

GWANGJU

**CHONBANG & ILSHIN
TEXTILE INDUSTRIAL SITE**

CITY FOR ALL

CONTENTS

Chonbang & Ilshin - Local heritage	3
Future agenda	4
15 Minute city vision	5
Chonbang & Ilshin textile site in Gwangju city	6
Gwangju - The first steps	7
A layered vision	9
Programmatic distribution	10
Masterplan	11
4 Strategies:	12
Heritage preservation and reuse	13
Green and blue urban nature	18
Complex architectural area	22
Landmark tower	27



Chonbang & Ilshin textile industrial site developed into a dynamic and diverse mixed-use city for all.

CHONBANG & ILSHIN - LOCAL HERITAGE

CITY FOR ALL

The Chonbang & Ilshin textile industrial site holds numerous historical and geographical narratives that intersect with one another. As such, the task of the architect responsible for the design of the urban masterplan is to unify the fragmented history of the location, along with its diverse stories and values, and present them in a tangible form for future generations to appreciate and comprehend.

1. IDYLLIC AGE (목가적 시대)

The story of the site begins in the era before Front Ilshin Spinning. The Imdong area, including the corresponding site, had for a long time a forest-covered street that was called 'Yurim Forest'. In Im-dong, where the site is located, Yurim Forest was a forest path loved by all Gwangju citizens during the Joseon Dynasty, to the extent that it was built by removing the word 'Lim' from Yurim Forest.

2. AGE OF PRODUCTION & SACRIFICE (생산과 희생의 시대)

Throughout the Japanese colonial period and the process of urbanization, Yurimsup slowly vanished. As a result, the 'Jongyeon Spinning Jeonnam Factory,' a Japanese company, was established and remained in operation until liberation, ultimately shaping the current textile industrial site. Over the past century, Chonbang & Ilshin Textile has experienced both prosperous and challenging times, with the site witnessing the tireless dedication and sacrifice of numerous workers. The entirety of Chonbang & Ilshin's history is encompassed within this location, and it deserves to be commemorated as such.

3. NEW AGE FOR ALL (모두를 위한 도시)

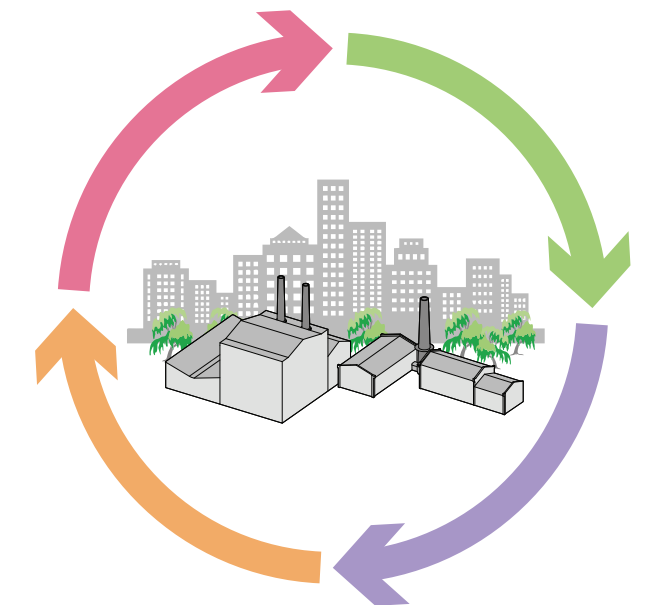
The master plan for the Chonbang & Ilshin Textile Site, presents a new urban vision for all. Focus is place on laying the foundation for a new urban plan that is diverse and dynamic, and which inturn serves as an inspiration surrounding districts, with the hope that they too become a part of the rethinking and reorganization of the entire Gwangju area.



IDYLLIC AGE
- 1900

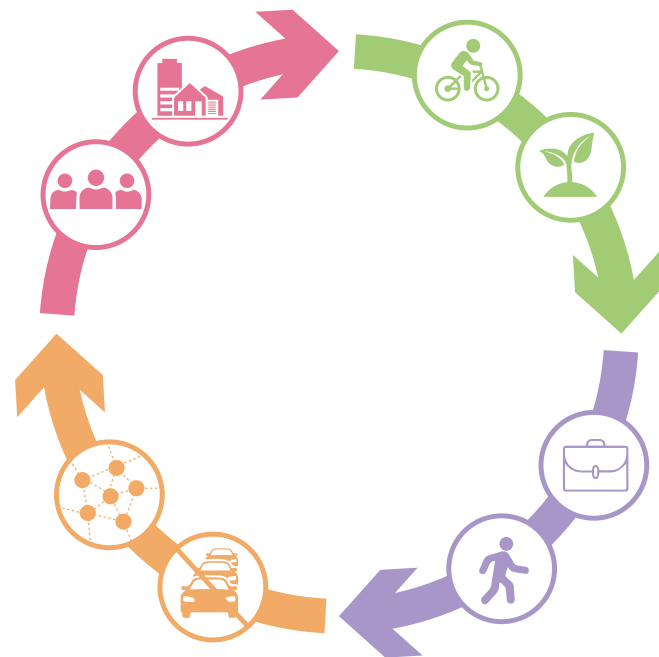


AGE OF PRODUCTION &
SACRIFICE
1900 - 2022



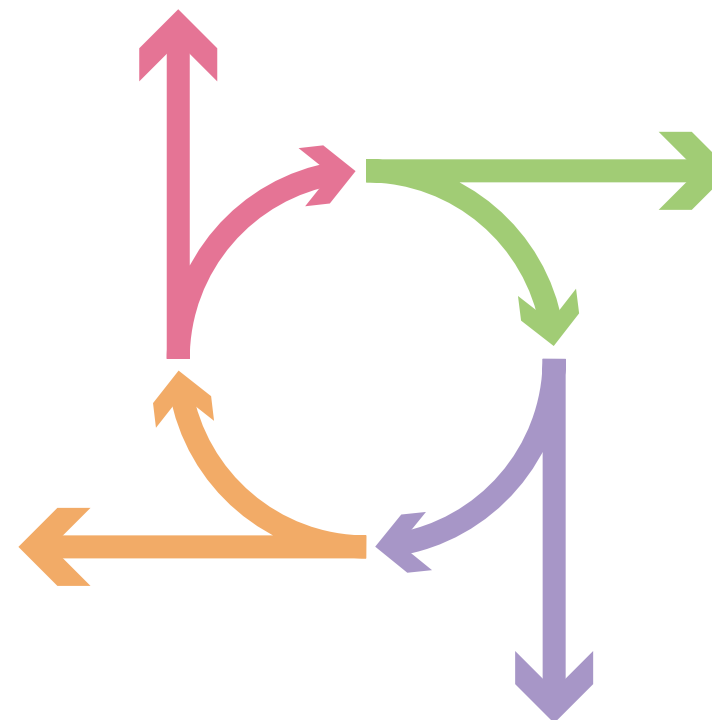
NEW AGE FOR ALL
2025 -

FUTURE AGENDA



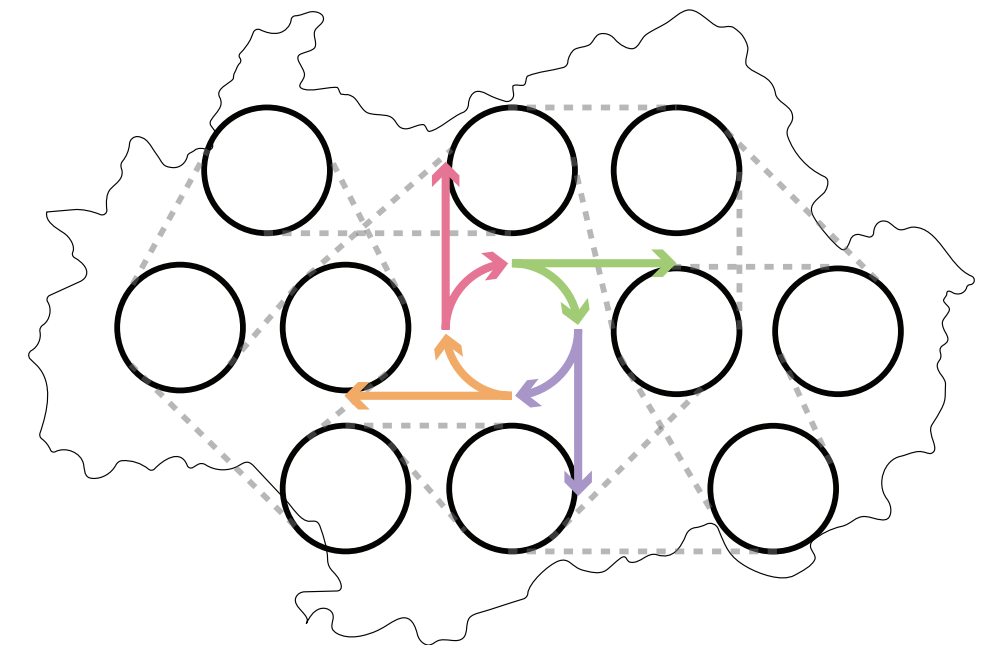
FULLY SUSTAINABLE DISTRICT

The aim is to create a sustainable district that serves as a model for urban development in Gwangju. This involves establishing a self-sustainable loop where ecology, economics, people, and infrastructure interact, prioritizing green spaces that promote social interaction, using circular systems like rainwater harvesting, favoring short distances and soft transportation modes, establishing mixed-use areas that support diversity and inclusivity, and prioritizing human-scaled streets and public spaces that put people at the heart. The textile industrial site's size, location and need for redevelopment provides the optimal opportunity to develop a 15-minute city filled with new urban and social programming.



STRETCHING THE SUSTAINABLE CHAIN TO THE NEIGHBOURING AREAS

This project is just the first step. The idea is to establish a new standard for sustainable urban development which can inspire neighbouring areas to follow. By laying the ground work of an environmentally, socially and economically sustainable district, we hope to encourage other areas to adopt a similar approach, thus in turn creating a network of sustainable communities that work together towards a greener and more liveable future.



CREATING A NEW NETWORK IN GWANGJU

This project is just the first step towards a future agenda where the Chonbang & Ilshin site is a part of a larger network of sustainable districts in the Gwangju area. As opposed to a stand-alone initiative, a network can create a connect districts and resources, leading to increased efficiency and effectiveness in achieving sustainable urban development. Fostering collaboration and cooperation across a the Gwangju district can help build stronger and more resilient communities that are better equipped to face future environmental and social challenges.

15 MINUTE CITY VISION

FROM TEXTILE FACTORY TO A 15-MINUTE DISTRICT FOR LIVABILITY



친환경 ECOLOGY

- Reduced greenhouse gas emissions: By reducing the need for cars and other motorized vehicles, a 15-minute city can help reduce greenhouse gas emissions and mitigate climate change.
- Increased biodiversity: By promoting active transportation and reducing the amount of land used for roads and parking, a 15-minute city can help create more green spaces for people and plant biodiversity.
- Improved air quality: By reducing the number of cars on the road, a 15-minute city can help improve air quality and reduce the risk of respiratory illnesses.



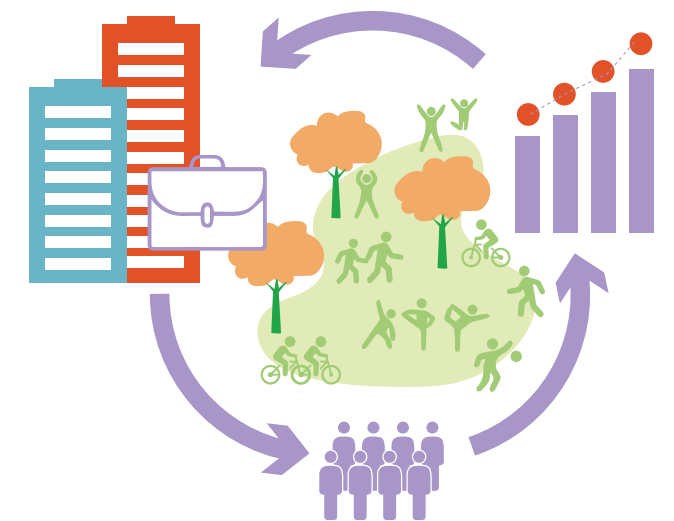
근접성 PROXIMITY

- Increased accessibility: With everything close by, people can easily access the services and amenities they need, regardless of their age, ability, or income.
- Reduced transportation costs: By reducing the need for cars and other motorized vehicles, a 15-minute city can help reduce transportation costs for individuals and families.
- Reduced traffic congestion: By reducing the number of cars on the road, a 15-minute city can help reduce traffic congestion, making it easier and faster to get around.



연대 SOLIDARITY

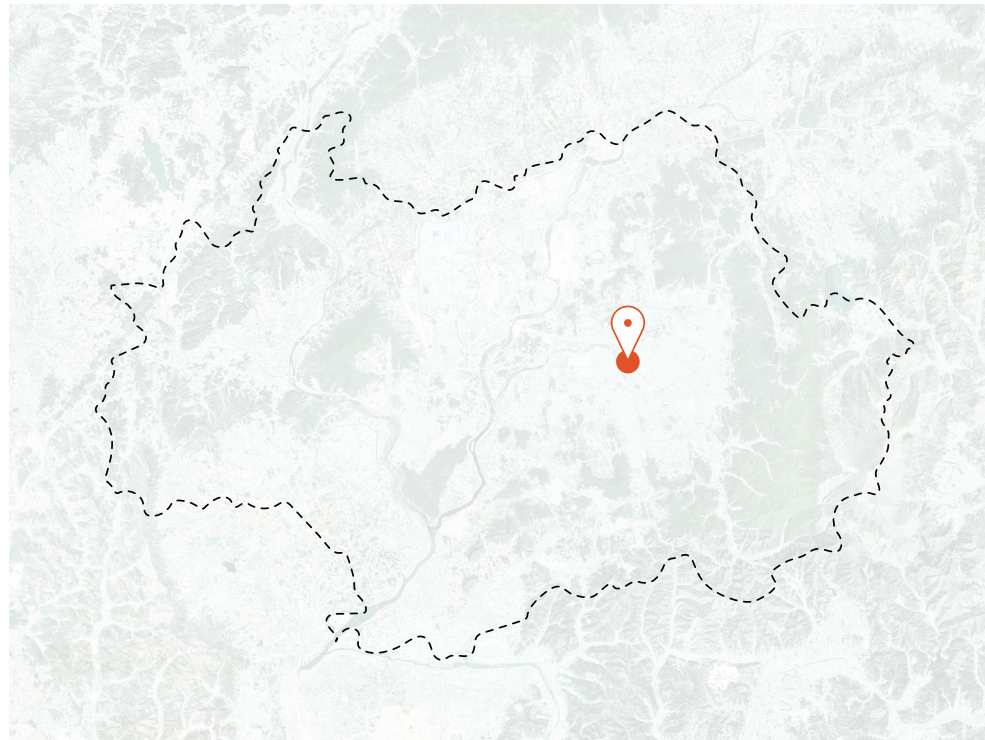
- Encouraging social interaction: With everything close by, people are more likely to run into each other and socialize, creating a sense of community and belonging.
- Promoting diversity: By creating mixed-use neighborhoods with a variety of services and amenities, a 15-minute city can promote diversity and inclusivity.
- Fostering community participation: By creating more opportunities for people to participate in community life, a 15-minute city can help build a sense of civic engagement and responsibility.



참여 PARTICIPATION

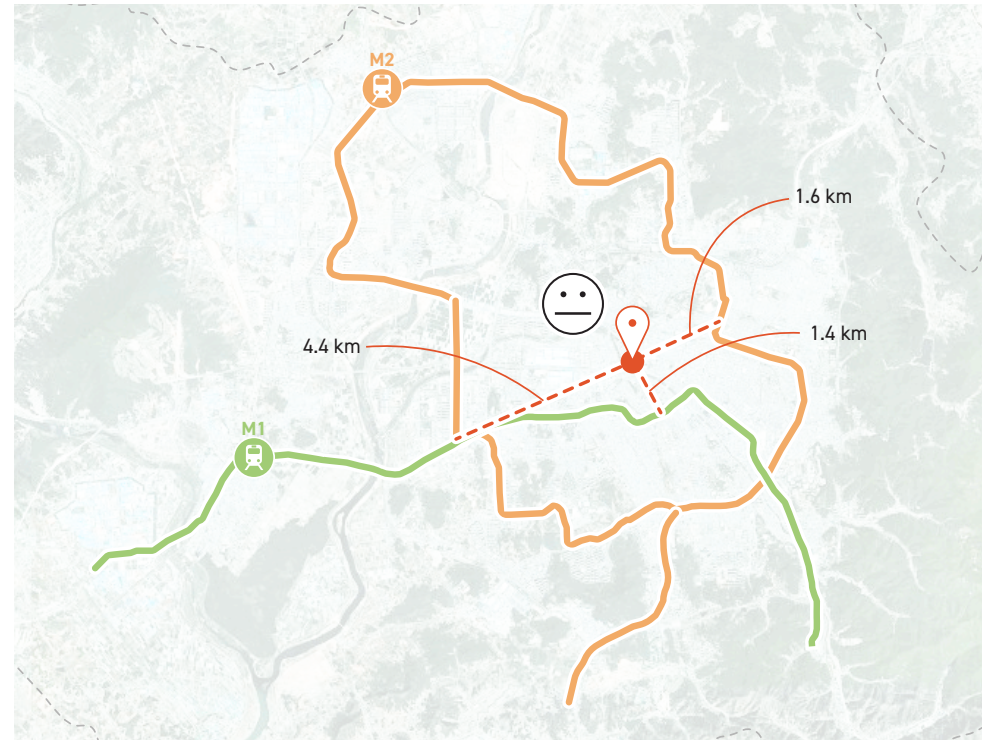
- Encouraging active transportation: By promoting walking and biking, a 15-minute city can help people become more physically active and engaged with their surroundings.
- Fostering local economies: By creating more demand for local businesses and services, a 15-minute city can help build stronger local economies and promote entrepreneurship.
- Increasing access to public spaces: By creating more parks, plazas, and other public spaces, a 15-minute city can encourage people to gather and participate in community events and activities.

CHONBANG & ILSHIN TEXTILE SITE IN GWANGJU CITY



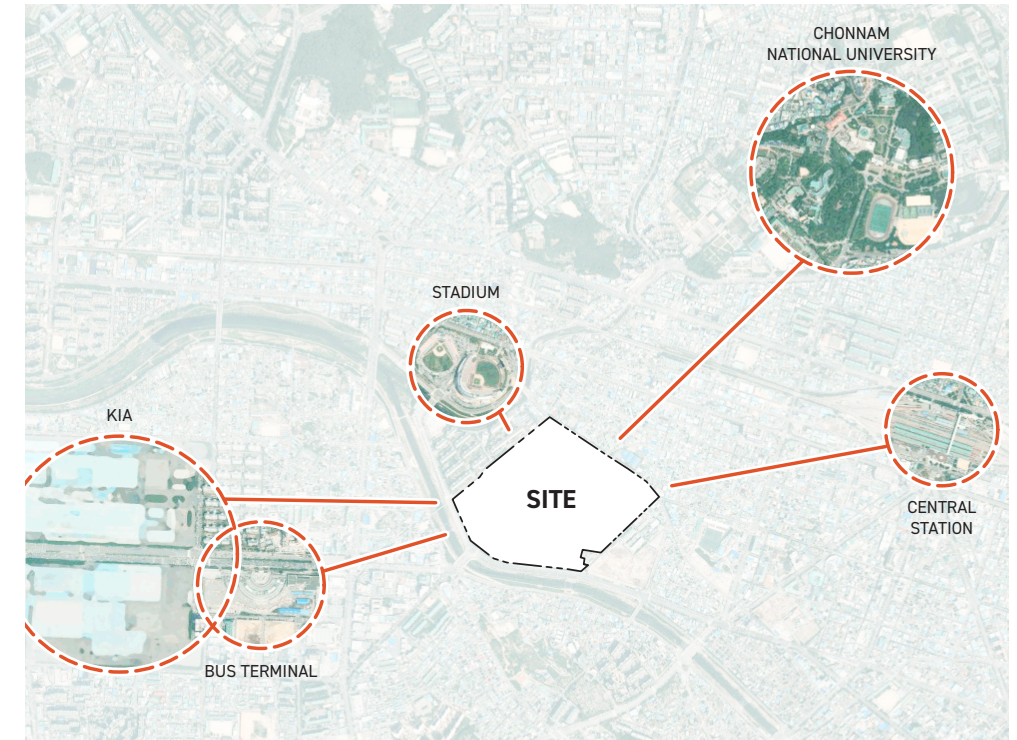
CENTER OF GWANGJU

The Chonbang & Ilshin textile industrial site is located in the centre of the Gwangju district. The site speaks to the history of the area centred around democratic development and the struggles of workers' rights. As such, it holds significant cultural and historical value for the community. While currently the majority of development in the Gwangju area occurs outside of the old downtown area, this project provides a rare opportunity to revitalize and restructure this central area into something that can better serve its citizens.



NON-CONNECTIVITY

Despite being centrally located, the Chonbang & Ilshin industrial site is not well connected. Both current and future metro plans do not come in contact with the area, making accessibility in terms of resources, employment, and business limited. Nevertheless, this condition of non-connectivity simultaneously provides an opportunity for the area to establish itself as fully self-sustainable. By focusing inwards, local goods, community and businesses can flourish and thrive without relying on external resources, fostering a strong sense of community and self-reliance. This can lead to the development of unique local products, services, and cultural practices, which can in turn attract visitors and tourists interested in experiencing the distinct character of the area.



DISTRICT CONTEXT

The local context of the Chonbang & Ilshin industrial site is incredibly rich and vibrant. The Chonnam University is located to the north, providing a hub for education, and the Kia factory to the far west; a hub for invention. To the east is the central station, and to the west the district bus terminal. These transit hubs have potential for connecting the future residents of the Chonbang & Ilshin project to larger urban networks, while simultaneously bringing people to the site to discover and engage with the dynamic and diverse district that is to come. Lastly the Gwangju KIA Champions field, lays just north from the industrial site; a node of life and energy that creates a vibrant atmosphere for the surrounding area.

GWANGJU - THE FIRST STEPS



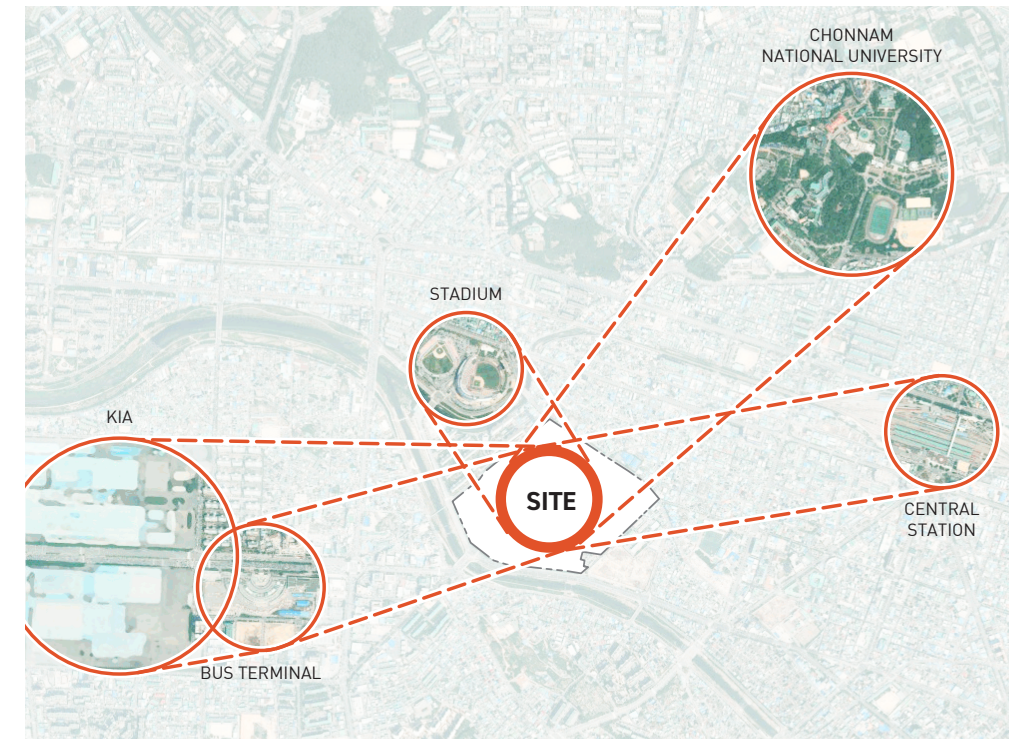
FULLY SELF-SUSTAINABLE CHAIN

A self-sustainable chain is designed to function without relying on external resources. Being self-sustainable promotes a circular system with everything in one place. There are economic benefits such as creating new jobs and stimulating local businesses, as well as social benefits such as the promotion of healthier and more active lifestyles through green spaces and active transportation. Urban self-sustainability can also foster a stronger sense of community by promoting social interaction and engagement.



THE 15 MINUTE CITY

The 15 minute city aims to create a self-contained community where all necessary amenities are accessible within a 15 minute walk or bike ride from one's home. This includes grocery stores, schools, public transportation, green spaces, etc. In the 15 minute city, car travel is reduced, physical activity is promoted and essential services and amenities are accessible to all, improving quality of life and reducing social isolation. This urban initiative helps to create safer and more vibrant public spaces, with people at the heart.



MULTI-CONNECTED NETWORK

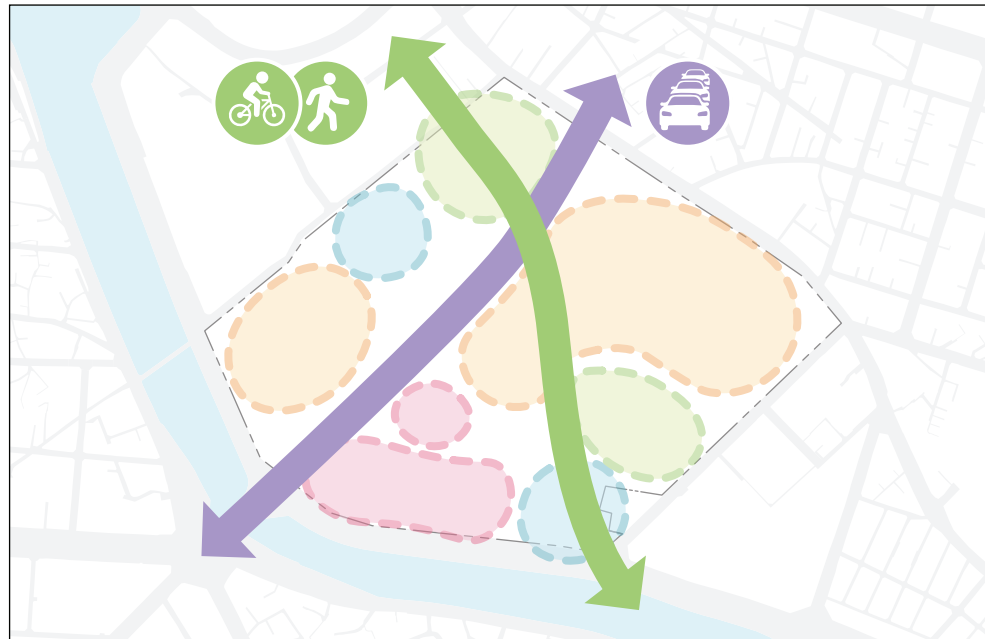
The central location of the site establishes the textile factory as an anchor in relation to the surrounding urban programs. Accordingly, the project sets out to achieve the ambitious idea of establishing a continuous 15 minute city that additionally creates a new chain of social connections and urban programming. Accordingly the goals of redevelopment and revitalization extend beyond the borders of the site, but hope to reinvigorate the entire center of the Gwangju district into an area for all.

THE FIRST 15 MIN CITY IN KOREA



A complex urban district anchored by green infrastructure that brings density to a human scale.

A LAYERED VISION



REQUIRED CULTURAL ACCESS

Two axes provide the foundation to the development of the Chonbang & Ilshin industrial site: a ten-lane regional road and the cultural passage, running from the river north to the stadium.



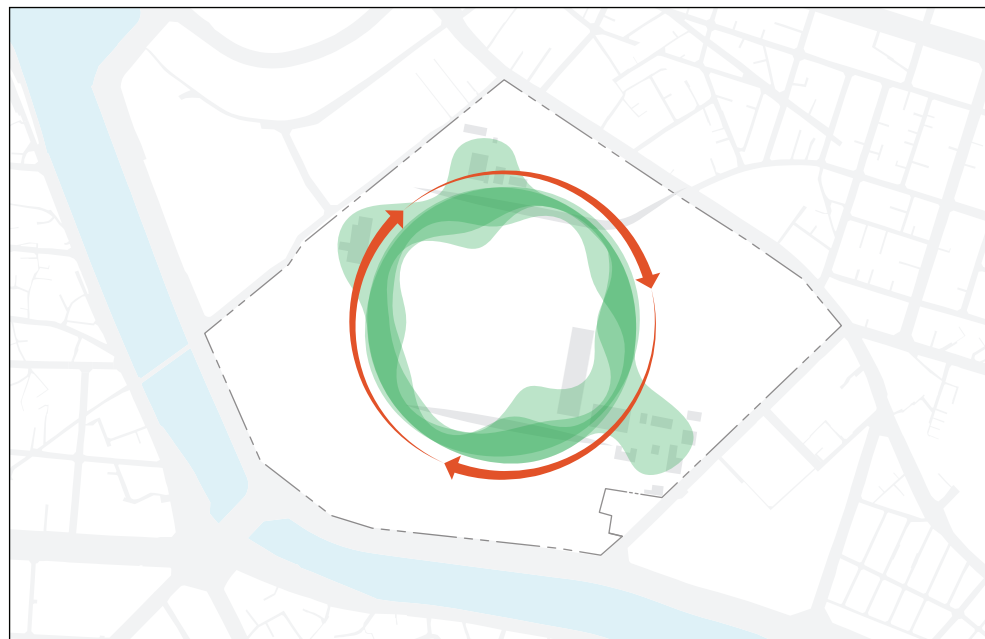
BUILT HERITAGE

The built industrial heritage serves as a reminder of the industrial past. A selection of industrial buildings has been made, selected for either their built integrity, unique materiality, structure or construction.



LANDSCAPE HERITAGE

The previous railway which was central to the functioning of the cotton factory and the beautiful allée of ginkgo trees, serve as links and landscape-structuring elements for new paths and public spaces.



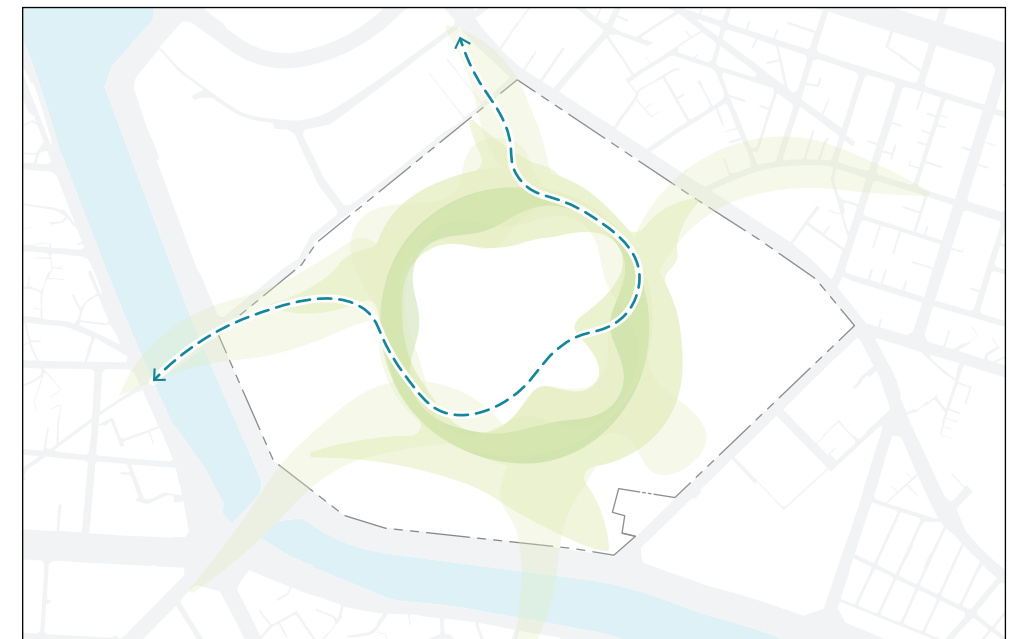
INTEGRATION OF MEMORIES

The elements of industrial heritage are linked through a cultural and green loop which functions as the site's central circulation, allowing the historical narrative to retain a strong presence in the future.



GREEN NETWORK

The green loop contains nodes of pocket parks, squares, plazas, etc. The loop extends into adjacent built areas as well as neighbouring districts, establishing green infrastructure both on and off the site.

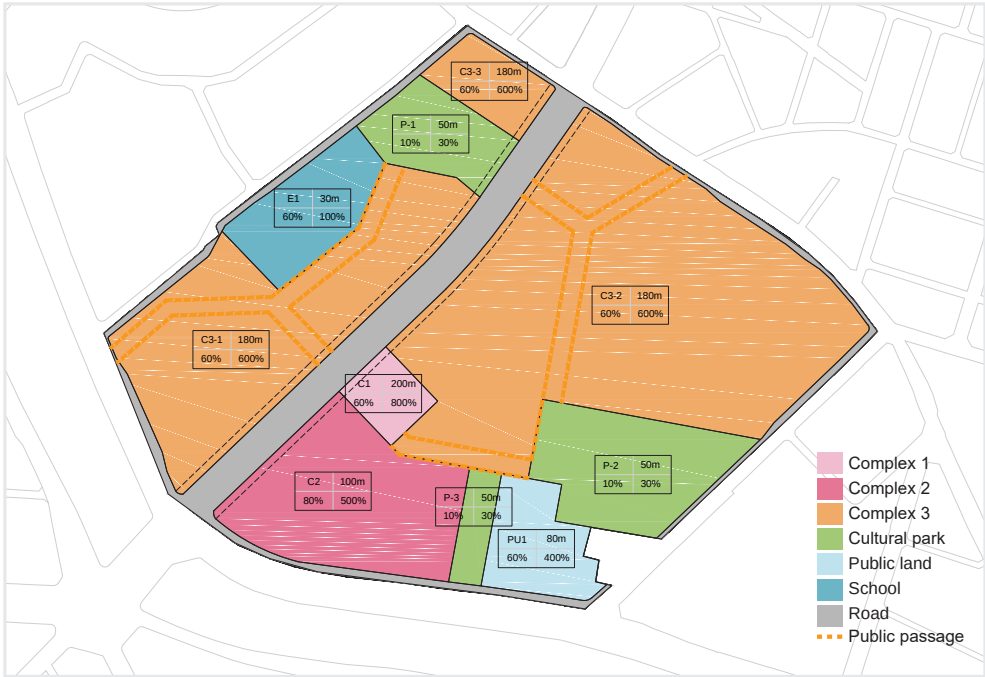


WATER NETWORK

A rainwater network is established within the site, connecting to the surrounding river. Through diverse urban infrastructure, water becomes a part of daily life and integrated within public spaces.

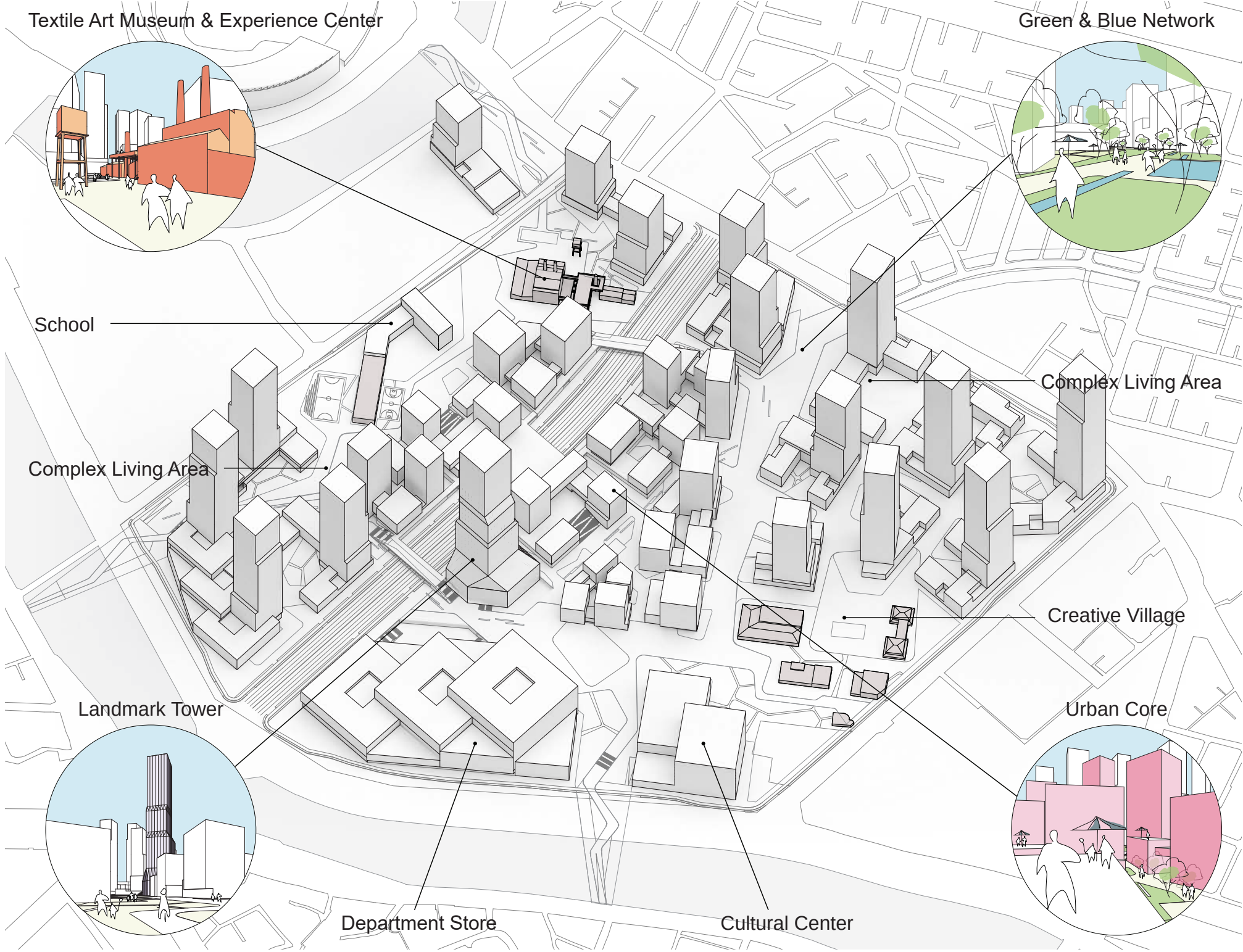
PROGRAMMATIC DISTRIBUTION

LAND USE

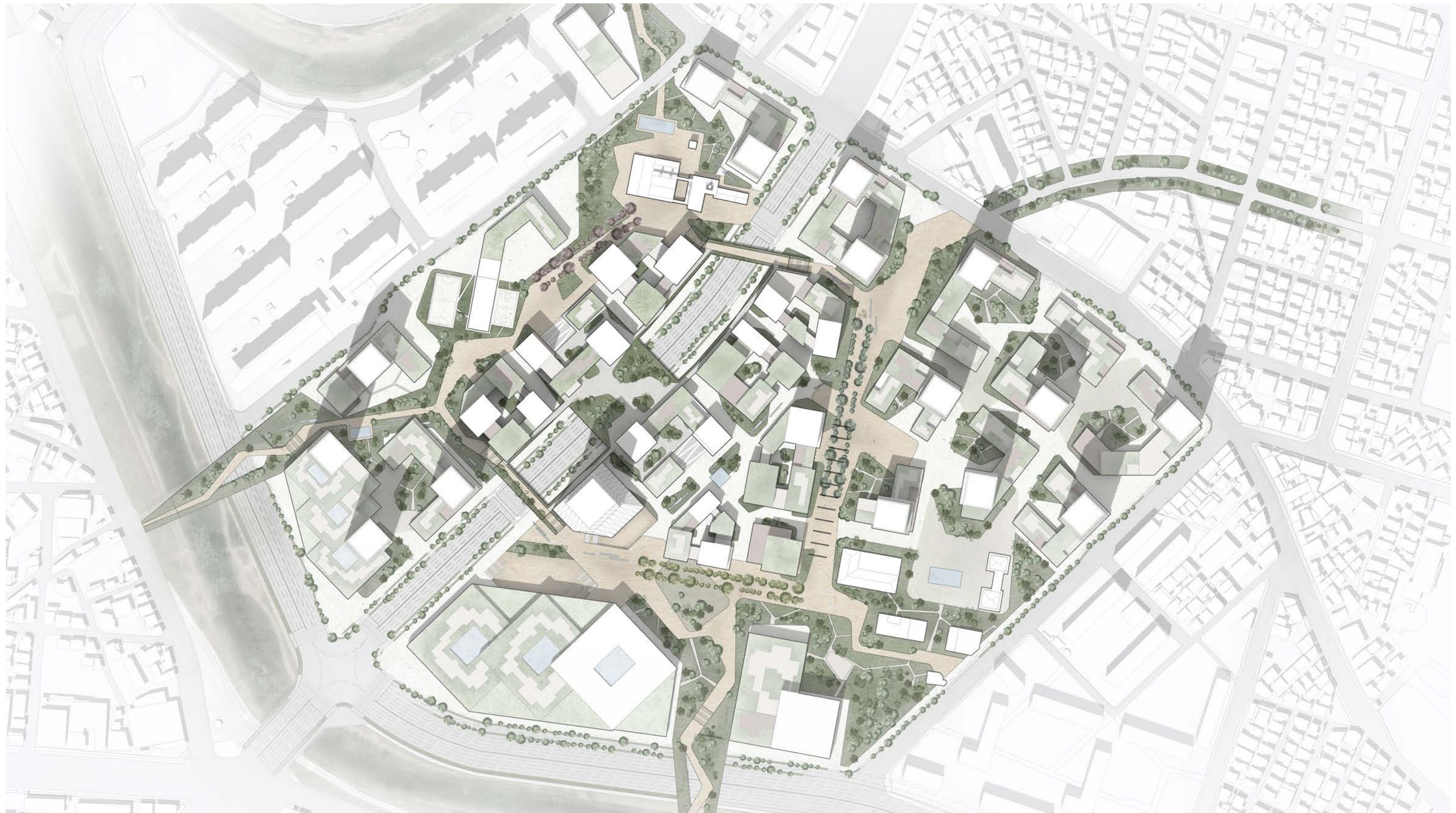


Classification		Area size (m2)	Total floor area ratio (%)	Ground area plan (m2)	Height (m)
Total		296,340.00	-	1,238,916.71	-
Complex Facilities	Subtotal	200,994.88	-	1,175,615.13	-
	Complex 1	5,352.09	790%	42,281.51	206.70
	Complex 2	31,368.35	497%	155,900.70	56.00
	Complex 3	164,274.44	595%	977,432.92	max 180.00
		C1] 49,791.48 C2] 106,675.70 C3] 7,807.26			
Public Facilities	Subtotal	95,345.00	-	63,301.58	-
	Road	33,090.44	-	-	-
	Historic and Cultural Park 1	11,253.00	25%	5,353.20	48.00
		P1] 11,253.00			
	Historic and Cultural Park 2	25,726.15		4,218.00	
		P2] 21,591.49 P3] 4,134.66	P1] 48% P2] 20%		
	Public Site	11,270.48	393%	44,859.51	48.00
	School Site	14,004.95	67%	9,412.38	24.00

CHONBANG & ILSHIN TEXTILE INDUSTRIAL SITE



MASTERPLAN



scale 1:3000

4 STRATEGIES

FROM TEXTILE FACTORY TO LIVABLE CITY

The industrial heritage of the Chonbang & Ilshin factory industrial site provides a unique starting point to establish the future urban development's identity. By preserving and repurposing some of the existing buildings and infrastructure, the site can maintain its historical character while serving as a foundation for new development. This can create a sense of place and identity that is rooted in the area's industrial heritage.

Integrating a strong blue-green network into the design prioritizes soft infrastructure over cars, creating a more pedestrian- and bike-friendly environment that promotes physical activity and reduces traffic congestion. The blue-green network also provides environmental benefits such as improving air and water quality, reducing the urban heat island effect, and increasing biodiversity. Green streets and public spaces serve as gathering places for residents and promote social interaction and community engagement.

By transforming the site into a dense, mixed-use area with a focus on liveability, housing, businesses and amenities come into close proximity. This reduces a reliance on cars and creates a vibrant and dynamic environment that fosters social interaction and community engagement. This can lead to a greater sense of belonging and pride among residents, as well as a stronger sense of place.

The landmark tower takes its form from the distribution and transition of architectural programs, each carefully developed into a unique floor plan, enabling the diverse functions to be easily discernable. The base of the tower functions as an extension of the urban fabric of the project while establishing an especially strong connection to the adjacent department store. The surrounding urban space has sunken areas creating three dimensional public space with unique qualities for community.



1. HERITAGE PRESERVATION AND REUSE

Preservation of a selection of industrial heritage buildings and elements that allow for the historical narrative of the industrial factory to live on in the new urban development.



2. GREEN + BLUE NETWORK

Creation of a car-free district enables the prioritization of soft mobility. The green loop for pedestrians and bikes becomes the central and uniting pathway connecting the entire district



3. COMPLEX ARCHITECTURAL AREA

Creation of a dense, mixed-use, 24-hour urban core that brings dynamism and diversity to the district.



4. LANDMARK TOWER

Derived from the programmatic distribution, the shifting volume brings together diverse functions with junction floors and unique spaces inside and out for community.

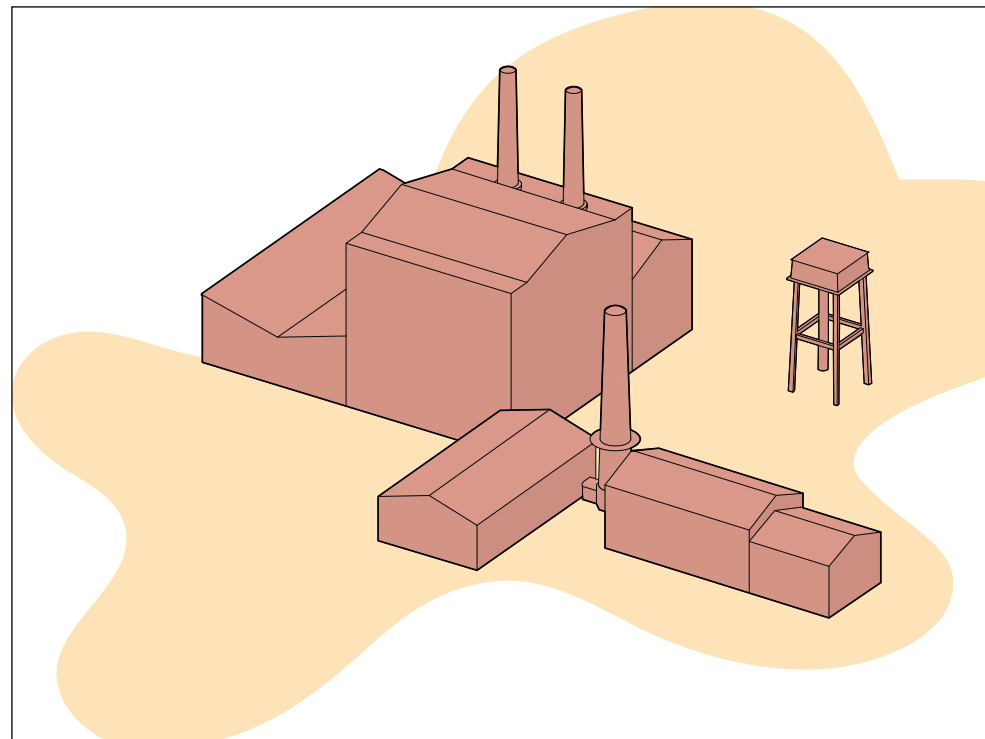
1. HERITAGE PRESERVATION AND REUSE



The integration and invigoration of industrial heritage gives the area a unique mixed character of old and new.

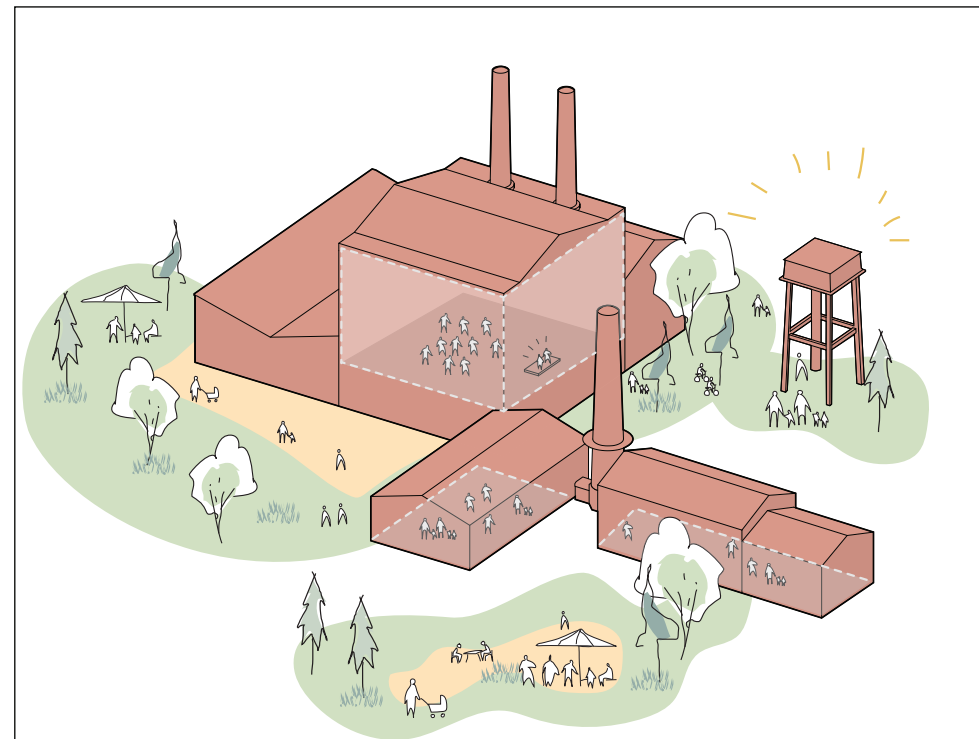
HERITAGE PRESERVATION AND REUSE

STRATEGIES FOR CREATING NEW LIFE AROUND THE INDUSTRIAL LEGACY



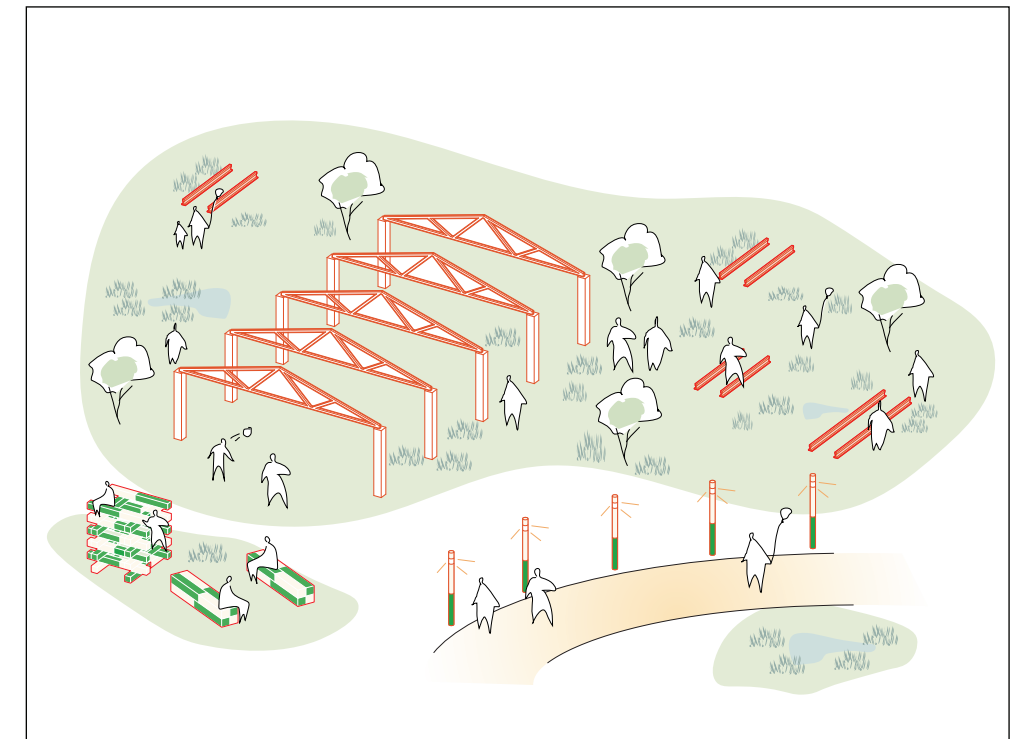
PRESERVING THE INDUSTRIAL LEGACY

The industrial heritage of Chonbang & Ilshin textile industrial site is more than just the buildings that remain on the site, it is also the stories and identity connected to them. The historic buildings once housed an important center of production that contributed to the development of the region. Accordingly, it is important to ensure that the story of the place lives on, both through preserving a selection of the industrial buildings but by means of programming that can archive, exhibit and transmit the historical value of the site into the future.



BRINGING NEW LIFE INTO THE OLD BUILDINGS

Each of the selected historical buildings will be designed to contain publicly accessible programming that highlights the industrial heritage of the site. Through new public functions the former textile factory will be transformed into diverse opportunities to both interact with the history of the site but also engage with new productive functions that include, but are not limited to, galleries and performance halls, workshops and markets, museum spaces and a visitor experiences.



REUSE OF INDUSTRIAL ELEMENTS IN PUBLIC AND GREEN SPACES

The reuse of industrial elements creates unique and functional spaces. The repurposing of elements creates unique spaces in parks and along paths, bringing together new and old across the urban development. From structural columns to steel elements, these materials take on a new life and become an integrated and identity-giving part of the urban landscape.

HERITAGE PRESERVATION AND REUSE

TEXTILE MUSEUM, ART & EXPERIENCE

PRESERVATION STRATEGY: HERITAGE OBJECTS

The North park holds the most outstanding industrial buildings to preserve, therefore the area has the potential to be transformed into the new Textile Museum, Art & Experience Center. The existing structures will be adapted and transformed to host galleries and interaction spaces where visitors can learn and experience the textile history of Gwangju.



Elevated tank



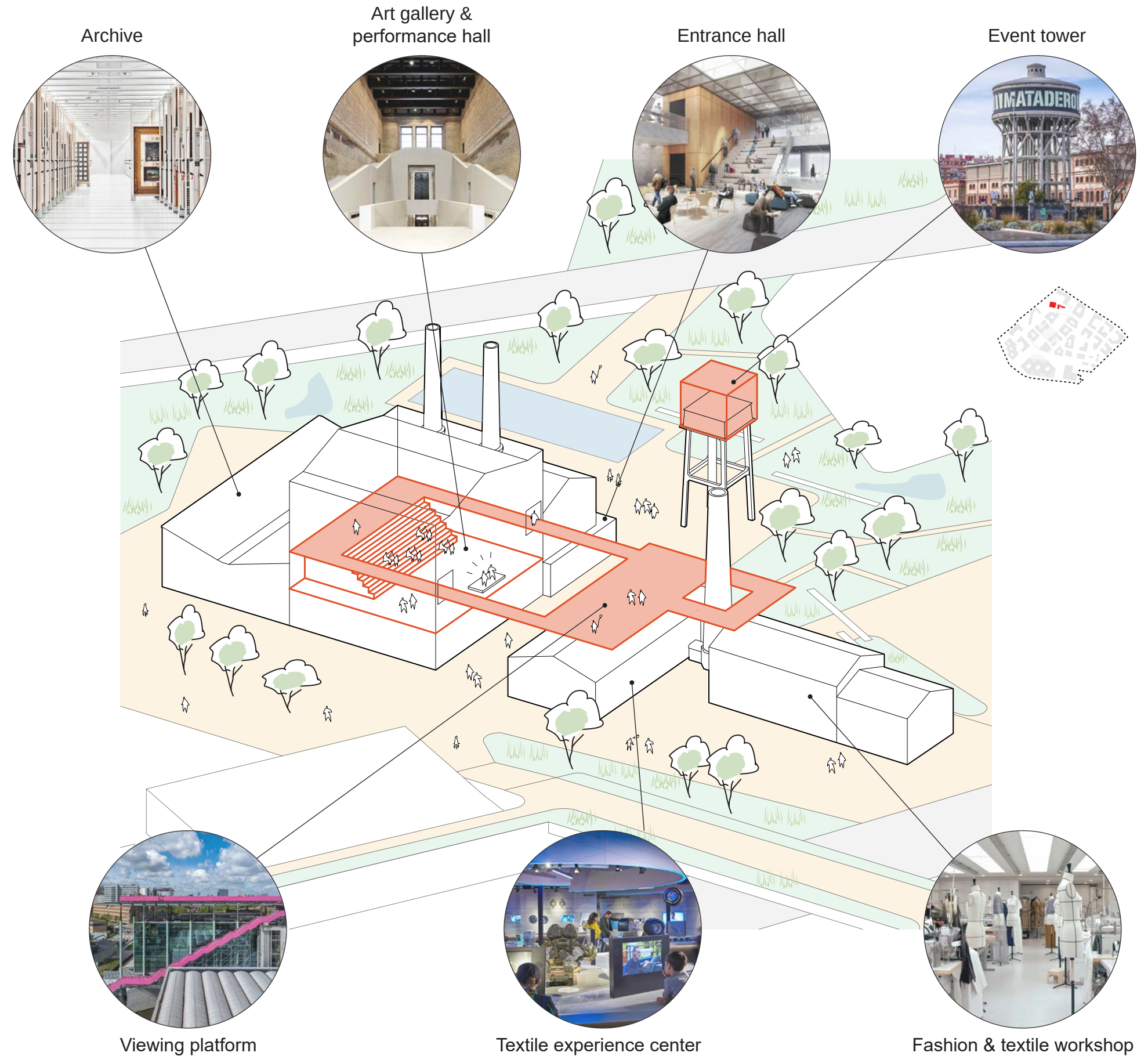
Power plant



Power plant



Boiler room



HERITAGE PRESERVATION AND REUSE

CREATIVE VILLAGE AND EXPOSITION

PRESERVATION STRATEGY: HISTORIC SPACES

The East park currently has numerous trees and some small isolated buildings. Keeping these conditions, the area will be a meeting point of the neighbourhood, where neighbours can enjoy refreshments or walk through young artist galleries and small bookshops. The buildings will all be characterized by the addition of new boxes and together with the park, the area will be renamed as Creative Village.



Raw material warehouse



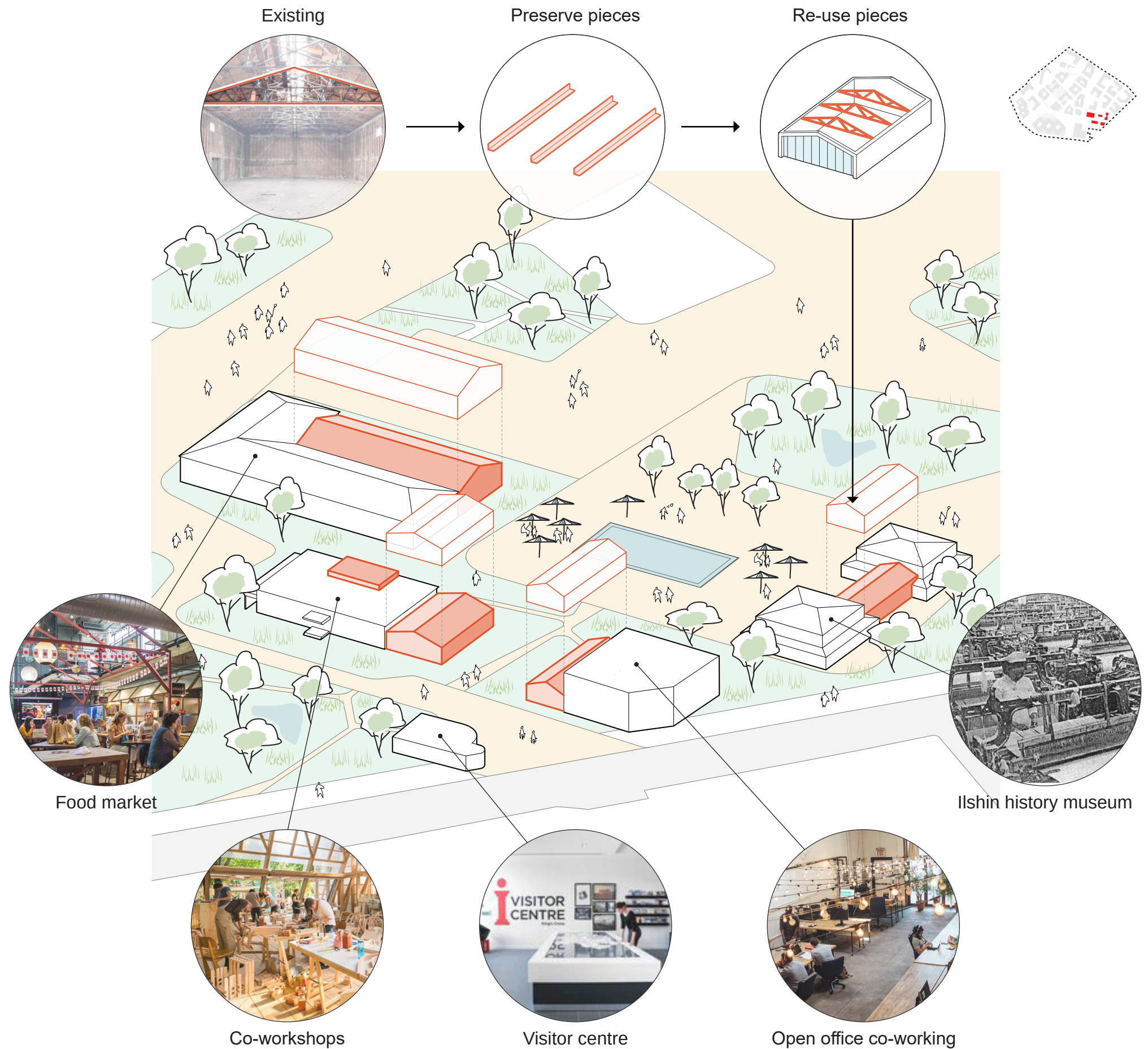
Security room



Meeting hall



Former official residence

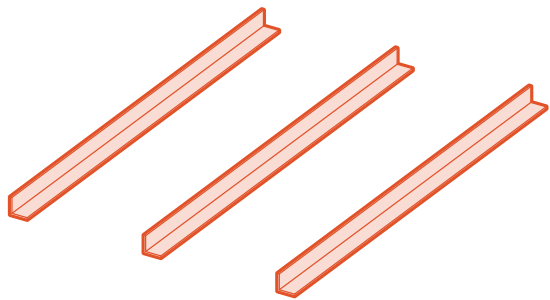


HERITAGE PRESERVATION AND REUSE

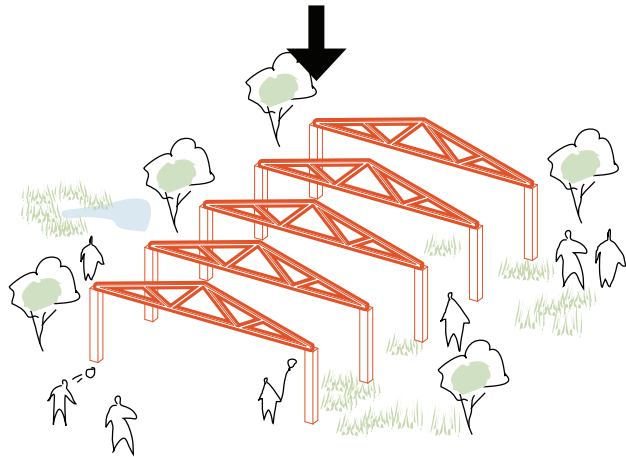


01 STEEL STRUCTURE

The existing steel structure from the factory will be reused as an open-air element in the park, surrounded by plants and activated by people.



disassemble

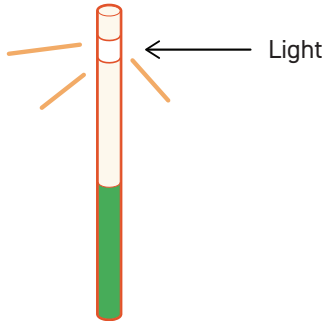


reassemble

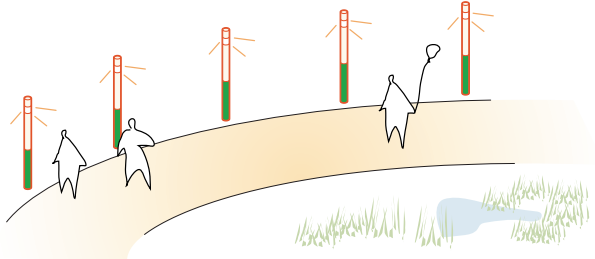


02 STEEL COLUMN

The steel column from the textile factory will be repurposed along the green loop, taking on new life as a lighting element throughout the site.



disassemble

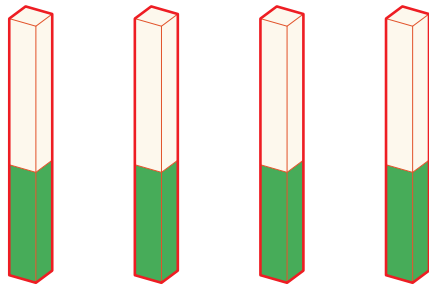


reassemble

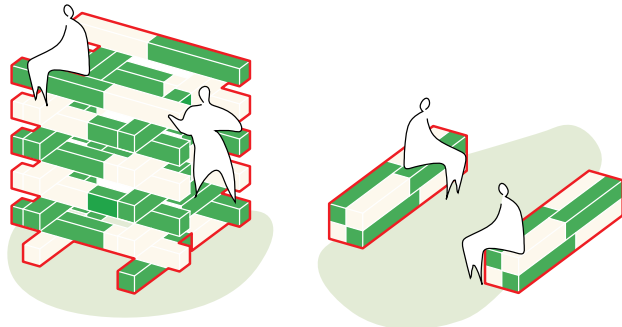


03 WOODEN COLUMN

The wooden column from the textile factory will be disassembled and reconfigured in new arrangements for play and as urban furniture.



disassemble

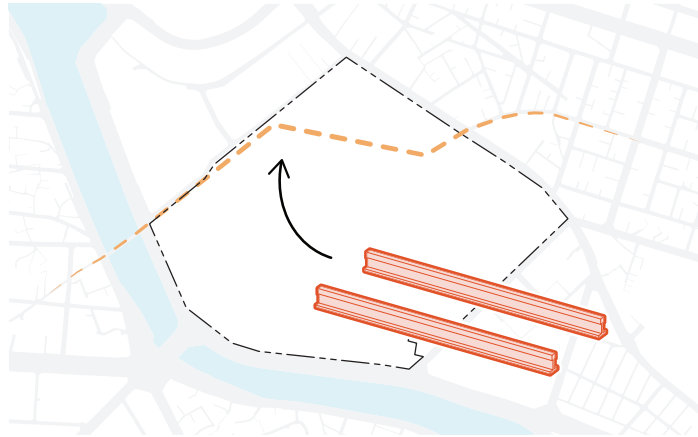


reassemble

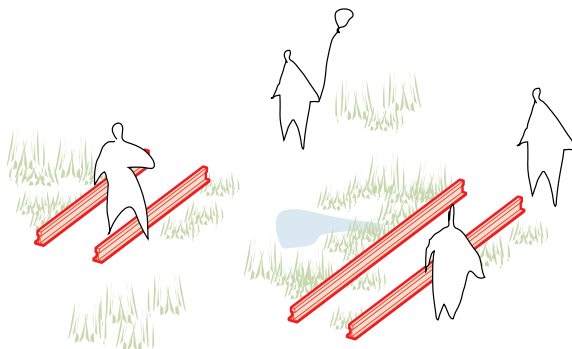


04 REGENERATED TRACES

While the railway no longer exists on site, old rails will be brought into the site and re-distributed within the parks landscape design.



disassemble



installation

2. GREEN AND BLUE URBAN NATURE



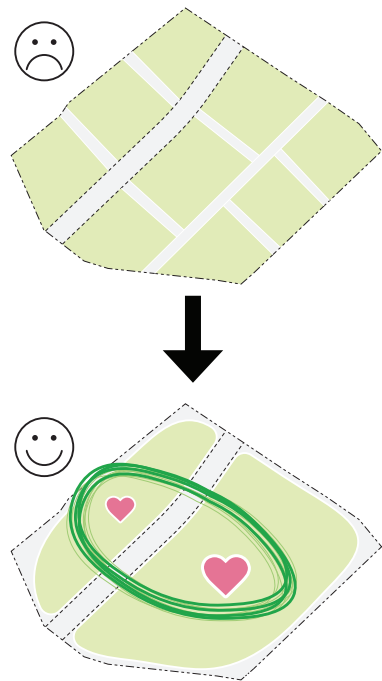
Green spaces and the prioritization of soft modes of transit establish high living standards for residents.

GREEN AND BLUE NETWORK

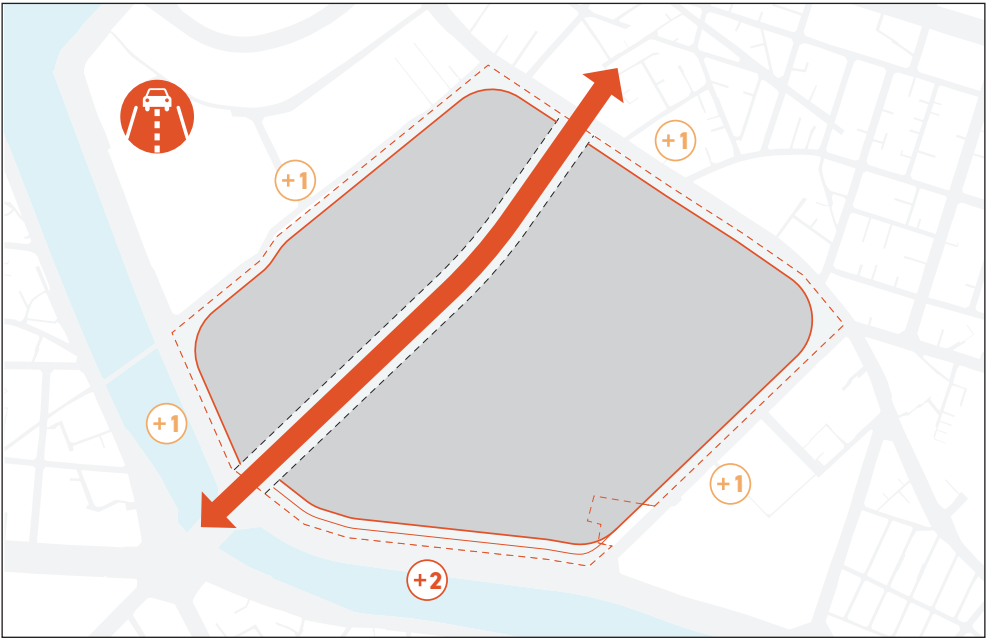
CAR-FREE MOBILITY

A car-free mobility strategy is implemented in order to create a more sustainable and liveable environment. By keeping cars along the perimeter of the site, soft modes of transit such as walking, cycling and public transportation are prioritized. Furthermore, while the central car road may be heavily trafficked, wide bike lanes are provided and seperated from car traffic through a green buffer. Cars maintain the ability to enter the site through underground parking lots which are accessed through widened roads around the site in order to mitigate higher levels of traffic to the new urban development area. Shared passages through the site accomodate pedestrians, cyclists and other non-motorized modes of transportation. By prioritizing soft modes of transit, the site can become more accessible and enjoyable for people, while also reducing congestion, emissions and noise pollution.

The project respects the required urban programming with the exception of the space allocated to internal roads. As a car-free development, this space has instead been allocated to green and soft-modes of infrastructure.

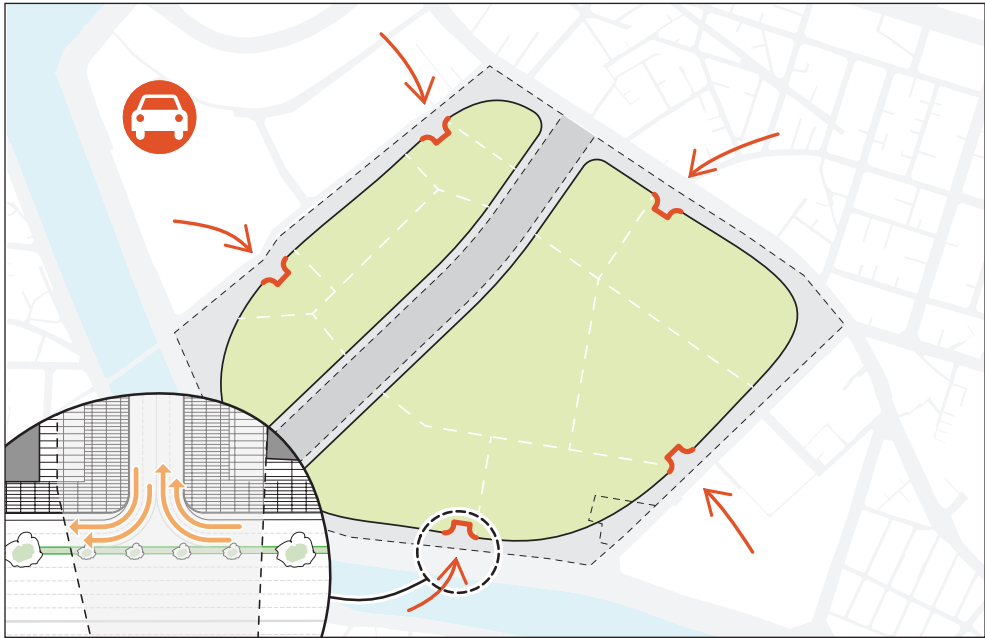


car-free mobility strategy



DIVIDING ROAD THROUGH SITE

A passage through the site and the widening of perimeter roads provides ample space for car circulation through and around the site.



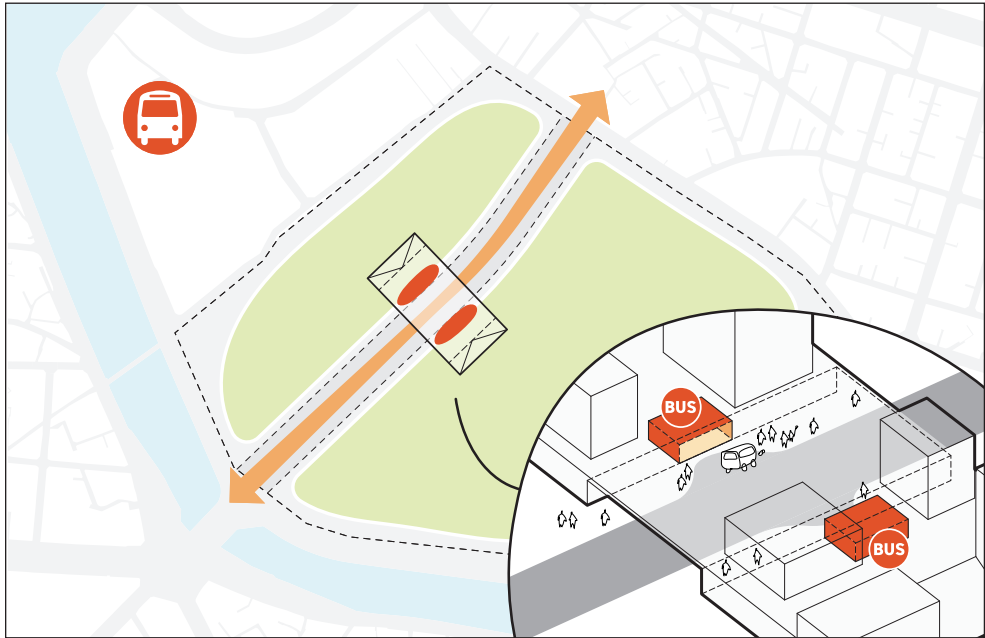
CARS ALONG PERIMETER

Creation of a car-free district in turn means that cars are resptricted to the perimeter where access points are provided to underground parking.



OUTER + INNER BIKE NETWORK

Soft modes of transporation are priritized so that pedestirans and cyclists feel safe. This is done through providing bike lanes that are seperated from cars and a shared green loop through the site.



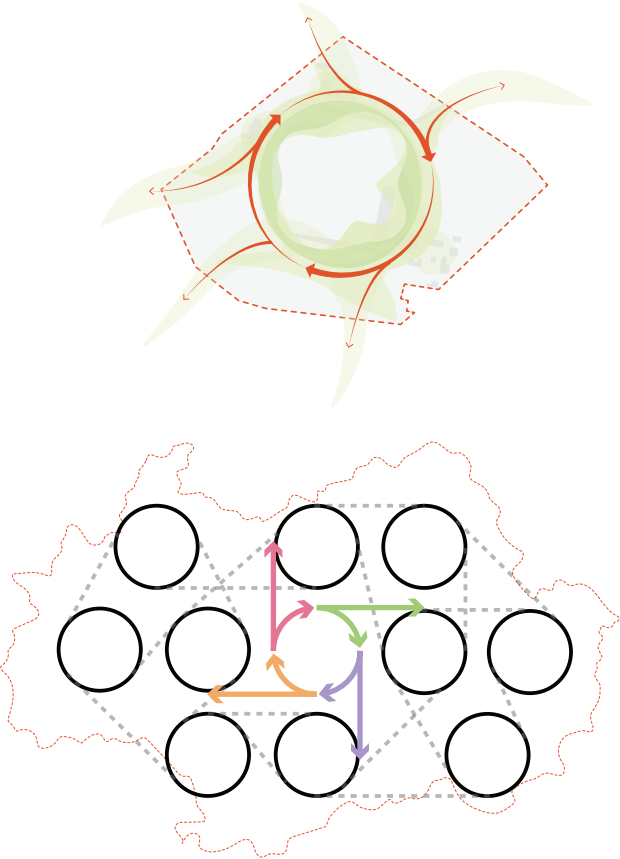
TRANSIT HUB FOR DISTRICT NETWORK

The public space overpass dually serves as a sheltered hub for bus transportation at the center of the site.

GREEN AND BLUE NETWORK

GREEN LOOP

The green loop is the central circulation route throughout the site. It has been established for a number of reasons. Primarily, the green loop has been created so that the site does not feel divided by the transgressing car road. Along the green loop, bridges create uninterrupted connections between both sides of the road. Secondly, the loop functions as a cultural circuit, connecting both industrial heritage parks. Additionally diverse and reused industrial elements can be found along the route, serving a new use in the urban district. Finally, and most importantly, the loop serves as a green network and a shared space for soft modes of transit. Characterized by a diversity of green public spaces and porous paving, the loop functions as the green heart of the district.

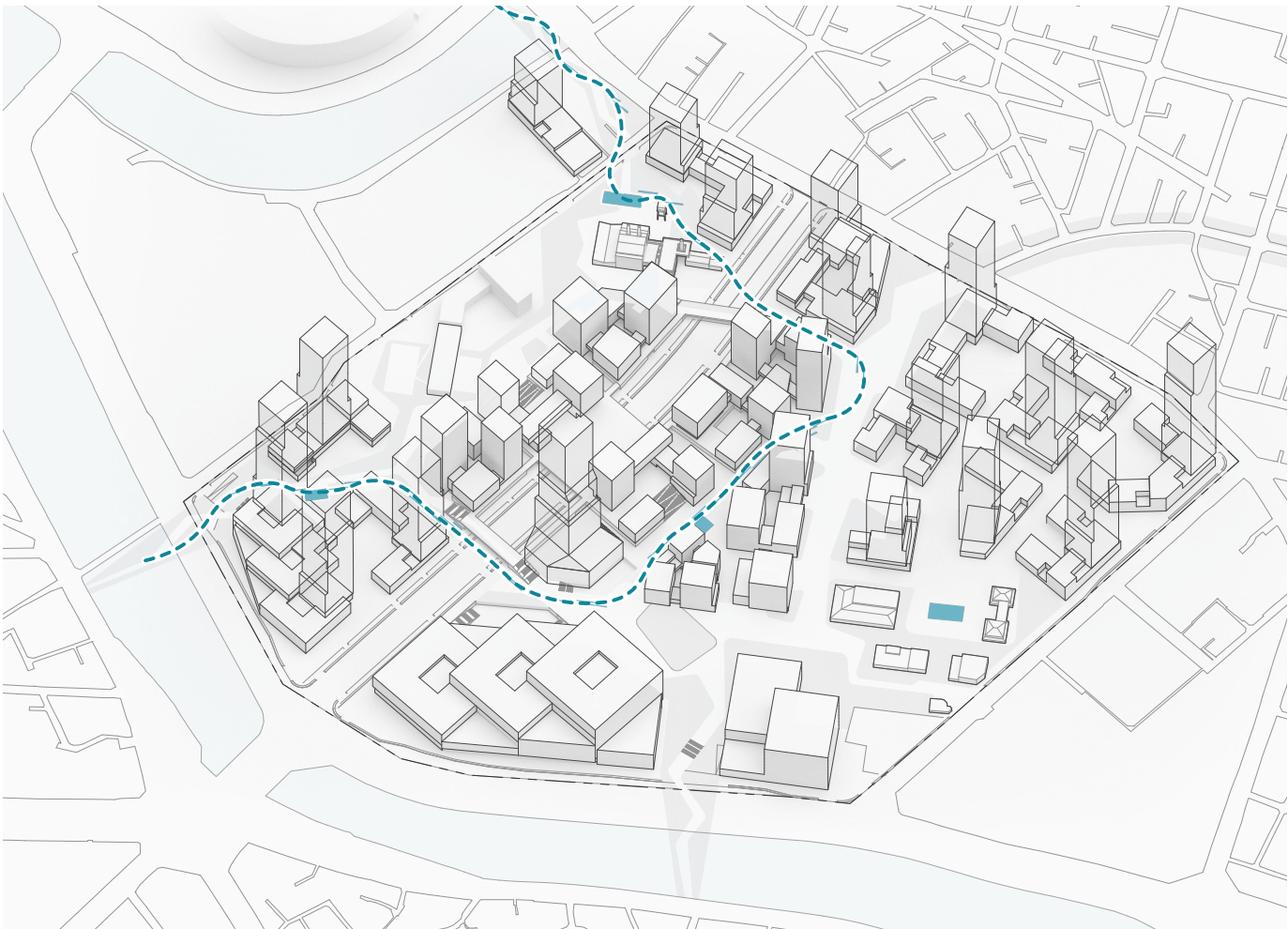


green network extends into neighbour

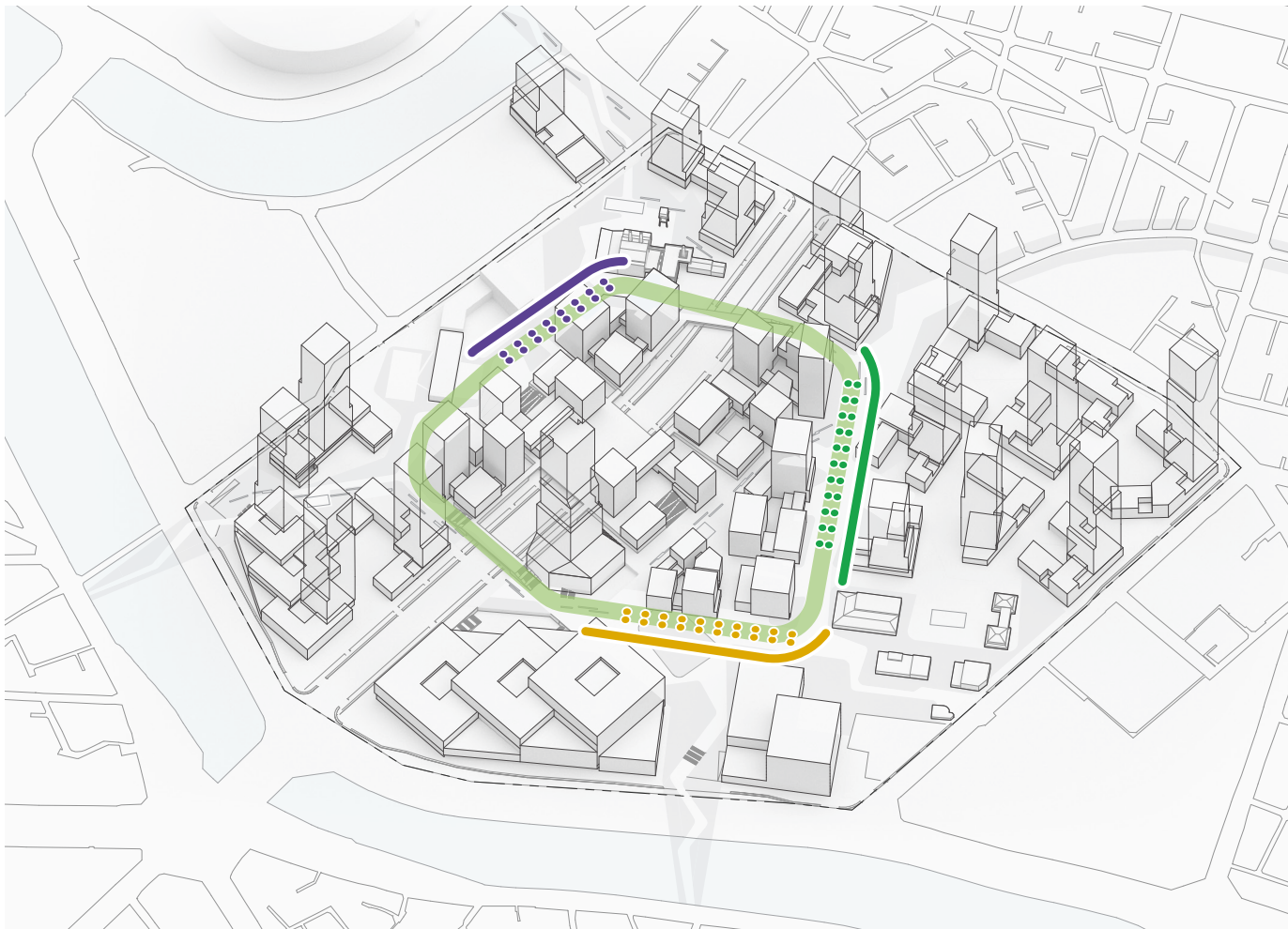


GREEN AND BLUE NETWORK

RAINWATER NETWORK



LANDSCAPE HERITAGE MOMENTS ALONG THE GREEN LOOP



COLLECTION

rainwater basins that dually serve as green urban elements



STREETS

visible water collection in the streets creates climate awareness



GARDENS

rain gardens mitigate heavy rainfall with water durable plants



COTTON TREES

reminder of the textile factory



WILLOW TREES

reminder of pre-colonial period



GINKGO TREES

remnant of industrial heritage

3. COMPLEX ARCHITECTURAL AREA

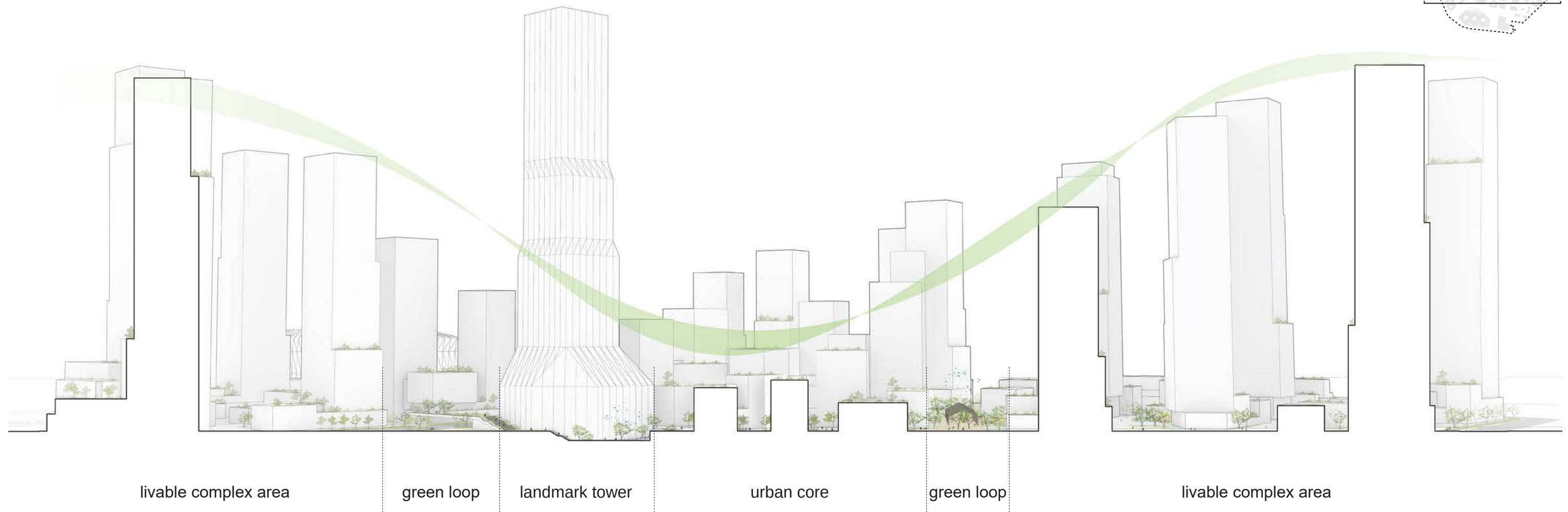
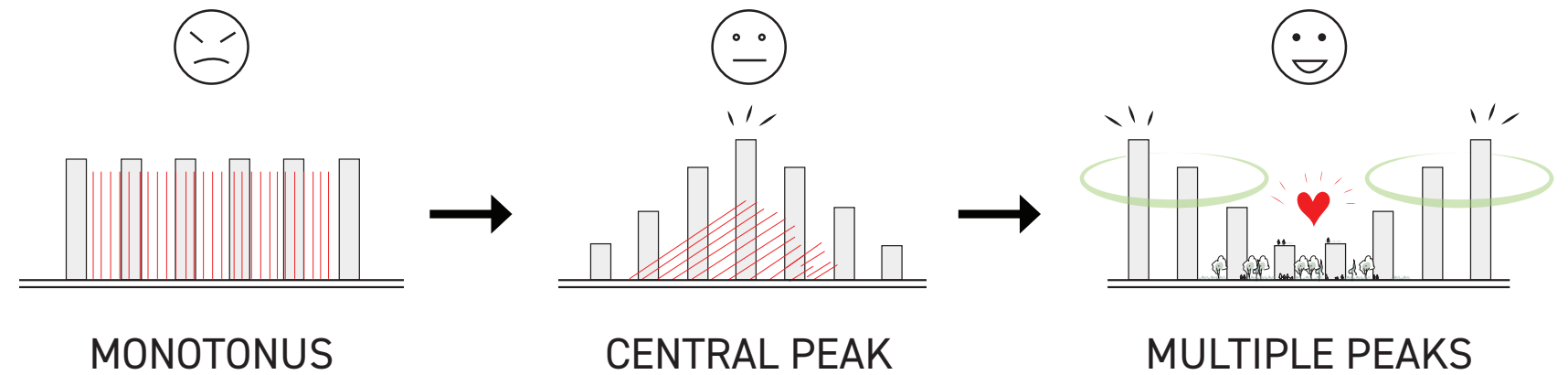


Dynamic and multi-dimensional spaces give the area an energetic character with diverse opportunities for all.

COMPLEX ARCHITECTURAL AREA

MULTI-PEAK SKYLINE

While many high density urban developments are characterized by multiple towers of the same height, or towers arranged in a central peak, in this project we have taken a different approach by creating a skyline with multiple peaks. The result is a lower, high-density central urban core surrounded by towers that gradually step higher towards the perimeter of the site. What this approach accomplishes is more unobstructed views in the towers and a more human scaled centre. Furthermore, by gradually stepping the towers, more natural light is able to enter into the lower buildings and public spaces, improving the overall quality of the urban environment. With this design direction, the landmark tower additionally gains more status, standing out among the rest.



COMPLEX ARCHITECTURAL AREA

MIXED-USE 24 HOUR URBAN CORE

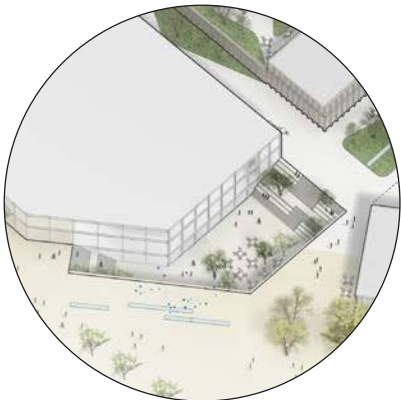
The low-dense development of the urban core creates a vibrant and diverse community by integrating a variety of uses such as residential, commercial, cultural and recreational into a single area that operates around the clock. The heart of the district is made up of overlapping functions that offers a range of amenities, services and activities for residents and visitors alike, while also promoting sustainability and walkability through compact, dense, soft-transit oriented design. With a mixed-use and vibrant urban heart, a lively and inclusive social environment can be fostered, encouraging interaction and collaboration, while supporting economic growth and innovation.



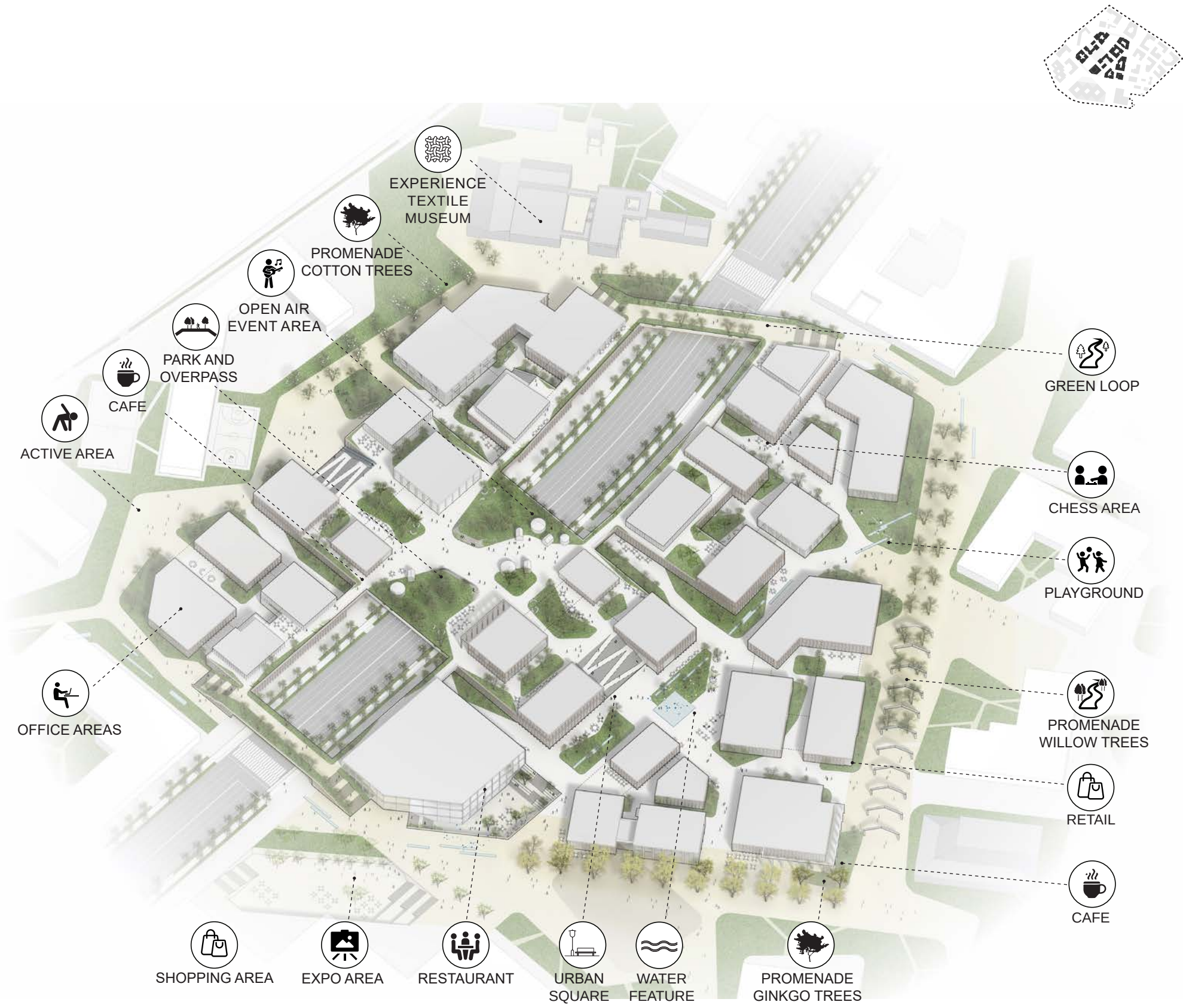
lively mixed use heart



park as a connective
element



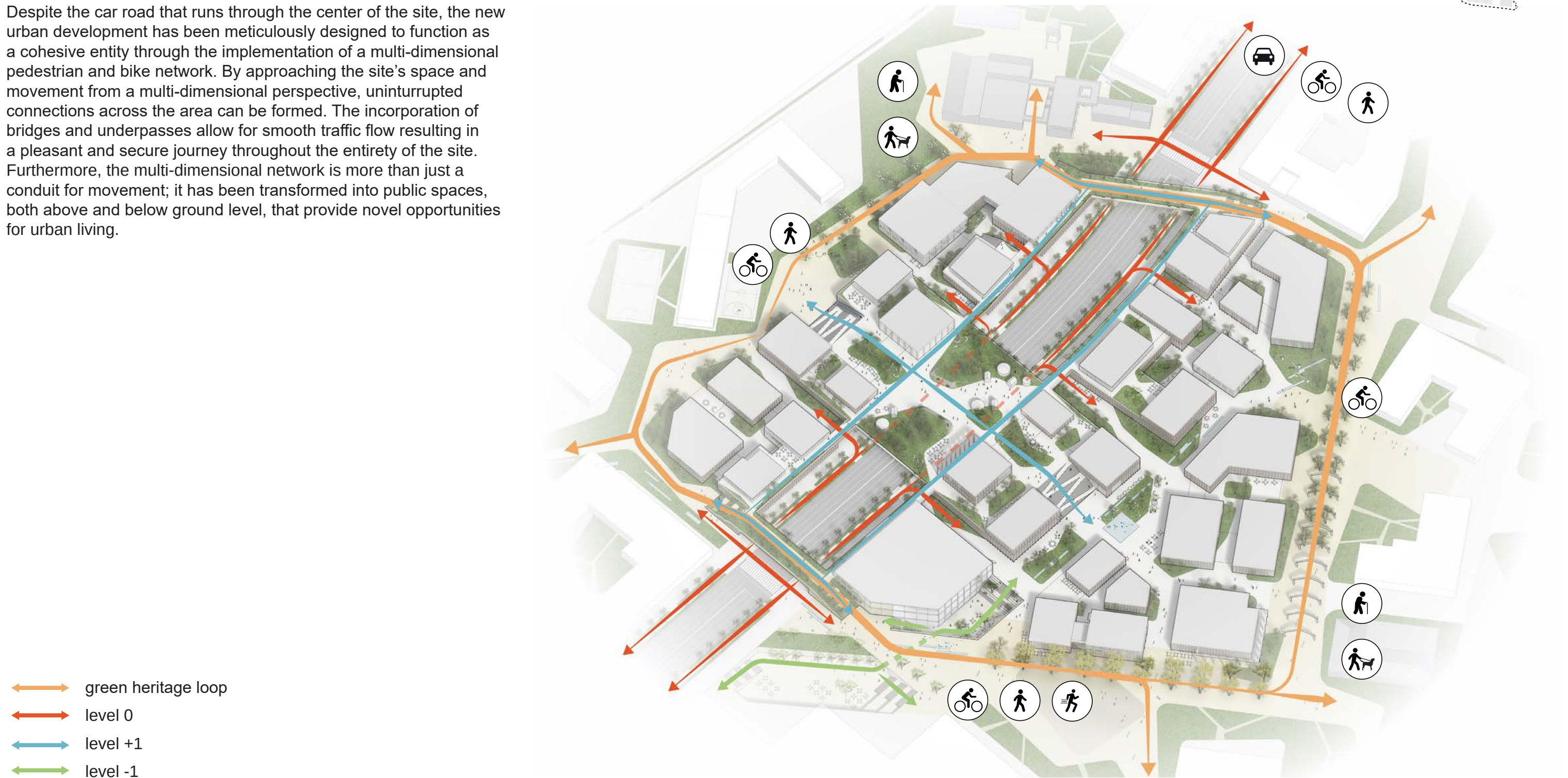
dynamic multi-dimensional public spaces



COMPLEX ARCHITECTURAL AREA

MIULTI-DIMENSIONAL NETWORK

Despite the car road that runs through the center of the site, the new urban development has been meticulously designed to function as a cohesive entity through the implementation of a multi-dimensional pedestrian and bike network. By approaching the site's space and movement from a multi-dimensional perspective, uninterrupted connections across the area can be formed. The incorporation of bridges and underpasses allow for smooth traffic flow resulting in a pleasant and secure journey throughout the entirety of the site. Furthermore, the multi-dimensional network is more than just a conduit for movement; it has been transformed into public spaces, both above and below ground level, that provide novel opportunities for urban living.



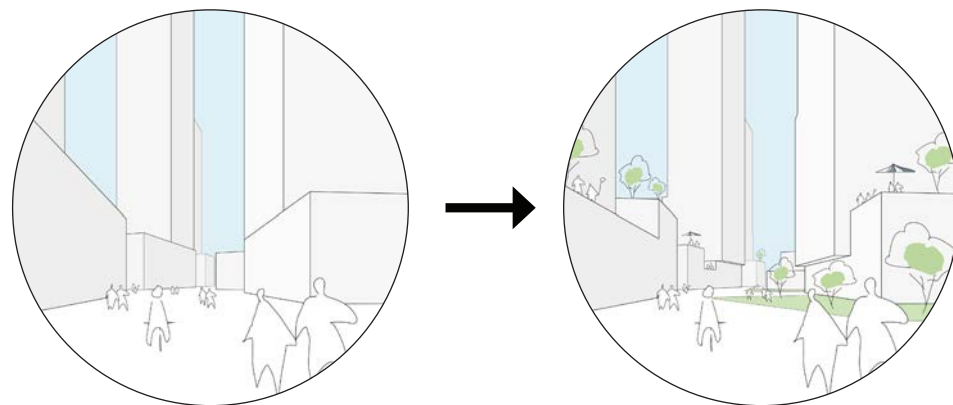
COMPLEX ARCHITECTURAL AREA

RESIDENTIAL DISTRIBUTION

The urban design of this development features buildings distributed on a grid pattern, allowing for clear connections and accessibility for bikes and pedestrians between them. This promotes sustainable and active transportation options, while also creating a sense of community and connectivity.

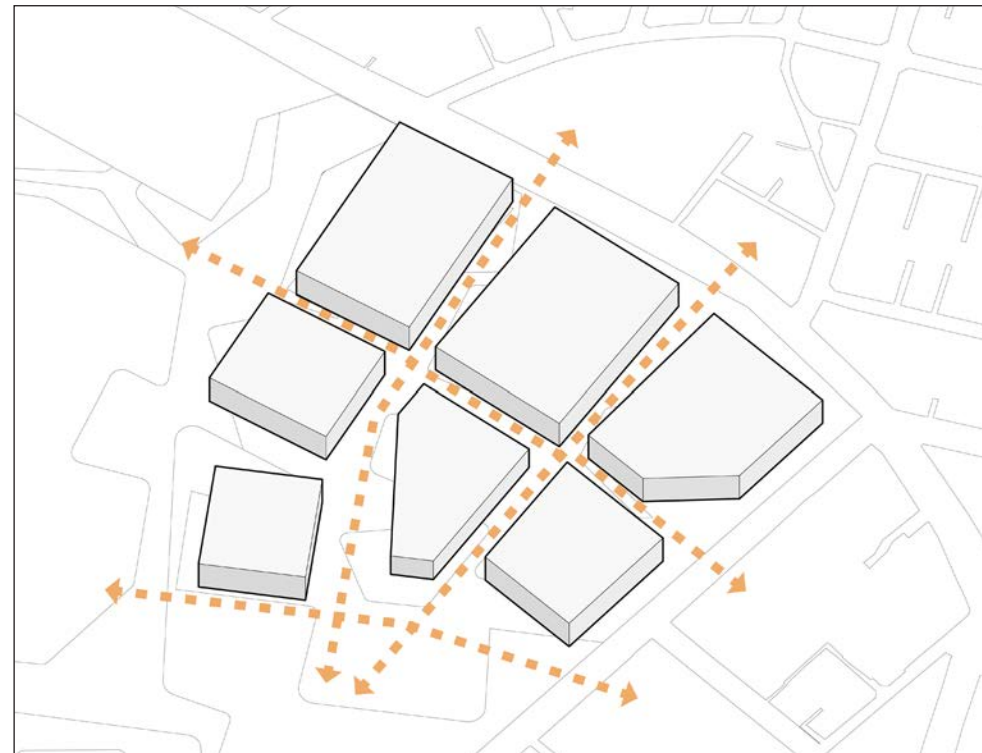
The base of each building is designed to have inner green courtyards, which can serve as gathering spaces for community activities and events. This design element can foster a sense of social interaction and shared ownership among residents. In addition to the green courtyards, the building bases are characterized by a push-and-pull approach to their heights and facades, creating a visually interesting and diverse streetscape. This approach can also help to break up the massing of the buildings and create a more human-scaled environment.

Each building base is topped by a slim tower, which is designed to offer all residents good views. This design feature can contribute to the well-being of residents by providing access to natural light and views, while also creating a distinctive skyline for the development.



monotonous podium design

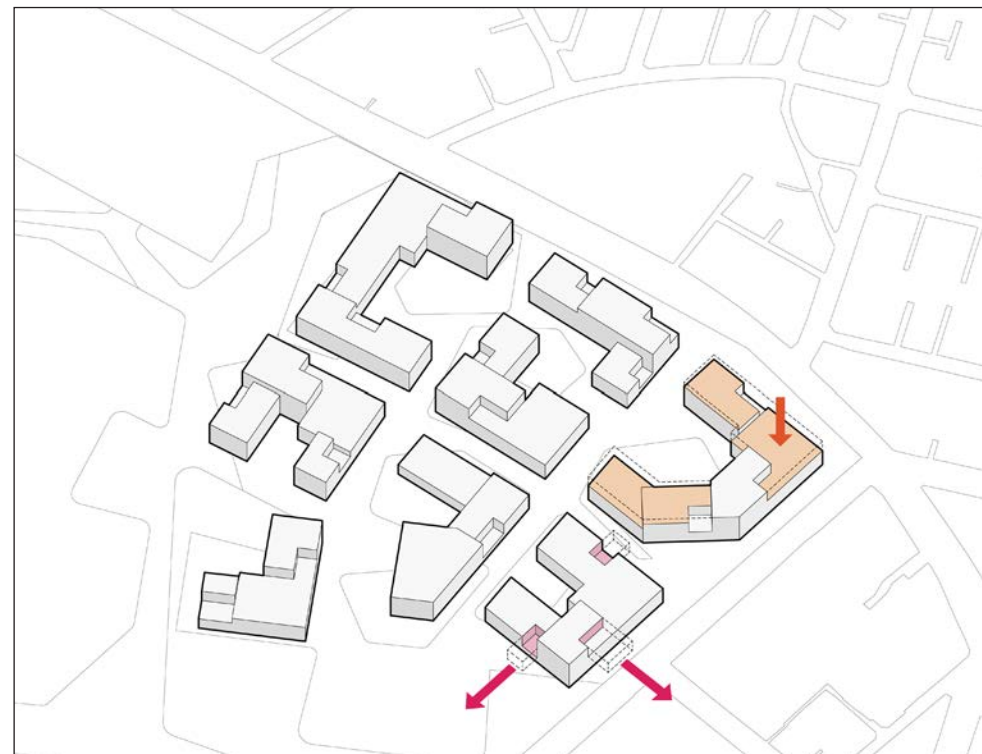
dynamic and eye-level oriented podium design



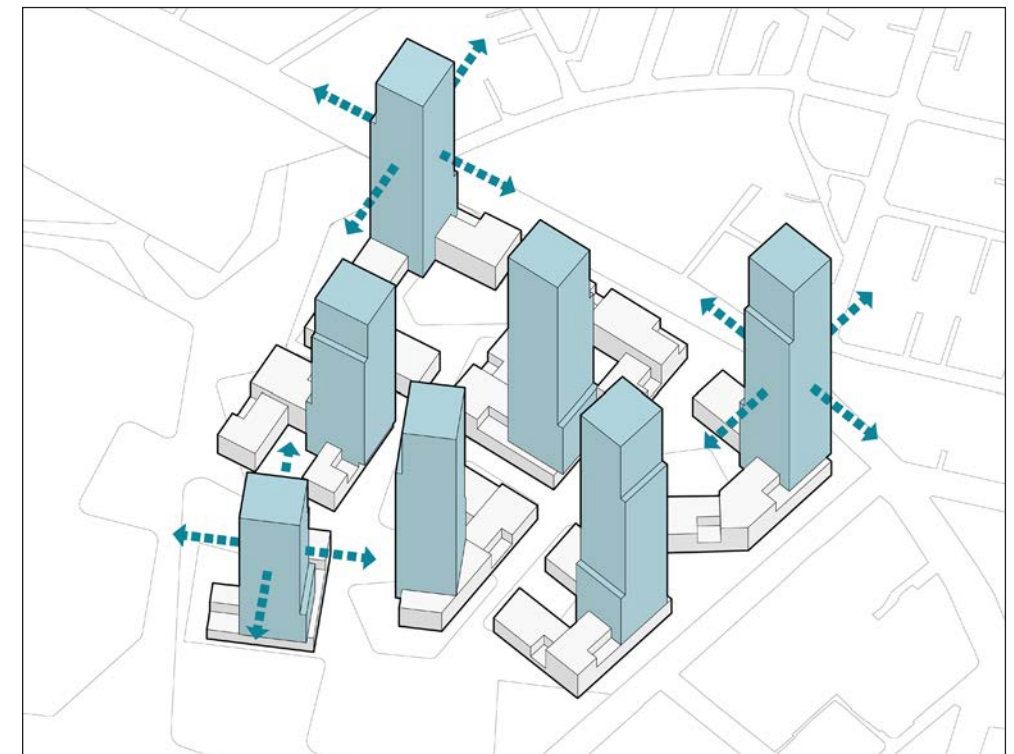
GRID DISTRIBUTION OF PLOTS



PRIVATE INNER COURTYARDS



PUSH-AND-PULL OF BASE VOLUMES



TOWERS WITH VIEWS

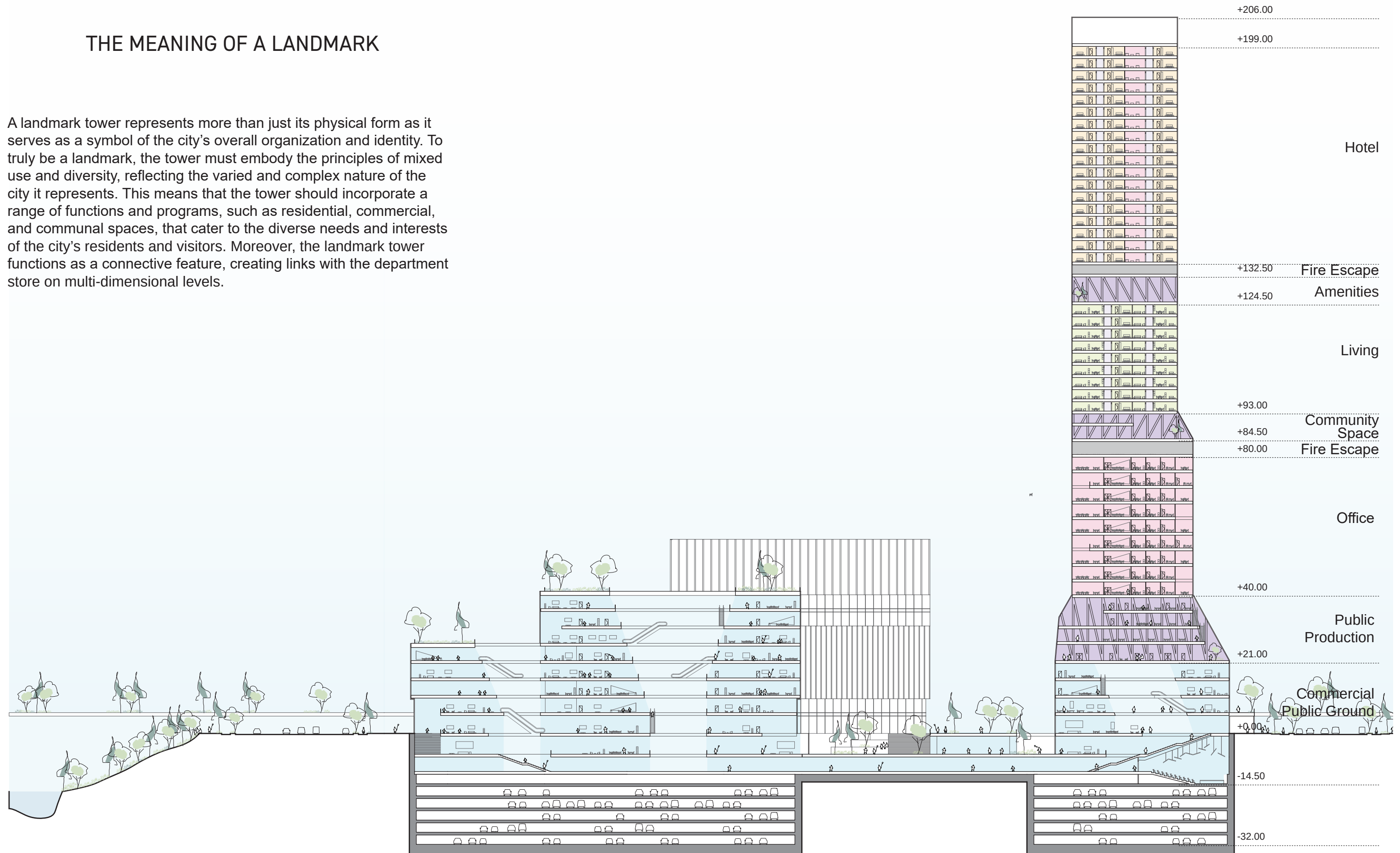
4. LANDMARK TOWER



LANDMARK TOWER

THE MEANING OF A LANDMARK

A landmark tower represents more than just its physical form as it serves as a symbol of the city's overall organization and identity. To truly be a landmark, the tower must embody the principles of mixed use and diversity, reflecting the varied and complex nature of the city it represents. This means that the tower should incorporate a range of functions and programs, such as residential, commercial, and communal spaces, that cater to the diverse needs and interests of the city's residents and visitors. Moreover, the landmark tower functions as a connective feature, creating links with the department store on multi-dimensional levels.



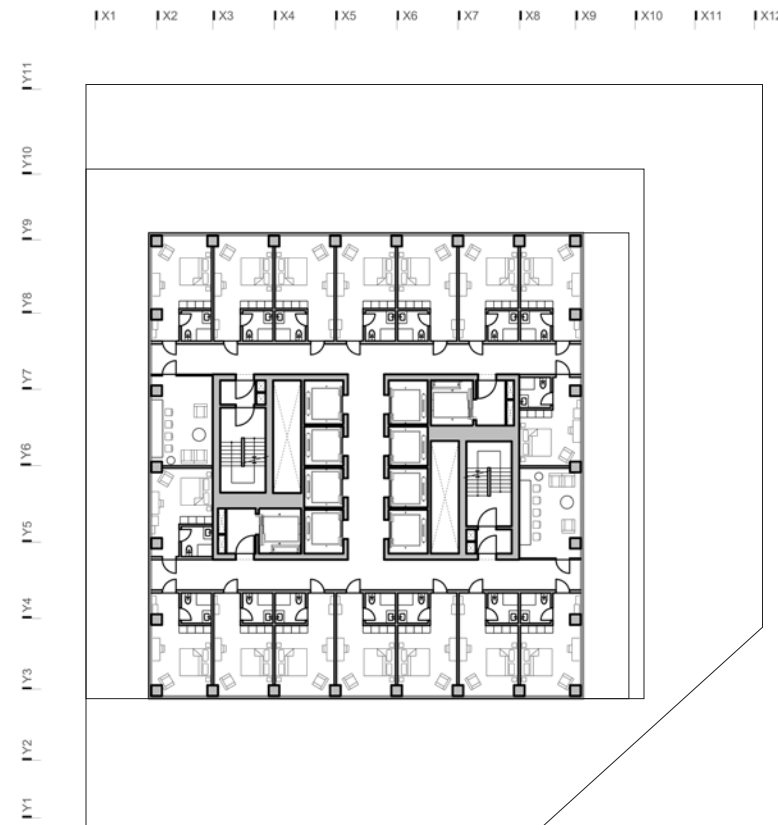
LANDMARK TOWER

PLANS

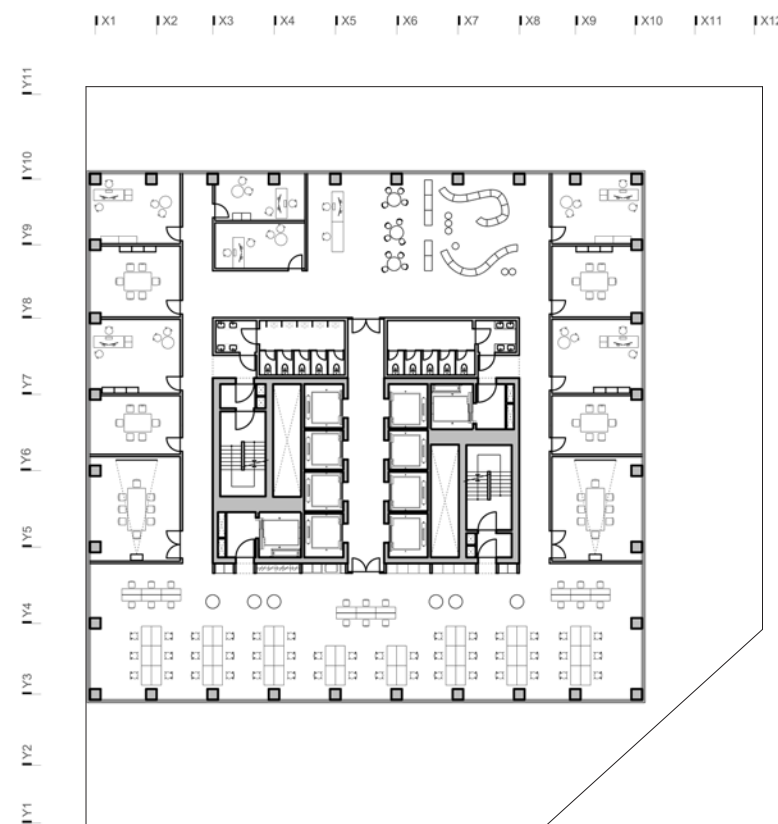
The design of the landmark tower is primarily based on the distribution and transition of architectural programs which consist of hotel, residential, offices and communal areas. Each program has been carefully developed into a unique floor plan, resulting in a distinct and dynamic shape for the tower when viewed from different angles. The tower's silhouette appears to shift due to the arrangement of these different programs, which creates a striking contrast to the surrounding context of the site. The tower's height and shifting volume work together to make it a prominent landmark within the cityscape. From the street below, the distribution and division of programs are easily discernible. The transition spaces between each architectural program are defined by trusses. These areas function as special levels and junction points, serving as connectors between the different programs above and below. The trusses also contribute to the overall aesthetic of the tower, adding a visual interest to the transition spaces.



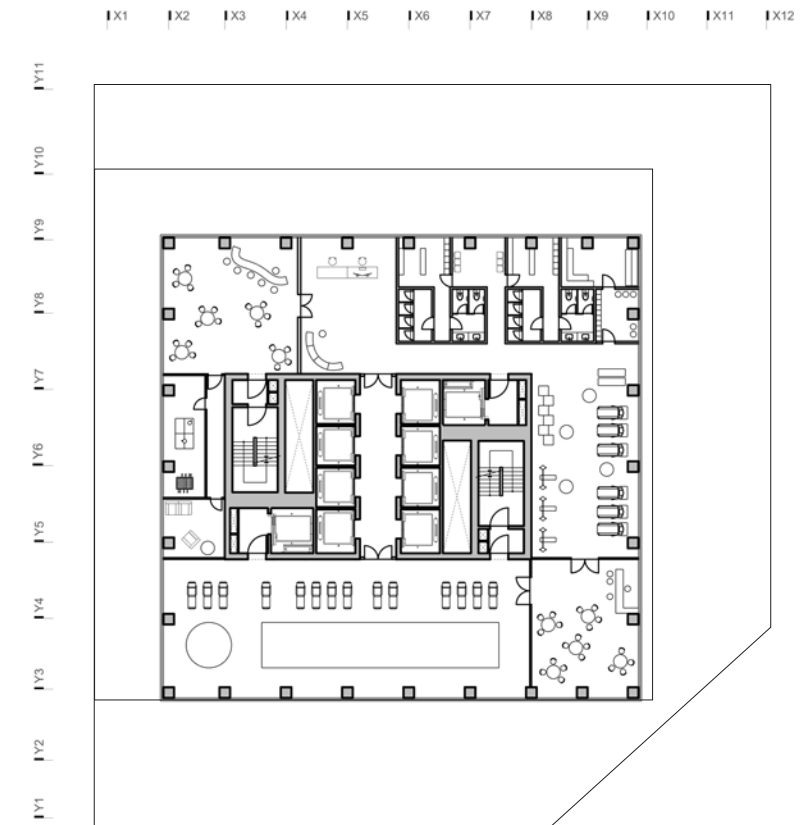
programmatic distribution



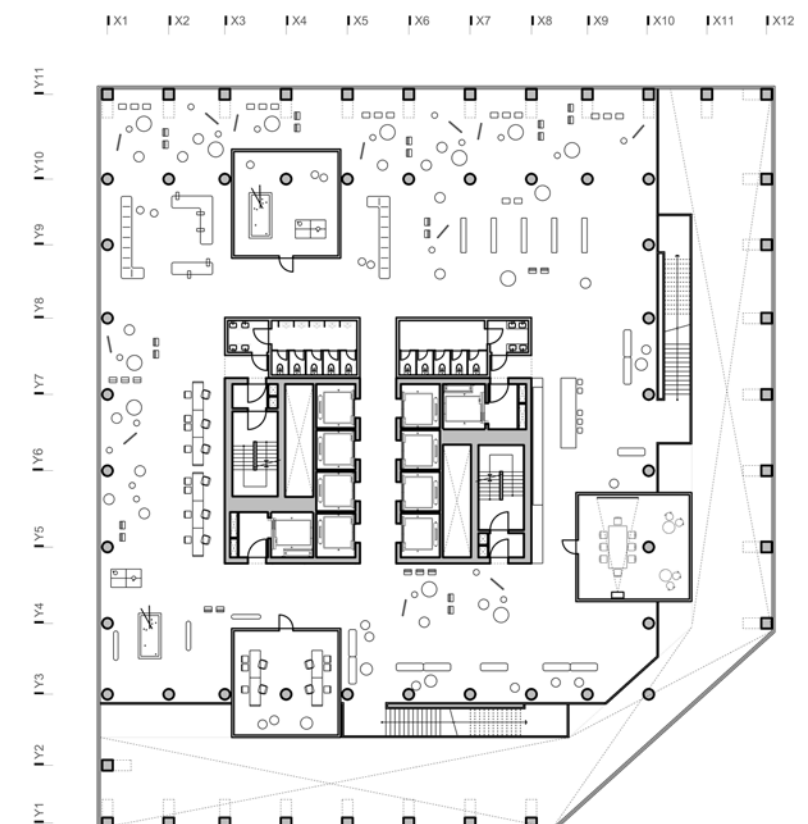
HOTEL _ 32-49th FLOOR



OFFICE _ 9-17th FLOOR



AMENITIES _ 19th FLOOR



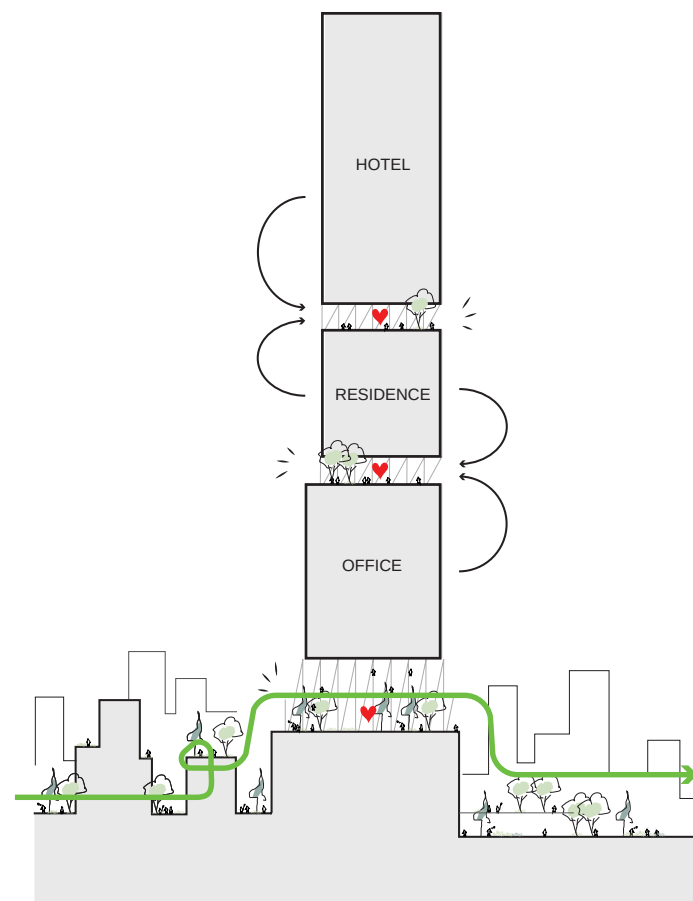
URBAN LIVING ROOM _ GROUND FLOOR

scale 1:500

LANDMARK TOWER

URBAN LIVING ROOM FOR ALL

The communal area of a landmark tower serves as a space where residents and visitors can come together and engage in social activities, much like a communal living room. This space is designed to foster a sense of community and connection, providing a comfortable and inviting environment where people can relax, socialize, and engage with one another. The communal area of a landmark tower serves as a key component of the building's social infrastructure, providing a space for residents to connect, interact, and build relationships with one another. By fostering a sense of community and belonging, this communal living room concept helps to make the landmark tower not just a place to live or work, but a true home and a reflection of the city's identity.



programmatic distribution



