

重層都市 THE NEXT URBAN APPROACH

コンセプト

近未来の都市の可能性を東京高速道路の幅で計画した都市。建築、道、都市空間を融合性を持ちながら、お互い物理的や機能的な境界線を薄くなり、車社会からの革命、人を中心に設計した重層都市である。

プログラム

プログラムは都市の要素をS、M、Lで分類され、モノの移動速度、動的性、静的性、自然の光の依赖性、密度性などで決めること。

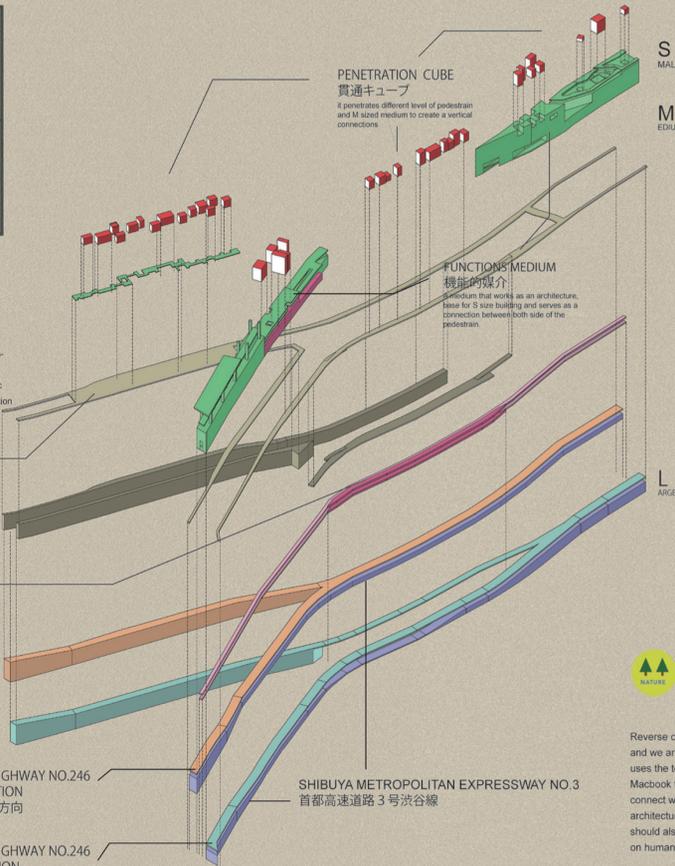


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重層都市

This project shows how limited road spaces is improved, modified and creates connections between architecture, pedestrians, traffic roads and greenery. A multi-layered urban space re-organised according to their priority levels. S building blocks on the top of the layer placing in a non-linear way, creating gaps that serve as semi public spaces between blocks. M size block can be used as a base structure for S size building or works as a connection-bridge between roads. Allowing people to have more social activities and communication take places in this open public spaces. L size structure are used for high speed transportation and physical distribution.

- GROUND LEVEL PEDESTRAIN
第一層地面歩道
Allowing assessment of existing building
- SECOND LEVEL PEDESTRAIN
第二層歩道
Allowing assessment from the underground setagaya street.
- SANGENJAYA STATION
三軒茶屋駅・東急田園都市線
- SETAGAYA STREET WEST DIRECTION
世田谷通り西方向
- SETAGAYA STREET EAST DIRECTION
世田谷通り東方向
- NATIONAL HIGHWAY NO.246 WEST DIRECTION
国道246号西方向
- NATIONAL HIGHWAY NO.246 EAST DIRECTION
国道246号東方向



CONCEPT AND MOTIVE



The world is developing faster than we could ever imagined. Every country are trying to achieve their own megacities, and their learning from the world most leading cities such as Tokyo. In the future, when the world is filled with "Traditional Cities", what will the next diversity be?



Traditional motorization cities has many side effects. However, when it comes to physical distribution, it still play a vital role in speed and efficiency. Thus, when planning the next urban, instead of completely going against motorization, cities can be multi-layered into different functions and re-organized according to their priority needs.



The assessment of building, streets and spaces are linked and diversified into different spaces. It helps to create a sense of identity for the neighbourhood. There are always a new discovery when walking on the new urban rainforest.



Current existing traffic roads took large about of surface in our urban spaces. Instead of stacking roads into level above the ground, creating a private walls between streets, these wall-obstacles is moved underground. On the top levels, new infrastructure are engineered into the existing networks of current building and new smaller scale building.



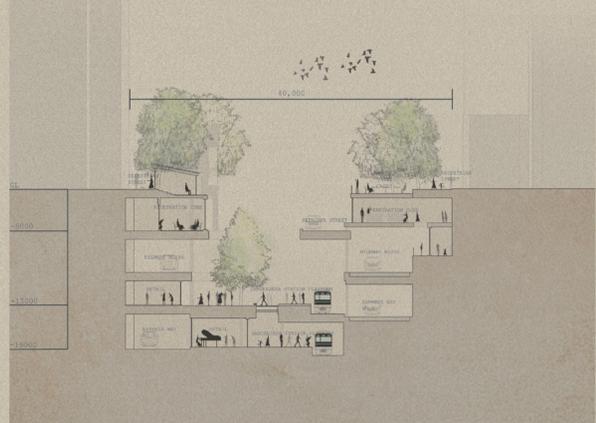
Reverse order of thinking process. Nowadays we had learned so much from nano technology and we are able to apply them into things we could not achieve before. For examples, Apple Inc uses the technology and skills they learned in iPhone production and apply them into the Macbook to make it more slimmer and compact. Social Networking System allowing us to connect with people instantly and we are trying to apply them into our physical world through architecture in the same order, the knowledge and idea we used to apply into our architecture, should also be used when designing and urban cities. This will not only help us kept our design on human scale, but also design to fit the location needs

30M STREET SECTION 1/150



THIS SECTION PLAN SHOWS THE RELATION BETWEEN A S-SIZE PENETRATION CUBE AND M-SIZE FUNCTION MEDIUM ARCHITECTURE

40M STREET SECTION 1/150



THIS SECTION PLAN SHOWS THE RELATION BETWEEN A S-SIZE PENETRATION CUBE CROSSING TWO LEVELS OF PEDESTRIAN STREET, SANGENJAYA STATION AND OPEN PUBLIC SPACE

