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## **ID 1516 | FROM INFORMAL TO FORMAL PUBLIC SPACE: THE ORGANIZATION AND INSTITUTIONAL TRANSFORMATION OF TACTICAL URBANISM MOVEMENT IN SAN**

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### **1 INTRODUCTION**

Tactical Urbanism (TU) has become a force in urban design which cannot be ignored. Its representative is a new approach in requesting new types of public space which have changed the traditionally top-down, long-term planning process to bottom-up, action-oriented experiments to improve the public realm. TU is implemented by different sectors with different motives, but the ultimate goal of TU is the same: trying to improve the built environment with some low cost, fast, flexible installations to test the outcomes of the intervention.

There are growing attention on the social media and the internet about the transformation of the unutilized streets or spaces, such as the too wide sidewalks or vacuum parking lot. Through the simple intervention such as putting some tables and chairs for the public to rest, landscaping the parking lot to be an attractive site of the neighbourhood, etc. The collective name of these activities called “Tactical Urbanism.” These small activities can enhance the people’s quality of life and well-being. Its impact on urban design is increasing, and thus more and more people pay attention to this movement. Although the outcome of the TU is obvious (e.g. better public realm), few people know the mechanism of it and its background. TU is not a sudden occurrence but an outcome of some movements in the U.S. (e.g. Play Street, Open Street, Guerilla Gardening, Pop-up Retail, Pop-up Cafe). It has many different forms in different cities, but the spirit of it remains the same.

In this paper, we make a comparison between San Francisco’s “Pavement to Park (P2P)” and Taipei’s “One Day Street Life Experiment Activity (ODSLEA)”. San Francisco’s P2P program is regarded as the earliest and most successful development of TU that seeks to convert parking space into spaces for cyclists, pedestrians, residents, neighbourhood interactions, and local businesses. On the other hand, ODSLEA was a one-day activity held on September 15, 2013, in Taipei, which was highly similar with P2P on the surface. Here comes my question: What are the similarity and difference between these two tactical urbanism movements in essence?

Using a case study approach, this paper relies on first-hand interviews with key stakeholders and second-hand data such as papers, websites, reports, manuals, and promotional campaigns to study the history, organization, institutional arrangement, and the management dimension of P2P and ODSLEA with particular attention on the motivation of the initiators. This paper is expected to understand the motivations of the initiators of TU through the interview and second-hand data; it is important to know the motivation because it would lead to different results. Through the comparison between the P2P and the ODSLEA programs, this research aims to contribute to making a suggestion to all the TU initiators and participants to examine their TU programs that if they contain the TU spirits or not. If not, they are supposed to modify their programs to achieve their goals: to improve the built environment.

## 2 LITERATURE REVIEW

TU has become a global phenomenon in the last decade; its influence has reached the North America and the other countries around the world. It becomes a new approach to change the urban design decision-making process with some simple, adroit intervention. It's unique because it has broken the rules that the urban design decisions should be made by the planner, architects, designers, government officials instead of the citizens who live in there. The inefficient top-down approach has been gradually challenged by the bottom-up, citizen-led TU. TU not only represents the true needs of the citizens (physically, socially, economically), more importantly, it represents the true spirit of democracy. This movement is studied from different perspectives including both qualified method and quantified method.

Lydon et al. (2012) are the key writers to build the integral theory and the practices of TU movement. They elaborate the TU in their book "Tactical Urbanism- short-term action for long-term change". Lydon et al. (2012) list the following five key characteristics of tactical urbanism in their guidebooks: A deliberate, phased approach to instigating change; an offering of local ideas for local planning challenges; short-term commitment and realistic expectations; low risks, with a possibly high reward; and finally, the development of social capital between citizens and the building of organisational capacity between public/private institutions, non-profit/non-governmental organisations (NGOs), and their constituents.

Many papers about the TU movements would inevitably mention Lydon et al. (2012), such as Mould (2014) describes the importance between TU and Lydon that

The TU movement is attributed to urbanist and planner, Mike Lydon, who heads up an institution called the Streets Plan Collective, an urban planning-cum-activism group based in New York City. The growing popularity of TU, as promoted by Lydon and a growing cohort of devotees, has fuelled an interest in small-scale activities undertaken by local citizens that redesign their urban area to be more 'liveable'. (P. 529)

While the current model of what is generally known as tactical urbanism sprouted from the first Park(ing) Day in San Francisco in 1995, the movement can trace its roots as far back as 16th-century Paris with the pop-up book vendors along the River Seine and later the Play Streets of New York and London from the first half of the 20th century (Lydon et al. 2012). The key concept behind tactical urbanism is the idea that temporary interventions can help garner an understanding of what interventions might work in a particular context and lay the foundation for more permanent ones (Marshall et al., 2015). This ability for a city to learn can be linked to one of the most maligned names in city planning: Le Corbusier (McFarlane 2011). While many of LeCorbusier's designs have not stood the test of time, his theory that urbanism can and must be relearned fits with the creed of tactical urbanists (Marshall et al., 2015).

In recent years, there have been many academic papers to explore the phenomenon of TU, including: "how TU evolves from a short-term to long-term", "TU's history, prospects, impact and criticism" (Greco, 2012), "the relationship between TU and creative city" (Mould, 2014), "TU as instruments in urban design education" (Sargin& Savaş, 2012), "TU and the right to the city" (Alisdairi, 2014) and so on. The main focuses on these researches of TU are basically of its impact, prospects, critiques, and the relationship with other issues. However, there is no research currently trying to compare the similarities and the differences between Asia or Taiwan and the U.S. TU movements and the motivations of the initiators. This paper seeks to compare the similarity and the difference between the P2P program in San Francisco and the ODSLEA program in Taipei from different perspectives.

### 3 TACTICAL URBANISM 3.1.1 THE BACKGROUND OF THE RISE OF TU

There are several different versions of the context of the rise of the TU. Andres Duany (2015) argues that this is because the rise of the two most desirable urbanism in the 21st century: Tactical and XL (Extra Large), which represents the Rem Koolhaas' concept: S, M, L and XL is not complete, it lacks XS (Extra Small), and XS category is represented by TU. Gehl Studio San Francisco (2016) contends that TU is related to strategic planning projects and large infrastructure projects from the 1950s to 1980s. When the highway was expanded in almost all US cities and built skyscrapers, the top-down approach was gradually challenged and eventually replaced by community involvement from the 1980s to early 2000. It has been giving priority to human experience, and this change indirectly contributed to the new planning approach: TU.

It is also possible to analyse the causes of the rise of the TU from other perspectives, which are related to the economic recession, population transfer and the rise of Internet tools (Lydon, 2012). The North American recession has led citizens, municipalities and developers to take creative projects and focus on smaller scales and funding; the baby boomers have retired, and young people have entered the government to mark the transfer of population; web-based tools, blogs, Twitter and Facebook can share some of the content, in a few minutes the problem will appear in dozens of cities on the Facebook. It is clear that the emergence of TU in the United States is not a coincidence, but with a series of ideological changes, social change, population transfer and scientific and technological progress. Lydon (2012) also organised a series of activities that contribute to TU: from the NYC's Play Street program in 1916, NYC's Guerilla Gardening efforts in 1973, San Francisco Park (ing) Day in 2005, and then P2P began to expand within the United States and even worldwide as well.

### 3.1.2 INTRODUCTIONTOTU

Merriam-Webster's defines tactical as "of or relating to small-scale actions serving a larger purpose" or "adroit in planning or manoeuvring to accomplish a purpose." (Lydon, 2012, P.2) TU's ultimate goal is to enable these interventions to influence government's decisions and ultimately make these short-term activities part of a long-term policy. P2P is a case in point, from the park(ing) day one-day event to currently a long-term activity. As the result, most of these materials are affordable and low cost. "TU presents a palette of materials — a toolbox that can be used for rapidly deploying projects and testing ideas in your city's streets. They are grouped materials by their function, providing ideas for barrier elements, surface treatments, street furniture, landscaping elements, signs, programming, etc." (The Street Plans Collaborative, 2016, P.21). Most of the sites of TU occur in the unutilized public spaces, but not always. The famous Time Square in NYC is an example of situated on the lively street. Here are the common sites of the TU movement: open space, empty storefront, too wide streets, highway underground passage, highway underground passage, ground parking lot, etc.

Most of the TU movements are initiated by citizens rather than the municipal government. The citizens hope that through the informal expression of their views on the built environment, they would affect the government's decision-making, hoping that to become legalised and formalised. Just like the P2P from the beginning of the informal (two people rented a parking space and put some turf and a seat on it), to now become a formal, legitimate activity. The programs of TU vary according to its location and needs. "In most communities, Tactical Urbanism projects rarely fit the typical mould for permitting or installation. They are expected to have to troubleshoot and be creative in this aspect of your project planning." (The Street Plans Collaborative, 2016, P.18) Lydon (2012, P.3) also recommends that TU projects should be flexible and dynamic. "Because the places people inhabit are never static, TU doesn't propose one-size-fits-all solutions but intentional and flexible responses. The former remains the fixation of numerous and overlapping disciplines in the urban development fields, which assume that most variables affecting cities can be controlled now and into the distant future. The latter rejects this notion and embraces the dynamism of cities."

Despite its popularity, tactical urbanism has been mixed with other similar approaches to urban design, including DIY urbanism and action-oriented planning, which strategies and short-term actions are the essence of their philosophy. DIY urbanism contains the following terms: pop-up urbanism, user-generated urbanism, insurgent urbanism, guerrilla urbanism, urban hacking. It blends a spirit of entrepreneurial activism with public art, design, architecture, engineering, technology, and notions of progressive urbanism. Not all DIY urbanism efforts are tactical, and not all Tactical Urbanism initiatives are DIY (Lydon, 2012). The most significant difference between these two is that TU is intended to instigate long-term change, such as revising an outdated policy or responding to a deficiency of infrastructure and DIY Urbanism isn't. In other words, TU is highly related to the permanent improvement and DIY Urbanism mainly focuses on the temporary beautification or offering amenities. In addition, Action-Oriented Planning is distinguished from "Tactical Urbanism" by an increased emphasis on measurement and evaluation as the guiding star of strategy (see Fig.1). Pilot projects can be worthless without strategic vision or when support for iteration is missing. Measuring impacts is one way to stay true to a strategic vision and to engage many perspectives by telling stories through objective measures (Gehl Studio San Francisco., 2016).



Figure 1 - The process of Action-Oriented Planning (Source: Planning by Doing)

There are a range of forms of TU in the U.S. and worldwide as well and initiated by different stakeholders. Most of these programs are similar in essence but appear in different forms. The following are some programs of TU in different places: Open Streets (Bogotá, Colombia), Play Streets (NYC, London), Build a Better Block (Dallas), Park(ing) Day (San Francisco), Guerilla Gardening (NYC), Pop-Up Retail (Oakland, Melbourne), Pavement to Plazas (NYC, San Francisco), Pavement to Parks (San Francisco), Pop-up Cafes (NYC), Depave (Portland), Chair Bombing (Worldwide), Food Carts/ Trucks (Worldwide), etc. TU could be implemented by a series of actors with different intentions (e.g., governments, businesses, non-profits, civic groups, individuals). The following are the three typical types of actors of TU: “Initiated by citizens to bypass the conventional project delivery process and cut through municipal bureaucracy by protesting, prototyping, or visually demonstrating the possibility of change. This activity represents citizens exercising their “right to the city.” As a tool for city government, developers or nonprofits to more broadly engage the public during project planning, delivery, and development processes. As a “phase 0” early implementation tool used by cities or developers to test projects before a long-term investment is made.” (Lydon, 2012)

#### 4 METHODOLOGY

This study is mainly based on the case studies and interviews to compare the similarities and differences between the P2P and the ODSLEA projects. On the one hand, due to the difficulty to get the first-hand materials from the P2P, all the materials of the P2P are based on second-hand materials. On the other hand, as part of case study examination, we conducted three different sets of interviews (see Table 1) to explore the ODSLEA. The interviews were held on April 14, 2017, the interviewees including several core actors in the ODSLEA such as Mr Tseng as the city staff representative (the official of the Public Works Department, Taipei City), Mr Liu as the site designer representative (Director of the Classic Design and Planning), and Mrs Kuo as the expert representative (Director of the Taiwan Institute of Landscape Architects).

Interviewee	Key Questions
City Staff	<ul style="list-style-type: none"> <li>- Describe the history of the program including initial idea.</li> <li>- What departments are involved in regulation and development?</li> <li>- What is the intention of the city to hold this event?</li> <li>- Does the city have any plans to develop subsequent parklet or any other similar projects?</li> <li>- What are the successes, challenges and lessons learned for the program?</li> </ul>
Site Designer	<ul style="list-style-type: none"> <li>- Describe the history of the program including initial idea.</li> <li>- What is your role in this event?</li> <li>- What is the relationship between the P2P and the ODSLEA programs.</li> <li>- Is there any public participation involved?</li> <li>- How much time and resources did you invest in?</li> <li>- Are there similar events have been held in Taiwan?</li> <li>- What is the government’s attitude from your perspective?</li> </ul>
Expert	<ul style="list-style-type: none"> <li>- What is your role in this event?</li> <li>- How do you weigh the values of this event?</li> <li>- How do you think the relationship between the P2P and the ODSLEA programs?</li> <li>- What is the government’s attitude from your perspective?</li> <li>- Do you have any suggestions to the city government and the designers?</li> </ul>

Table 1 – Type of Interview and Questions

## 5 SAN FRANCISCO: PAVEMENT TO PARK (P2P)

P2P contains three major parts: Parklets, Plazas and Prototyping. Parklets aim to transform all sidewalk-scale open spaces that repurpose the curbside lane. Plazas intend to use neighbourhood gathering places created by reclaiming underutilised street spaces. Prototyping is short-term tests of urban design ideas that are often portable, flexible, and relate to playing and performance. (Pavement to Parks website: <http://pavementtoparks.org/>) "Parklets and Plazas are a part of an emerging practice in Urban Planning and Design that goes by many names, and is characterised by inexpensive, temporary, adaptive, and grassroots strategies." (Stroman, 2016, P.8)

SF Planning Department (2014) elaborates the basic mechanism of the P2P project. "Through the program, parking spaces and street intersections have become the testing ground for new and easily reversible public spaces such as parklets and plazas. These temporary spaces are typically outfitted with amenities that enhance the quality of public life, such as tables, seating, landscaping, bicycle parking, and public art." Nowadays, there are more than 50 parklets and six plazas in the P2P program (see Fig.2).

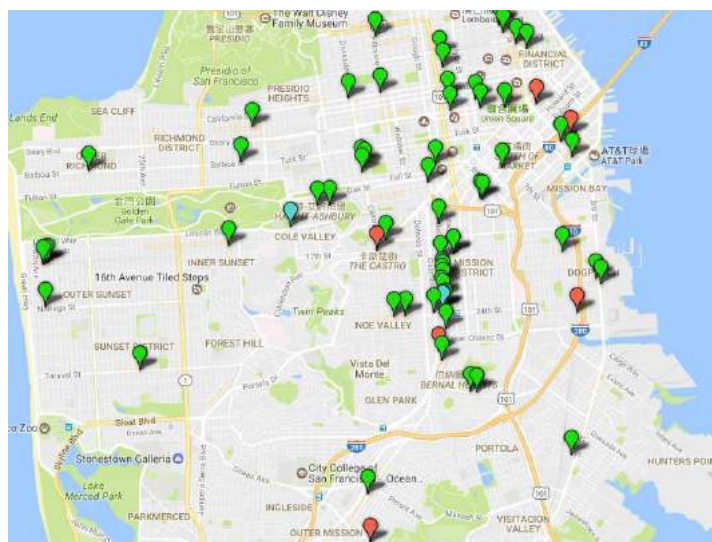


Figure 2 - Map of all parklets and plazas sites (Source: <http://pavementtoparks.org/>)

The term 'parklet' has heretofore been used informally to refer to a small urban park, 'mini park' or 'pocket park' (Gillool, 2010; Martin, 1998; The Washington Post, 1967; Z Waugh, 1947; Zion, 1962). This thesis recognises the Parklet as distinct urban design typology with specific spatial characteristics prototyped in San Francisco: the Parklet occupies a curbside parking lane, often reclaiming contiguous spaces, functionally expanding the pedestrian realm of the sidewalk. Ocubillo (2012) explained how parklets work: "Parklet installations are essentially temporary. Projects are granted permits on a renewable annual basis, which implies a limit to their lifetimes and their potential to effect – as individual sites or cumulatively – more permanent interventions and policies.

The creation of parklets and similar small-scale public open spaces has become a widespread effort across some cities in the United States. Since San Francisco's five pilot parklets in 2010, the local effort to expand on the successes of parklets is also growing. Currently, over sixty parklets have been installed across twenty different neighbourhoods, and more are being implemented as high public and business interest have resulted in an increase in parklet applications. The parklet program has evolved for more than a decade (see Fig. 3). It was initiated by two workers of the Rebar group. They rented a parking space and put some turf, bench and a tree on it in 2005. San Francisco government thought it was interesting and held Park(ing) Day in 2006. The parklet pilots started in 2009 and formalised by San Francisco government in 2015.





Figure 3 - The Evolution of the Parklet Program (Source: Planning by Doing)

The P2P program seeks to test the possibilities of these underused areas of land by quickly and inexpensively converting them into new pedestrian spaces. In other words, it tries to reclaim underutilised asphalt as public space without large capital expenditure. These spaces can become permanent public open space after an evaluation period. There are five principal goals of P2P: 1. Foster neighbourhood interaction 2. Reimagine the potential of city streets 3. Enhance pedestrian safety and activities 4. Encourage non- motorized transportation 5. Encourage non-motorized transportation 6. Support local businesses.

There are a number of sectors involved in the P2P program: San Francisco Planning Department, San Francisco Public Works Department, San Francisco Municipal Transportation Agency, Mayor’s Office (the public sectors); Local Restaurants and Stores (the private sectors); Tunnel Top Park Steering Committee, Union Square Business Improvement District, San Francisco Beautiful, etc. (the third sectors) Each Pavement to Parks project is intended to be a public laboratory for the city to work with local communities to temporarily test new ideas in the public realm. Materials and design interventions are meant to be temporary and easily reversible. Meanwhile, the trial run demonstrates the need for design changes. After testing their performance, some spaces are reclaimed permanently as public open spaces. Seating, landscaping and paving treatments are common features of all projects (see Fig.4~Fig.6).



Figure 4 - Museum of craft and design parklet, Luna Rienne art gallery parklet (Source: <http://pavementtoparks.org/>)



Figure 5 - Ocean avenue parklet, Simple pleasures parklet (Source: <http://pavementtoparks.org/>)



Figure 6 - Reveille coffee parklet, Divisadero street parklet  
(Source: <http://pavementtoparks.org/>)

There are many evaluation studies on the impact of the parklets. The positive impacts to the neighbourhood and the local businesses have been proved. The SF Great Street Project (2010) analysed the public use and the entire block as well as how business owners think it has impacted their sales. Their research reveals that the trial parklet has already increased pedestrian activity in the study area, the satisfaction of pedestrians in the area and people's sense of community character. Some businesses on the block have welcomed the increased foot traffic. For example, the greatest increase in activity was seen on weekday evenings when pedestrian traffic rose 37% from an average of 363 to 497 people per hour. The average number of pedestrians during all observation periods increased 13%. (SF Great Street Project, 2010)

### 5.1 TAIPEI: ODSLEA

ODSLEA was a part of the program of Taipei's apply for the 2016 World Design Capital City. To test the Boulevard pedestrian environment improvement program, the project is sponsored by the Taipei Public Works Department and hosted by Classic Design and Planning. It was an activity held on September 15, 2013, 05: 00-21: 00. The Taipei City government closed the Xinsheng South Road (86 Lane to 98 Lane) to utilise the parking spaces into a range of activities (see Fig.7). The use of the west side of the road about 165 meters long, 5 meters wide; east about 150 meters long, 3 meters wide. This period of the street is unique because it is close to National Taiwan University and surrounded by dozens of distinctive bookstores, cafes, restaurants and Japanese monuments. There is a strong local cultural organisation called "Wen-Luo-Ding" which is an alliance constituted by the local bookstores participated in the ODSLEA.



Figure 7 – The Map of Activities in ODSLEA (Source: Results report from the Classic Design and Planning)



There were a series of public participation and propaganda involved in ODSLEA. Classic Design and Planning had held numerous public hearings to listen to the local residents', communities' and businesses' opinions on the impacts of this program. The propaganda was made up of a design competition of the parklets, a microfilm competition, website (<http://tgbdesign.4pt.tw/>), social media, advertisement, etc. The purpose of the ODSLEA concept is to use a more flexible and creative community participatory approach to invite students of the surrounding schools, communities and citizens to participate in the ODSLEA. Through the activities of the streets, so that the public experience and see the pedestrian environment widened, the street space use and activities of the more creative possibility. (Results report from the Classic Design and Planning, 2013) The real intentions of ODSLEA are 1. Taipei City government to test the impact of the widened road. 2. As the part of the propaganda of 2016 World Design Capital City.

The core sectors of ODSLEA are: Taipei Public Works Department, Taipei Transportation Department, Taipei Planning Department (public sectors); Classic Design and Planning, local stores and bookstores (private sectors); community college, Wen-Lou-Ding (a region surrounded by Wenzhou Street, Roosevelt Road, Dingzhou Road, an area about one square kilometer, there are thirty to forty bookstores distributed within this region) (the third sectors). ODSLEA used a variety of 1:1 models (bike lane, picnic area, wooden pallets area, street library, etc.) to enable participants to experience these street facilities with human scale (see Fig.8~Fig.10). Besides that, the project even included the experiencing Military Kindred Village culture, disaster prevention, hand-made crafts teaching, orchestral performances, etc., which were beyond the scope of P2P. The streets were not just becoming the social places but the places of education, performance and propaganda of the event. ODSLEA is a one-day activity which is not long enough to measure its impact. There was no official evaluation of ODSLEA. But through the informal interview with the participants conducted by the Classic Design and Planning, most of them held a positive attitude towards this event.



Figure 8 - Bike Lane Experience Area, Second-hand Book Exchanging Area (Source: <https://www.facebook.com/pg/TGBdesign/photos/>)



Figure 9 - Painting Parking Space, Picnic Area (Source: <https://www.facebook.com/pg/TGBdesign/photos/>)





Figure 10 – Rest Area, Main Stage (Source: <https://www.facebook.com/pg/TGBdesign/photos/>)

## 5.2 THE COMPARISON BETWEEN P2P AND ODSLEA

Although these two programs are highly similar on the surface, for example, both of them utilise the curbside parking spaces into different purposes and hold a range of public participation. Both of them have a series of local businesses and NGOs involved and aim to enhance the public lives. But as for the core essences, they are kind of different (see Table 2). First of all, formality. P2P was initiated by the individuals and gradually transformed into the government-oriented program. It applies to one of the feature of TU: From informal to formal. On the other hand, ODSLEA was launched by the government, and it lacked the civil spirit. Second, duration. P2P was a one-day event (Park(ing) day) in 2006 and has become a permanent program now. In contrast, ODSLEA was intended to be a one-day activity in 2013, and the Taipei government had no aspiration to make it a long-term program. Third, the attitudes between these two government. SF government supports the development of P2P, it even publishes manuals to the public and formulates policy framework. On the contrary, ODSLEA was just a part of the activities of World Design Capital Taipei 2016. In other words, it's propaganda to show the progressiveness and the openness of Taipei City. The government official said Taipei City government has no plan currently to formalise it or promote this program. Lastly, the spirit of TU. P2P truly embodies the true spirit of TU based on the reasons above. Unfortunately, ODSLEA had only little things to do with TU even if this program was so similar to P2P on the surface. It lacked the long-term support from the government and the comprehensive understanding of the meaning of TU.

	Initiating organization	Formality	Duration
P2P	From individual-led to government-led	From informal to formal	Short-term to permanent
ODSLEA	Government cooperated with private sectors and third sectors	Formal	One day
	Involving municipal departments	Involving private sectors	Involving NGOs
P2P	<ol style="list-style-type: none"> <li>San Francisco Planning Department</li> <li>San Francisco Public Works Department</li> <li>San Francisco Municipal Transportation Agency</li> <li>Mayor's Office</li> </ol>	Local Restaurants and Stores	<ol style="list-style-type: none"> <li>Tunnel Top Park Steering Committee</li> <li>Union Square</li> <li>Business Improvement District</li> <li>San Francisco Beautiful</li> </ol> etc.
ODSLEA	<ol style="list-style-type: none"> <li>Taipei Planning Department</li> <li>Taipei Public Works Department</li> <li>Taipei Transportation Department</li> </ol>	<ol style="list-style-type: none"> <li>Classic Design and Planning</li> <li>Local Stores and Bookstores</li> </ol>	<ol style="list-style-type: none"> <li>Community College</li> <li>Wen-Lou-Ding</li> </ol> etc.
	Public Participation	Government's attitude	TU spirit
P2P	Yes	Positive	Yes
ODSLEA	Yes	Positive on the surface, negative in essence	No

Table 2 - The Comparison Between P2P and ODSLEA

If we visualise the transformation of the P2P program in the scope compass, the Park(ing) program in 2005 and the Park(ing) Day program are short-term and instigated by the users but gradually converted into long-term and managed officially (see Fig. 11). On the other hand, the ODSLEA was a one-day activity and initiated by the government and held by the private sectors and thus no motion of the cross (see Fig. 12).

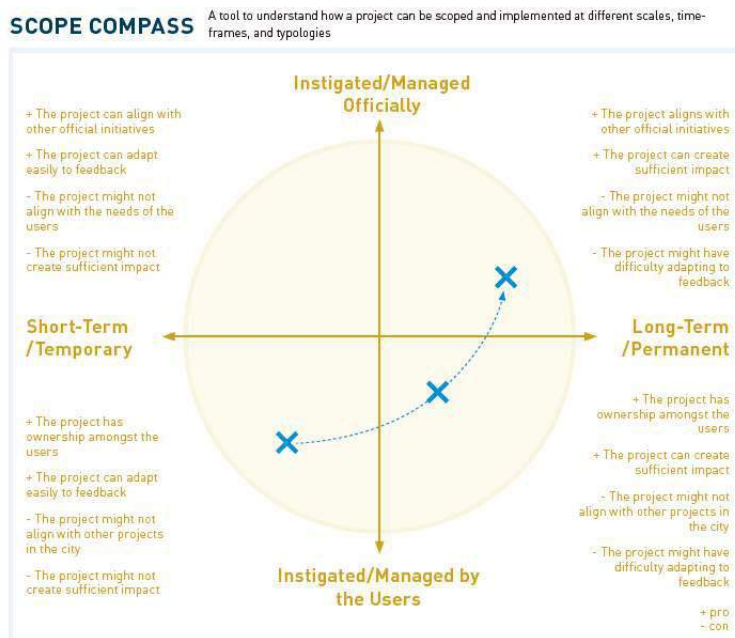


Figure 11 – The scope compass of P2P (Source: Planning By Doing)

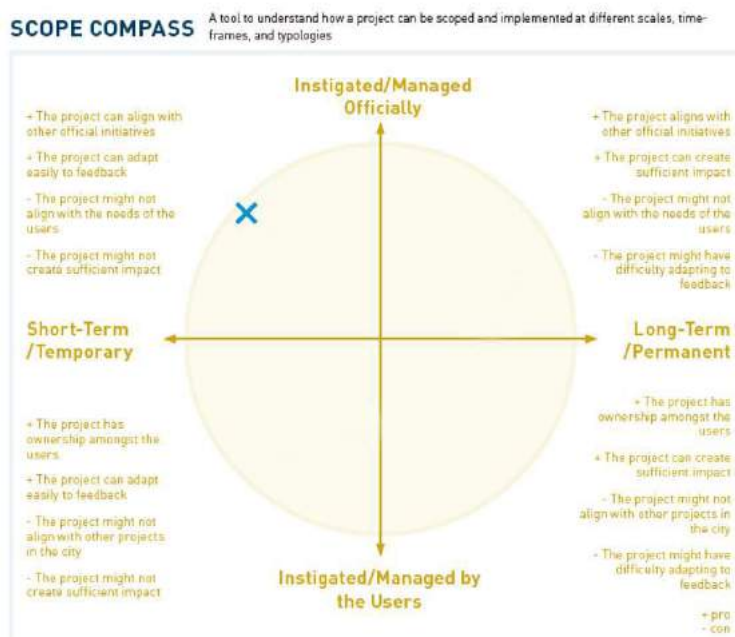


Figure 12 – The scope compass of ODSLEA (Source: Modified by the authors)

## 6 CONCLUSION

San Francisco's P2P movement from the citizen-led, informal, short-term evolves to the government-led, formal, long-term, which truly embodies the features of TU: low-cost, fast, low-tech actions to influence the government's decision-making process. Its influence is not only across the North America but also in the Central and South America, Europe and Asia. The P2P project has become an international city movements and attract more and more cities to engage in.

In Europe, there are also few projects of parklets, mainly concentrated in the UK, one in Sweden, one in France, one in Spain, so there is still much room for growth in the future. The European municipal governments, civic-groups, non-profits and individuals are supposed to make use of the unutilized public spaces into more appealing public realm to improve the life of the city.

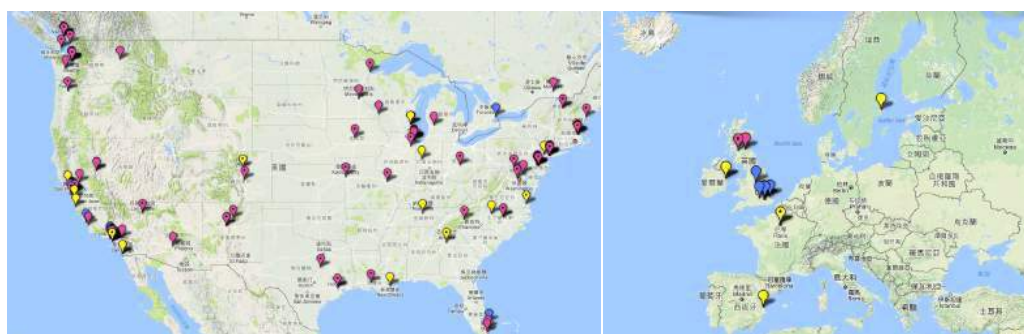


Figure 13 - The comparison between the parklet distribution in the U.S. and Europe  
(Source: <http://pavementtoparks.org/>)

Although the P2P and the ODSLEA look so similar on the surface, they lead to entirely different results and influences. The P2P has been formalised and become a city feature and pride of San Francisco. This movement is still prosperous and improves every year. On the other hand, the ODSLEA was only a one-day event, and there are no subsequent plans to legalise and formalise it. The city government's attitude is crucial. The SF Municipal government is determined to offer the public more high-quality open spaces to enhance the public interest. It truly understands the meaning of TU and the benefit it brings. In contrast, the Taipei City government copied the form of the P2P in the ODSLEA but didn't understand the meaning and goals of the P2P and TU. The ODSLEA didn't have much influence on the government decision-making process and induced Taipei City government to offer more public space. To conclude, two similar TU movements with different intentions will result in totally different outcomes. Instead of imitating successful TU programs, the initiators should examine themselves if their programs meet the TU spirit and the local needs. That's the point.

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## **ID 1528 | RESEARCH ON THE HUMAN SETTLEMENTS CONSTRUCTION WISDOM OF ZHASHUI PHOENIX ANCIENT TOWN IN CHINA BASED ON NATURAL LANDSCAPE**

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### **1 INTRODUCTION**

China has a vast territory in which the settlement areas, after more than 5,000 years of civilization development, have gradually evolved into the living environments with different characteristics, rich traditional oriental cultures and unique constructing methods and wisdom, showing their own styles in the history of city construction in the world. However, the rapid development of urbanization in China has posed a certain impact on the local traditional space, and the historical context and spatial features of many traditional settlement areas has been submerged in the tide of rapid urbanization. Under this background, it is somewhat unusual for Phoenix Ancient Town of Zhashui County located in the hinterland of Southern Shaanxi Qinling Mountains to retain the whole living environment of the traditional characteristics. Here the traditional street space is integrated with the surrounding landscape, which is a precious historical and cultural heritage, and implies the Chinese wisdom in the construction of the traditional living environment.

### **2 CHARACTERISTICS OF THE LANDSCAPE SPACE OF PHOENIX ANCIENT TOWN**

Phoenix Ancient Town was originally built in the Tang Dynasty and flourished in the Ming and Qing Dynasties. Since the Tang Dynasty, it had experienced ten dynasties, including the Five Dynasties, Song, Liao, Jin, Yuan, Ming, Qing Dynasties and Republican Period, being more than 1,400 years old now. The Town started its development from Tang Wude 8th Year (A.D. 625) when the first batch of immigrants of 53 households from Wu and Chu states settled in the Town which was called "Sanhahekou" at that time. During the Ming and Qing Dynasties, the mule post road and shipping waterway were developed gradually, and the business began to boom here. Even in the Republican Period, the Town was an important commercial town. After that, the Ancient Town lost its former position and function due to the exhaustion of water transport and the improvement of highway transport, but its style and features, street spaces and ancient residential buildings have been preserved so far.

China has the cultural origin of advocating the natural environment from ancient times. And Confucius said: "The wise enjoy the waters, the benevolent enjoy the mountains." As affected by this thought, the construction concept of the traditional Chinese town advocates the integration with the natural