

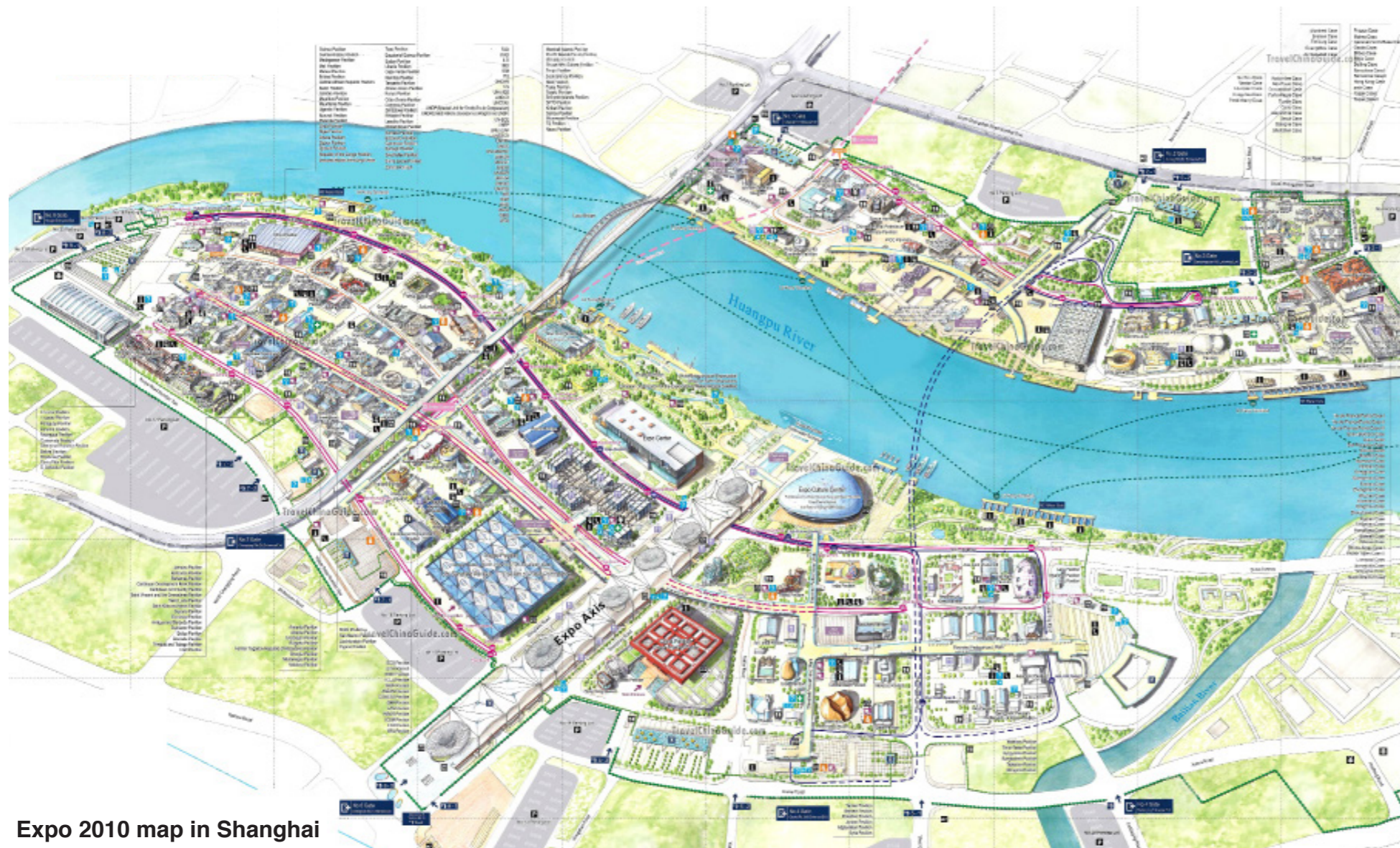


MAKING URBANITY THROUGH PASSAGES IN THE REAPPROPRIATED EXPO SITE

What types of passages to design in the eastern part of the Expo 2010 site? How to generate a real, lively urban neighborhood; facilitate mobilities, from metropolitan scale to green transport? How to connect the site to its natural and built environment using passages? The challenge: to identify strategic points in a developing area under construction and proposing passages of different types for construction.

Call for an open, public and international competition of ideas followed by a workshop for architectural and urban design professionals under the age of forty

SHANGHAI CN: RE-INVESTING THE EXPO 2010 SITE AND CREATING URBAN QUALITY WITH PASSAGES



Expo 2010 map in Shanghai



The location of the Expo 2010 in Shanghai

WHAT TYPE OF PASSAGES CAN BE CREATED IN EXPO 2010 EAST SIDE?

The area of expo 2010 in South of Shanghai centre along the both sides of the river Huangpu was designed to answer to an international event: expo 2010.

The main part on the south side was composed with a central zone, including big facilities (as the main axis south north, the Chinese Pavilion, the Expo Centre, the Congress Centre, the Cultural Centre and a River Park and Banks) associated to each side by areas of national or thematic pavilions.

The access was forbidden for cars except taxis and to move inside, a set of soft mobility sub-axis designed as footbridges crossed all the districts of the expo. They are today destroyed.

The regeneration of this specific "zone" which has a metropolitan accessibility (a bridge and a tunnel crossing the river, a network of main roads, three metro stations...) is today in progress in order to create a new urban district with new uses and an integration in the city.

The central zone with the main facilities will be conserved as city scale facilities.

- The Expo Centre, the Cultural Centre (today Mercedes Benz arena), the Congress Centre continue to function

- The Chinese Pavilion has been adapted in Chinese Museum

- The main "Axis" is converted today in a mall

- The river banks will be restructured in a continuous promenade through parks with embankments to marinas

The extreme East part zone over the small river and Bailianjing park is already partly built and will be converted soon in an administrative and housing area.

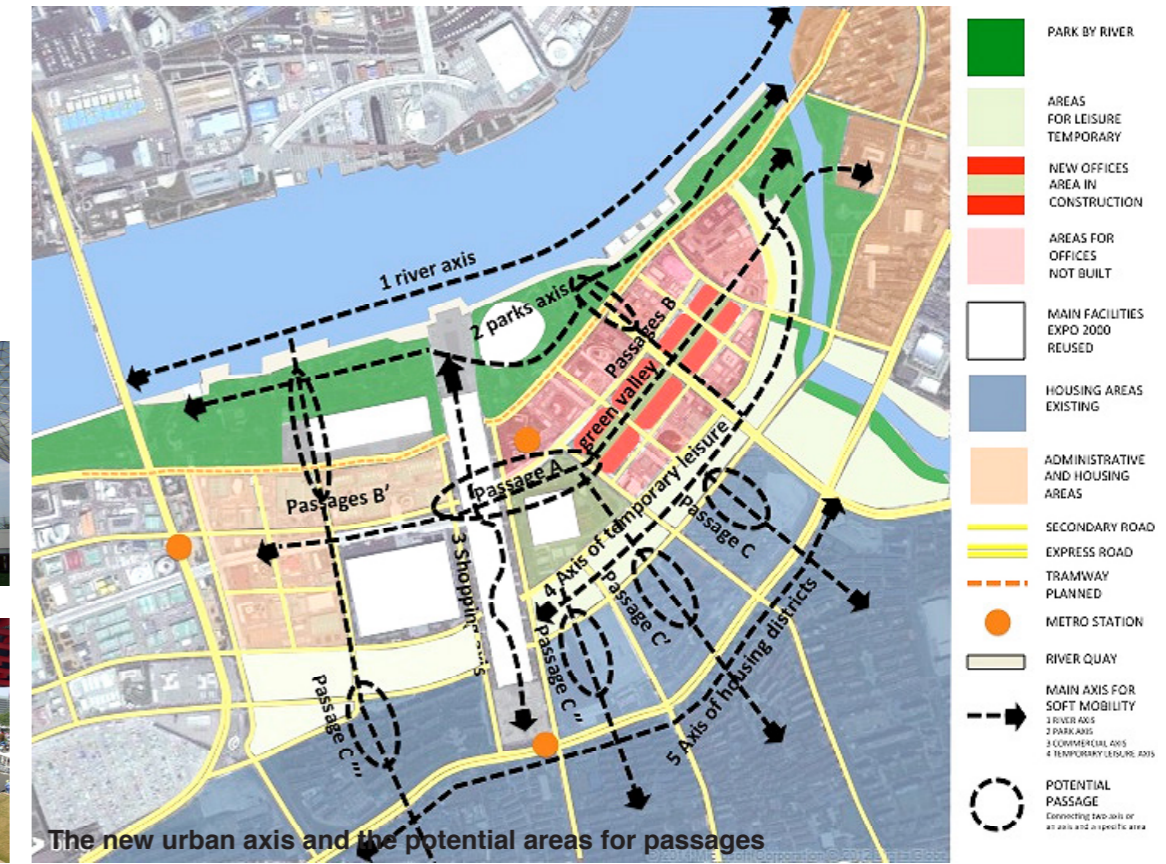
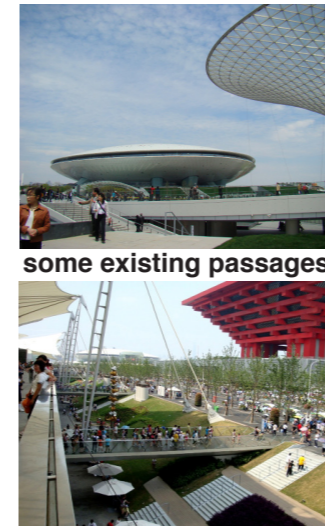
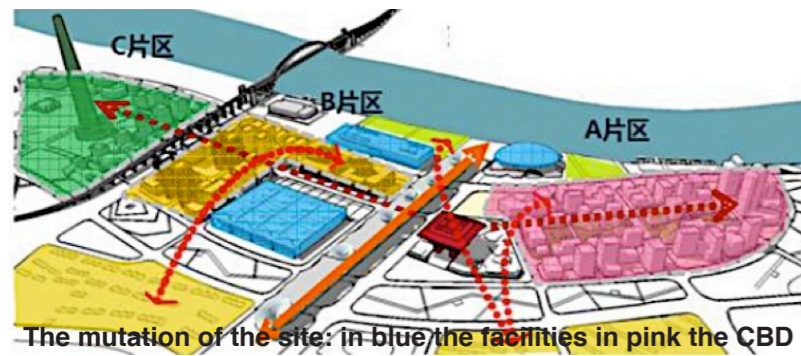
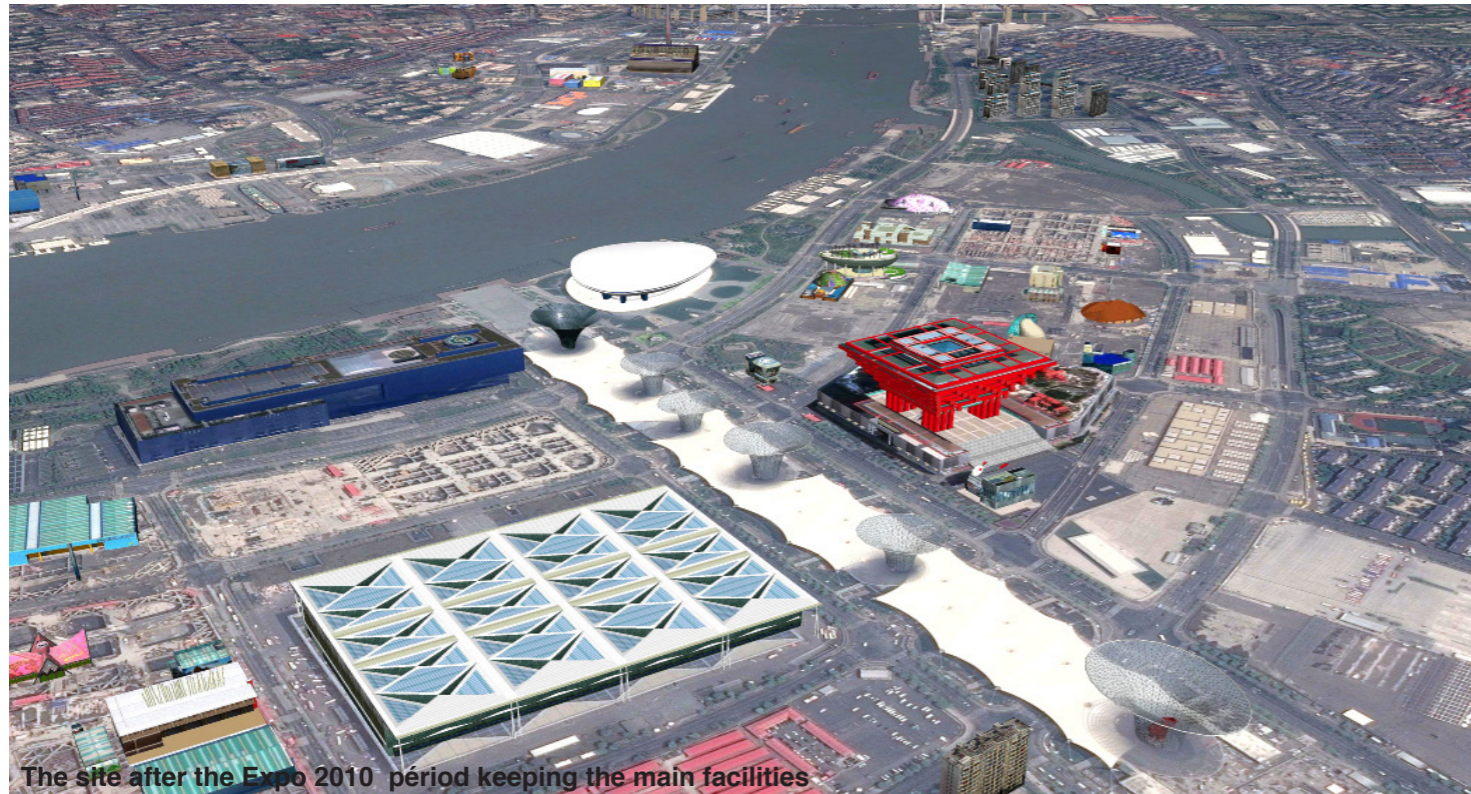
The zones of the Pavilions at West and East parts around the central zone of facilities will be quasi totally, but progressively, rebuilt as new office areas.

A first step is being implemented in east part "zone a" as a "CBD" composed of blocks with towers around a central green axis called "the green valley".

This "CBD" will be completed by other offices buildings, in a next step.

If, in the north, this part of the Expo 2010 site benefits of a large façade with a rich natural potential (water, green parks...) The south façade adjacent to popular housing districts (some of them are gated areas) is treated only as a main road limit cutting the area from inhabited surroundings.

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The Passages competition with workshop is launched to have complementary ideas on the East part of this area (Zone A)

The question is how to avoid that the first built part on the former pavilions' zone be only a new functional office area, bordering a central facilities area.

Can it be a real living urban district, managing connections from metropolitan mobility to soft mobility with a diversity of uses and well linked to its environment natural and built?

The goal is not to transform the master plan in its main lines, but to make "additions" as a set of passages interconnecting the different parts but also the area with the city and its direct surroundings.

These passages will create a better "accessibility" and also "porosity" and alternative itineraries through the area - crossing the new "CBD" 's area - and by linking a structure of transversal axis of soft mobility and public uses.

Four programmatic axis have to be considered to create these passages through them:

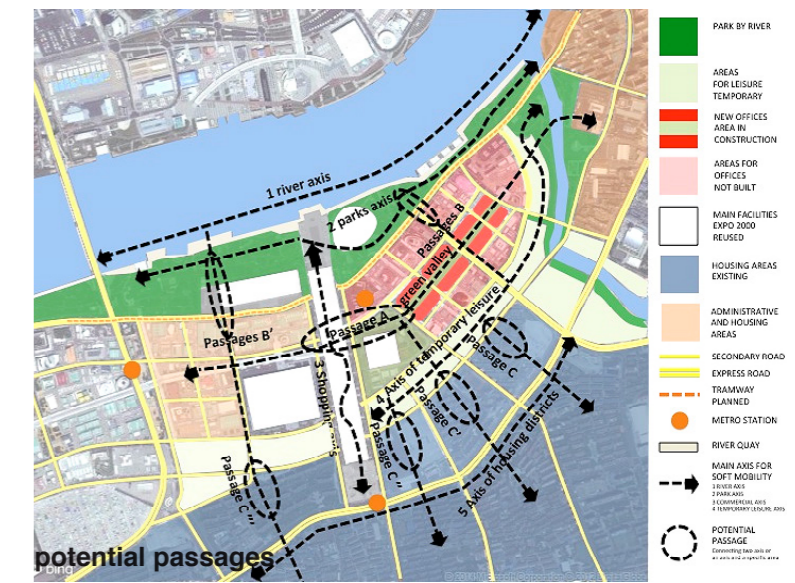
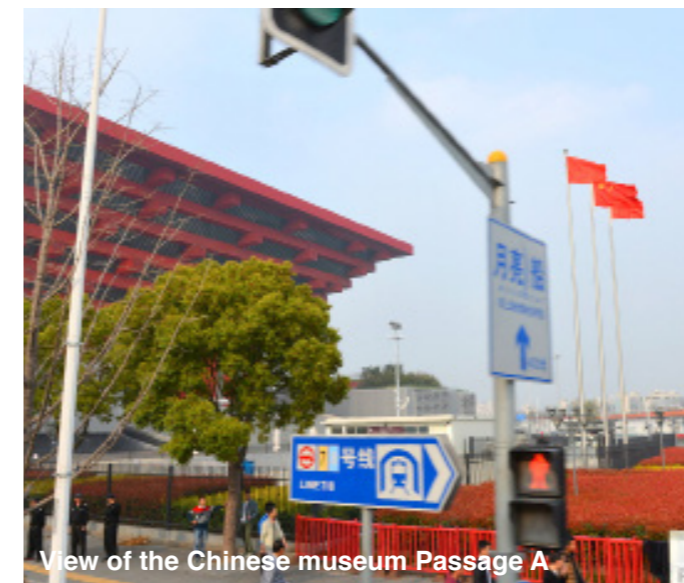
1- River Axis: soft shipping along the river Huangpu
The embankments created for the crossing of the river by boat will be transformed in marinas allowing an access with yachts and small boats to the area in two main points.

2- Parks Axis: walking along the river's banks
The existing parks will be linked to create a green recreational axis allowing to be in contact with the river.

Along this green axis, on the south main road (Shibo avenue) a tramway line with several stations will be implemented in the future, giving a supplementary access through a metropolitan public transport as complement of the Metro stations.

3- Commercial Axis: shopping in the district
The expo axis connecting the Metro south station to the river separating central and east areas is today converted into a commercial centre on the different levels with a garden promenade on the top. It will create a daily dynamic axis but partly cut from the surroundings

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4- Leisure Axis: having fun

A reserved site west-east along the main Xueye 2nd road can be temporary converted in a entertainment zone allowing different leisure activities at daily life rhythms of the district but also events like festivals...

And different publics will use this area: children, inhabitants of the south residential districts, offices and shops workers, and for special events citizens of all Shanghai.

This new functional dynamic will increase the flows of users who will access by cars and by public transport. Parking are planned (particularly in the basement of the "CBD") and the existing three Metro stations and the bus lines will be completed by a future tramway.

Passages to propose

Integrating these 4 axis of public and commercial activities, the competitors will have to propose "Passages" as a smaller system of links - through punctual acupuncture - of these axis between them and between the axis and the main functional areas crossed. The goal of these passages is to facilitate the connections between the main components in order to cross the existing limits or obstacles.

- **Passages A:** this link is the connection between the former Expo Axis - transformed in a commercial, a North South megastructure, going from the Metro station to the river - with the east-west green valley structuring the "CBD" to create this connection the garden roof of the podium of the Chinese Museum can use.

A former footbridge during the Expo 2010, today demolished, allowed this connection from east part crossing the Expo Axis and giving access to the facilities central zone.

- **Passages B:** these links are the crossing and connections with the "CBD" in its main central north-south road Gaoke W road. These links will allow to connect at a larger scale the south leisure axis and housing estates to the green bank river.

The "CBD" will have to be connected in different places:

- . The crossings of the Shibo Avenue (with the future tramway line) and the Guozhan Road.
- . The connection with the river valley, a green north-south axis, which structures the "CBD", with a sur-elevated promenade over parking and shops connecting the blocks of office towers.

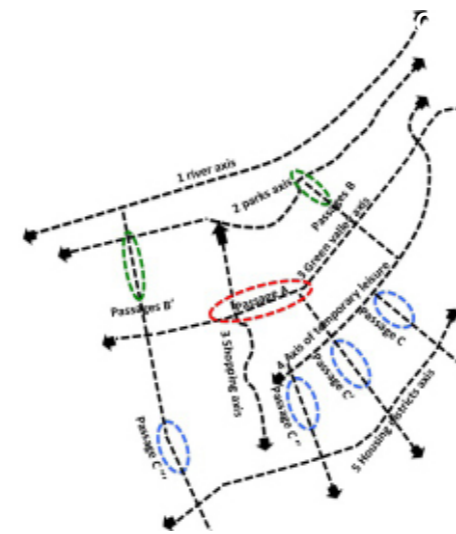
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View of the roads in the area of the future CBD



View of the road between Park axis to the new CBD area Passages B



s area and parks along the river

Photo by Thanh Son HP

- **Passages C:** these links will connect the new temporary Leisure Axis to the South housing estates. The connection have to be find even if a majority of these areas are today gated communities but can have a certain controlled porosity taking into account the security of residents.

A particular attention has to be given to the connections between different ways of mobility through the passages in order to manage the inter-modality from mobility at large city scale to the local one. Passages must qualify the urban accessibility and the links from car parking or metro and bus stations to local soft mobility (bikes, pedestrian lanes, car-sharing organization...).

The competitors can choose the passages they want to propose in these main goals but all must offer a better urban porosity of the new district "zone A":

- From housing areas South to North bank rivers crossing leisure axis, "CBD", urban facilities and park axis.
- From East central facilities area to the East Bailianjing park along the small river crossing Expo Axis becomes a commercial axis and the green valley of "CBD" going to the east green area.

1. Passages Shanghai CN is a **competitions of ideas followed by a professional workshop** at the urban and architectural scale on the topic of Passages

« Urban zoning and large single-function infrastructures have generated new, sometimes uncrossable, barriers within cities, particularly for the most vulnerable (pedestrians, children, the elderly, the illiterate, the poor, foreigners, etc...). What type of new passages as a shortcut, a transitional space can be created in facilitating access to different urban amenities, as citydwellers demand more quality, more attention to individual needs, greater urban character in particular on foot, faster and easier access to the city. »

Extract from brochure of the international program by IVM.

2. The competition is directed at **young professionals working in the architectural and urban domain under 40 years of age** and with a degree, or working. Each team can be inter-disciplinary (composed of architects, urban-planners, landscapers, experts, researchers, artists..) but must include at least one architect. The multi-disciplines skill of the team is requested.

3. Organization: Tongji University, Expo Shanghai Group, IVM China and with the support of Eastern China Architecture Design Group, Shanghai Urban Planning Institute.

4. The **call for candidacies** is **open, public, international**.

5. **A site located in Shanghai** accompanied with a program brief, is proposed to candidates. The expo 2010 area, in the South of Shanghai centre, along the both sides of the Huangpu river, was designed to answer to an international event: Expo 2010. The main part of the south side included big facilities (such as the main axis South North, the Chinese Pavilion, the Expo Centre, the Congress center, the Cultural center and the waterfront). Today, the area is in regeneration and the site of the Passage competition, on the East side, will be converted into a new central and business district. How to avoid that the site become a an urban enclave? The issue is to improve accessibility and porosity, propose alternative routes within the site and in relation to the surrounding neighborhoods (Expo Axis and services in the West, the Huangpu River and Bailuanjing park in the East, Southern housing and northern banks of the river). How to create a real living urban district, managing connections from metropolitan mobility to soft mobility with a diversity of uses?

6- The **information** on the competition is available on the IVM China web-site www.ivmchina.org.cn and on the IVM International website www.passages-ivm.com. The sending of candidacy file is made through the web-site: www.ivmchina.org.cn

7. The competition is a **procedure in 2 steps:**

- Step1 Selection of the teams invited to the workshop:

the candidates sent a candidacy file A3 in English with 6 pages including a presentation of the multi-disciplinary team with references of works (pages 1 and 2), a point of view on the topic (page 3), a first attitude on the site (page 4 and 5) and some references of passages linked to their point of view and attitude (page6).

An expert commission - with representatives of IVM China and + IVM International including members

- Step2 Design workshop:

During one week the 8 selected teams are invited to participate to a workshop design in Shanghai in order to develop their winning ideas in interactivity with the local partners of the site and produce 8 strategic projects.

Description of the workshop procedure:

Day 1: the 8 teams visit the site and meet all the partners involved in the transformation of the site (city Shanghai, client, Tongji University, experts...)

Day 2 to 5: the 8 teams, helped by 2 international coaches and local referents, develop their ideas and formalize a first strategic project

Day 6: the 8 teams present to a jury (composed of a group of 7 members - 4 international and 3 Chinese experts + 2 coaches as experts) their strategic ideas

The jury meets to evaluate the ideas and to make remarks they communicate to the teams.

Day 7: after this interactive exchange with the jury, the teams finalize their projects

Day 8: the 8 teams present in public the result of their work followed by a dialog with the jury's experts

The jury meets again and following the quality of the projects, can select one or several ideas with recommendations to the client in order that some ideas can be integrated in the mutation of the public spaces of the site. The jury communicates these recommendations directly to the clients and a public presentation closes the workshop.

The jury awards a maximum of three prizes. The jury has at its disposal a total sum of 8 000€, out of which it will award an extra premium to the "winners". This distinction will also be mentioned in the final exhibition in April, and all further publications about the event.

8. After the workshop, the 8 teams have one month to finalize their strategic project and send the final posters for the exhibition of results.

9. The 8 selected teams will receive each one a fee of 7000 Euros for their work. This amount includes the expenses to participate to the workshop in Shanghai.

10- Communication: an exhibition of the 8 projects is organized about one month after the workshop, to which the prize-winning teams are invited. A results catalogue will be published with presentation and analysis of the strategic projects, with the recommendations of the jury.

CALENDAR AND JURY

Step 1 PRE-SELECTION

- **01.November 2014:** launching of the competition and opening of the website with presentation of the competition topic and the site's file, the elements necessary to the candidates to make a candidacy file.
- **31 December 2014:** Deadline for submission on website: www.ivmchina.org.cn
- **2-15 January 2015:** selection of the 8 teams who will participate to the workshop

Step 2 COMPETITION

Design workshop

13-19 March 2015: Workshop with the 8 selected teams

J1 - Friday 13 March

Sites' Visit and discussion with the local actors

J2.J3.J4 - Saturday 14, Sunday 15 and Monday 16 March

Development of the 8 strategic projects

J5 – Tuesday 17 March

Presentation to the jury - Analyze by the jury - Remarks communicated to the teams

J6- Wednesday 18 March

Day of finalization of the 8 strategic projects

J7- Thursday 19 March

Public presentation of the 8 strategic projects and debate

+ Elaboration of recommendations by the jury to the clients

+ Prizes' award

+ Public presentation by the jury in Tongji University: argumentation of the awarded prizes and recommendations to EXPOLAND for further actions.

Exhibition of the final projects

- **20 April 2015:** the 8 teams send the final version of their work: three A1 panels and a booklet

- **27,28 or 29 April 2015:** exhibition and public event in May with the prize-winning teams

JURY COMPOSITION

The jury is composed of 7 members

- **Prof Wu Jiang**, Vice president, Tongji University (*to be confirmed*)

Wu Jiang is a faculty member and Vice President of Tongji University. He is recognized for his research in the fields of city planning and civil engineering, and formerly served as Deputy Director of the Shanghai Municipal City Planning and Resource Management Bureau. He has earned a number of national and international awards for his work to ensure the conservation of Shanghai's protected sector and heritage sites.

- **Prof Zheng Shilin**, academician, Tongji University (*to be confirmed*)

Professor Zheng Shiling is one of the leading Chinese architects and an academician of the Chinese Academy of Sciences. He graduated from the Department of Architecture and obtained his PhD in History and Theory of Architecture from Tongji University, Shanghai in 1965 and 1993 respectively. He served as the Vice President of Tongji University from 1995 to 2000. Today, he is the Director of the Academic Commission of Tongji University; Director, the Committee for Urban Development Strategy, Shanghai Planning Commission; Director of Expert Committee for the Preservation of Historical Areas and Heritage Architecture of Shanghai.

- **Xu Yisong**, deputy director, Urban planning bureau, Shanghai (*to be confirmed*)

Mr. Wong obtained his BA (Hons) in 1979 and Diploma in Architecture in 1982 from Cambridge University, UK. He joined the Public Works Department (PWD) as an architect in 1984. Later, he pursued studies at York University, UK, under the United Nations Development Plan and obtained an MA degree in Conservation Studies in 1990. In 1996, he was appointed Assistant Chief Architect, PWD. In 1997, he was awarded the Public Service Medal (Bronze). After PWD's corporatization in 1999, Mr. Wong joined PWD Consultants Pte Ltd (now CPG Consultants Pte Ltd), a corporatized entity of PWD, and became a Senior Vice President of its multi-disciplinary School Division. Since Oct 2002, he is the Managing Director of CPG Advisory (Shanghai) Co Ltd, spearheading CPG's architectural services in China. Mr. Wong writes regularly about architecture and also a weekly column for Lianhe Zaobao. His publication includes "Framework and Foundation – a History of the Public Works Department" and four books in Chinese.

- **Kristian Koreman**, landscape architect ZUS (*Zones urbaines sensibles*) Rotterdam (NL) (*to be confirmed*)

ZUS [*Zones Urbaines Sensibles*] is an architecture firm in Rotterdam, Netherlands, founded by architects and urbanists Elma van Boxel and Kristian Koreman in 2001.

Leading an international team of designers and planners, van Boxel and Koreman collaborate on designs and research studies in the fields of architecture, urbanism, and landscape design. Realized projects include a waterfront park along the Huangpu River for World Expo 2010 in Shanghai; the park *Printemps à Grand Bigard* in Brussels; and the *Spiegelzee* exhibition pavilion, a temporary structure designed to travel to various locations on the Dutch coast. Construction will soon begin on their plan for *Almere Duin*, a large multiuse coastal district in the Netherlands.

- **Marcel Smets**, architect and urban planner, president of the Scientific and Orientation council of IVM.

architect and urban planner, president of the Scientific and Orientation council of IVM He is professor emeritus of urbanism at the Katholieke Universiteit Leuven. He is author of many books and articles of architectural criticism for publications such as *Archis*, *Topos*, *Lotus*, and *Casabella*, and served as jury member for numerous competitions. He was founding member of ILAUD and visiting professor at the University of Thessalonikia and Harvard University's GSD.

In his own practice, he was the chief designer for the transformation of the railway area in Leuven and for town planning projects in Antwerp, Hoeilaart, Turnhout, Rouen, Genoa, and Conegliano. He was appointed State Architect by the Flemish Government (2005-2010) and is actually the urban designer for the urban project of l'île de Nantes in France.

- **Didier Rebois**, architect, Secretary General European, teacher Paris (FR)

He is in charge of the European management and events of the competition European which is the largest competition at urban architectural scale in Europe for young professionals. He teaches in the School of architecture of Paris-la-Villette in a master about the rhythms of urban and nature in architecture. He is a researcher in the labo GERPHAU in Paris. He works on the impact of new mobility in the urban projects. He was curator of the IVM exhibitions "Bouge l'architecture about the new places of mobility" and of "The street belongs to all of us" about the new dynamic of the streets in the cities.

- **Yu Kongjian**, architect, designer, landscaper Turenscape (CN)

He has been a professor architecture and landscape architecture at Peking University since 1997, and the founder and dean of the Graduate School of Landscape Architecture at Peking University. He is also the founding dean of the newly established College of Architecture and Landscape Architecture at Peking University. He is the founder and president of Turenscape, which is an internationally awarded firm. Dr. Yu is visiting professor of landscape architecture and urban planning and design, Harvard University Graduate School of Design. Dr. Yu has been practicing in the fields of architecture, landscape and urban planning and design. He has won numerous international awards in the past years for his ecologically and culturally sensitive projects. He serves as consulting expert for Ministry of Housing and Urban-Rural Development of the People's Republic of China, Ministry of Land and Resources of the People's Republic of China, and The City of Beijing, Suzhou., etc.

Two coaches will manage the workshop and be experts in the jury:

- **Bernd Vlay**, director of STUDIOVLAY Vienna (AT),

Studio Vlay explores the role of architecture and urbanism in its ever shifting position, capacity and role. Roland-Rainer-Chair at the Academy of fine Arts Vienna. General secretary of European Austria, TC-member of European Europe

- **Jens Aerts**, architect, partner of BUUR, Bureau for urbanism and Guest Professor at The Cosmopolis Centre for Urban Research at the Vrije Universiteit Brussels (VUB).

In 2010, Jens became a partner at BUUR | bureau for urbanism, where he is responsible for projects with a focus on urban policy, strategic visioning and urban transformations. Since 2011 he is also a Guest Professor in The Cosmopolis Centre for Urban Research at the Vrije Universiteit Brussels (VUB).

A- a passage is the crossing of a limit or of an obstacle (crossing the border or over a river, passing down a tunnel, going through a block..)



B- this transition can be considered as a passage if it connects two or several spaces, each of which having an identity (a centre to a suburb over railway, two districts over a peripheral, two landscapes over a wetland, a parking to local mobility...)



C- a passage allows not only accessibility to a place but also increases the use of each of the connected spaces (a seaside cut by a railway becomes available as a beach for recreation, two districts cut by a peripheral revitalised thanks a link by a square-bridge...)
the spaces linked by a passage benefit of a supplementary value by the fact to be linked together.



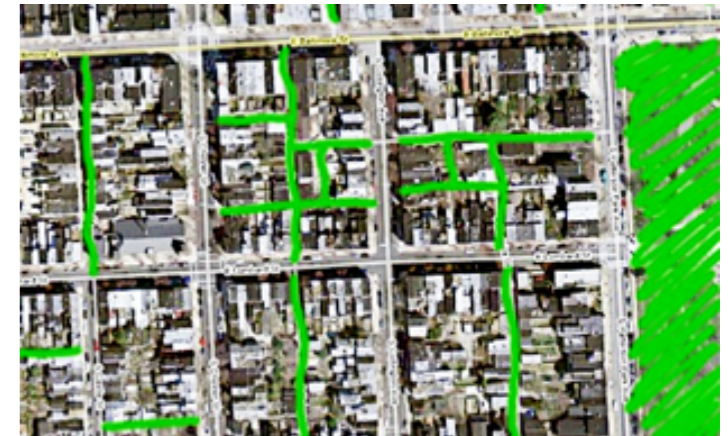
D- a passage gives also a value to the space crossed by different flows, different people. Very often activities and uses can be associated to the passage (the crossing of a highway as a park, a bridge allowing uses, a market put in an underground...).



E-a passage is not a main connection. It is very often an alternative, a shortcut or an original way to cross a limit. Its role is not secondary, but parallel to the main streets and roads.



F- a passage is not an autonomous lane but can be linked to other ones, or to other ways to move, creating a network



A passage creates a qualification of urban life increasing urban porosities through borders or limits. In historical cities, passages were usual. But the question today is: is it possible to create through new passages a porosity in the contemporary city?

TOPIC - WHAT REFERENCES OF PASSAGE IN CHINA?

Even if there is not an ideogram in Chinese language to express the idea of passage, the concept is embodied in historical cities. In Shanghai districts can be found some examples:

The passages through Lilong traditional housing blocks



Some pedestrian ways in parks connecting urban spaces,



Or in inhabited bridges in the water cities



TOPIC - WHAT COULD BE THE PASSAGES OF TODAY IN CHINESE CITIES?

In modern cities, zoning in masterplan (monofunctional zones), density in buildings (big height), quick accessibility (through main roads for cars or public transport) and security (gated areas) determine often the spaces. It can create a lot of limits (unlinked districts, cutting roads, "wall" buildings..), Difficult to cross through.

But at the level of proximity, low city and soft mobility, what could be the new passages able to interconnect the spaces isolated, to create a new urban mobility at the scale of the districts and to ameliorate the urban life of citizens?

We can find some interesting contemporary references of passages in Chinese cities:

A bridge as a school + passage connecting two villages

By Li Xiadong architect



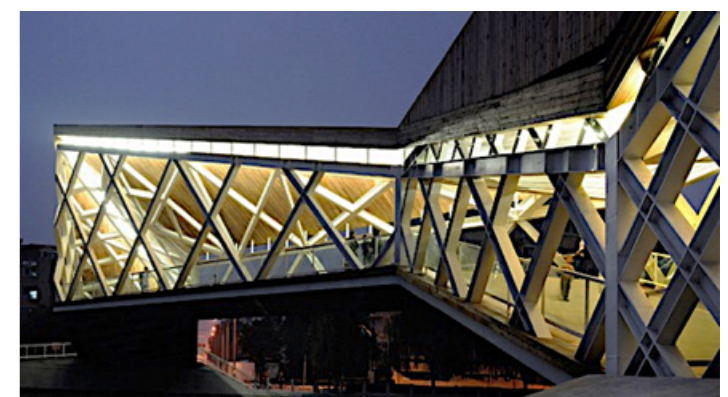
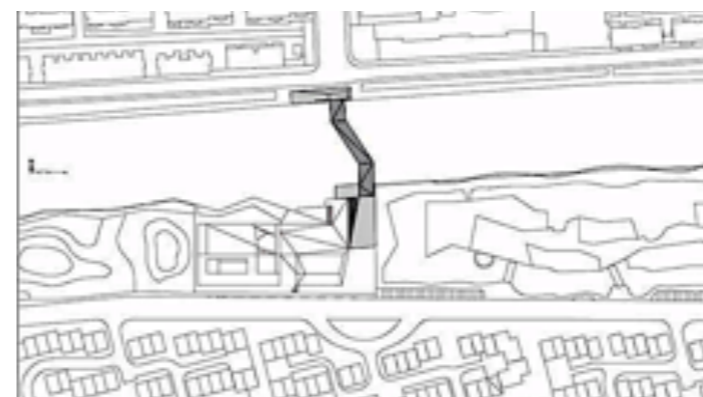
Walkways in the university in hangzhou

By Wang Shu architect



A bridge as a public space in gingpu pedestrian bridge

By Ca-group architects



A lane in a park the red folding paper in the greenway in Qian'an city



Intermodal connection (metro-bus- train-cars..) can be designed as passage



Campaign on pedestrian crossings to valorize environment in Shanghai

