

# Made in Hong Kong: Re-envisioning the Pedestrian Interface

by Peng Huang  
B. Eng.  
Tianjin University, 2010

Submitted to Department of Architecture in Partial Fulfillment of the Requirements of the Degree of  
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## ABSTRACT

The thesis begins with an interest in the diversity and ambiguity of open spaces in a consumption oriented society: Hong Kong. The hustle and bustle of informal markets, together with the traditional pedestrian streets that flow from the mountains down to the waterfront are typical examples of such open spaces. However, these multifunctional spaces are being eliminated now, with the domination of megamalls. This phenomenon gives rise to a conflict between the usurpation of open space by commercialism and citizens' needs for daily use of it.

The thesis aims to reintegrate the original diversity and ambiguity into current open spaces of Hong Kong. The author addressed this problem by researching the contemporary and historical making and use of open spaces within the evolution of Hong Kong's economic structure. By diagramming a spectrum of shopping spaces with such characteristics, the thesis proposes an interior urbanism, an alternative pedestrian interface, that not only extends the commercial core to its waterfront, but also provides a new playground for dynamic civic life.

As an architectural device, the interface facilitates the movement of people from a subway station to a ferry terminal. Within this process, the interface creates "moments" with a juxtaposition of four types of commercial programs- informal markets, street retail stores, mall stores, and luxury flagships- and a view of the harbor. In such moments, both locals and tourists have an unique city experience that belongs only to Hong Kong.

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## Table of Contents

<b>1.</b>	<b>Introduction</b>	<b>6</b>
1.1.	Background	7
1.2.	Purpose	8
1.3.	Keywords	9
1.4.	Method	10
1.5.	Flow	11
<b>2.</b>	<b>Shopping</b>	<b>12</b>
2.1.	Current challenges	14
2.2.	Case study of a mega-mall	17
2.3.	Spatial transformation	19
2.4.	Spatial essence	22
2.5.	Ambiguity of Public space	24
2.6.	Transformation of informal street markets	29
2.7.	Analysis of street stores	37
2.8.	Spectrum of the open spaces	40
2.9.	The next generation	41
<b>3.</b>	<b>Elevated Open Space</b>	<b>42</b>
3.1.	Case study of the Central district	44
3.2.	Elevated corridors as civic ground	49
<b>4.</b>	<b>Waterfront</b>	<b>50</b>
4.1.	Reclamation and development	52
4.2.	Re-envisioning the waterfront	57
<b>5.</b>	<b>Site</b>	<b>62</b>
5.1.	Urban context	64
5.2.	New interface	67
<b>6.</b>	<b>Proposal</b>	<b>68</b>
6.1.	Characteristics	69
6.2.	Urban scale proposal	70
6.3.	Design strategy	78
6.4.	Architectural scale proposal	82
<b>7.</b>	<b>Notes</b>	<b>89</b>

## Chapter 1. Introduction

"It is the selfishness and cowardice in all of us which is the real enemy of the world today: selfishness and cowardice in all of us, which, when combined, becomes Commercialism. It is this sprit of commercialism, in all countries of the world, especially in Great Britain and America, which is the real enemy of the world today."

Ku Hung-ming  
The spirit of the Chinese people, 1915

"The consumer society sees itself as an encircled Jerusalem, rich and threatened. That is its ideology."

Jean Baudrillard  
The consumer society, 1998

"If you are running a city you must focus on day-to-day problems."

Kenneth Robert Livingstone  
Mayor of London, 2000 - 2008



Figure 1.0 The Art of Consumption by Cynthia Barlow Marris SGFA

# Chapter 1. Introduction

## 1.1 Background

World famous as a shopper's paradise, Hong Kong itself is becoming a shopping complex for mainland China. Not surprisingly, Hong Kong residents are fully aware of the significance of consumption to Hong Kong's economy and identity. In 2003, when the SARS epidemic stopped tourists from arriving, the government associated consumerism with civic duty and honor by energetically promoting an "I Love Hong Kong" event.<sup>1</sup> As a result, citizens were encouraged to consume in order to save Hong Kong's economy. At that moment, even shopping became a patriotic activity.<sup>2</sup> Not only have shopping spaces began emerging in every corner of civic life, but civic life has also began emerging into every corner of shopping space.<sup>3</sup>

Since the 1960s, Hong Kong has been transformed into "one infinite shopping labyrinth," composed of megamalls and elevated pedestrian networks. No matter how complicated, the labyrinth falls into two categories: air-conditional private spaces and privately owned public spaces ("POPS"), both of which welcome or even urge consumers to access them. Although the labyrinth efficiently creates more accessible open space, it actually imposing strict limits and constraints on social activities, providing homogenous and hermetic consumption spaces, creating a sense of no-place.

Meanwhile, Hong Kong is gradually losing its "ambiguous public space," due to automobiles and tourism. In a city with the highest population density in the world, citizens are accustomed to constantly integrating any available space into their daily needs. Due to the lack of public space, the 'civic space' has already been squeezed into any possible open space, especially those "POPS", where the regulations and policies are approached differently by the government, private developers and civilians.

## Chapter 1. Introduction

### 1.2 Purpose

The conflict between the usurpation of commercialism and citizens' needs for daily life in public space looms as a critical problem to be solved. The shift of accessible space from exterior to interior essentially is caused by the shift of Hong Kong's commercial industry from self-sustained to tourist-oriented. Since the 1960s, the Ocean Terminal Mall has stood as a symbolic conception of society.<sup>4</sup> If the loss of streets as "dynamic civic playgrounds" is an inevitable phenomenon of Hong Kong's history, the question is how to reintegrate diversity and ambiguity into the current open space, within a tourist-oriented economic paradigm.

#### **Diversity** of a consumption society

Although dominated by a new shopping labyrinth on Hong Kong Island, the city still nurtures other commercial programs as well, especially in Kowloon. As Hong Kong has the most extreme gap between rich and poor, the diversity of locals and tourists enables a diverse spectrum of commercial programs. From the traditional informal markets, to the hustle and bustle of street stores, from the local brands in shopping malls, to the world famous luxury flagships, Hong Kong is a spectacle of consumption, serving both rich and poor, locals and tourists.

#### **Ambiguity** of traditional streets

The traditional ground-level pedestrian streets flow from the middle of the mountain all the way down to the waterfront, where people go through the hustle of informal markets, with a view and smell of the Victoria Harbor. The interface between the public and private is blurred by temporary market stalls, signage and other materials attached to the dwelling facades. In essence, the ambiguity is the result of the privatization of citizens' daily needs, protected by tradition and cultures prior to the 1960s' transformation.

Although being sanitized now, the city remains its diverse and ambiguous, which contribute to Hong Kong's unique physical space and identity. The thesis proposes to reintroduce those qualities to the Island by designing an alternative commercial pedestrian interface. This interface not only extends the commercial core from the urban center to the waterfront by going under the highway, which also provides new space for the dynamic civic life of Hong Kong.

As an architectural device, the interface facilitates the movement of people from a subway station to a ferry terminal. The interface creates "moments" with a juxtaposition of four types of commercial programs -informal market, street retail store, store in the mall, and luxury flagship- and a view to the harbor. In such "moments", both locals and tourists have an unique city experience that belongs only to Hong Kong.



# Chapter 1. Introduction

## 1.3 Keywords

The keywords in this thesis will be coined in this chapter, as follows:

**Public Space** refers to the land owned and managed by the government, allowing everyone to access, use, or even to some extent, privatize, such as the street.

**POPS** refers to the privately owned public space, which is developed and managed by the private developers (although in theory the land property belongs to the government), allowing everyone to access it, with restrictions to its activities according to different developers. The POPS policies have been launched to provide more accessible space for the public since the 1960s. However they were manipulated by developers to sanitize such the diversity of public space.

**Private Space** refers to the interior air-conditioned space, which is developed and managed by the private developers, allowing everyone to access, with specific restrictions on its activities.

**Open Space** refers to the aggregation of the three types of space above.

## Chapter 1. Introduction

### 1.4 Method

The research of the thesis falls into three categories. First, the shopping space of Hong Kong was researched extensively to diagram a spectrum embedding diversity and ambiguity, and providing programs. The transformation of shopping spaces explores the essence of consumption spaces and society.

Second, a case study of Central elevated system both in sections and plans elucidates the making of this system and how it influences residents' activities. Third, the waterfront of Victoria Harbor was investigated as a site for new development. During the fieldwork, photos and maps of the site were recorded.

The three phases of research give rise to the next generation of shopping space in Hong Kong by its investigating programs, architecture language, and the site.

## Chapter 1. Introduction

### 1.5 Flow

Chapter 1 briefly highlights the domination of shopping in Hong Kong as a fundamental force that transformed physical urban space beginning in the 1960s.

Chapter 2 presents the current challenge of commercial spaces. It examines such spaces by illustrating its evolution within a global and local context (see page 21). A case study of IFC mega-mall provides a vivid example. The research is pushed into the extreme by asking “what is the essence of shopping space and consumption society.” Additionally, chapter 2 analyzes the reason for the disappearance of informal street market and ambiguity of public space. It concludes by diagramming the spectrum of shopping and open space. The diagram embeds the diversity and ambiguity of Hong Kong’s open space.

Chapter 3 examines the unique feature of Hong Kong: its elevated system. Central District is chosen as an example to elucidate the relationship between the atmosphere of open space and people’s activities. This chapter provides an architectural language adapted to Hong Kong.

Chapter 4 outlines the relationship between Victoria Harbor and people’s daily life, which provides a vision of Hong Kong’s waterfront. It also provides principles to look for a potential site.

The following chapter 5 determines the site and analyzes its urban context. Additionally, it proposes an interior urbanism from a subway station to a cruise terminal.

Chapter 6 proposes a new shopping complex which brings back the ambiguity and diversity of Hong Kong’s open space.

## Chapter 2. Shopping

“Win or lose, we go shopping after the election.”

Imelda Marcos

“Whoever said money can't buy happiness simply didn't know where to go shopping.”

Bo Derek

“Shopping in Hong Kong can be heaven or hell...Shopping in Hong Kong is a serious sport. Indeed, Hong Kong has immortalized the art of shopping till you drop.”

Suzy Gershman



Figure 2.1 I shop therefore I am by Barbara Kruger, 1987.



## Chapter 2. Shopping

### 2.1 Current challenges

#### Inescapable shopping monster

Unlike most of their fellow creatures in the United States, megamalls are no longer poor isolated islands in a sea of suburban area. They embrace elevated systems above the ground and MTR (Hong Kong's Mass Transit Railway) beneath. A gigantic monster has shown up: an infinite shopping labyrinth, in which escalators and air-conditioners go hand in hand to offer a fluid and cooling experience.<sup>6</sup> Such experience is indeed quite seductive, if we consider Hong Kong's humid subtropical climate and hilly terrain with steep slopes. Little by little, the monster has been sanitizing the open spaces of Hong Kong.



Figure 2.4 Same brands in different shopping complexes by Steven Ho, 2010.

#### The POPS

The labyrinth itself is largely shaped by the policy of "POPS" (Privately Owned Public Space), adopted by the Hong Kong government to deal with the conflict between new development and the lack of public space. The term "POPS" was first coined in the 1960s in New York City. The term is simply comprised of two different parts:<sup>7</sup>

"Privately Owned" refers to the legal status of the land or building where the public space is located. Owners would continue to control overall access, and use of their private property and the public as a whole could not secure rights of access and use without the owner's express permission. Thus, it is a "Public Space" rather than a public property in this case since it is not owned by the city.

"Public Space" means a physical place located on private property to which the owner has granted legally binding rights of access and use to members of the public. Ownership continues to be held privately, making public space an easement held by the public on the owner's property.

Developers could get extra floor area by creating more open spaces on the ground or upper levels for public use. In Hong Kong, the extra area could be five times of the dedicated area at a maximum.<sup>8</sup> This policy was originally designed to promote new mediation between exterior public space and interior private space; however, this policy actually creates circulation spaces with strict limits and constraints of social activities.

## Chapter 2. Shopping

### 2.1 Current challenges

#### Public space & Economic transformation

Although the labyrinth created more accessible open space, eliminating Hong Kong's "diverse public space." The evolution of public space from exterior to interior reflected Hong Kong's transformation from manufacturing industrial colony to commercial center at the turning point of the 1960s.<sup>9</sup> Since then, the atmosphere of public space has been sanitized by bourgeois aesthetic.<sup>10</sup> Chaotic public playgrounds are now largely occupied by vehicles; parks are rigorously restricted by the Leisure and Cultural Service Department; the waterfront is torn to pieces with limited accessibility. As Janet Ng argued in his book *Paradigm City*: "The usurpation of social space by the forces of capital threatens communities and neighborhoods."

#### Challenges

In his paper of "The Generic City," Rem Koolhaas probes his readers by asking "Is the contemporary city like the contemporary airport-all the same?"<sup>11</sup> In his argument, the new city has no identity: it is a city without a past, without individuality or particularity, hence a "generic" city. In his essay "Junkspace," Koolhaas seems to play with the term as a type of homogeneous space connected by escalators and air-conditioners.<sup>12</sup> Apparently, the shopping labyrinth of Hong Kong contributes to such "junkspace." It creates hermetic space without a sense of space, culture and identity. The next generation of shopping space in Hong Kong needs a more localized envelope to survive, a new typology to escape from its "inevitable obsolescence".



Figure 2.5 Ground Floor POPS of HSBC Bank by Joshua I.



Figure 2.6 Restraints of public space of Hong Kong, park as an example.



## Chapter 2. Shopping

### 2.2. Case study of a mega-mall



Figure 2.7 Bird view of the IFC Mall.



Figure 2.8 Transit connection of the mall.

#### IFC Mall

The IFC (International Finance Centre) Mall is the podium of the IFC, an integrated commercial complex which locates on the waterfront of Hong Kong' Central District. Besides the Mall itself, the IFC is consisted of two skyscrapers, and a Four-seasons Hotel tower. As the most significant node of Central District, IFC integrates three MTR entrances, and connected the cruise terminals in the north. An elevated pedestrian system goes beyond the streets, continuously sending people passing by subway and cruise to the four stories mall.

## Chapter 2. Shopping

### 2.2. Case study of a mega-mall

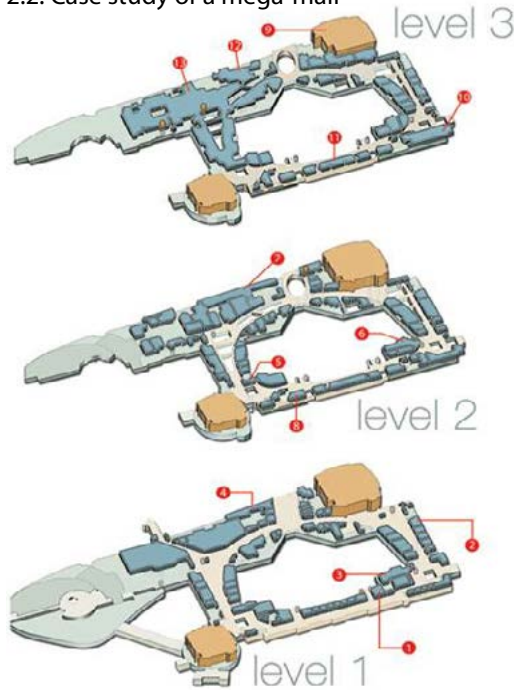


Figure 2.10 Three levels of plan with stores segmentation.

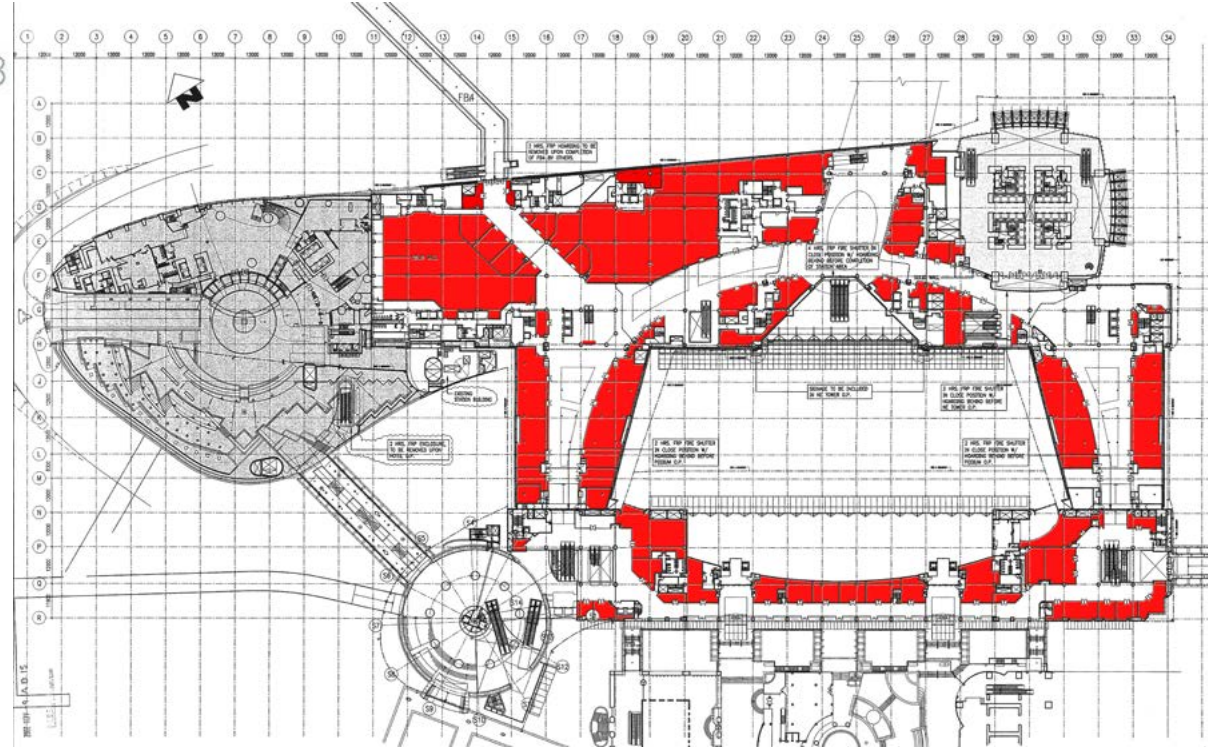


Figure 2.9 First Floor Plan with stores segmentation in red.



Figure 2.11 Interior atrium of the IFC Mall.

The mall is so volumetric that it has to go beyond a thirty-meter street. The first floor not only integrates world famous brands such as Apple and Chanel, it also embeds dining programs like McDonald and Pret. The second floor, which ingrates several big entrance, is carefully divided for luxury brand like Prada and Tiffany. On the third level, space is largely emerged, with more restaurants. The Lane Crawford, which contributed the first department store of Hong Kong in 1850, occupies almost one third of the whole floor. The top level integrates several bars and restaurants which providing a great view toward the Victoria Harbor. One has to consume in order to stay there decently, although the price is quite reasonable. This is a typical privatization of commercialism.

The mall is designed as a shining modern museum, glorifying commodities through windows display. It is impossible to get out of it without being seduced by its goods.

## Chapter 2. Shopping

### 2.3. Spatial transformation

#### **Before Malling**

Although the first department store and first shopping arcade in Hong Kong opened in the middle of the nineteenth century, they didn't change the manufacturing nature of the society. At that time, daily necessities were largely sold by informal hawkers. In 1872, its population was only 121,985, but hawkers had dominated 2 percent. Nowadays, they only occupy 0.1 percent of the whole population.<sup>13</sup>

#### **Malling process**

Unlike the situation in North America, where popularization of shopping malls correlates with an increasing number of cars, Tai-lok Lui argues in his essay "The Malling of Hong Kong", the arrival of the shopping mall was not an immediate outcome of changes in the economy of local urban communities. As Lui argues "Rather, it was triggered by changes in the service sector targeted at tourists from overseas, a consequence of 'tourism urbanization', a process of building cities for the purpose of adjusting to the requirement of the tourist industry."<sup>14</sup>

The critical moment for Hong Kong didn't come until 1966, when the first shopping mall Ocean Terminal opened. It symbolized Hong Kong's transition to a consumer society. The first fully enclosed, climate-controlled shopping mall of the world was born ten years before, in the suburb of Minneapolis USA, aiming to be a hub surpassing its downtown. Unlike its precedent, which was designed to provide many useful services under one roof for residents, Ocean Terminal ambitiously offered an unfamiliar environment, a tourist hot spot largely detached from locals daily life. The success of Ocean terminal began the mall time, and not surprisingly malls became more and more colossal.

The next turning point of shopping mall came in the 1980s, when the Landmark welcomed its everyday passengers. It was the first mall which married MTR in Hong Kong. The third significant moment, came with the Time Square in 1994, symbolizing the age of mega-malls.<sup>15</sup> Before the first light of the new millennium, the first stage of IFC Mall was completed, this prominent landmark becomes a shining museum of its own class.

Interestingly, the Ocean Terminal, the Landmark, and the IFC Mall inherently share one characteristic: they all integrate transit terminals, which merges them into a part of daily life. However, these mall stars are not satisfied with being background, they are aiming to provide something beyond the daily life, a kind of luxury experience.

"But for those growing up in the 1960s, the first visit to Ocean Terminal was like coming to a dream world-unending corridors, unlimited exhibits, and colorful displays of up-market and luxurious commodities and services."<sup>16</sup> After all, the 1960s, is the time when local and tourist districts are largely divided. Nowadays, although the boundary of the two district does not exist anymore, the DNA of providing luxury experience remains.

Through this evolution, malls in Hong Kong are becoming more and more **volumetric, ubiquitous, and luxury.**

# Evolution of Shopping

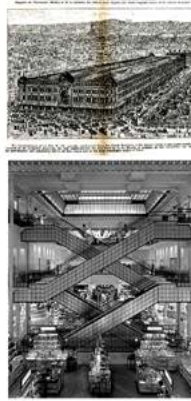
## Global Context

1786: First Arcade: Galeries De Bois, Paris



Arcades

1852: First department store: Au Bon Marche, Paris



Department Store  
Department Store

1859: First Modern Chain Store: Great Atlantic & Pacific Tea Co, New York



1922: First unified shopping mall: Country Club Plaza, Kansas City



Shopping Mall

1956: First enclosed mall Southdale Minneapolis (Victor Gruen)



Shopping Mall

## Hong Kong

1850: First Department store Lane Crawford



1878: First shopping arcade Beaconsfield Arcade



1966: First Shopping Mall The Ocean Terminal



Shopping Mall



Figure 2.12 Evolution of shopping space in Global and Hong Kong context, resources from Sze Tsung Leong, Steven Ho, and Tai-lok Lui, redraw by author.

## Chapter 2. Shopping

### 2.4. Spatial essence

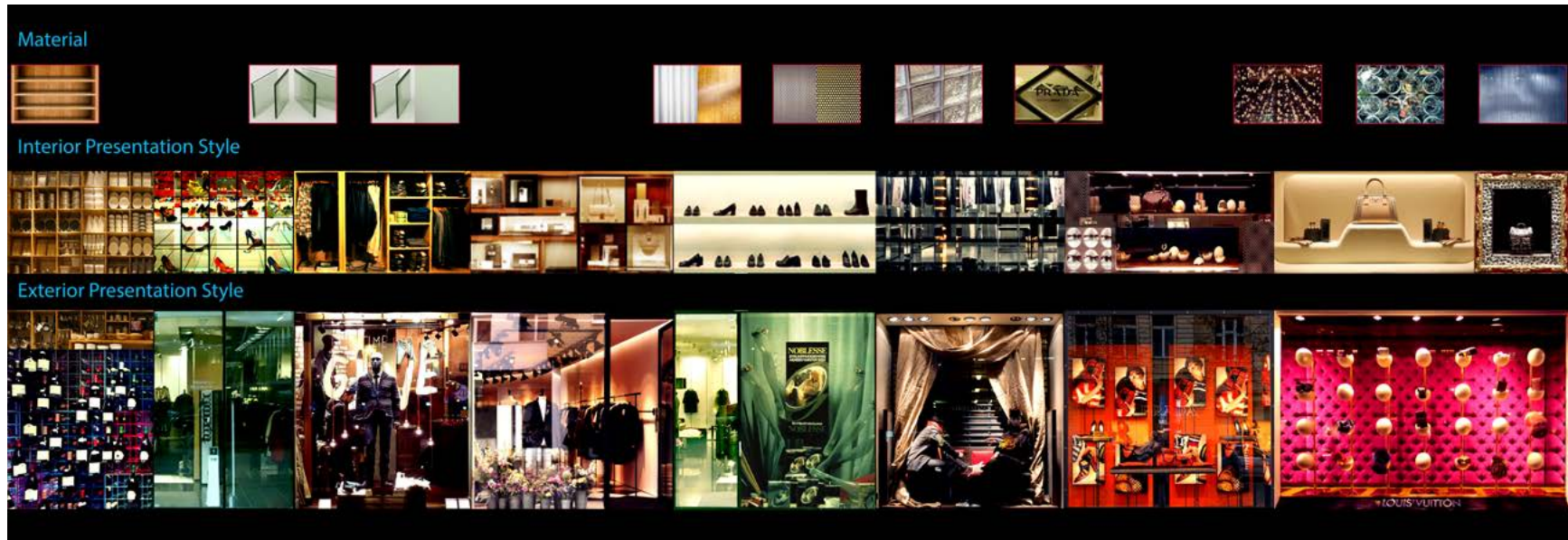


Figure 2.13 Presentation styles different commodities.

#### **Presentation is Everything**

“The history of modern consumer culture is therefore in essence also a history of the continuous evolution and ever increasing sophistication of commercial display and presentation methods.”<sup>17</sup> Windows displaying is unarguably the most powerful and enduring presentation method of all.

#### **Windows Shopping**

The modern display window showed up with the birth of the first department store in Paris, a city well known as the landscape of Flaneur in Walter Benjamin's *The Arcades Project*, in which he wrote: “The department store is the Flaneur's last haunt.”<sup>18</sup> The window pane blends a virtual world and reality into a single layer, making the public space more dazzling and less sociable. The virtual world is the beautiful display of goods, which visually belong to the public space. Presentation material is indeed one of the key elements. Plastic or velvet is not the question, as long as it matches and glorifies the goods. Even when the shop window fails to seduce a Flaneur to go in, it still contributes sign value.

## Chapter 2. Shopping

### 2.4. Spatial essence

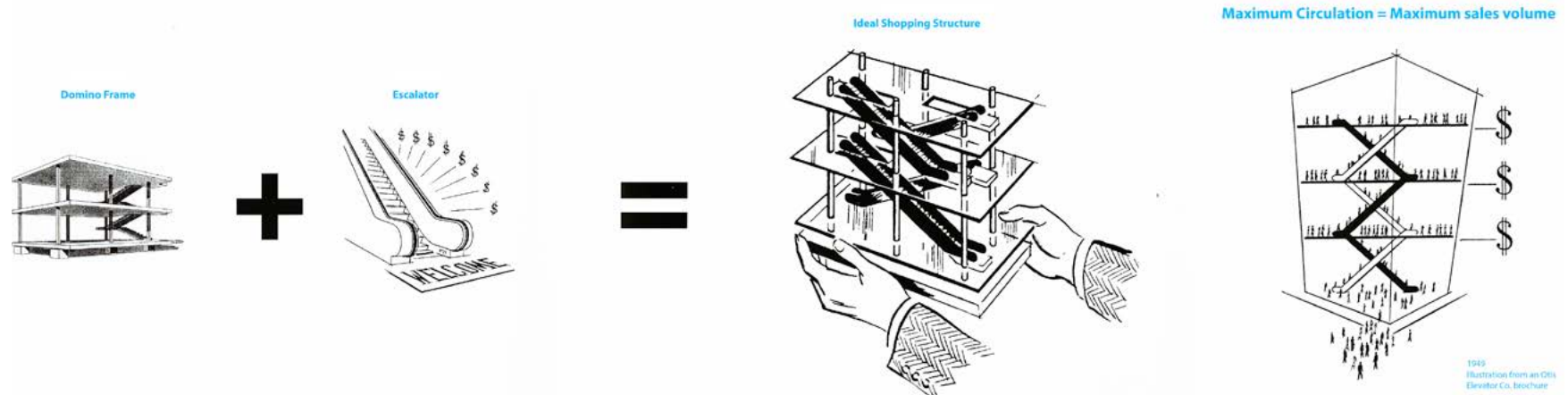


Figure 2.14 Illustration from an Otis Elevator Co. brochure, 1949.

#### Essence

If the essence of shopping is to be more efficient, then “the combination of escalator and elevation proves to be a much more effective means of attracting customers to the upper reaches of the mall than luring them with architectural beauty.”<sup>9</sup> In order to maximize its profit, the mall needs to maximize its circulation. However, in this process, the mall opens Pandora’s box. The electronic commerce platforms such as Amazon prove to be a more successful business model than the mall. The E-commerce is conquering the kingdom of the mall.

However, if the essence of shopping is to provide an experience in the reality, and it is this experience that attracts and seduces potential customers. Then the architecture, no matter it is a museum or a cathedral, has to provide a different experience to survive.

So the question is “what are the most valuable characteristics of Hong Kong that the next generation of shopping mall could integrate?”

## Chapter 2. Shopping

### 2.5. Ambiguity of public space

#### Traditional Street

The traditional ground-level pedestrian streets flow from the middle of the mountain all the way down to the waterfront, on which people need to go through the hustling informal markets, with a perception of the Victoria Harbor. The interface between the public and private is blurred by temporary market installs, signage, awnings, and other materials attached to the dwelling facades. In this case, shopping coexists with civic activities.



Figure 2.15 The Centre Street of old Hong Kong.  
24



## Chapter 2. Shopping

### 2.5. Ambiguity of Public space

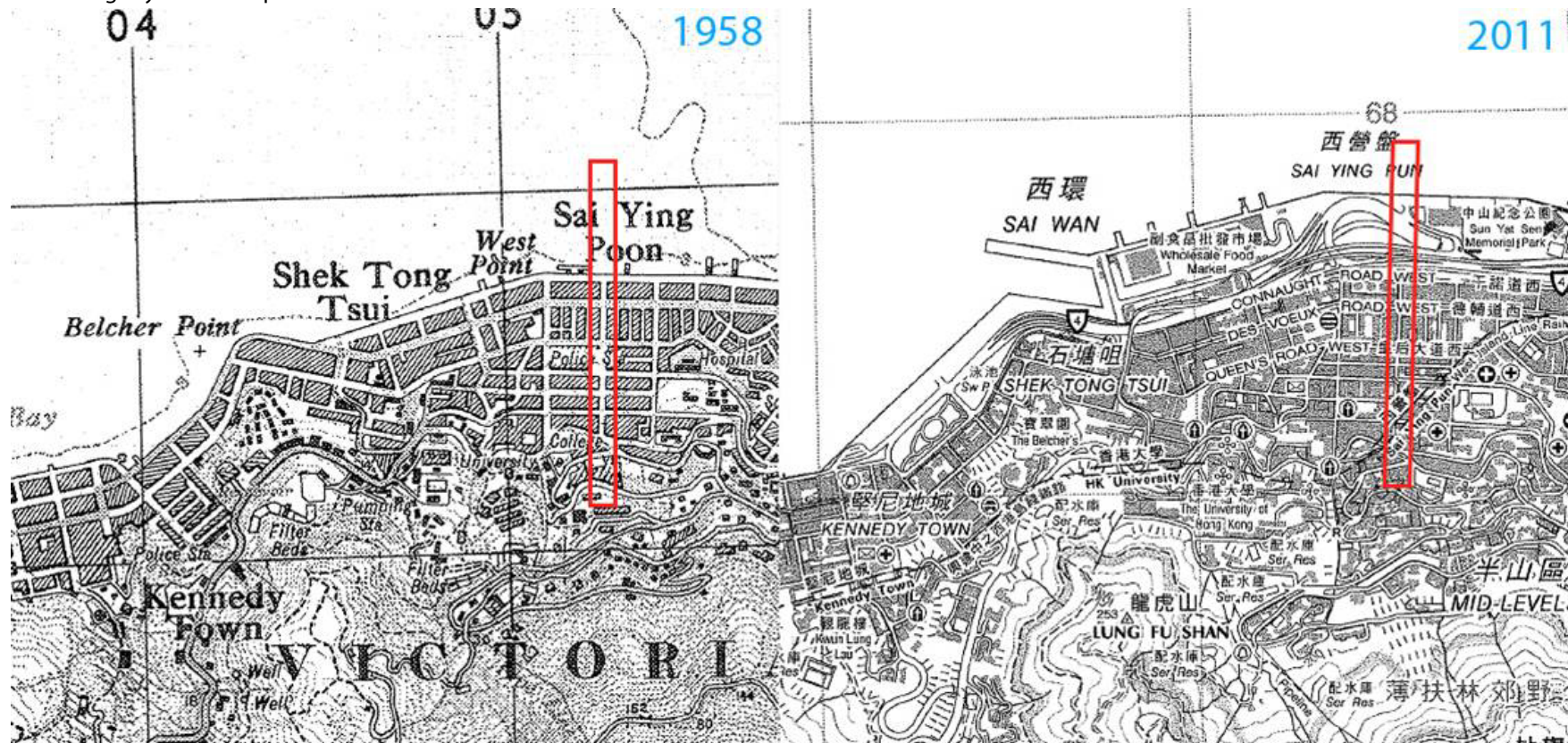


Figure 2.16 Comparison of the plan of the Centre Street of Hong Kong between 1958 and 2011.

#### Loss

Street, the most important public space is losing its role as the primary civic playground. The Centre Street, which is one of the most dynamic traditional market streets of Hong Kong Island has been totally sanitized. The reclamation and highway almost detached the waterfront from the street, activities were replaced by vehicles, and shop-houses became residential towers. Shopping disappears with civic activities.

## Chapter 2. Shopping

### 2.5. Ambiguity of Public space



Figure 2.17 Comparisons of the Centre Street in the same positions.

## Chapter 2. Shopping

### 2.5. Ambiguity of Public space



Figure 2.18 Analysis the ambiguity of the Centre Street

#### **Ambiguity**

The relationship between the public and private space in a traditional street is never clear. The culture, tradition, and regulations all together set up a flexible open space where local dwellers could privatize public space for their daily need. Such multifunctional streets became a perfect cradle for the city's chaotic and dynamic civic life. The ambiguity somehow maximizes the uses of open space and unarguably becomes the most fundamental characteristic of Hong Kong.

## Chapter 2. Shopping

### 2.5. Ambiguity of Public space



Figure 2.19 Earth God in the open space by Michael Wolf

#### **The Earth God**

The Earth God is one of those elements which privatized the public space, and well understood by the residents and protected by its culture in Hong Kong. Every ounce of the space could be condensed to do something useful.

## Chapter 2. Shopping

### 2.6. Transformation of informal street markets



Figure 2.20 Tiny “cage” apartment by Benny Lam

#### **The Informal Market**

One of the key elements of the traditional street is the street hawker stall. With the loss of the street as main civic playground, those stalls are also disappearing tremendously. Contributing significantly to the civic life by making a street more social and less banal, they are not merely dirty decorations. Indeed, informal market works as inerasable urban facilities in the most densely residential communities where independent kitchen and toilet become luxuries.<sup>20</sup> It is also a business for those poor and old to survive, in such an expensive city. What is more, informal markets could dramatically change the atmosphere of a street, providing a different and equally seductive adventure for modern flaneurs.

## Chapter 2. Shopping

### 2.6. Transformation of informal street markets



Figure 2.21 A typical informal book stall by Albert Retief.



Figure 2.22 Fa Yuen street market by Shichao Zhao

#### Definition of "hawker"

According to the law of Hong Kong, "hawker" (小販) means:<sup>21</sup>

(a) any person who trades in any public place:

- (i) by selling or exposing for sale any goods, wares or merchandise; or
- (ii) by exposing samples or patterns of goods, wares or merchandise to be afterwards delivered; or
- (iii) by hiring or offering for hire his skill in handicraft or his personal services; and

(b) any person who itinerates for the purpose:

- (i) of selling or exposing for sale any goods, wares or merchandise; or
- (ii) of hiring or offering for hire his skill in handicraft or his personal services:

Provided that nothing in this definition shall be taken to include:

- (i) any person who sells to or seeks orders from any person who is a dealer in any such goods, wares or merchandise and who buys to sell again; or
- (ii) any person who on request visits in any place the person making such request for the purpose of selling or offering for sale or delivering to him or taking from him orders for any goods, wares or merchandise or of hiring to the person making such request his skill in handicraft or his personal services; or
- (iii) any representative of the press or any photographer;

## Chapter 2. Shopping

### 2.6. Transformation of informal street markets



Figure 2.23 Street traders in 1950 by Fonglai Kuen

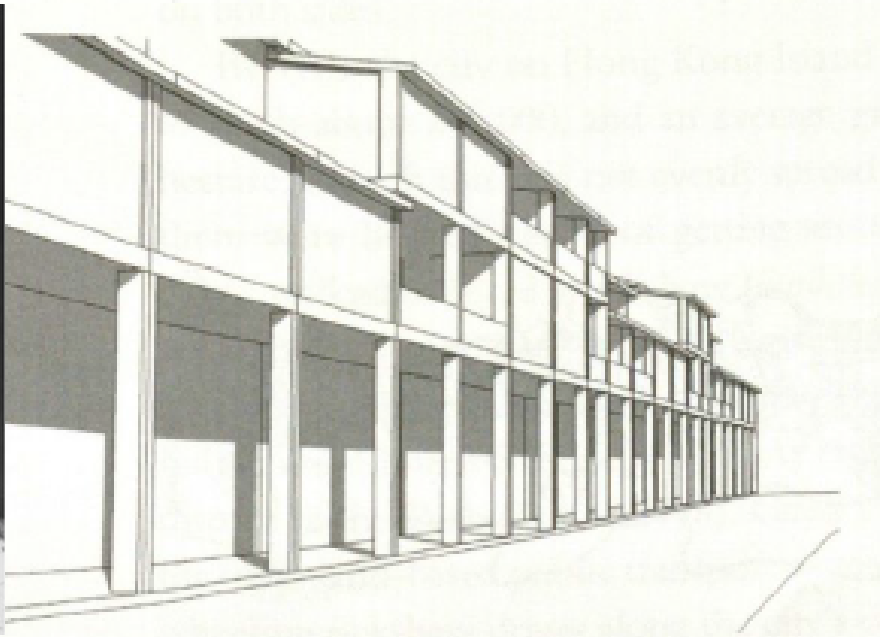


Figure 2.24 Chinese shop-house from the making of Hong Kong from Vertical to Volumetric.

#### License

In the eye of the British Government, which ruled Hong Kong in 1841, the relationship between street trading and public health problems is never clear. Since their policies aimed to segregate European and Chinese residents through zoning, it was not surprisingly that their original intention is to ban hawking activities. However, for a developing colony lacking basic market facilities, it is impossible to sweep those vendors away. Licenses are introduced to control hawkers in 1844.<sup>22</sup>

The intention of eliminating vendors in the name of hygiene and safety deeply becomes DNA of the following policies, although hawkers were considered as necessary retail distribution system.

#### Chinese Shop-House

Due to congestion and lack of public space in Chinese districts, streets and sidewalks become essential civic ground. The colonnaded space of Chinese shop-house became a perfect site for those vendors.

## Chapter 2. Shopping

### 2.6. Transformation of informal street markets

The ranks of street vendors are diminishing rapidly:

Year	Hawkers	Of which: Itinerant hawkers	Hong Kong Population	Ratio of population to hawkers	Indoor market stalls
1872	2,431 <sup>a</sup>	n/a	121,985 <sup>a</sup>	50	n/a
1876	3,230 <sup>a</sup>	n/a	139,144 <sup>a</sup>	43	n/a
1881	2,118 <sup>a</sup>	n/a	160,403 <sup>a</sup>	76	n/a
1891	5,661 <sup>a</sup>	n/a	221,441 <sup>a</sup>	39	n/a
1921	9,222 <sup>a</sup>	n/a	625,166 <sup>a</sup>	68	n/a
1931	16,285 <sup>a</sup>	n/a	849,751 <sup>a</sup>	52	n/a
1936	16,087 <sup>b</sup>	n/a	988,160 <sup>c</sup>	61	n/a
1946	40-70,000 <sup>b</sup>	n/a	1,550,000 <sup>c</sup>	~26	n/a
1956	~100,000 <sup>b</sup>	n/a	2,614,600 <sup>d</sup>	~24	n/a
1966	55,000 <sup>b</sup>	n/a	3,679,400 <sup>d</sup>	67	n/a
1976	80,000 <sup>b</sup>	n/a	4,551,000 <sup>d</sup>	57	n/a
1986	37,000 <sup>b</sup>	n/a	5,565,700 <sup>d</sup>	150	n/a
1996	16,079 <sup>e</sup>	1,728 <sup>e</sup>	6,466,600 <sup>d</sup>	402	15,942 <sup>e</sup>
2006	9,732 <sup>e</sup>	673 <sup>e</sup>	6,857,100 <sup>d</sup>	705	14,951 <sup>e</sup>
2011	8,905 <sup>e</sup>	505 <sup>e</sup>	7,071,600 <sup>d</sup>	780	14,581 <sup>e</sup>

Source: a) McGee; b) Leung; c) Lo; d) HK Census Dept; e) Food & Environmental Hygiene Dept.<sup>e</sup>

Figure 2.25 Disappearance of the temporary street markets since 1956 by Andrea Kyna Chiu-wai Cheng

#### Category

According to Chui-wai Cheng, hawker licenses could be currently divided into two categories: 1) Fixed Pitch Hawkers, which include newspaper and shoeshine stands, and 2) Itinerant Hawkers, which have been rapidly diminishing in number since the 1960s.<sup>23</sup>



## Chapter 2. Shopping

### 2.6. Transformation of informal street markets



1. Street market on Reclamation Street in Yau Ma Tei, Kowloon.



2. Yau Ma Tei Market in a low-rise building.



3. A temporary market building in Wan Chai, Hong Kong Island.



4. Kwun Chung Market in a high-rise multi-functional building for public services.

Figure 2.26 Transformation of the street by Hikaru Kinoshita, 2001.

#### Transformation

Ironically, the traditional street is losing its market, and the traditional market is losing its street. The density of Hong Kong and the attitude of the government are the fundamental reasons for the transformation.

In the essay of "The street market as an urban facility in Hong Kong", Hikaru Kinoshita summarizes the transformation of street market in five stages. First, installs of a street is not continuous. Next, two sides of the street is fully occupied. From the 1930s to the 1970s, most wet markets were moved into low-rise market buildings. Temporary market buildings were the products of the fourth stage, where low-rise markets were being replaced by high-rise ones. The high-rise buildings are the street hawkers' last shelters. However, high-rise ones could only integrate hawkers serving locals, they are the graves of informal stalls serving tourists.<sup>24</sup>



## Chapter 2. Shopping

### 2.6. Transformation of informal street markets



Figure 2.28 Informal street markets in the 1900s, 1950s, and 2010s.

#### Characteristics

Like shopping mall, the installs of the informal market transform to survive. And yet its main characteristics remain. First and foremost, hawker stalls **follow pedestrian flows**, and mostly root in the most densely communities. Second, their stalls are designed to adapt to Hong Kong's steep slope, which is a creative way to create more space. Third, it only survives in the public space, mostly attaches to local street stores. It is difficult to image how it could locate itself besides a luxury flagship. Fourth, they dry install aims to serve both locals and tourists; for the wet ones, most of which have been transformed into institutional market, the locals are their major focus.

## Chapter 2. Shopping

### 2.6. Transformation of informal street markets

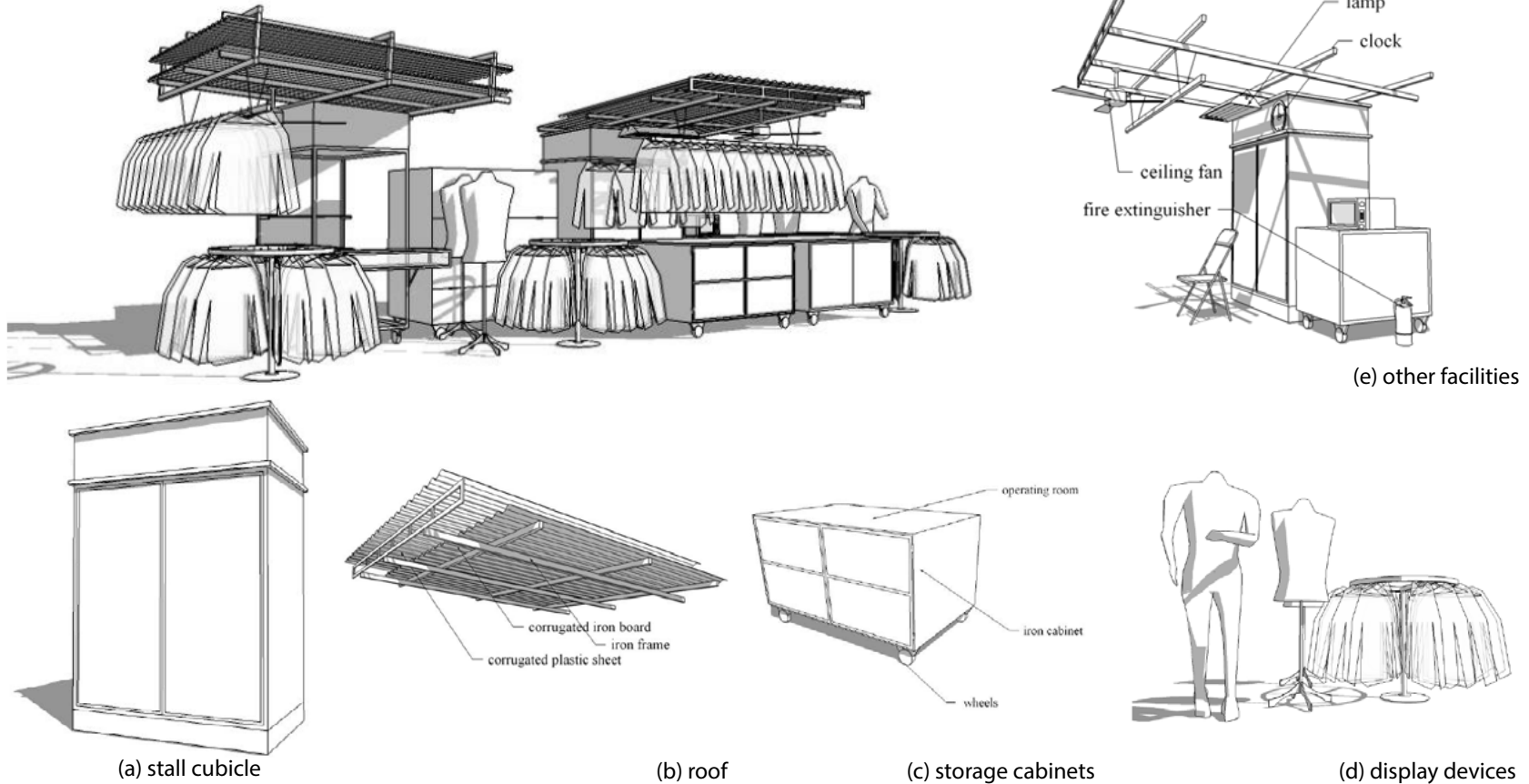


Figure 2.29 Components of an informal market by zhiyong Liang, 2008.

#### Stalls

Everything transforms including informal stalls. Nowadays, a typical stall is composed of four stuff: (a) stall cubicle (b) roof (c) storage cabinets (d) display devices (e) other facilities.

## Chapter 2. Shopping

### 2.7. Analysis of street stores

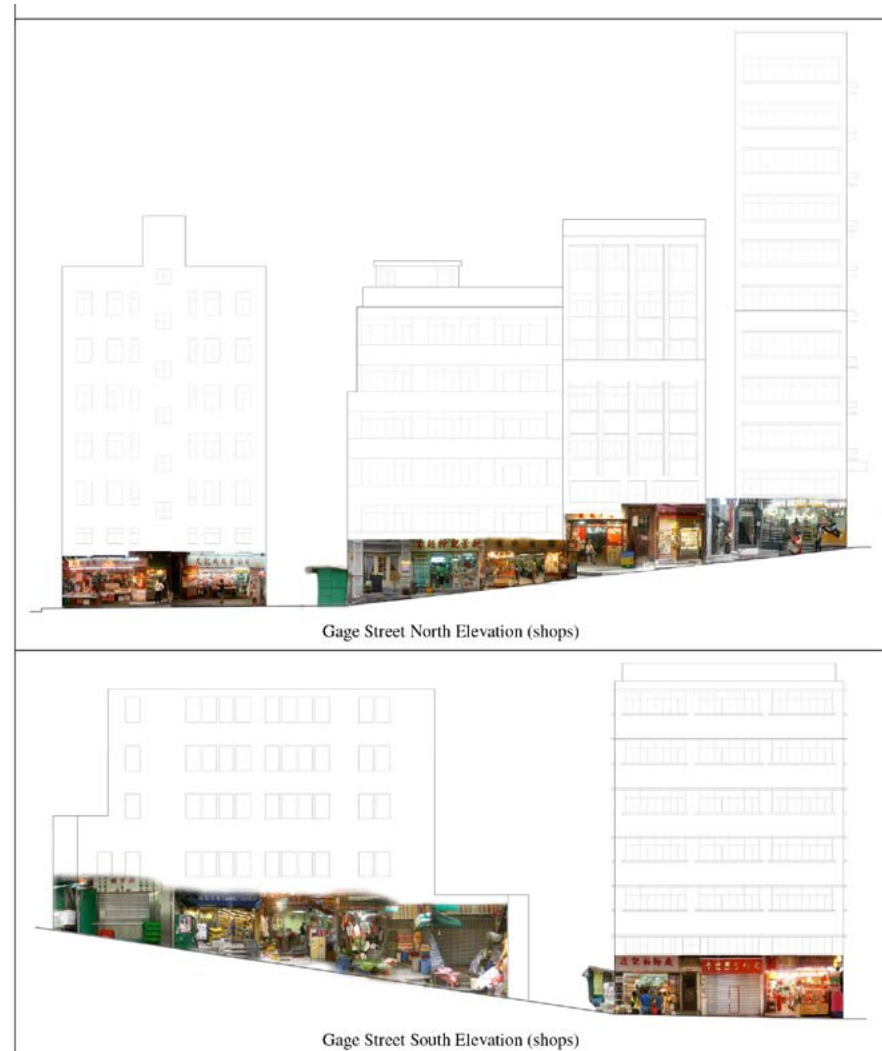
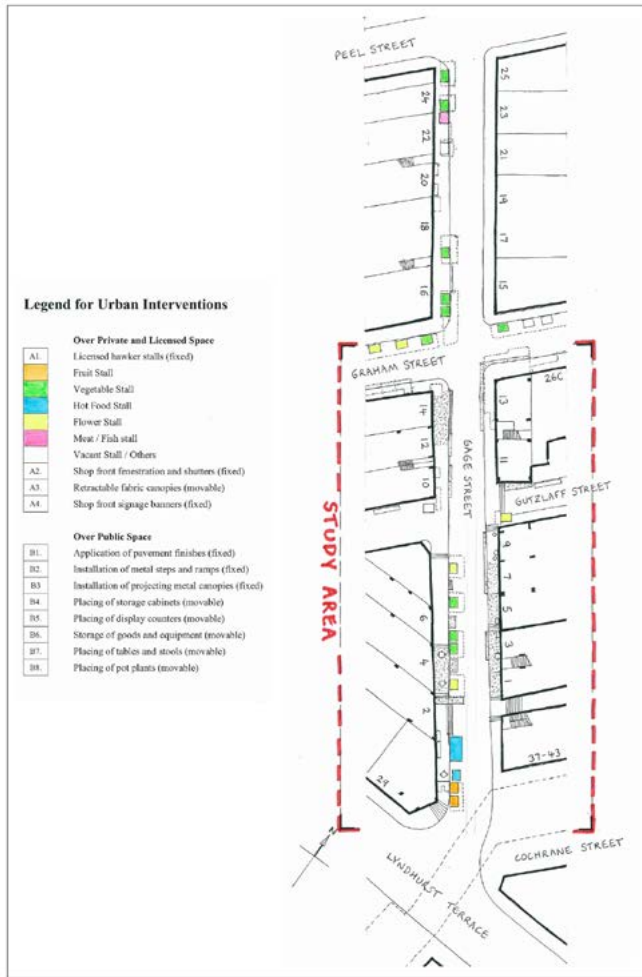


Figure 2.30 Layout of the stores of Gage Street in plan and facades by James William Pierce, 2011.

#### The Street Stores

Street stores naturally attach informal stalls. They together shape the layout the most dynamic streets of Hong Kong today. What is more, street works as a fundamental medium between dirty installs and clean mega-malls. The logic of the capital would sweep away any informal stalls nearby mega-malls and luxury flagships. From the omnipresent seven-eleven to local cafes, from supermarkets to flower stalls, street stores embrace various local brands and become one the most noticeable picture of Hong Kong.

# Spectrum of Shopping and Open Space

## Commodity



## Presentation Style



## Material



## Pedestrian Interface



Public Space

Public Space/POPS

Private Space

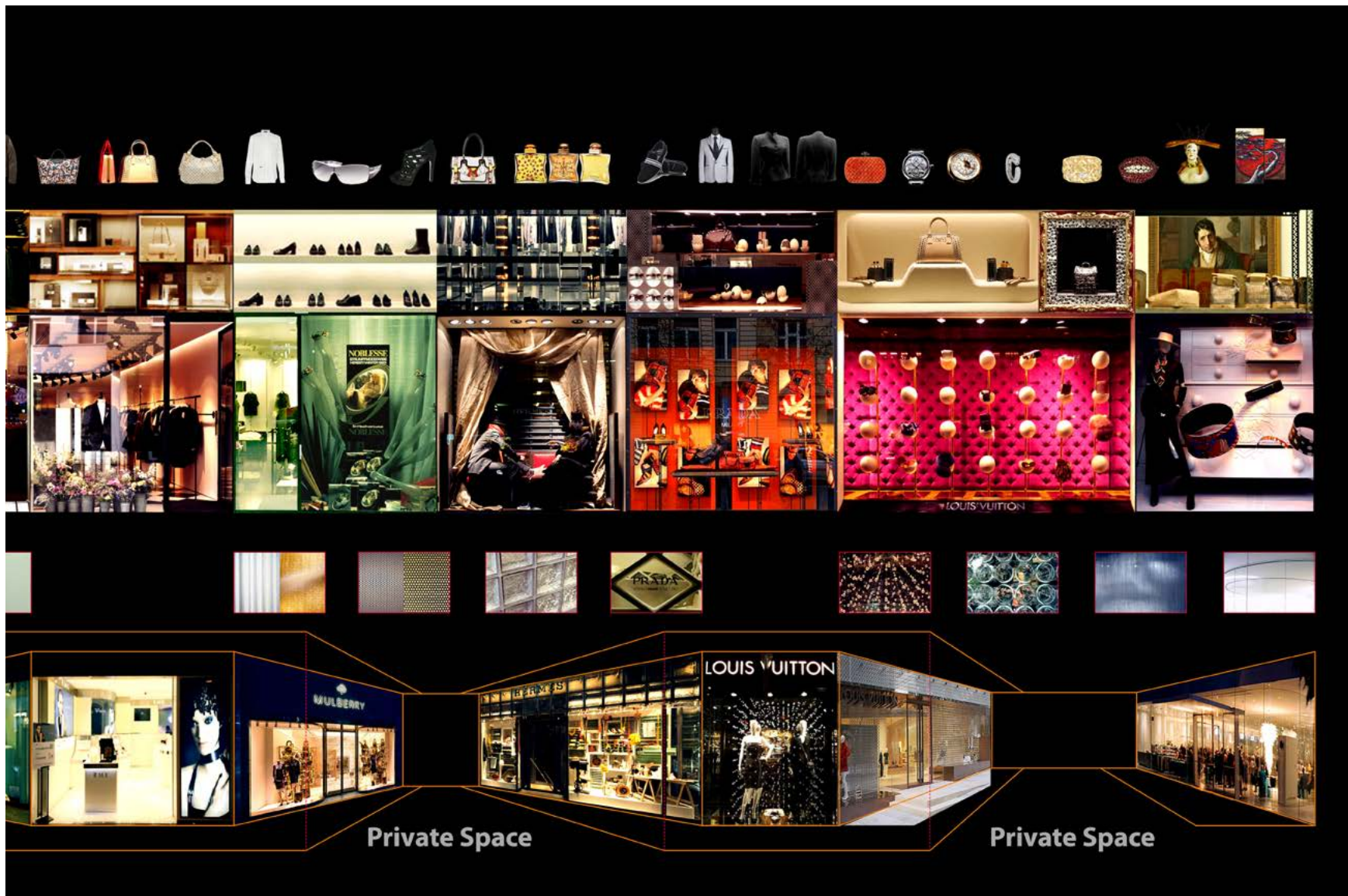


Figure 2.31 Diversity of Hong Kong's shopping spectrum: the relationship of different commodities, with materials, presentation styles, and influences on open space.

## Chapter 2. Shopping

### 2.8. Spectrum of the open space

Although dominated by the shopping labyrinth on the island, the rest parts of Hong Kong still nurture other commercial programs as well, especially in Kowloon. As Hong Kong tops the world's rich-poor gap and welcomes millions of tourists, the diversity of consumers enables a diverse spectrum of commercial programs. From the disappearing informal street markets, to the hustle and bustle street stores, from the local brands in shopping malls, to the world famous luxury flagships, Hong Kong is a dictionary of consumption, serving both rich and poor, locals and tourists.

The shopping spectrum classifies the shopping programs of Hong Kong into four categories: informal street market, street store, department store & shopping center & shopping mall, and luxury flagship. The thesis focuses on the most critical programs of Hong Kong, the disappearing informal street market and dominating mega-mall by researching their historical transformation and current situation.

The point of the spectrum is to exam and represent the diversity of consumption in Hong Kong, which is one of the two key characteristics of the city's open space.



## Chapter 2. Shopping

### 2.9. The next generation

The question is: "What is the next generation of shopping spaces in Hong Kong, a consumption society since the 1960s"?

They should be **volumetric**.

They have to integrate significant transit terminals to be **ubiquitous**.

They must provide a **different** experience.

If they are something especially made for Hong Kong, they have to celebrate the **diversity** and **ambiguity** of open spaces there.

## Chapter 3. Elevated Open Space

“Hong Kong enhances three-dimensional connectivity to such a degree that it eliminates reference to the ground altogether.”

Jonathan Solomon  
Cities without ground, 2013

“The street is the river of life of the city, the place where we come together, the pathway to the center.”

William Whyte



Figure 3.1 Central mid-level escalator by Simon

## Chapter 3. Elevated Open Space

### 3.1. Case study of the Central district

#### Elevated Open Space

Corbett's vision of "multi-transit city" was not realized in his home country, but in Hong Kong, one of the most efficient machine human beings ever created. In 2012, the city facilitated movements of 7 million locals and 48.6 million tourists. The elevated walkway system creates a path from point A to point B in the city without letting people touch the ground. "Hong Kong is a city without ground." This could be easily proved by Eric Fisher's famous Local and Tourist maps, in which the pattern of people's movements does not match the configuration of the streets: this is the only case in the fifty cities Fisher picked up. For the locals, the combination of elevated pedestrian network and the shopping monster means an efficient infrastructure. However, for those 'fresh' tourists, it is a maze distorting their perception of time and space. <sup>2</sup>

#### Central

Central district, which integrates the most typical and earliest elevated pedestrian system of HK, is chosen to be examined in this research.

#### Process

According to Juliana Rotmeyer, "the first elevated walkway was built from the Mandarin Hotel to the Prince Building, and as a result the Prince's Building designed their main lift lobby on the second floor, the second was built connecting Jardine House in the 1970s, which linked the old post office to Jardine House and what used to be Swire House. The next one was built during the middle of the 1970s connecting Alexandra House into the system. After the success of these elevated space, the Hong Kong Government asked P & T to design a walkway that would link from Exchange Square to the Macau Ferry, it is owned & regulated by the Hong Kong Government." <sup>3</sup>

The development of the system is a combination of owners' bottom-up construction and the government's top-down regulations. <sup>4</sup>

#### Temperature

Within the sheltered corridors, the temperature is largely decreased, so that people could stroll without being disturbed by the exterior weather. The corridors and air-conditioning space turn out to be an **interior urbanism**, which is so seductive that the exterior waterfront space is not equally competitive.



Figure 3.2 City of the Future, an Impression of a Multi-Level Transit City by W.H. Corbett, 1913.

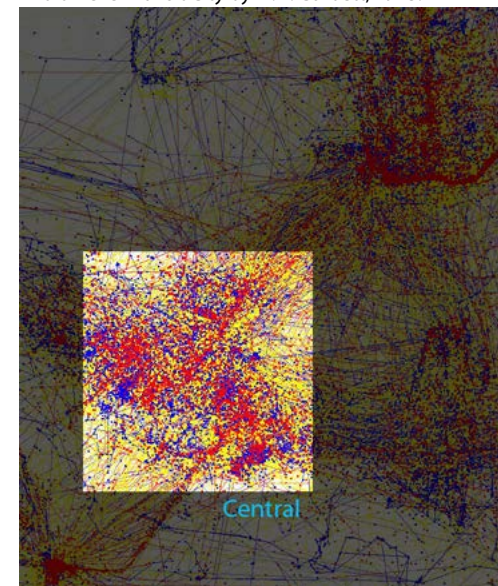


Figure 3.3 Locals and tourists map by Eric Fisher, 2011.

# Chapter 3. Elevated Open Space

## 3.1. Case study of the Central district

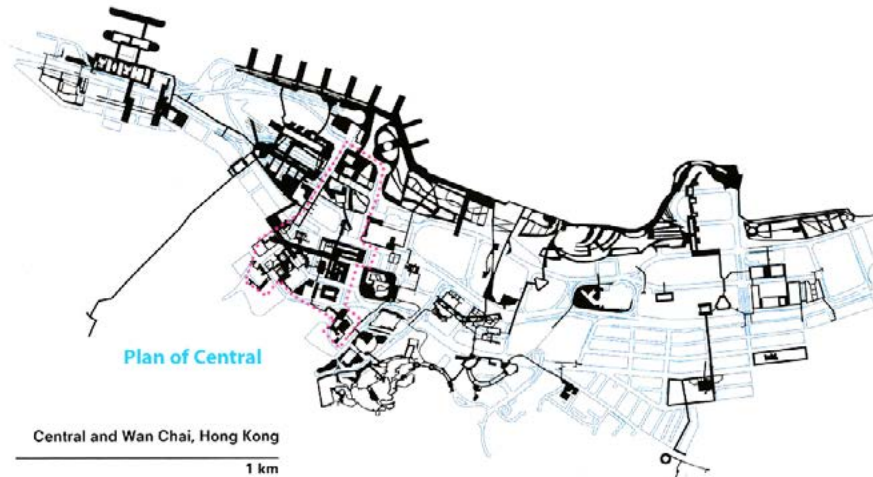


Figure 3.4 Central and Wan Chai pedestrian circulation networks, from Cities without ground, 2012.

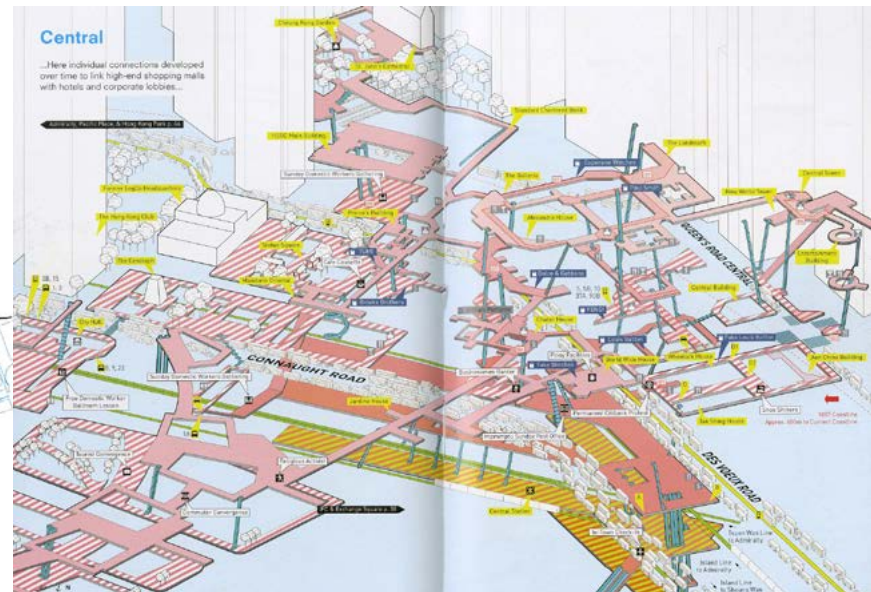


Figure 3.5 Elevated system in the Central District of Hong Kong, from Cities without ground, 2012.

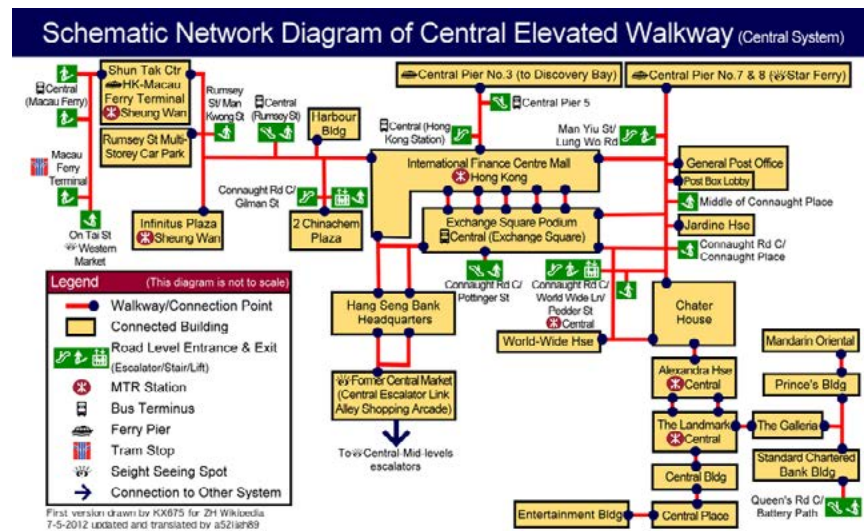


Figure 3.6 Programs of Central Elevated System from wiki, 2012.

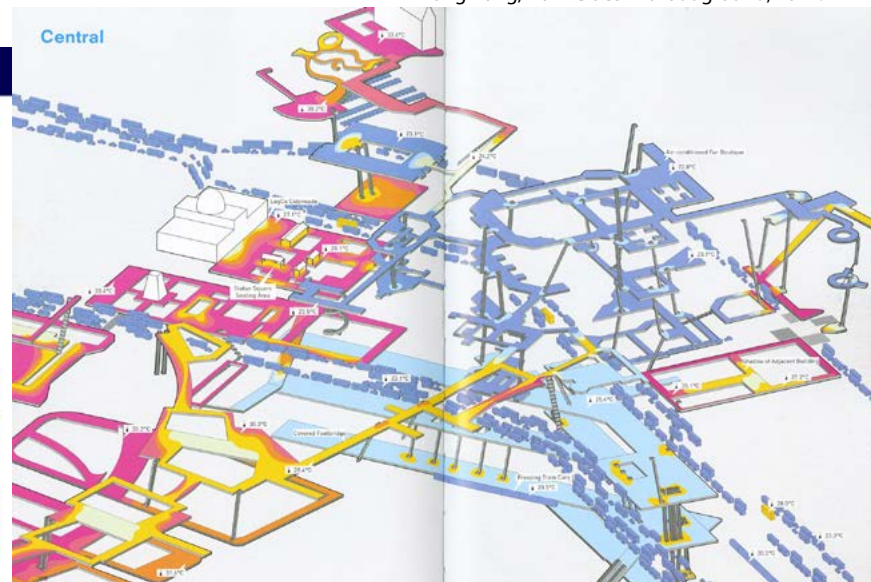
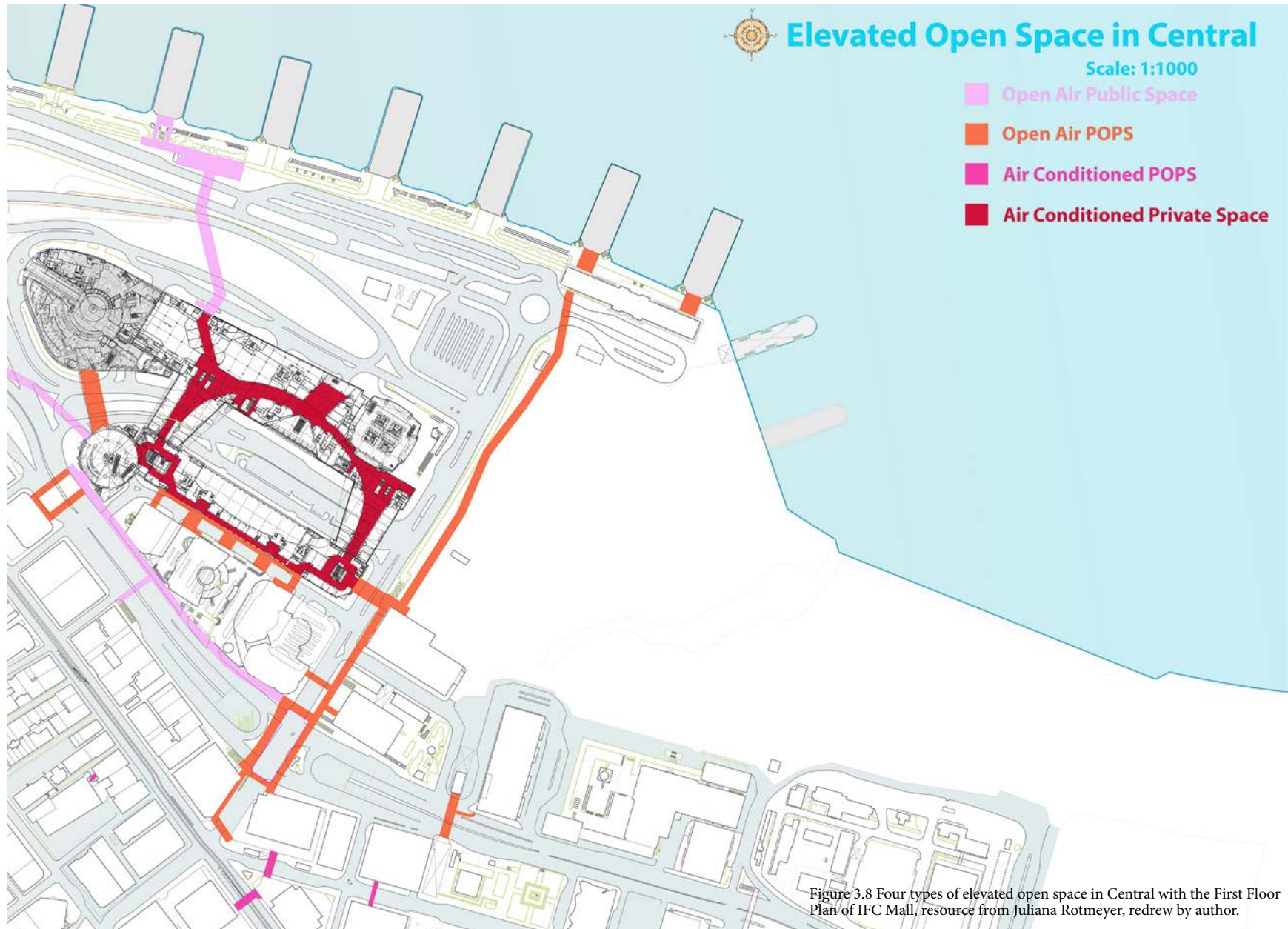


Figure 3.7 Temperatures the Elevated system in Central, from Cities without ground, 2012.





## Chapter 3. Elevated Open Space

### 3.1. Case study of the Central district

#### Category

The corridors could be divided into four types:

- (1) Open Air Public Space
  - (2) Open air POPS
  - (3) Air Conditioned POPS
  - (4) Air Conditioned Private Space
- Space

All those corridors are originally constructed to promote circulation and consumption. However, with the context of Hong Kong's high density, some of those Open Air Public and Open Air POPS corridors turn out to be places with social practices.

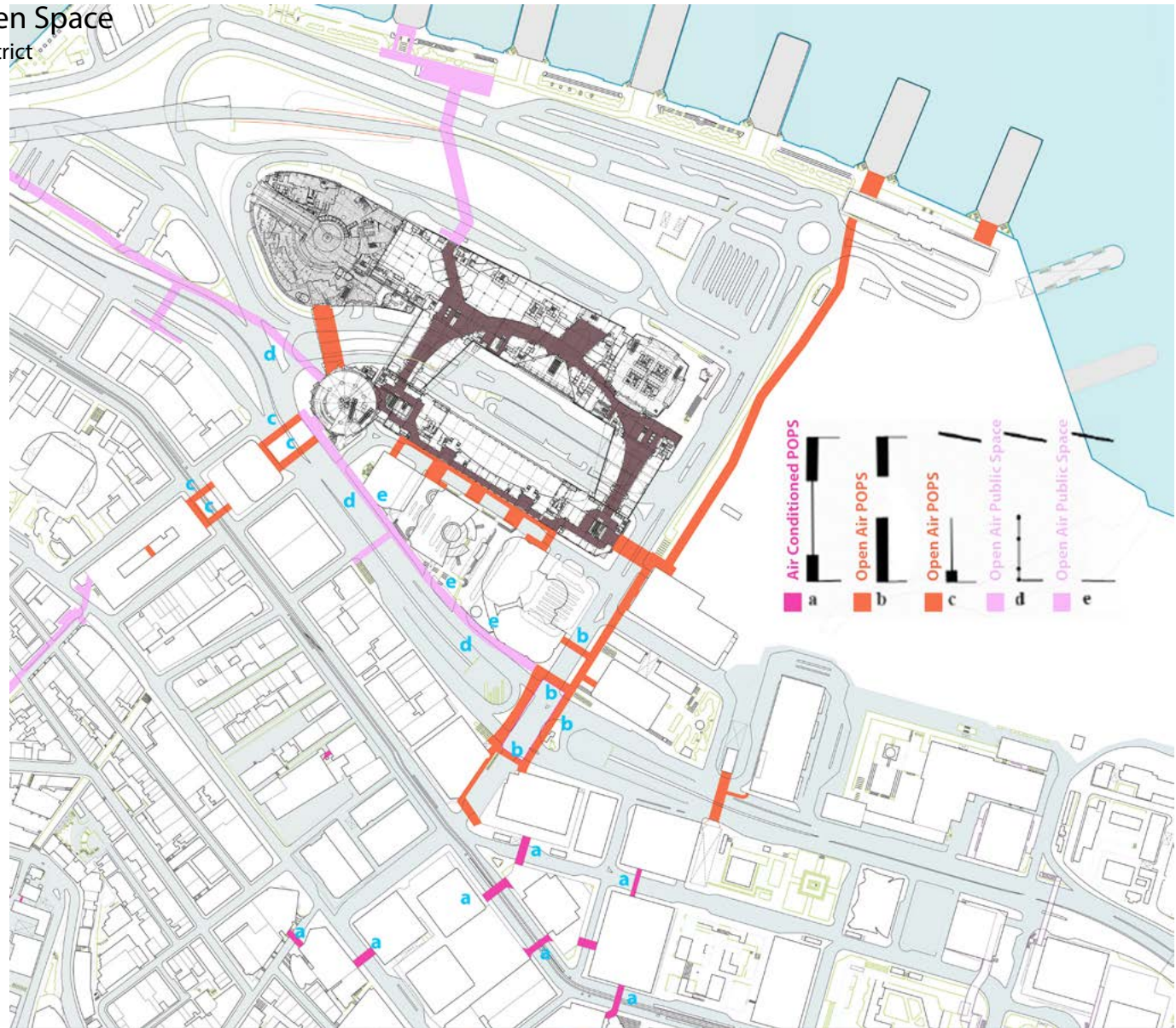


Figure 3.9 Four types of elevated open space with five sections in Central resource from Publicness of elevated public space in Central, Hong Kong, by Juliana Rotmeyer, redrawn by author.



# Chapter 3. Elevated Open Space

## 3.2. Elevated corridors as civic ground

### Activities

The perception to the exterior space and possible activities could be held on the elevated corridor system varies with the design of the corridors and owners' regulations. The more unclosed it was designed, the more dynamic it could be. Among these activities, the most noticeable is the occupation of Litter Manila on Sunday. In the survey of Julian Rotmeyer's doctor thesis, she pointed out "Occupied spaces were most commonly edges of pedestrian circulation routes with mass amounts of people continuously passing through." Thus the edges of those corridors with natural light and a perception of the streets have the capacity for social activities.

### Conclusion

The Open Air Public and Open Air POPS corridors have a great potential to work as the dynamic civic playground, even its original aim is not. Like streets, the boundary between the social activities and pure circulation is blurred by people's activities. Again, the intensity creates its own ambiguity.

(f) Open Air Public Space



(d) Open Air Public Space



(b) Air Conditioned POPS



(e) Open Air Public Space with activities



(c) Open Air POPS



(a) Air Conditioned Private Space

Figure 3.10 Elevated Open Space from Publicness of elevated public space in Central, Hong Kong, by Juliana Rotmeyer.

## Chapter 4. Waterfront

“Reclamation of land from the sea is an ancient and widespread practice. As an addition to the world’s total land area, reclaimed land is insignificant, but its importance to agriculture, commerce, industry and other human activities is disproportionately great in relation to size.”

Hudson, 1979

“In Hong Kong, economic benefit is the core value for all decision-making, and development is the sole ideology.”

Taipei’s Culture Minister, Yung Li-tai, 2004



Figure 4.1 The Victoria Harbor by Sarmu

# Chapter 4. Waterfront

## 4.1. Reclamation and Development

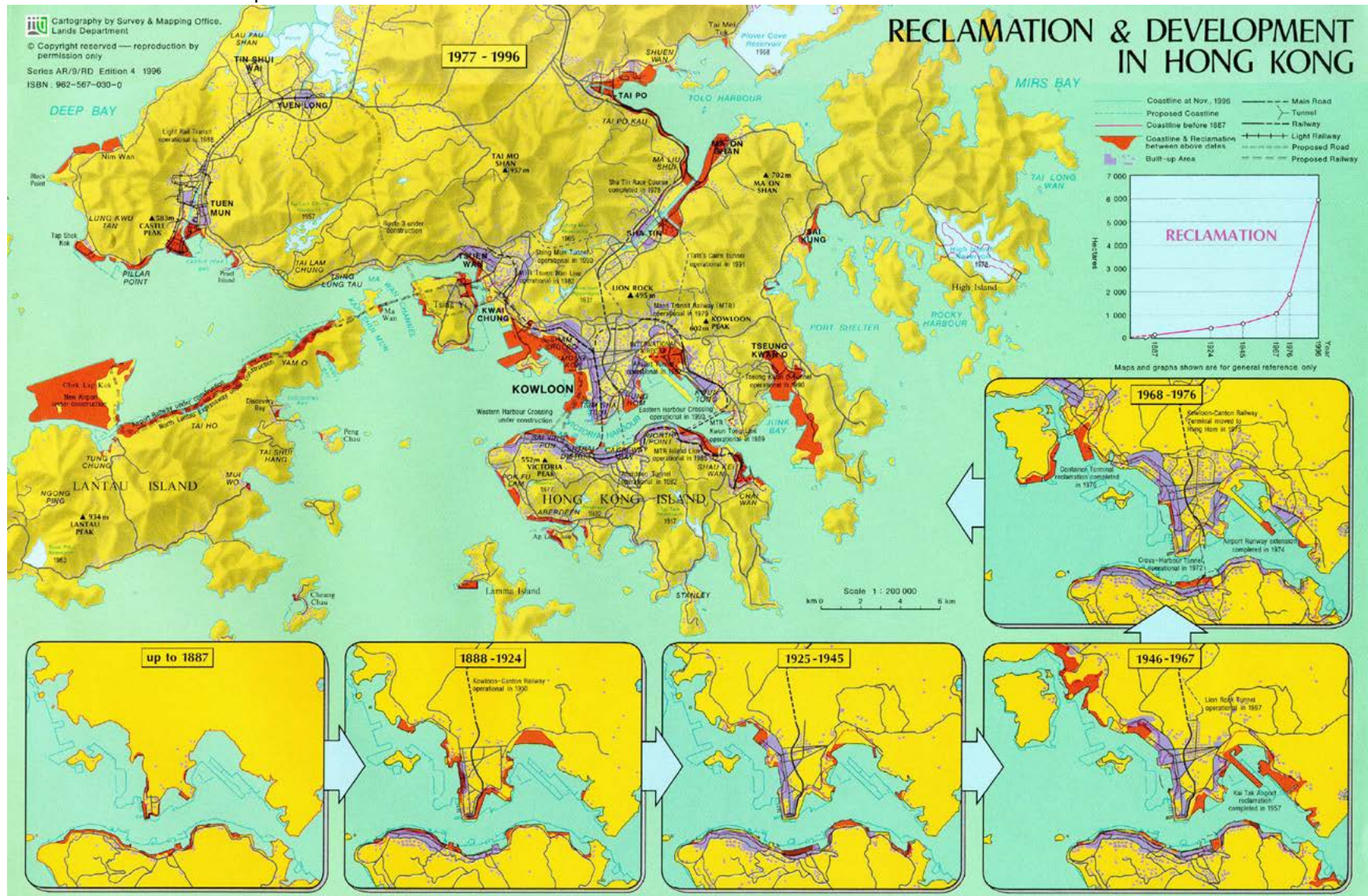


Figure 4.2 Land reclamation from 1851 to 1996 from Survey and Mapping office of the Hong Kong government.

## Chapter 4. Waterfront

### 4.1. Reclamation and Development

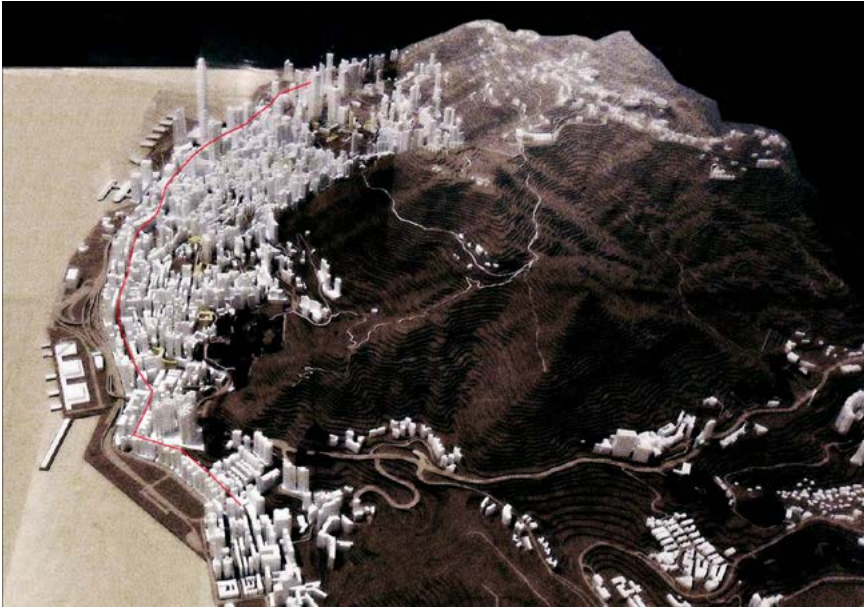


Figure 4.3 Model of the Hong Kong Island in the 2010s with the tram line in red.



Figure 4.4 Model of the Hong Kong Island in the 1900s with the tram line in red.

### Reclamation & Development

The current waterfront of Hong Kong is the result of a series of reclamation and development. Although the history of reclaiming could be traced back to 1279, the influential development didn't come until the early 1840s, when Hong Kong became a colony of the British government. In the master thesis of Chuk-man Cheng, the Hong Kong' reclamation timeline was divided into five periods:<sup>1</sup>

The early stage (1841-1897): The reclamation was highly related to the re-export activities which is main income of Hong Kong.

The Pre-war Period (1898-1941): Due to the rapid rising of the population, more reclamation was taken for houses, commercial uses, warehouses and other public facilities.

The Post Second World War Time (1946-1970 ): Land reclaimed was mainly for manufacturing industry, associated infrastructure, and houses.

The New Towns Era( 1970s-Early 1980s): Extensive land is created in the New Territories for new towns to decentralize 1.2 million residents. Moreover, highways and MTR were heavily constructed to enable the decentralization of manufacturing from urban area to those new towns.

The last stage (1980s and onward): Hong Kong has transformed into a consumption society and international finance center. More infrastructures supporting the re-export business such as international airport, ports facilities were promoted. Moreover, a series of skyscrapers, museums, exhibition centers, and mega-malls and other constructions have been carried on. All of these projects relies on the widespread reclamations. The IFC Mall mentioned in the second chapter is based on the Central-Wan Chai Reclamation project, which contributed a total land of 108 hectares.

## Chapter 4. Waterfront

### 4.1. Reclamation and Development



Figure 4.5 Hong Kong landscapes : Shaping the Barren Rock by Bernie Owen & Raynor Shaw

Chuk-man Cheng also quoted a nostalgia narrative of a seventy years old residents in her thesis to describe the influence of the reclamation. "The view of the Victoria Harbor was very beautiful forty years ago. It was wide. Many British vessels berthed in the Harbor. In the summer time, many people would go to the harbor front to see those big ships and enjoy the wind that was blown from the sea in the evening."<sup>2</sup> However, this scene does not exist anymore.

There is no argue that the land reclamation played a significant role in the urban development of Hong Kong. It fundamentally reshaped the form and skyline of the Victoria Harbor. From the statistics of TDS (The Territorial Development Strategy), the reclaimed land from the Harbor is over 500 hectares.<sup>3</sup> This is even larger than the area of Kowloon Peninsula (470 hectares). However, since reclamation is an expensive way to create lands, the space could be dedicated to the public is quite limited. The waterfront is therefore largely detached from the daily life of Hong Kong civilians.

# Chapter 4. Waterfront

## 4.1. Reclamation and Development

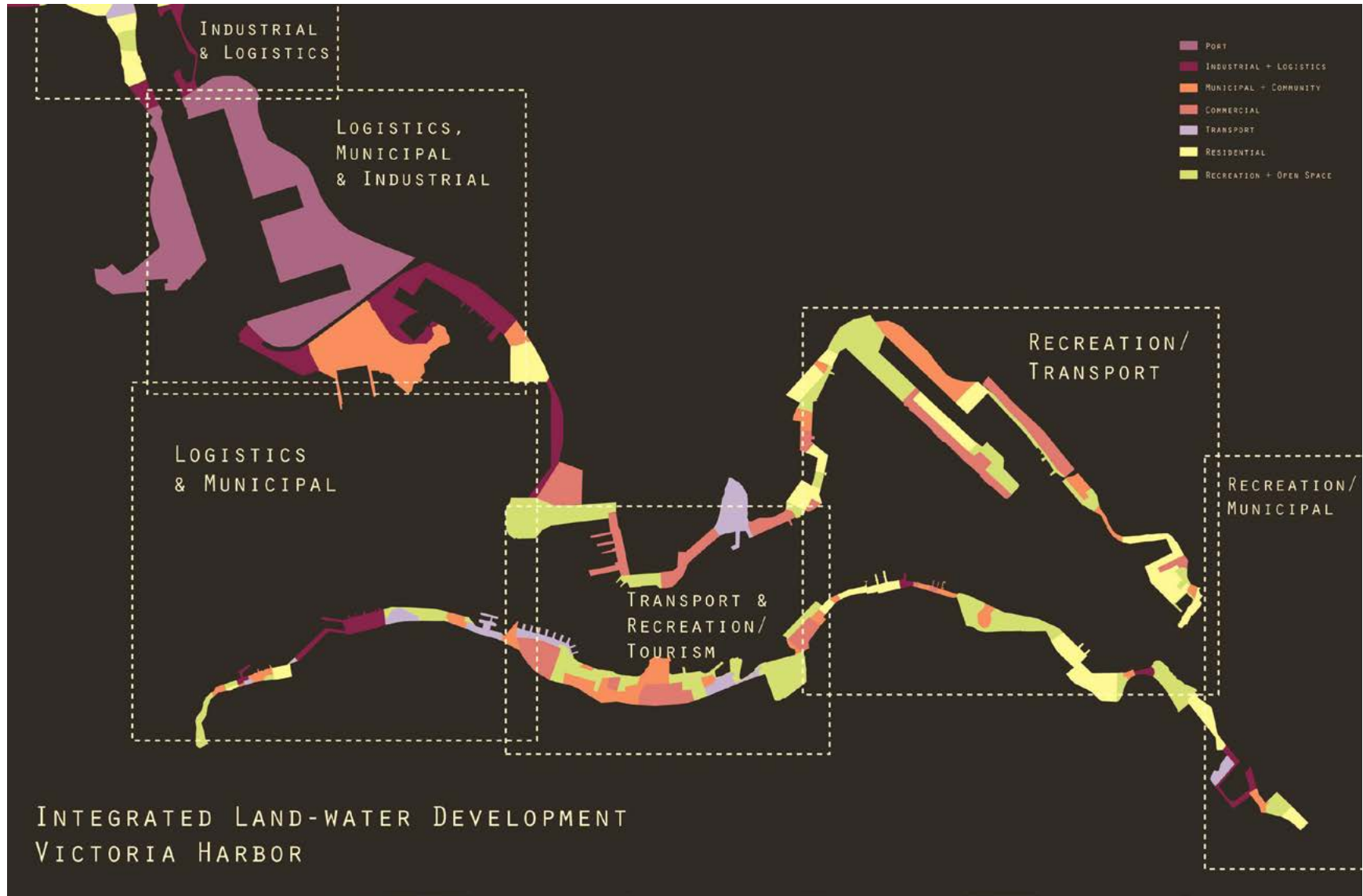


Figure 4.6 Programs of the waterfront of Hong Kong from Aecom waterfront report.

# Chapter 4. Waterfront

## 4.1. Reclamation and Development

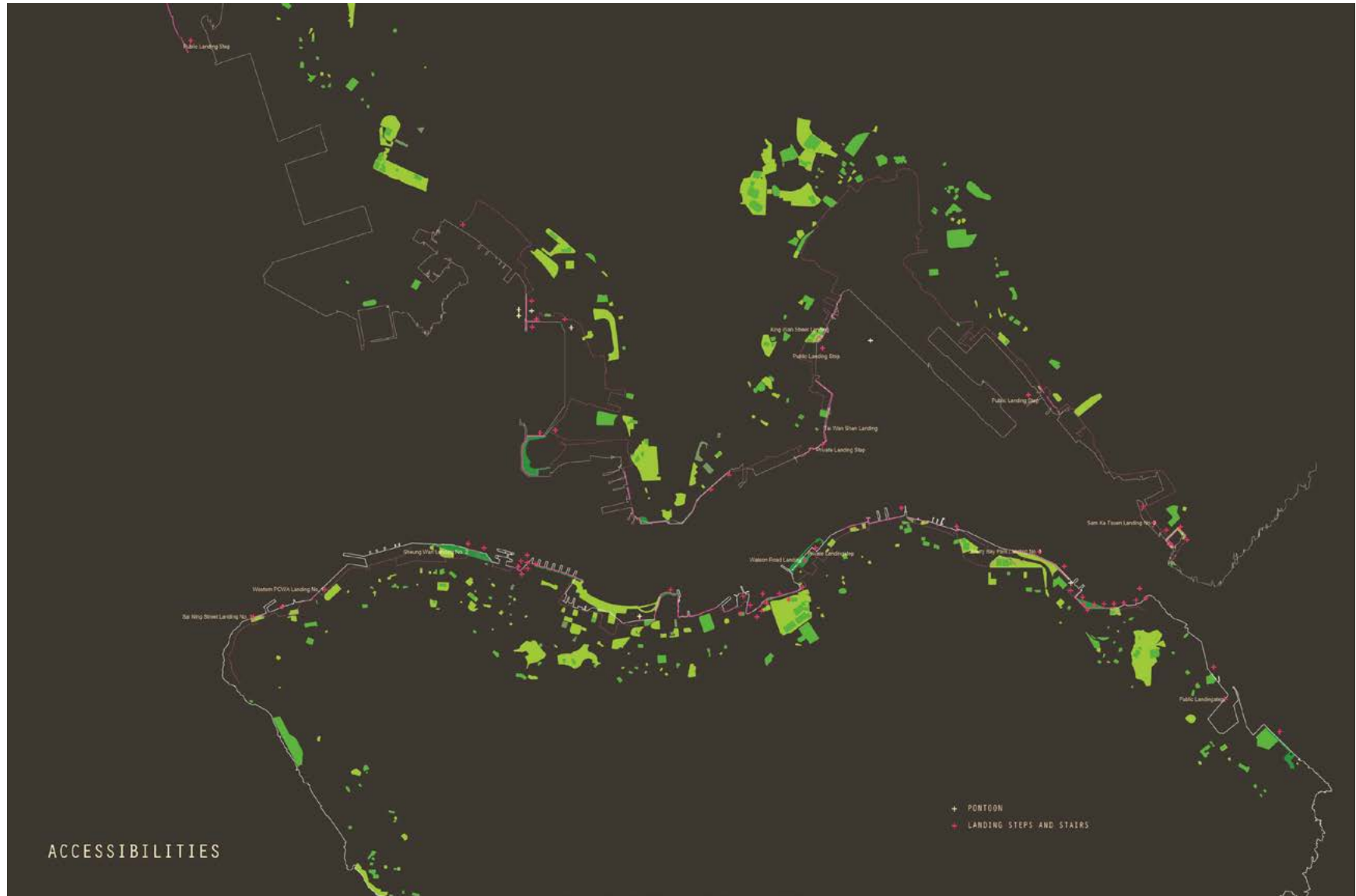


Figure 4.7 Accessibility analysis of the waterfront from Aecom waterfront report.



## Chapter 4. Waterfront

### 4.2. Re-envisioning the waterfront



Figure 4.8 Comparison of the view toward the harbor on the street corridor.

#### **Disconnection**

Nowadays, the waterfront of Hong Kong is surprisingly non-continuous, only leaving a few fragments accessible to the public. The constant and haphazard reclamations give rise to a changing outline of the waterfront, which is almost impossible to create a continuous linear space along the harbor to serve surrounding neighborhoods. Moreover, although reclamations were controlled by the government, the land ownership is highly perplexing. Waterfront, the most valuable public space of Hong Kong, is privatized by various programs that are not accessible.

#### **Perception**

The perception of the Victoria Harbor on the streets plays a much more significant role in Hong Kong citizens' daily life, especially for those streets which are perpendicular to the Harbor. However, the growing residential towers significantly narrowed such perception. Moreover, the highway along the waterfront works as a huge barrier cutting the waterfront away from the hardcore of the city. The more you are nearer the waterfront, the less you could view the Harbor.

#### **Vision**

The waterfront is Hong Kong' last "virgin territory".

As a tourist city, Hong Kong deserves a continuous pedestrian interface along the waterfront. The interface should not only be engaged with cruise and ferry terminals, but also facilitate customers to come out of the subway stations all the way across highway barriers.

Shopping, Hong Kong people's favourite sport, not only provides sheltered cool space, but also has the potential to maximize the use of the open space: it is the top choice.

If the IFC Mall is a bad example, the question is "what is a good one?"



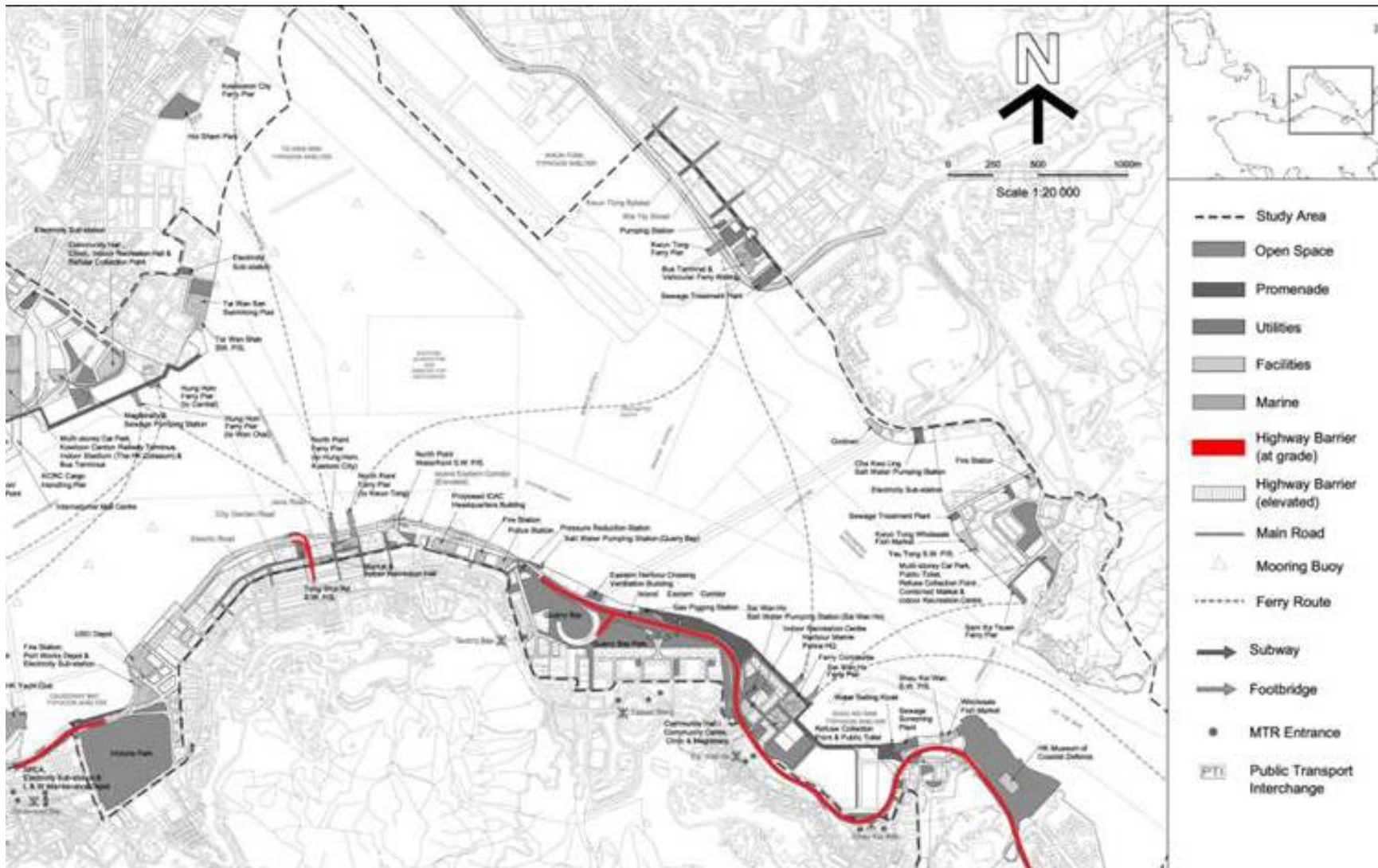
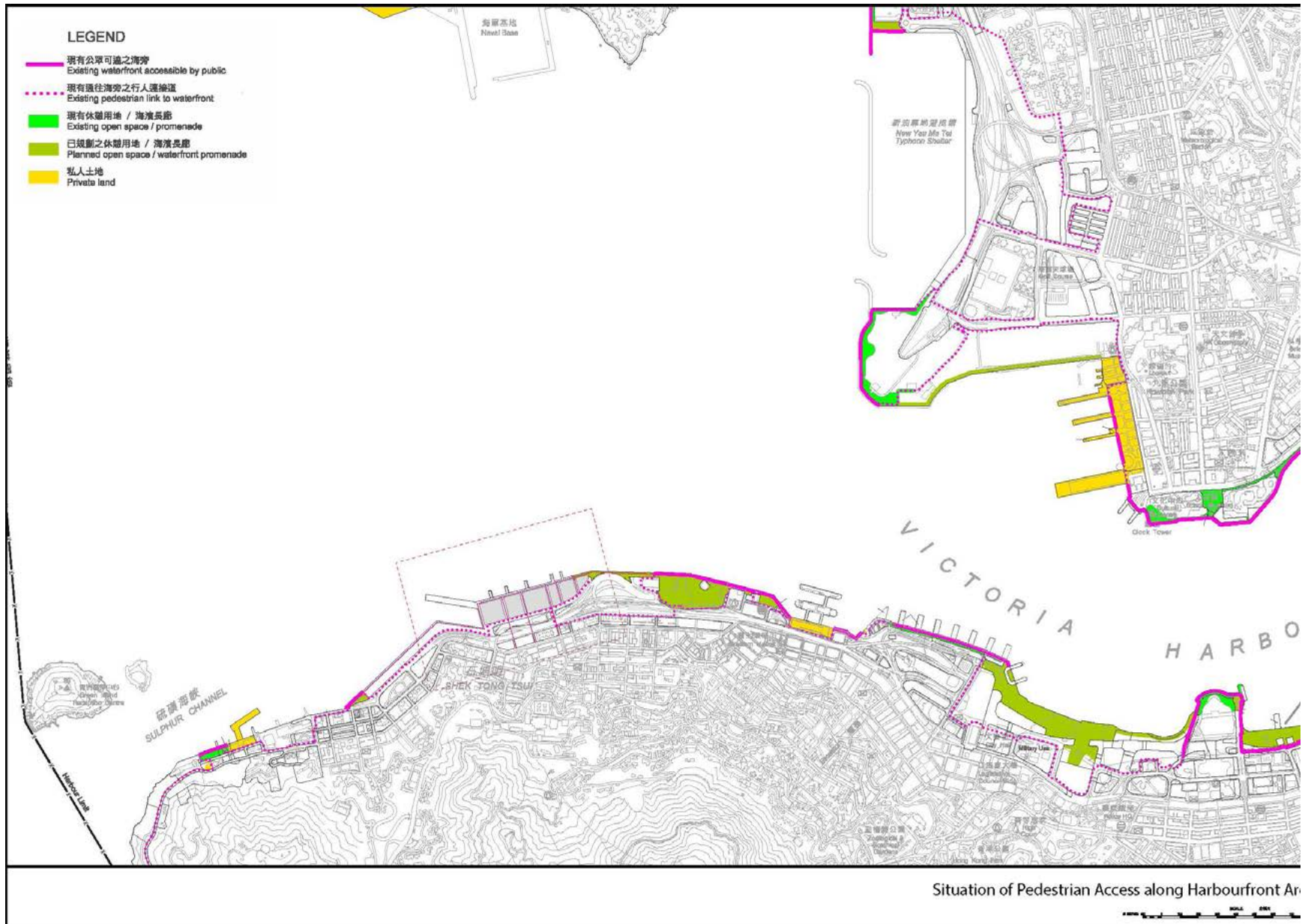
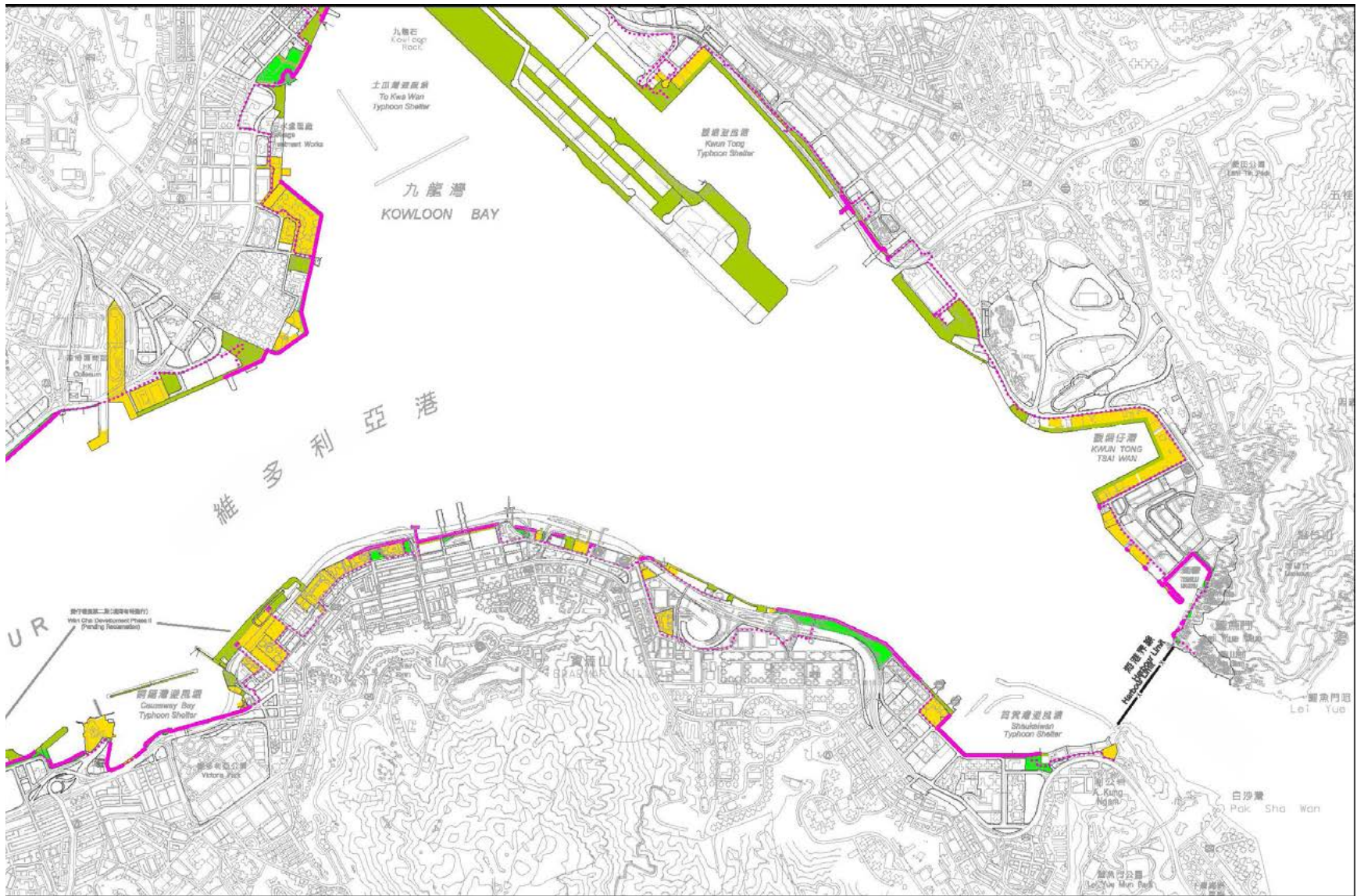


Figure 4.9 Highway barrier along the waterfront



Situation of Pedestrian Access along Harbourfront Ar



as on the Hong Kong Island, Kowloon

Figure 4.10 Analysis of the pedestrian promenade of the waterfront

## Chapter 5. Site

"If you think about it, the historian's task is like that of the detective."

David Herbert Donald

"I think like a detective."

Laurell K. Hamilton



Figure 5.1 Bird view of the site

### **Criteria**

The criteria for the site are:

- (1) It has to be engaged with the waterfront.
- (2) It has to integrate significant transit nodes, such as subway station and ferry terminal.
- (3) It is currently privatized and not accessible to the public.
- (4) It has to be big enough for the next generation of shopping mall.

## Chapter 5. Site

### 5.1. Urban context



Figure 5.2 Bird view of Sai Wan District from top of the mountain

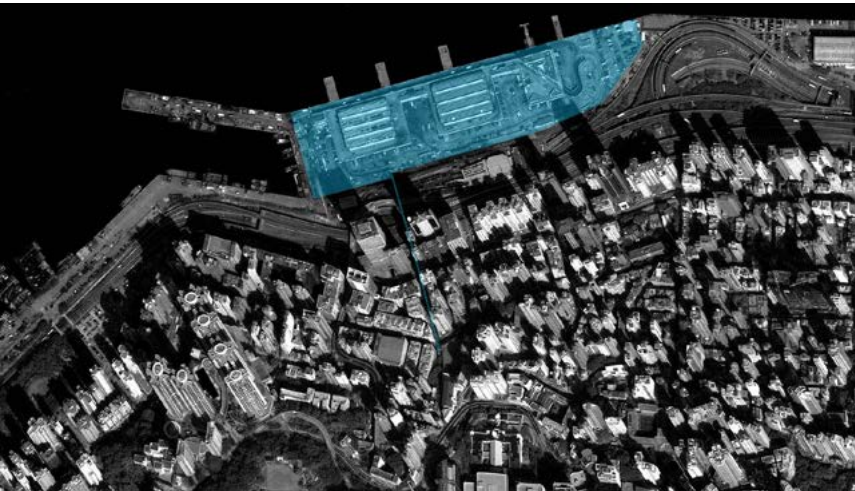


Figure 5.3 Plan of Sai Wan District with the Western Wholesale Market in blue.

#### Site

The waterfront of Western District which is currently occupied by the Western Wholesale Food Market is a perfect site satisfying all the criteria above.

#### The Wholesale Market

The Western Wholesale Food Market occupies more than six hectares of the waterfront in the Western District. It has been served as one of the four major wholesale markets of Hong Kong since 1991. The wholesale market and its land all belong the Hong Kong government. As the market provides fruit and vegetable for large and small wholesalers, locals have few official chance to enjoy the waterfront in the day time. However, as the market closed in the evening, it becomes a popular spot for locals who enjoy beautiful sunsets and cool wind from the sea.

#### Transit Node

In the proposal of the MTR, the beginning of the subway will be extended to the Kennedy Town, a residential community at the western end of Sai Wan on the Hong Kong Island. Considering the magnificent role MTR played in Hong Kong, it is not surprising that such proposal dramatically increased the price of the town's apartments. The most significant subway station for the site locates at the south end of the Whitty Street. It is only four blocks away from the Centre Street, the traditional street examined in the second chapter.

The market currently owns five piers for its daily supplies. The piers would be perfect ferry terminals in the future. The nearest ferry terminal is in the Central District. New ferry terminals in this area would definitely provide shorter path to Kowloon. Moreover, in the west part of the market, there is a linear concrete platform currently working as public cargo area. It has the potential to be a future cruise terminal serving the western part of the Hong Kong Island.



# Chapter 5. Site

## 5.1. Urban context

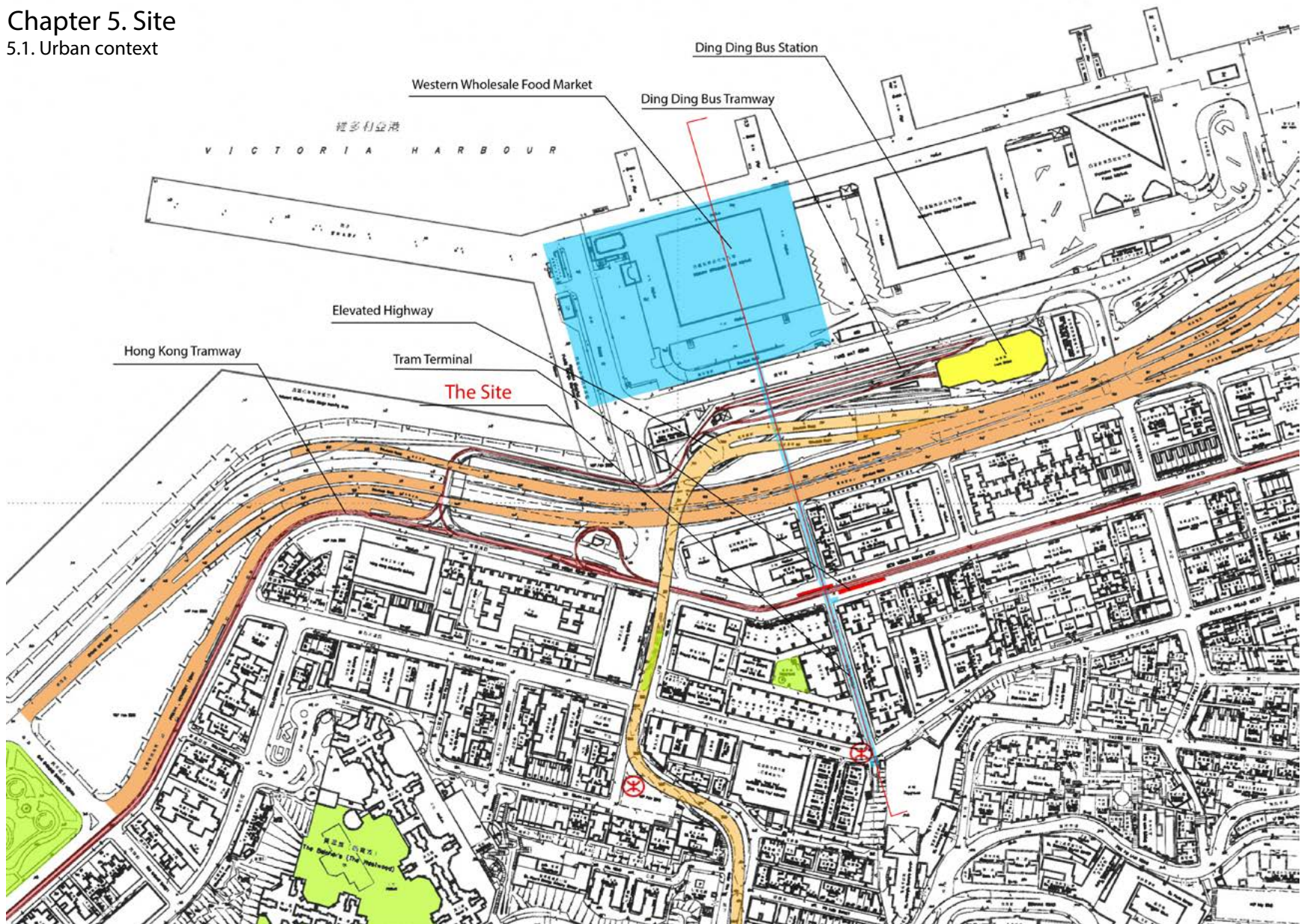


Figure 5.4 Site Analysis  
65

## Chapter 5. Site

### 5.1. Urban context



Figure 5.5 Views of the Whitty Street toward the harbor.



Figure 5.6 The busy Des Vaux Road with Whitty Street in Blue.



Figure 5.7 The Queen's Road West with the subway station in construction.

#### **Transit Node**

At the crossroad of Whitty Street and Des Vaux Road, there is a tram station. Des Vaux Road is a very dynamic road, along which locates various street stores and bus stations.

#### **Whitty Street**

Whitty Street is an important path from the constructing subway station toward the waterfront. On the east side of the street, it is a commercial podium with a few store entrances. On the west side of the street is a row-house community, the ground level of which was transformed into small local stores. The street is only five meters wide, which is quite narrow. Before the construction of the subway station, it is well known as one of the seven terminals of the Hong Kong Tramway. The new subway station will make it a busy pedestrian street, where there will be more local stores.

## Chapter 5. Site

### 5.1. New interface

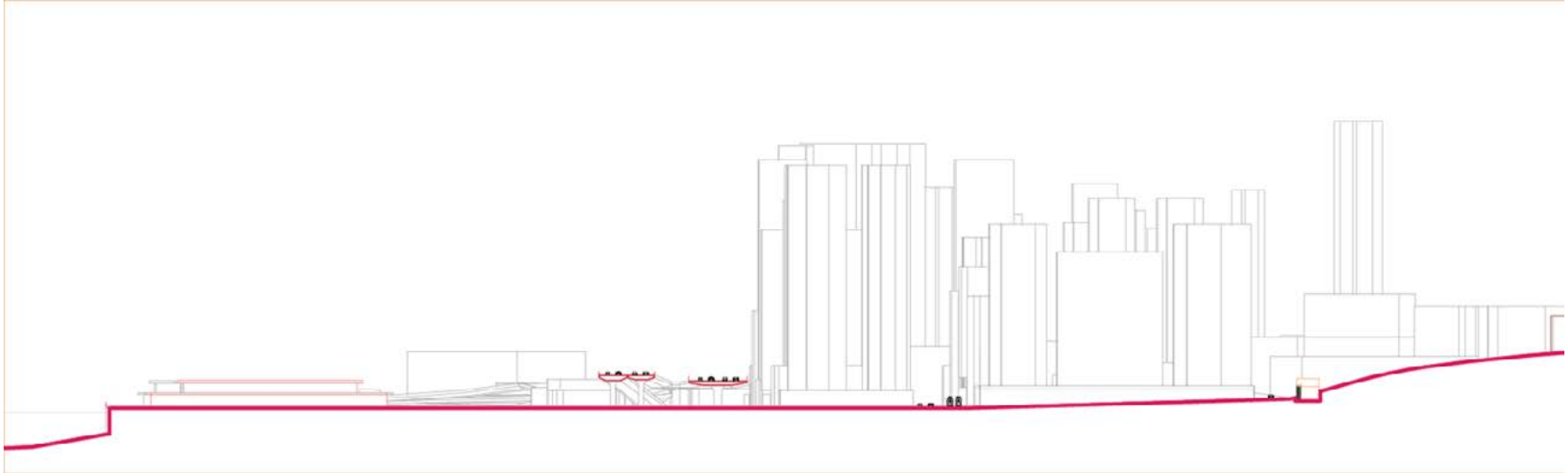


Figure 5.8 Section of the Whitty Street from the subway station to the waterfront.

#### **Three barriers**

From the subway station to the waterfront, there are three barriers: the highway, the tram terminal, and the wholesale market. The new interface needs to provide a fluid experience across these barriers to the ferry terminals, with a sense of place. The elevated corridors mentioned in the third chapter is an appropriate tool to solve this problem.

#### **Neighborhood**

The residential towers in the surrounding neighborhoods are intensively high, with little public space for local dwellers. Even the linear public space under a highway is transformed into a lively park. The dwellers deserve the waterfront, along which they could take a breath and enjoy the wind from the sea.

#### **Conclusion**

The site has a great potential to organize a daily pedestrian flow, with significant transit nodes at its ends. The view toward the Victoria Harbor and the daily flow are essential elements for a successful pedestrian interface, which celebrates Hong Kong's shopping culture.

## Chapter 6. Proposal

“Your daily life is your temple and your religion. Whenever you enter into it take with you your all.”

Khalil Gibran

The Prophet, 1923

“If the passageway is the classical form of the interior, which is how the street appears to the Flâneur, the sign of its decline is the department store. The department store is the Flâneur’s last haunt.”

Walter Benjamin

The Arcades Project, 1940

## Chapter 6. Proposal

### 6.1. Characteristics

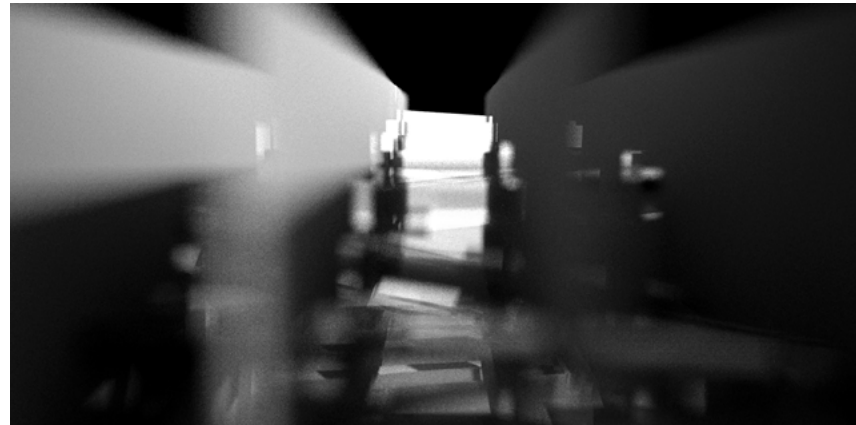


Figure 6.1 Metaphor of the Pedestrian Interface

#### **Next Generation of Shopping mall**

Formal chapters have explored some characteristics of the next generation of Shopping Malls:

It should be **volumetric**.

It has to integrate transit terminals to be **ubiquitous**.

It needs to occupy the **waterfront**.

In order to maximize the uses of open space and provide a different experience, it should bring back the diversity and ambiguity for both local and tourist.

So what is it?

# Chapter 6. Proposal

## 6.2. Urban scale proposal

### Development Process

The site is divided into three parts, each of which belongs to an individual development stage. The First Stage is the most significant: it organizes the most significant pedestrian flow by connecting the future subway station, ferry terminals, exiting bus and tram stations. Elevated system mentioned in the third chapter is a convenient tool to facilitate people across streets, highways, and tram terminals to the waterfront. By offering a two-block shopping interface, the First Stage aims to create diverse and ambiguous promenades which celebrate Hong Kong's shopping culture.

The Second and Third Stage basically duplicate the formal one. The final project is composed of six connected shopping blocks, providing a continuous experience along the waterfront. It is also an interior urbanism integrate public space, POPS, and private space, all of which interweave with shopping. The thesis will focus on the design of the First Stage.

### Master Plan

The proposal creates continuous promenade along the waterfront front. Public cargo area will become a cruise and yacht terminal, discarded piers will be constructed as ferry terminals. A six-block shopping complex will replace the Western Wholesale Market. It not only creates three elevated corridors to invite people from the urban context to the waterfront, but also integrates multi-level pedestrian interface along the waterfront to percept the harbor. The service road between the complex and tram depot remains as a service road for bus and taxis stops. Along this street, there are four service entrances for the shopping complex.

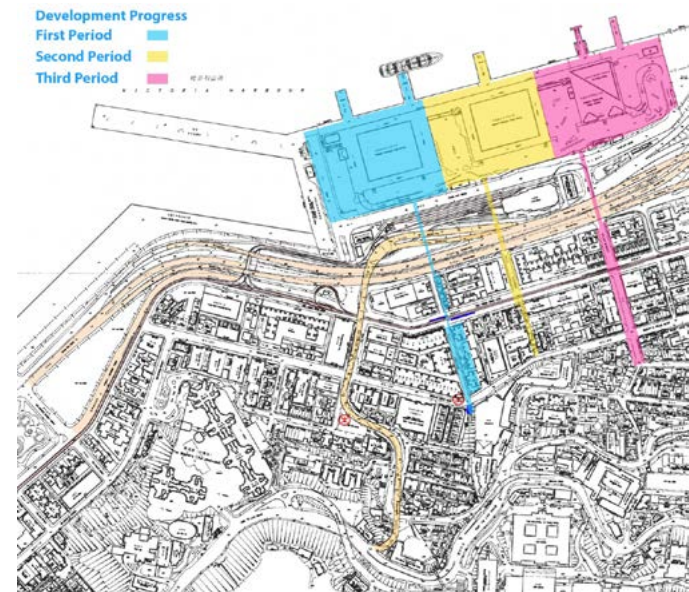


Figure 6.2 Three stages of development process

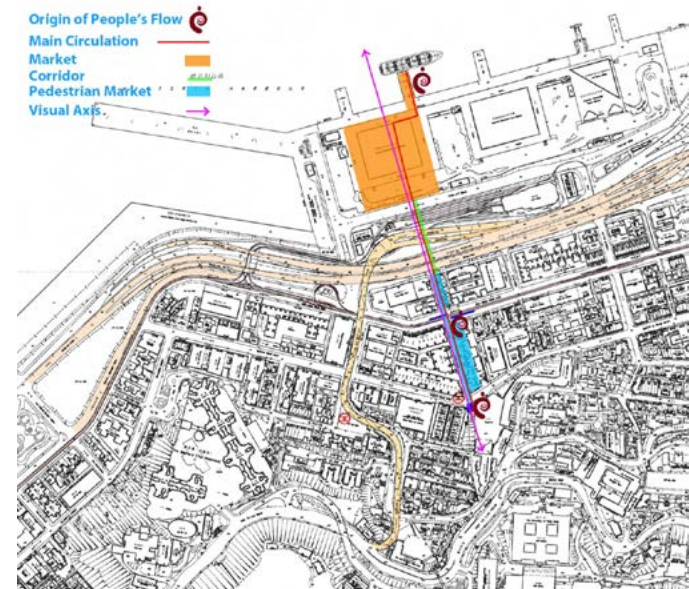


Figure 6.3 Pedestrian flow analysis of the first stage.

# Chapter 6. Proposal

## 6.2. Urban scale proposal

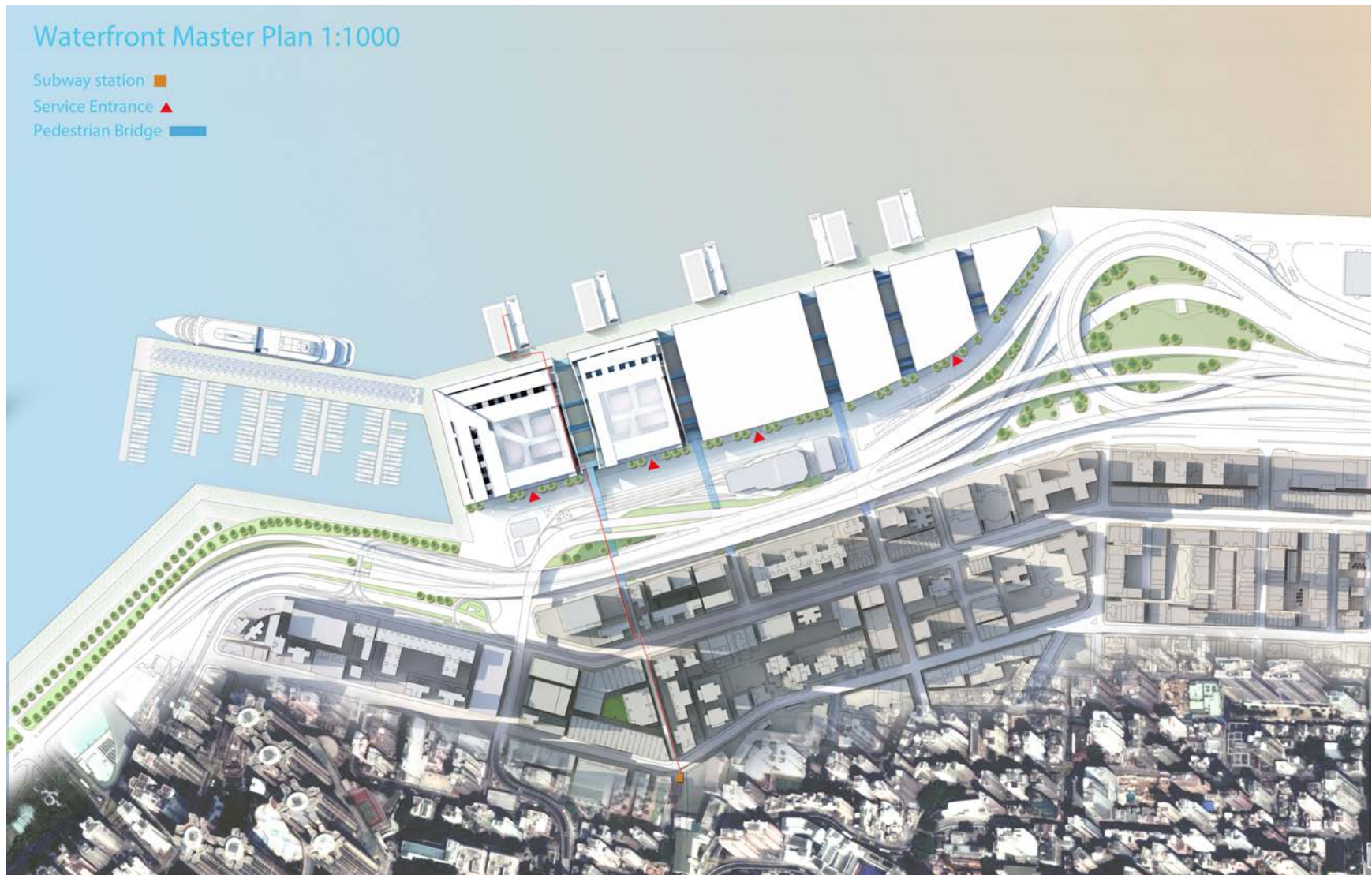


Figure 6.4 Master plan of the Pedestrian Interface

## Chapter 6. Proposal

### 6.2. Urban scale proposal

#### Maximization

The open space of the waterfront is somehow maximized in terms of:

- 1) Almost every ounce of the space is accessible, except some service space.
- 2) The juxtaposition of four programs increase the ambiguity of open space for a more dynamic civic playground. Different programs create different pedestrian interfaces to integrate different activities.
- 3) Open space is sliced into disattached linear pedestrian interface, so that none of the shopping programs could over privatize open space.
- 4) It integrates public transit terminals, increases the possibility of daily use.
- 5) The shopping complex provides sheltered and air-conditional space to enjoy the harbor view. Such space would dramatically increase the usage of public space in Hong Kong.

#### The Open Space

In the first chapter, three types of space were coined as open space: public space, POPS, and private space. The key element is the POPS, which works as a buffer between public and private space. The main problem of Hong Kong is the POPS is either largely privatized by the commercial space or only designed for pure circulation. The hypothesis is POPS could be designed for civic space and benefit public and private space.

#### Better POPS

The "POPS" is designed as different levels of linear open pedestrian space rather than a big plaza.

In this way, "POPS" becomes necessary for circulation, which means it is not easily prohibited by developers. Civilians could also have social interactions in different atmosphere of such "POPS". The atmosphere of "POPS" is firstly defined by the commercial programs attaches to it and its openness. In those "POPS" corridors, civilians could also have a perception of other corridors and the harbor.

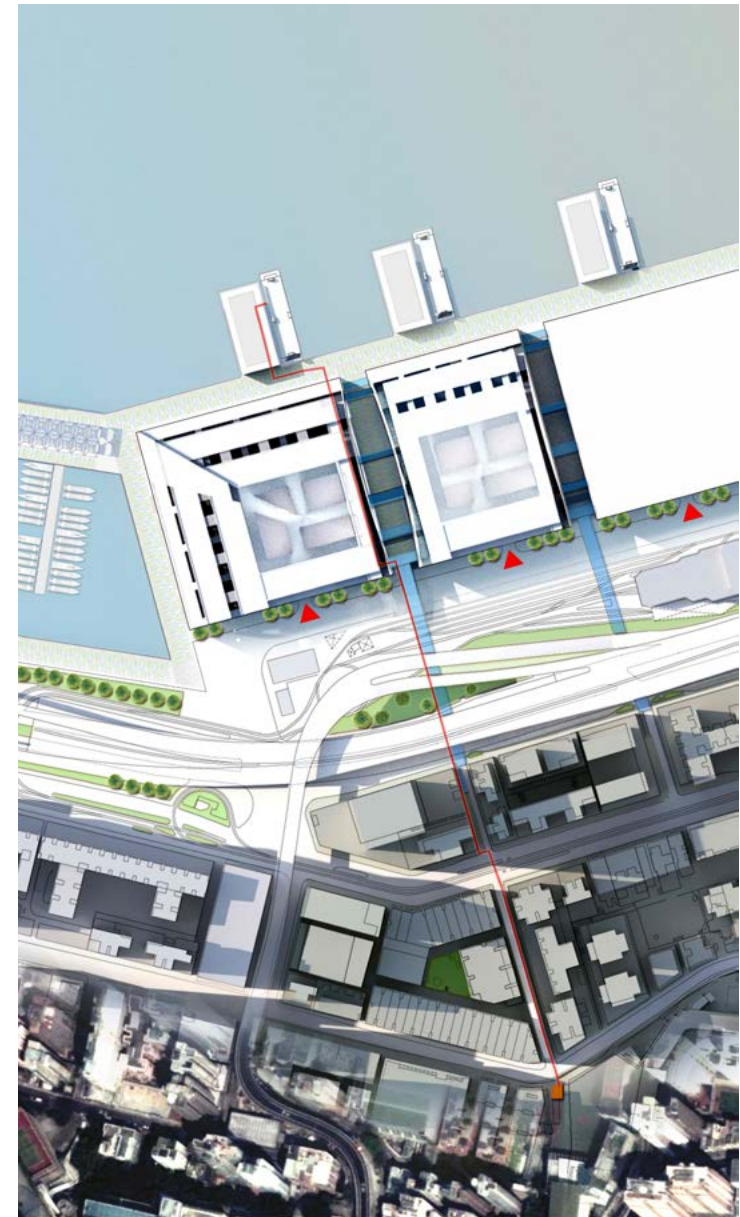


Figure 6.5 Master Plan of the first stage



## Chapter 6. Proposal

### 6.2. Urban scale proposal

The interface between the “POPS” and private commercial space: the commercial program benefits the interface by the window presentation of different categories of goods, bringing diversity and life; the pedestrian interface serving like street, providing more accessible entrance to the commercial program, and the store managers get the chance of extending their goods and ads along the interface.

The private pedestrian space embedded in the mall is to provide a different atmosphere for the public and “POPS”. The vertical transit is provided by the private shopping mall and the public elevated system.

The relationship among public space, “POPS”, and private space is the thesis which drives the design. It brings diverse civic life to HK’s open space with limit privation of commercialism.

#### **Pedestrian Flows**

One of the key foundations of the design is to create pedestrian flows within different transit terminals. The most critical one is the flow from the Whitty Street subway station toward a ferry terminal and vice versa. The experience of a Flaneur in this flow is described as follows:

When a Flaneur flows from the subway station, he will immediately face the Whitty Street, which will be transformed into a dynamic pedestrian street. At this moment, he has no sense of the Victoria Harbor due to the highway. He strolls along the hustle Whitty Street with various local stores, giving him a sense of surrounding neighborhood. When he arrives at the cross section between Whitty Street and Des Veux Road, he will have a brighter and broader view of the local community. The Des Veux Road performs like a rivulet, in which pedestrians, different buses, cars, and tram delicately organized. Residential towers standing at the top of those stores, are approximately eighty meters high. Those towers work like cliffs, slicing the sky into linear shape.

When he walks across the Des Veux Street, he will see an entrance of an elevated pedestrian interface at the end of the Whitty Street. The elevated open interface facilitates him cross the Connaught Road West by walking beneath the high way. In this process, the flaneur will have a sense of the street beneath and the wind going across. More interestingly, he has a slice of the Harbor in his front. At the end of the corridor, he has two choices: turning left or right, either of which will lead him into the new shopping complex connecting the ferry terminals.

Suppose he turns left, he will notice an interior corridor with a glance of the Harbor on his right. The corridor is not private space, it is twenty-four-hour “POPS”. Along this trip, the flaneur could not only gaze upon three types of shop windows, but also could notice various levels of corridors above him. Informal installs are also located in three different levels of corridors above him. At the end of the corridor, escalators will smoothly send him to the ground level. In this process, the Harbor and terminals will gradually emerge in his view.

After the Flaneur gets out of the shopping complex, he could either take a ferry or cruise to leave, or stroll along the promenade of the waterfront.

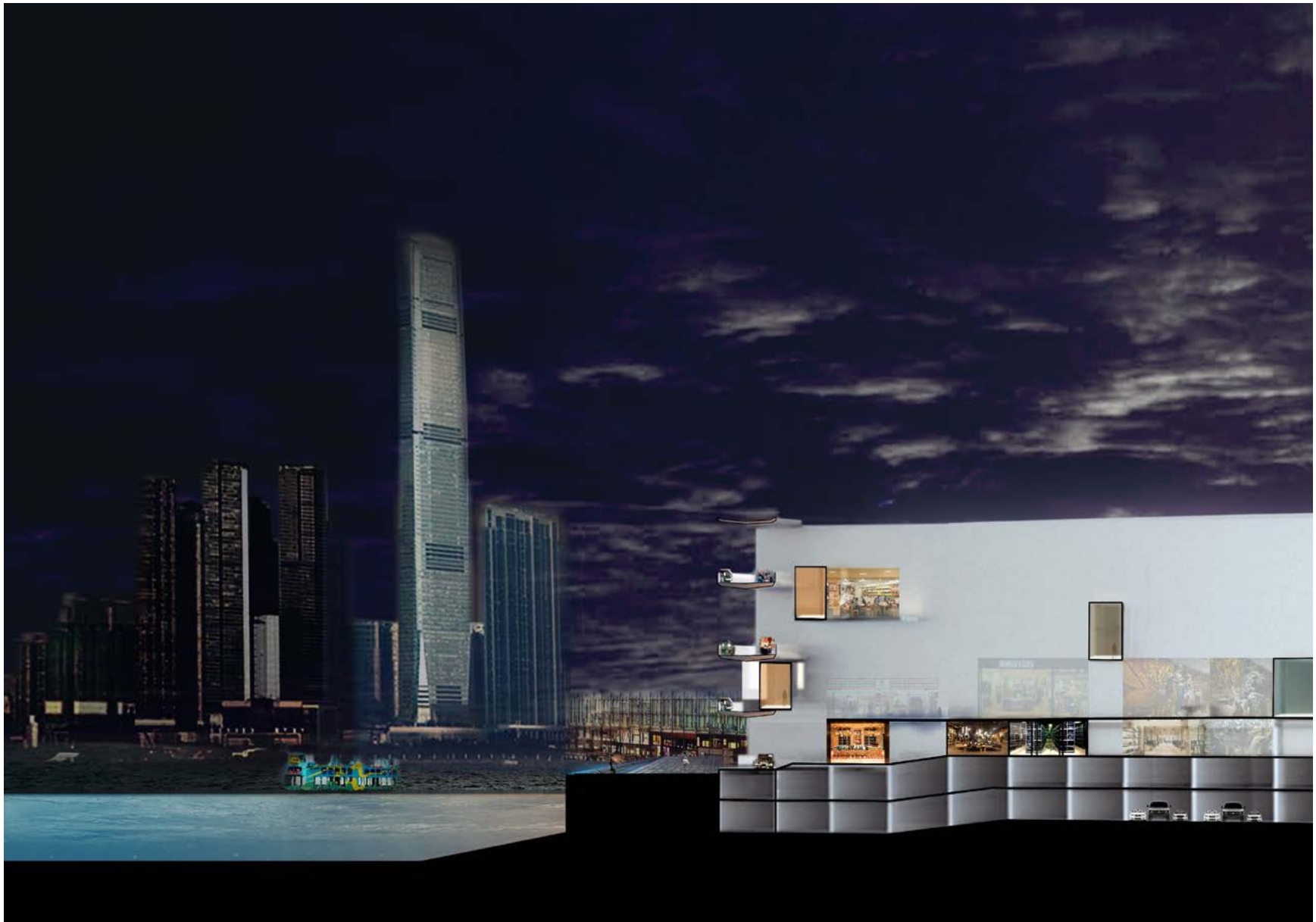




Figure 6.6 Pedestrian flow from the constructing subway station to the waterfront.

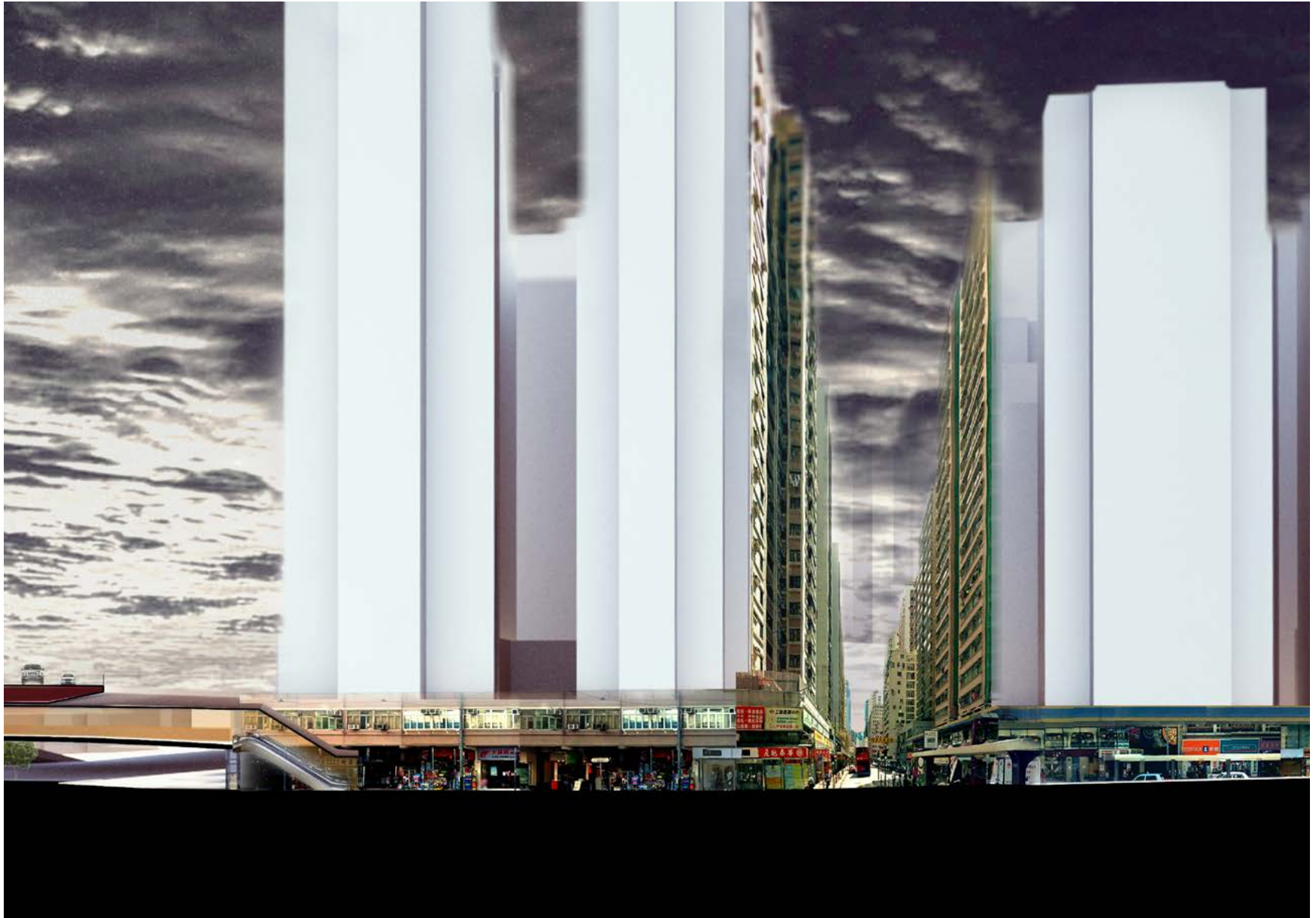




Figure 6.6 Pedestrian flow from the constructing subway station to the waterfront.

# Chapter 6. Proposal

## 6.3. Design Strategy

### Four types

The proposal integrates four types of commercial programs: informal street market, local street store, store in the mall, luxury flagship. As the logic of the capital does not allow the juxtaposition of the informal installs and luxury windows, the configuration of the four types has its internal logic. The more expensive the commodity it represents, the more attraction it needs. The four types of programs are therefore arranged as a Russian doll: the luxury flagship locates at the central core, surrounding by mall stores, which attaches local street stores, and the informal installs are organized in the periphery. Another apparent logic is: the more external the program is, the more view it integrates. The luxury views toward the Harbor, becomes extra credits for those cheap commodities. In this case, all the programs have their own spots to attract tourists.

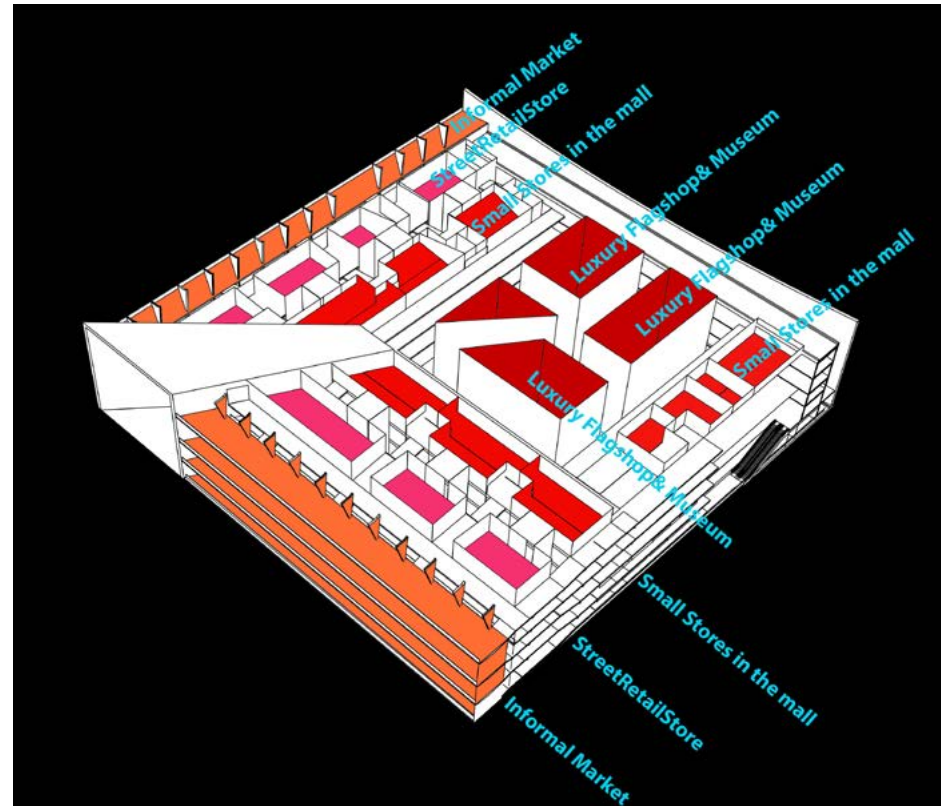


Figure 6.7 Arrangement of the four types of commercial programs

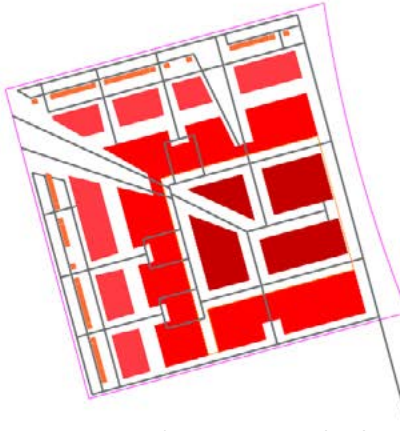


Figure 6.8 Four types of programs in the open space: Informal markets in public space, street stores in public and POPS, mall stores in private space, luxury flagships in private space.

## Chapter 6. Proposal

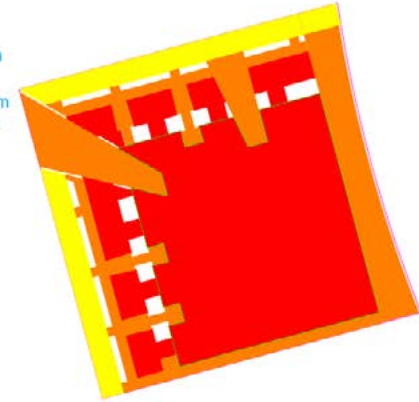
### 6.3. Design Strategy

Type 1 Informal Market: 360 sm  
Type 2 Street Retail Store: 1254 sm  
Type 3 Stores in the Mall: 2750 sm  
Type 4 Luxury Flagshop: 1276 sm

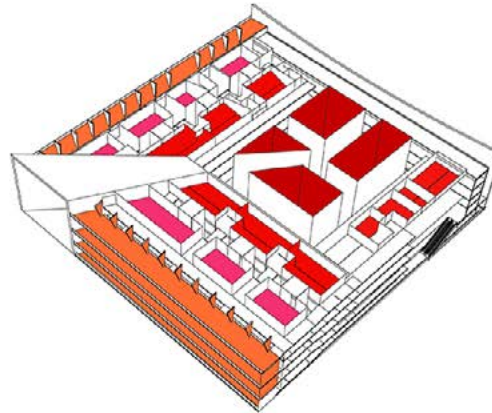


(1) Four types of programs on the first floor

Public Space: 1596 sm  
POPS: 3857 sm  
Private Space: 7375 sm  
Air-condition: 5847 sm  
All: 13716 sm

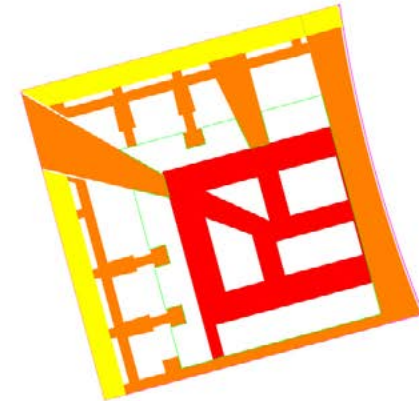


(2) Three types of space on the first floor



(3) Arrangement of four types of programs

Public Corridor: 1596 sm  
POPS Coridor: 3857 sm  
Private Corridor: 2470 sm  
Open Space: 7923 sm



(4) Three types of corridor space

Figure 6.9 Groud floor analysis

### Ambiguity

The privatization of peoples' daily need gives rise to an ambiguous relationship between public and private space. The ambiguous relationship in turn enhances the diversity and flexibility of open space. The juxtaposition of the four types of commercial programs aims to increase the ambiguity of the open space for a more dynamic and chaotic civic playground. As a result, the four types of commercial programs, each of which has its own pedestrian interface, are slightly disconnected in both vertical and horizontal levels. This slight disconnection not only increase the variety and hierarchy of the open space, integrating more activities, but also restrains the over privatization of each program.

The juxtaposition of the four programs creates an unprecedented picture, a picture celebrates the diversity and ambiguity of Hong Kong's shopping culture.

Chapter 6. Proposal  
6.2. Urban scale proposal

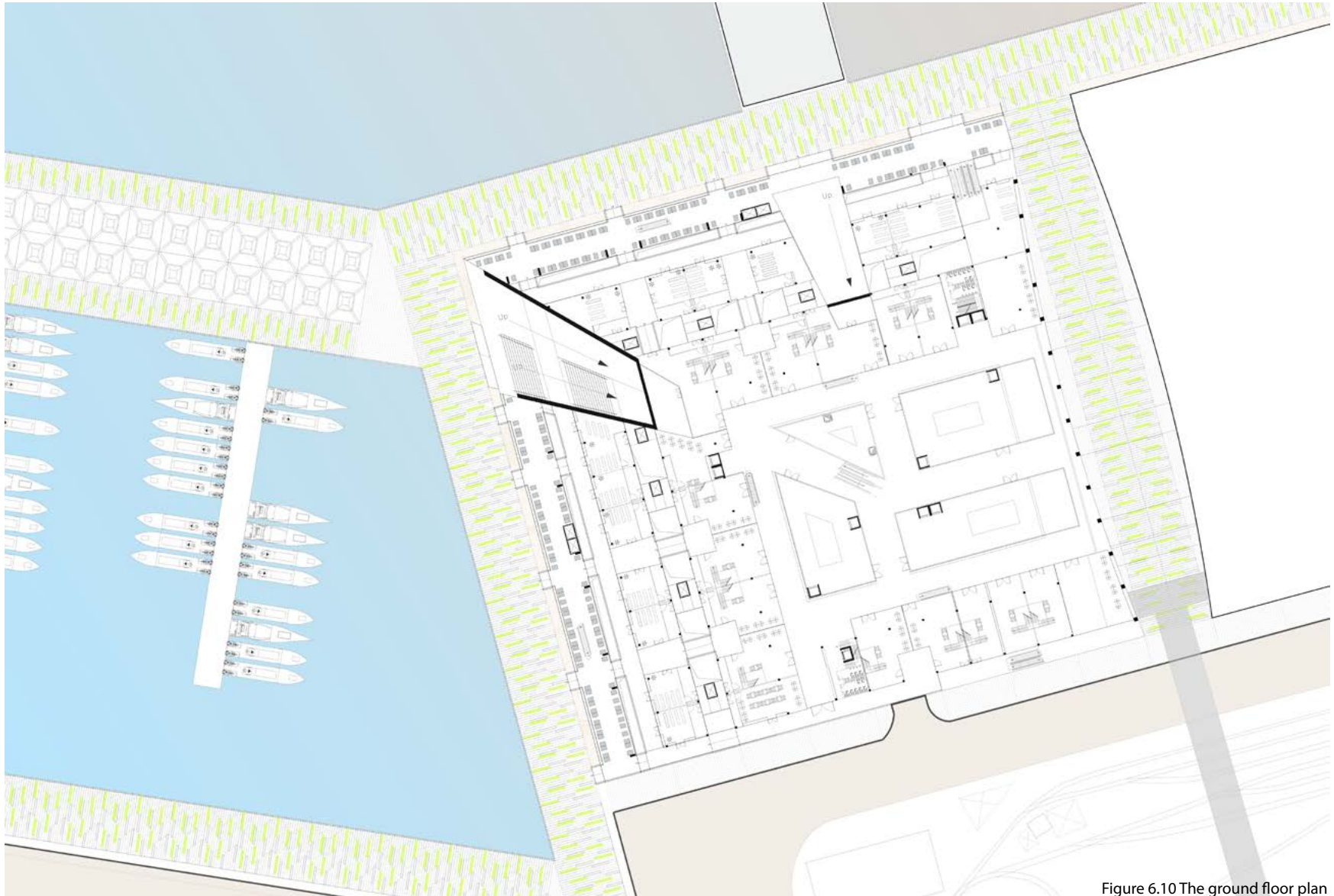


Figure 6.10 The ground floor plan



## Chapter 6. Proposal



Figure 6.11 The POPS corridor facilitates the movement of people from the station to the waterfront with various shopping windows display.

## Chapter 6. Proposal

### 6.4. Architectural scale proposal

#### First Floor Plan

There are four major entrances leading to the centre of the plan. Two face the POPS corridor starting from the subway station; two lead the pedestrian flow to the waterfront. The POPS corridor works as a twenty-four hour service passageway for the ferry terminal. More significantly, the POPS one in the plan is a buffer zone which divides the huge mall into pieces and transit node of different corridors. On the other hand, the Open Air Public Corridor place where people could take a rest, have a sense of the harbor and know where they are.



Figure 6.12 The First Floor Plan

# Chapter 6. Proposal

## 6.4. Architectural scale proposal

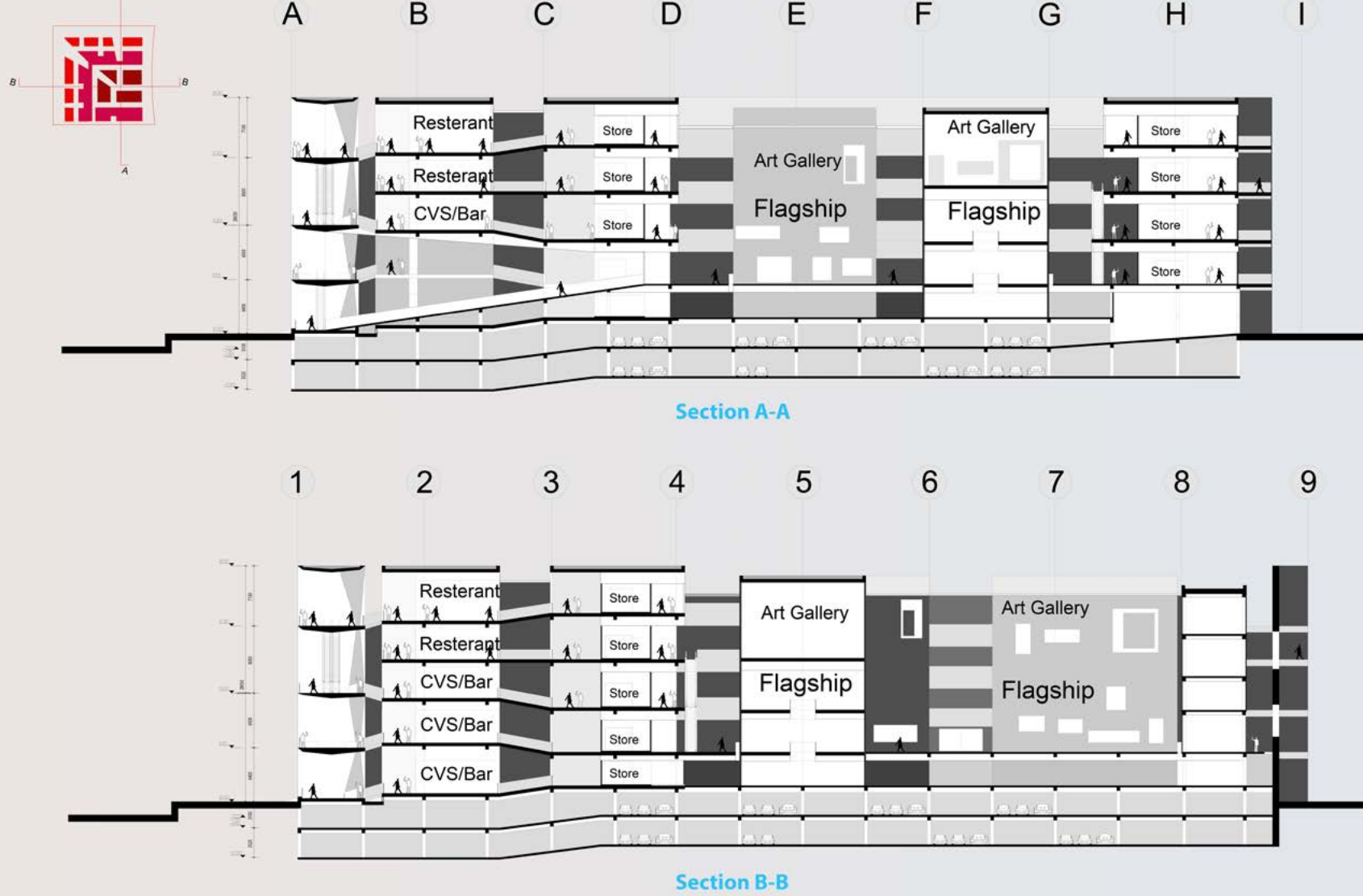


Figure 6.13 Sections

## Chapter 6. Proposal

### 6.4. Architectural scale proposal

#### **Inside-outside circulation**

The plans and sections are designed based on an inside-outside circulation, by which people could constantly change their corridors. As different corridors have their own atmosphere, this sort of circulation maximizes the diversity consumers could experience. Moreover, the harbor view is largely introduced through the connections of those corridors.

In the section, the public interface is four levels, while the POPS and Private ones are five. The view of each level toward the harbor and people's movement is slightly different. The mall stores usually occupy two floors, so that people in the fourth level have to go inside the mall stores in order to achieve the top.

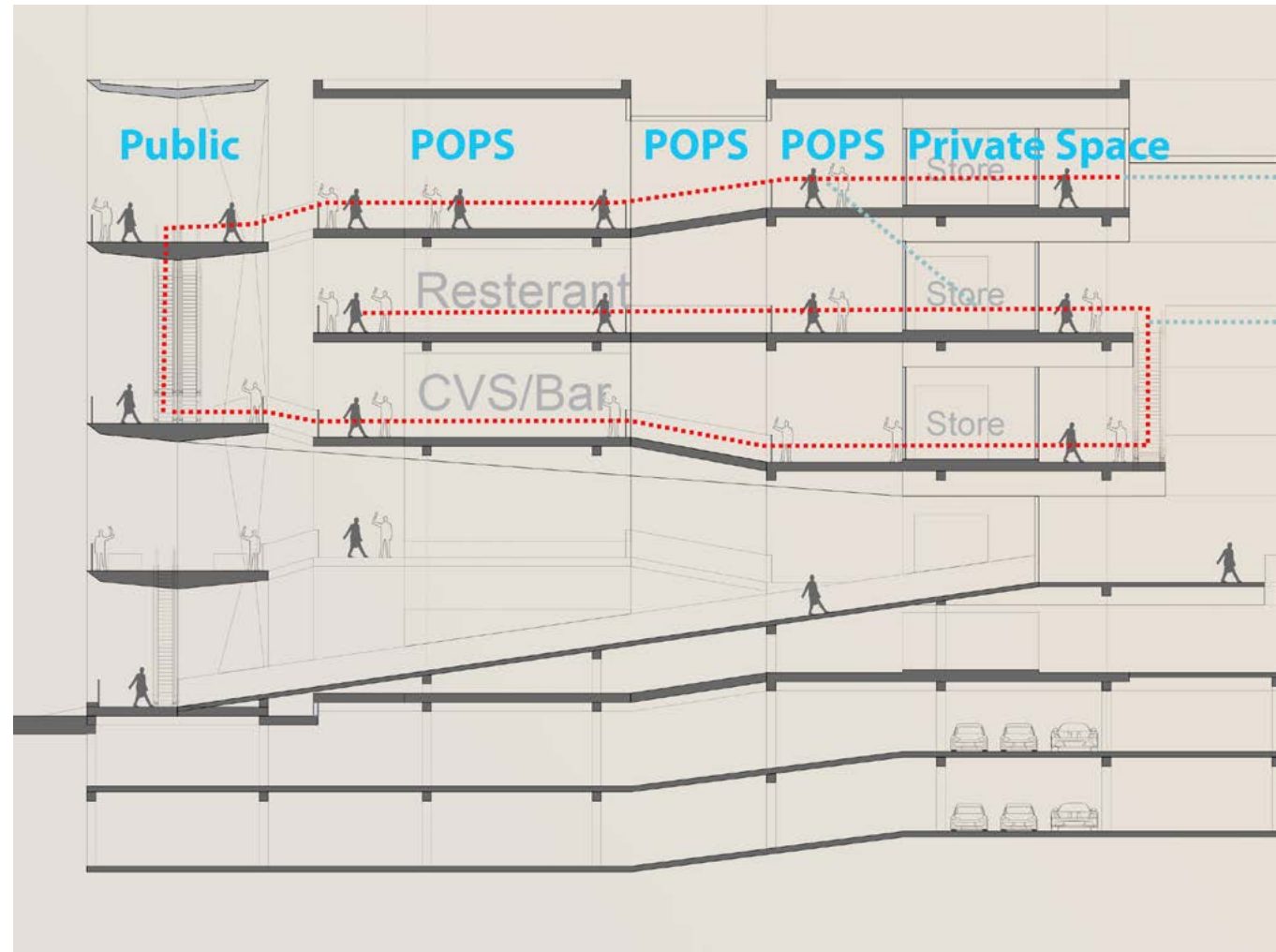


Figure 6.14 Circulations of the section

Chapter 6. Proposal  
6.4. Architectural scale proposal



Figure 6.15 Perspective of the Open Air and POPS corridors

## Chapter 6. Proposal

### 6.4. Architectural scale proposal

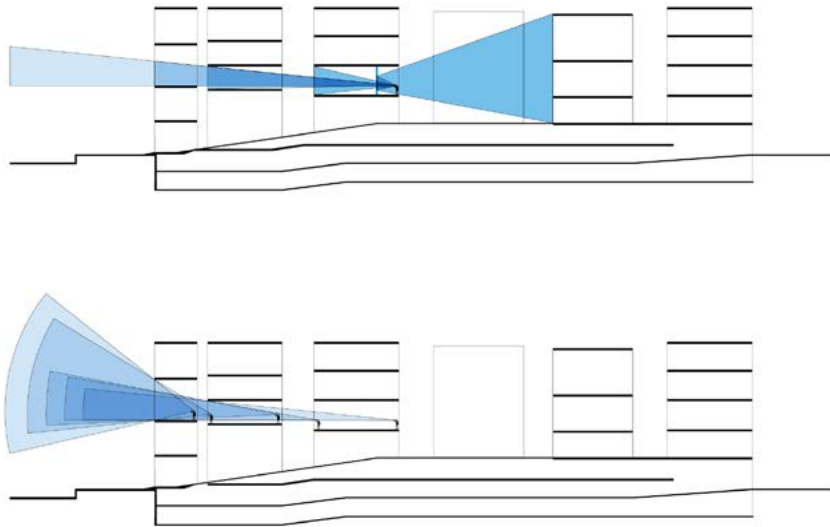


Figure 6.16 Reflection and refraction of the moment.

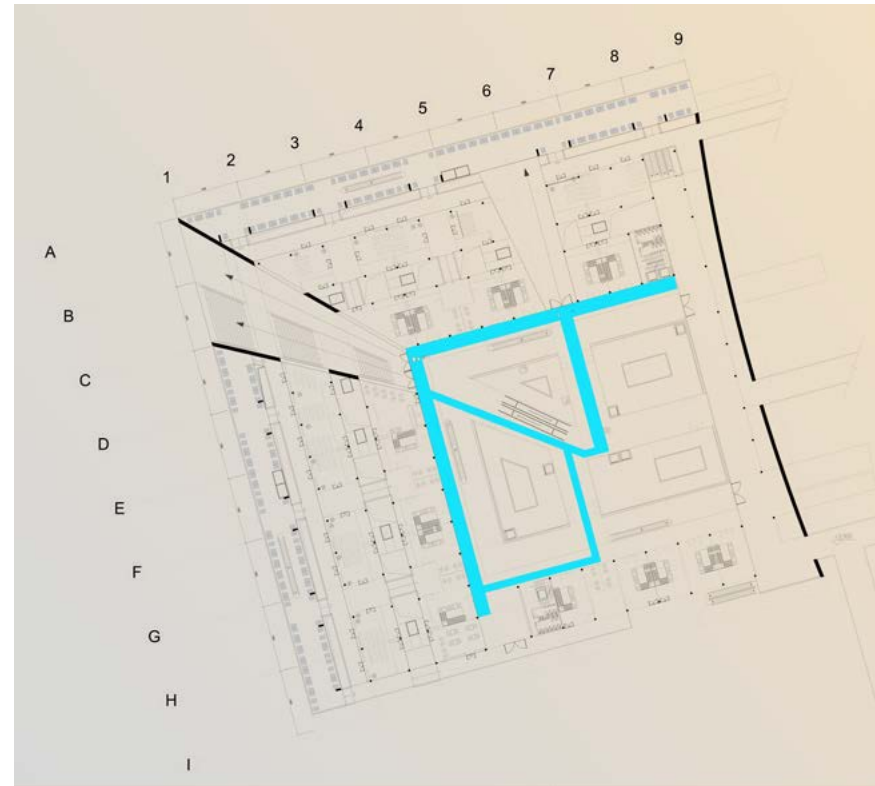


Figure 6.17 Path where people could see four types programs and the harbor.

#### **Pedestrian Interface**

The pedestrian interface is first defined by the shopping program it attaches. Four types of shopping windows therefore define four types of interfaces, each of which has their own design. The interface for informal markets is arranged along the waterfront, inheriting the gene of Open Air Public Corridor from Chapter Three. It work as a new civic playground, a medium for people to rest, linger, talk, stroll, occupy, or start a business with a luxury view toward the Harbor. The interface attaches to street stores is next to the informal markets. It learns from the section of Open Air POPS corridors to integrate more activities. The two interfaces are slightly detached, with a linear space for natural light, creating moments for modern flaneurs to gaze upon the harbor and movement of other people as well.

In order to reach the stores in the mall, civilians need to go through a bridge-like space to reach a small yard with entrances of those stores. The fourth level of interface has become Private Space, serving four independent luxury flagships and other mall stores. The main idea of the interface is to create an infinite interior by overlapping the Harbor view and shining windows display.

## Chapter 6. Proposal

### 6.4. Architectural scale proposal

#### **The Moment**

The moment with the penetration of four types of shopping programs with a view to the harbor, brings diversity to the homogeneous and hermetic shopping mall. The moment is somehow maximized by the transparency and reflection of materials. Such views is re-enforced iteratively by this sort of inside-outside circulation combined with gradually changing temperature and light. The open air and POPS corridors integrate the multifunctional uses of open space. The activities and movements in those space add the most significant element to the moment: people. It is such moment that brings diversity and ambiguity, benefiting the next generation of shopping complex. In such moment, both locals and tourists have an unique city experience that belongs only to Hong Kong.

#### **Interior Urbanism**

The interior urbanism the next generation of shopping complex represents, is not a mega version of the labyrinth, but rather a marriage between shopping and civic life is. It deeply rooted in the climate, culture, and tradition of Hong Kong, fluidly moving people from one point of the city to another. The different levels of pedestrian interfaces, are the new playground, dividing the complex into humanistic pieces. In those playgrounds, people could take a rest, enjoy the sea and wind of the Harbor, gaze upon other moving people or shopping windows. Whenever people may go, they have a sense of the city. In this case, the complex goes beyond the range of an architecture and ultimately becomes an urbanism.



Figure 6.18 The moment one

Chapter 6. Proposal  
6.4. Architectural scale proposal

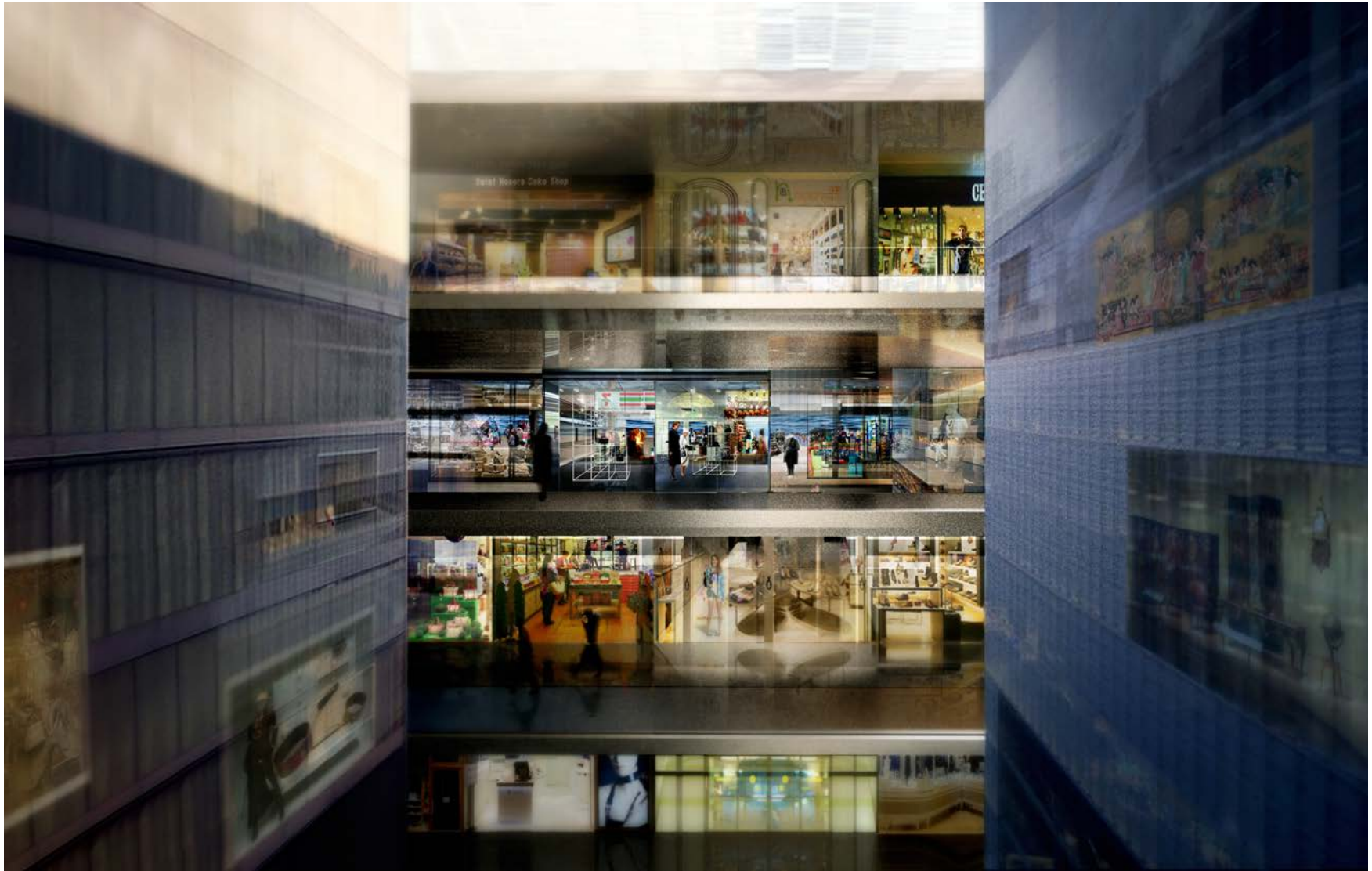


Figure 6.19 The moment two



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