Title: XiDi streetscape design and environmental quality improvement of Pearl River in Guangzhou, China.

1900: Tracing the historical source
One of the cradles of the maritime silk road

Guangzhou
The only continuous external port city in China

| Area (km²) | 7434 |
| Population (ten thousand) | 1275 |
| GDP (hundred million dollars) | 2720 |
1920: Business prosperous

Once thriving

1930: Gathered popularity

The sidewalk of the street shop was built
1960 Rapid urban construction

Road construction upgrading

2016 How to revive prosperity

Secondhand goods wholesale market and express cargo unloading point
**Concern**: Contradiction between man and car

**Before transformation**
- **Corner Space**: Less than 0.5m
- **Missing Crosswalk**: Pedestrian can’t cross street
- **No Turning Requirement for Vehicle**, Turning Radius Too Big
- **Corner Space**
- **R = 12m**

**Connected walking system**

**After Transformation**
- **Corner Space**
- **R = 12m**
Concern: Contradiction between man and car

Barrier free access across the street

Before transformation

After Transformation

Municipal facilities Lack of management

Perfect non barrier design
The width is not enough

Widen cross walk by 10m
Perfect non barrier design
Concern: Contradiction between rapid development and historical inheritance

Broaden the scope of cultural relics protection

Before transformation

After Transformation (Under construction)

1. Widen the sidewalk
2. Linear Drain
3. Perfect non barrier design
4. Increase the scope of cultural relics protection
**Concern:** Contradiction between rapid development and historical inheritance

**Before transformation**

**Add walking space**

**After Transformation (Under construction)**

① Widen the sidewalk
② Linear Drain
③ Perfect non barrier design
Concern: Contradiction between rough management and vulnerable groups

Before transformation

Connected cycle track

After Transformation

1. Better bike lane
2. Bus waiting area
3. Better station marking
4. Open bus booth design

Before

Bikeway
Be interrupted

Bus station
Lack of waiting area

After

①Better bike lane
②Bus waiting area
③Better station marking
④Open bus booth design
Concern: Contradiction between rough management and vulnerable groups

Before transformation

Barrier-free waterfront platform

After Transformation (Under construction)

1. Remove the closed rail
2. Design rest space
3. Design the convenience stair
4. Perfect non barrier design
Method: Public participation in

① Cross walk design
② Improve bike crossing
③ Add safety fences
④ Add temporary parking space

Before transformation

Realize the small turning radius

After Transformation
Method: Public participation in

Discuss the traffic plan with the traffic police

Before transformation

Crossing street waiting area

After Transformation

① Cross street waiting area
② Channelize stone design
③ Bike crossing
④ Perfect non barrier design
⑤ Poles Install one
Method: Democratic decision-making

Multiple departments negotiated the migration of trees

The big tree
Block the view of cultural relics

The big tree
Daily maintenance management difficulty

Open Plaza
Lack of theme and popularity

The migration of trees

Before transformation

After Transformation

(1) Adjust measures to local conditions
(2) Restoring historical scene
(3) Gathered popularity
Method: Democratic decision-making
Consultation with the construction owner

Restoration of the original style of cultural relics
**Manage the streets in a comprehensive manner**

**Before transformation**

**After Transformation**

**Method:** Government support

Coordinate the implementation of all departments

- **Small turning radius**
- **Widen sidewalk**
- **Add fences**
- **Temporary parking space**

The fire department
Make sure fire engines pass

Bus terminal
Make sure the two buses are side by side
Method: Government support

XiDi 10 Provisions

Required

1. Full Site Survey
2. Professional Design Platform
3. Professional Judging Team
4. Organization Management
5. Construction Management

Recommendation

6. Construction Reverse Design
7. Structural Reverse Master Plan
8. Special Reverse Standard
9. Spot on Surveillance Team
10. Pick Construction Team

Three Changes
- Roads to Streets
- Spaces to Scenes
- Facilities to Furnitures

Three not Changes
- Traffic Capacity not Change
- Dike Function not Change
- Infrastructure and Facilities not Change

Approval Process
- Municipal Construction Committee (Supervise for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Construction Company (Responsible for Construction)
- District Construction Department (Responsible for management)
- Municipal Urban Planning & Design Survey Research Institute (Responsible for Design)

Supervise
- Municipal Committee, Municipal Government
- Municipal Committee, Municipal Government
- Municipal Committee, Municipal Government
- Municipal Committee, Municipal Government
- Municipal Committee, Municipal Government

Supervise
- Municipal Construction Committee (Supervise for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Construction Company (Responsible for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Urban Planning & Design Survey Research Institute (Responsible for Design)

Propose
- Municipal Construction Committee (Supervise for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Construction Company (Responsible for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Urban Planning & Design Survey Research Institute (Responsible for Design)

Agree to Construct
- Municipal Construction Committee (Supervise for Construction)
- Municipal Urban Planning Bureau (Supervise for Design)
- Municipal Construction Company (Responsible for Construction)
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