6. plan proposal
6.1 Outlines of plan proposal

Together, we have made a structure plan that considers traffic and housing as well as schools and public service after the redevelopment of Giang Vo. As individual parts, we have made proposals of how to improve business and commerce (one student) and how to improve parks and recreation (one student).

Outlines for the structure plan proposal of the redevelopment of Giang Vo:

- Create a mixed, central housing area that varies in form and functions.
- Plan for an increasing traffic but with long-term possibilities for an improved public transport.
- Make the streets more accessible for pedestrians.
- Create a building structure that is lower by the lake and rises towards Kim Ma Street and Giang Vo Street.
- Plan housing blocks, which creates spaces for semi-public backyards.
- Create good places for all types of commerce during and after the redevelopment.
- Plan the park area by the Giang Vo Lake as an asset to the entire area. Create places for recreation and possibilities for sport activities.
Structure plan proposal of Giang Vo
6.2 Preserved buildings

Five buildings were in the analysis considered worth preserving and these buildings are a part of the plan proposal:

1. Hanoi Hotel
2. The Giang Vo Lake View Building
3. New apartment building
4. Renovated original building
5. Toserco Tourist Company
Map showing preserved buildings.
6.3 Land use

As before the redevelopment, the main land use in Giang Vo is residential housing. The formal businesses will be located on ground floor of residential buildings and in an indoor market. Along Kim Ma Street and Giang Vo Street, where the noise from the traffic is loud, the land is planned for commerce and offices. By the north east shore of the Giang Vo Lake, the area is reserved for park and recreation. School areas are situated at two locations. In the following part of the chapter, each land use will be presented separately.

The number of exploitation in the proposal is 2.05, which is calculated on the plan proposal area of Giang Vo excluding the lake (21,5 hectares).
Map showing land use.
6.4 Building structure and height

The housing blocks of Giang Vo are positioned in line with the streets. Within every block there is an open space, which creates a semi-public area that is meant to be used by the residents in that block. Buildings are turned towards the lake to give as many as possible a view of the lake.

The structure of the buildings in the proposal is dense and mainly low and the most common numbers of stories are between five and ten. By keeping the building structure low but dense, the area retains the human scale, which today exists in Giang Vo. The human scale gives a feeling of safety and promotes social control. The buildings are lower close to the lake and the number of stories rises towards Kim Ma Street and Giang Vo Street, with exceptions for adjustments to preserved buildings.
Map showing building heights.
6.5 Street network and traffic situation

The present street network in Giang Vo is mainly preserved since it demarcates the housing blocks in sizes suitable for the new plan proposal and makes it easier to redevelop the area in different stages. The streets in Giang Vo are as today broken up into small stretches, which do not promote driving-through traffic. There are three different types of streets in the new proposal:

Street type 1
The most common street type is *street with parking* which is 17 meters wide. There is one lane of three meters in each direction. The sidewalks are three meters wide and there is a space of two and a half meters between the lanes and the sidewalks, which can be used as street side parking, space for street side cafés, for street vendors or planting. A line of trees will also be planted in this space. *Street type 1* is situated by buildings with commerce in ground floor because of the extra space for parking and street side cafés.

Street type 2
*Boulevards* represent the second street type. The boulevards are 15 meters wide with a lane of four meters in each direction separated by a one meter wide planting. The sidewalks are three meters wide on each side. *Street type 2* is situated as a welcoming entrance street to the area from Giang Vo Street and as a representing area in front of the Hanoi Hotel. These streets connect in the existing node in front of Hanoi Hotel.

Street type 3
The third street type is *street without parking*, which is twelve meters wide, and also has one lane of three meters in each direction but does not have street side parking. The sidewalks on each side of the lanes are three meters wide. *Street type 3* makes the street seem narrower since it does not have additional space for parking. This street type is situated along the lake as well as where there is no commerce in ground floor of the buildings.
Section of street type 2.

Section of street type 3.
Public transportation

Buses mainly traffic Kim Ma Street and Giang Vo Street in the new proposal. Bus stops are strategically placed and can be reached within 500 meters from anywhere in Giang Vo. The bus stop on Kim Ma Street is placed in connection to the plaza and the outdoor market. On Giang Vo Street, the bus stop is close to the indoor market and on Ngoc Khanh Street, it is situated besides the large-scale apartment building.

Both Kim Ma Street and Giang Vo Street are wide with a tree planted mid-section and have enough room for a future tramline or for a separate bus lane. Having a separate lane for buses makes travelling by bus faster and may lead to more people using the public transport.
Map showing suggested bus stops, buslines and tramlines.
Parking

The number of motor driven traffic will increase in Hanoi. To meet the new requirements, places to park for both cars and motorbikes have been considered in the new proposal. Street side parking is possible along *street type 1* and there are arranged parking within the blocks. There are additional places for parking in connection to the outdoor- and the indoor market, which may be developed into parking garages if needed.

The approximate number of cars in Giang Vo is estimated to 0.4 per household. The same number for motorbikes is one per household. With the estimated number of 3 170 households in the proposal, 1 260 parking places for cars and 3 170 parking places for motorbikes are needed.

In the proposal the estimated number of parking lots is following:

- Along the streets: 450
- Arranged parking lots in connection to the outdoor- and indoor market, which can be developed into parking garages: 150 (one floor)
- Other arranged parking lots: 150

The total amount of parking lots is estimated to 800. If the parking garages will be built in four stories, the total amount of parking lots for cars will be 1 300.
Map showing places for parking.

Parking garage in Halmstad, Sweden
6.6 Housing

The majority of the buildings in Giang Vo will consist of residential housing. First floor of the buildings along *street type 1* will be used for business and commerce only and will be available for rent.

The number of apartment buildings in the proposal is 28 and the total area for housing is 190,200 square metres. Calculated that the average household is 60 square metres, the number of households are 3,170. If every household has four persons, the population of Giang Vo will be approximately 12,000 inhabitants.
6.7 Schools and public service

The number of schools in Giang Vo today, meet the requirements even after the redevelopment with the estimated population of 15 000 inhabitants, according to the Research Institute of Architecture in Hanoi. In the new proposal, the number of school areas are reduced to two and have higher density. The school plots are not as big as today in the new proposal but the schools will share recreational areas and places for sport with the residents of the area. A soccer ground and tennis courts are planned within the large green area by the Giang Vo Lake. A gymnasium is situated within one of the school areas in connection to Nui Truc Street.

Places for public service will be available on ground floor of the buildings along street type 1 (street with parking).

The total area for school buildings will be 50 000 square metres.