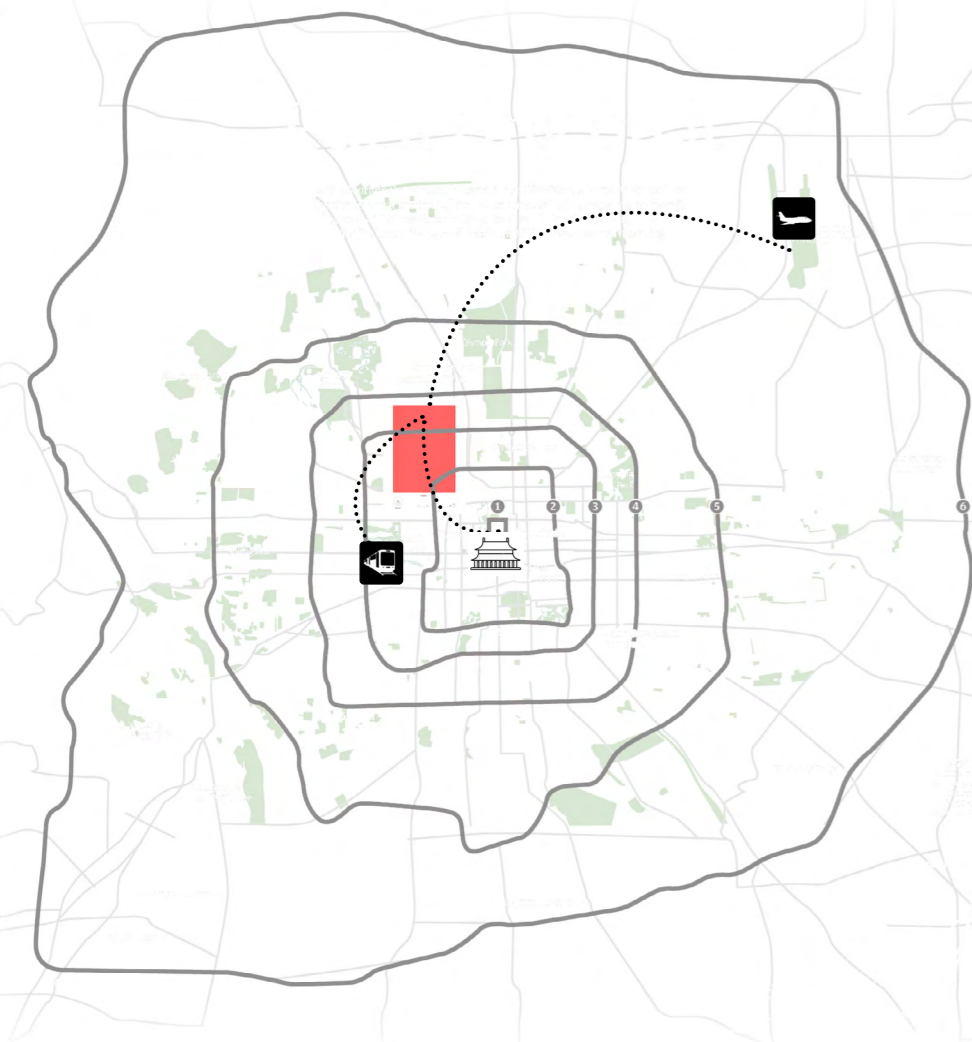


## IV. RESEARCH AREA XIZHIMEN

### XIZHIMEN LOCATION



From Xizhimen to PEK International Airport

- Taxi 60mins
- Subway 75mins

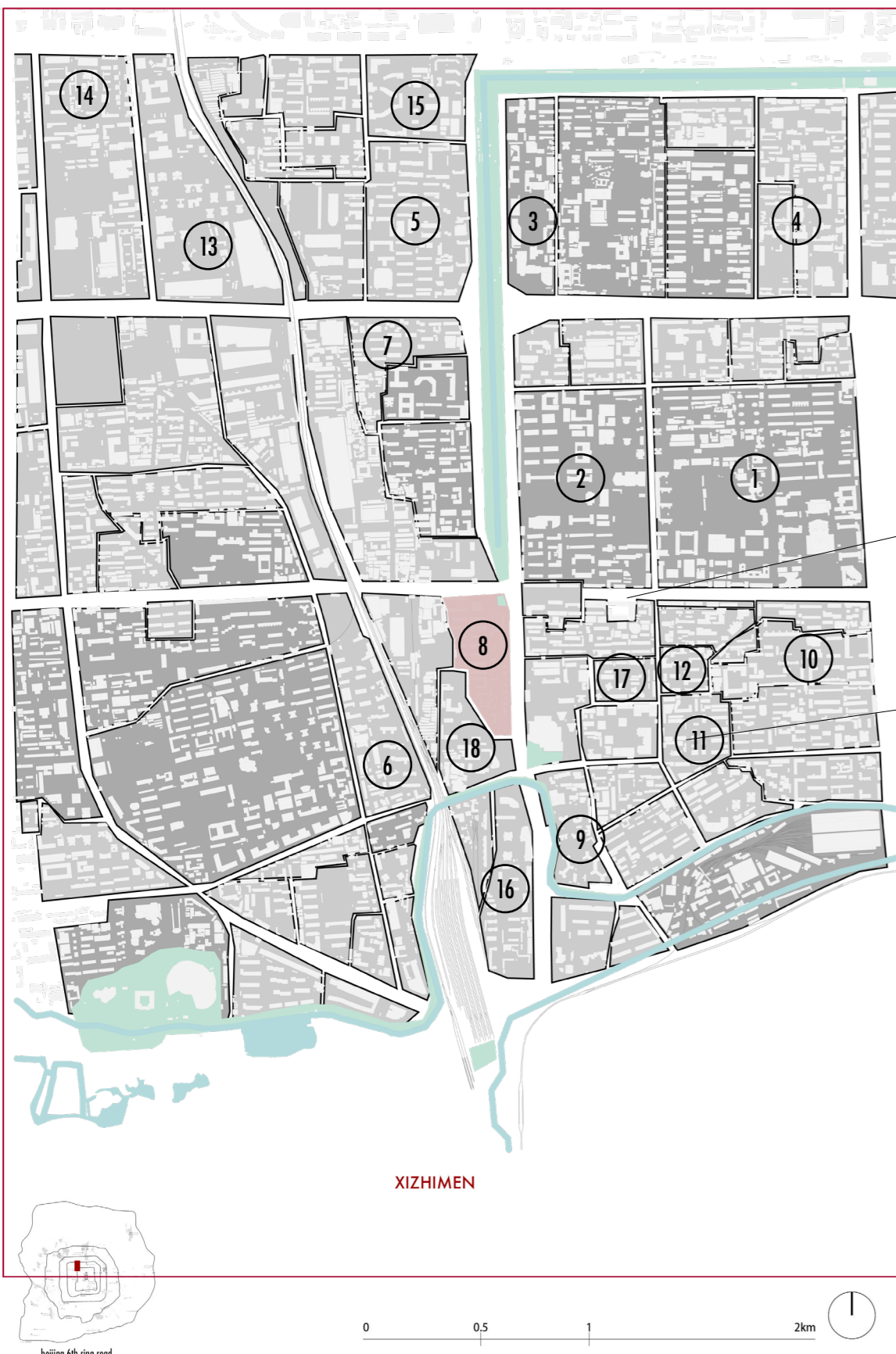
From Xizhimen to West Railway Station

- Taxi 30mins
- Subway 40mins

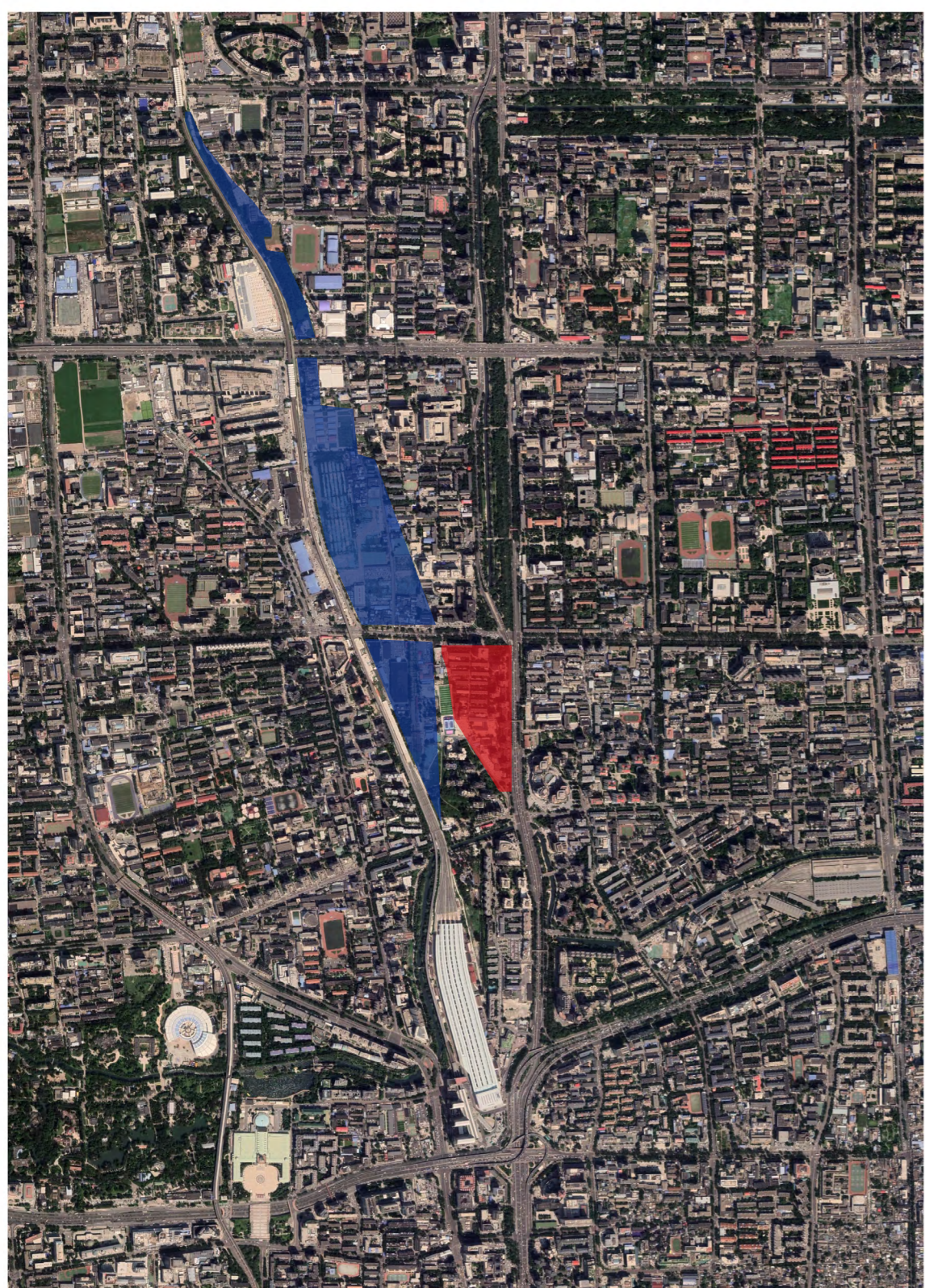
From Xizhimen to Tian an men Square

- Taxi 25mins
- Subway 30mins

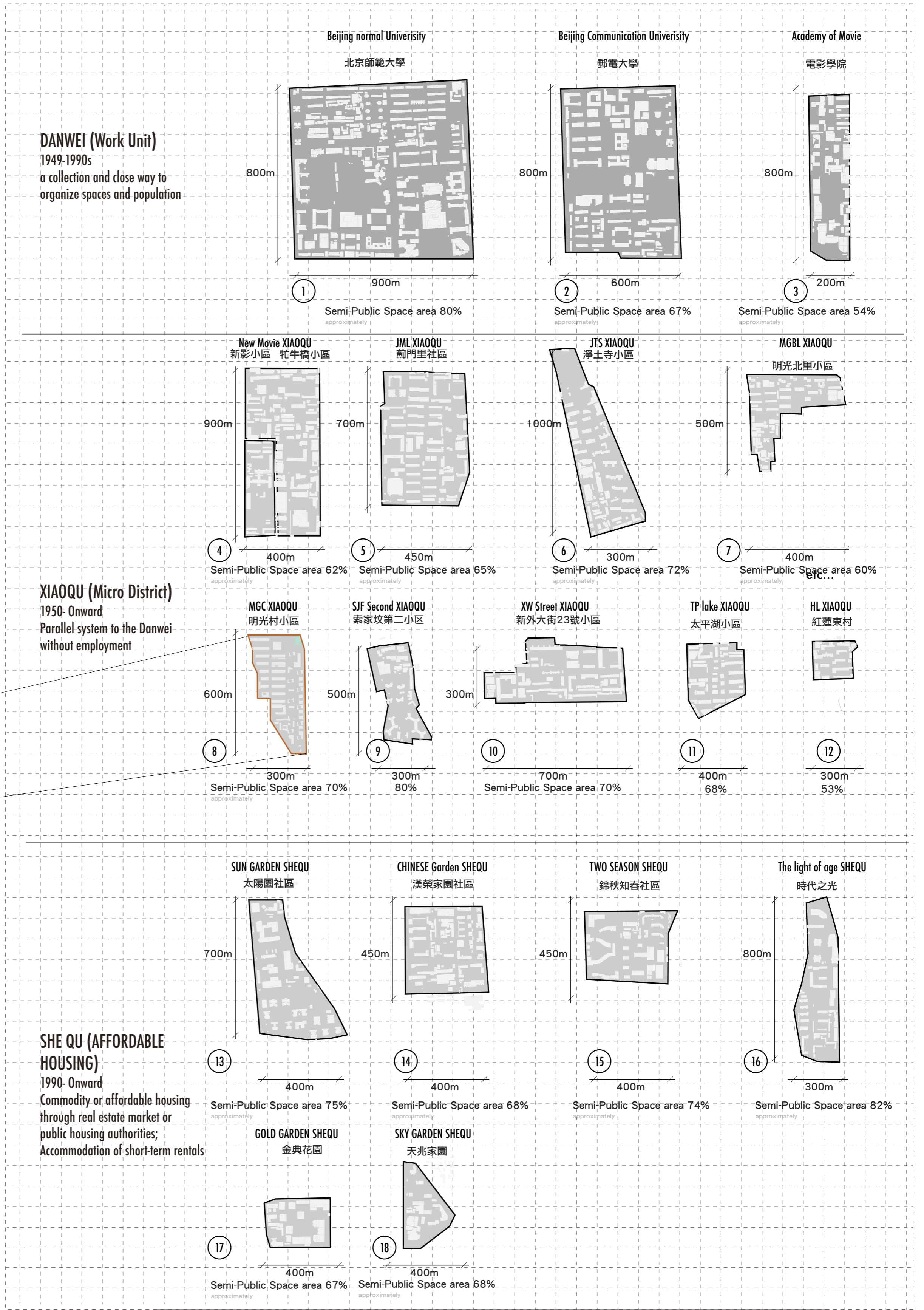
### XIZHIMEN CONTEXT



- DANWEI
- XIAOQU/SHEQU
- MGC Design Area
- Parks
- Canals/Lake



## V. SCALE OF DANWEI/ XIAOQU/ SHEQU



## VI. SPATIAL ISSUE

<p><b>ISSUE 1 Urban Traffic Jam</b> Although boundaries and inner scope of Danwei compound have changed a lot since the founding of the country, but the large area of Danwei, the distance between urban main roads its often greater than 500 meters. In addition, the fact that the internal roads of the Danwei are not open to outside and caused problems that the city lack of effective branch roads.</p>	<p><b>ISSUE 2 Disordered public space</b> With the development of the economy, people's demands of public activities are constantly improving. The public space inside the original Danwei and Xiaoqu are no longer meet the needs of residents. More seriously, with the switch of the economic system from planned to market, the original services facilities within Danwei and Xiaoqu have now become commercial function, causing problems with the privatization of public space. the public activity space inside has become fragmented.</p>
<p><b>ISSUE 3 Poor Internal Intergration</b> The internal working area of the Danwei and housing area have less contact with each other. It's also happened in Xiaoqu and Shequ, some Xiaoqu was transformed by Danwei but splited in many parts. the connectivity and integration of the plots declined while the internal separation increased, These phenomenon have led to the division of internal order and the poor intergration of areas.</p>	<p><b>ISSUE 4 Inefficient land use</b> Informal construction is very common inside Danwei and Xiaoqu. It reflects the role of private rights in the context of De-Danweilization. On one hand, this behavior represents the needs of residents and employees for daily life and work, as well as their desire to reuse and rebuild urban spaces. On the other hand, this kind of informal construction is mostly selfless. Lacking enough professional planning.</p>