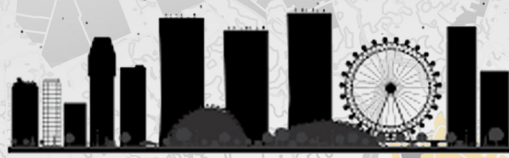




# BLENDING COMMUNITIES // the street inbetween

## SINGAPORE SOCIAL-Linking China Town and Little India



Independent communities

Encourage culture diversity

Public space activation  
- creating a link between 2 different worlds

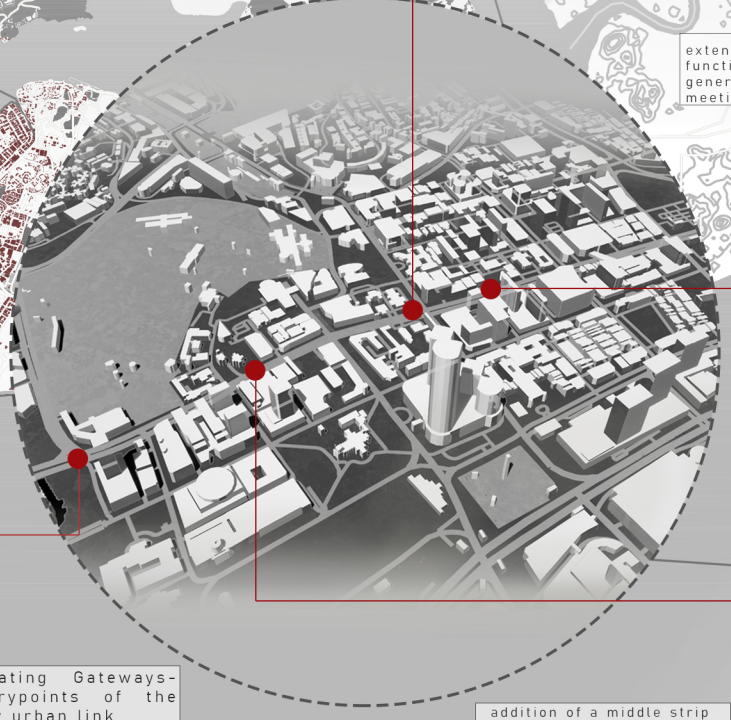
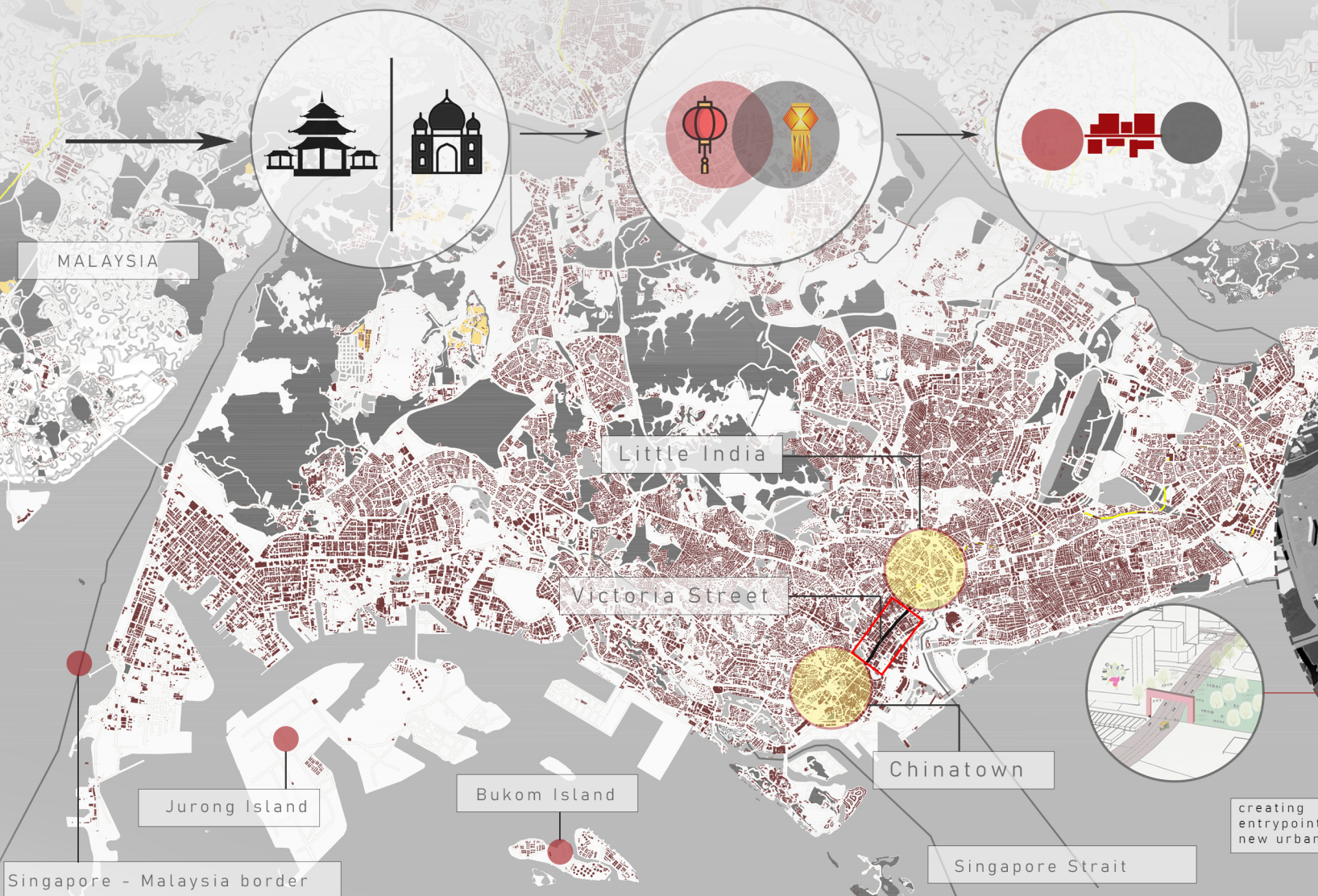
STAGES OF DEVELOPMENT

1. Revitalizing urban space
2. Creating urban connections that bring a social and cultural contribution to the communities
3. Linking urban spaces that belong to an artery - unification and systematization
4. Extending the existent spaces / functions - modeling the urban space according to the needs - creating urban pockets

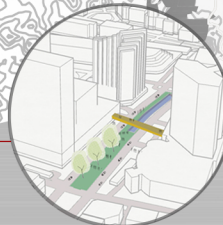
"Being Singaporean has never been a matter of subtraction, but of addition; not of becoming less, but more; not of limitation and contraction, but of openness and expansion."  
-PM Lee Hsien Loong

With diverse communities, a wealth of ethnic cultures and interesting traditions, Singapore is a city that upholds the beauty of multiculturalism. This tendency of integration of different communities led us to develop a project that besides revitalizing a central area, encourage the connection between two different worlds from a functional and social point of view.

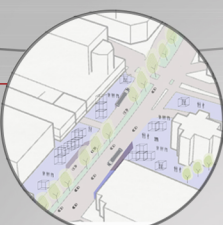
- HOW?**
1. Functional proposal for streamlining car and pedestrian traffic
  2. Borrowing elements of the 2 cultures to blend harmoniously in a new identity
  3. Proposal to increase the social and belonging character of the place



extensions of the existing functions or spaces to generate interaction and meeting points



the presence of the suspended walkways for the above-ground connections is sought - spaces are dynamically separated by the main artery



addition of a middle strip in the geometry of the street for streamlining car and pedestrian traffic

creating Gateways- entrypoints of the new urban link



A GATEWAY = A JOURNEY



A PASSAGE=A STAGE



A SUSPENDED WALKWAY=A GALLERY



AN ENLARGED STREET =AN URBAN OPEN AIR HUB

Victoria Street, although it is a rich area in terms of cultural and commercial institutions, did not have urban planning concerns and approaches that would highlight the potential of the central area strategically positioned between the ethnic neighborhoods of China Town and Little India. Through urban design, this connection becomes more fluid, more personal, managing to awaken in the people who go through it a feeling of belonging.

Country / City	Bucharest, Romania
University / School	University of Architecture and Urban Planning "Ion Mincu", Bucharest, Romania
Academic year	5 <sup>th</sup> year
Title of the project	BLENDING COMMUNITIES // the street inbetween
Authors	Alexandra MIU, Clara Antonia PERU

## TECHNICAL DOSSIER

Title of the project	BLENDING COMMUNITIES // the street inbetween
Authors	Alexandra MIU, Clara Antonia PERU
Title of the course	Urban Design
Academic year	5 <sup>th</sup> year
Teaching Staff	Lecturer, PhD arch. Simona BUTNARIU
Department/Section/Program of belonging	Urban and Landscape Design Departament
University/School	University of Architecture and Urban Planning "Ion Mincu"



### Written statement, short description of the project in English, no more than 250 words

Through our proposal we aim to offer a **promenade** rich in urban activities, cultural exchanges, meeting places and coherence in terms of traffic flows, while building a **bridge between 2 ethnic communities**. Starting from the concept of **functional strips** that reorganize the whole artery, we created flows which contribute to the fluidization of the area and to the interweaving and punctuation of places with urban and social potential. The transport routes are calibrated to meet the needs of an important artery, while the pedestrian areas give a **new social and personal touch to the street**. We have also introduced alternative means of transport - bicycles to decongest traffic as well as a middle lane that houses various functions: bus stations, bicycle parking lots, seatings, meeting spaces, All these interventions take a fluid form that subtly refer to the idea of continuity between the 2 neighborhoods, establishing a **new identity equally valid for the two cultures**. The urban design is built on the influences of the 2 communities, borrowing materials, colors and specific patterns to instill in passers-by the feeling of communion between the two worlds that preserves at an essential level the **pride of finding something familiar, traditional**.

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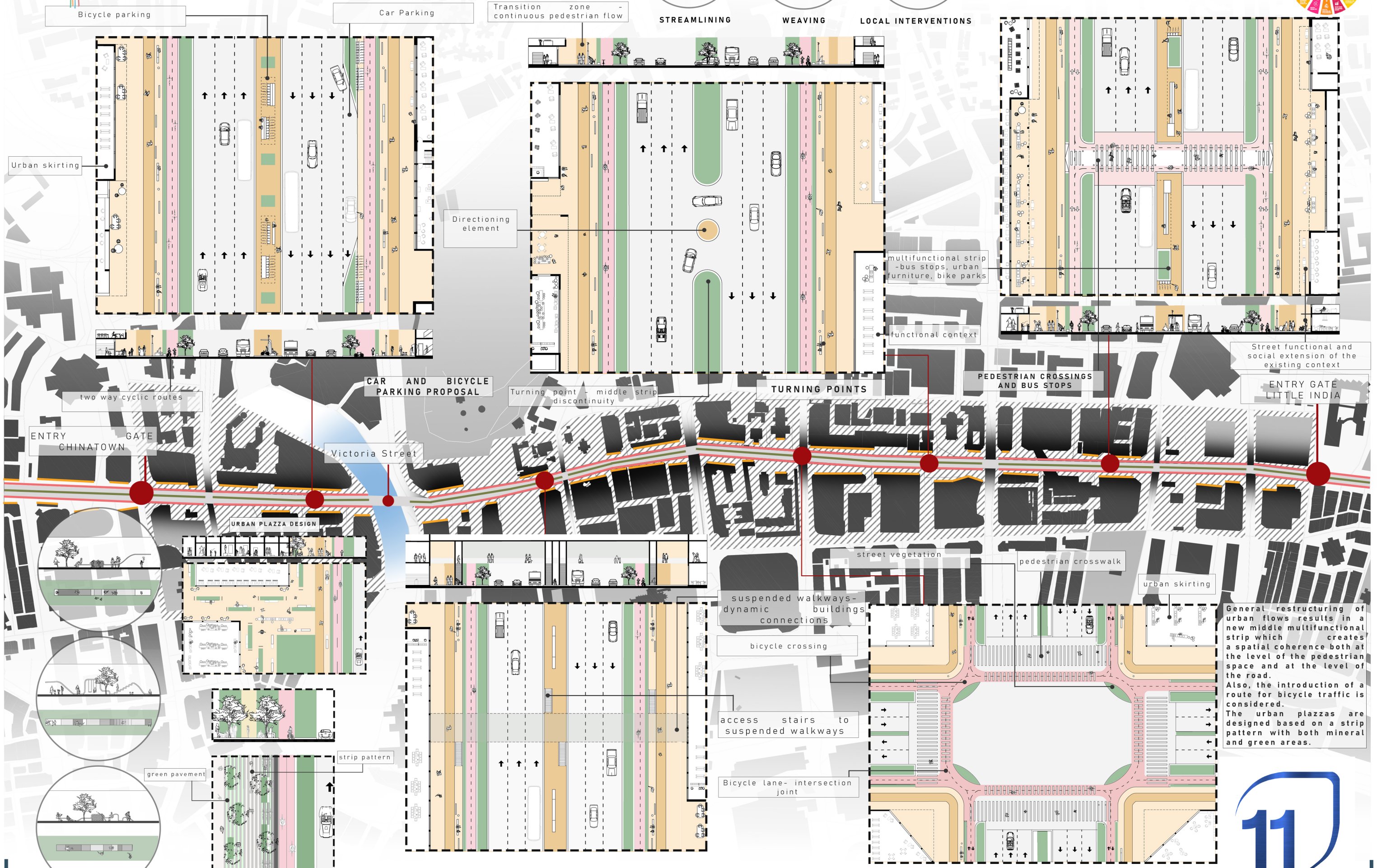
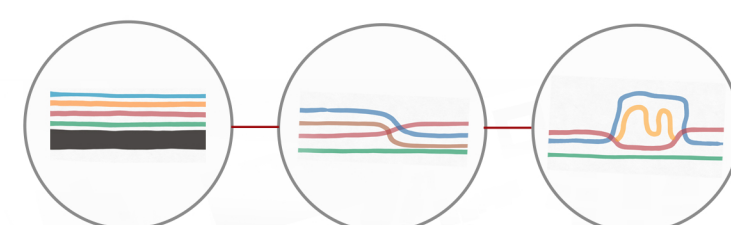
# CLIMATE CHANGE AGAIN

11th International Biennial Landscape Barcelona

Barcelona September 2020  
SCHOOL PRIZE



BLENDING COMMUNITIES // the street inbetween  
MIDDLE MULTIFUNCTIONAL STREET STRIP



General restructuring of urban flows results in a new middle multifunctional strip which creates a spatial coherence both at the level of the pedestrian space and at the level of the road. Also, the introduction of a route for bicycle traffic is considered. The urban plazas are designed based on a strip pattern with both mineral and green areas.

PLAYGROUND FURNITURE

GREEN STREET PAVEMENT

SUSPENDED WALKWAYS

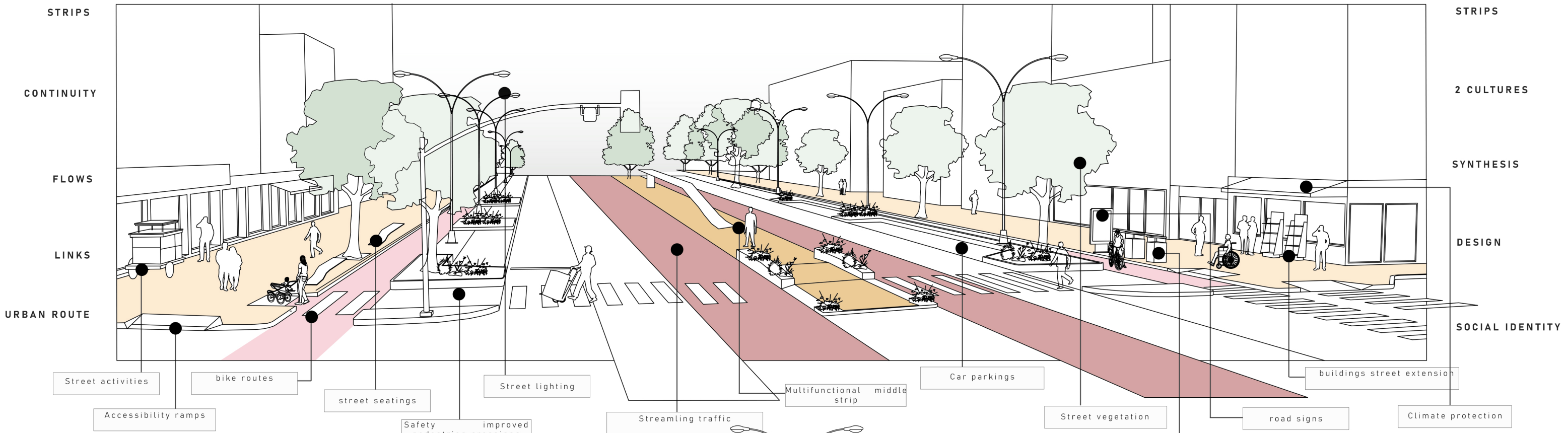
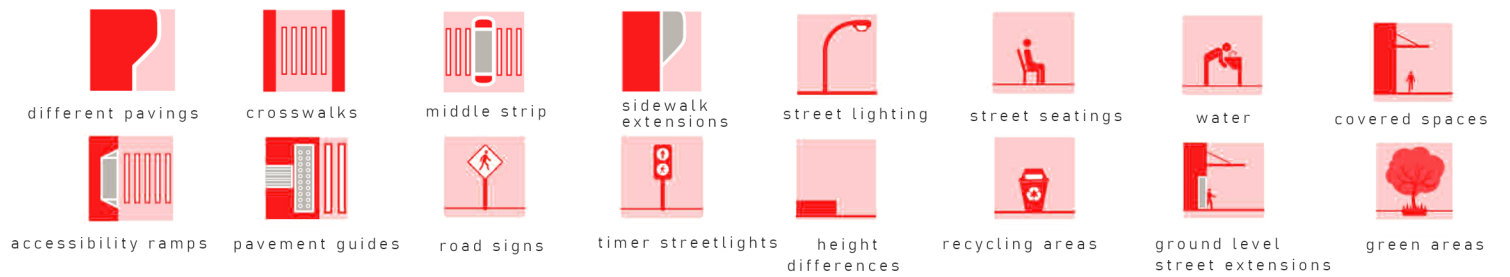
STREET INTERSECTION



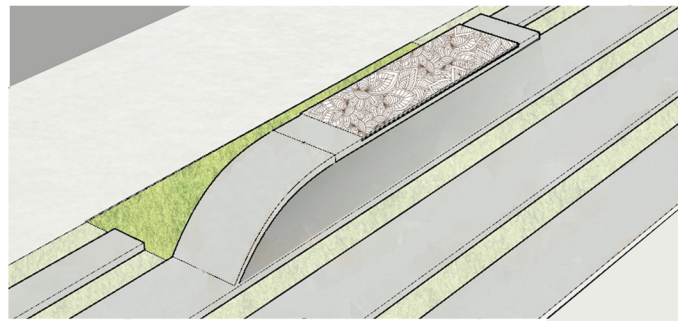


# BLENDING COMMUNITIES // the street inbetween

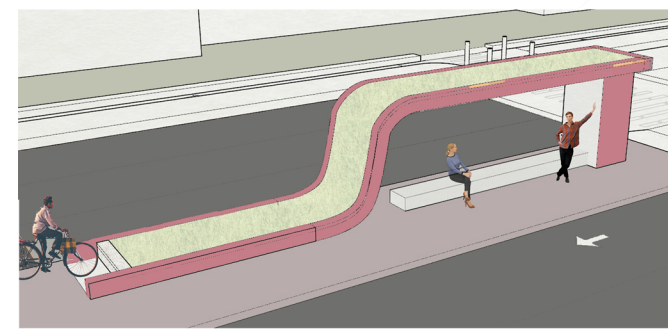
-Axonometric representation of the new street prospect-



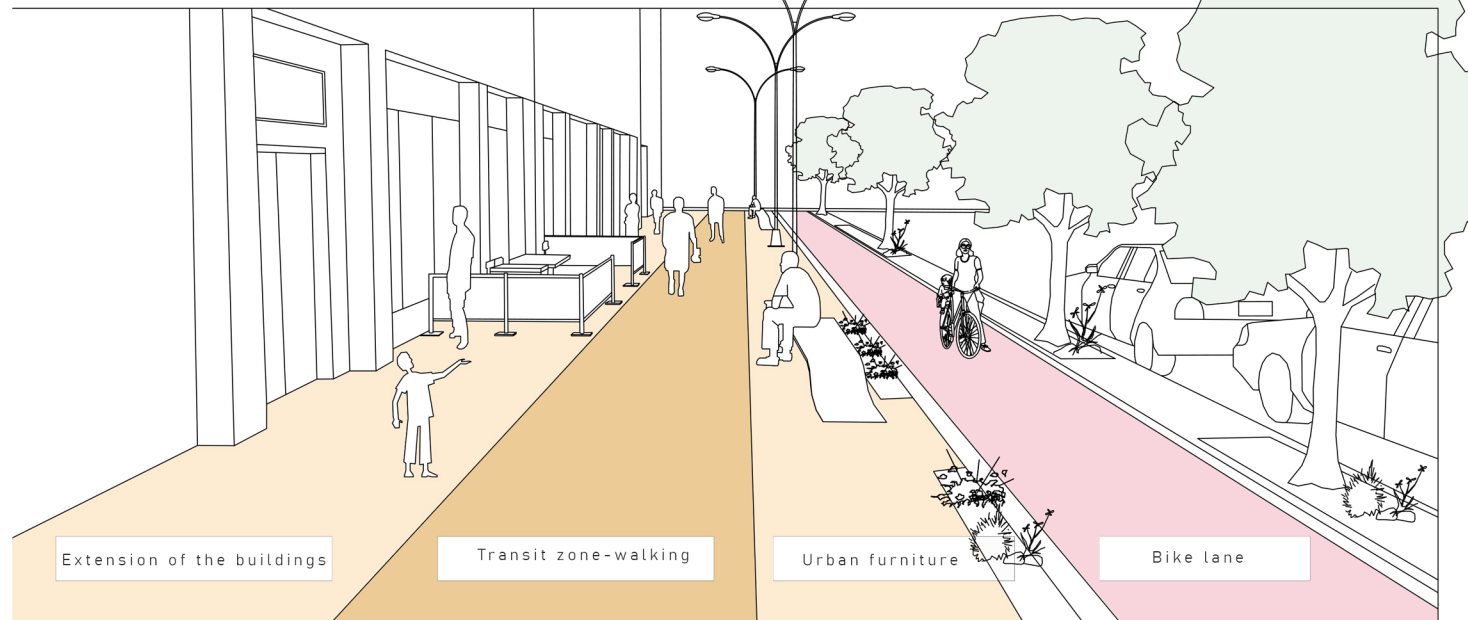
Concept street furniture



street benches



Bus stop with bike parking and seatings

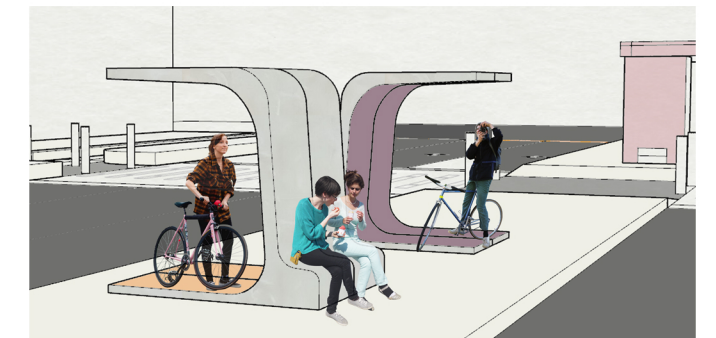


Extension of the buildings

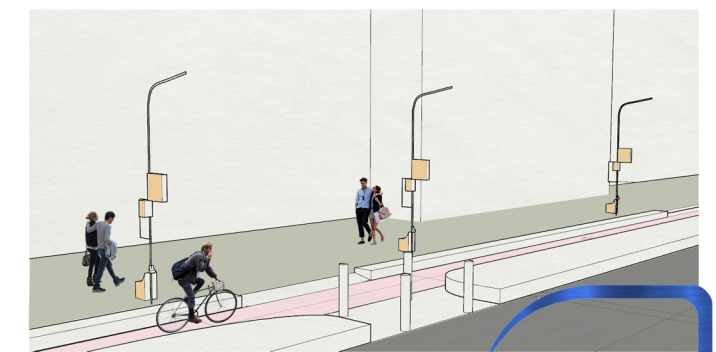
Transit zone-walking

Urban furniture

Bike lane



Seatings and bike park



Multiple use street furniture: street illumination, road sign and recycle  
Chinese stone (material choice)

Indian Textures and colours as design patterns





# BLENDING COMMUNITIES // the street inbetween

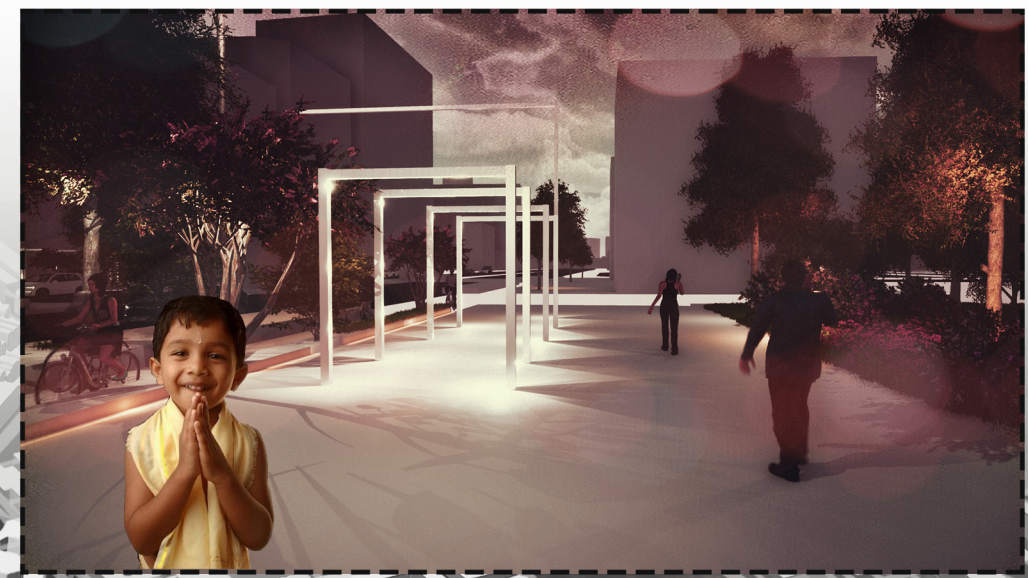
- Graphic representations, photomontages - Overview

"Today different ethnic groups and different nations come together due to common sense." - Dalai Lama



At the level of pedestrian traffic, we have also established functional strips, with an area of urban furniture in the vicinity of bike lanes, an area intended exclusively for traffic, as well as an extension of public spaces on the ground floors of buildings to activate the boulevard. This succession of spaces from the speed of cars to the protected places under the roofs of buildings gives dynamism to the street, transforming it from a simple crossing point into a real urban route, into a true and unique connection between the two worlds.

We also played with the richness of interstitial spaces in the existing context that we propose to be arranged as small squares, exhibition places, fairs, areas with different pavements and natural inserts for the playgrounds and small parks.



Light installation - entry area -

Pedestrian area design



Green spaces design - parks -

General Design

Light installation - entry area -

The colours are representative of each community

Bus stop design



"Little India is noisy, crowded and not all that organized - which is exactly the way it should be, say locals, tourists and heritage experts alike." They took issue with a recent Forum letter in The Straits Times, which compared Little India unfavorably with Chinatown and called on the authorities to give the historic cultural enclave a makeover. The letter, written by Mr Roy Goh Hin Soon, had said: "Little India is not as organized as Chinatown. Most of the shops in the small lanes feature businesses that have no relevance to tourism at all, such as shops selling automobile spare parts and food caterers. "More can be done to spice up the area to attract more visitors, such as having food and beverage outlets with reasonable standards, and outdoor performances."