSS
SCALES**

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BIBLIOGRAPHY

1. INTRODUCTION

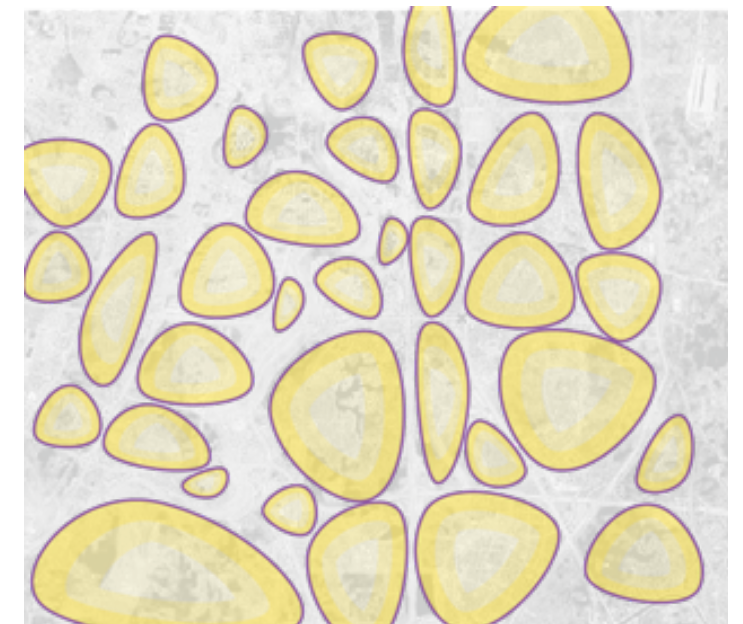
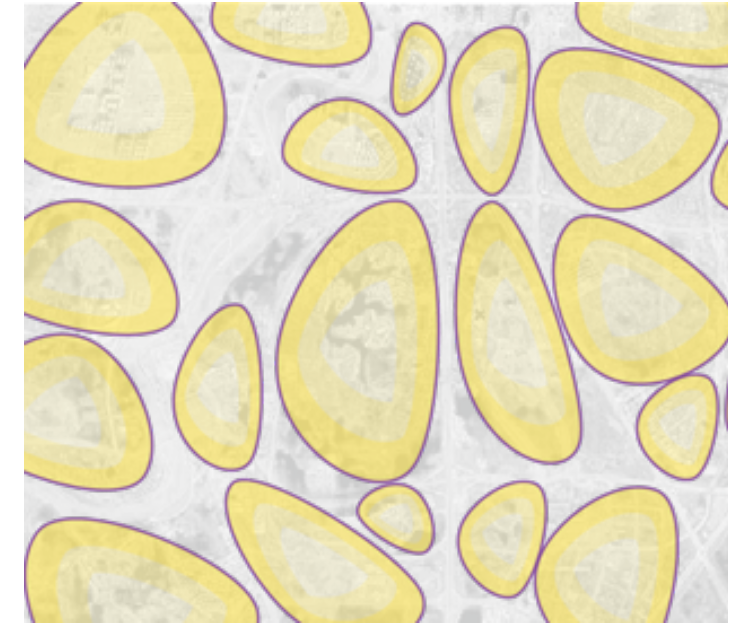
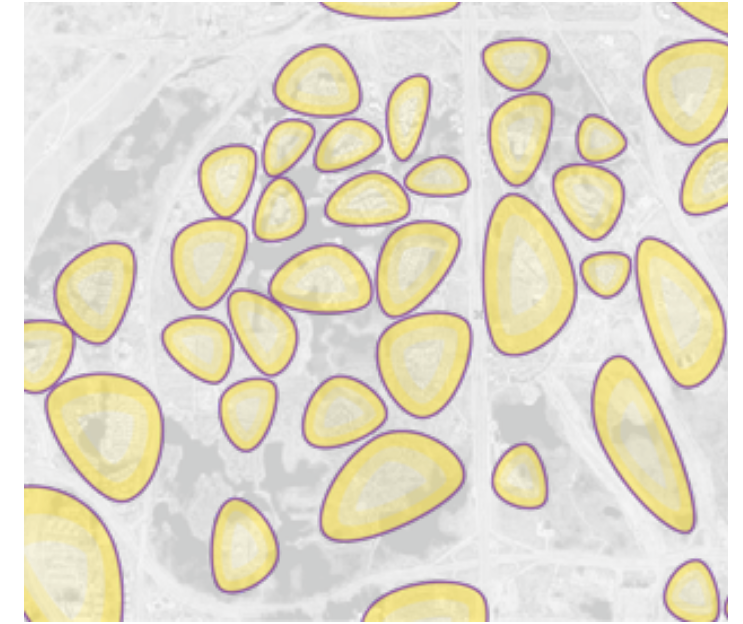
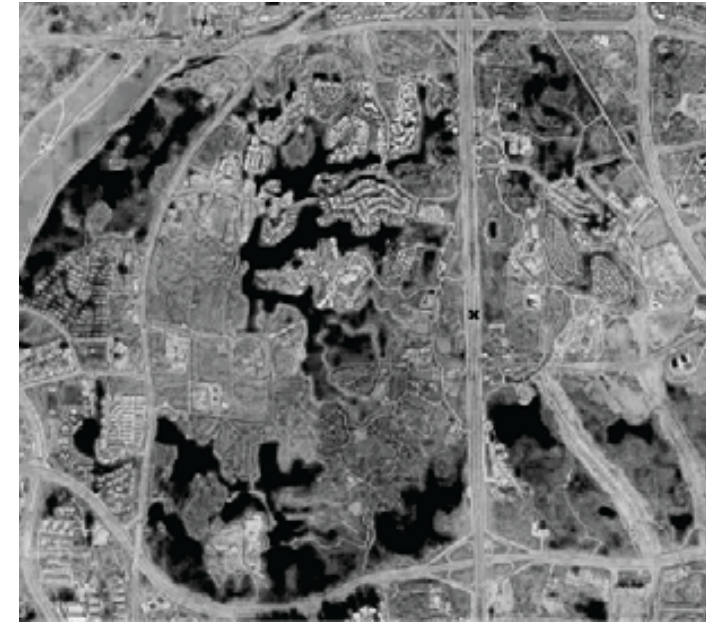
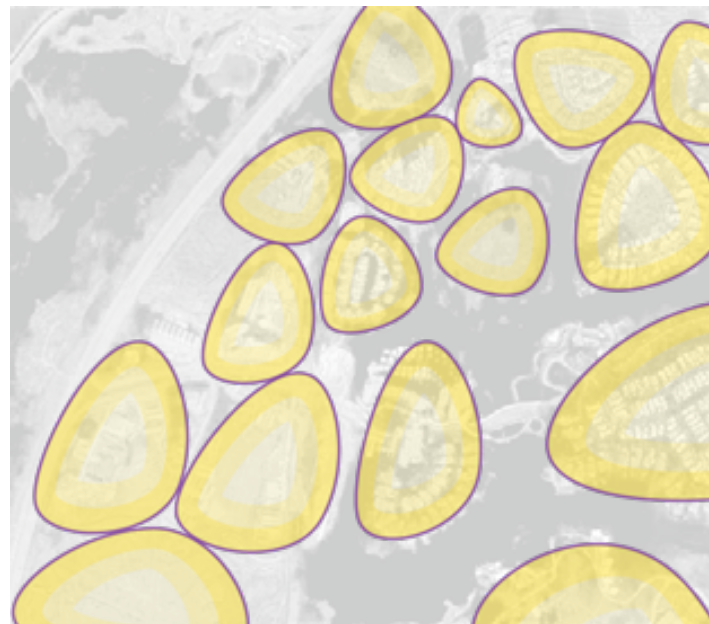


1.1. INITIAL FINDINGS

One of the most noticeable aspects of the urban environment, during our visit to Chengdu, was its constant disconnection. Every neighborhood and programs seemed to operate exclusively within its own boundaries and limits, not aware of their outside conditions. Disconnection happened due to various factors, from wide streets, water bodies, fences, walls or high rises.

Such system did not only happened on a block scale, looked that isolation is consistent on a systemic and multi scalar manner, in which borders of distinct natures, on an aim to connect the city as a whole, limited to do so in smaller urban tissues. The following research is based on these initial findings, studying Luxelakes development not only within its own boundaries, but inside the Chinese urban development policies and patters which have resulted on these forms of exclusive urbanism. The

following research questions are formulated to develop on the origins, results and previous literature and theory of isolation. What are the broad implications of such a large, segregated portions of cities? What are the urban environment factors which led to a multi-enclave, isolated region? What strategies could mitigate isolation and exclusion in the city? The project will be structured in two parts, the first one is a study and analysis of urban morphology in China and in Luxelakes to understand the characteristics of urban Isolation and the second one will be a new vision both for Luxelakes and chinese development areas.



1.2. ISOLATION

Busquets and Yang argue that such types of urban structures have resulted in generic, anonymous forms of urbanism with no other driving development but their potential economic output. It is relevant to develop a morphological study of such isolation conditions, in order to understand the several and distinct urban physical elements which materialize them beyond their economic speculation. The problems of these forms of isolated urbanism are widely documented. In 2001, Eric Klinenberg describes how citizens in highly isolated neighborhoods in Chicago died from an unusual heat wave which hit the region in the year 1995. Edward S. Shihadeh and Nicole Flynn, document how isolation has led to segregation and crime in large urban blocks in American cities. Further, Douglass Wissink and van Kempen question how segregated and gated communities threaten social integration, diversity and social justice, suggesting that urban isolation is one more form of the government to control Chinese citizens.









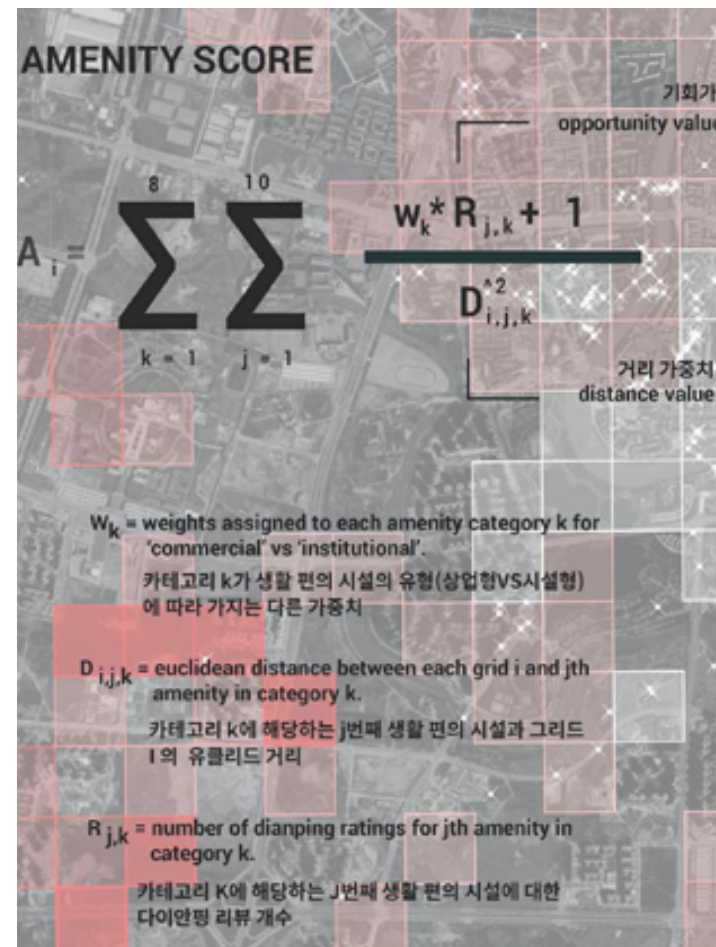




2. SITE SELECTION



2.1. PRECEDENTS IN CHINESE RESEARCH



As a first approach, I used Sarah Willims's Ghost city project in Chinese cities, in which her team maps neighborhoods with low access to amenities. This led to a selection of three cities, Chengdu, Hangzhou and Zhengzhou. All three of them share similar characteristics, they are considered second tier cities, their population range between 10 and 15 million people, grid systems were introduced in the early twentieth century and have experienced a rapid urbanization process in the last 35 five years.



2.2. METHODOLOGY

	AREA=20KM2	CHENGDU 2	CHENGDU 3	HANGZHOU 1	HANGZHOU 2	HANGZHOU 3	ZHENGZHOU 1	ZHENGZHOU 2	ZHENGZHOU 3
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DENSITY WITHIN EACH BLOCK		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TYPOLOGY/LAND USES		<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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After choosing these cities, and 8 areas within them, I ran a basic urban analysis among them to locate three working sites. The tests measured metrics in a 20 square kilometers area, an approximate of the Luxelakes development and included metrics such as density, average building heights and land uses. The selected areas are developments in North Chengdu, North Zhengzhou and North East Hangzhou.

3. HANGZHOU



3.2. CITY STRUCTURE



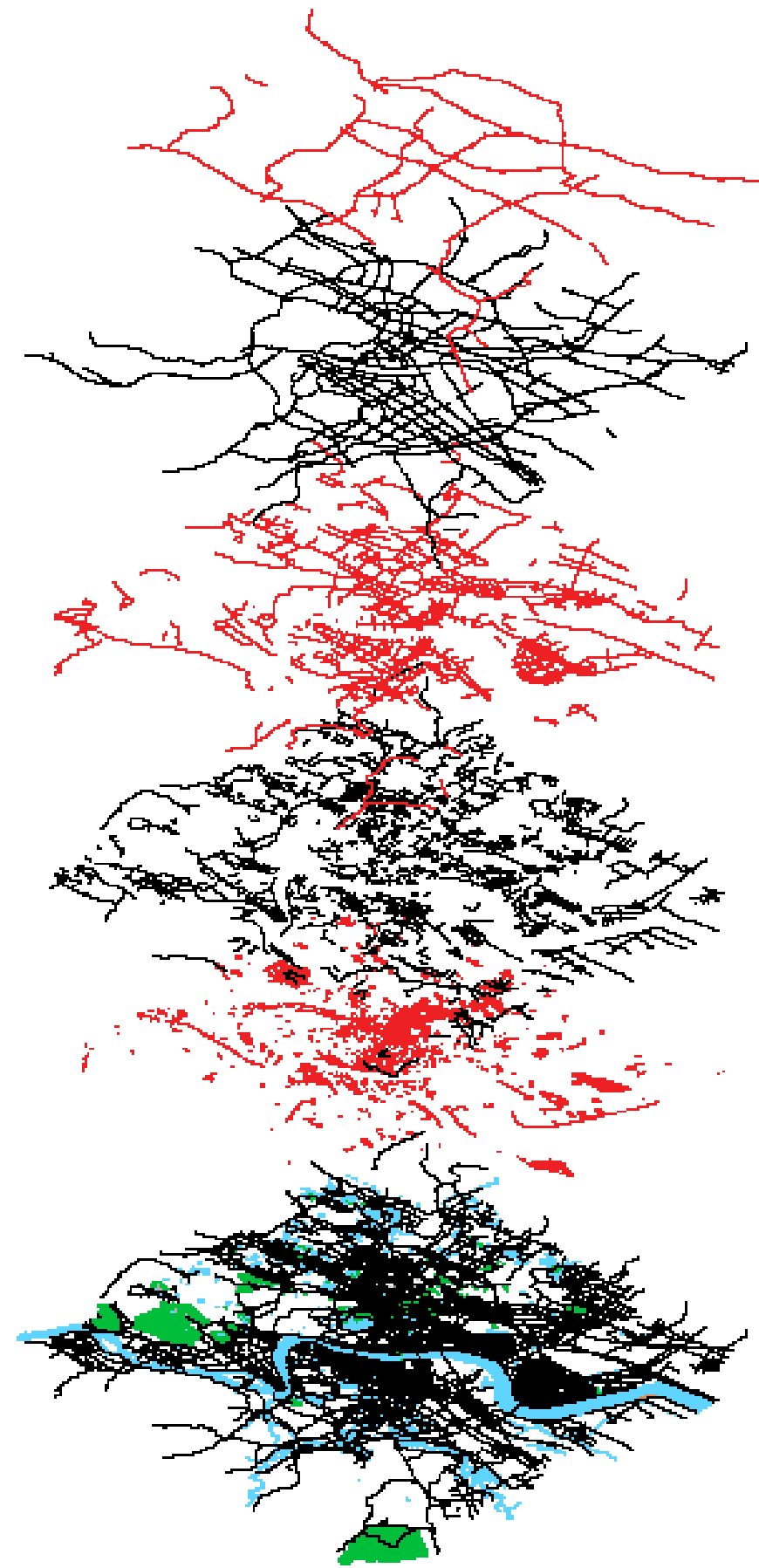
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Secondary Roads

Tertiary Roads

Residential Roads

Service Roads



STREETS AND BLOCKS

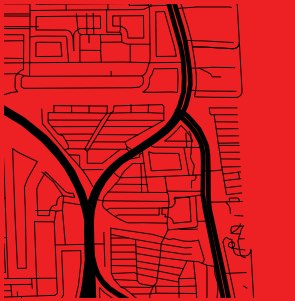
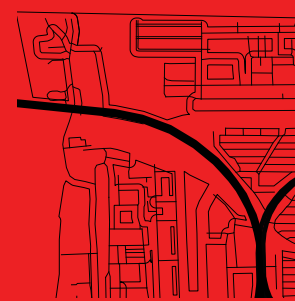
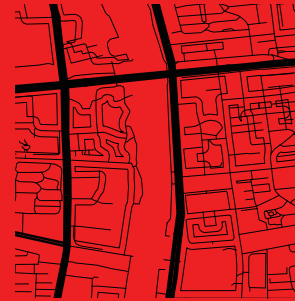
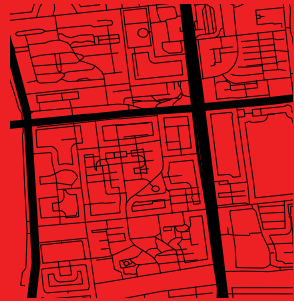
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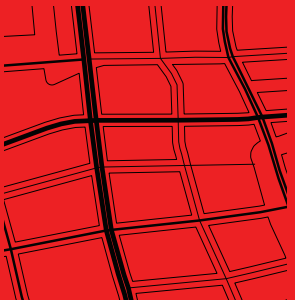
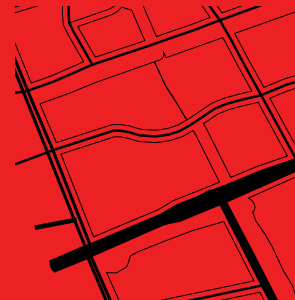
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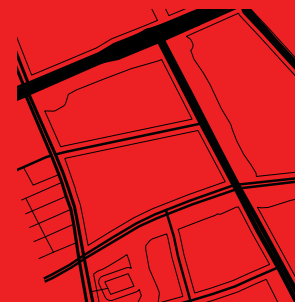
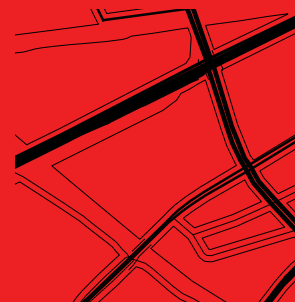
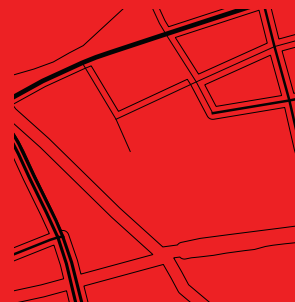
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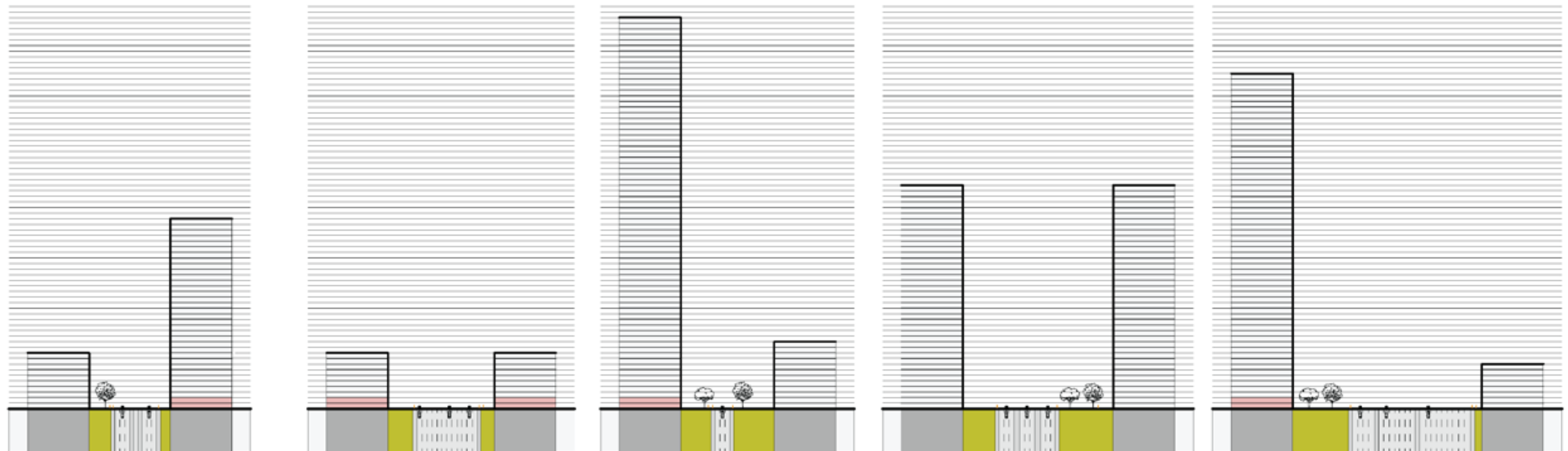
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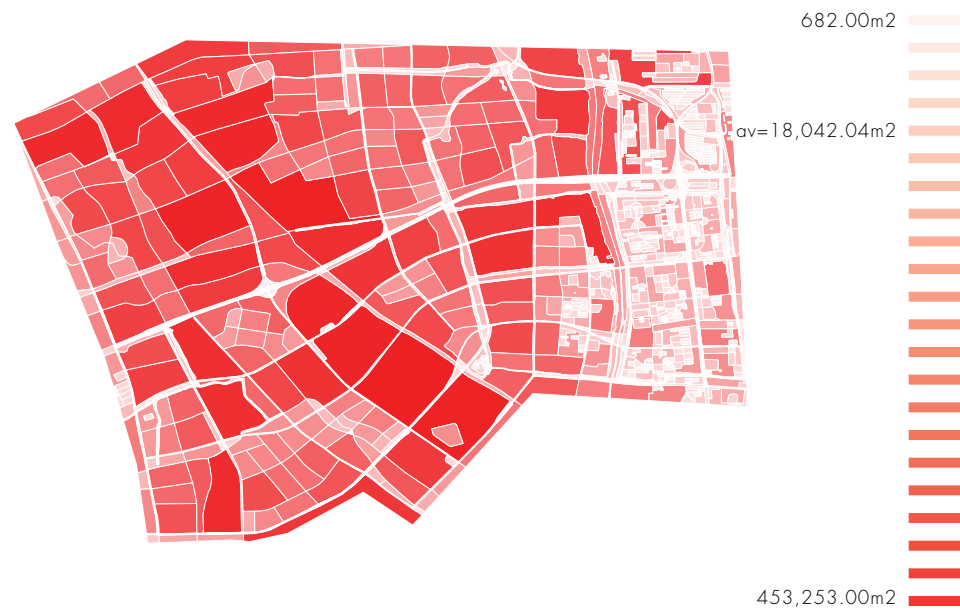
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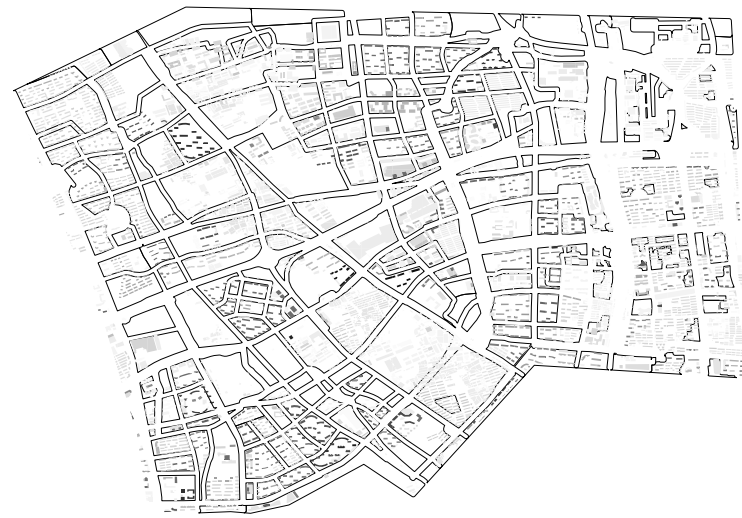
3.3. STREETS



3.4. BLOCK AREA



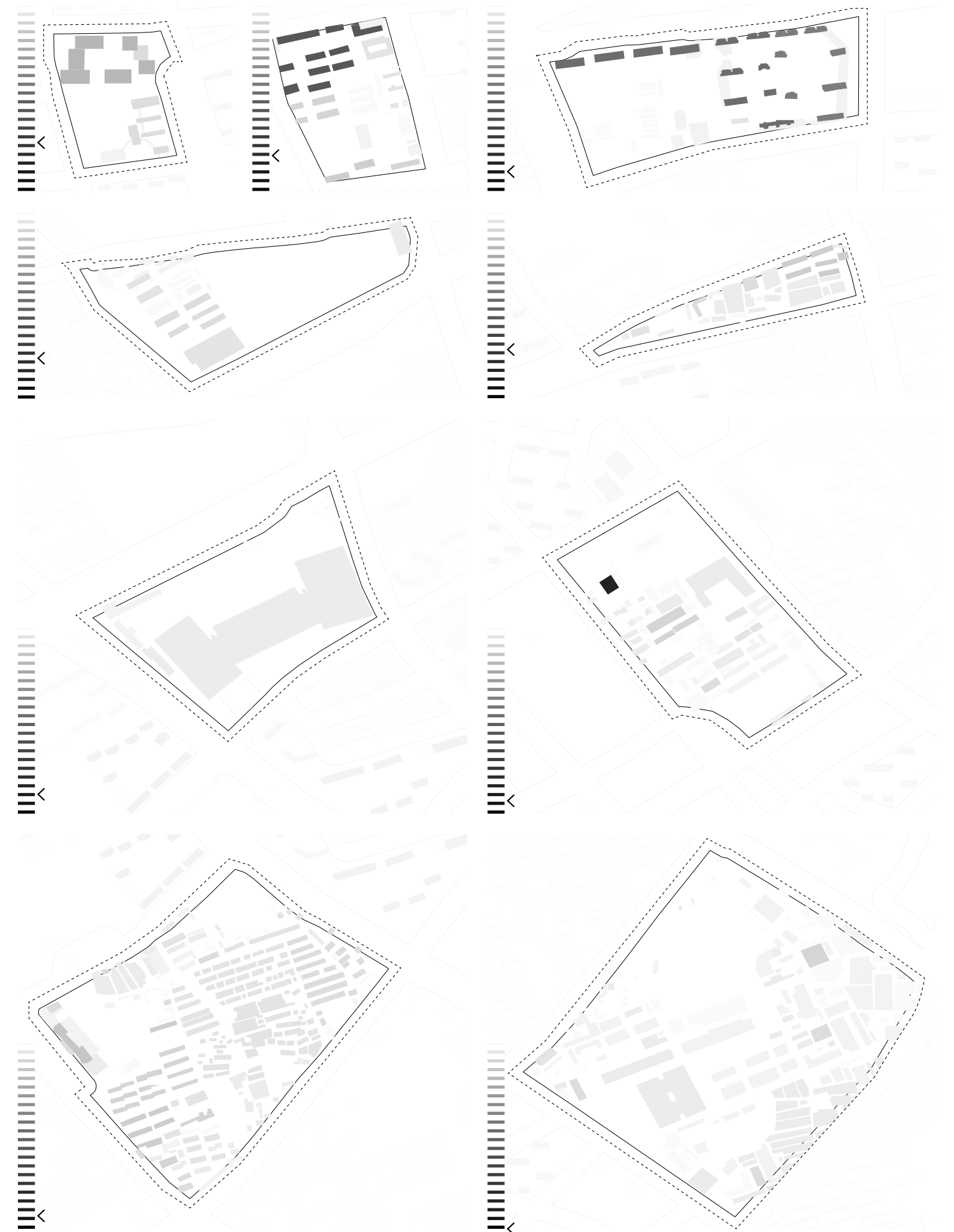
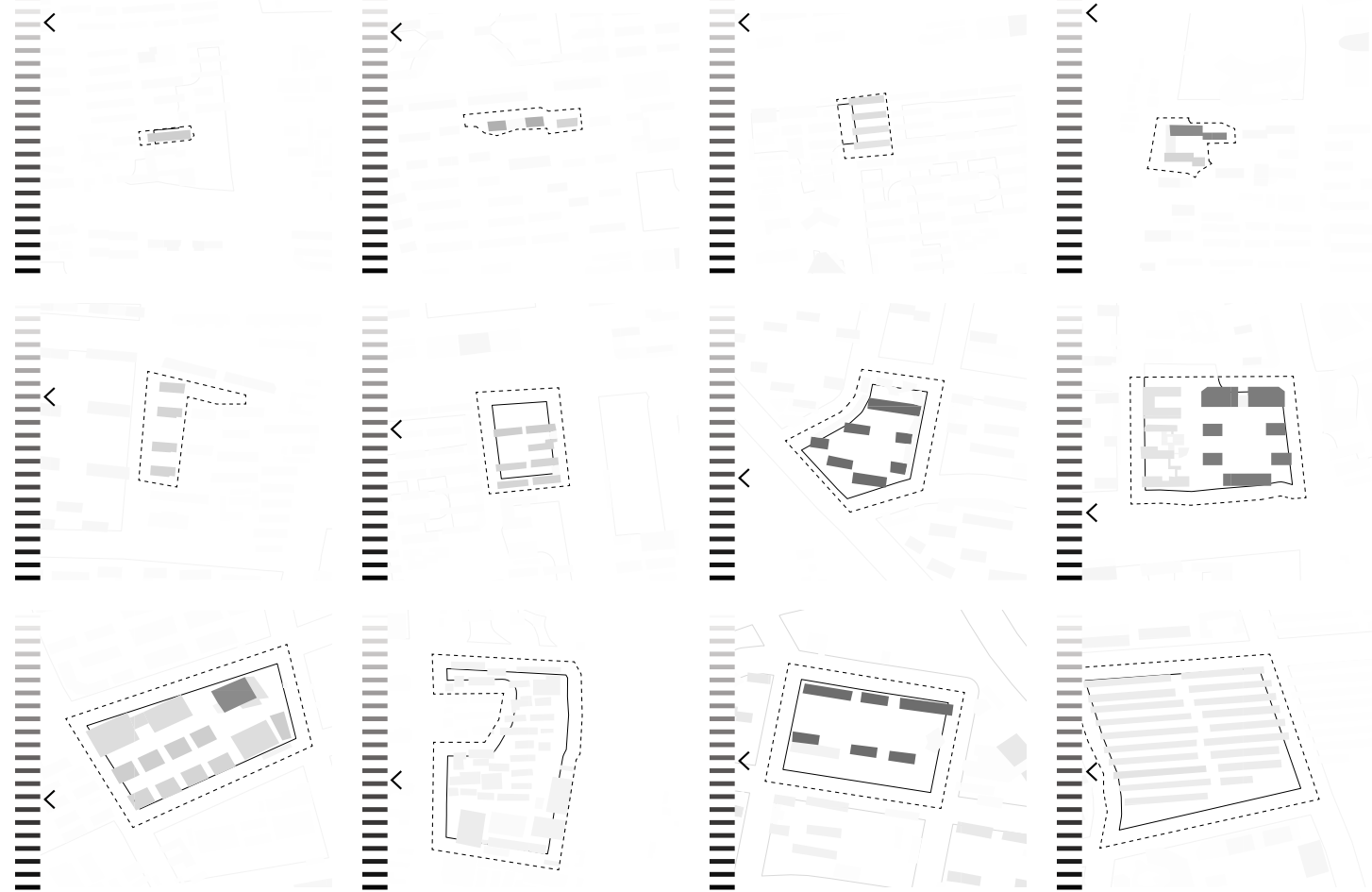
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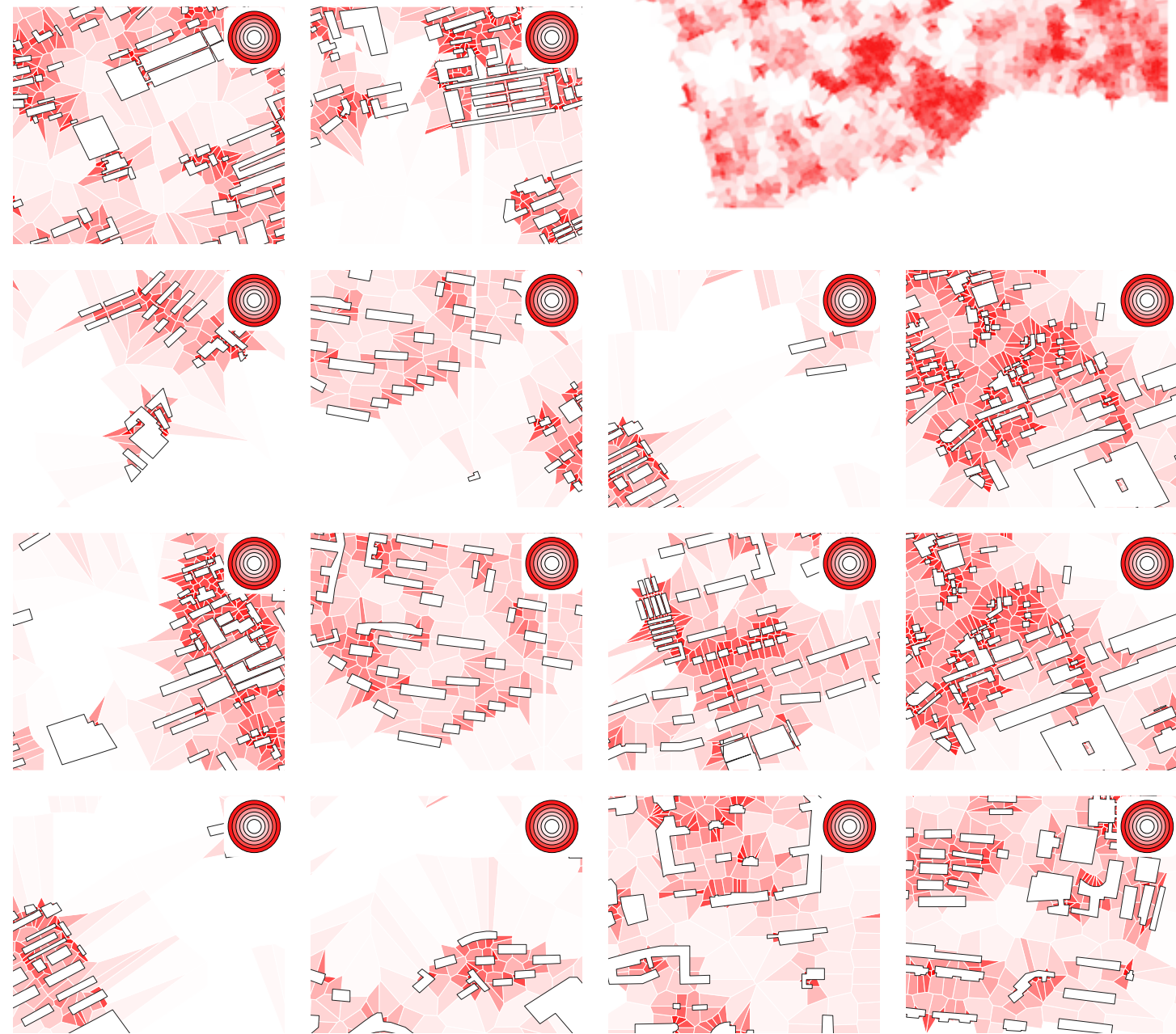
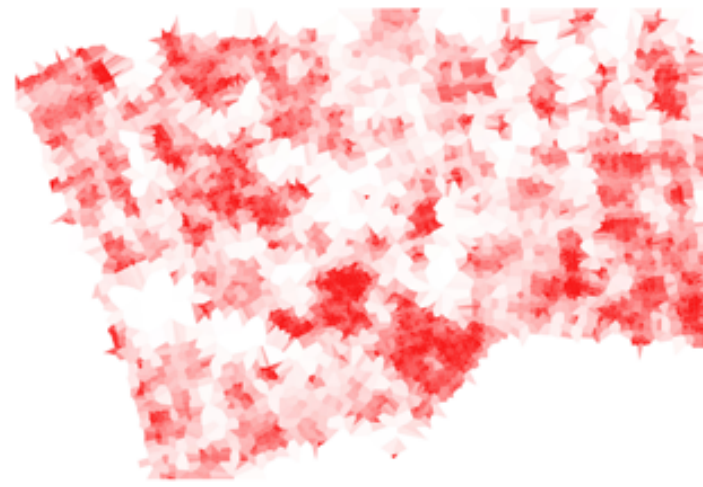
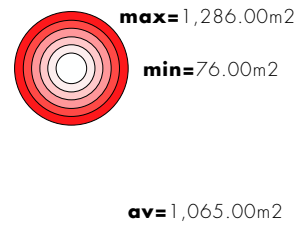
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av=35.00m

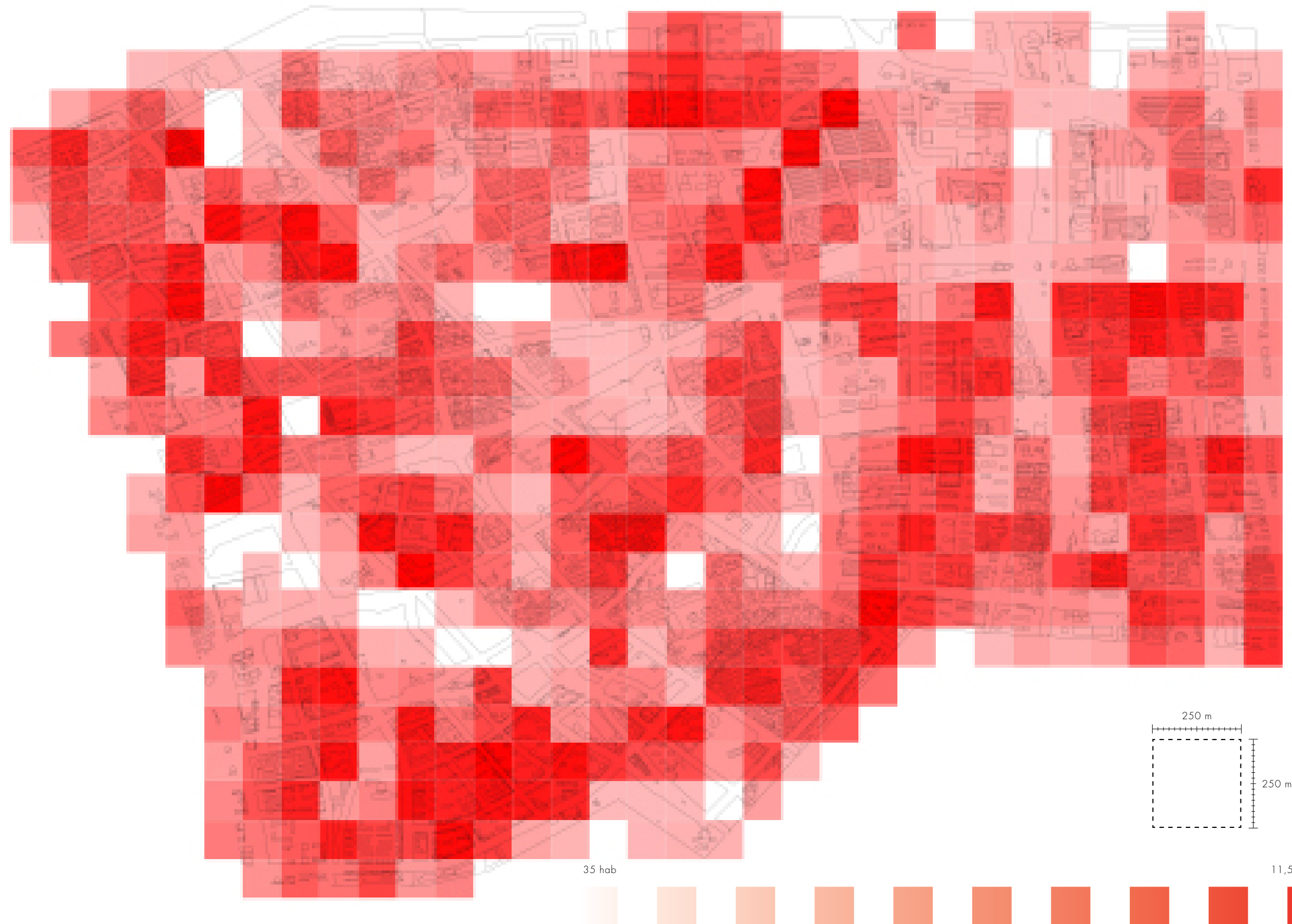
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3.6. DISTANCE BETWEEN BUILDINGS



3.7. DENSITY



3.8. BUILDING FOOTPRINT AREA



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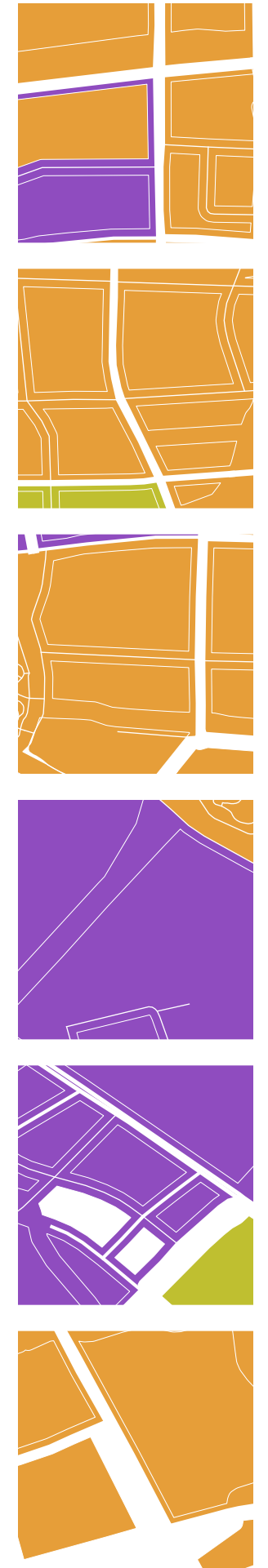
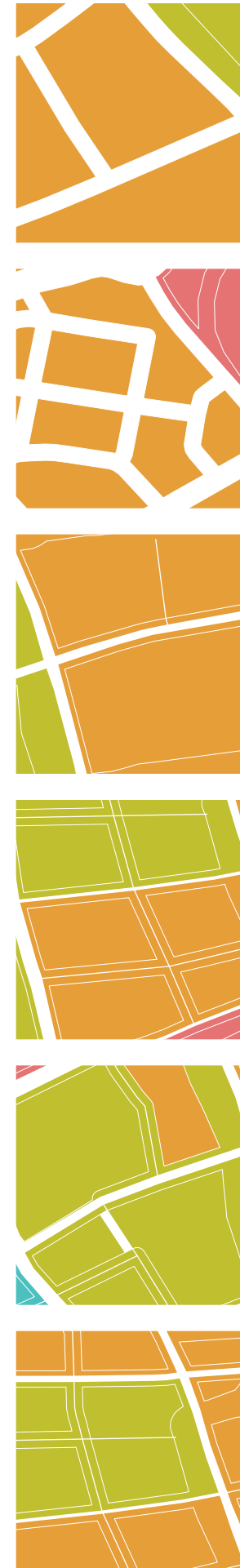
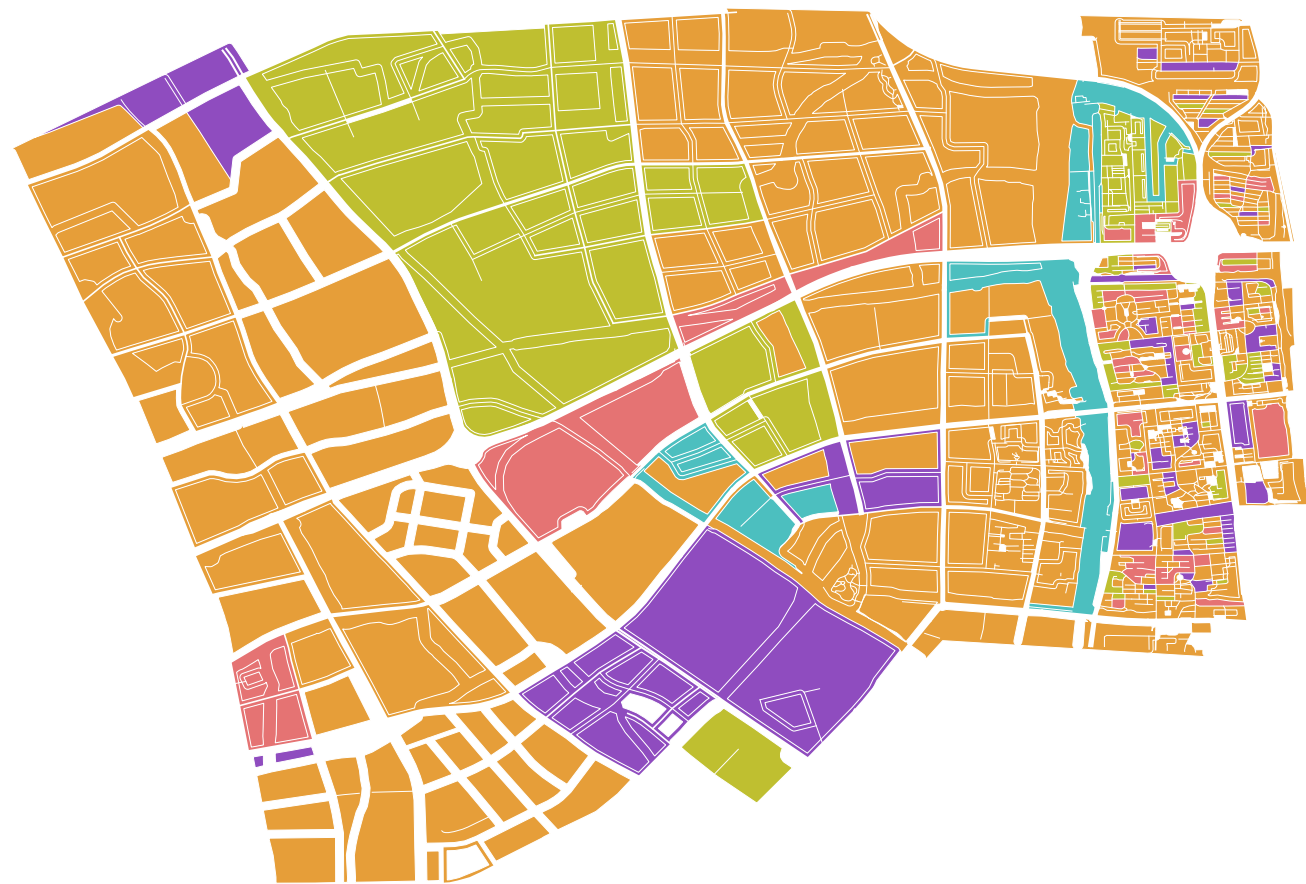


max=56,000.00m²

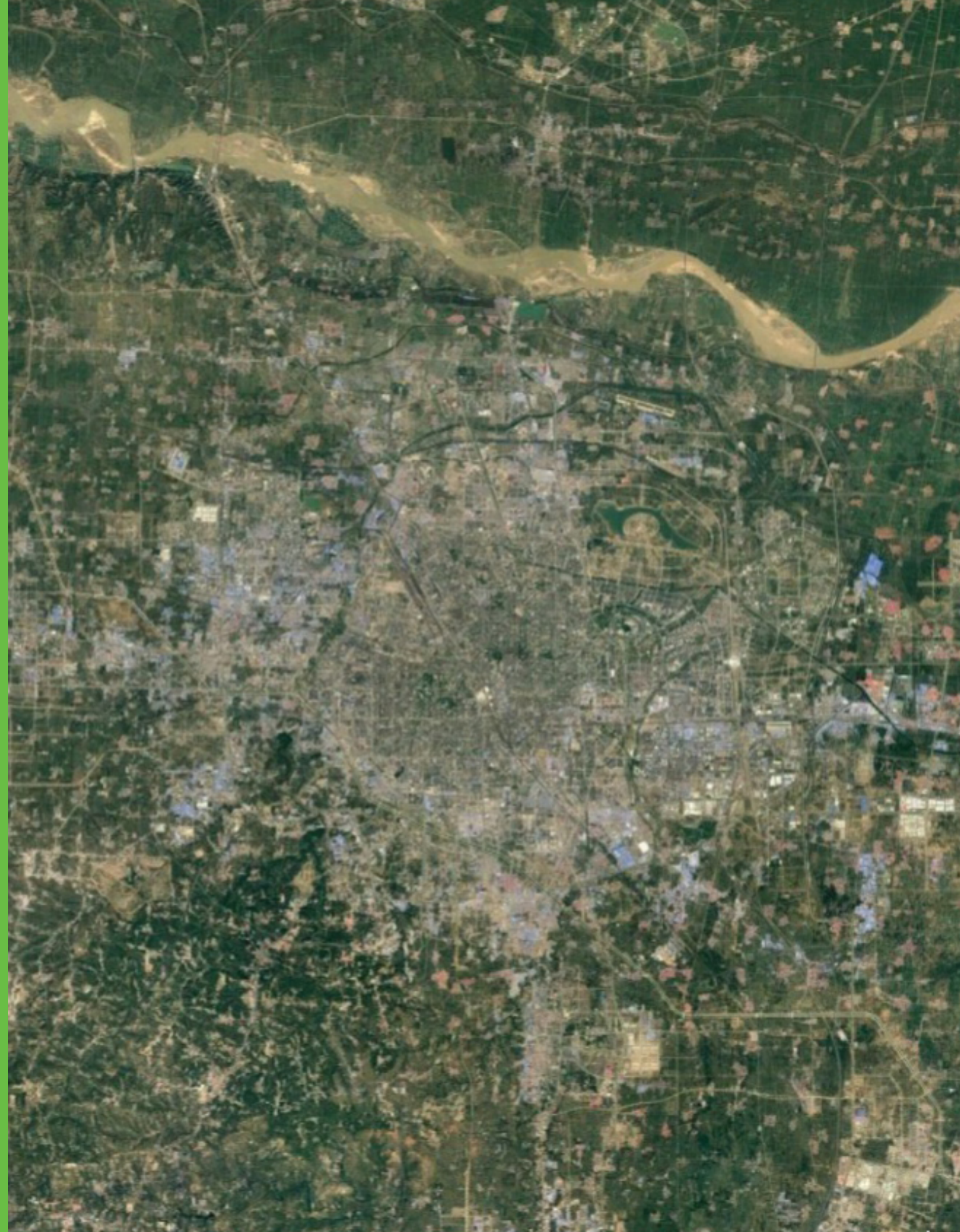
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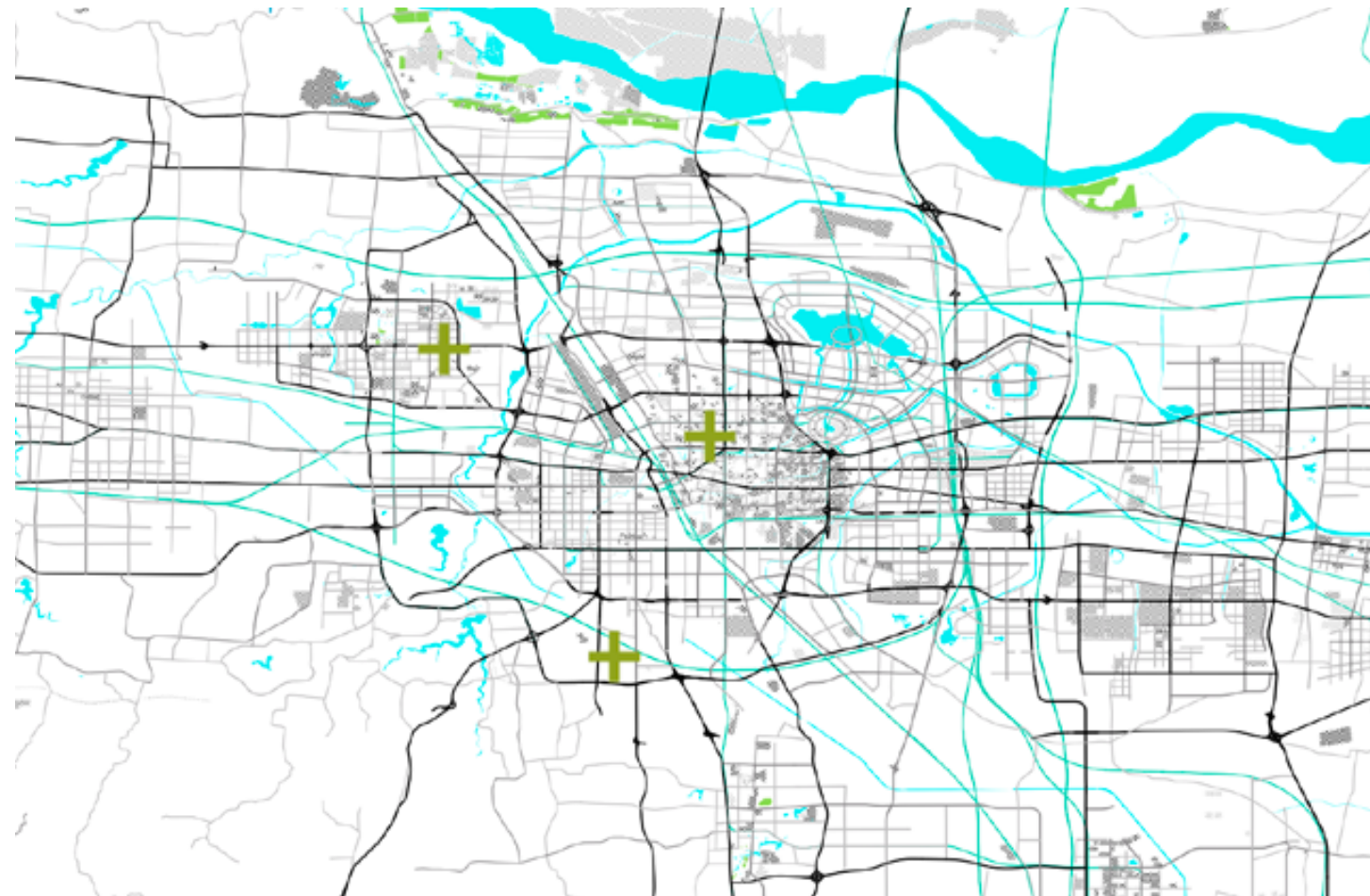
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4. ZHENGZHOU



4.2. CITY STRUCTURE



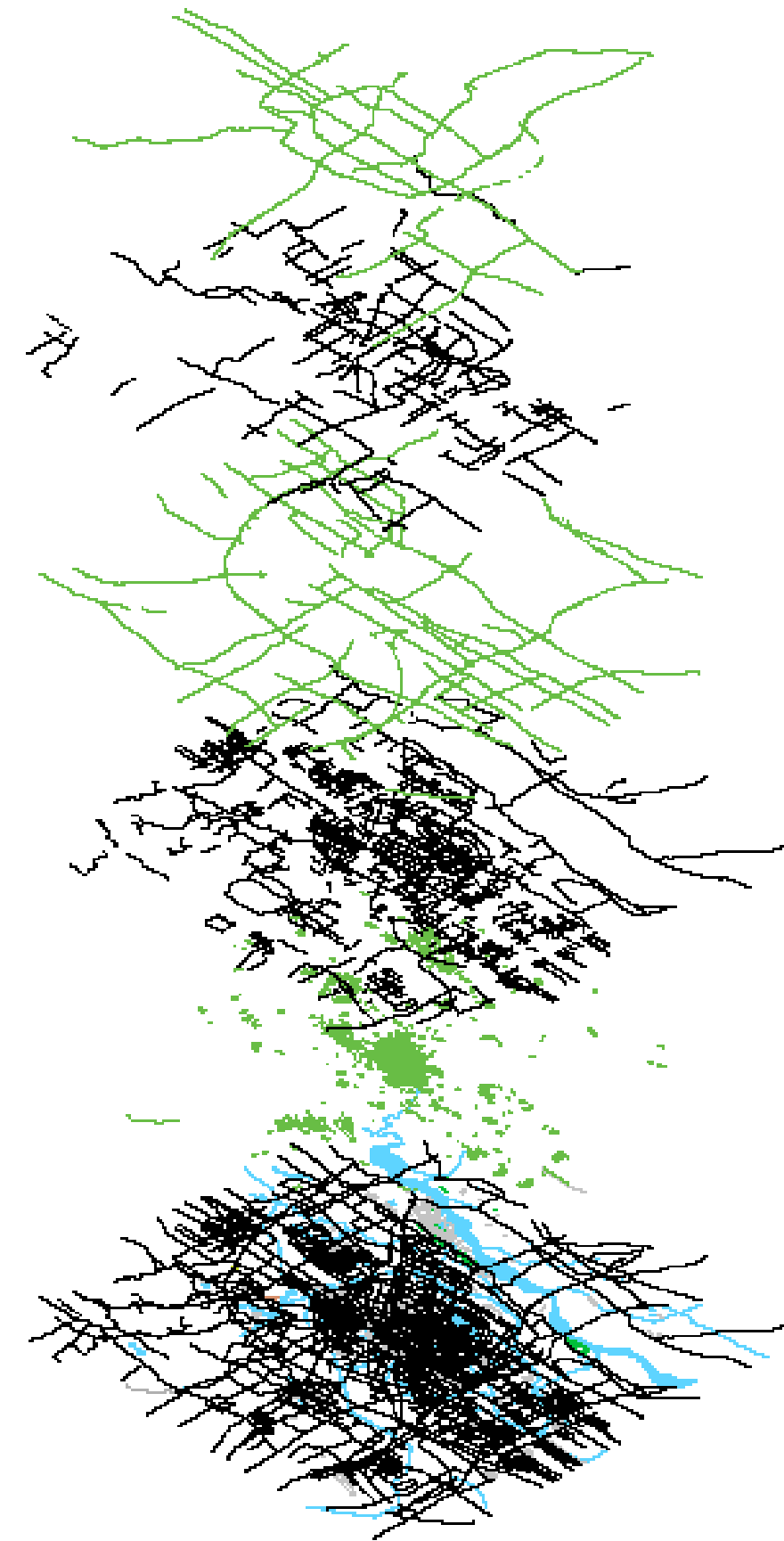
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Secondary Roads

Tertiary Roads

Residential Roads

Service Roads

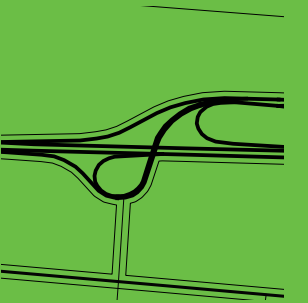
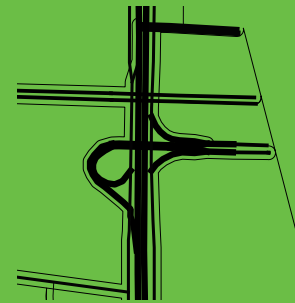
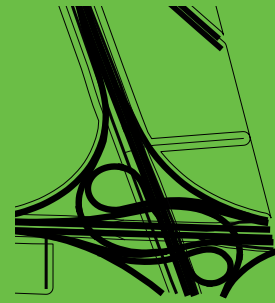
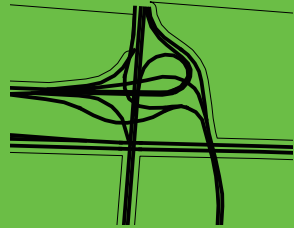


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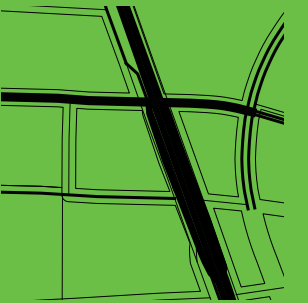
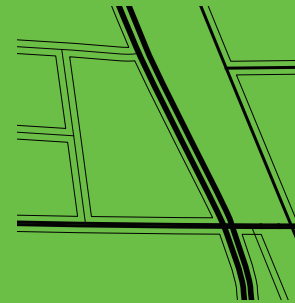
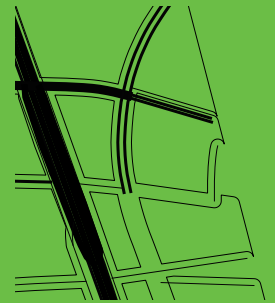
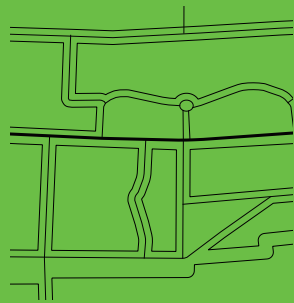
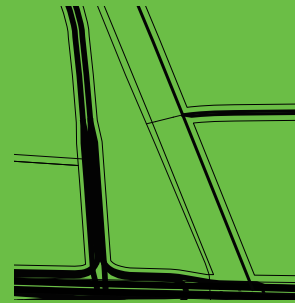
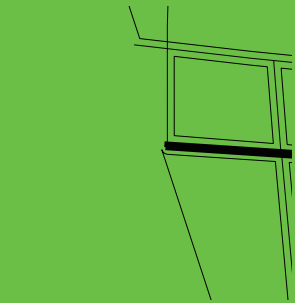
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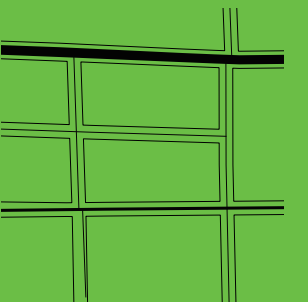
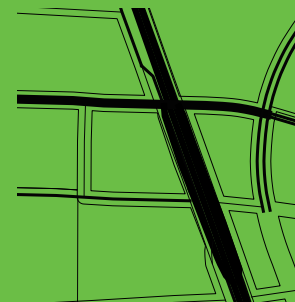
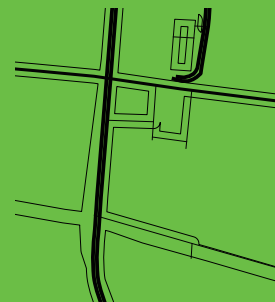
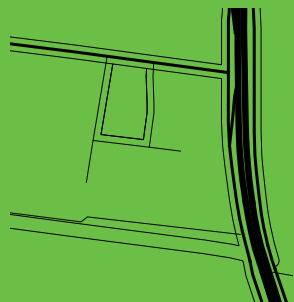
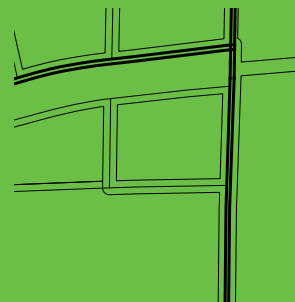
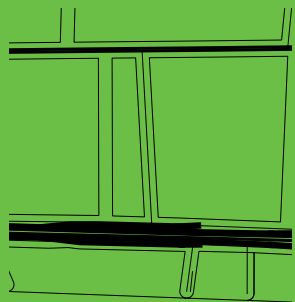
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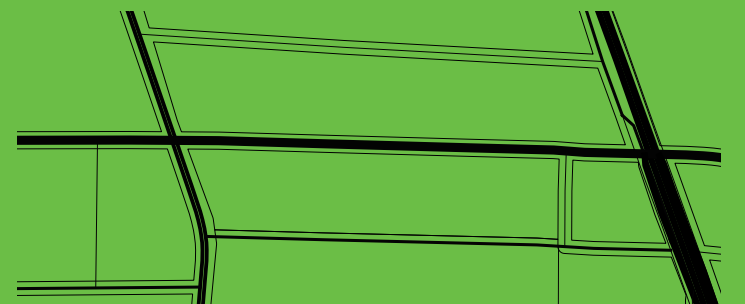
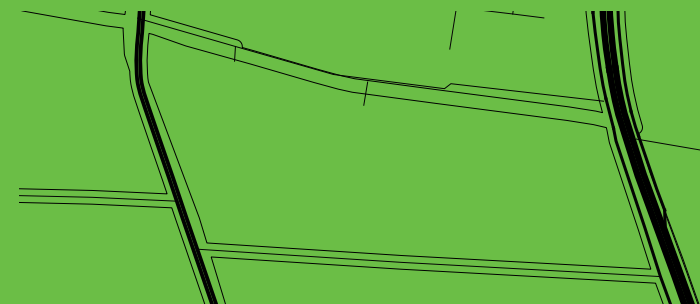
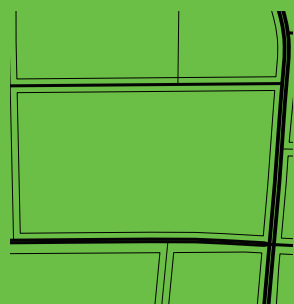
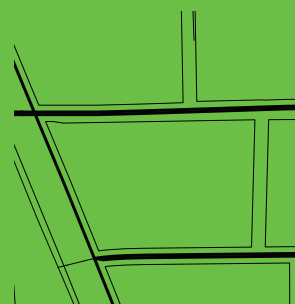
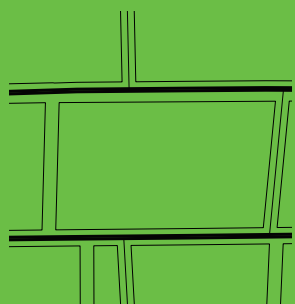
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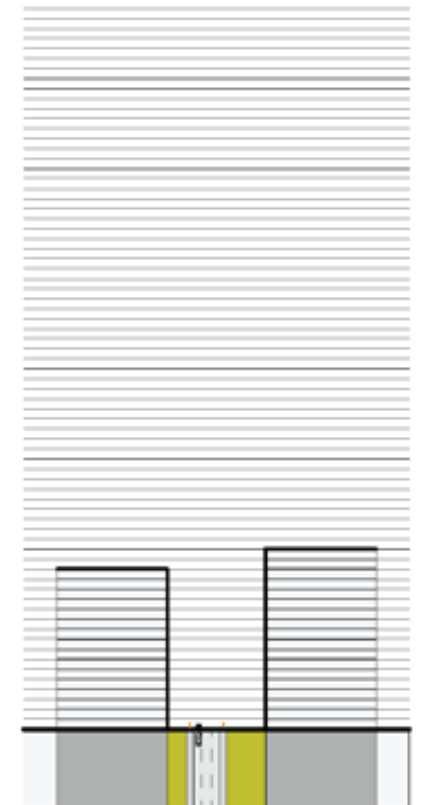
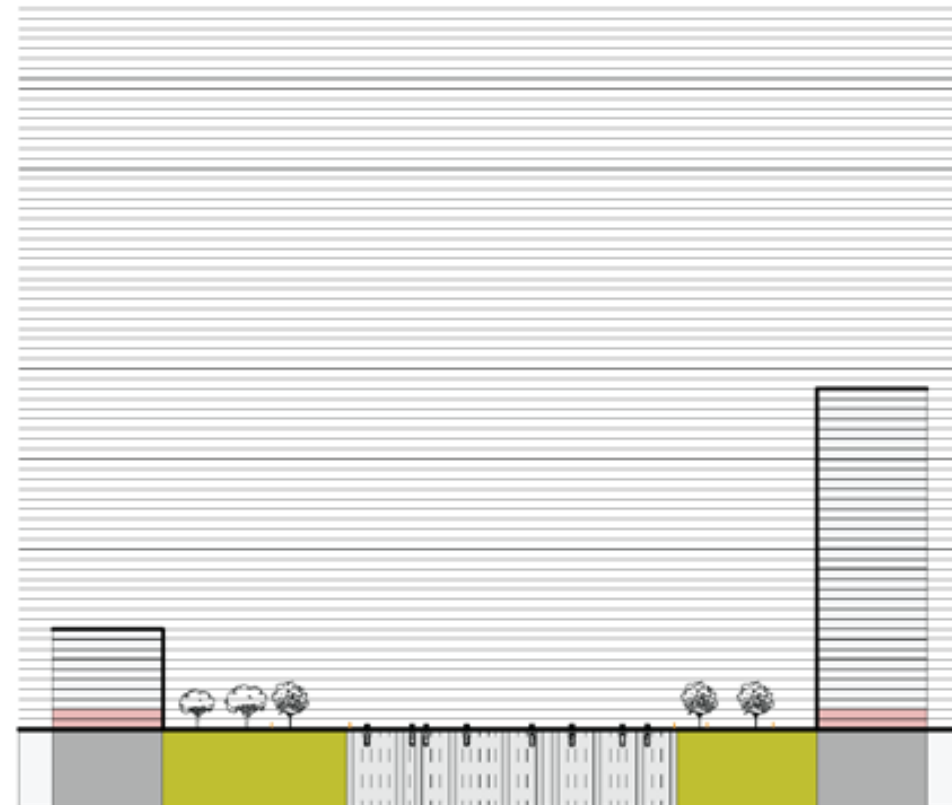
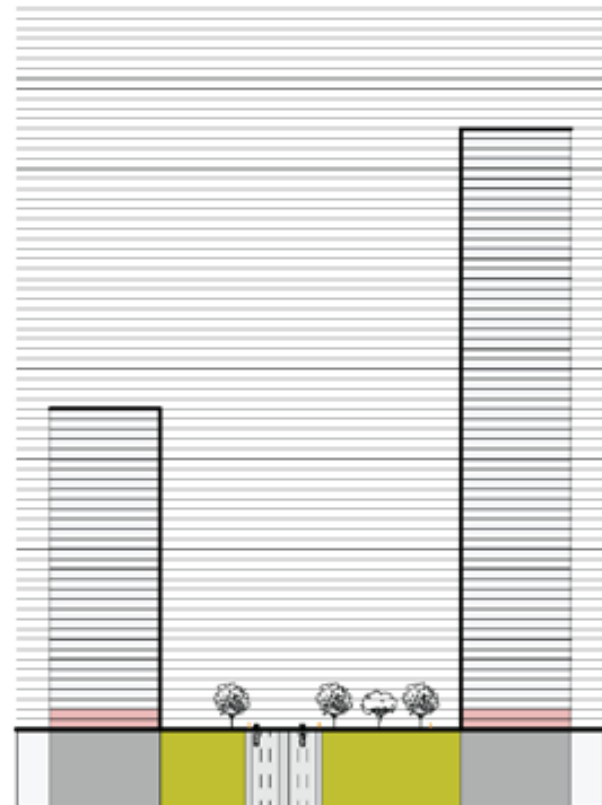
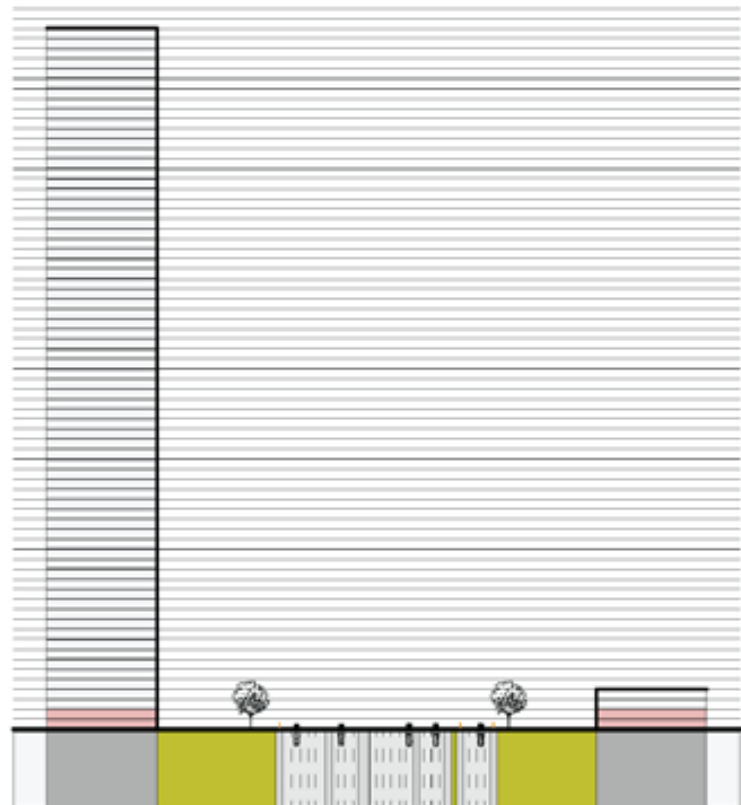
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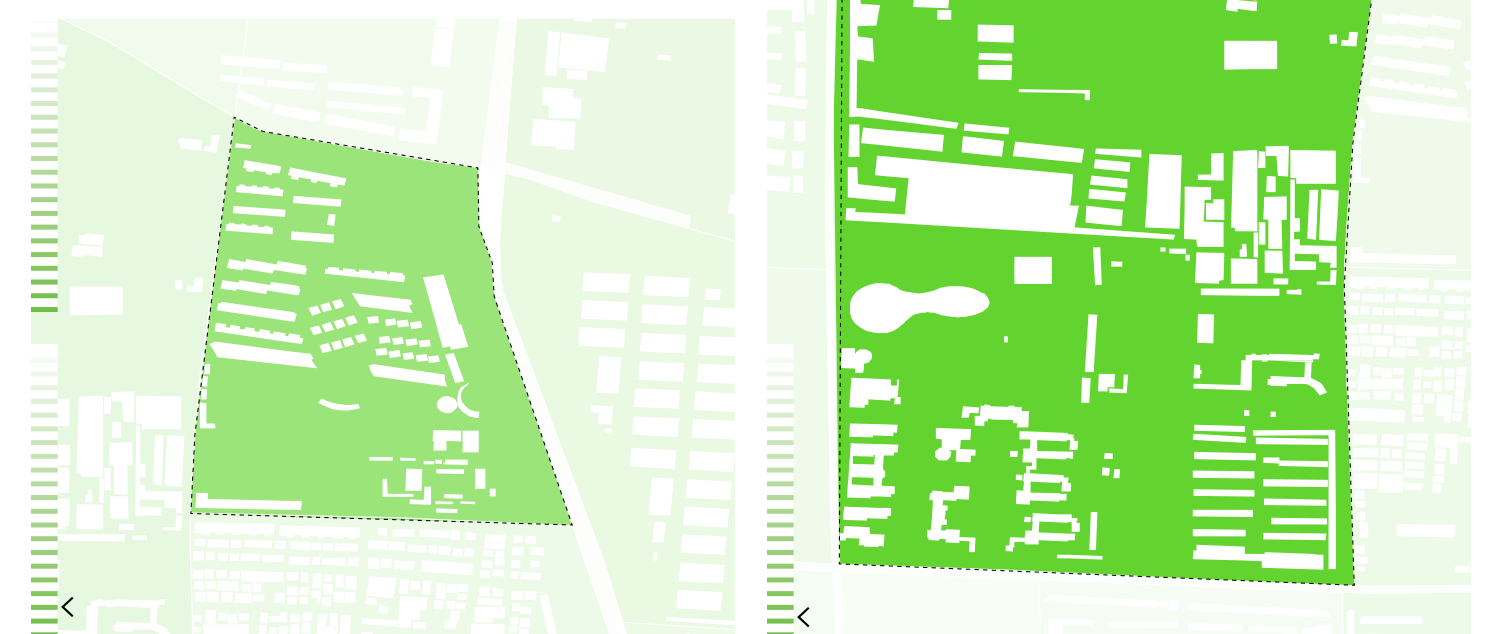
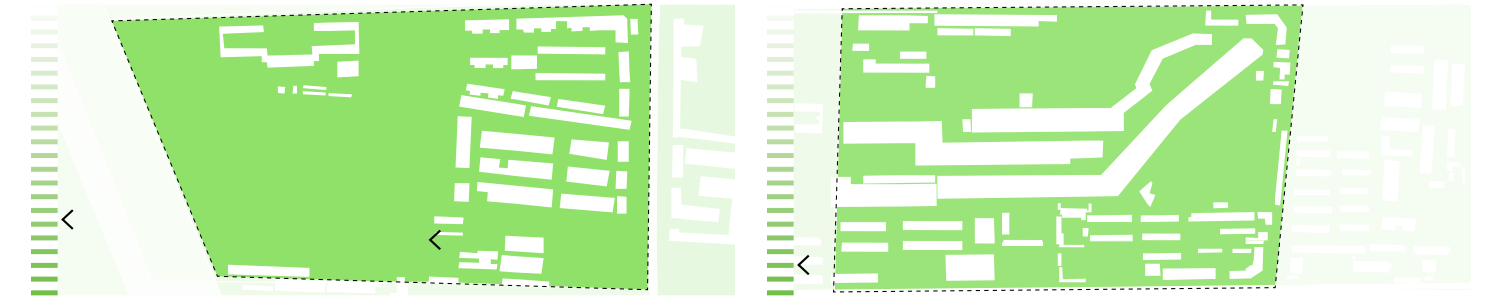
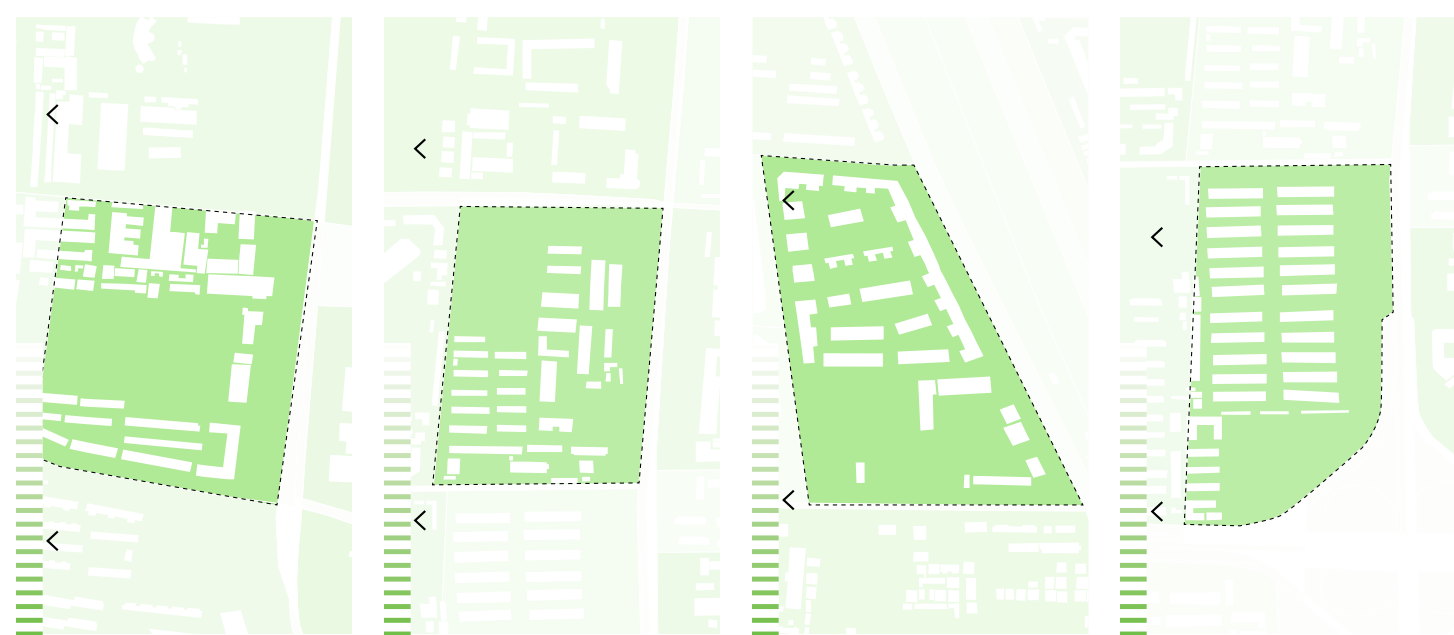
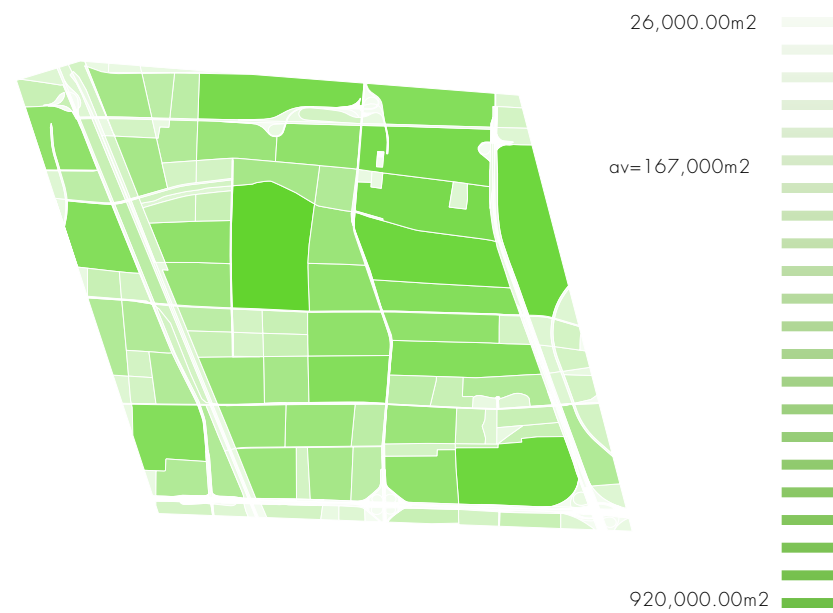
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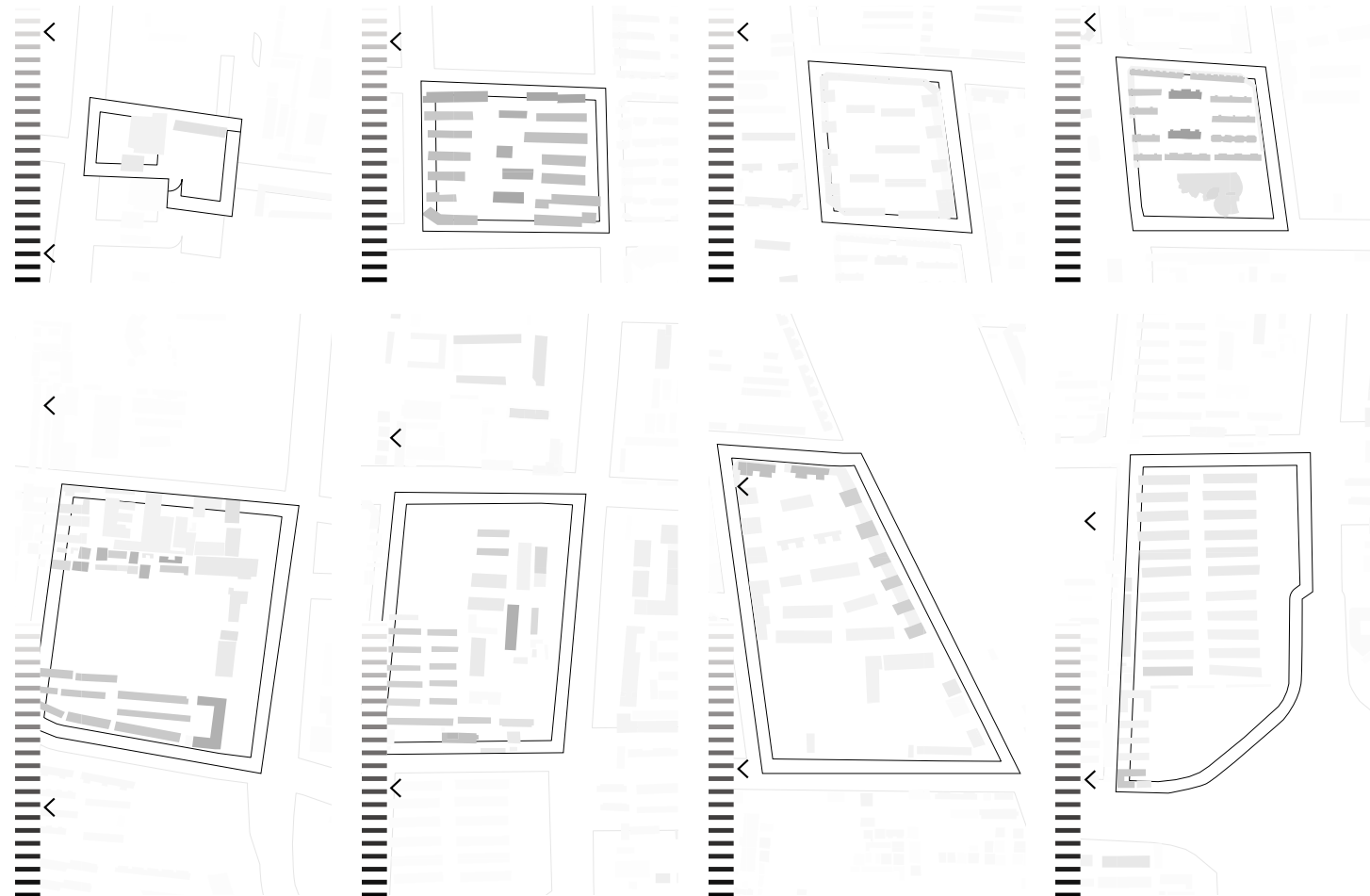
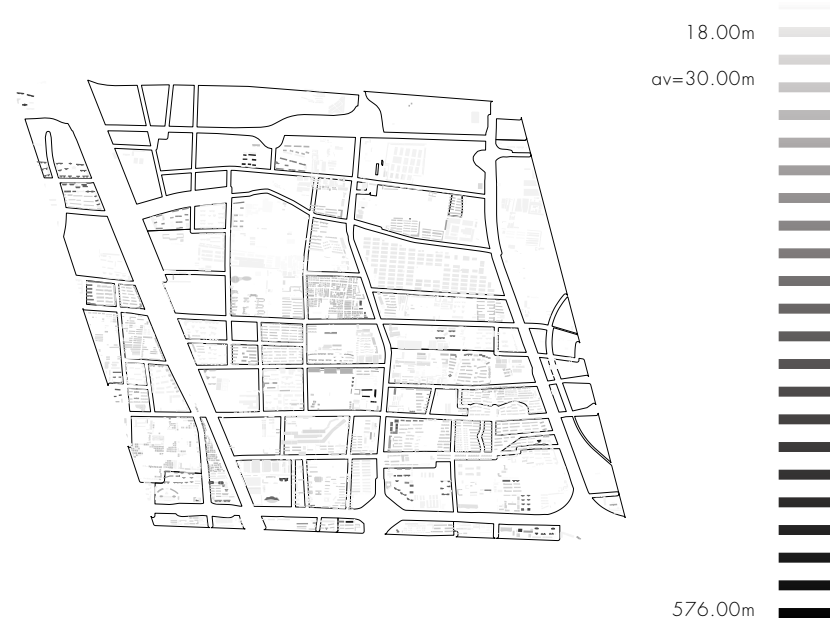
4.3. STREETS



4.4. BLOCK AREA

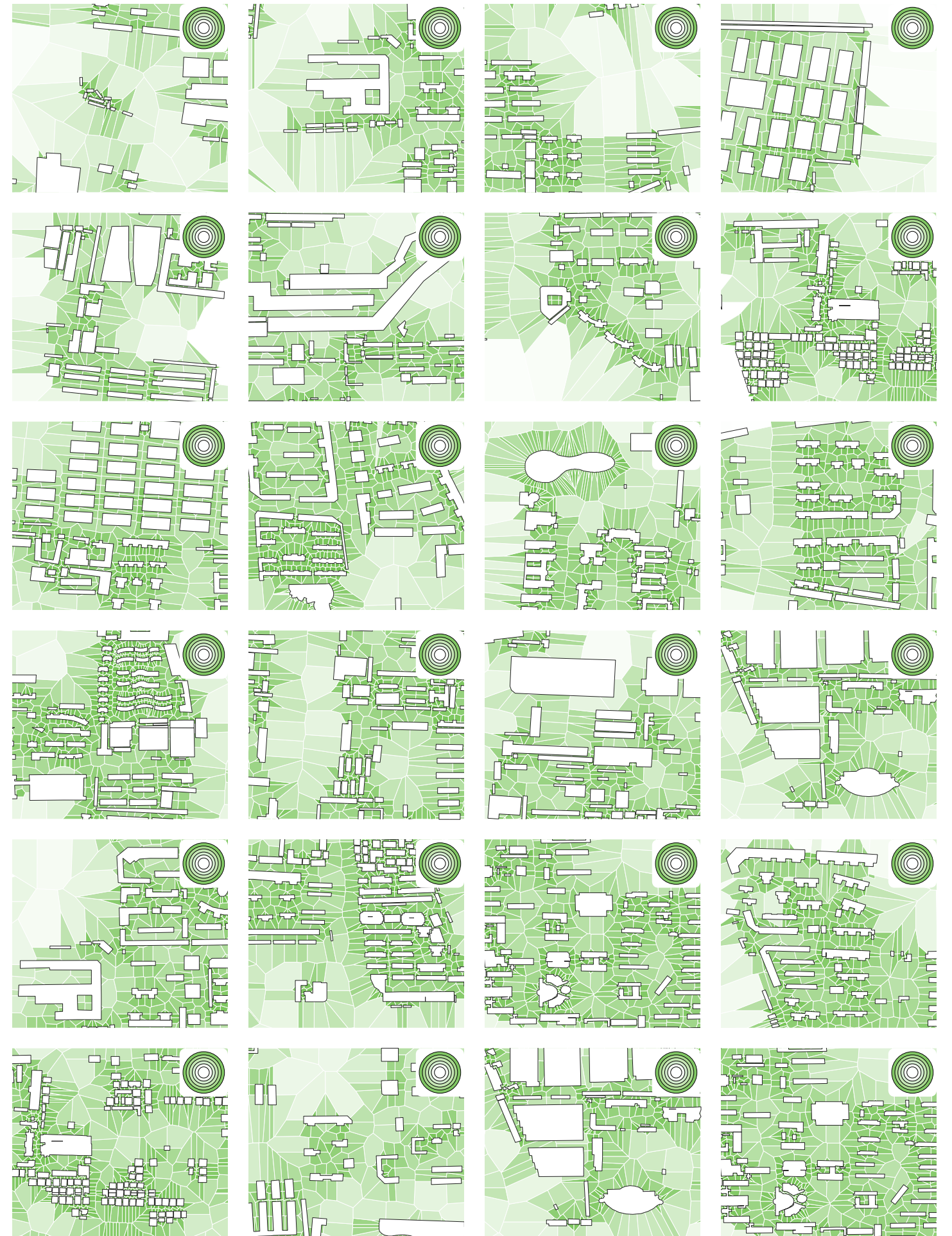
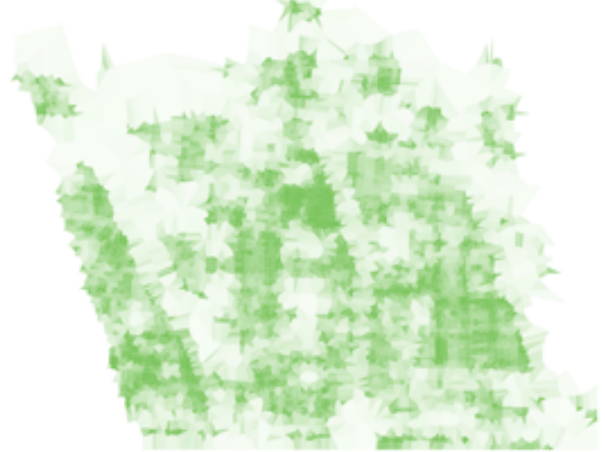


4.5. BUILDING HEIGHTS

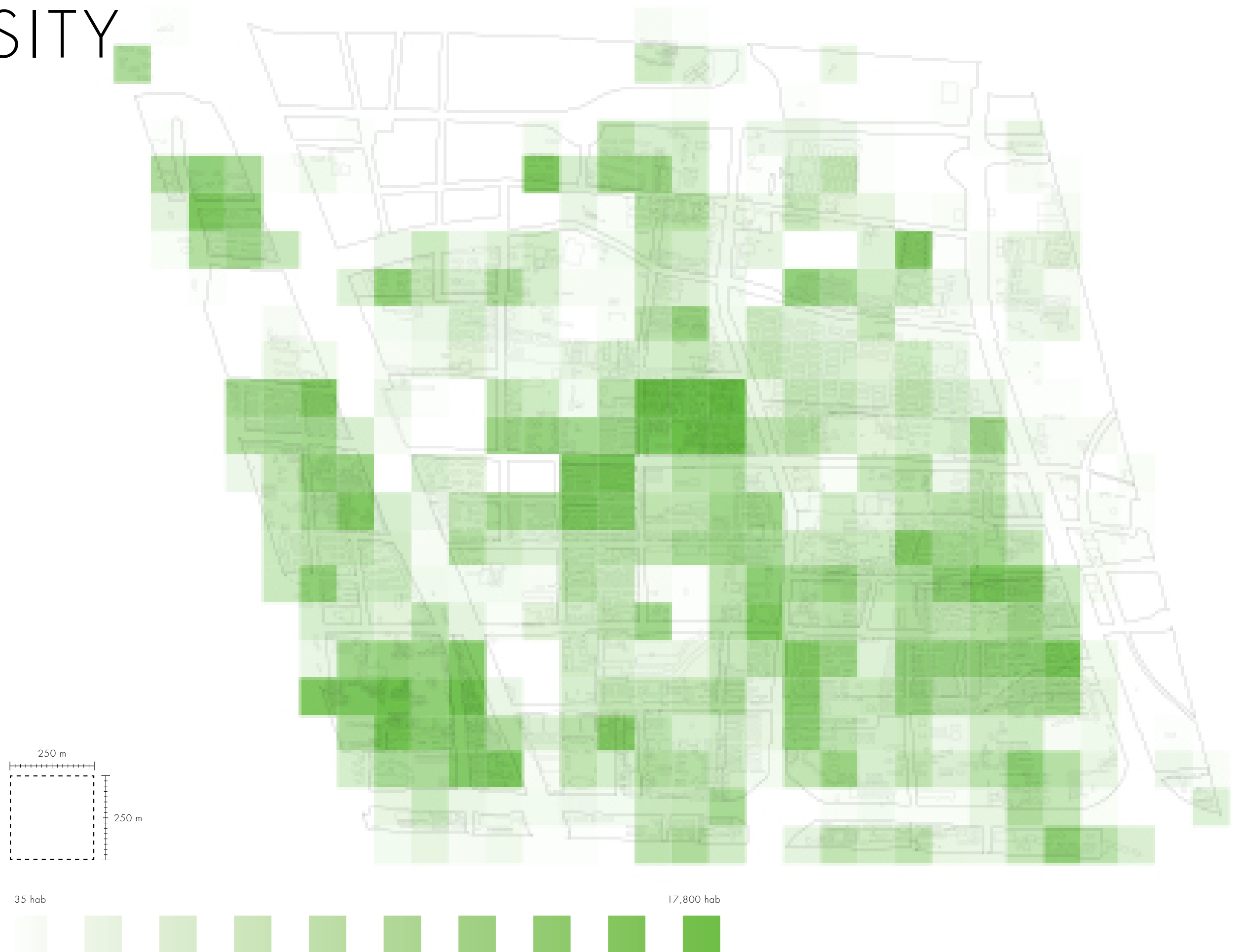


4.6. DISTANCE BETWEEN BUILDINGS

max=38,000.00m²
min=30.00m²
av=920.00m²



4.7. DENSITY



4.8. BUILDING FOOTPRINT AREA

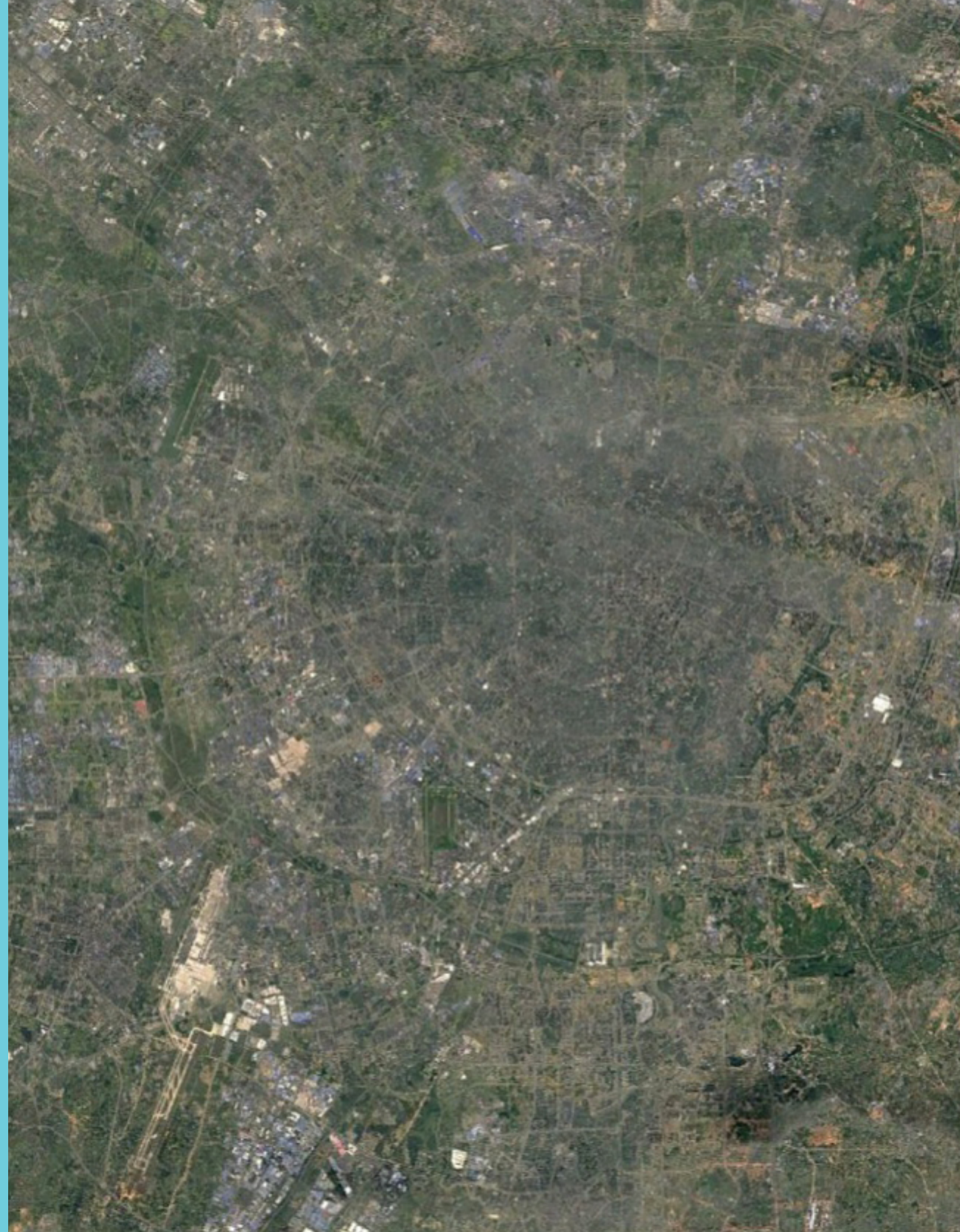


4.9. LAND USES

- COMMERCIAL
- RESIDENTIAL
- RESIDENTIAL/COMMERCIAL
- INDUSTRIAL
- PUBLIC



5. CHENGDU



5.2. CITY STRUCTURE



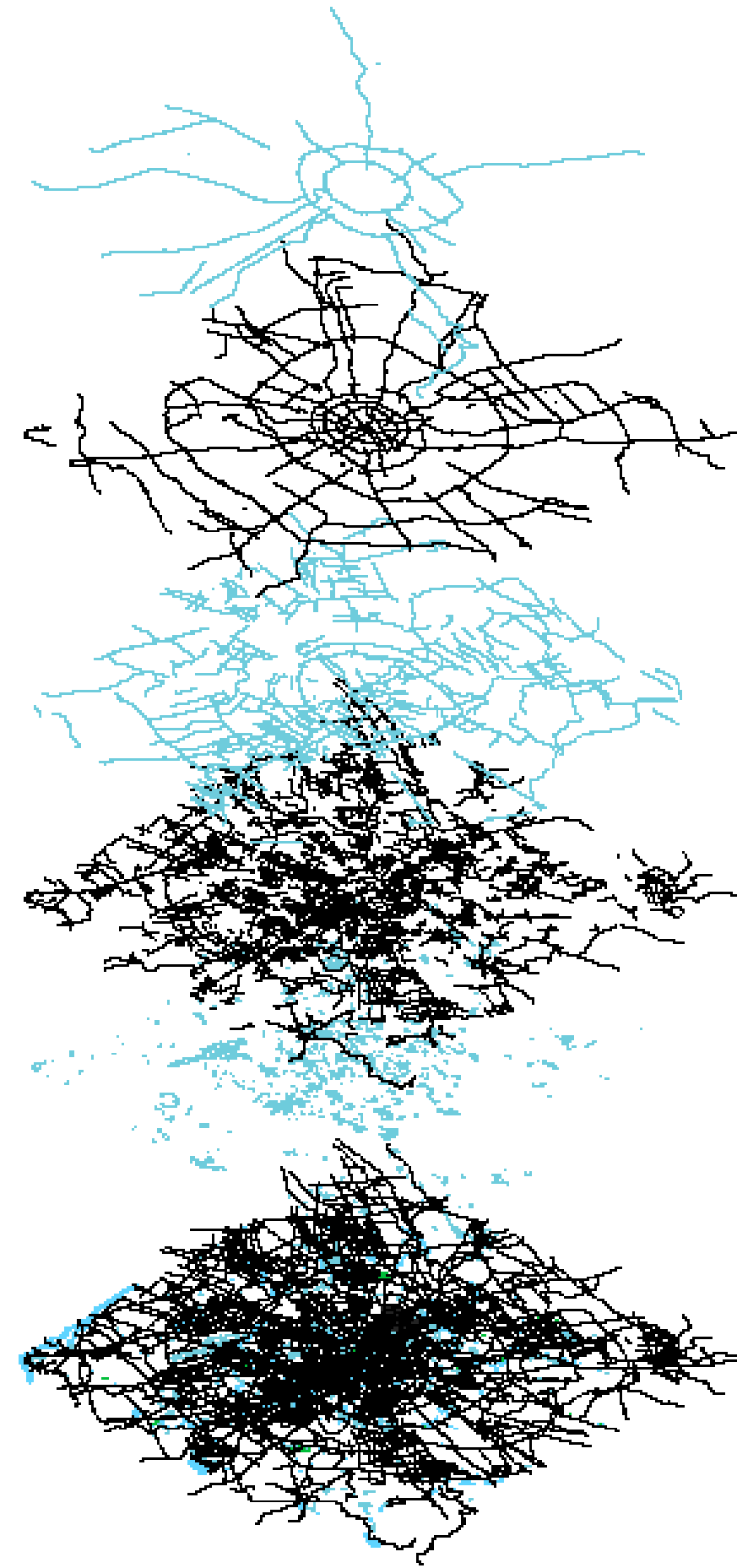
Primary Roads

Secondary Roads

Tertiary Roads

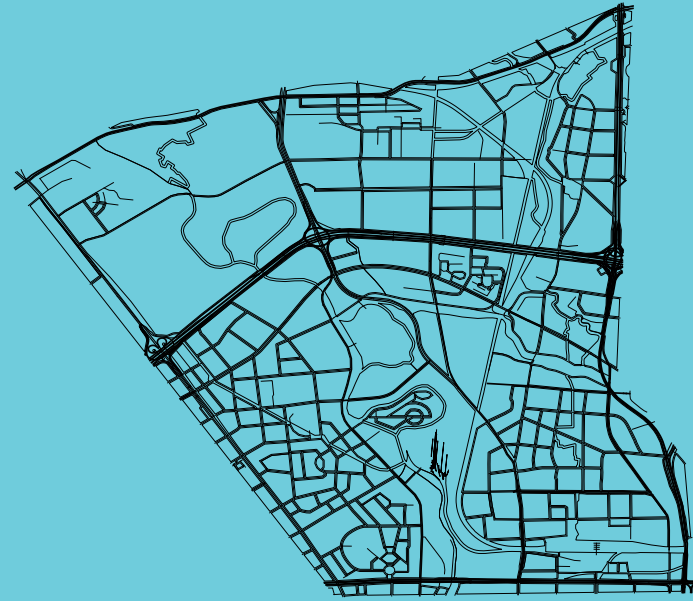
Residential Roads

Service Roads

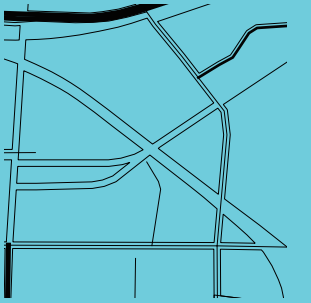
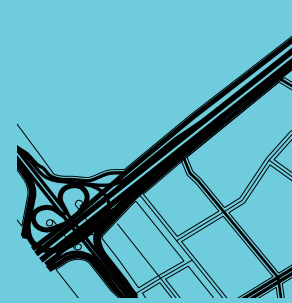
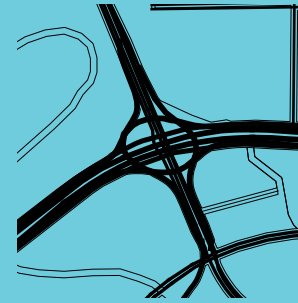
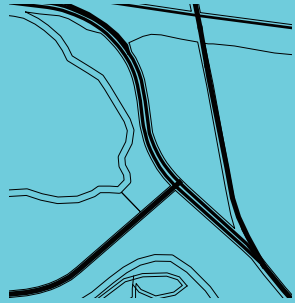


BLOCK TYPES

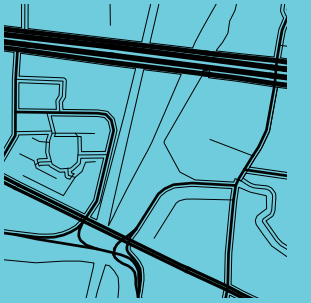
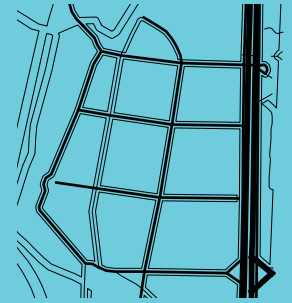
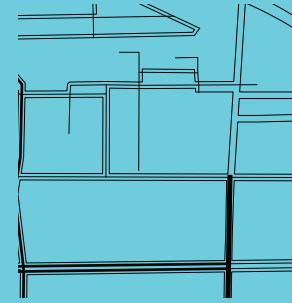
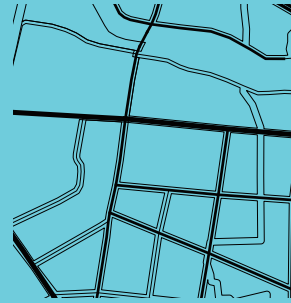
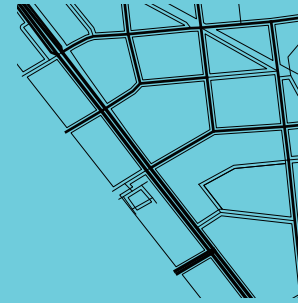
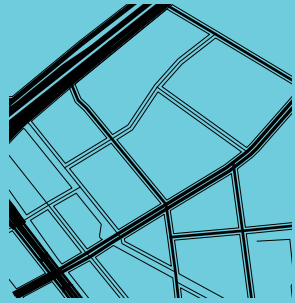
- A. HISTORIC
- B. MEGA BLOCK SMALL
- C. MEGA BLOCK LARGE
- D. SUBURBAN



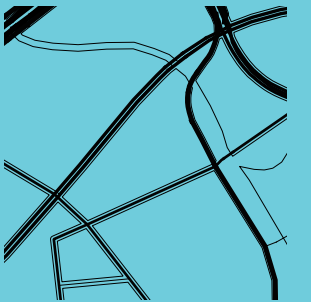
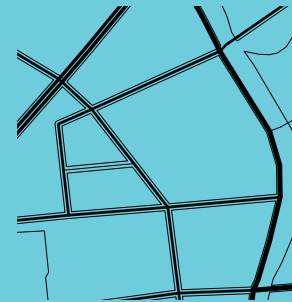
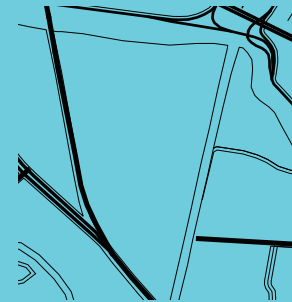
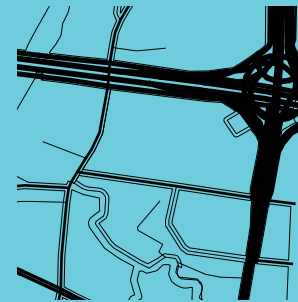
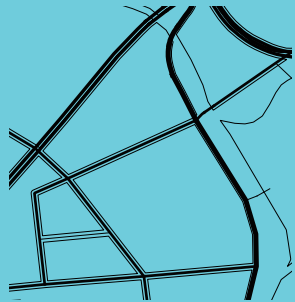
A.



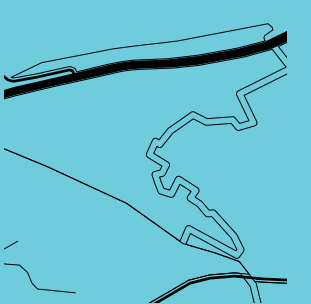
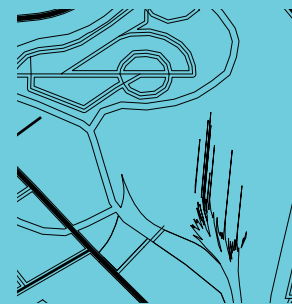
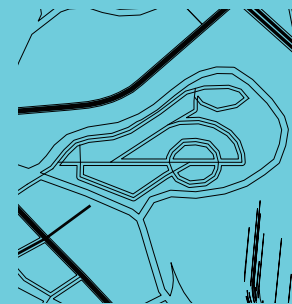
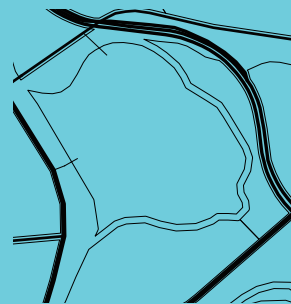
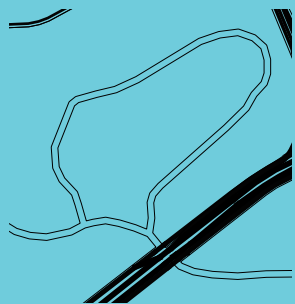
B.



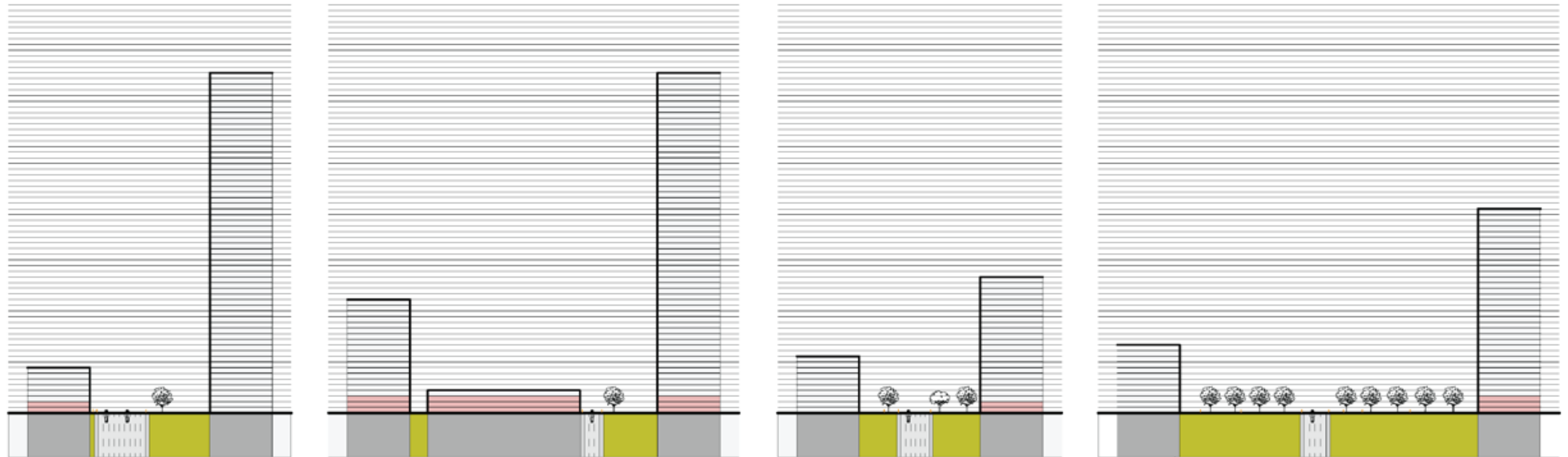
C.



D.

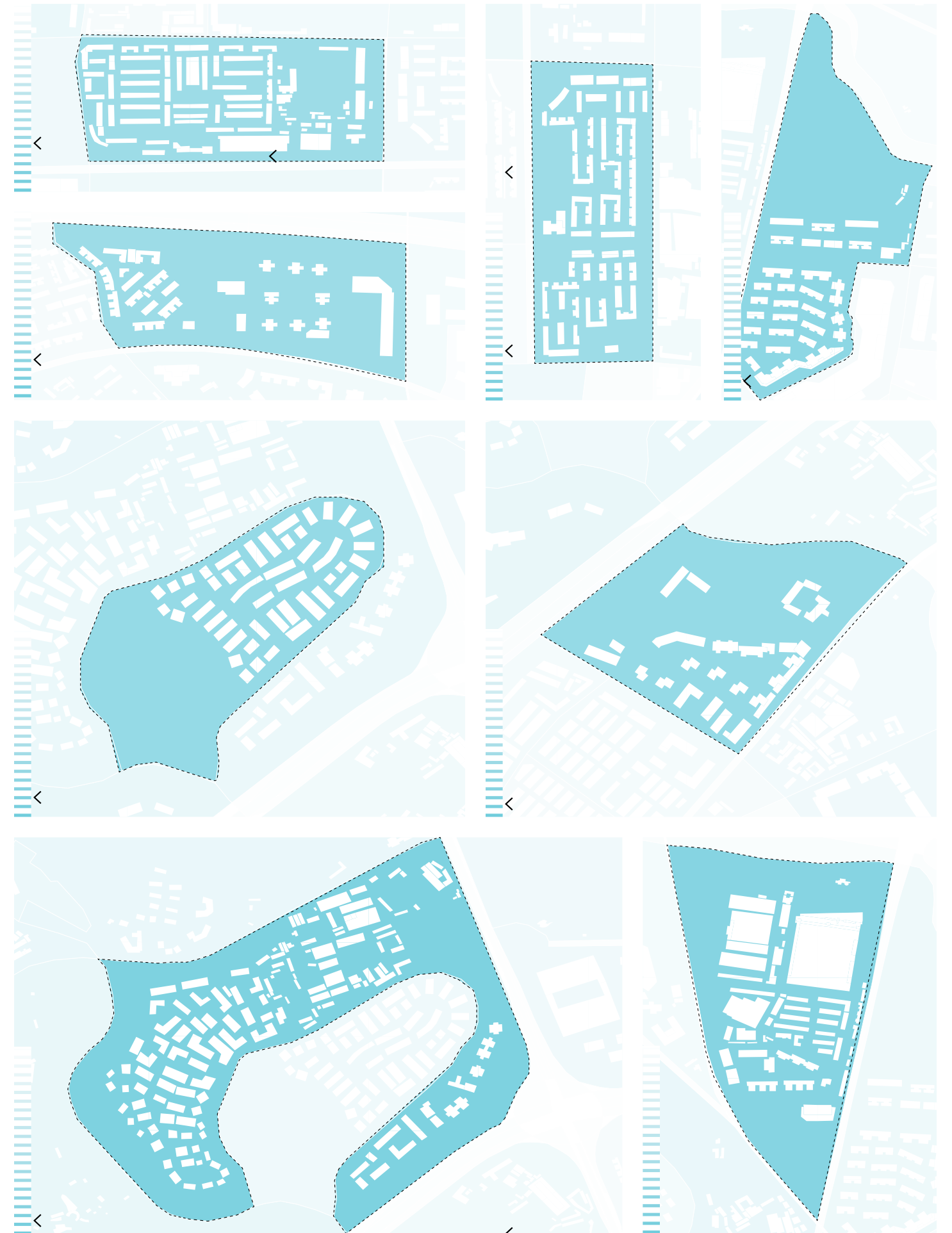
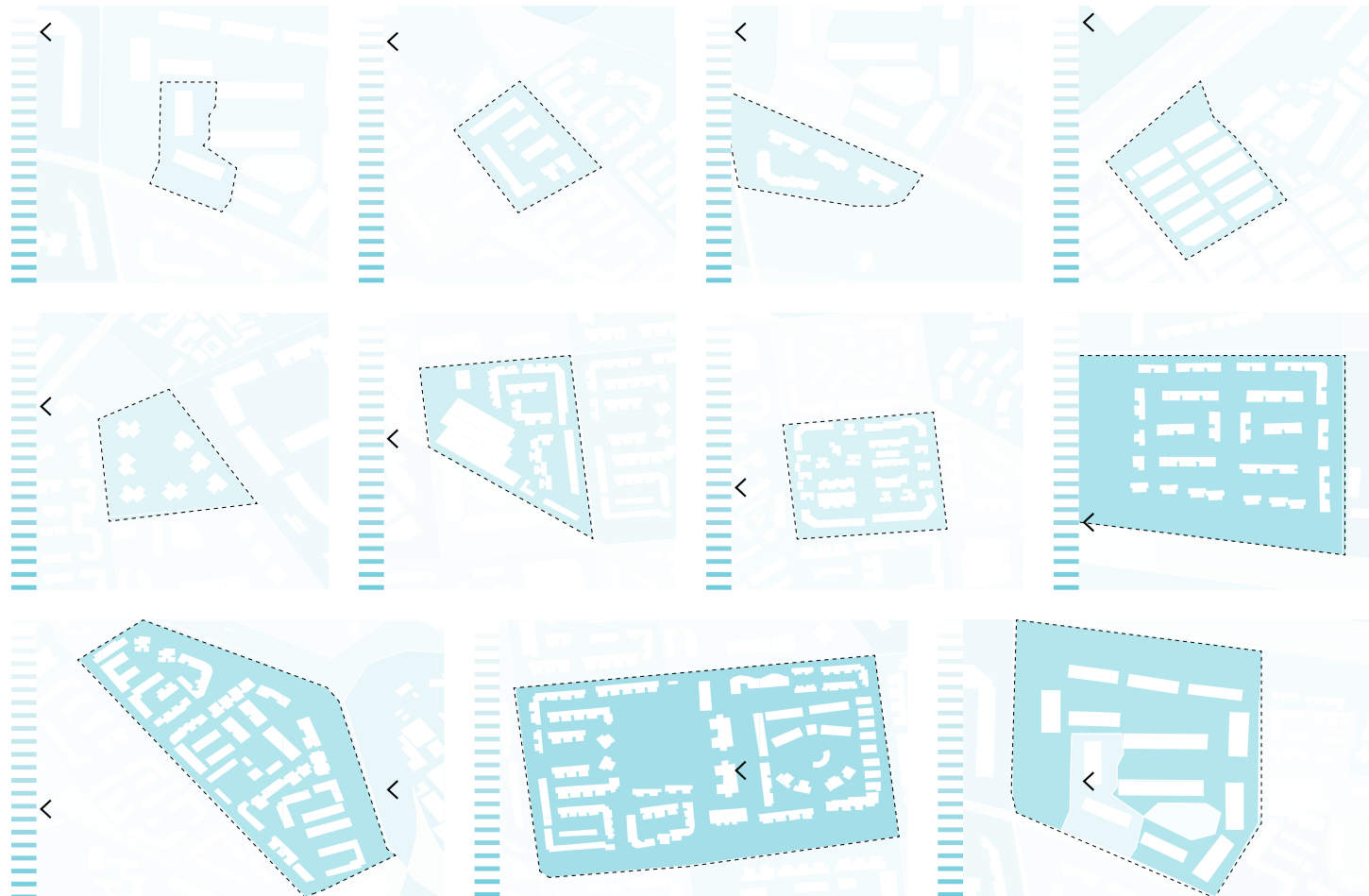
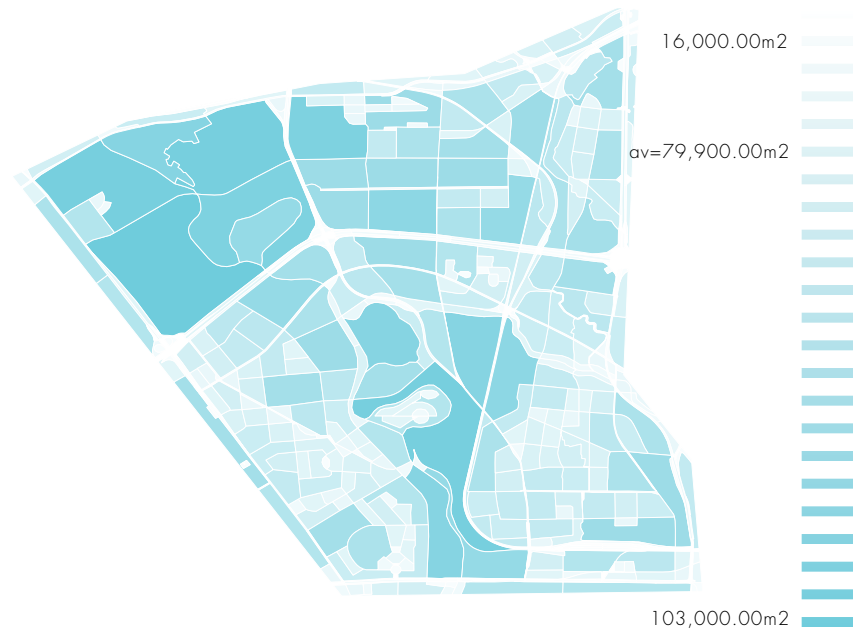


5.3. STREETS

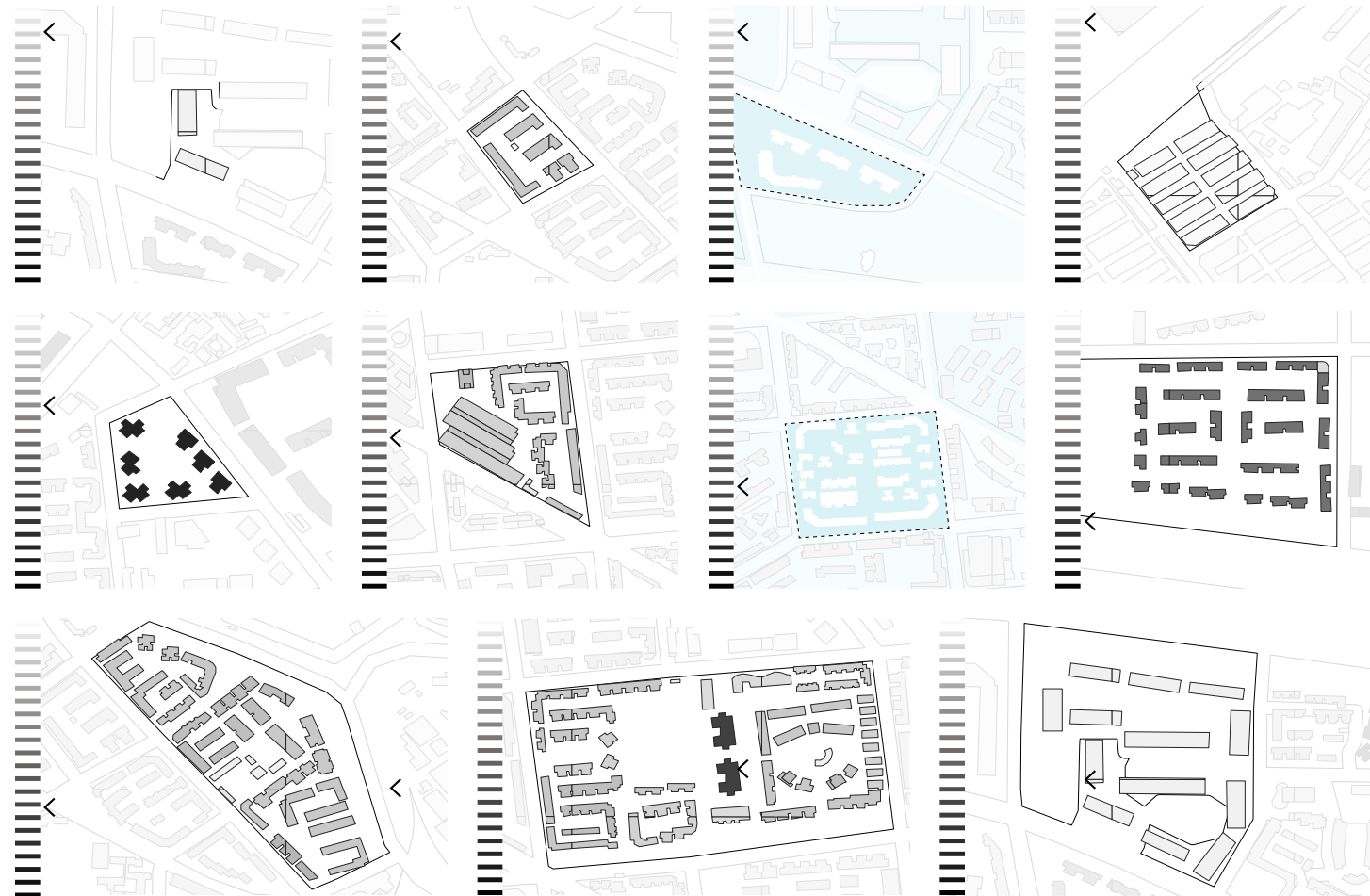


D.

5.4. BLOCK AREA

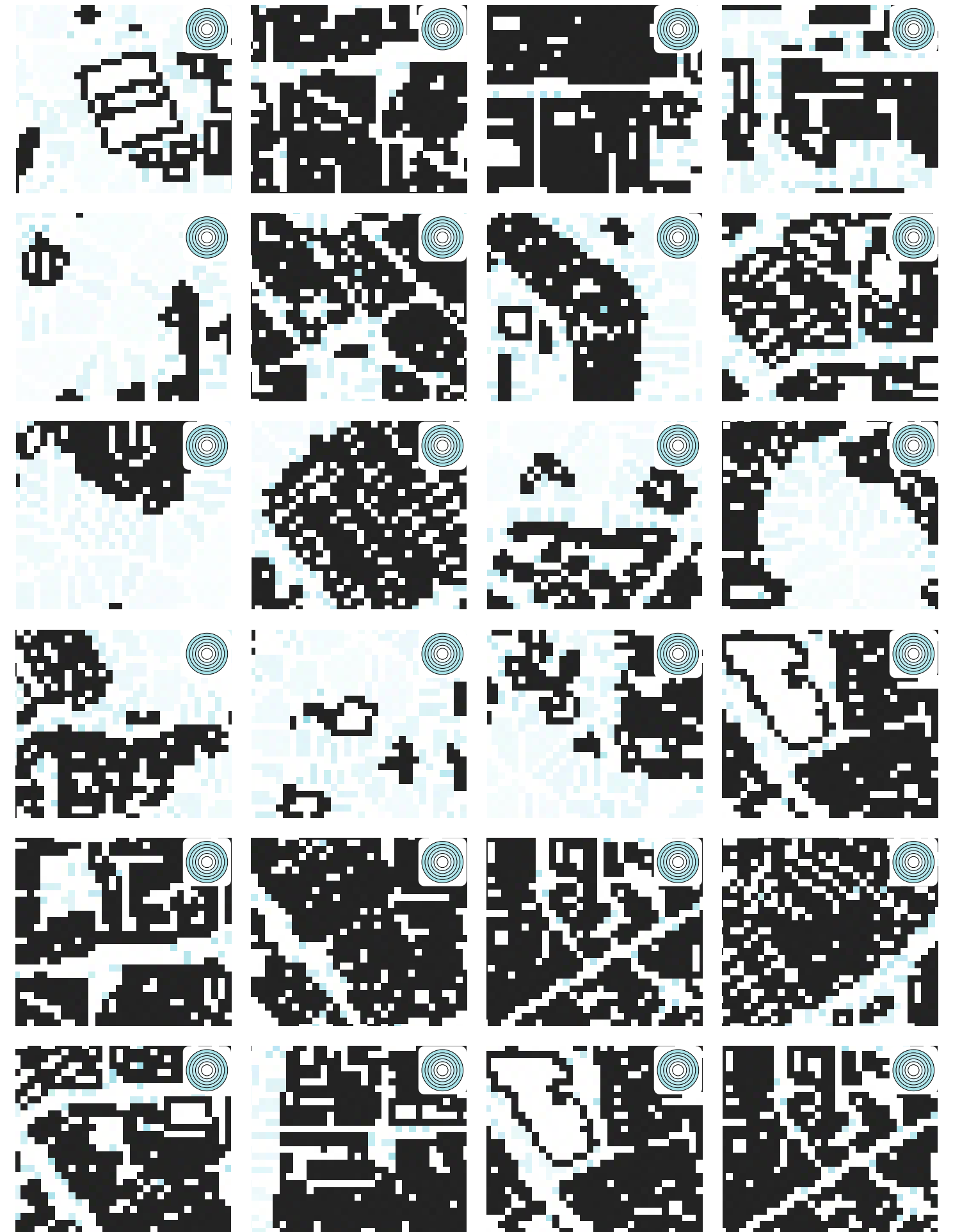
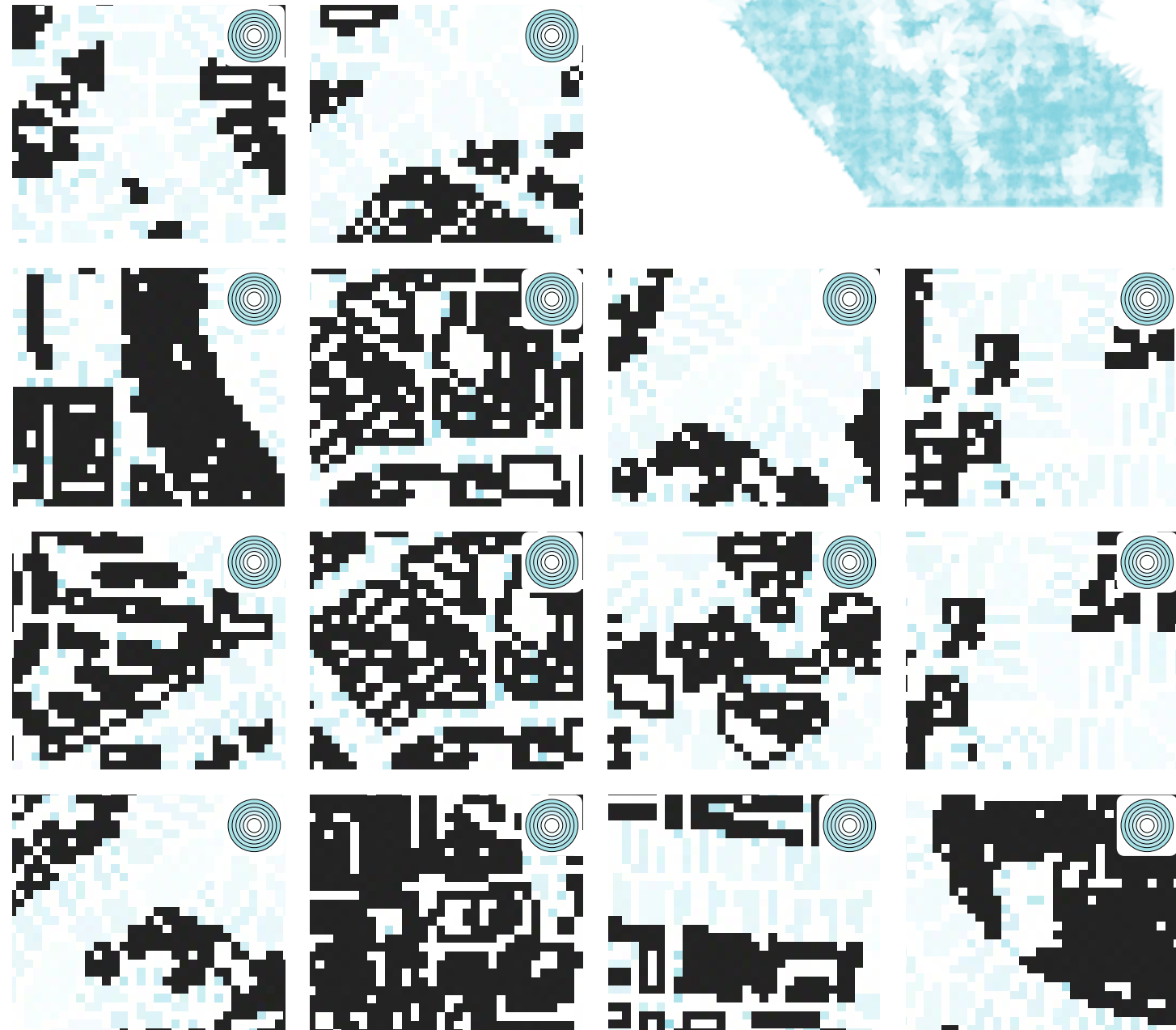
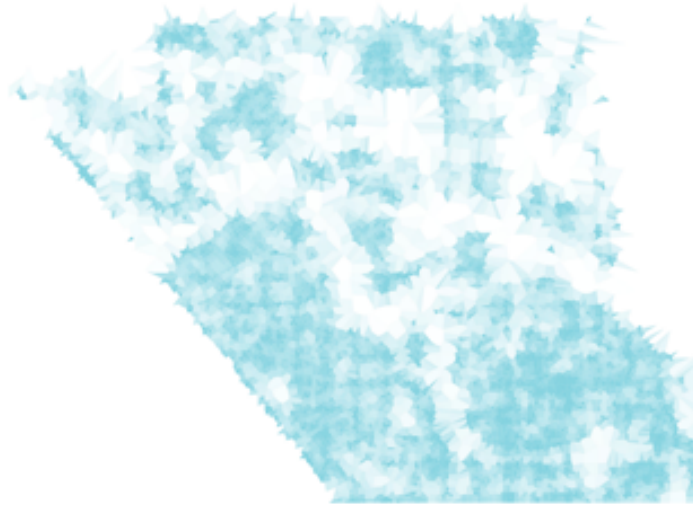


5.5. BUILDING HEIGHTS

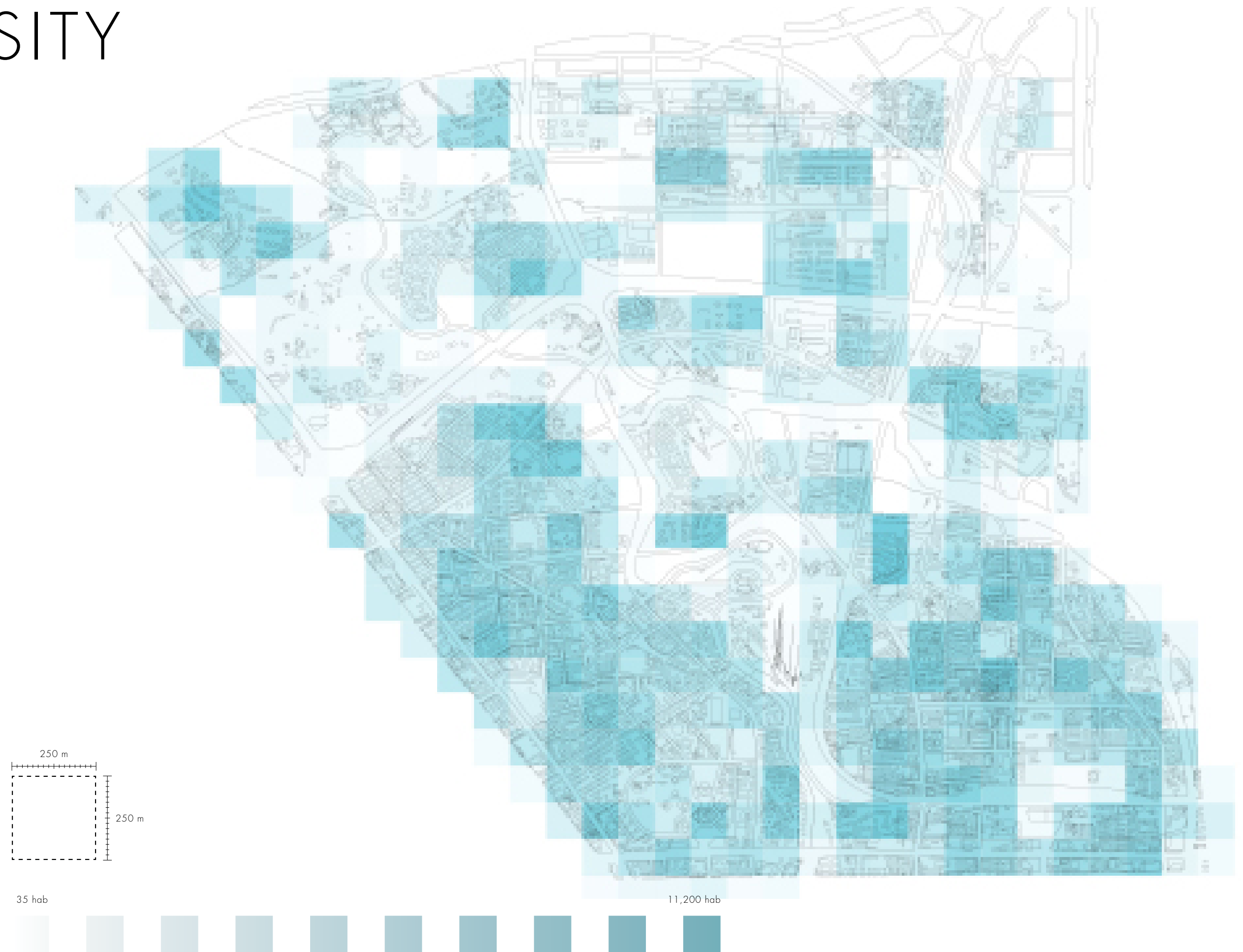


5.6. DISTANCE BETWEEN BUILDINGS

max=150,000.00m²
min=75.00m²
av=840.00m²



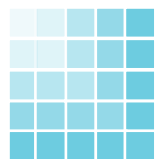
5.7. DENSITY



5.8. BUILDING FOOTPRINT AREA



min=50.00m²



max=38,100.00m²

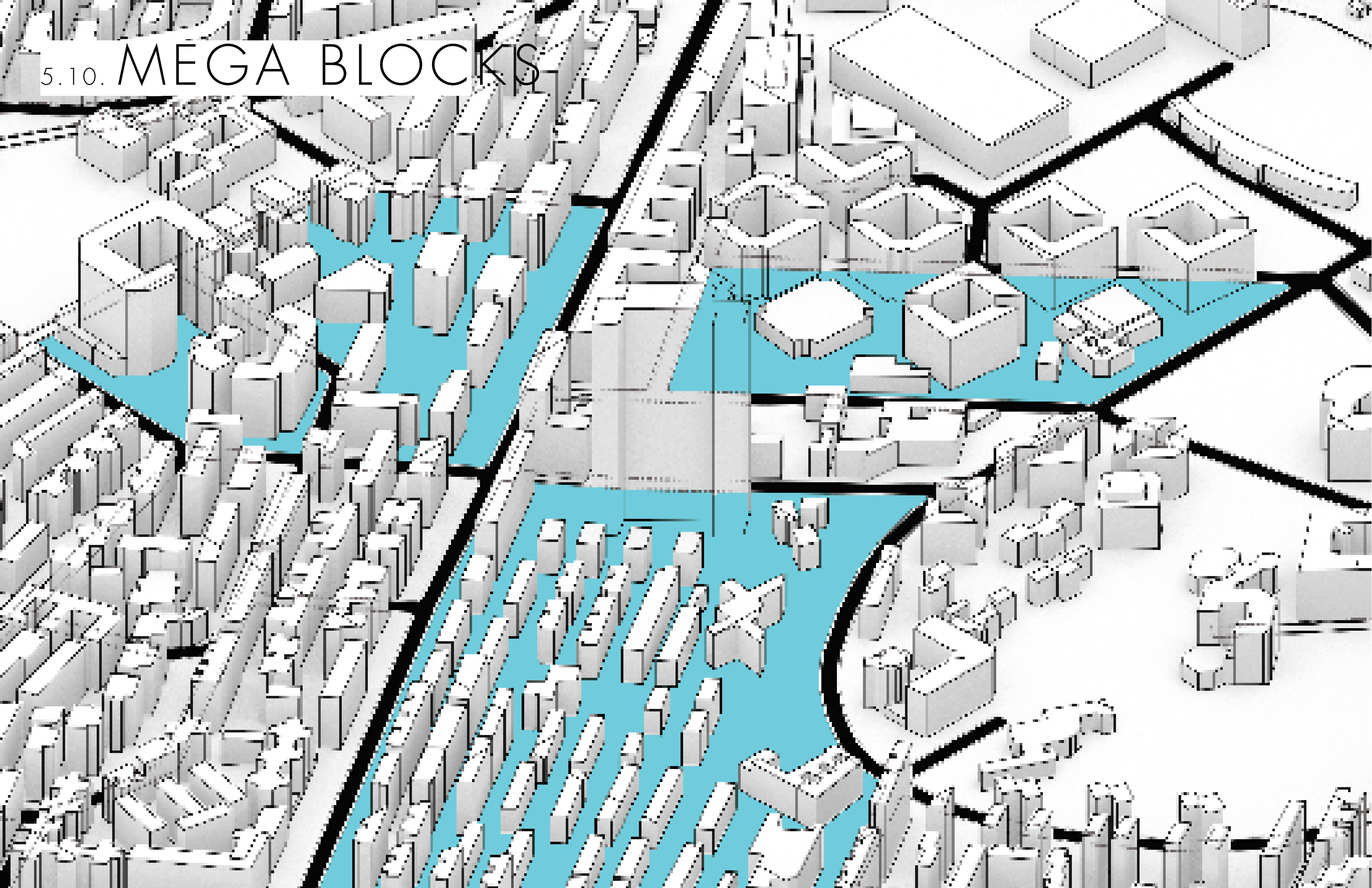
av=1,180.00m²

5.9. LAND USES

- COMMERCIAL
- RESIDENTIAL
- RESIDENTIAL/COMMERCIAL
- INDUSTRIAL
- PUBLIC



5.10. MEGA BLOCKS



6. FINDINGS

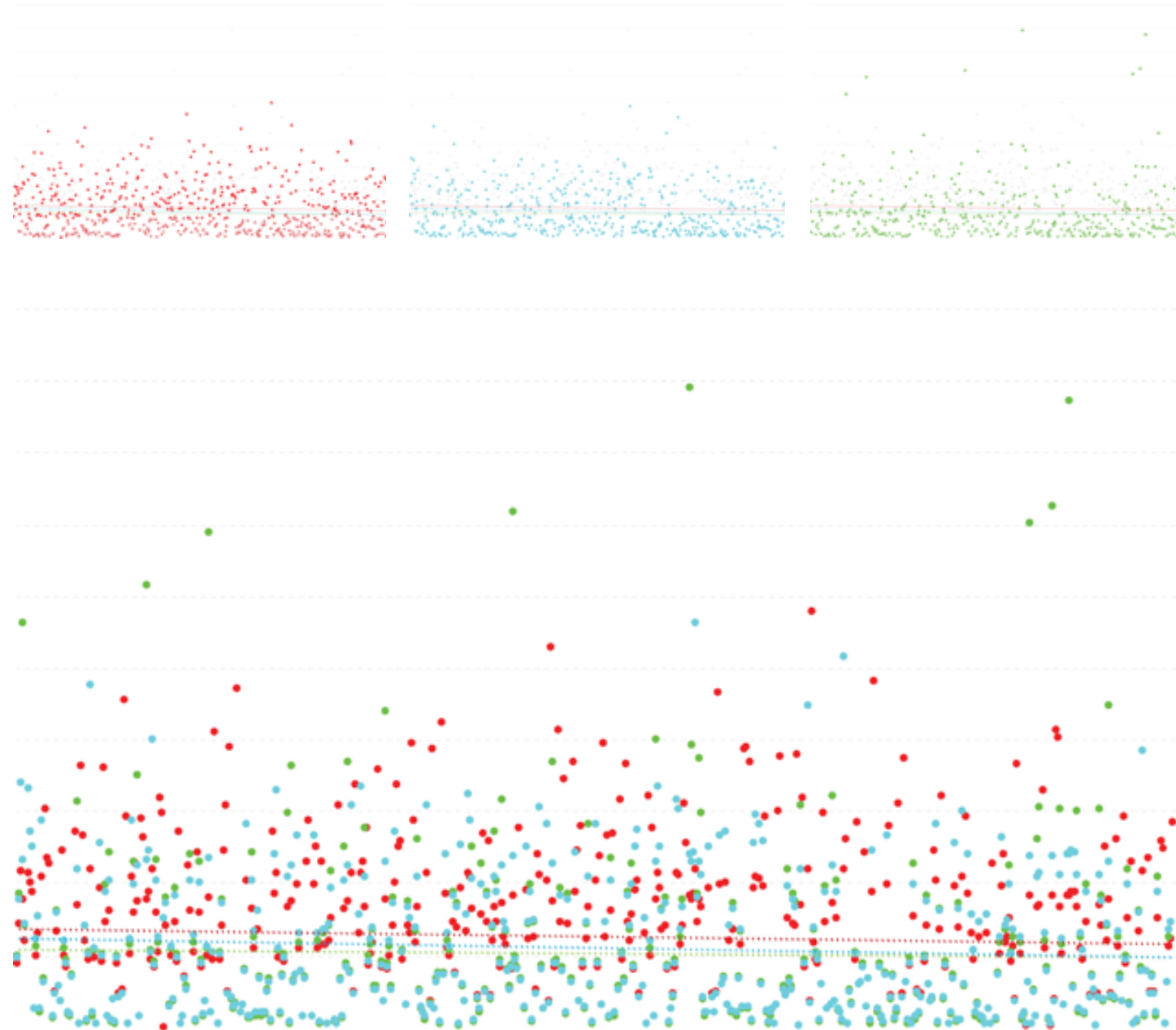


6.1. DENSITY

1.

The density, while it may not be equally distributed, is consistent in quantity across all three studied models.

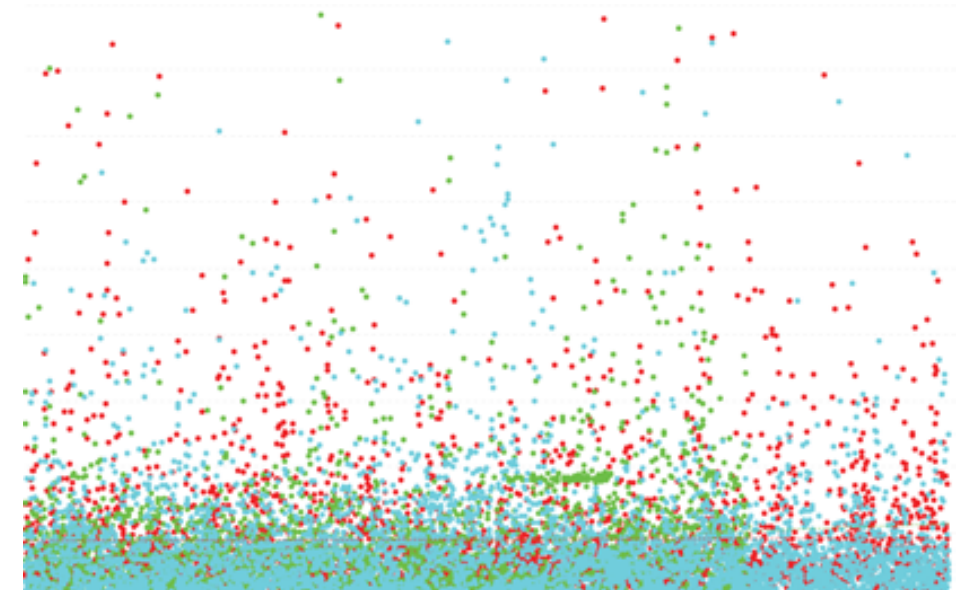
HANGZHOU ■
ZHENGZHOU ■
CHENGDU ■



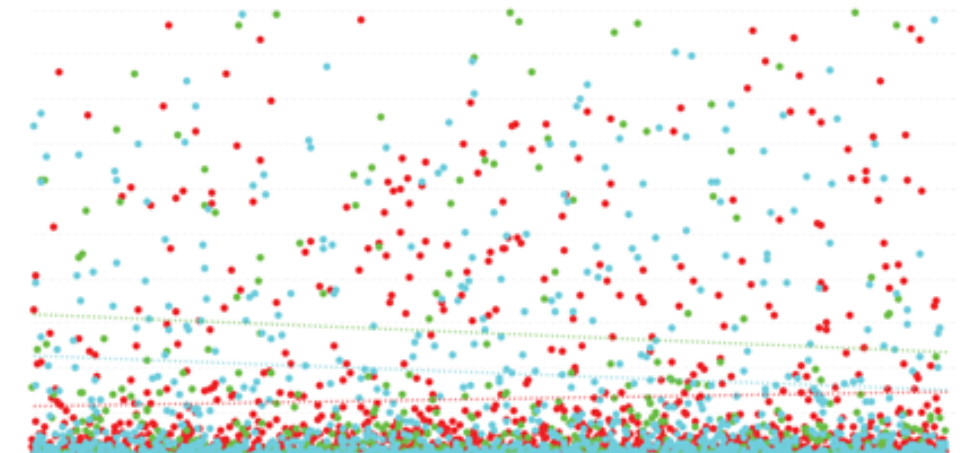
2.

Zhengzhou has the lowest density value, the highest average building height and building footprints, proving that higher densities are not necessarily correlated with taller and larger buildings

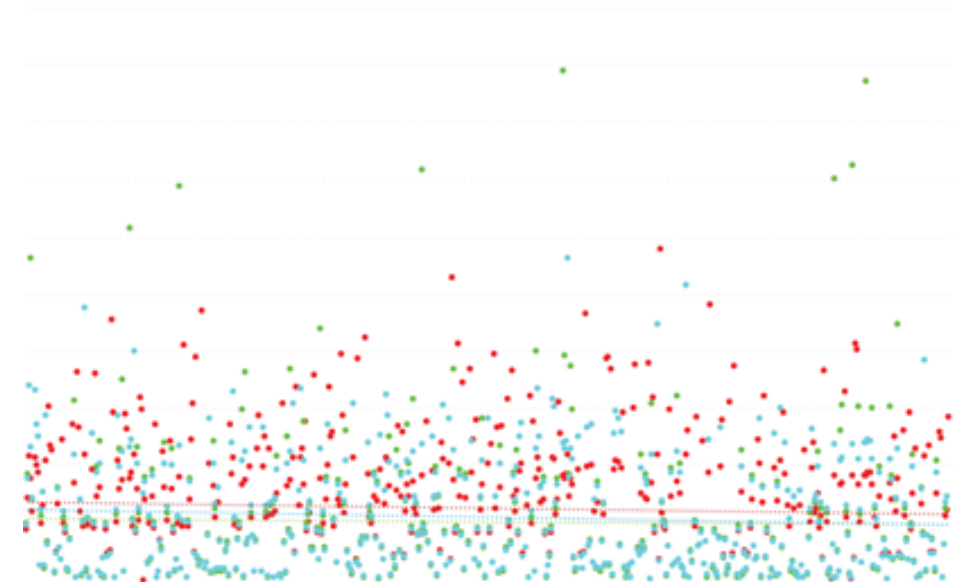
BUILDING AREA



BLOCK AREA



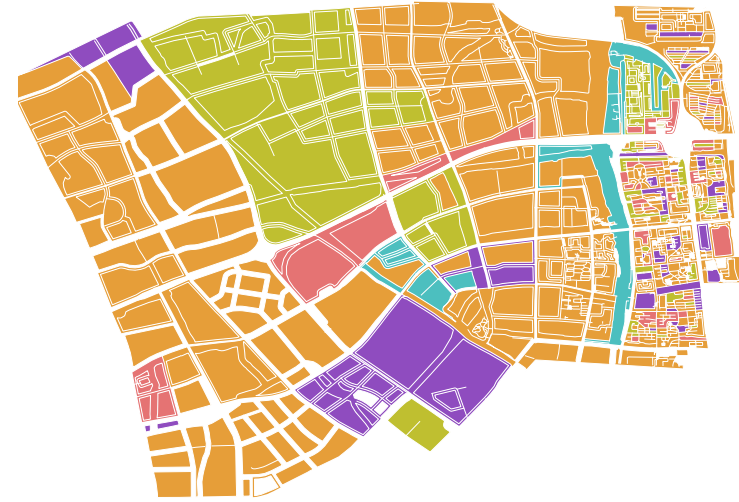
DENSITY



6.1. LAND USE

3.

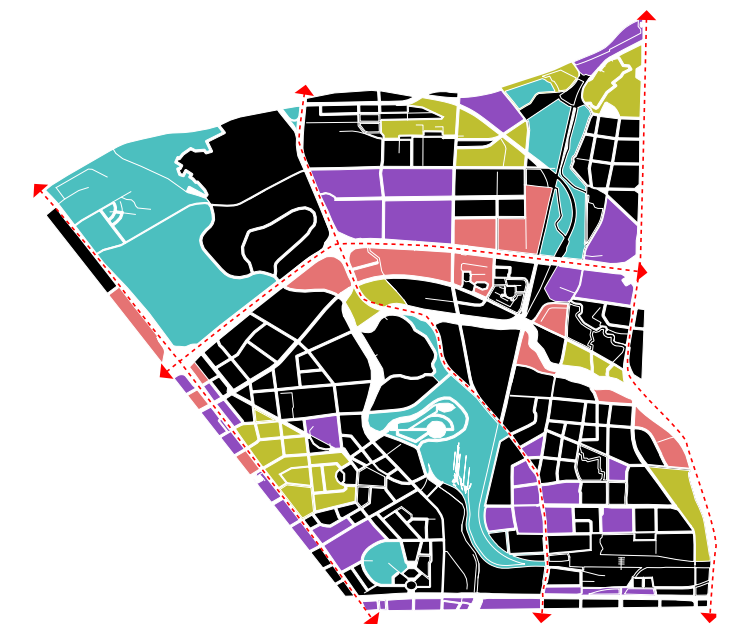
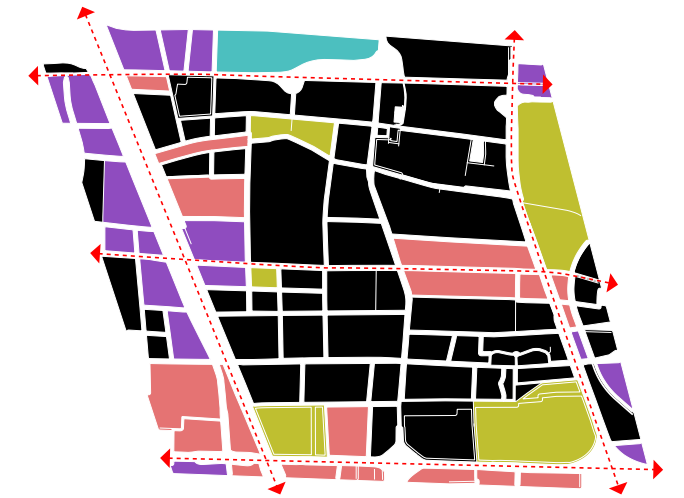
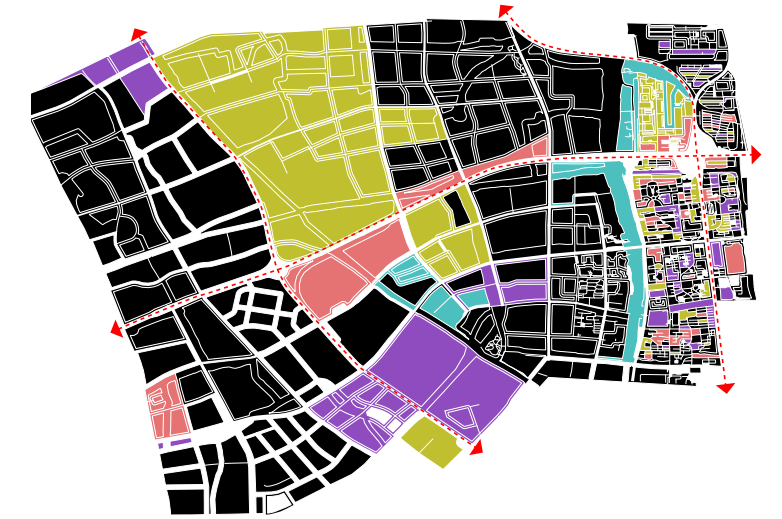
Land use is consistently the same within every block, is not fragmented or pulverized.



- RESIDENTIAL
- INDUSTRIAL
- COMMERCIAL
- OTHER

4.

Land uses are dictated by the road hierarchy, commercial and industrial near highways while residential lay far away from these primary roads.

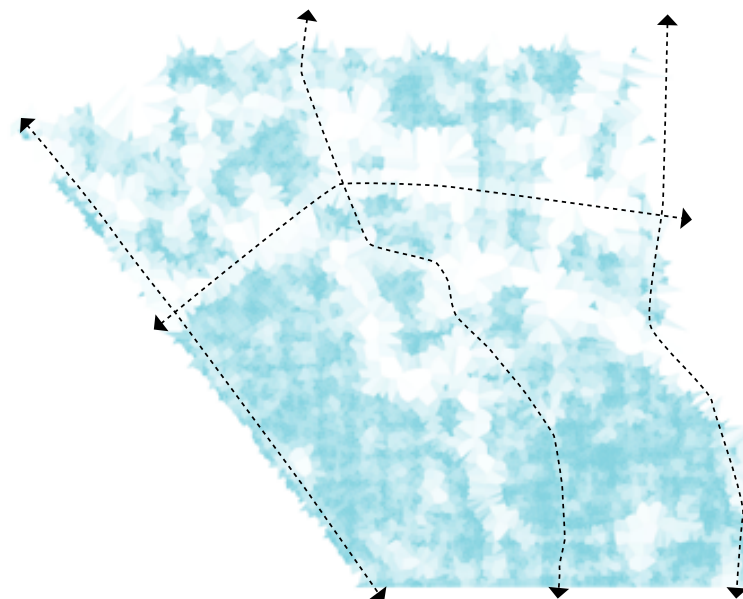
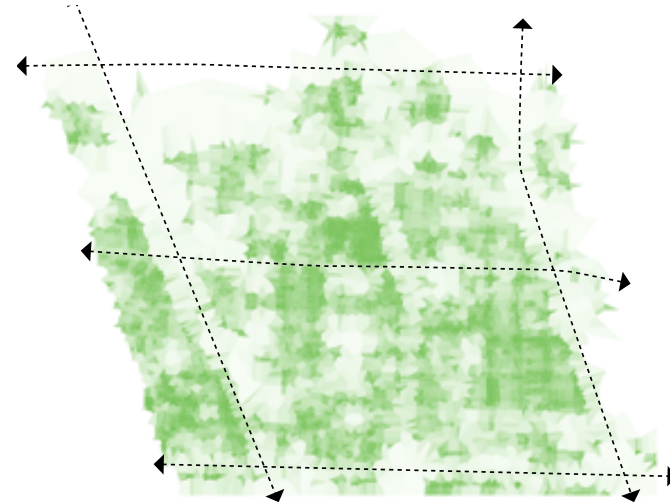
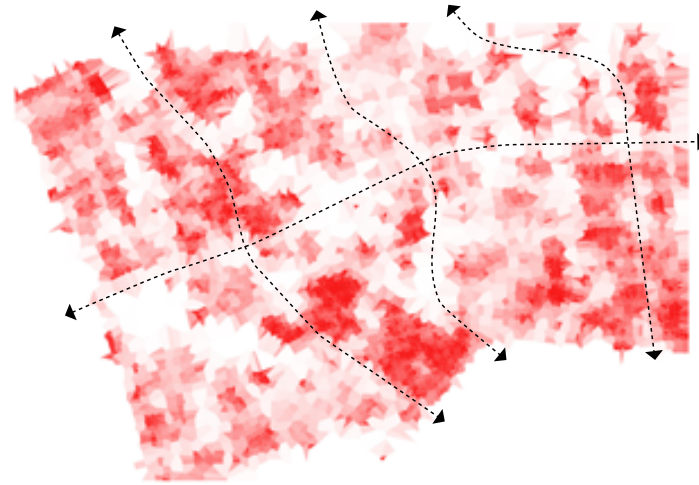


- RESIDENTIAL
- NON-RESIDENTIAL

6.1. STRUCTURE

5.

There is a strong relation between the city structure and distances between buildings.



- HANGZHOU
- ZHENGZHOU
- CHENGDU

6.

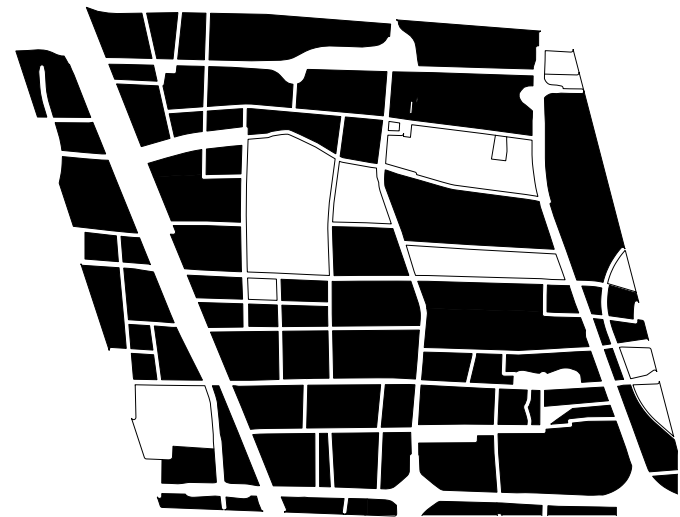
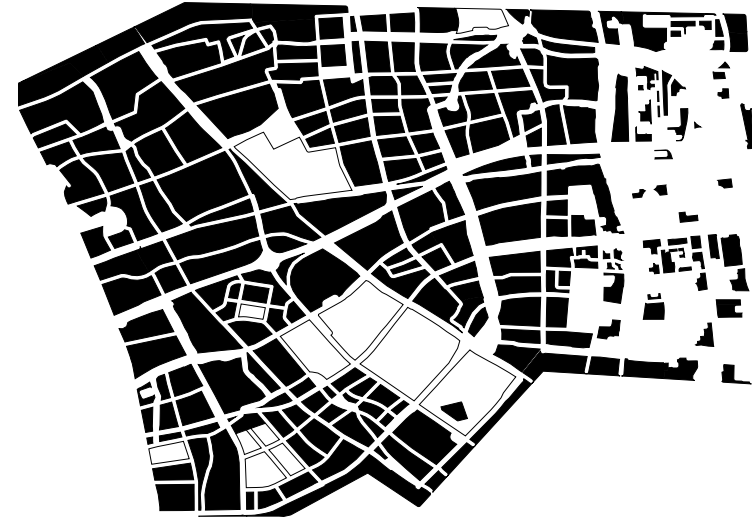
Not only is the case with block sizes but building footprint size is also mandated by the road structure, dictating the size of the building footprints along it.



6.1. BLOCKS

7.

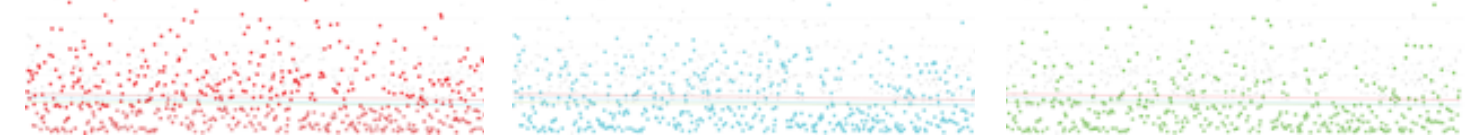
In general, every urban block contains buildings with the same heights.



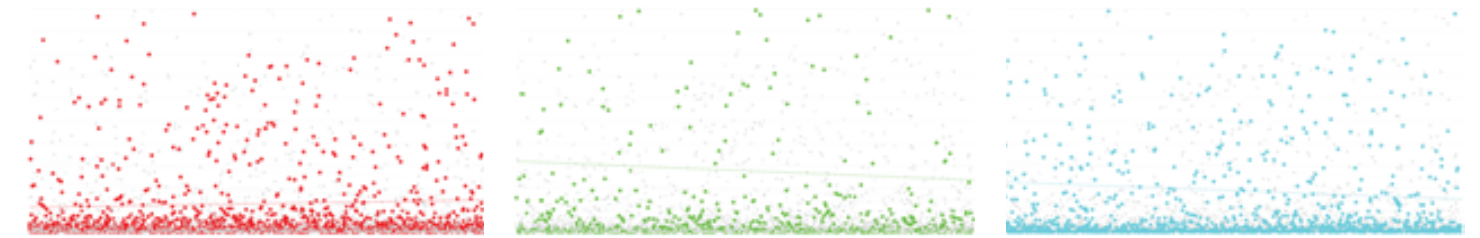
- BLOCKS WITH ONLY 1 OR 2 STORIES
- HANGZHOU
- ZHENGZHOU
- CHENGDU

8.

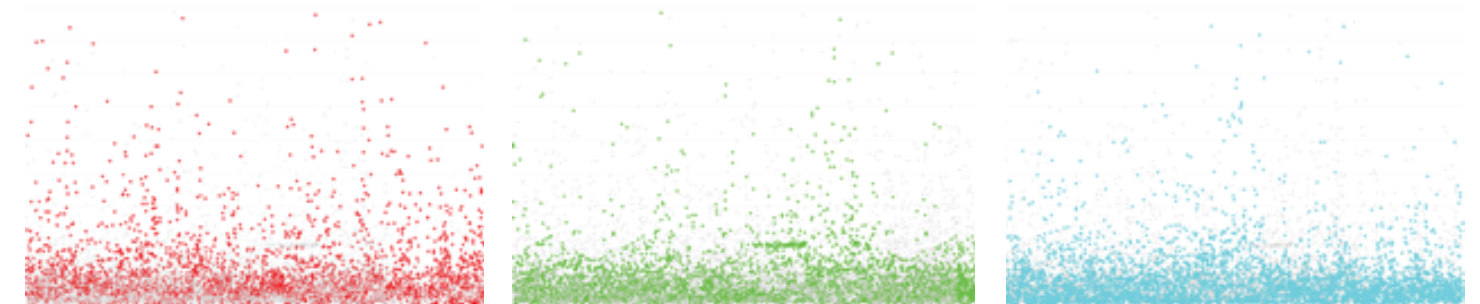
Hangzhou historic, fragmented fabric is as dense as newly developed blocks in Chengdu, Zhengzhou and Hangzhou.



BUILDING AREA



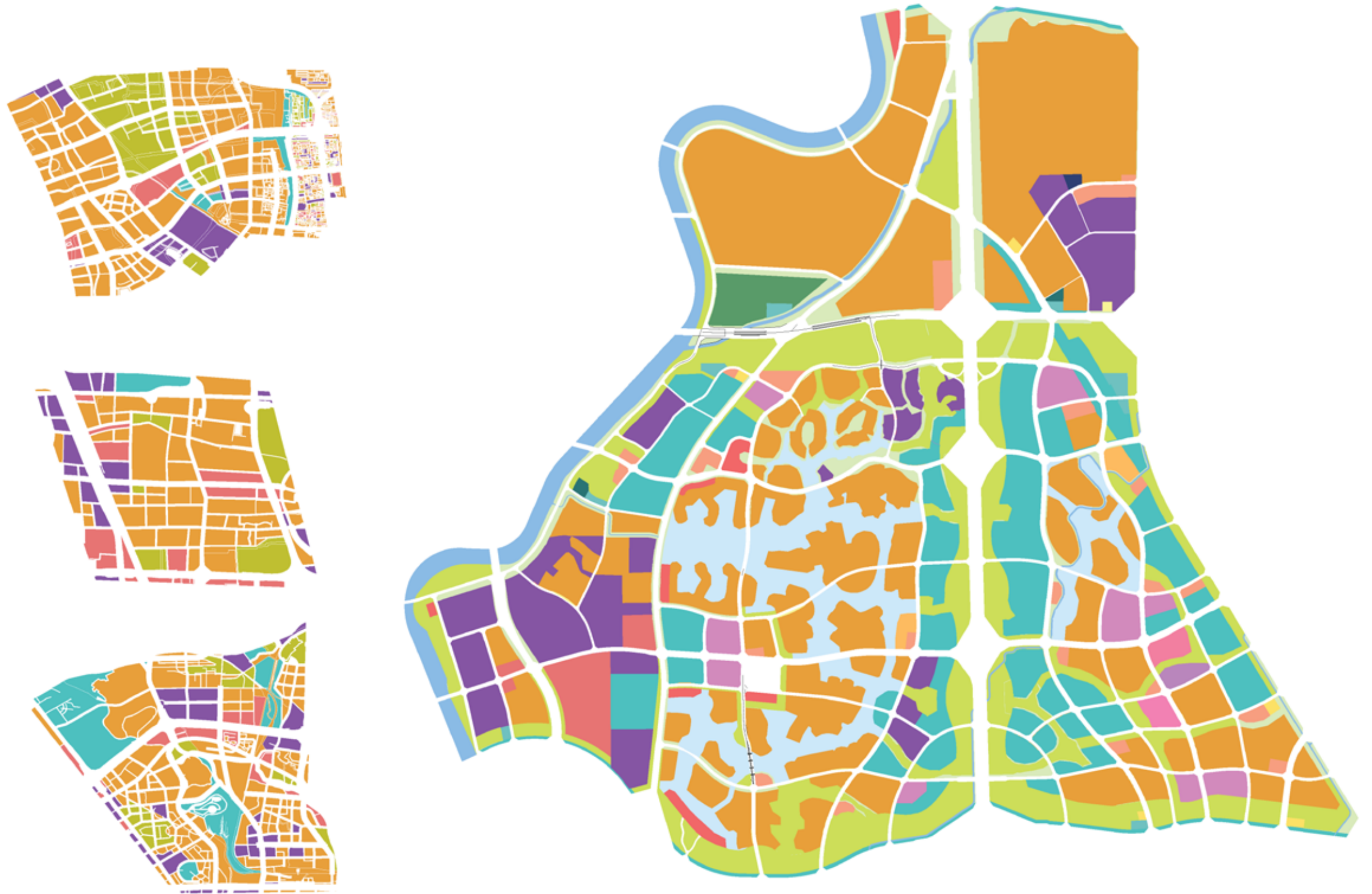
BLOCK AREA



DENSITY

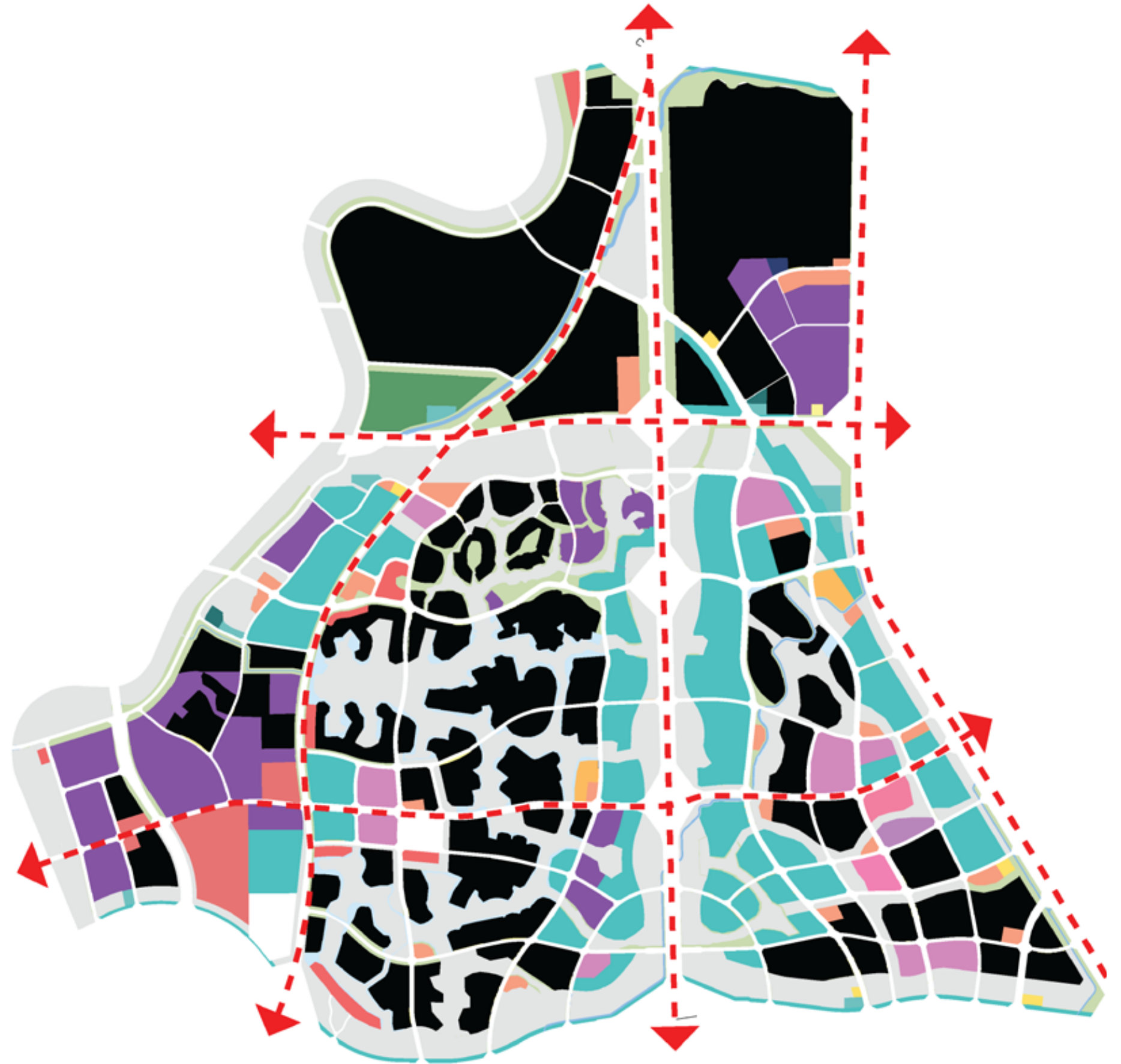
6.2. LUXLAKES AND THE CHINESE CITY

Around 80% of the blocks in Luxlakes contain exclusively one land use, similar condition as in the previously studied sites on the other Chinese cities.



6.2. LUXLAKES

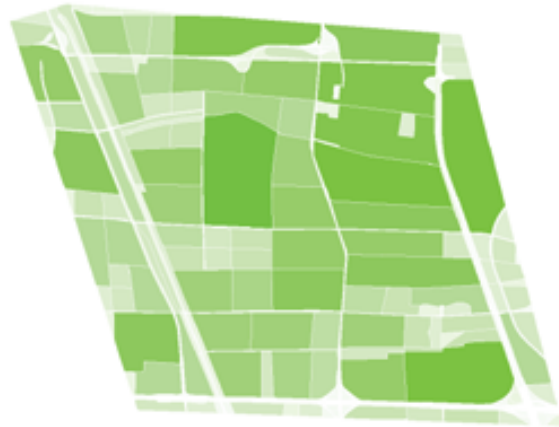
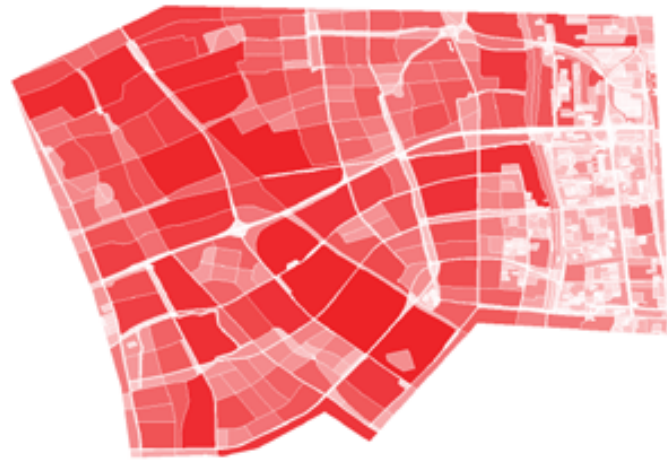
We can also see that the land uses in Luxlakes are arranged depending on the type of the road they located in. On the one hand, non-residential land uses are located along wider roads. On the other hand, residential land uses appear on narrower roads, far from primary or secondary streets.



■ RESIDENTIAL
■ NON-RESIDENTIAL

6.2. LUXLAKES

The blocks in Luxlakes are not different in size than those of the three studied areas. The circles show the average block size of the blocks in Hangzhou, Zhengzhou and Chengdu, the blocks in Luxlakes are consistently of similar sizes. The crosses represent blocks which are significantly larger than those of the three studied cities.



AV BLOCK AREA

HANGZHOU



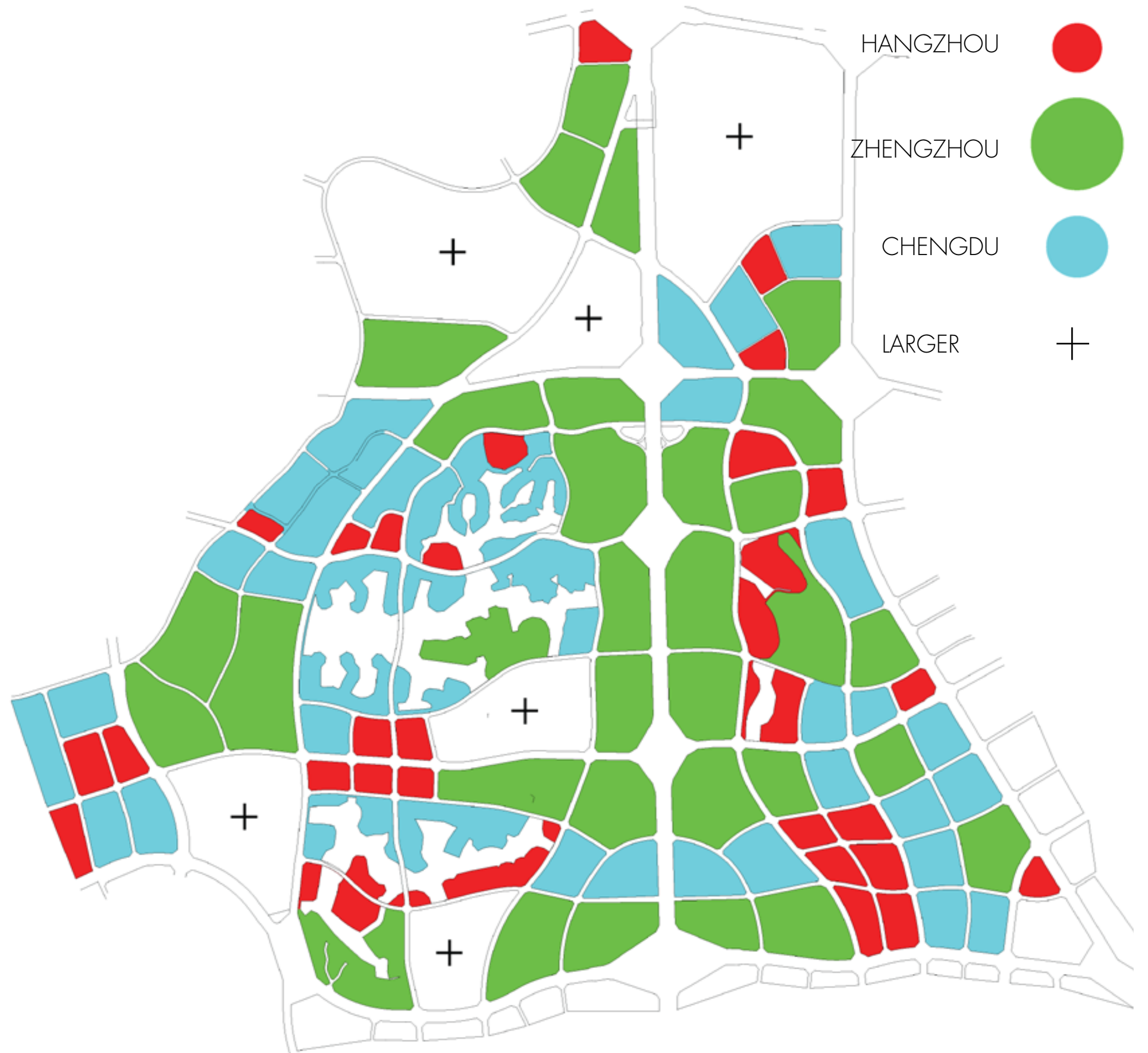
ZHENGZHOU



CHENGDU

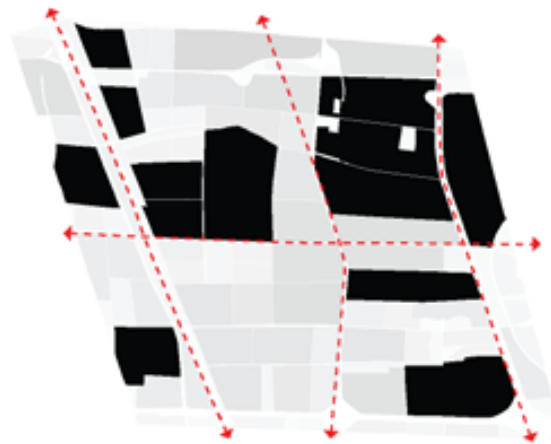
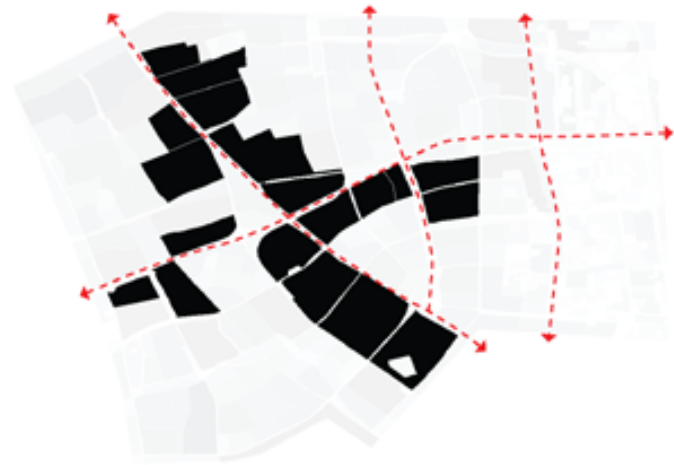


LARGER

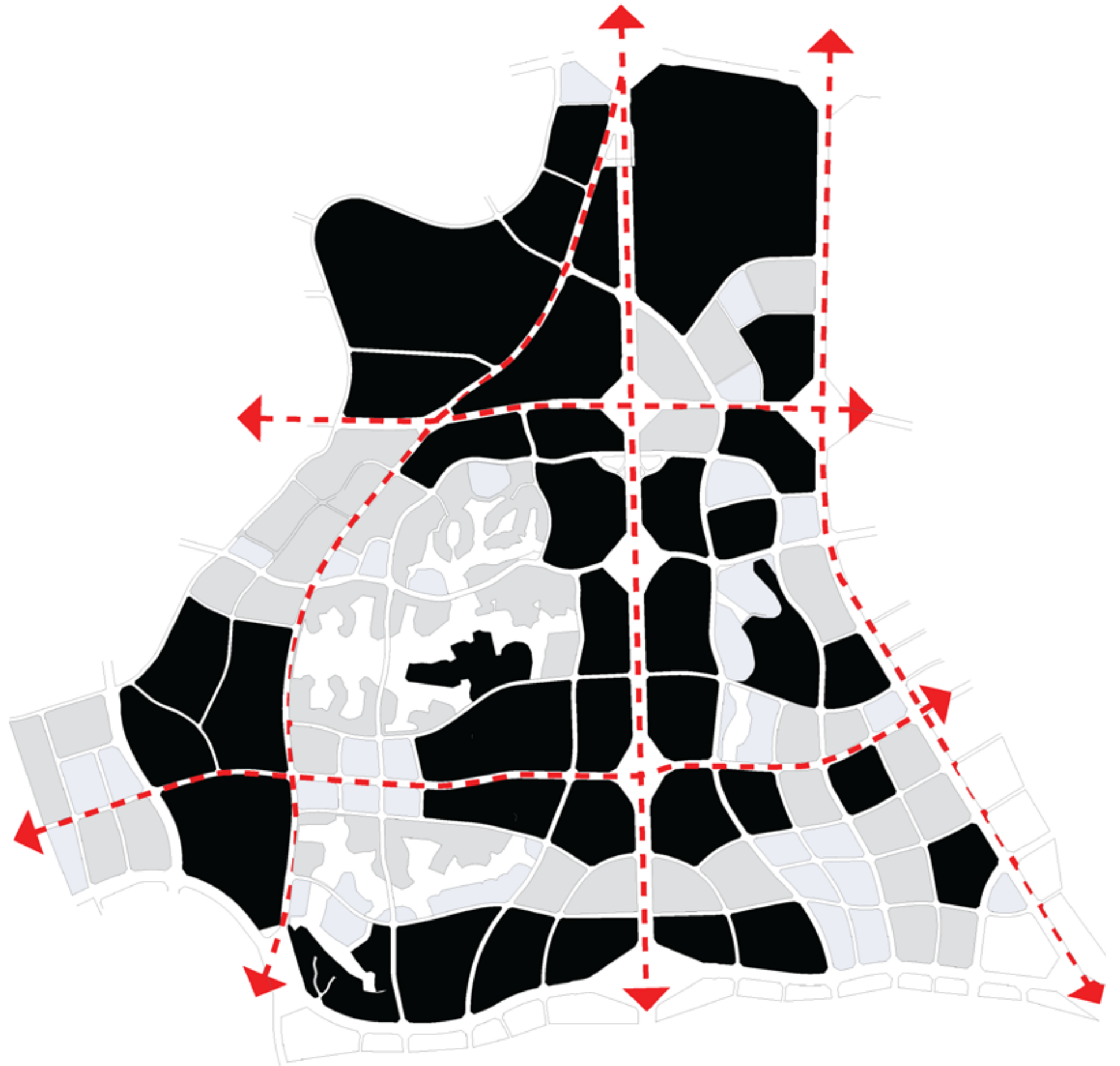


6.2. LUXLAKES

As it happens in the previous cases, Luxlakes has larger blocks adjacent to wider roads, the size and location of the blocks are always correlated with the type of street they are aligned to.

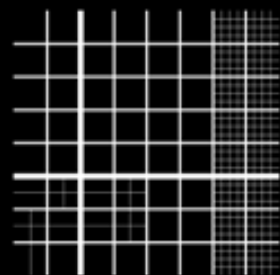


- BLOCKS WITH ONLY 1 COURTYARD
- HANGZHOU
- ZHENGZHOU
- CHENGDU

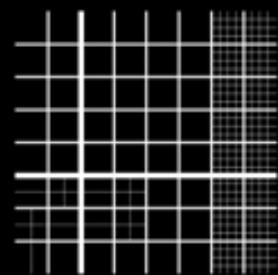


FINDINGS

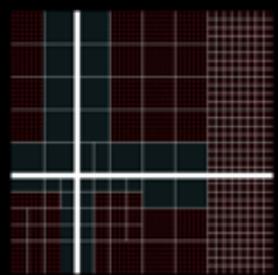
1.



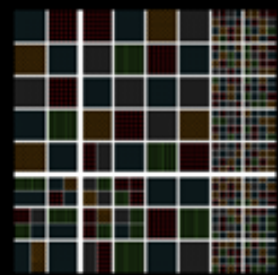
2.



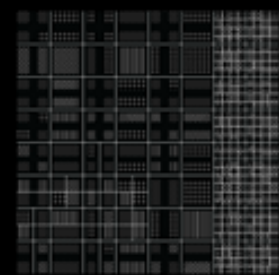
3.



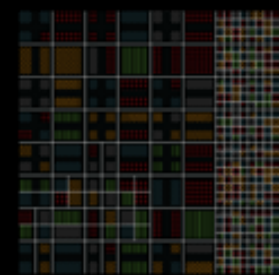
4.



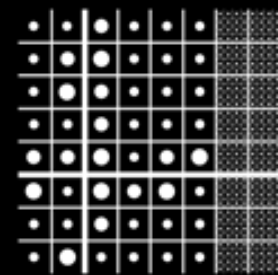
5.



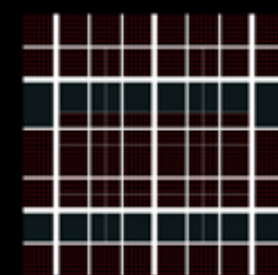
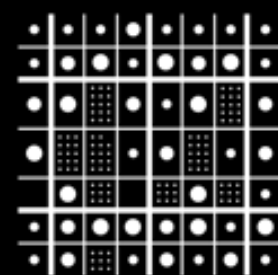
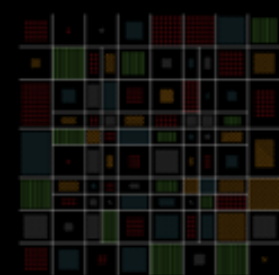
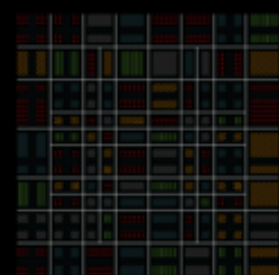
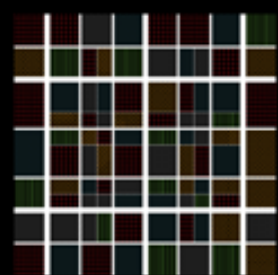
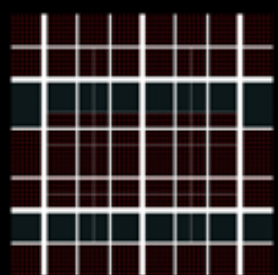
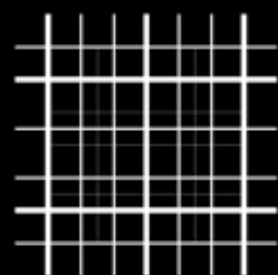
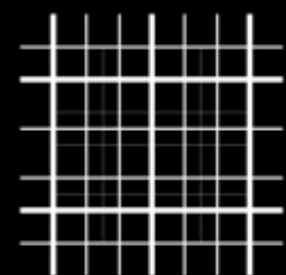
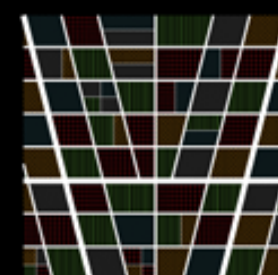
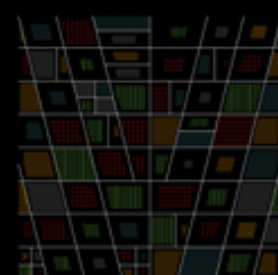
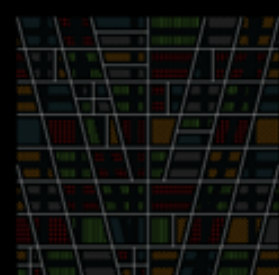
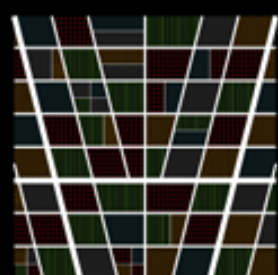
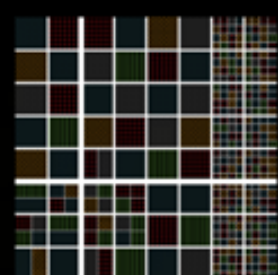
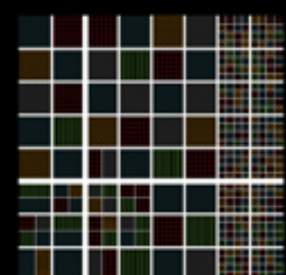
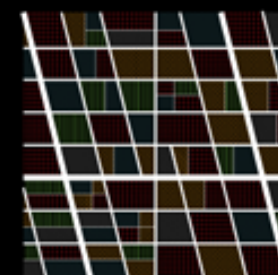
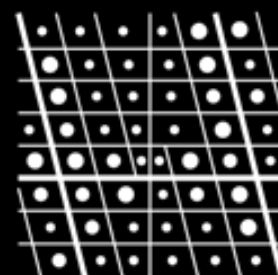
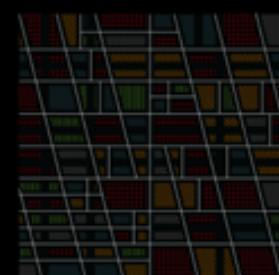
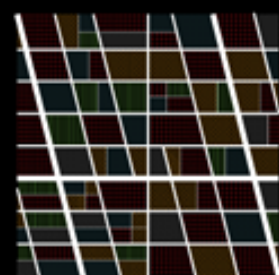
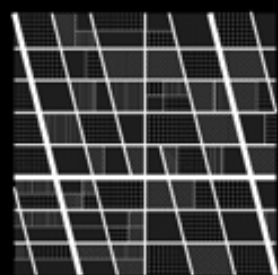
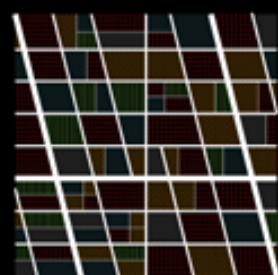
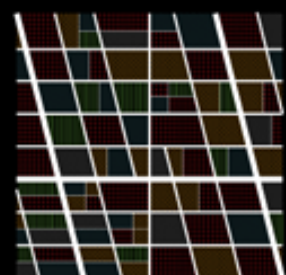
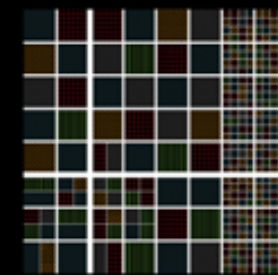
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6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN

In order to tackle the previously described problems of large-scale isolation in Chinese developments the project vision for a new Luxelakes will use as a framework Ernest Sternberg's study of "An Integrative Theory of Urban Design". On this article, Sternberg seeks to find a procedural theory in urban design, citing concepts as the non-commodification of space and organicism. Further, the author develops on four theories of what it could be considered good practices of urban design. These theories will be utilized as starting points to then propose further concepts, strategies on each of the four categories.

Good Form

Theory based on artistic and geometrical. Camillo Sitte in the nineteenth century and Edmund Bacon in the seventies base their studies on an anthropocentric perspective, arguing that public spaces should be based on visual perception, the scale of the body and the continuity of the experience.

Important concepts for Luxelakes Second Phase:

1. Public space: legible as a whole and as an entity
2. Proportion, and interlocking
3. Create interrelationships between public spaces

Legibility

Kevin Lynch advocates for the city's elements to be clearly identifiable to help residents orient, categorize and acquire a sense of security of its surroundings. In order to make the city more readable, its parts should constantly be differentiated among each other.

Important concepts for Luxelakes Second Phase:

1. Promote more "nodes": centers for intensive activities. Grid usually functions for this purpose, as they have a multiplicity of intersections.
2. Create identifiable neighborhoods and zones
3. Have both a clear vision of the entire development an entity and of the individual parts which respond to such vision. This entire vision includes diffusing the boundary between both phases.

Vitality

Jane Jacobs promotes street vitality as an essential need of a good city and, in order for these streets to be active, they must have several uses, densities and owners supporting each other. Jacobs advocated for organic forms of granular land use distribution, even when usually considered incompatible, this homogeneity would contribute to revitalize neighborhoods.

Important concepts for Luxelakes Second Phase:

1. Change the scale of the urban blocks and the development's grid, to make it more accessible and "user friendly"
2. Advocate for a wide variety of plot sizes and property tenure systems, this will attract plural and diverse neighbors. Tenures should include public structures, collective ownership, home ownership, land ownership, home renters, land renters, etc.
3. Have a flexible open master plan. Instead of trying to control and design every single development and plot, have clear guidelines open to promote a homogeneity on the architectures and infrastructures. Several forms of land tenure (see point 2) require adaptative masterplans which can be contested and discussed among the property owners, small developers.
4. Test programming. Multiplicity of land uses will help the city development to adapt through time as the inhabitants will constantly validate the uses they may need and validate, building up in time, a strong cohesive urban, environmental and social tissue.
5. Explore other housing densities and typologies. Make the zoning and inclusive processes in which landowners and developers, designers and experts are welcome to argue in favor or against high-rises, multifamily buildings, single family homes or any other density in between.
6. Empower the community. Engage users to build and communicate to the developers their own opinion, in the end their input could serve to validate the user experience and to plan for future developments. The projects being developed by Thad, Fei, Cloe and Cat advocate for community participation, input and

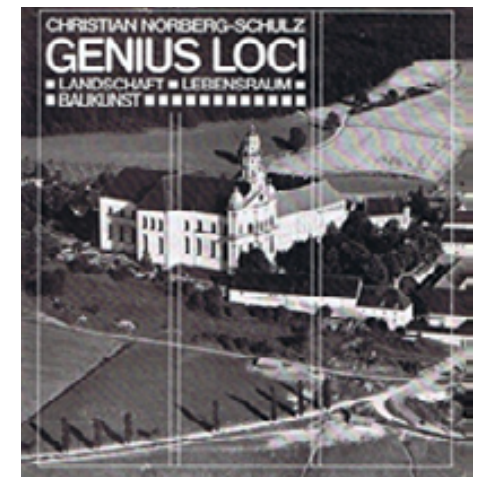
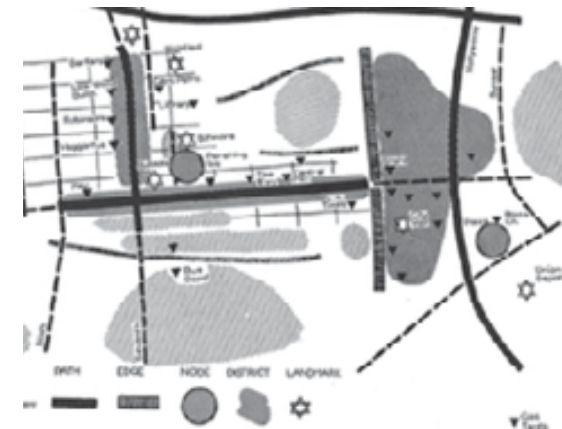
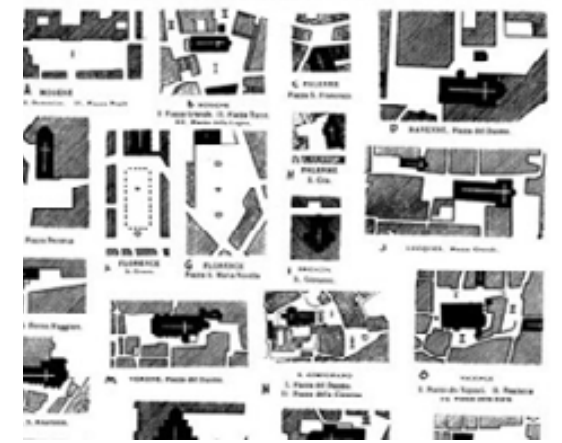
experience, but it is important to reflect these values in physical, architectural spaces.

Meaning

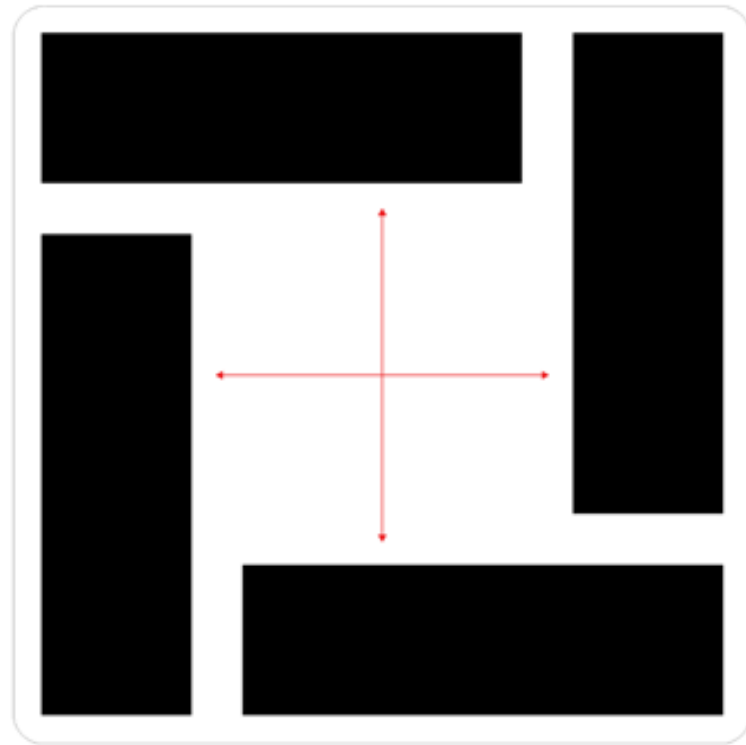
Norbert-Schultz, develops on Heidegger and Geddes studies, describes how every place has its own identity or spirit, created by first inhabitants and their relationship with broader natural forces. Both Norbert-Shultz and Geddes propose that urban designers should work with several layers of rooted cultural and historic aspects avoiding the generic, repetition or sterility.

Important concepts for Luxelakes Second Phase:

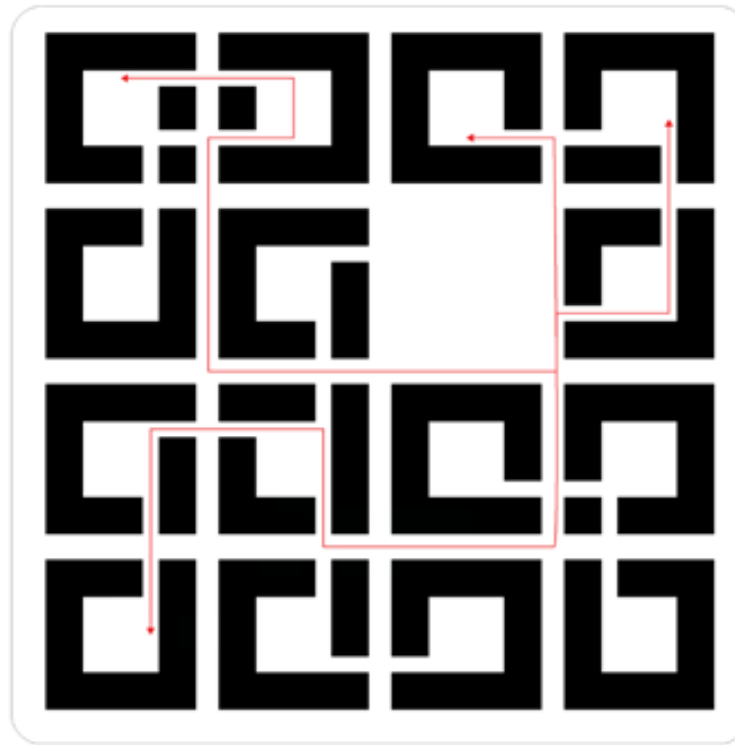
1. Recover regional identities. Whether its building materials, environment and ecology/flora and fauna, sociocultural activities: let Luxelakes speak not only as a vision of the future but also acknowledging the vast cultural identity of Chengdu and China. Eve's project on "Novel Ecologies" aspires to recover ecological heritage with a contemporary perspective.
2. Hire regional designers: while international studios bring expertise and marketing to the development, regional architects, urban planners and designers will advocate to reflect Central Chinese values and will bring an inside perspective. Promoting associations between large-international offices and young-regional studios would get the best of both scenarios.



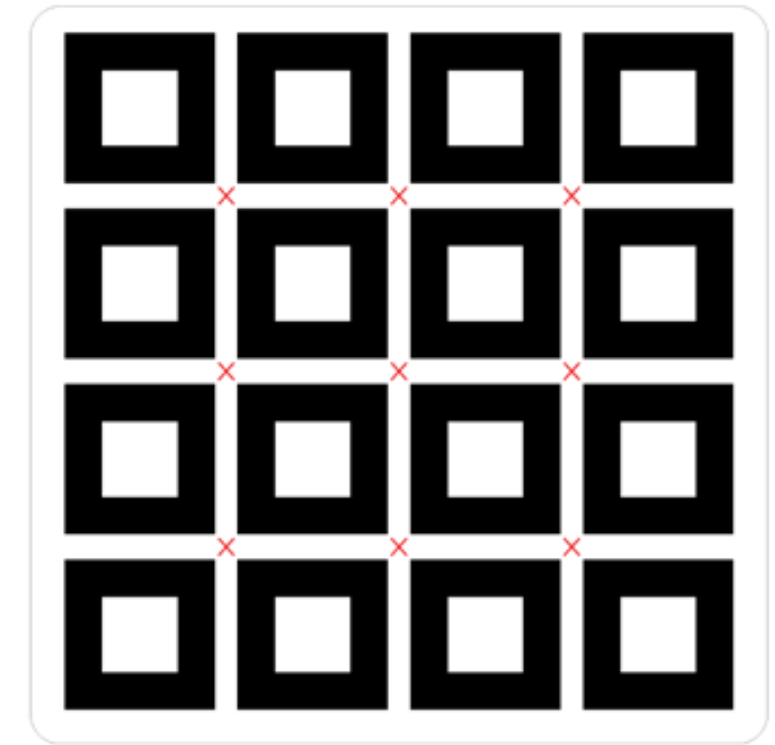
6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN



1. Public space: legible as a whole and as an entity



2. Proportion and interlocking create interrelationships between public spaces



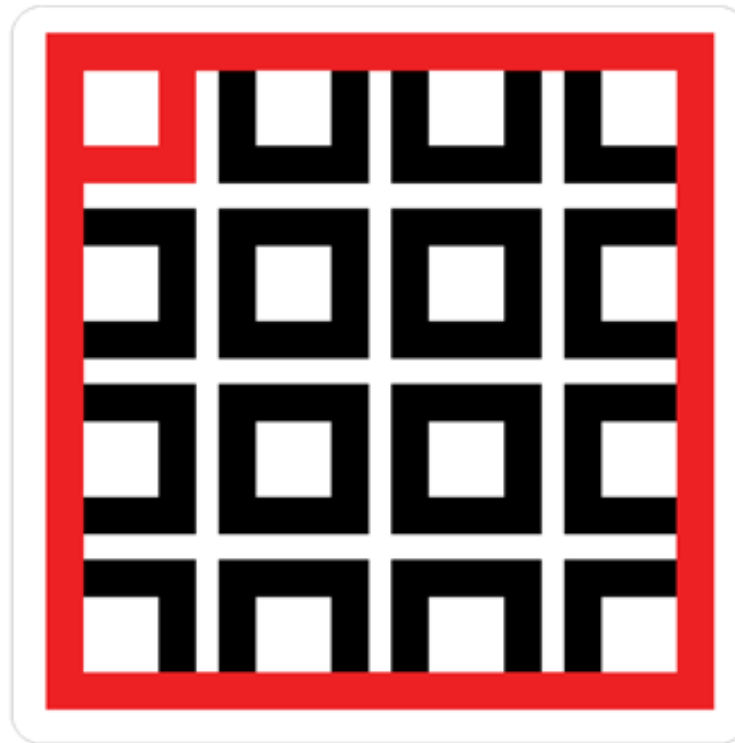
3. Promote more “nodes”: centers for intensive activities. Smaller grids usually function for this purpose, as they have a multiplicity of intersections.



6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN



4. Create identifiable neighborhoods and zones.



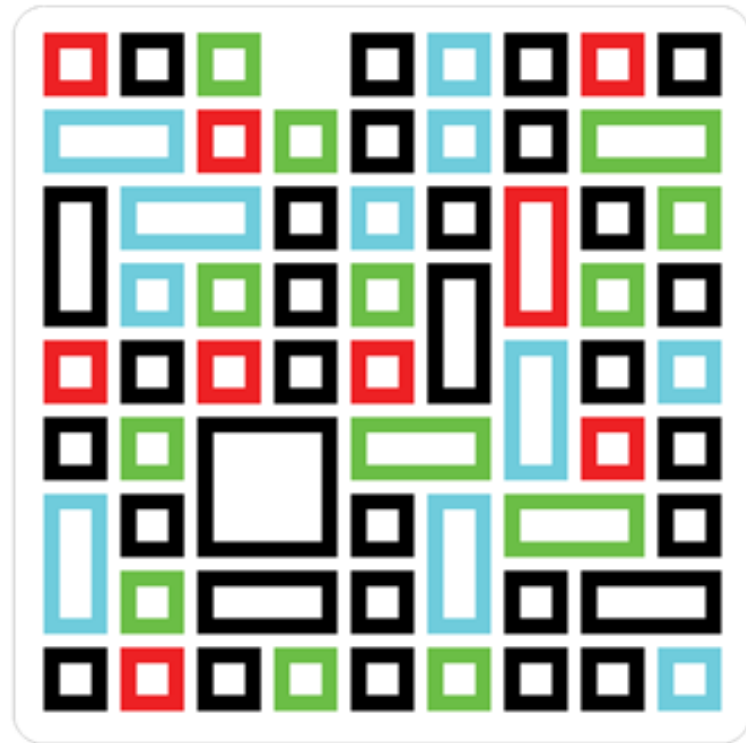
5. Have both a clear vision of the entire development as an entity and of the individual parts which respond to such vision.



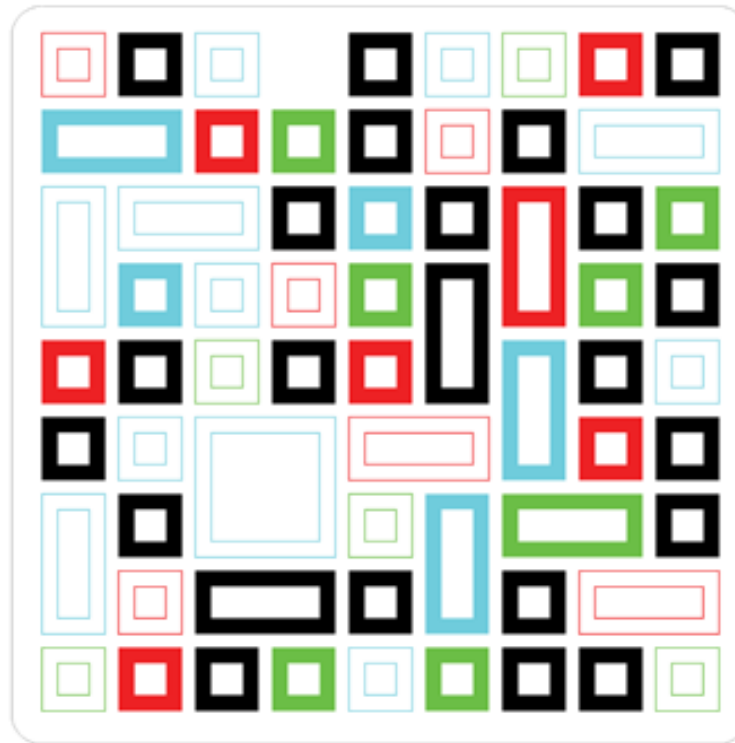
6. Change the scale of the urban blocks and the development's grid.



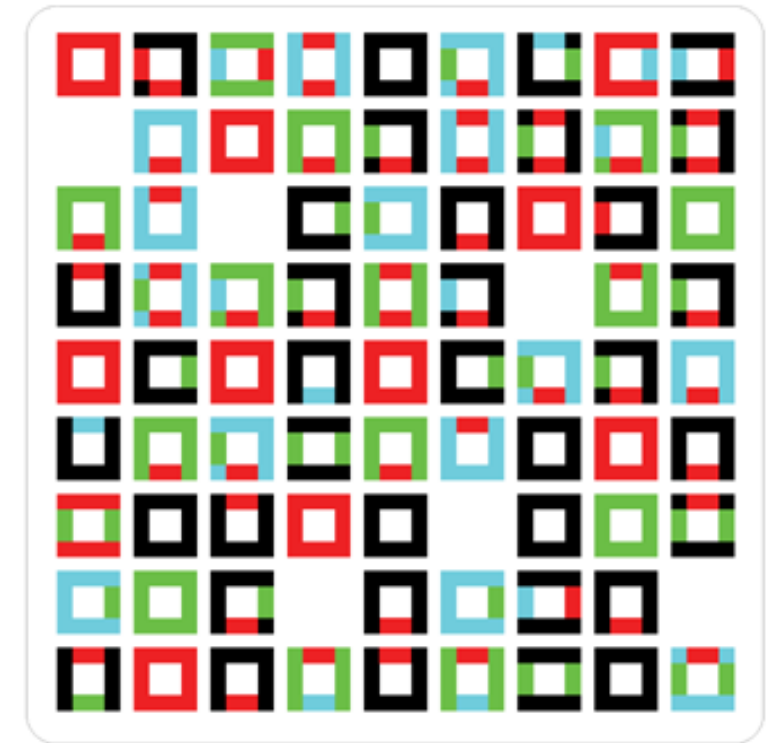
6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN



7. Advocate for a wide variety of plot sizes and property tenure systems



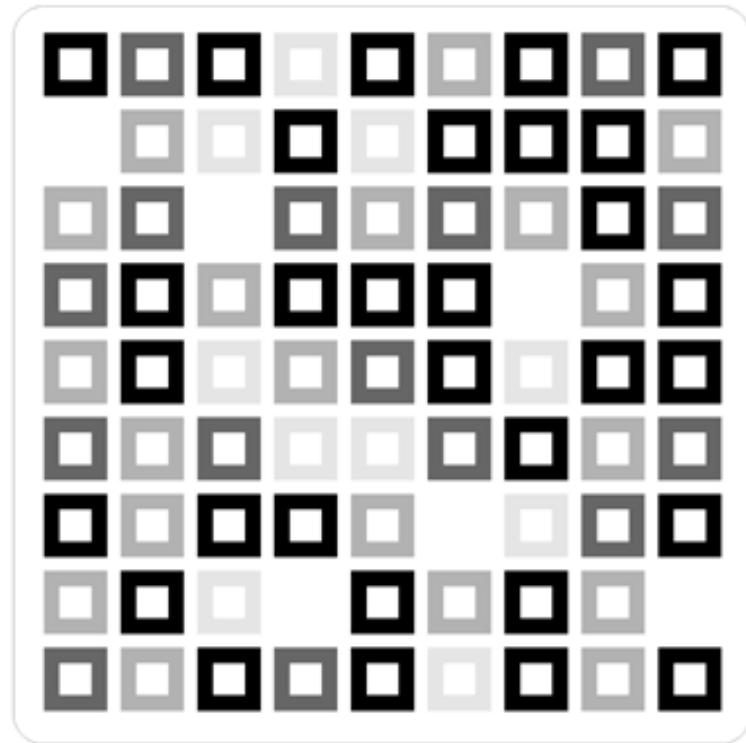
8. Have a flexible open master plan.



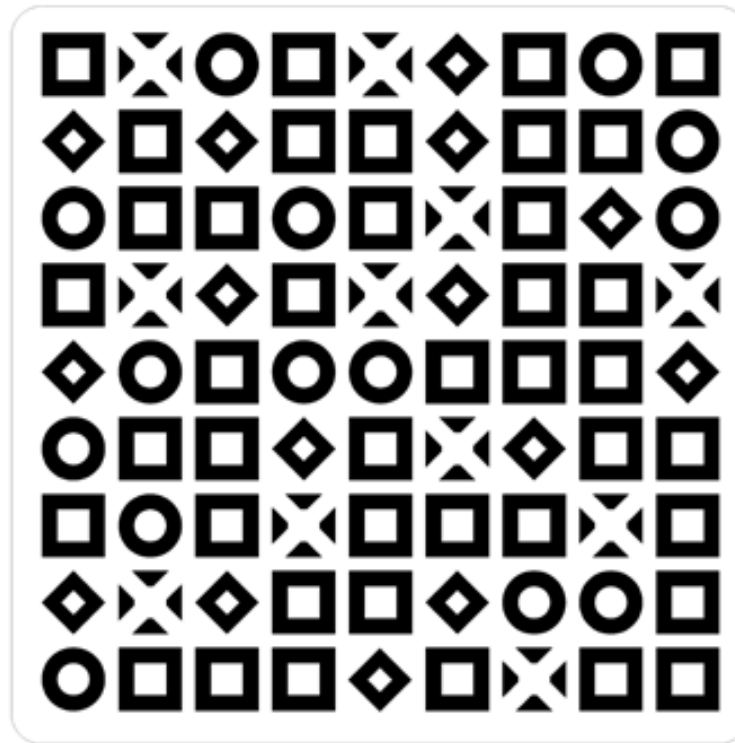
9. Test programming. Multiplicity of land uses



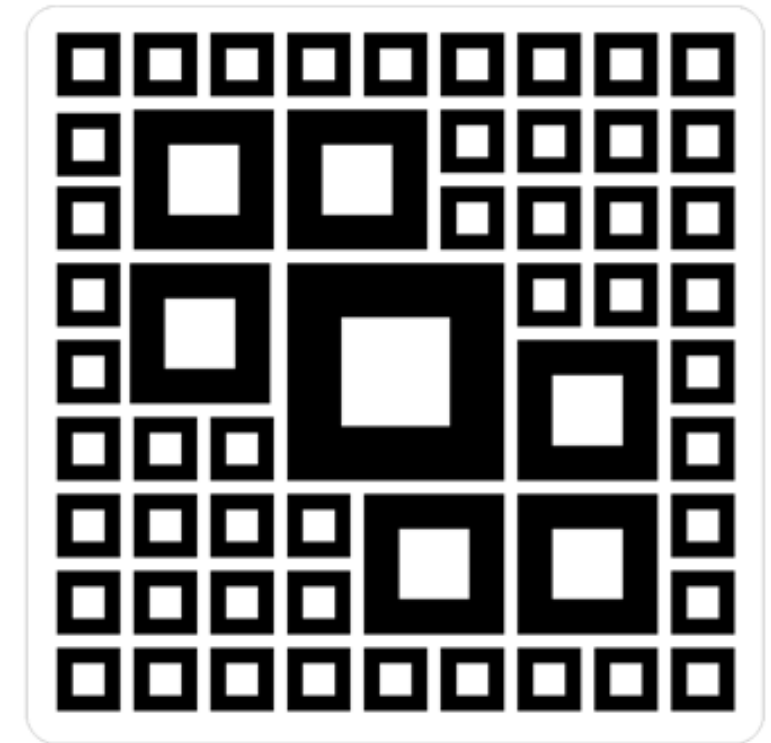
6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN



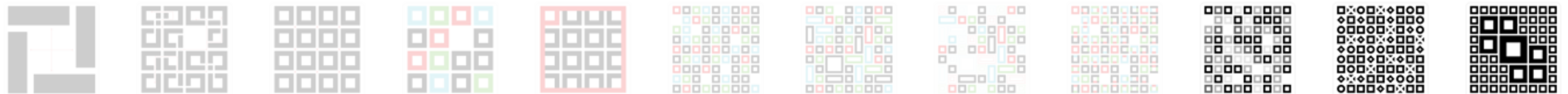
10. Explore other housing densities and typologies



11. Recover regional identities such as building techniques and typologies, and ecology/flora and fauna and sociocultural activities

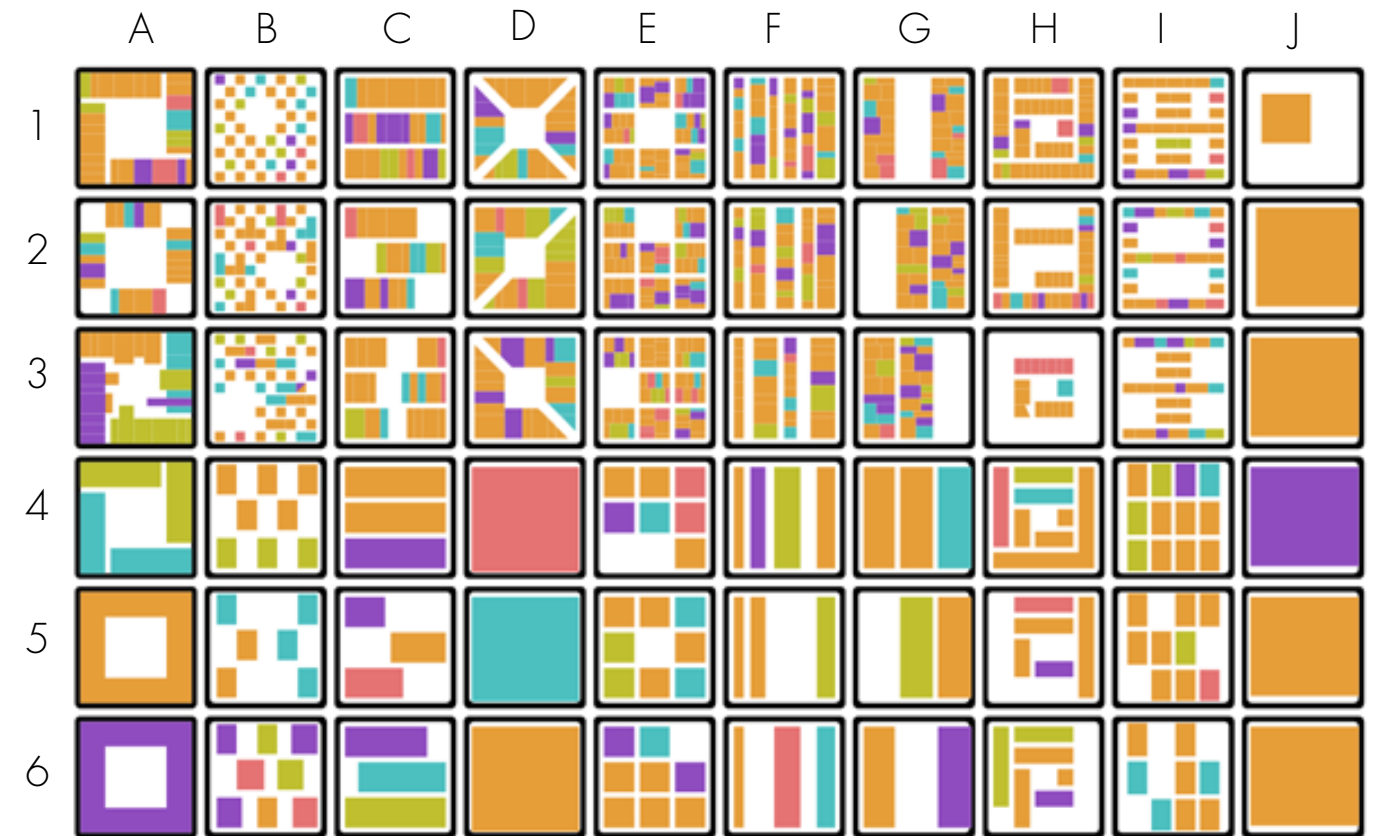
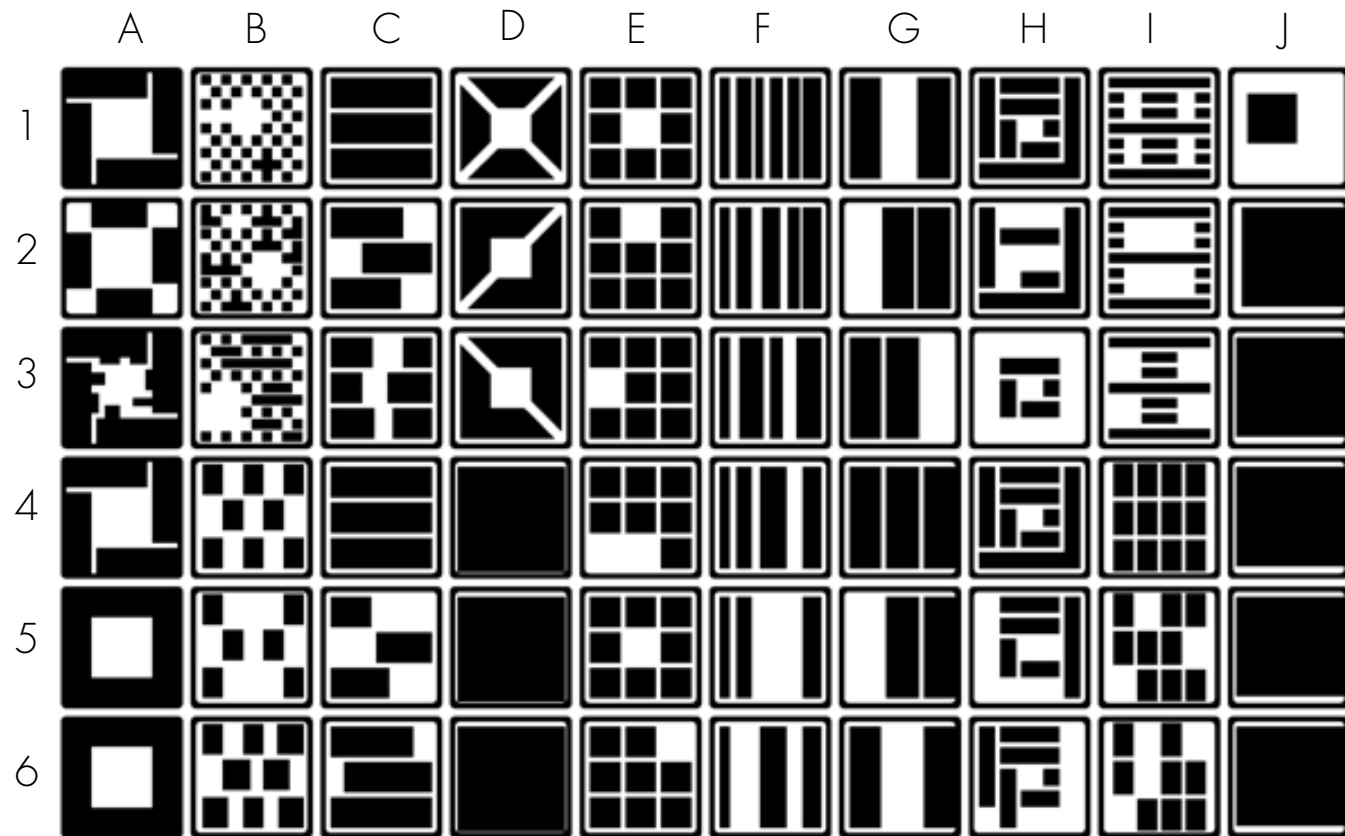
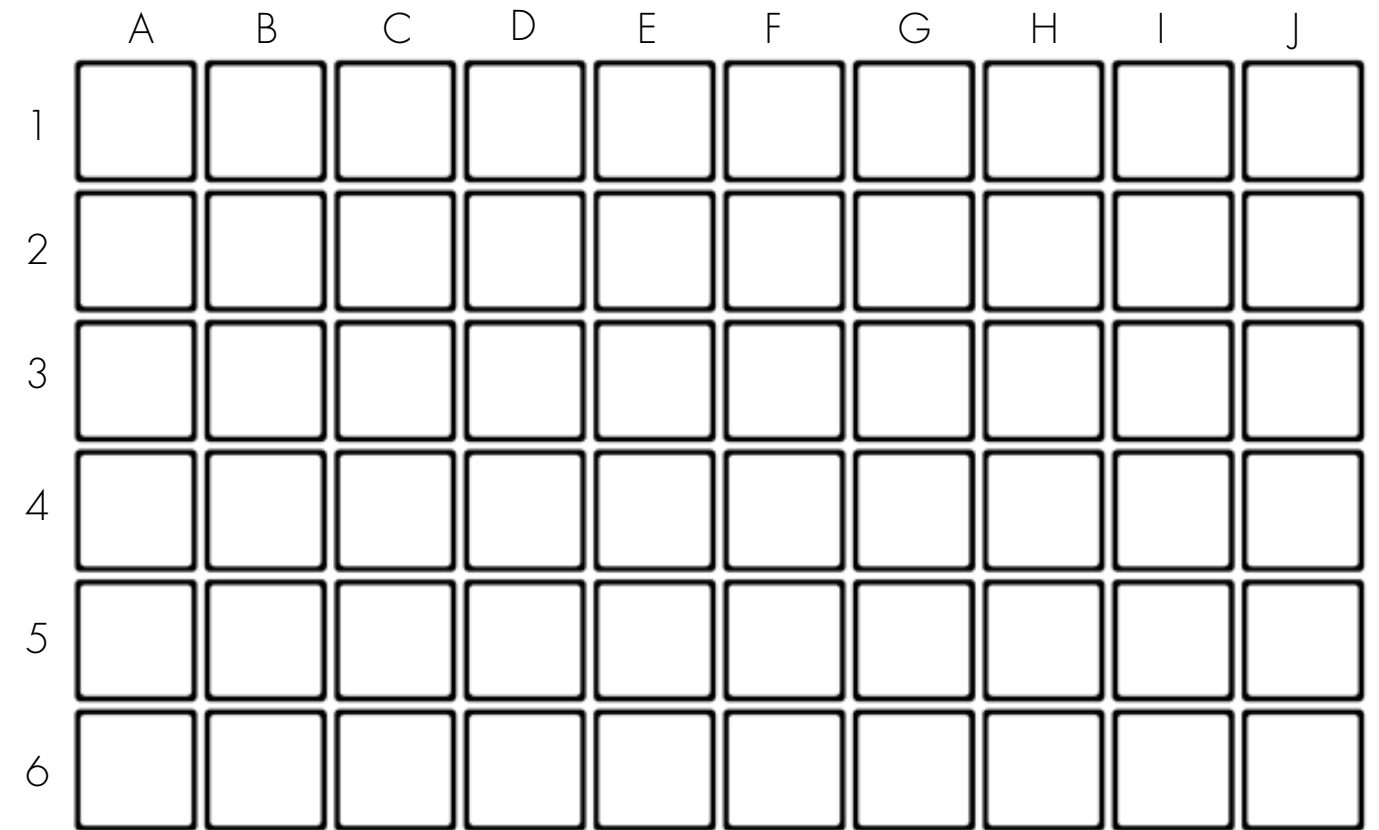


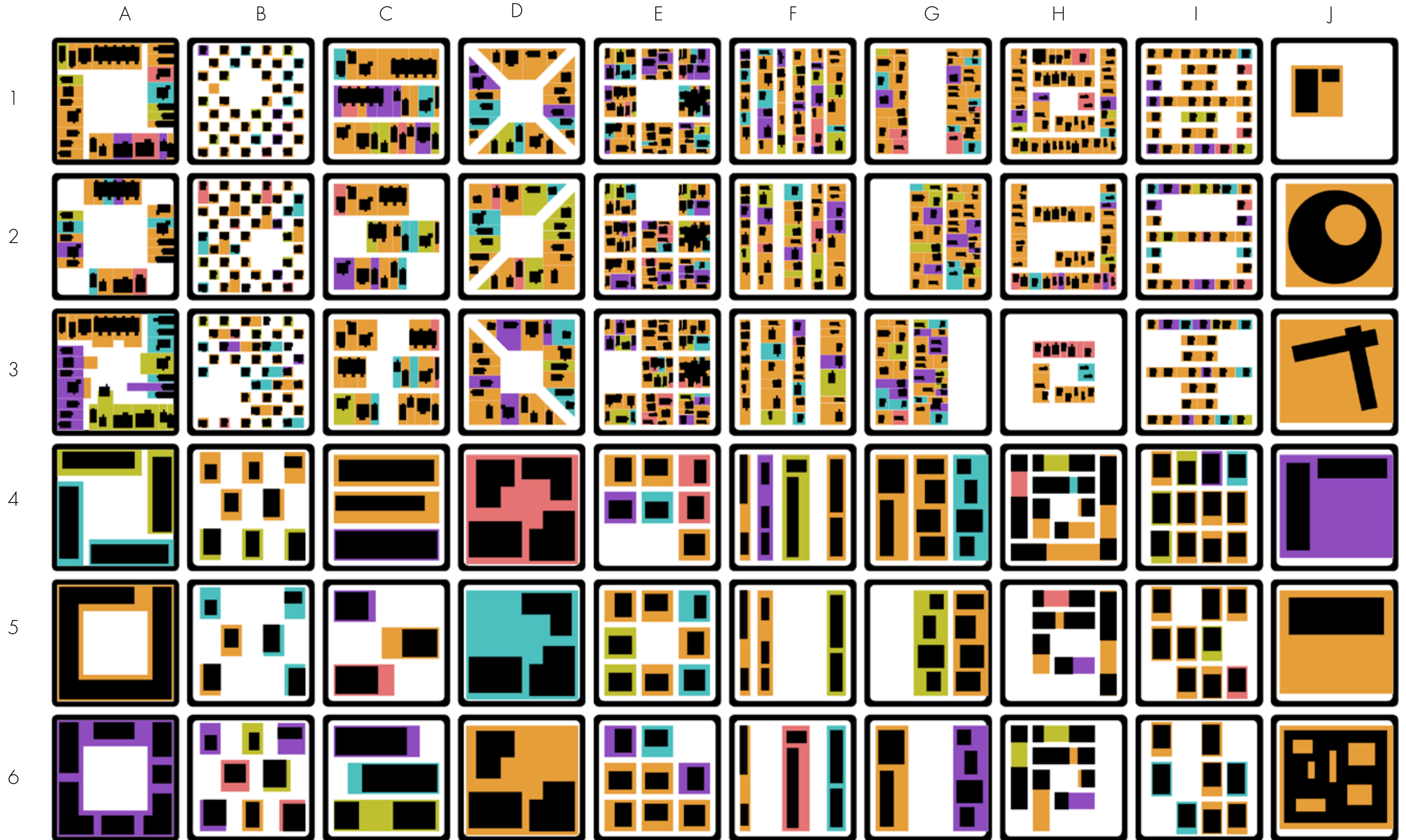
12. Adaptable, scalable, flexible forms for different geographic conditions



6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN

Those strategies are now spatialized on a 120m x 120m block size, which is the block area used by Idelfonso Cerda for the Ensanche of Barcelona. It is important to note that this dimensioning serves only as an example of a block which has proven to be successful, however other forms or dimensions should be explored or developed as well. From the previous twelve strategies we could formulate a wide range of forms, landuses, densities and structures for vibrant and active urban landscapes.

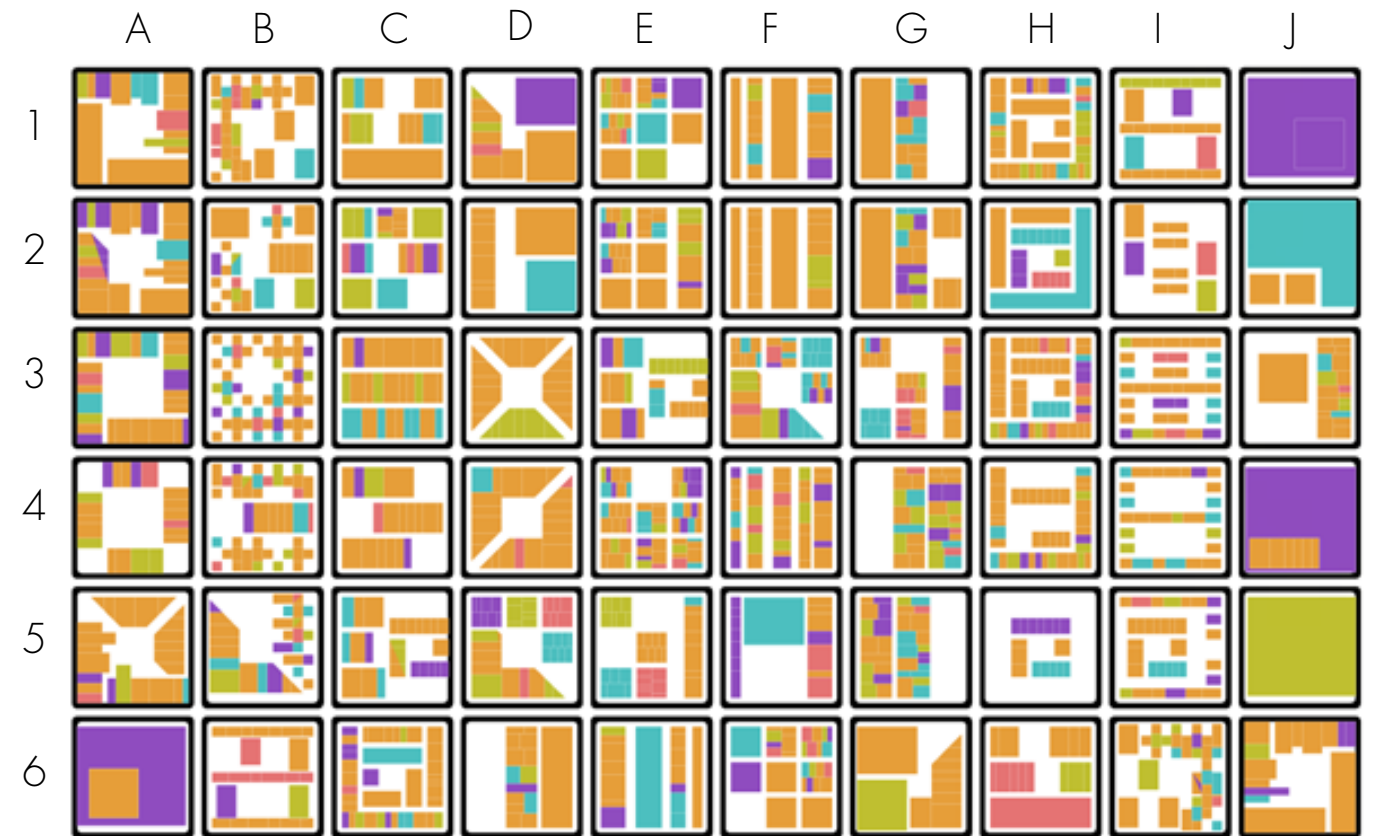
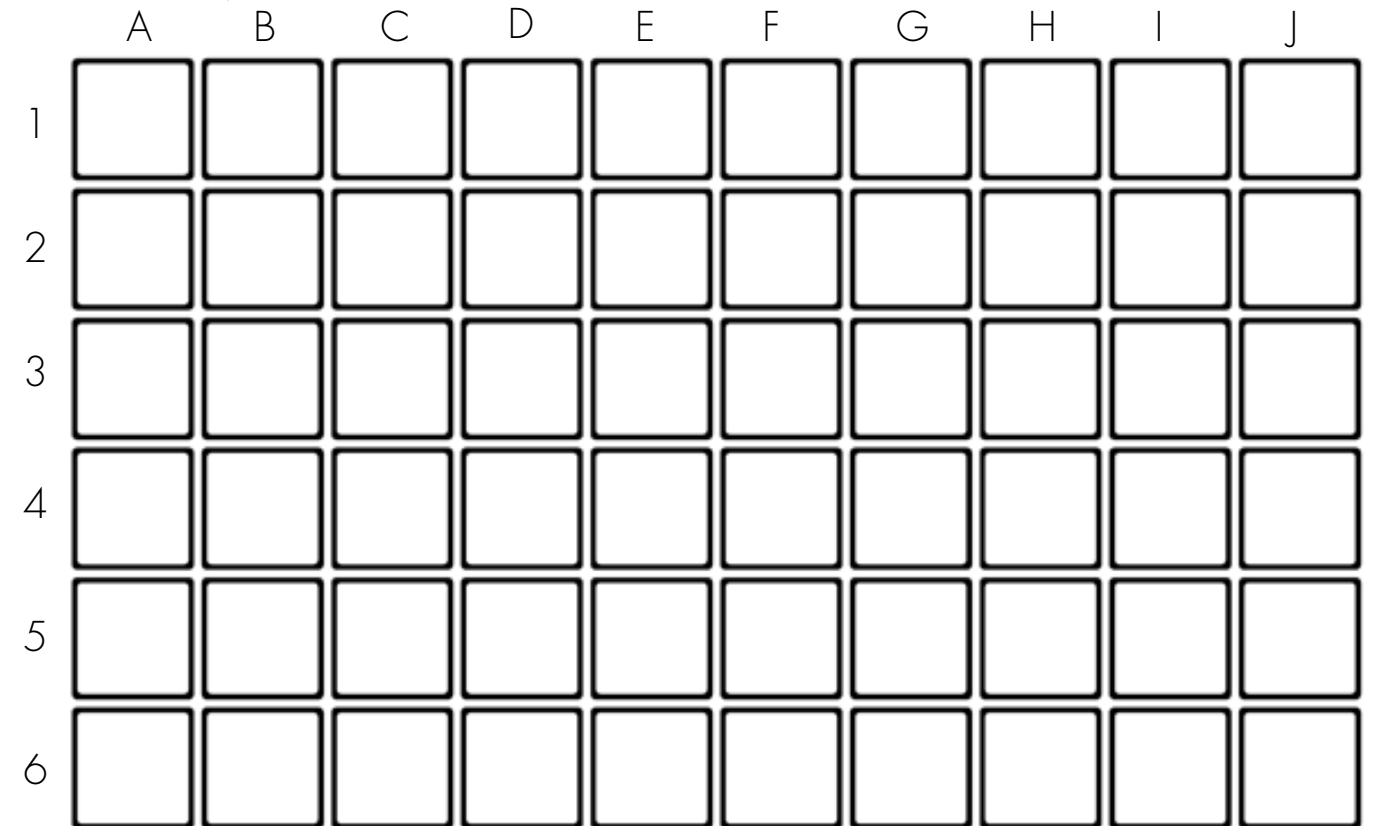
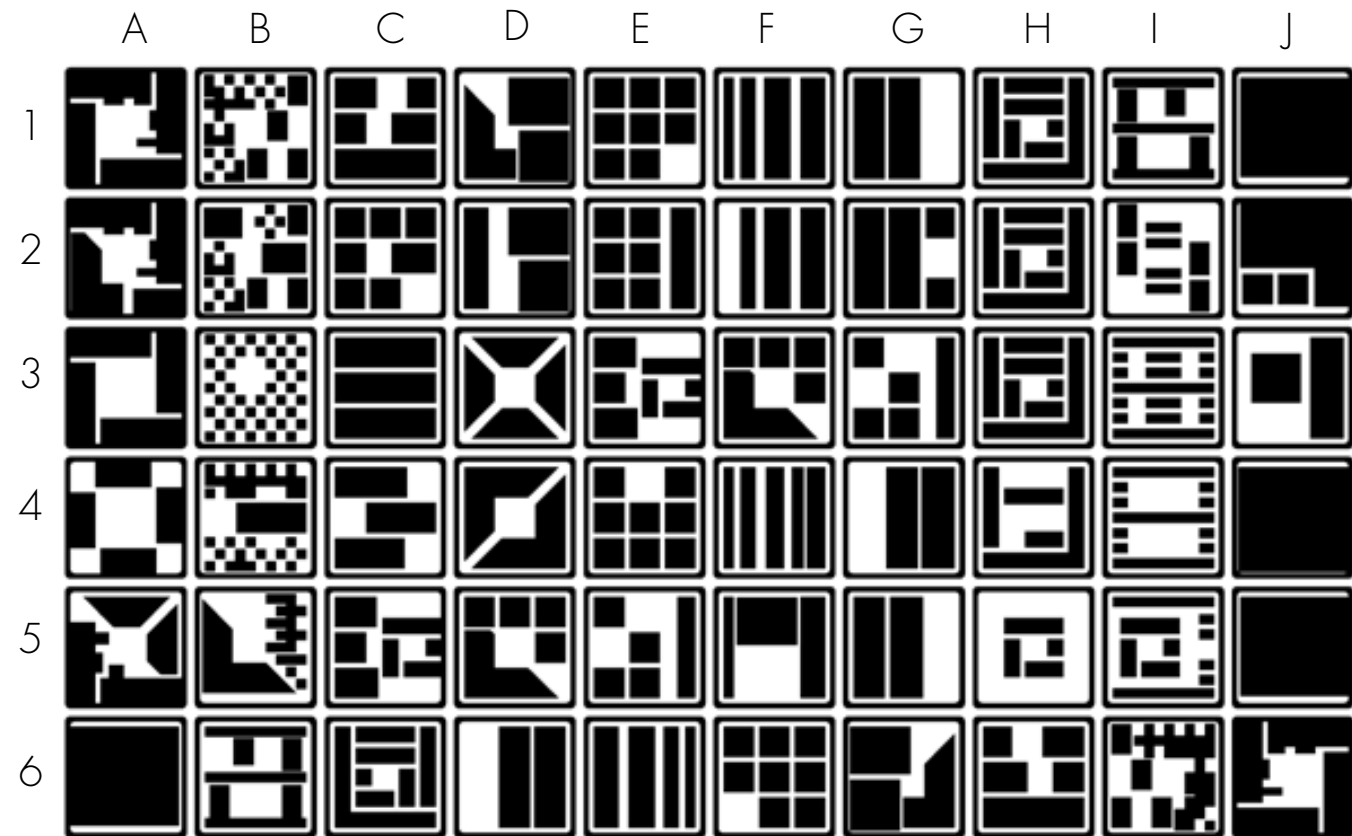


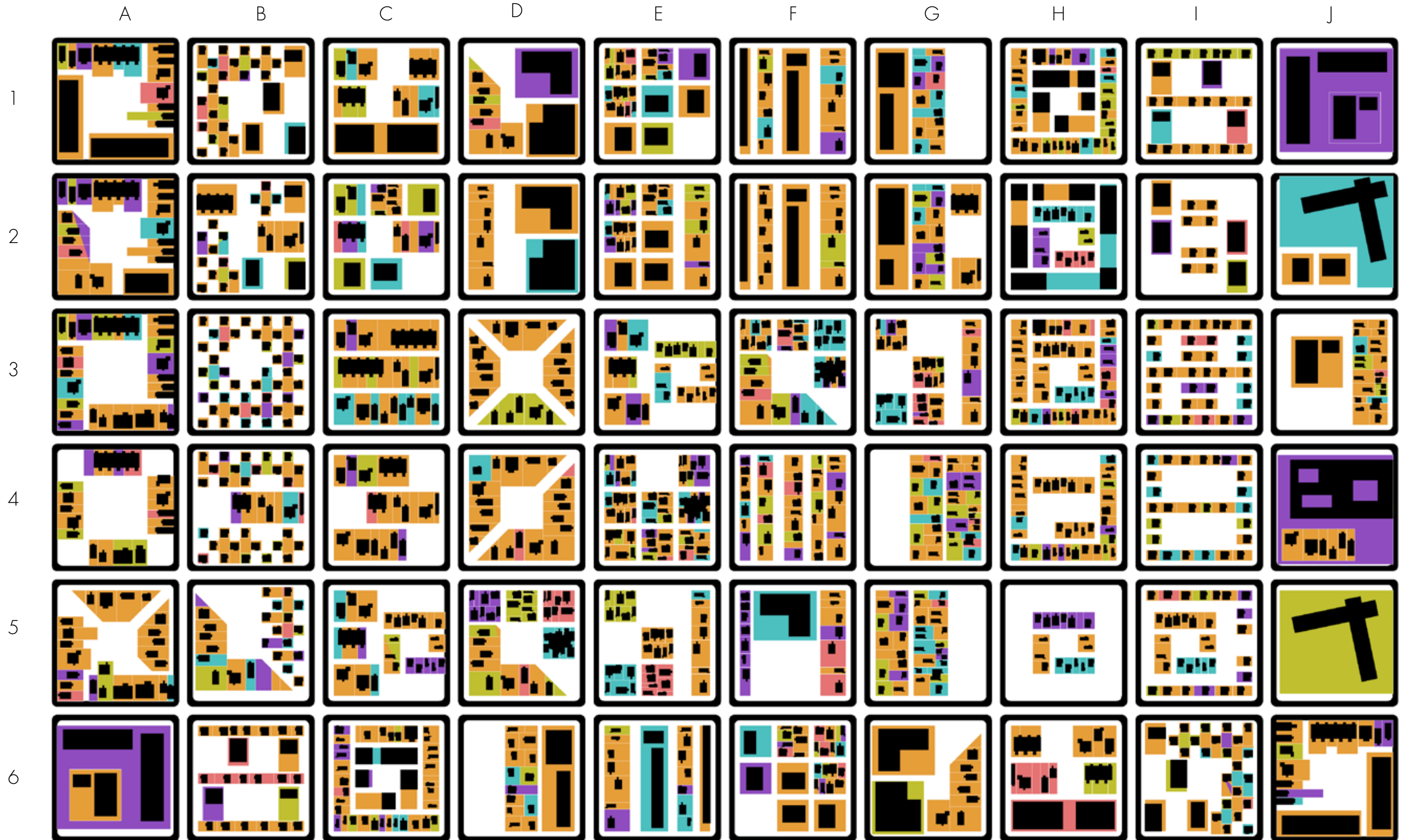


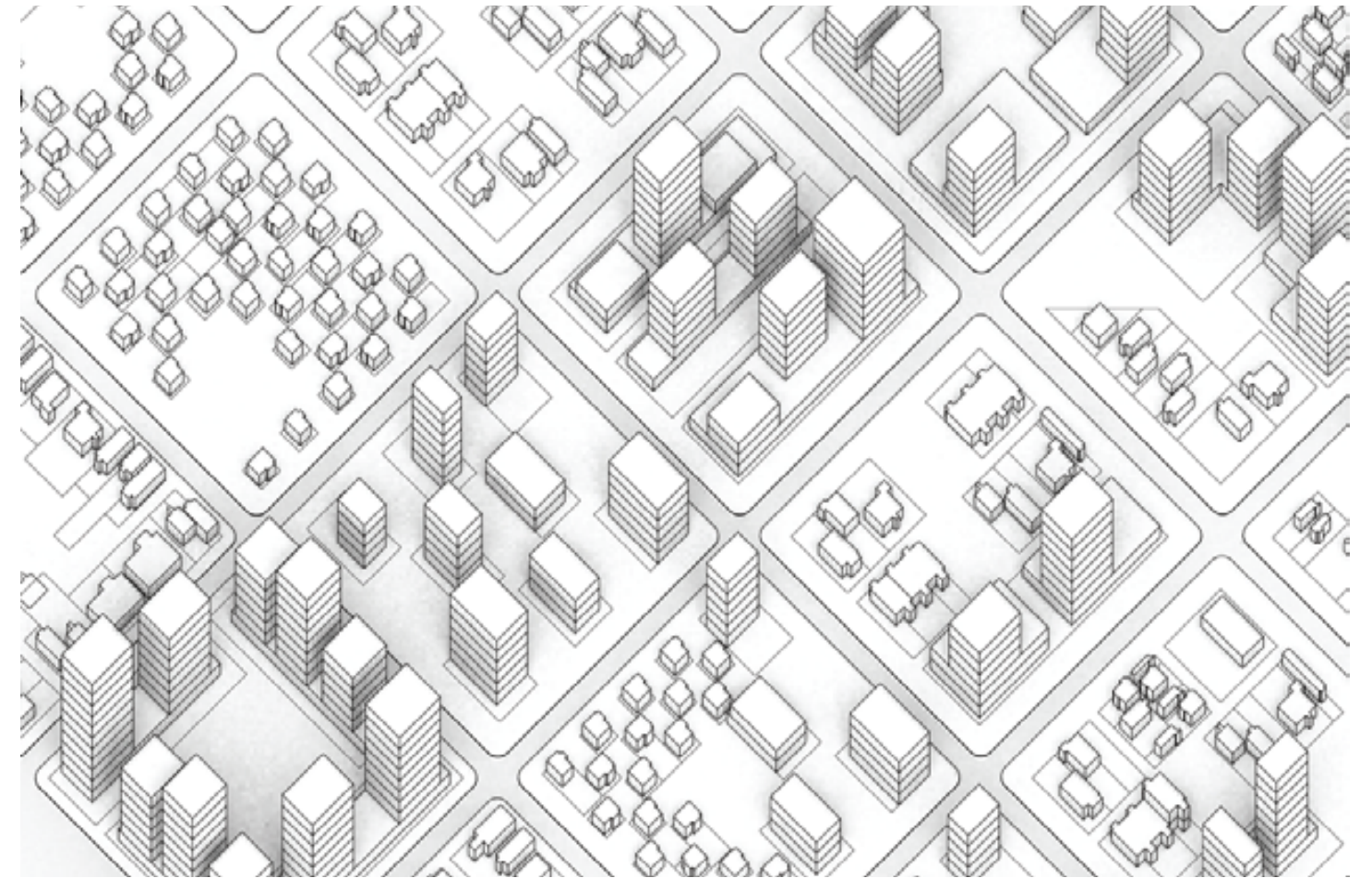
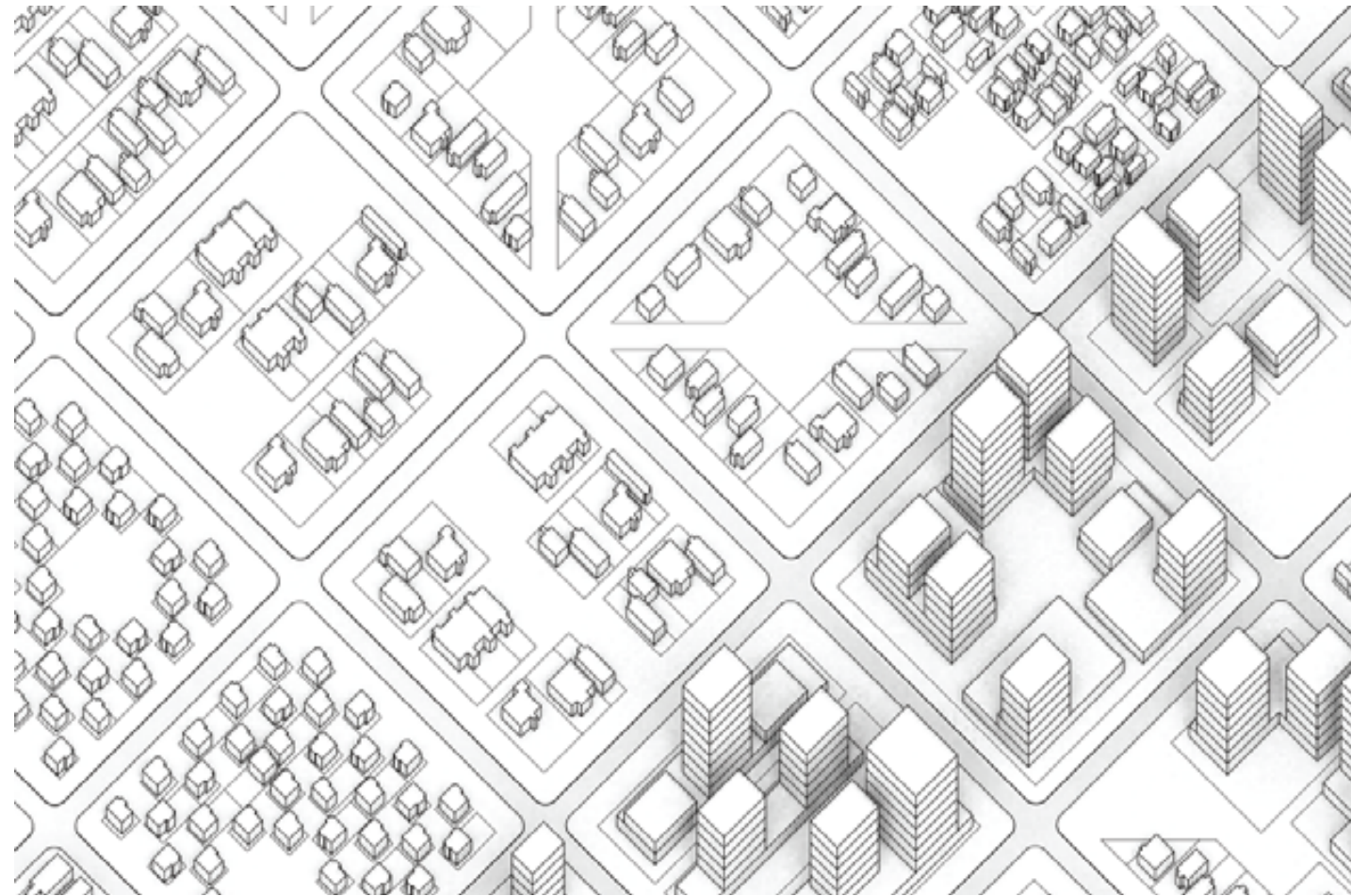
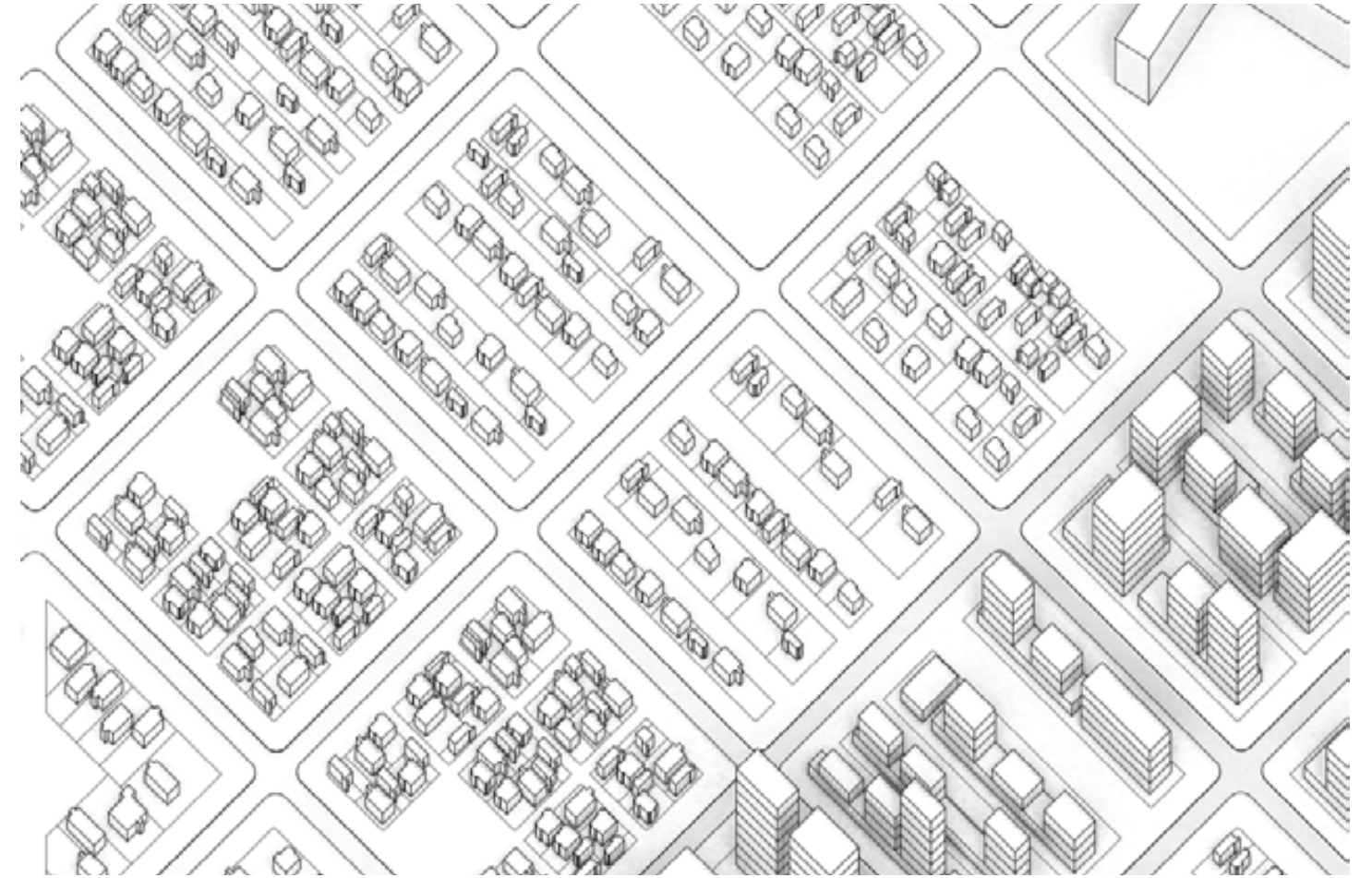
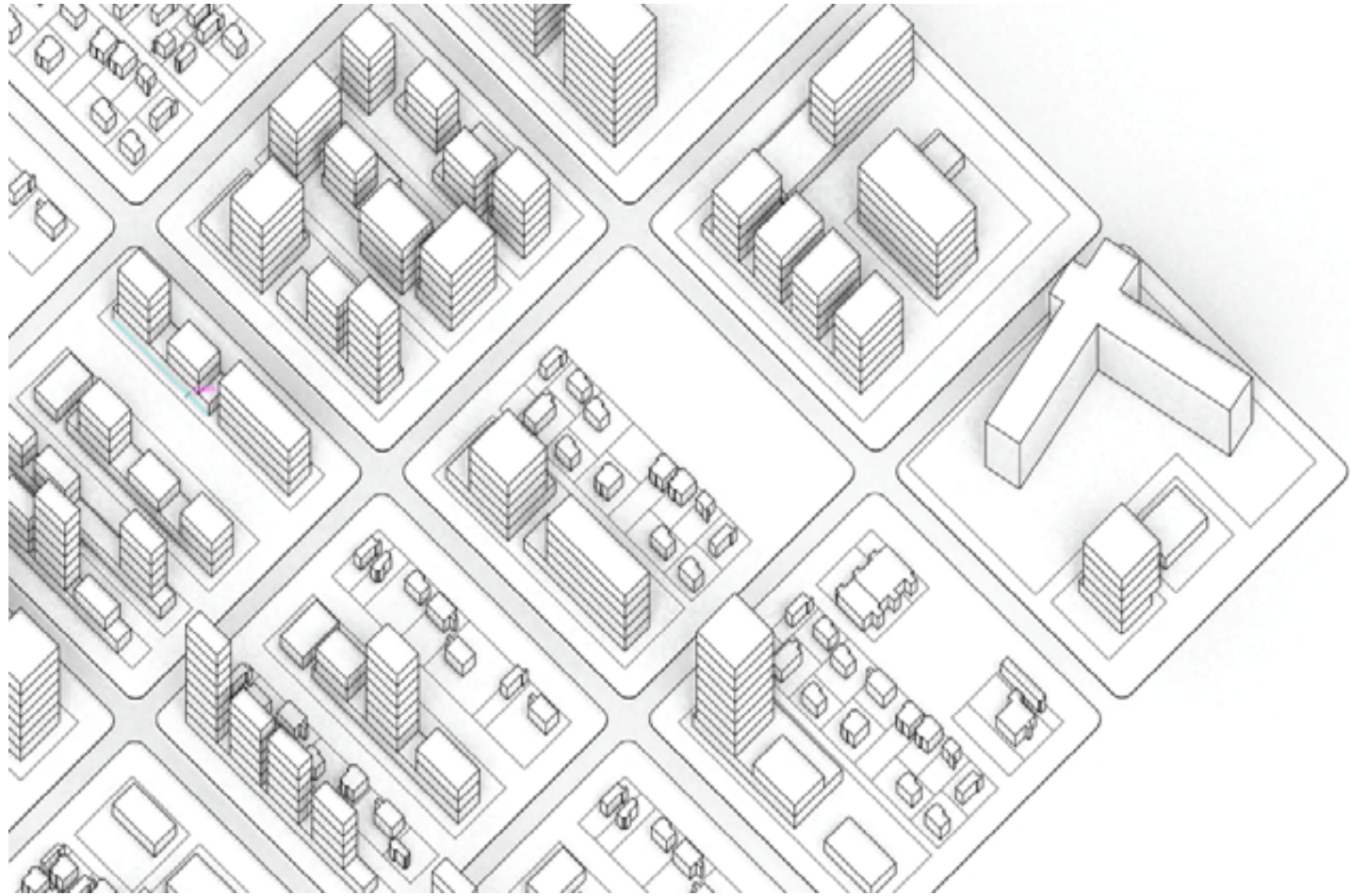
6.3. TOWARDS AN INTEGRATIVE URBAN DESIGN

COMBINATIONS AND HETEROGENEITY

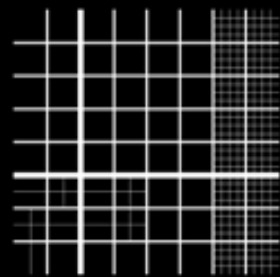
When these parameters are combined and intersected, we can find that by starting with four theories which then result in twelve strategies, a wide range of urban layouts could be tested and implemented in an attempt to mitigate isolation, emptiness and exclusion. Varieties of forms, several compatible landuses, densities, heterogeneity in scales, integration of the community and local knowledge, will turn empty public spaces and streets into vibrant, inclusive neighborhoods.



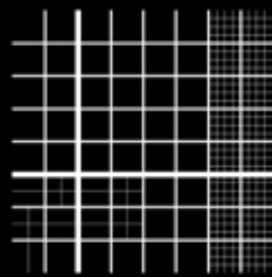




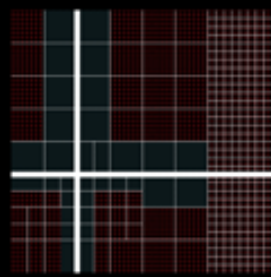
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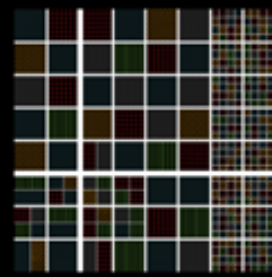
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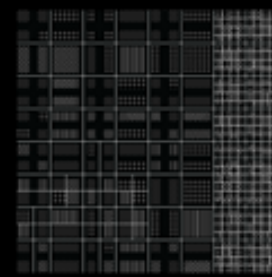
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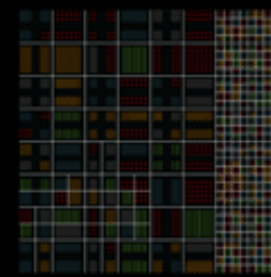
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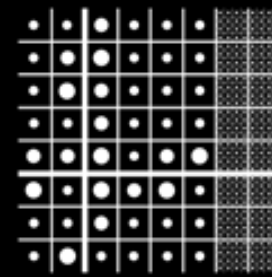
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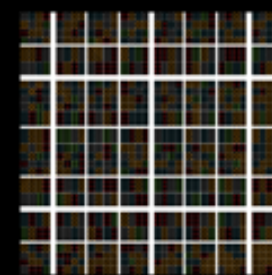
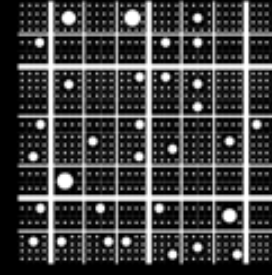
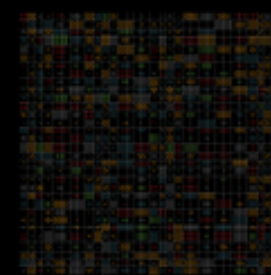
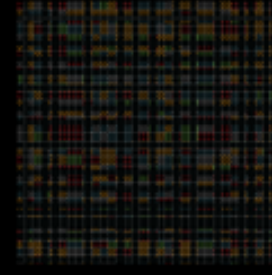
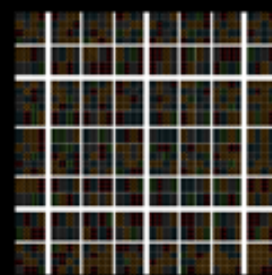
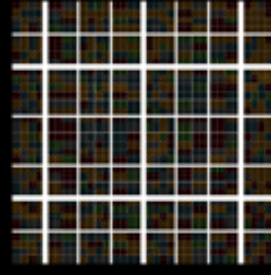
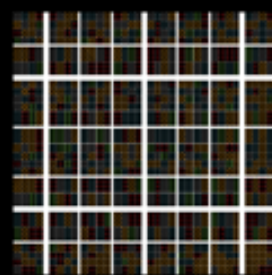
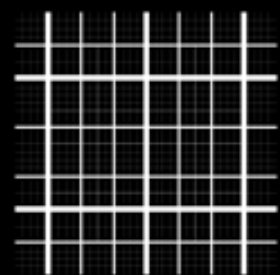
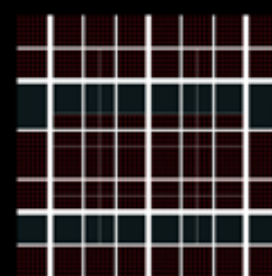
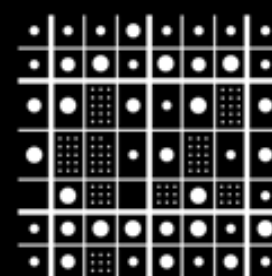
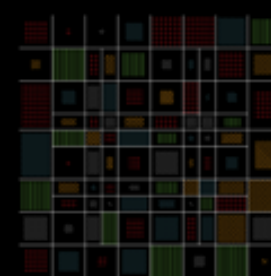
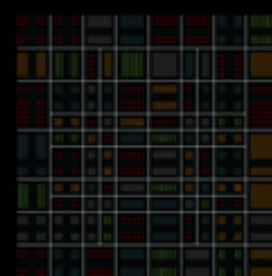
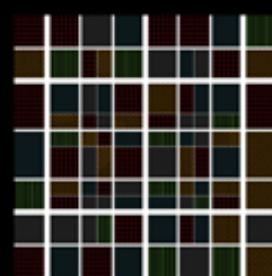
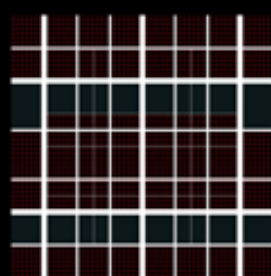
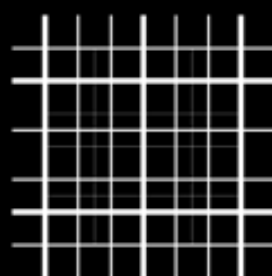
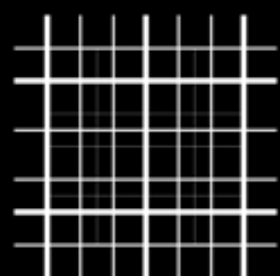
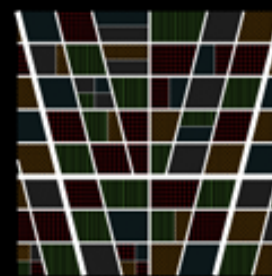
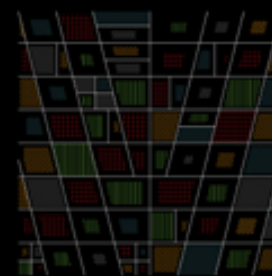
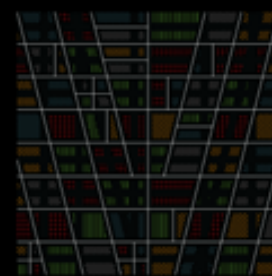
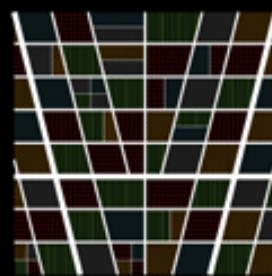
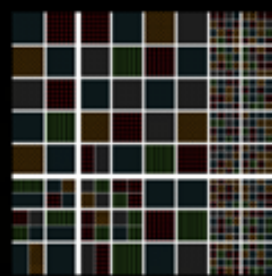
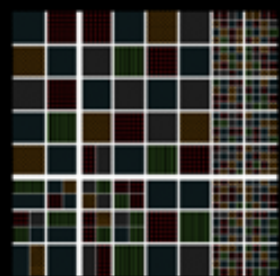
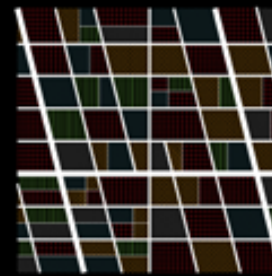
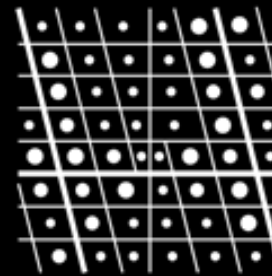
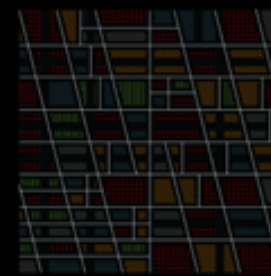
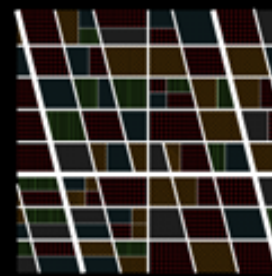
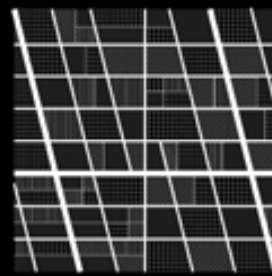
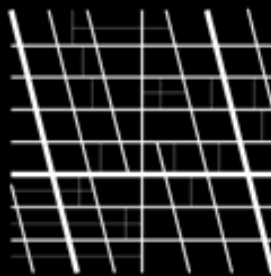
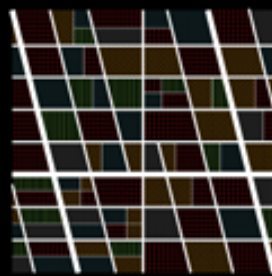
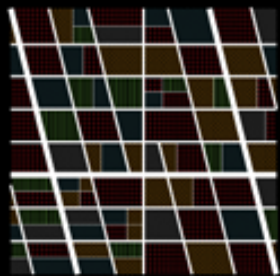
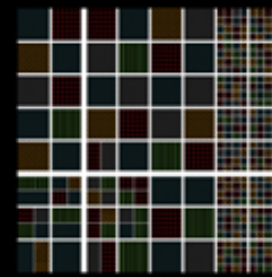
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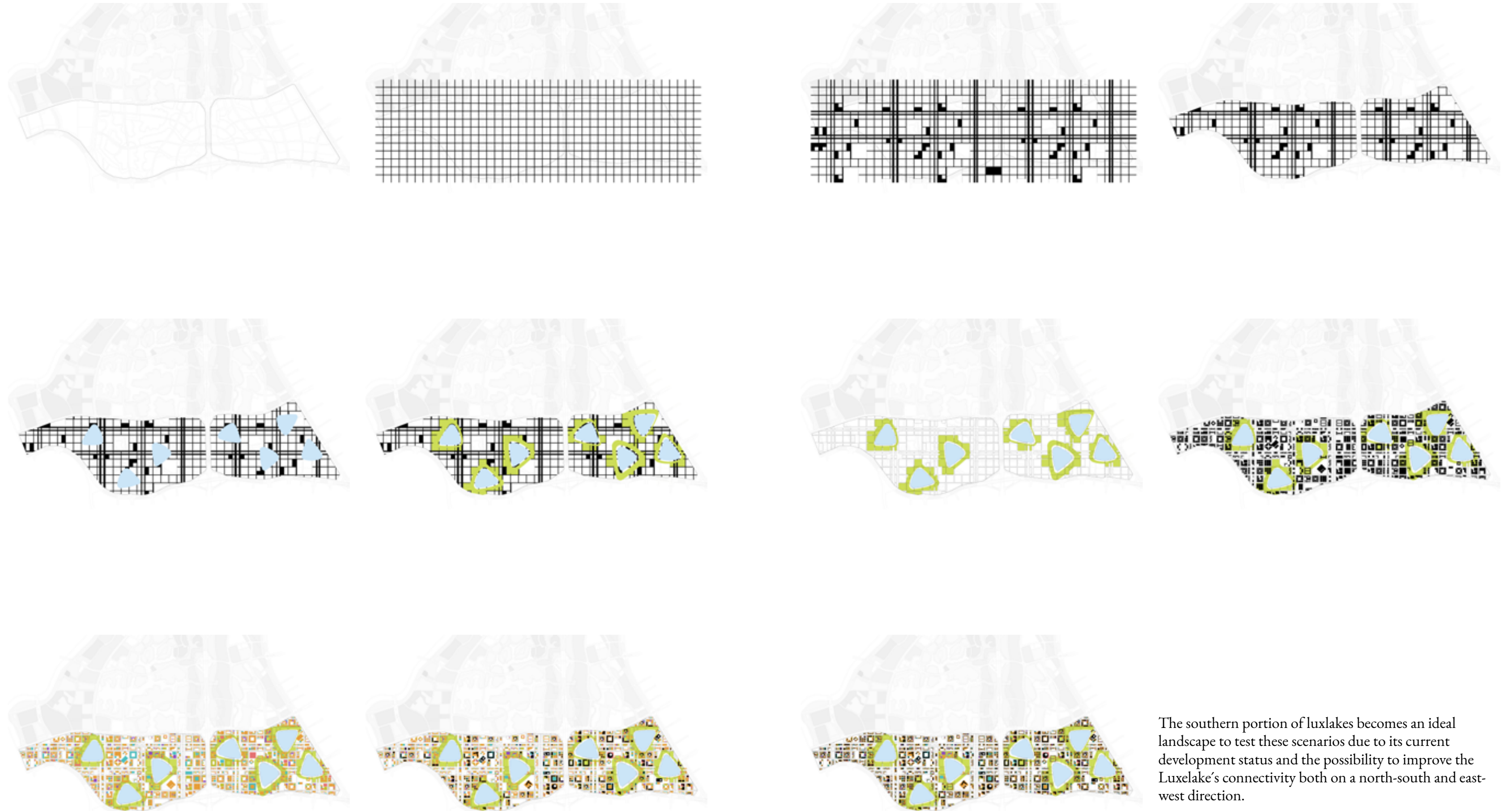


7. DESIGN REFORM AND CONCLUSIONS

It becomes relevant to note that for the project of the second phase of Luxelakes will only provide a single vision reflecting the considered and studied relevant values the future of large-scale developments. However, what prevails above such proposals are the concepts driving it. A mixture of those inputs could reveal multiple diverse visions which, while they preserve a common theoretical and conceptual standpoint, the physical range of shapes and morphologies is potentially as wide as the number of stakeholders and designers envisioning them.



7.1. LUXLAKE'S SECOND PHASE



The southern portion of luxlakes becomes an ideal landscape to test these scenarios due to its current development status and the possibility to improve the Luxlake's connectivity both on a north-south and east-west direction.

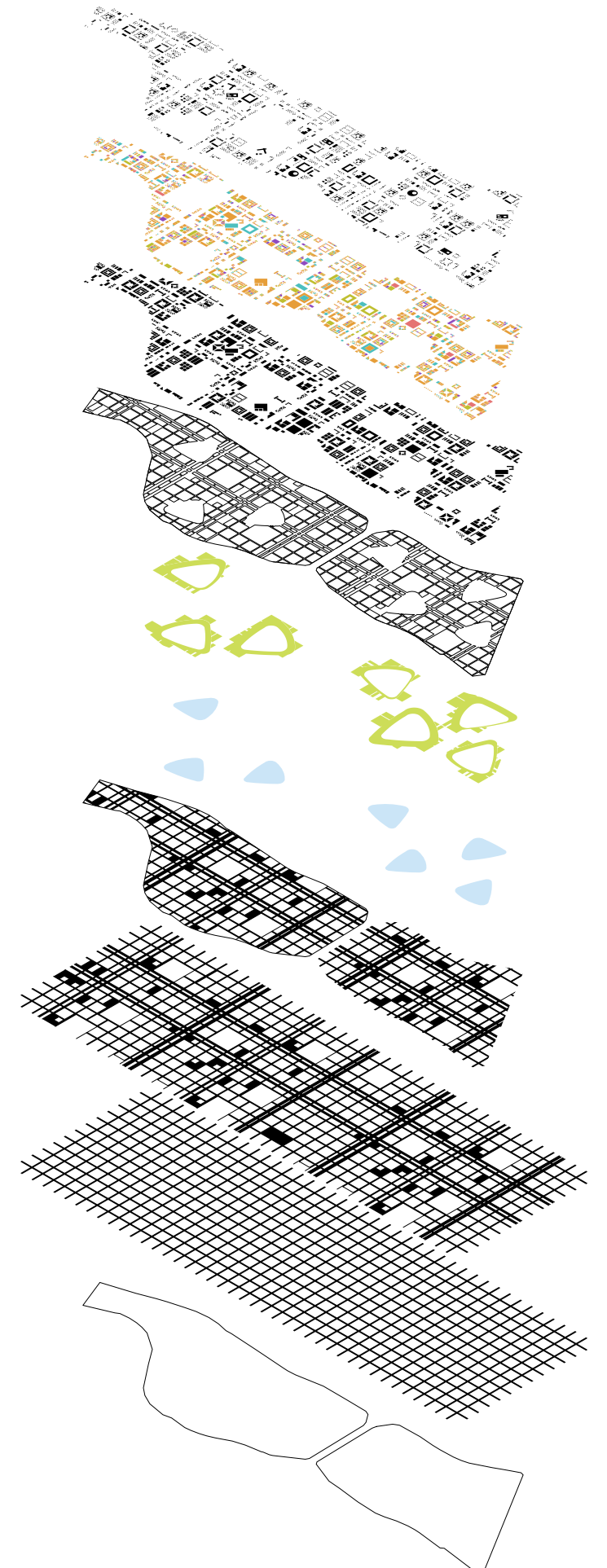
7.2. NEW PARAMETERS

What would happen if we superpose an incremental, flexible and efficient block system, transform it to have a wide range of scales, sizes and densities, promote new and diverse programs, integrate it with natural and environmental forces, creating identifiable neighborhoods? This conceptual vision proposes an efficient road structure, which could be scalable and connected to new grids integrated with Landscape and ecological forces and promoting a multiplicity of landuses, building sizes, tenure systems and densities.

1. Efficient structure
2. Scalable grid
3. Connection to existing roads
4. Water integration
5. Landscape Integration
6. Diverse block system
7. Multiplicity of plots
8. Diverse programming
9. Wide range of sizes and densities



- 9
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7.3. INCLUSIVE MASTER PLAN

These strategies seek to activate the public spaces encouraging the neighbors to use them and take appropriate care of them. The scale of this vision is set up to integrate the community, the landscape and the built environment into neighborhoods full of vitality and programming. Luxlakes has the potential of becoming a testing ground for novel urban forms envisioned to re-think, re-design and retrofit isolated developments in China. By promoting research based design and adopting core values such as connectivity, inclusion and diversity, Luxlakes's current and future phases will result on vibrant, dynamic, connected and inclusive neighborhoods. Thank you.



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