PRACTICE ASSESSMENT

XIANGLU SHEN

FROM BOSTON ARCHITECTURAL COLLEGE

CREATION DATE :

DECEMBER 2020

MADE WITH LOVE BY:

XIANGLU SHEN

TABLE OF CONTENT

MY RESUME

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SOFTWARE SKILLS

PS · ID · AI · CAD · ArcGIS · Rhino · Sketch Up · Lumion · Grass Hopper · Revit

MY HISTORY

EDUCATION

Boston Architectural College, Boston, MA
Master in Landscape Architecture

Tianjin University, Tianjin, China
Master in Urban Planning (GPA: 3.75/4.0)

Instituto Superior Técnico, Lisbon, Portugal
Master in Civil Engineering, Exchange student

Tianjin University of Technology, Tianjin, China
B.S. in Environmental Resource Management and Urban-Rural Planning (GPA: 3.6/4.0)

EXPERIENCE

July 2019 - --- Now
Ray Dunetz
Part time landscape designer
Drafting Construction Document, landscape plan, planting plan, site plan

Sep 2018 - Jun 2019
Shed Studio
Site analysis, communicate with the community, finish the site plan, work with *Friend of Fellsmere Park*

Sep 2017 - Aug 2018, 2013 - 2014
TsingHua TongHeng Urban Planning & Design Institute
Planner of Ecological and Sustainable Planning Department ·
Assessed and analyzed Beijing Daxing International Airport from an ecological perspective in terms of design and planning
Conducted ecological urban reconstruction, planning and design projects

Sep 2014 - July 2017
Urban Space and Design Institute, Tianjin University
Research Assistant
Conducted urban planning, design, renewal, public space, master planning of cities, residences, commercial districts, etc.

AWARDS & PRIZES

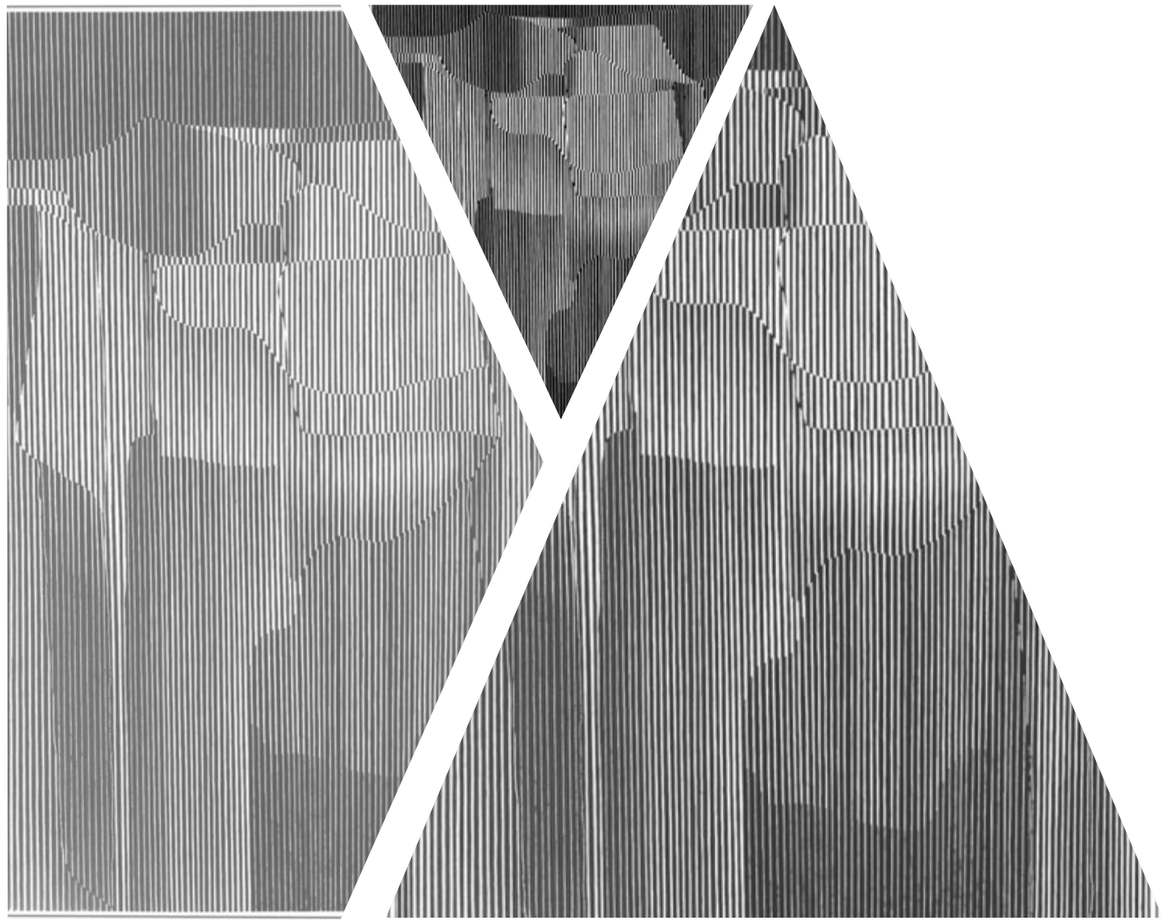
8 publications
2016 China National Scholarship for graduate students
Member of 4 grants

INFORMATION

Xianglu Shen is currently graduated from Boston Architectural College. She also holds a master's degree in Urban Planning from Tianjin University, China.

Xianglu worked extensively in urban planning and design before coming to the BAC. She worked in Tsinghua TongHeng Urban Planning & Design Institute, in the Planner of Ecological and Sustainable Planning Department. Interested in sustainability, she assessed and analyzed Beijing Daxing International Airport from an ecological perspective in terms of design and planning. She also conducted ecological urban reconstruction, planning and design projects. This work included a lot of design elements such as illustration and analysis. Currently, her work at the Ray Dunetz Landscape Architecture Inc. entails more technical aspects, which include drawing details and putting together construction documents for different projects in various scales. This transition to a more technical approach has helped her become even more familiar with the design process.

Program at the BAC: MLA



CAR-FREE

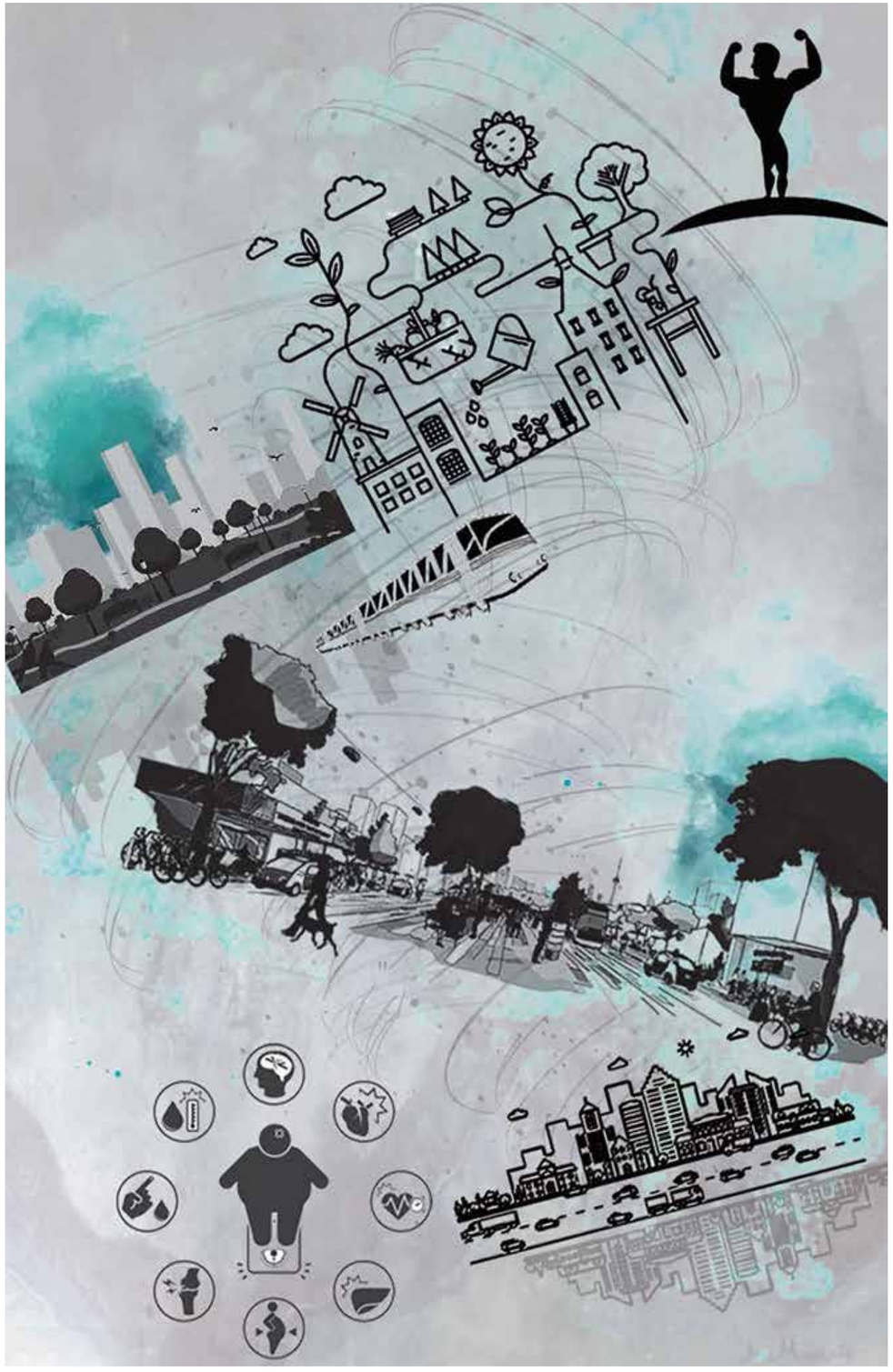
DEVELOPMENT

TO PROVIDE PROSPERITY AND A

HEALTHIER LIFESTYLE

The Northend, Boston, MA

Motorized transportation is an inevitable result of social-economic development and people's improving living standards. However, this type of transportation has brought unfortunate problems to urban development and people's lives. New planning and development ideas to make cities more ecologically healthy, more livable, and more sustainable offer hope. Car-free development is one of the important initiatives for the sustainable development of cities in recent years in many countries. By researching the relevant theories about car-free development and learning from case studies, this proposed design project will attempt to find a solution based, car-free, mixed-use typology of development that will make streets into active public spaces, integrating commercial street design and economic management to provide prosperity and decrease obesity and respiratory disease in an urban area.



CAR-FREE DEVELOPMENT

TO PROVIDE PROSPERITY AND A HEALTHIER LIFESTYLE

NORTH END, BOSTON, MA

Garden City Theory

It not only pays attention to the natural state of **human existence**, but also the **social state of people.** It is useful for creating a community environment that is **conducive to human healthy living conditions.**

Woonerf

Establish an integrated green transportation system of "walk, bike, and public transportation" to promote cities to **get rid of the automobile-led development model.**

Slow Traffic System

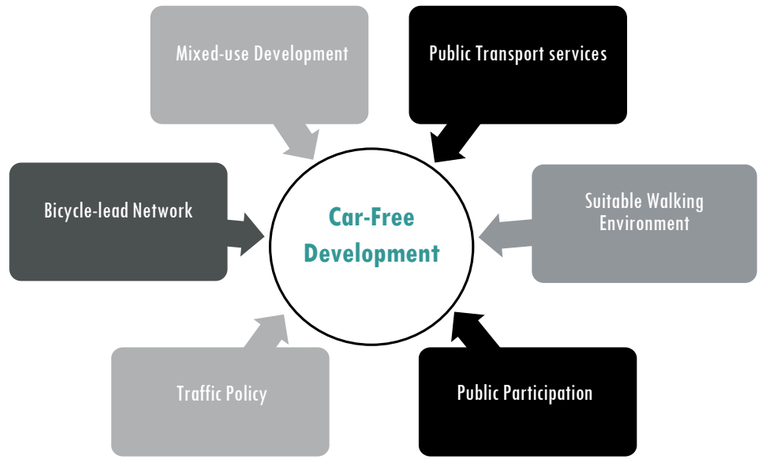
Streets and sidewalks are important public places in urban life and should be used mainly for **pedestrians not for traffic flow.**

Neo-Urbanism

It believes that Neo-Urbanism in the United States mainly refers to **walkable communities, diversity, and human scales**

Car-Free Development

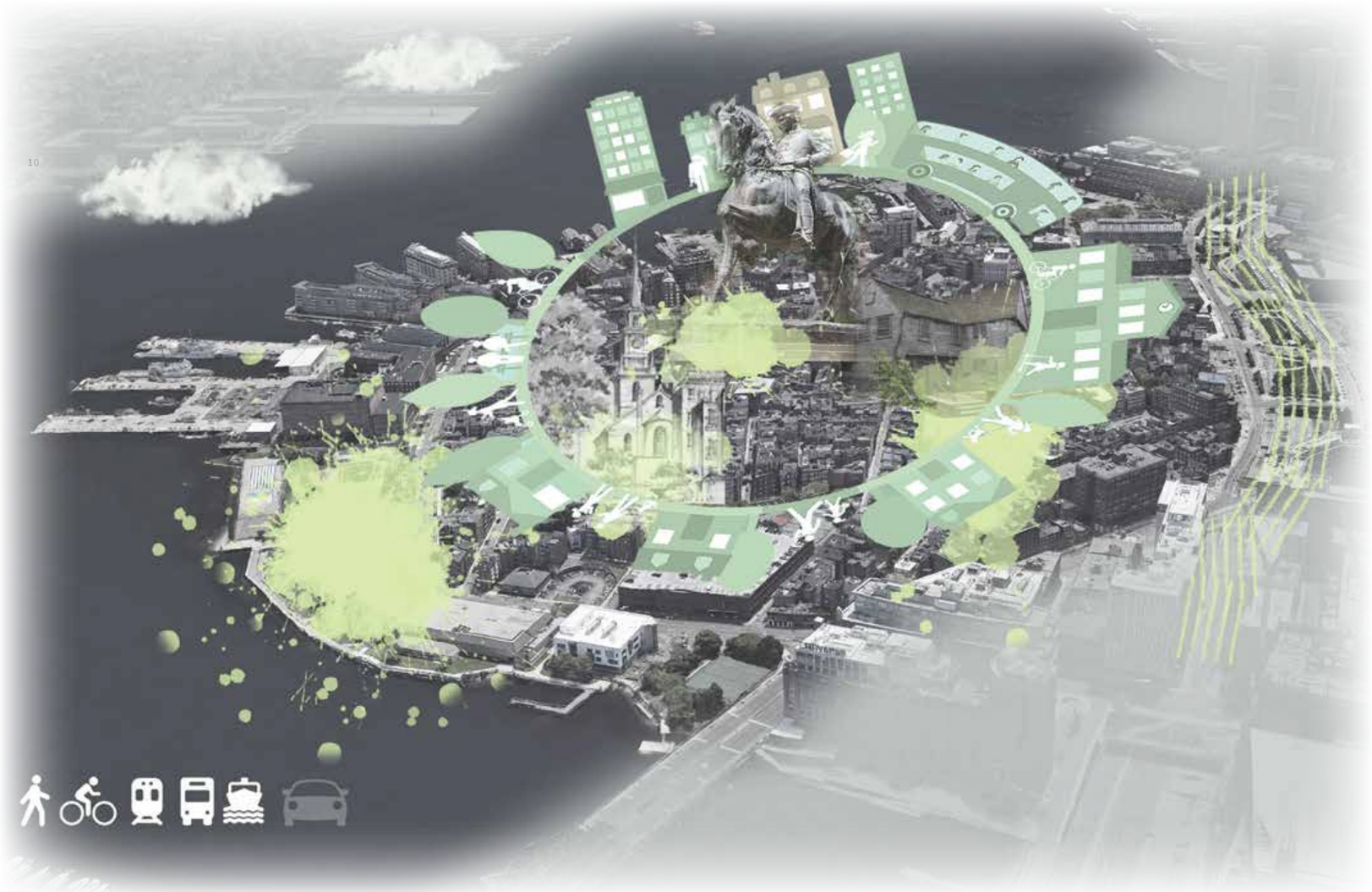
It can be summarized: Car-free zones refer to restrictions on the use of motor vehicles, which are solved by **public transportation, walking, bicycles and other environmentally-friendly vehicles**



DESIGN PROGRESS

THE NORTH END
BOSTON, MA

The North End has the distinction of being the city's oldest residential community, where people have continuously inhabited since it was settled in the 1630s. Though small, only 0.36 square miles, it is known for its Italian American population and Italian restaurants.



Goals:

1,Survival of the neighborhood, allowing it to maintain its specialness

2, Mitigate the impact of sea level rise risk

3, Preserve opportunities for unique business and residential uses

4, Provide a healthier lifestyle

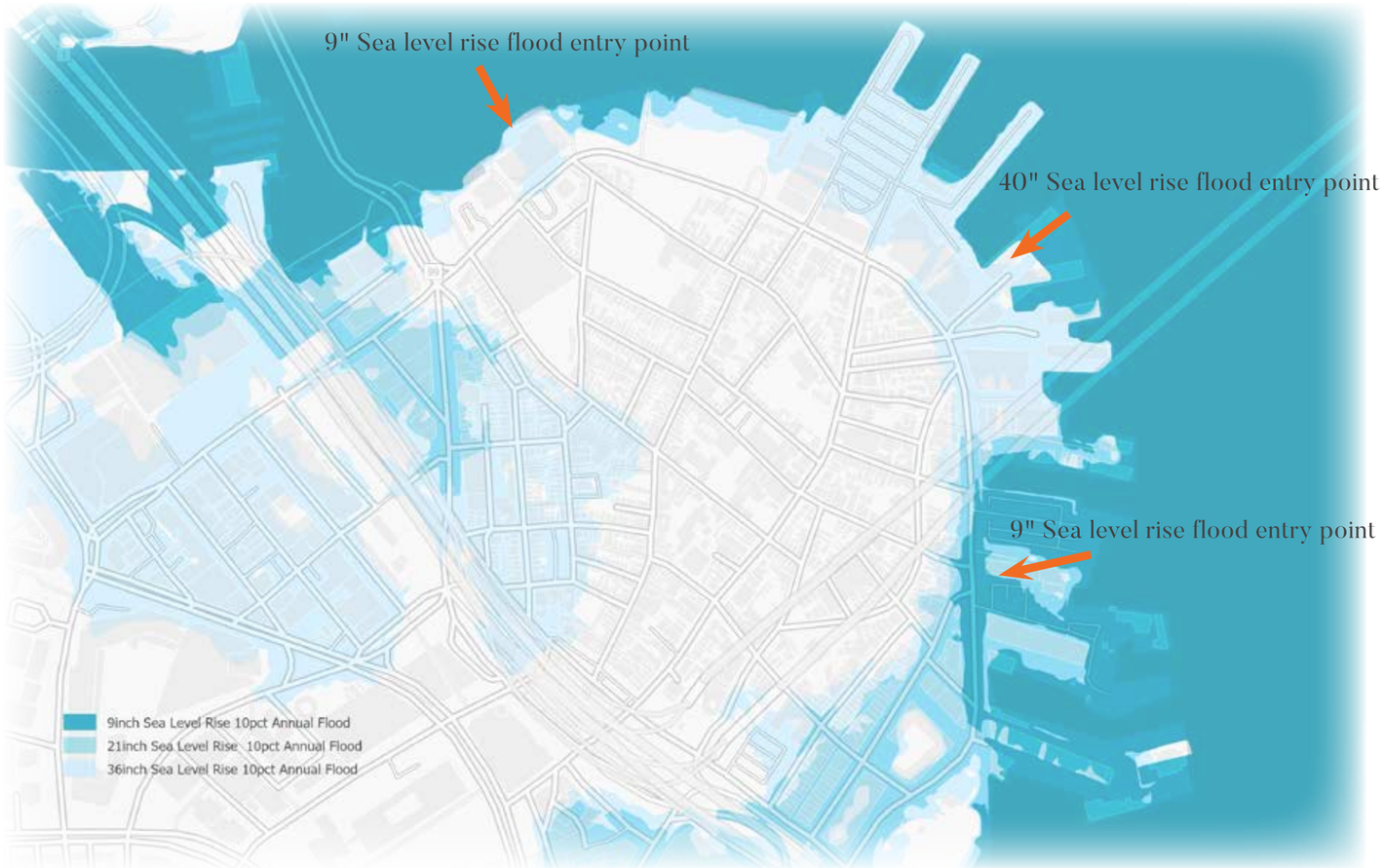
5, Create connections to the Rose Kennedy Greenway and the city beyond

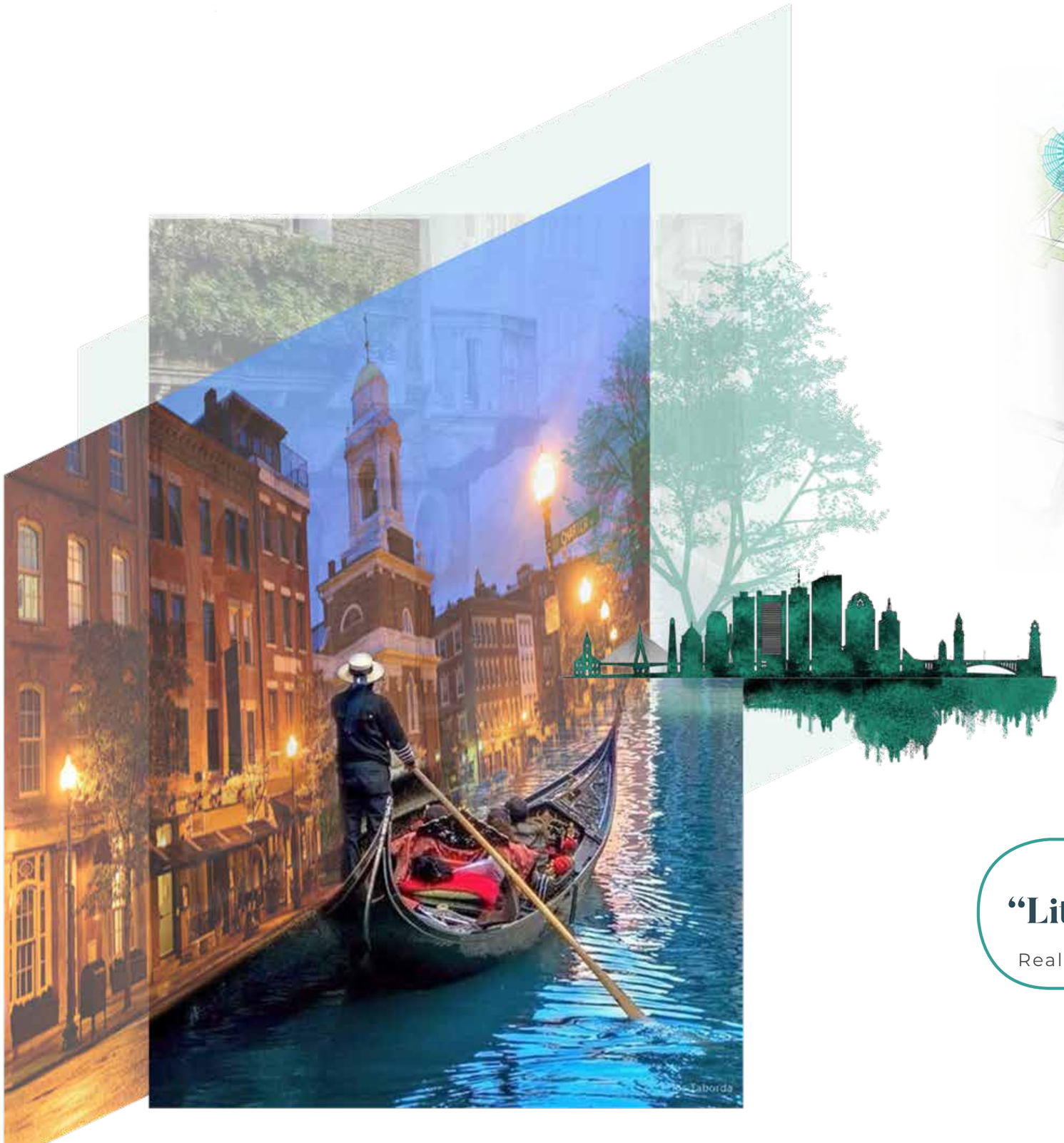
SURVIVAL OF THE NEIGHBORHOOD, ALLOWING IT TO MAINTAIN ITS SPECIALNESS

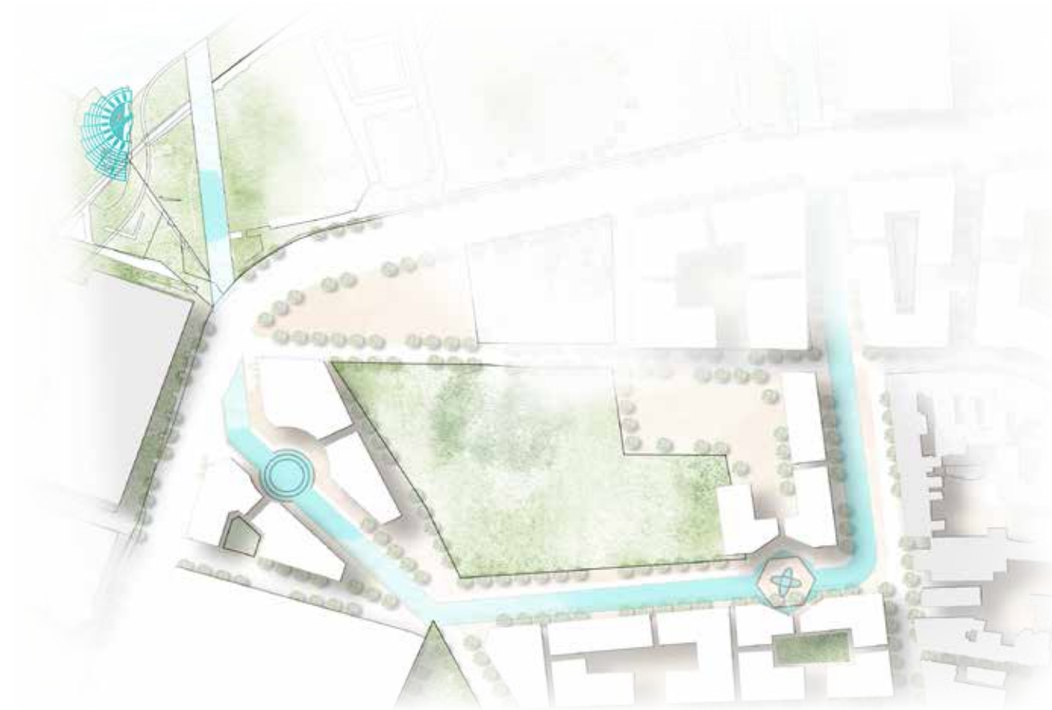
Making streets into active public spaces, integrating commercial street design and economic management to meet long-term goals and ongoing growth. Keep the culture, evaluating streets and learning how to adapt approaches for different street functions.

As we know, Venice is a Real Car-free city in the wold, The concept of “Little Venice” meet the requirements to reach our goals. We will introduce water through the 9” sea level rise entry points, which will also increase the resilience of the neighborhood.

Climate Ready Boston Sea Level Rise Inundation



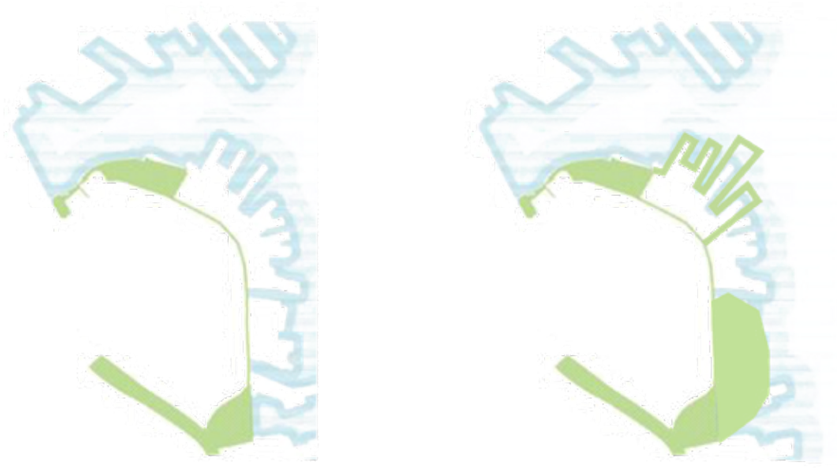




“Little Venice”

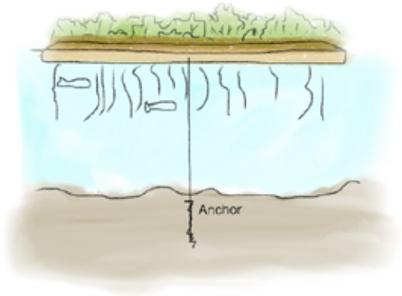
Real Car-free city in the world

MITIGATE THE IMPACT OF SEA LEVEL RISE RISK



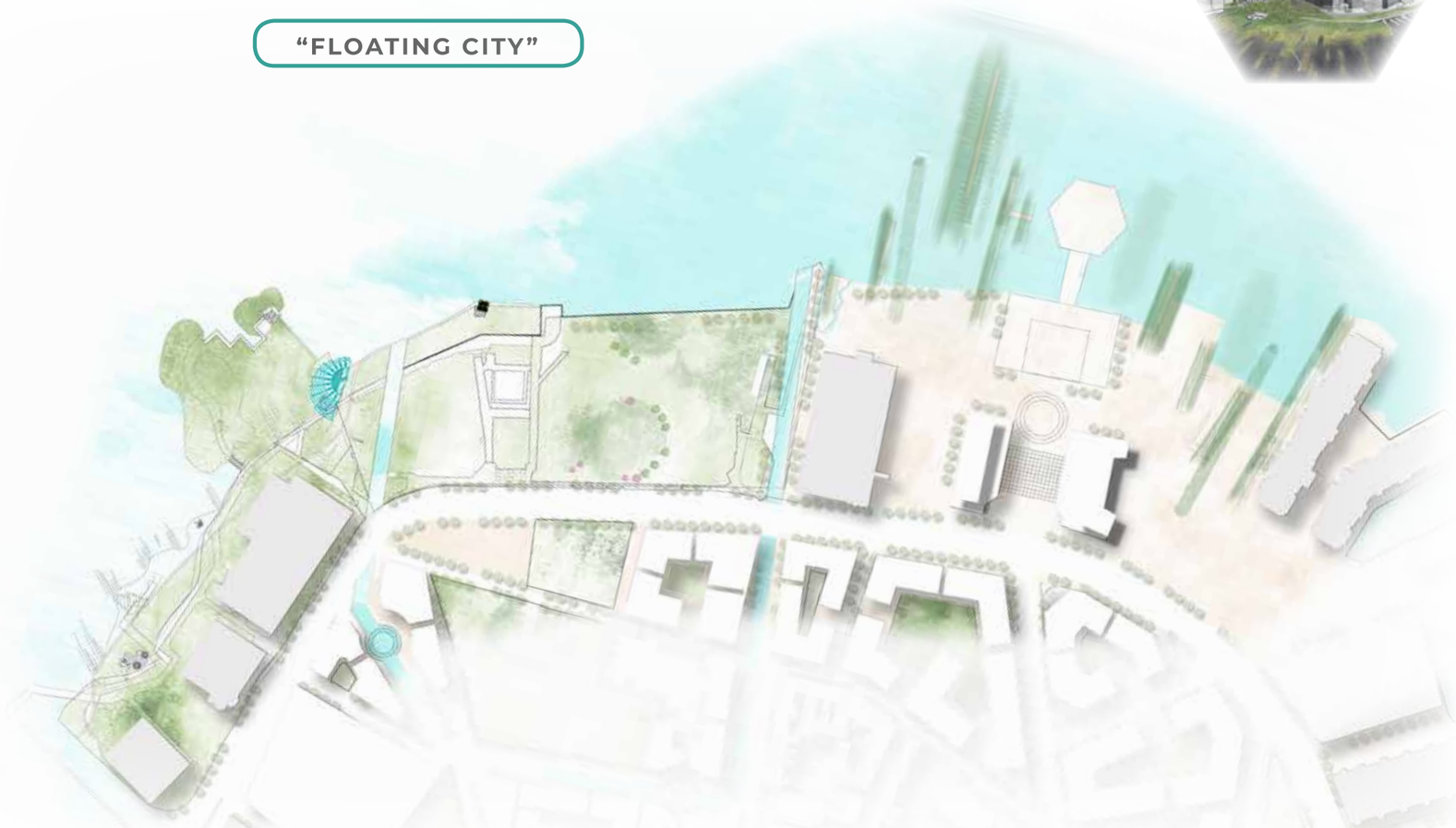
GREEN LINE EXTENSION

The North End is a neighborhood that is vulnerable to the impacts of sea-level rise. It is vulnerable to coastal flooding and will only become more vulnerable in the face of rising sea-levels and more frequent storms. The North End, therefore, need to adapt themselves to these changes. Make the site to be an attractive oceanfront site. Create diverse mini-ecosystems. Provide access to water for commercial and recreation functions.



LIVING SHORELINE
SALT MARSH ECOSYSTEMS

“FLOATING CITY”



Open spaces have significant and unique value in the development of resilience in the urban environment. Existing and new public areas on or along the waterfront which may be elevated to prevent influx of flood water. Which will protect not only north end but also the downtown.

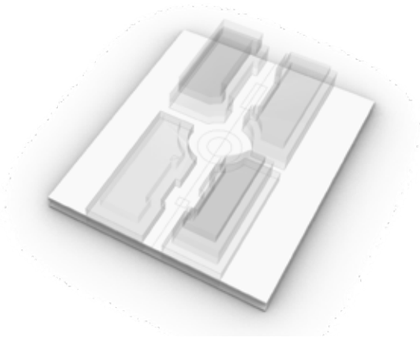
PRESERVE OPPORTUNITIES FOR UNIQUE BUSINESS AND RESIDENTIAL USES

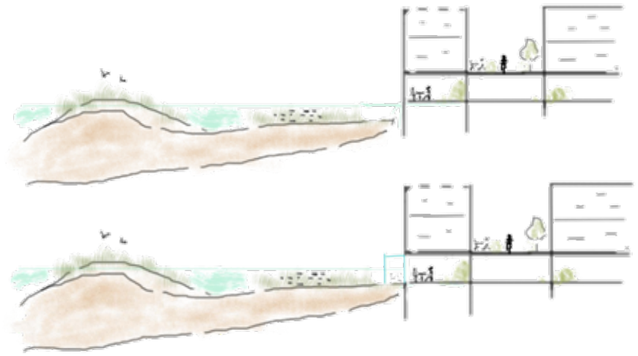
SECOND LAYER CITY

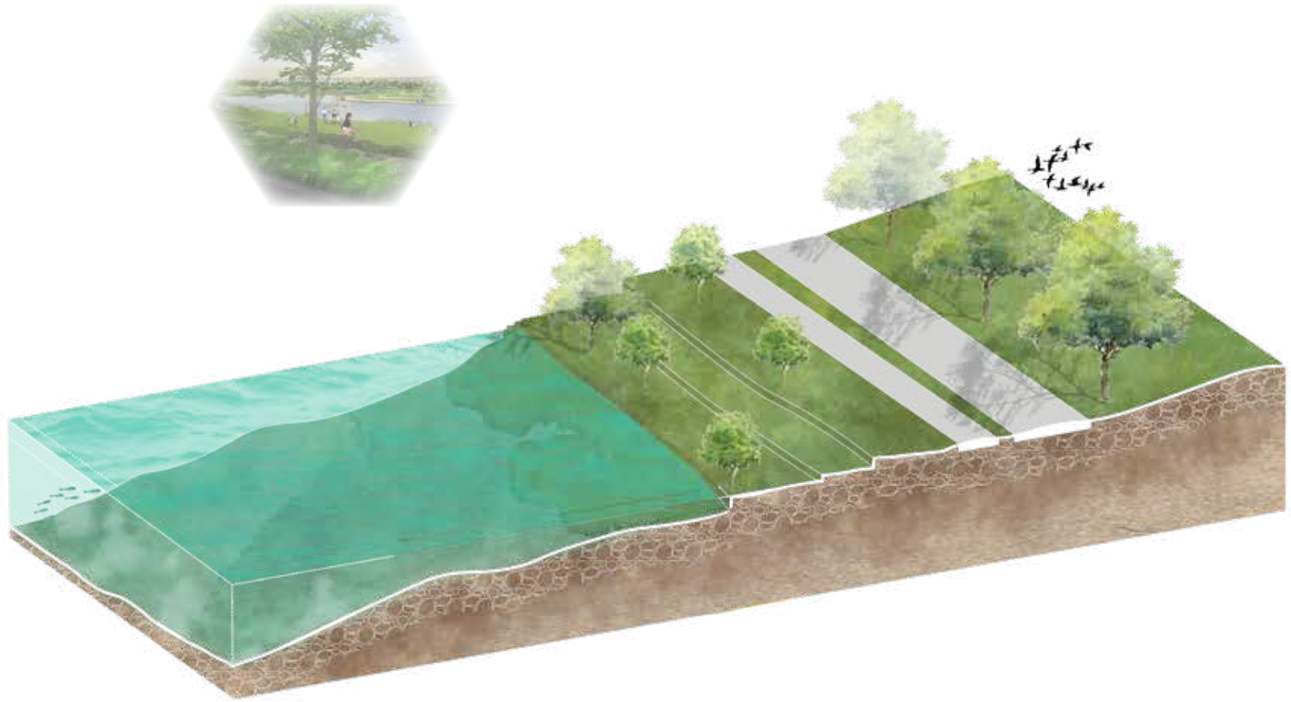
INTRODUCE SEA WATER INTO LOCAL SEAFOOD RESTAURANTS

Second Layer City Will also provide more attractive space to gather, and mitigate the impact of sea level rise. Make the site to be an attractive oceanfront site. Provide access to water for commercial and recreation functions. More than 70% of the restaurants here are seafood restaurants, we might Introduce seawater into local seafood restaurants to feed sea food, as this modal shows, and creating interesting space for guests to experience.

MAKING STREETS INTO ACTIVE PUBLIC SPACES







Provide a healthier lifestyle, trying to make a more people-friendly streets and encourage people to get involved into more physical activities. I'm going to call this system as "Sano", it is an Italian world, which means healthy, sound, wholesome, well, healthful, right. This idea support the car-free concept into design at all levels, short-distance cities, green transportation, and child friendly supporting.

PROVIDE A HEALTHIER LIFESTYLE

"SANO"

Sano

Framing the prime entry to downtown Boston's densest historic neighborhood, the North End Parks are part of the Rose Kennedy Greenway. By expanding the entrance to get a better connection between the waterfront with downtown, also introduce people to the North End.

CREATE CONNECTIONS TO THE ROSE KENNEDY GREENWAY AND THE CITY BEYOND

Gathering openspace

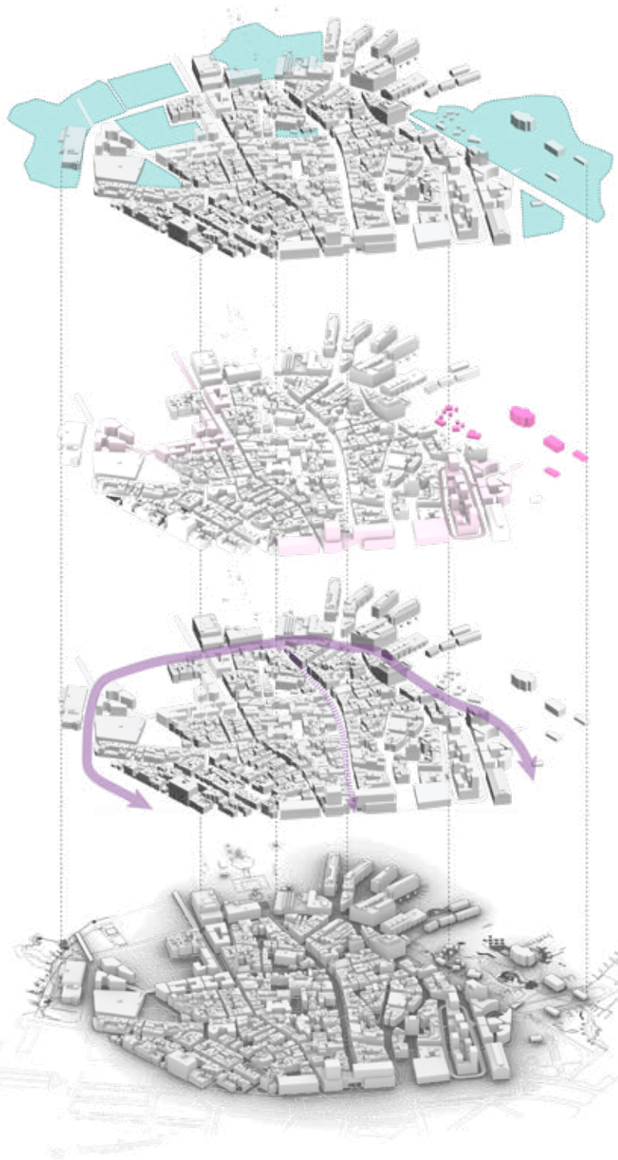
Little Venice


WATER FRONT PLAZA
COMMERCIAL STREET ON THE SECOND LAYER OF THE CITY
WATER FRONT GREEN SLOPE
WATER TRANSPORTATION AND ACTIVATION
ST. STEPHEN'S CATHOLIC CHURCH
PAUL REVERE STATUE
THE PAUL REVERE HOUSE
SACRED HEART CATHOLIC CHURCH
LITTLE VENICE
RESILIENT OPENSPACE
WATER TRANSPORTATION AND ACTIVATION AND PARKING
THE ROSE KENNEDY GREENWAY
Andrew P. Puopolo. Junior Athletic Field
RESILIENT ISLAND
Langone Park
Copp's Hill Terrace
LITTLE VENICE
OLD NORTH CHURCH
Copp's Hill Burying Ground
MAIN ROAD (CARS ALLOWED)
RESILIENT OPENSPACE
WELCOME HALL
0'
500'
1000'
GRAPHIC SCALE IN FEET

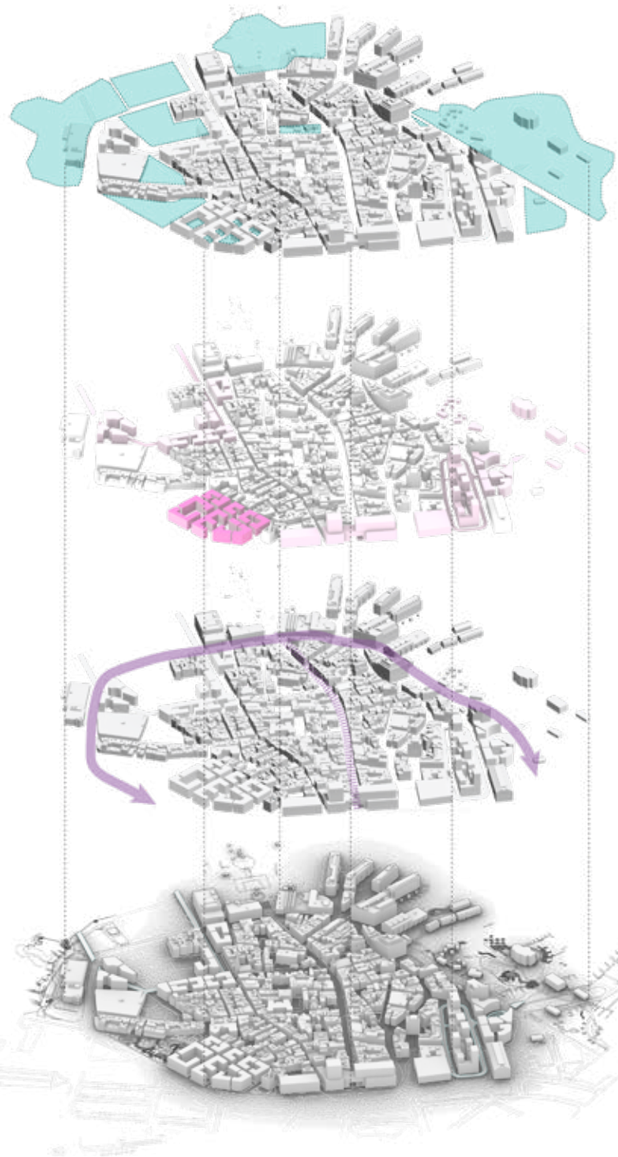
THREE PHASES TO REACH THE PLAN

CATALYTIC ACTION

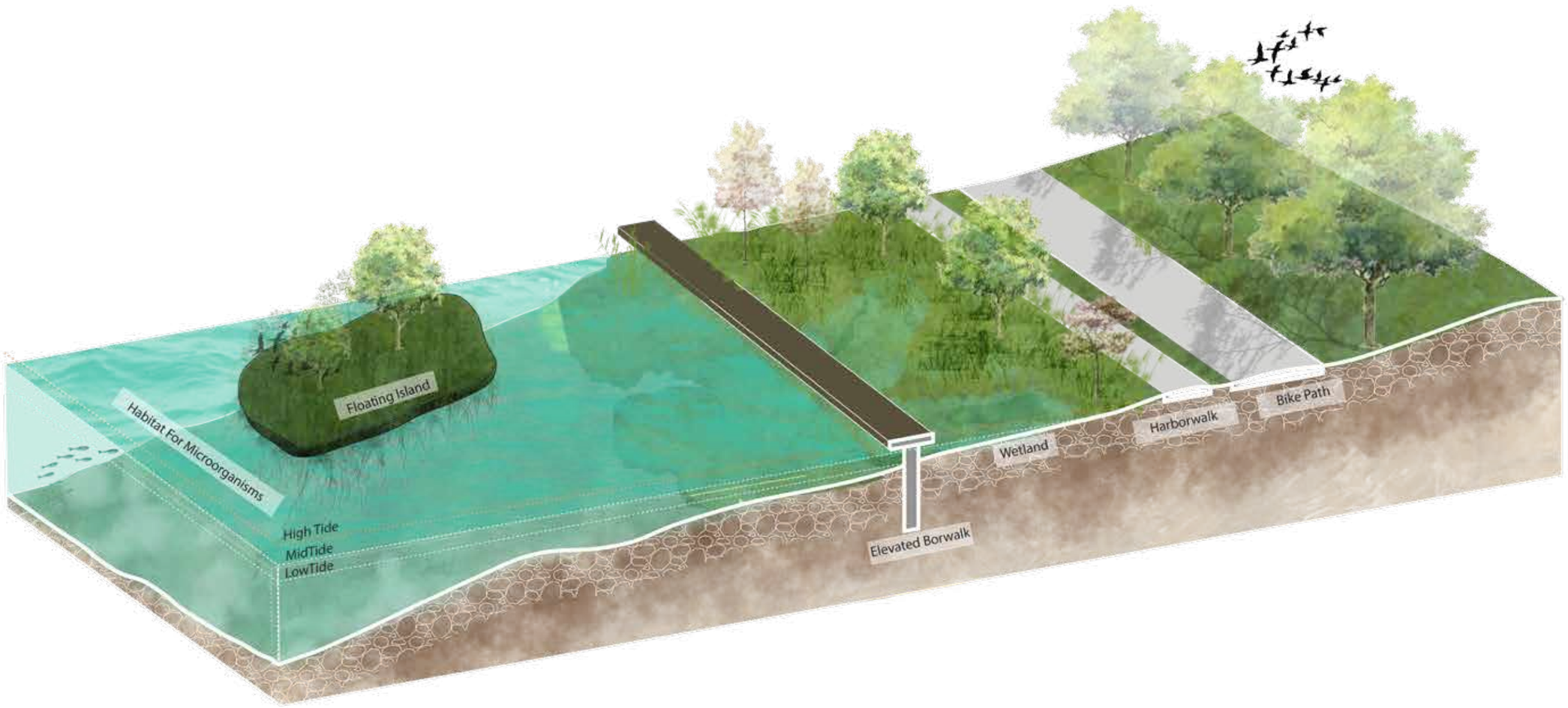
NEAR-TERM ACTIONS



LONG-TERM ACTIONS



SECTION OF THE RESILIENT GARDEN



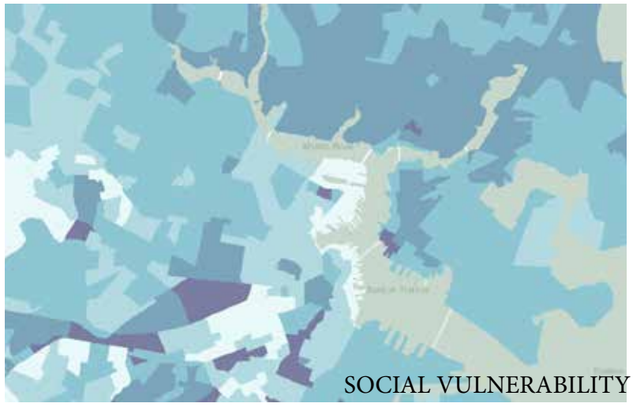
Mitigation And Adaptation To Reduce The Climate Change Impacts in Chelsea, MA

The impact of Climate Change, which is already affecting energy production around the world, is only set to increase in both frequency and severity in the foreseeable future. Being a particularly vulnerable region, Eastern Massachusetts needs to invest in a strategy to both protect existing infrastructure and at the same time, produce clean, renewable energy. With approximately 60% of its municipal boundary bordering tidally influenced waterways, Chelsea, a city with a rich industrial history is especially vulnerable to coastal flooding and therefore it is a prime candidate for innovative design intervention.

SEA LEVEL RISE

COASTAL FLOODS

HURRICANES SURGE



SOCIAL VULNERABILITY

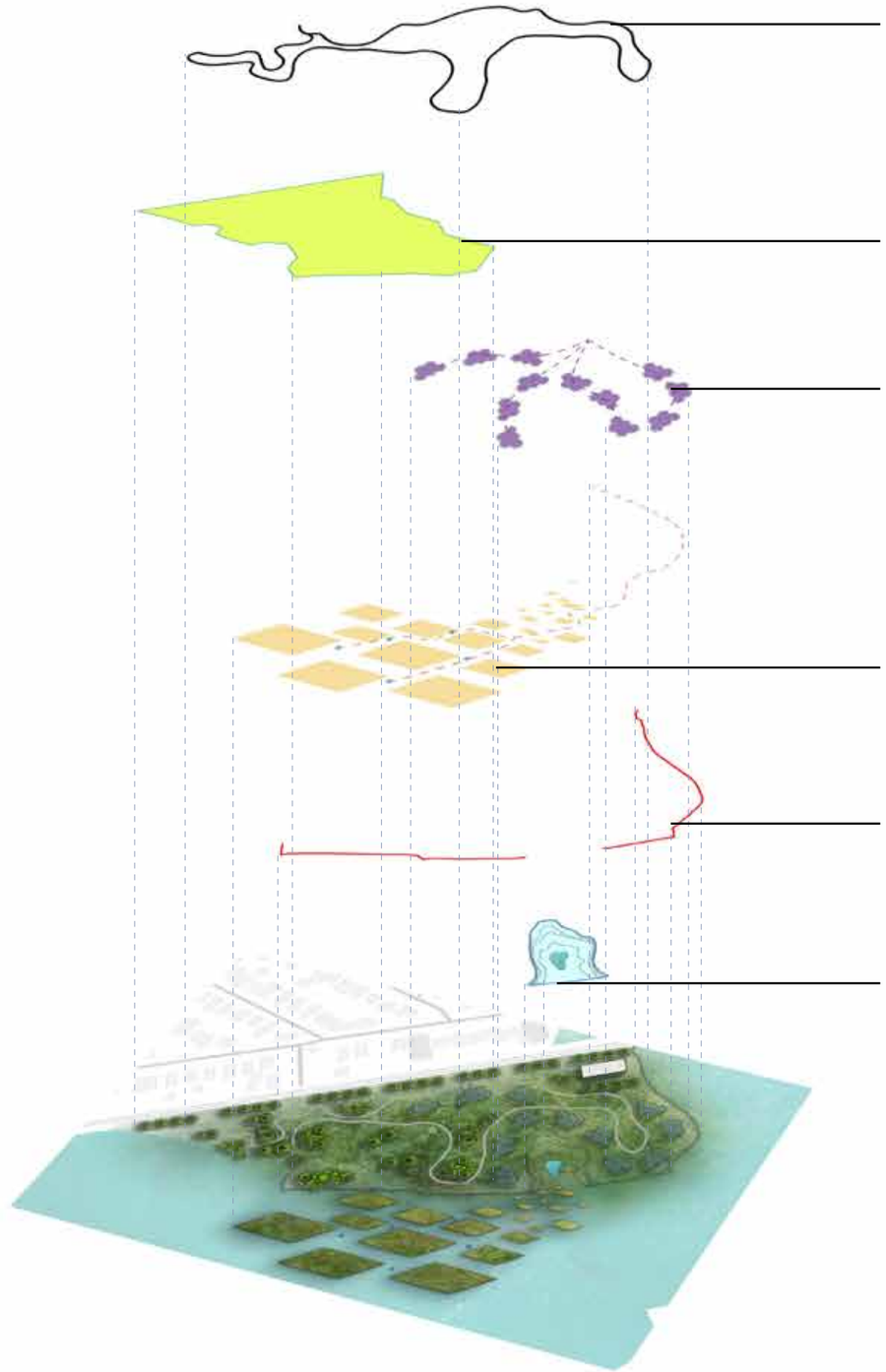
With approximately 60% of its municipal boundary bordering tidally influenced waterways, Chelsea is especially vulnerable to coastal flooding.

Based on a regional climate change model, approximately 20% of the City's 1.8 square miles of land area is mapped within the potential coastal flooding area under present day, 35% in 2030, and 45% in 2070. This footprint poses a major threat to public safety and the quality of life for people living and working in the Chelsea.

Mitigation And Adaptation
To Reduce The Climate Change Impacts of Social Vulnerable Groups

Chelsea, MA

"A society cannot function without well-maintained infrastructure that provides critical services for its citizens. These services include providing habitable residential and workspace, transportation, energy sources, telecommunications, clean water, health, and safety, as well as systems to control such infrastructure threats as flooding, and improper release or disposal of wastewater, solid waste, and hazardous materials." - Executive Office of Energy and Environmental Affairs, Massachusetts Climate Change Adaptation Report.



CIRCULATION

Main way in this park

BIO-ENERGY

Forestry,

Bio-gas product,
Tidal flats, Salt marsh line the shore

SOLAR ENERGY

The brightest day of the year is June 30, with an average of 6.8 kWh.
The darker period of the year lasts for 3.3 months, from November 3 to February 11, with an average daily incident shortwave energy per square meter below 2.6 kWh.

TIDAL ENERGY

Ocean water is 832 times more dense than air.

Most frequent waves:0.3 ft
Significant height:0.7 ft
Maximum waves: 1.4 ft

EROSION CONTROL

Green Infrastructure (living shoreline) :
To help protect the City from coastal flooding
Provide ecological benefits

Gray Infrastructure (retaining wall): Can be vertically extended over time.

FLOOD MIYIGATION

Ecological flood storage pool
Leisure Grassland

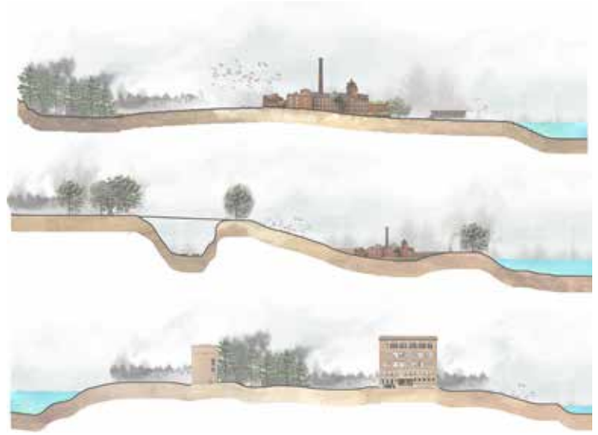
MICRO-GRID ENERGY SYSTEM

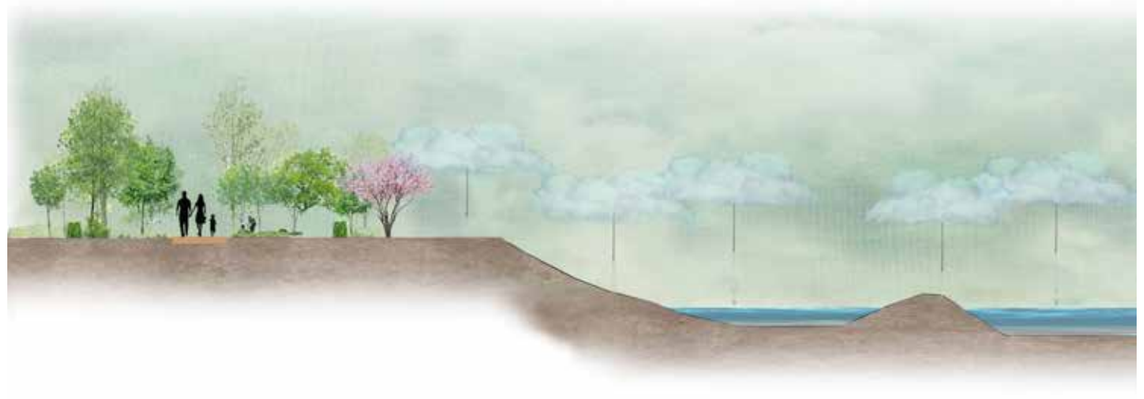
Climate change impacts that affect energy producing regions beyond Massachusetts' borders, could cause greater frequency and severity of energy supply interruptions for Massachusetts.

"It's the first stages of making the City completely energy independent," said Roseann Bongiovanni, executive director of GreenRoots in Chelsea. "That's the kind of thing we really need to start thinking about when we see water coming up as high as it did."

MEGAWHAT?

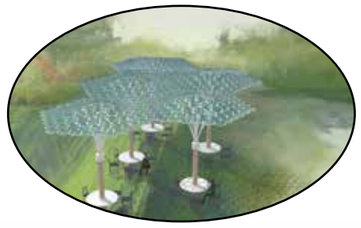
The spread ranges from 400-900 homes per MW hour. 1 MW of solar could equate to 164 homes; 400-900 homes; or 1,000 homes.





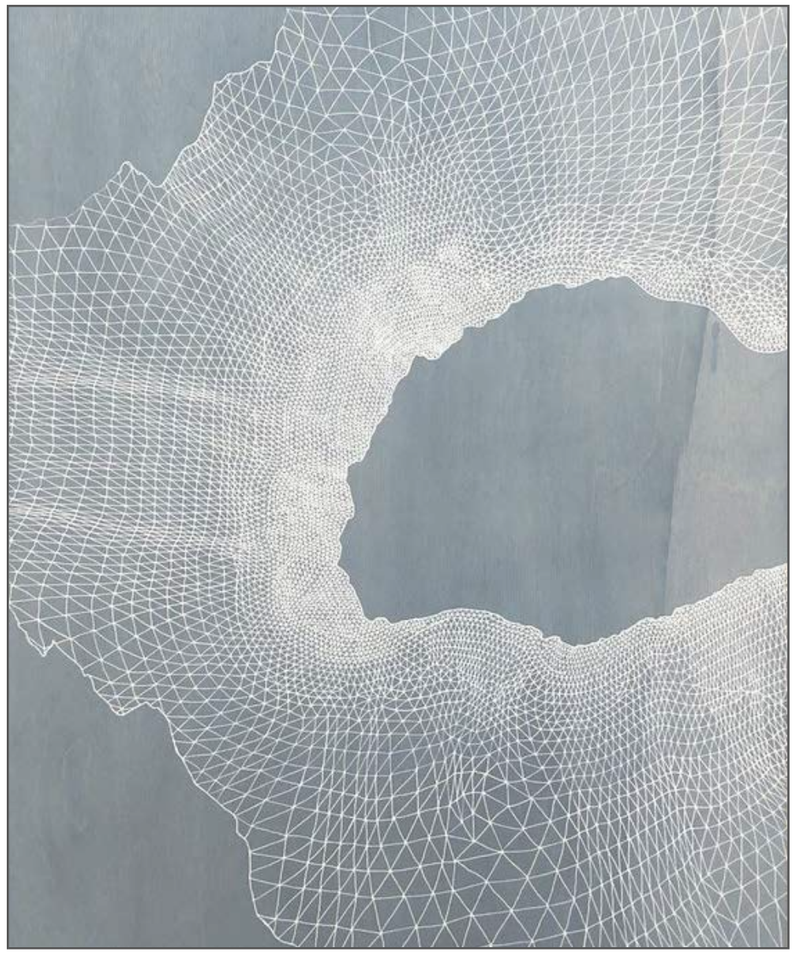
SOLAR PANELS

Energy + Recreation
Day: produce energy
Night: produce light



TIDAL TURBINES

Sustainable and Resilient energy
Ecological friendly



FOFH
Malden Hospital Site

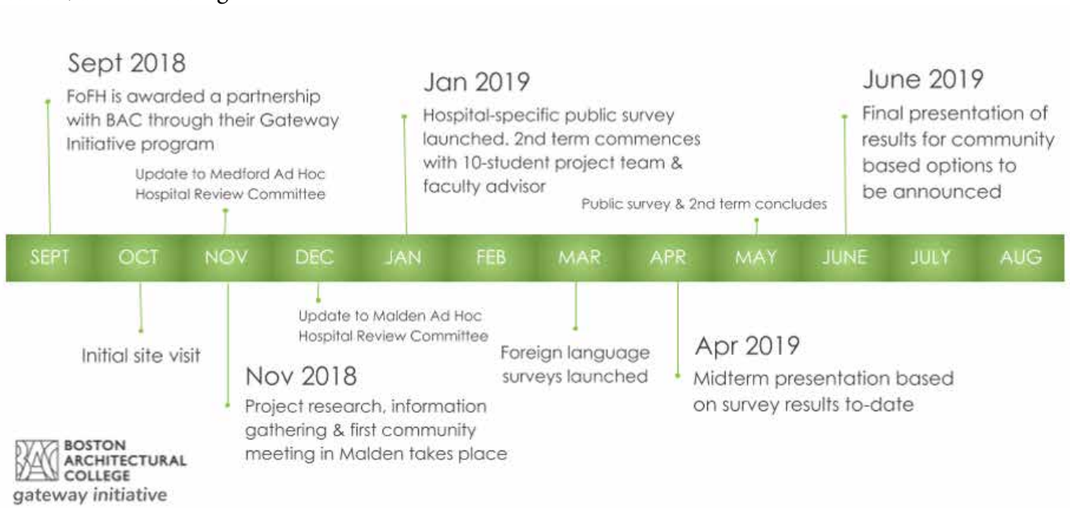
Friends of Ferguson Heritage (Malden Hospital Site)

The proposed site is the location of the former Malden Hospital at the border of Malden and Medford. The site overlooks the historic Fallsmere Park. Since its inception, the site has provided communities with open space for public health, recreation, and well-being.

The proposed site is the location of the former Malden Hospital at the border of Malden and Medford. The site overlooks the historic Fallsmere Park.

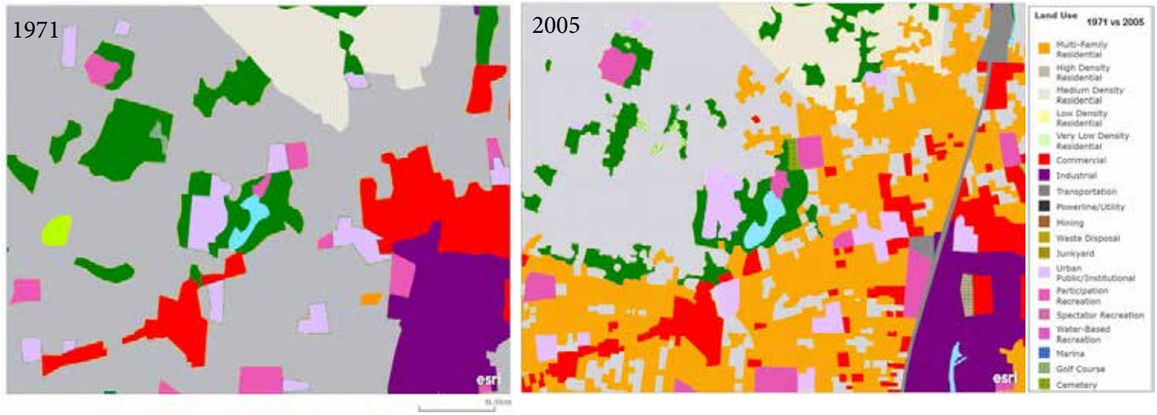
Fellsmere Park is one of the small miracles created by the genial landscape architect Frederick Law Olmsted. Located in the east of the site and west end of Malden, the park is surrounded by the Fellsway East, Savin Street and West Border Road, and linked to the Boston metropolitan park system by the Fellsway East. Fellsmere Pond, also designed by Fredrick Law Olmsted is located within Fellsmere Park. Fellsmere Pond and Park are owned by the City of Malden. However, in 1905 the City of Malden Board of Aldermen voted "to transfer to the Metropolitan Park Commission for care and control, including police protection, Fellsmere Park." The Department of Conservation and Recreation is the statutory successor to the Metropolitan Park Commission. Nonetheless, the City of Malden maintains the Pond (and Park). Fellsmere Park is on the National Register of Historic Places.

Since its inception, the site has provided communities with open space for public health, recreation, and well-being.



BAC Gateway Initiative was created in 2008 to assist municipalities, nonprofits, & community groups with technical & design services for select projects. Gateway Initiative partnerships provide experiential learning opportunities for students & vital services for projects & communities around greater Boston.

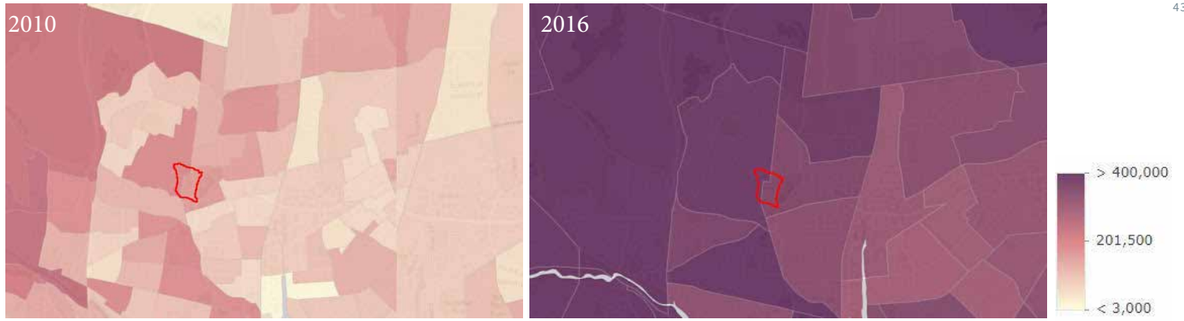
Maps show change of land use between 2010 and 2016



DEVELOPED & OPEN SPACE ANALYSIS

The area of land occupied by multi-family development has continued to increase over time. A comparison of land use maps from 1971 and 2005 show that there is significantly more multi-family development in the area, thus both increasing the number of constituents that can enjoy the open space as well as the ensuing burden on these spaces.

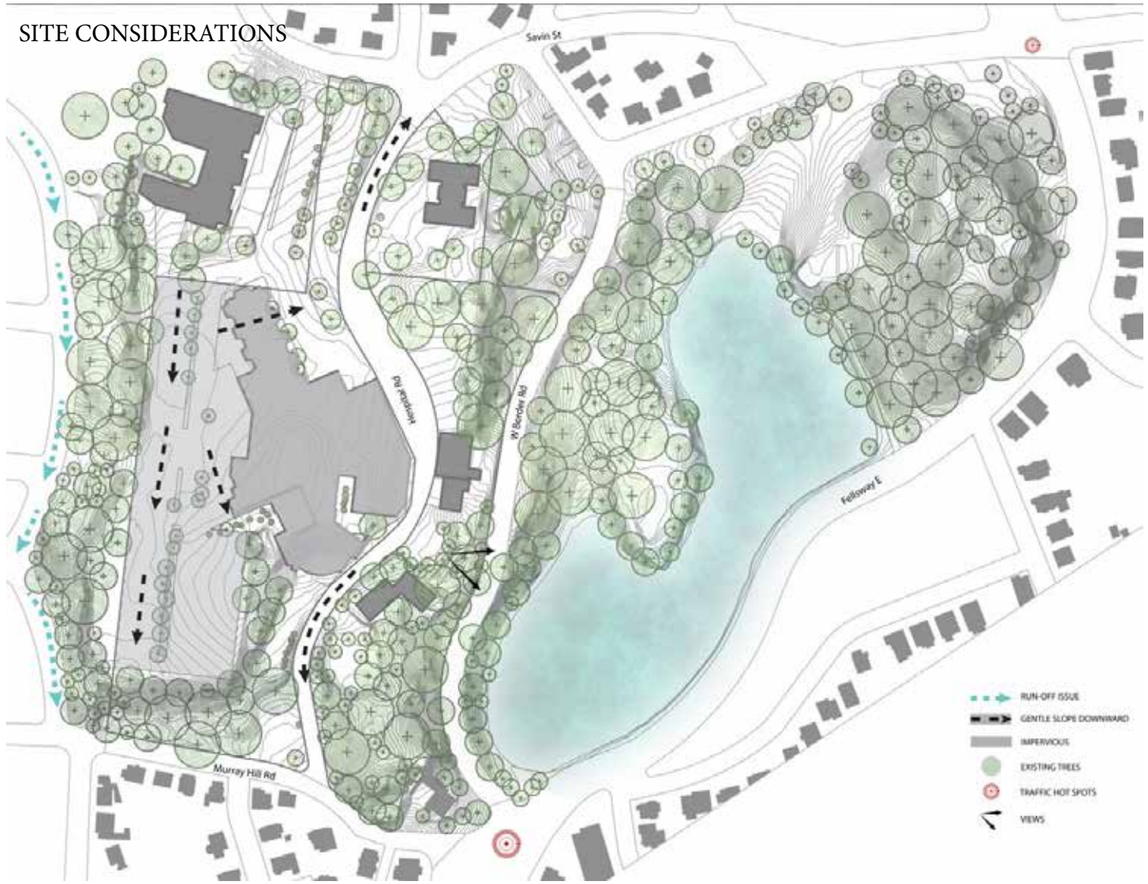
Maps show change of value of housing between 2010 and 2016



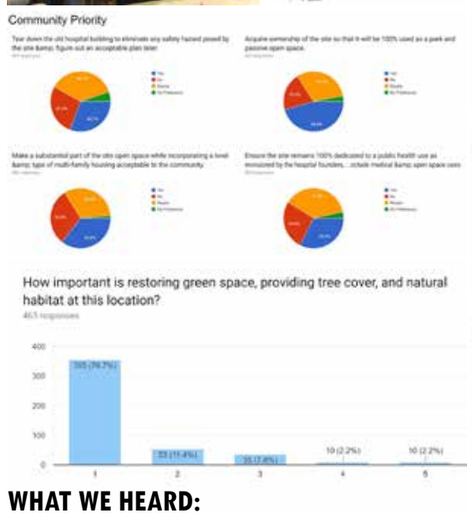
HOUSING COSTS

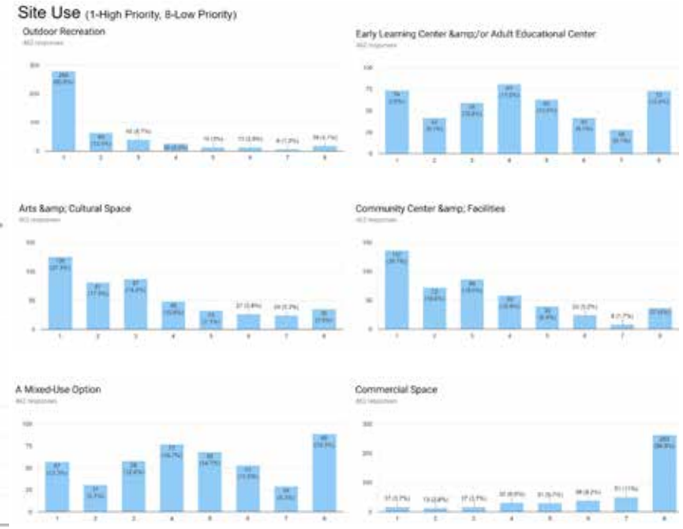
Housing costs have risen significantly in the Malden/Medford area over the past decade and continue to rise. The two maps to the right indicate that average housing costs have more than doubled between the years 2010 & 2016.

SITE CONSIDERATIONS



Community meetings and surveys in different languages





WHAT WE HEARD:
(Survey Results)

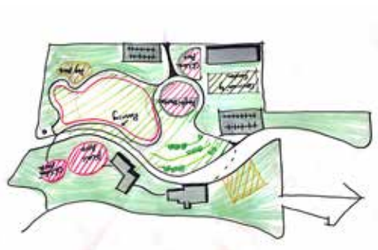
Most Malden & Medford respondents live 1 mile or less from Fellsmere Park; only a few live 6 miles or more away
Most people walk or drive to the park
Most traffic is located a the intersection of Murray Road and Fellsmere East
More than half the people would like to do more activities in the park
Most people would use added outdoor amenities at the former hospital site for if a community-based plan can be realized
Most people wanted to see a s
Most people would like the two levels (park & hospital) to be connected with trails, stairs & paths
More than three quarters of respondents feel that restoring green space, providing tree cover and natural habitat at this location is very important
People want to see a combination of cultivated and non-cultivated outdoor spaces
Activities preferred by people include hiking/walking/biking, walking the dog and relaxing in nature

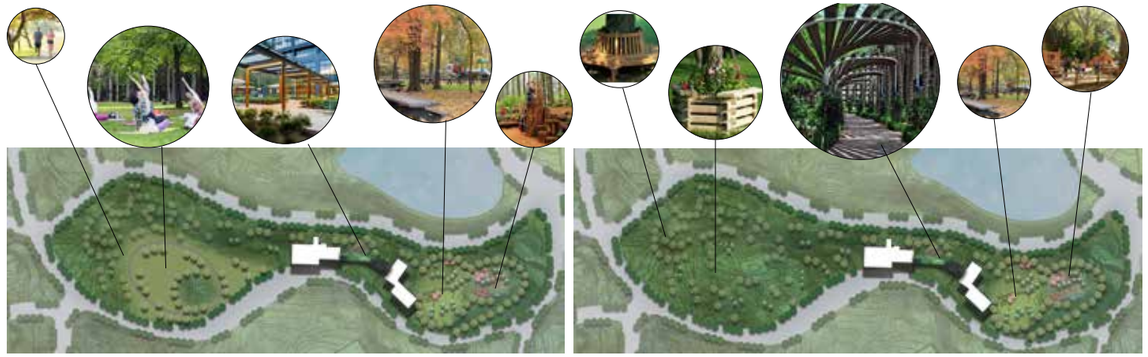
People think that the existing buildings (dormitory & boiler building should be considered for adaptive reuse)
People prefer the site to be used for outdoor recreation, seniors & 55+, community center & arts/cultural space
People would like doing indoor activities such as Yoga, Tai Chi & Fitness Classes
People would like movies and weddings & reunions.
People don't like the site to be used for commercial space.
There wasn't a clear preference for type of housing
One Fourth of respondents don't want any new building development.
Most people would like mid-rise development level with or slightly above the tree line with moderate building footprints and the remainder as open space.
Most people agree a place of commemoration should be dedicated through a permanent exhibit, a place of remembrance and/ or other feature at the site

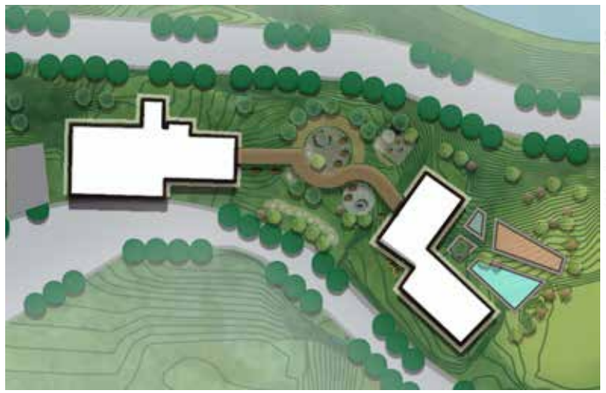
PROJECT OBJECTIVES

A COMMUNITY-BASED APPROACH

Honor the legacy and history of the site
Dedicate a large portion of land for public benefit
Re-purpose buildings for community use
Develop a mix of uses to provide revenue to support community uses
Study a variety of housing types to understand what meets evolving community needs
Consider the spatial and programmatic needs of potential strategic partners
Design for long term sustainability of the site







NEWMARKET SQ.

REVITALIZATION - MASTER PLAN

New Market Square is one of the few remaining Industrial Distribution hubs that still exists within the city of Boston. A neighborhood born to shipping and receiving, New Market Sq. was originally part of the cities long forgotten South Bay. As Boston grew and expanded, much of the South Bay was in-filled to create more land so that the city could continue to grow. As the 20th Century embraced the revolution of industry, New Market Square became an industrialized shipping and receiving port at the far end of what is now the Fort point channel. Over the past century the are has transformed from a scenic bay into an industrial and commercial center lacking any sort of cohesive characteristics. This haphazard arrangement of warehouse and distribution terminals creates a barrier between the institutions and education to the North, and the residential neighborhoods of Upper Roxbury and Dorchester to the south.

This restoration strategy will look at how to better organize the existing buildings on this site into a modular grid consisting of 150 ft by 150 ft squares. Another driving factor for this project is to forge a new connection through the site by way of Southampton Street. This plan will involve a thoughtful landscaping strategy that will act as a barrier between pedestrians and freight while still allowing contrasting typologies to coexist. Moving forward, New Market Sq. will serve not only as a local hub for distribution, but also as a link between communities, and a precedent for the consolidation and intervention of light industrial zones in urban areas.

NEWMARKET SQUARE

Boston, Massachusetts

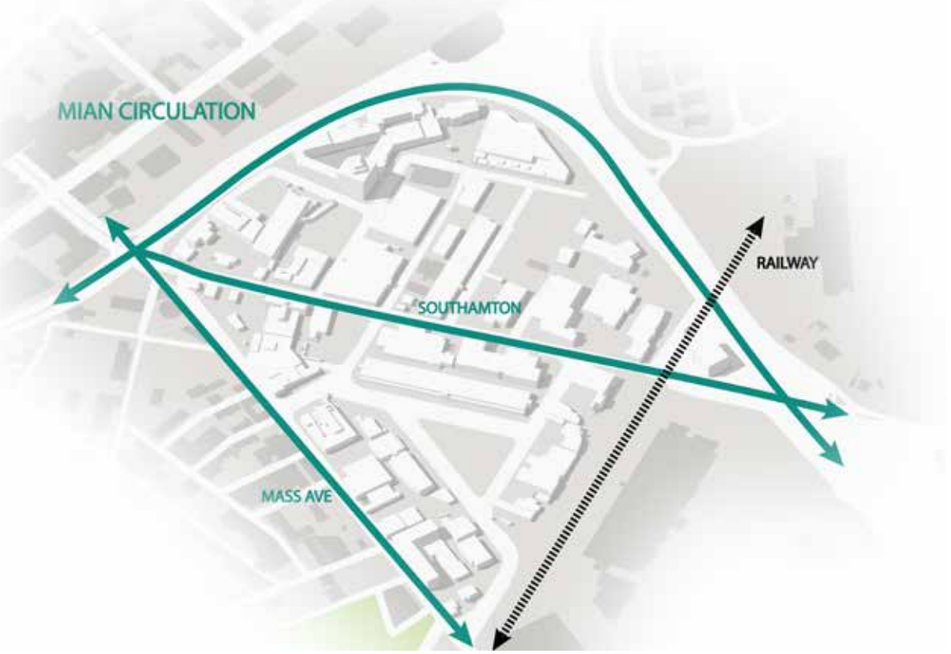
SITE LOCATION

GRADING ANALYSIS OF THE SITE AND AROUND AREAS

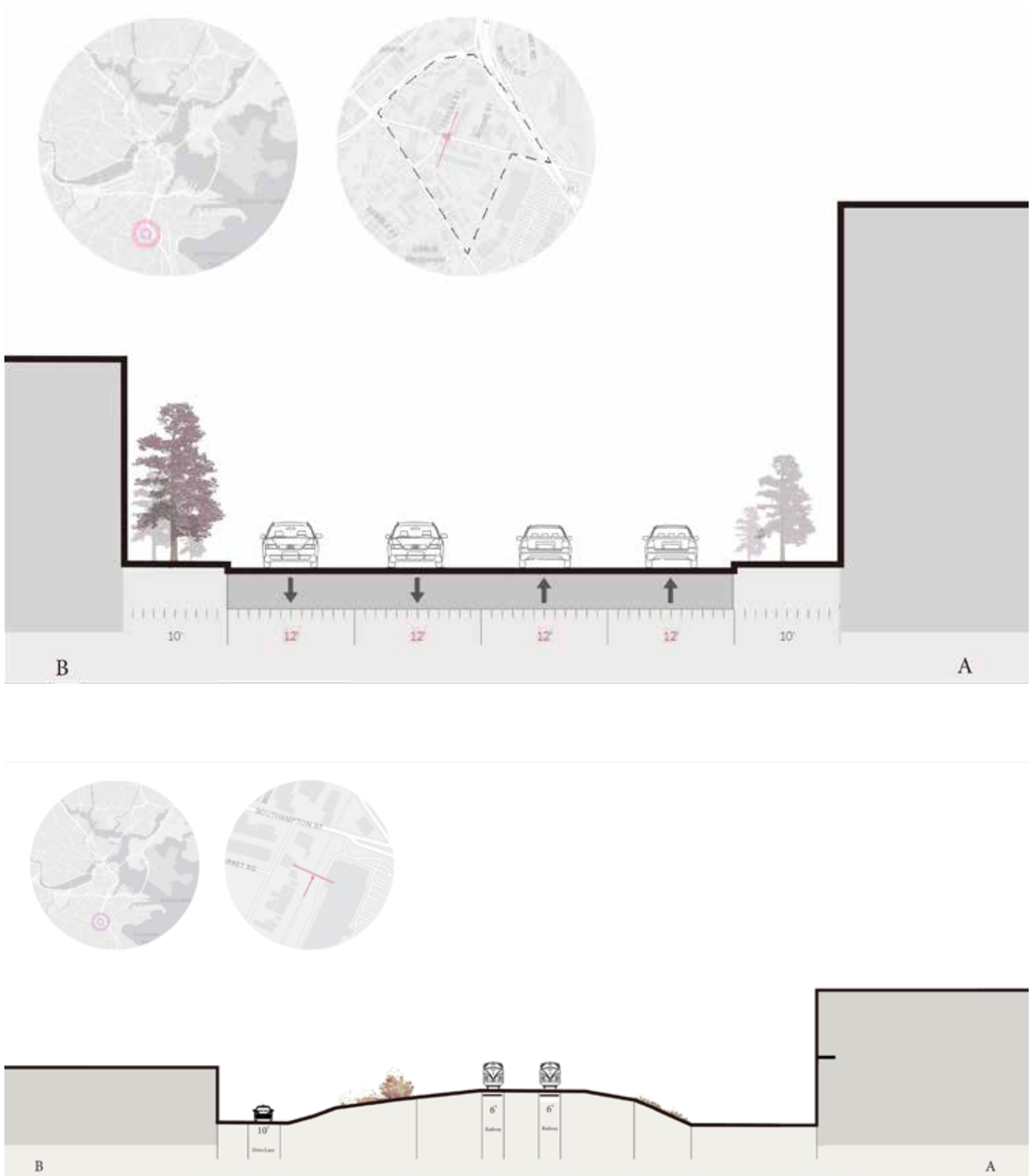
CONNECTION TO THE BOSTON GREEN LINKS NETWORK

Establishing a connection to the 'Boston Green-links Network' is the most fundamental priority for this project. The Green Links Network aims to provide seamless connections between the various parks, reservations, and pedestrian/bike friendly corridors that exist around the city of Boston.

Our plan calls for a green corridor that will serve as an oasis for pedestrians and vegetation alike, pulled away from the street and enclosed by retail and amenities. This corridor will serve to isolate people away from the surrounding freight traffic while passing through the site, and eventually become a destination as desirable retailers fill out the storefronts in these trendy new industrial outlets.



SECTIONS OF EXISTING ROAD



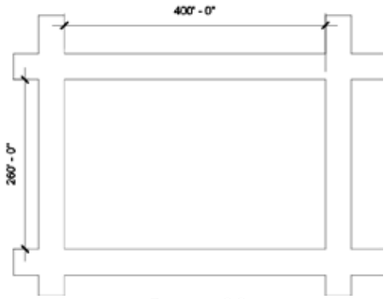
GRID STUDIES AND IMMEDIATE INTERVENTION

The plan and sections to the left show our plan for immediate intervention to the site.

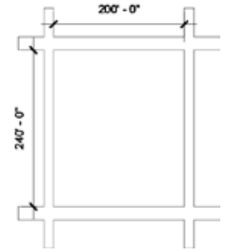
With minimal building modifications, we can widen Southampton and even add a protected bike lane. This would make the area instantly more attractive and introduce the site to a greater pedestrian priority.

The diagrams right and below show some of the studies we used to determine the size and orientation of our grid.

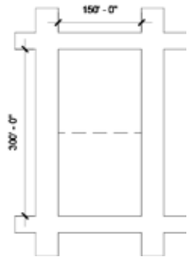
New York City



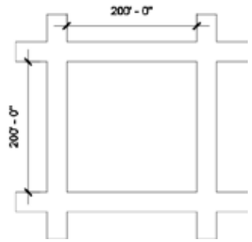
Denver, CO



Charlottesville, NC



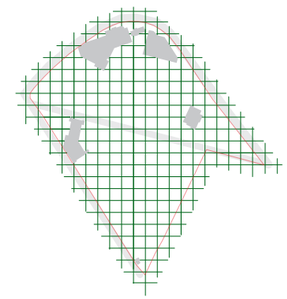
New Market SQ.

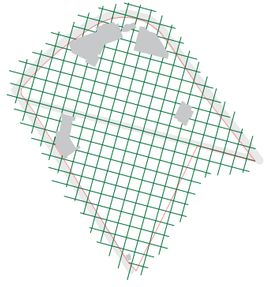


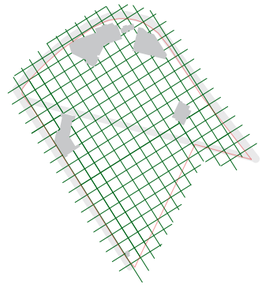
Providence, RI

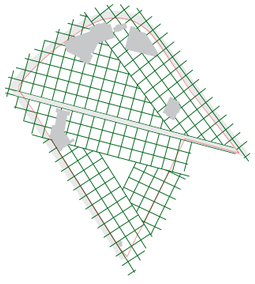
GRID ORIENTATION STUDIES

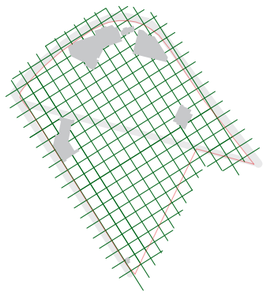
After grid studies, we come up with the idea of 5 different grid orientation solutions. Each of the smallest unit is 150'x150' in these diagrams.

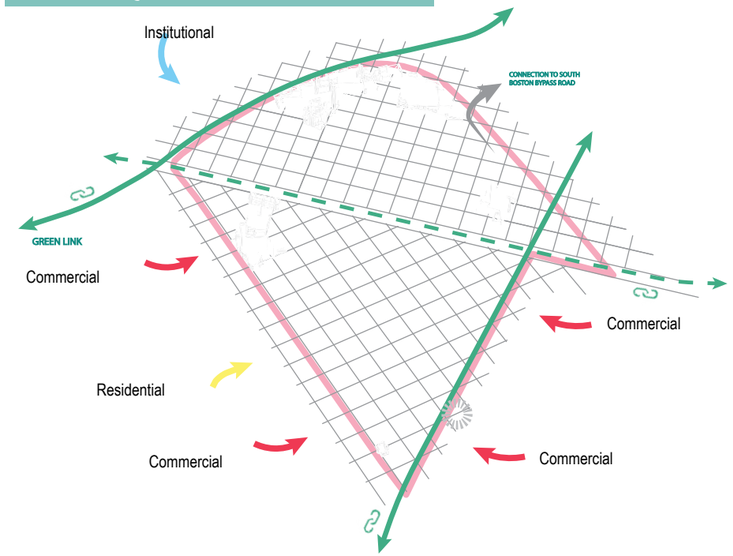








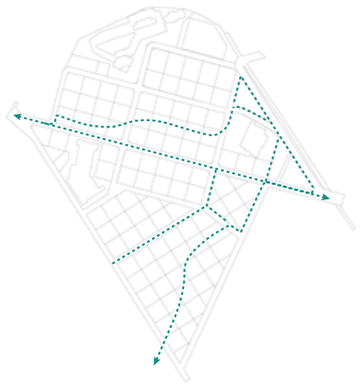




Existing Buildings to Remain

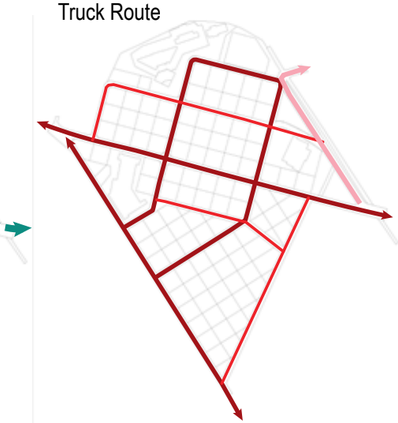
GRID SQUARE PARAMETER CONSTRAINTS

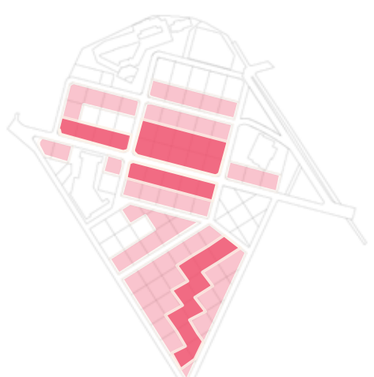
Potential Main Pedestrian System



Fundamental ‘Green Link’ Connection

Truck Route





Potential Commercial Areas

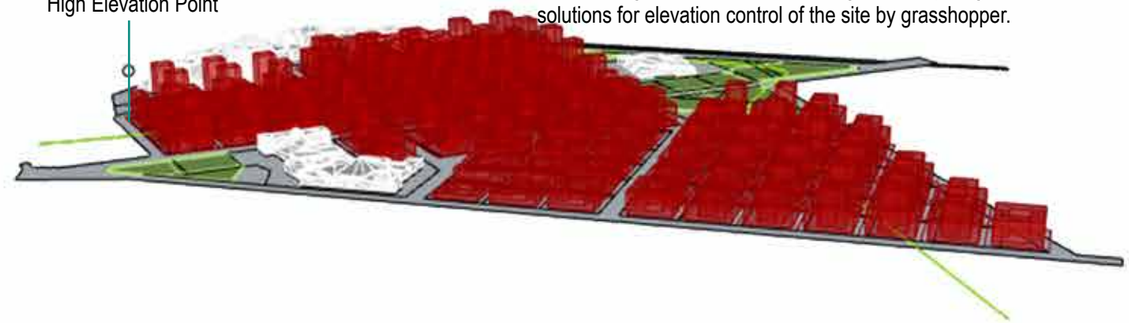
Potential Residential Areas

Potential Industrial Areas

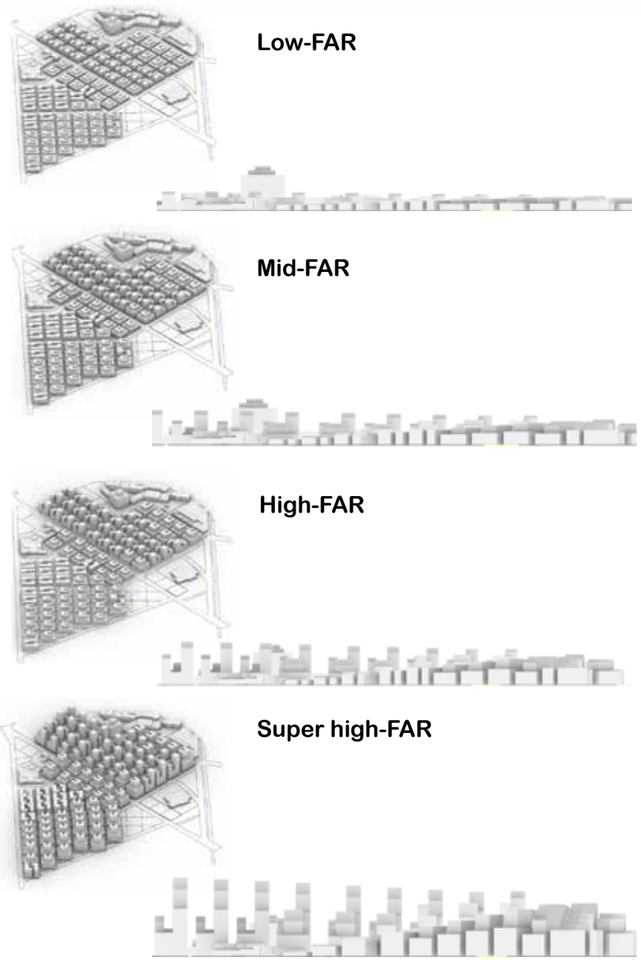
ELEVATION CONTROL

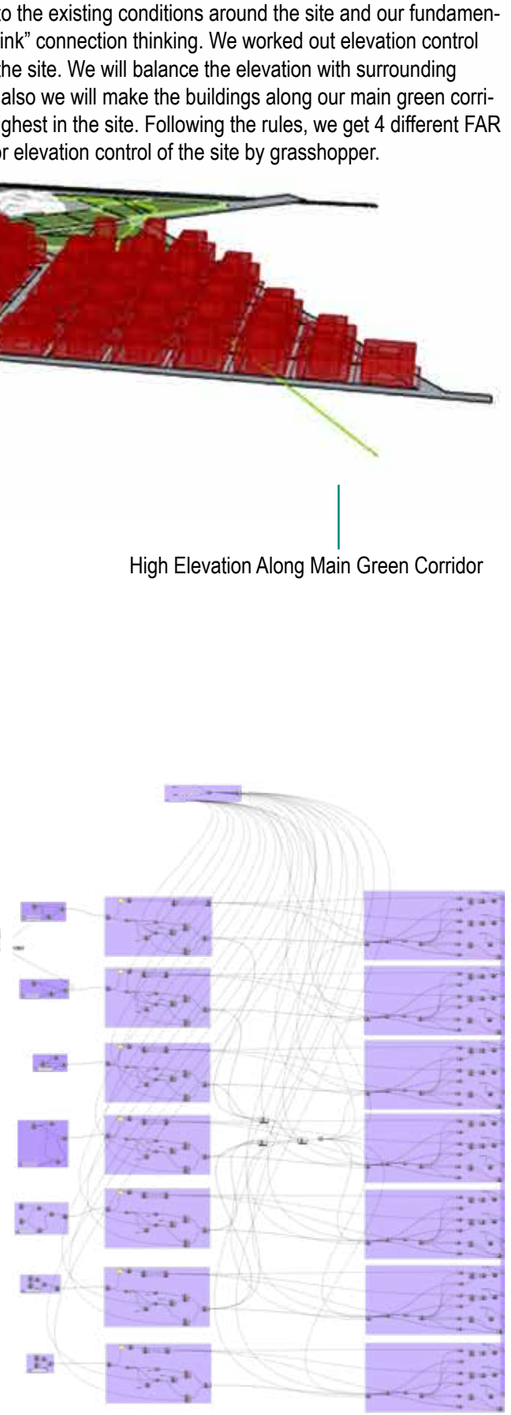
According to the existing conditions around the site and our fundamental “Green link” connection thinking. We worked out elevation control criteria for the site. We will balance the elevation with surrounding areas, and also we will make the buildings along our main green corridor to be highest in the site. Following the rules, we get 4 different FAR solutions for elevation control of the site by grasshopper.

High Elevation Point



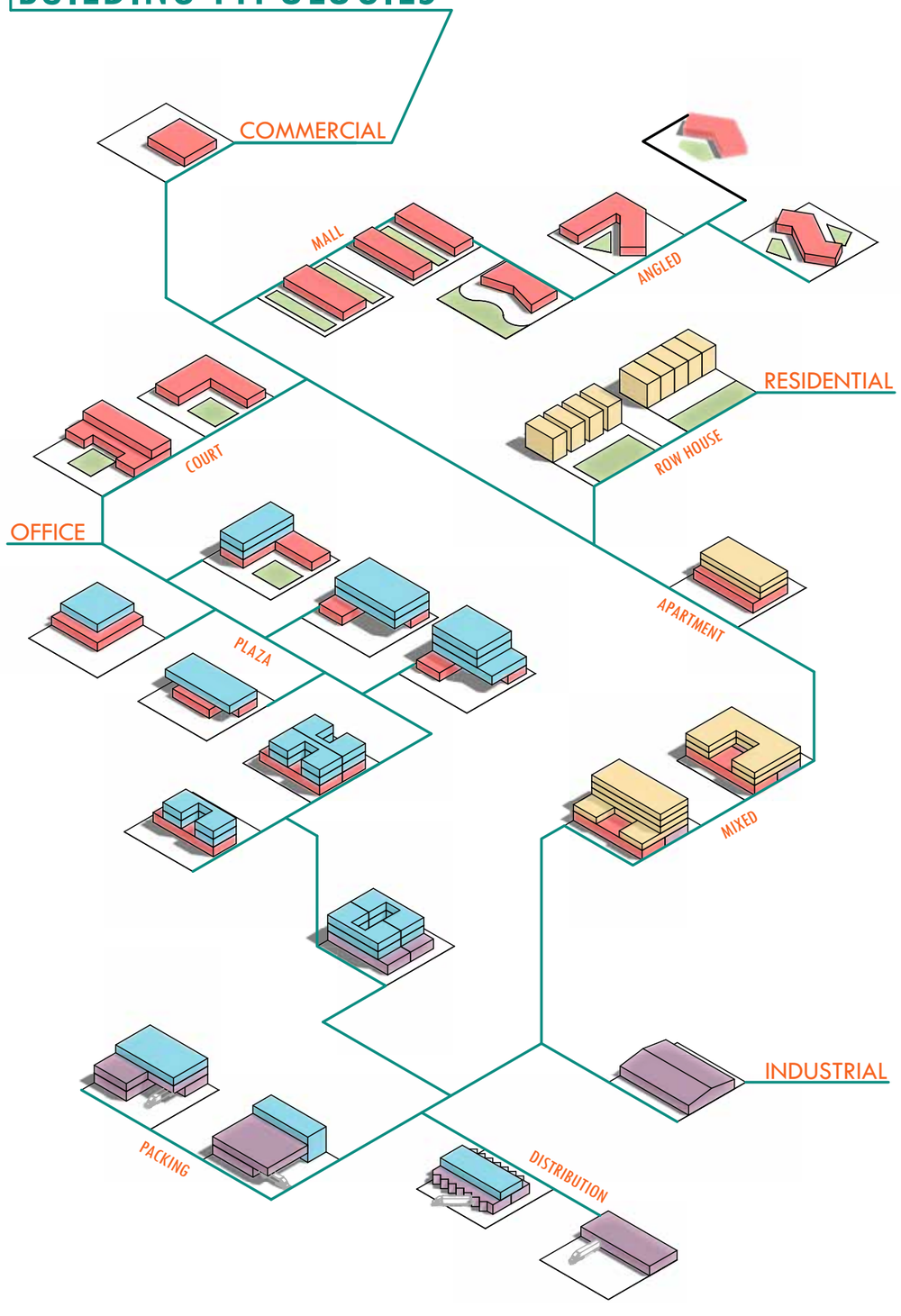
High Elevation Along Main Green Corridor



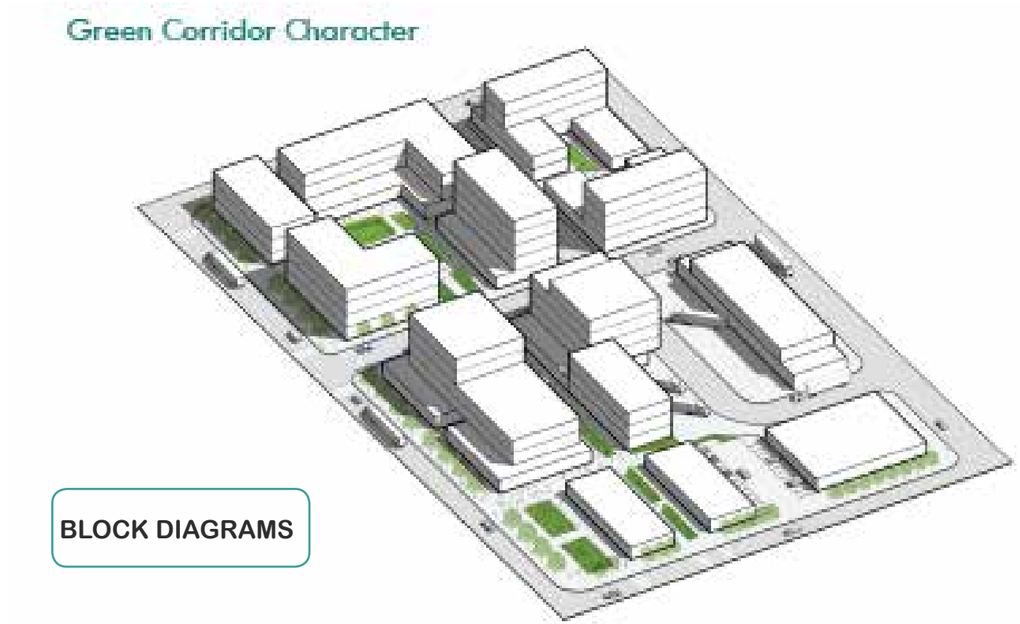


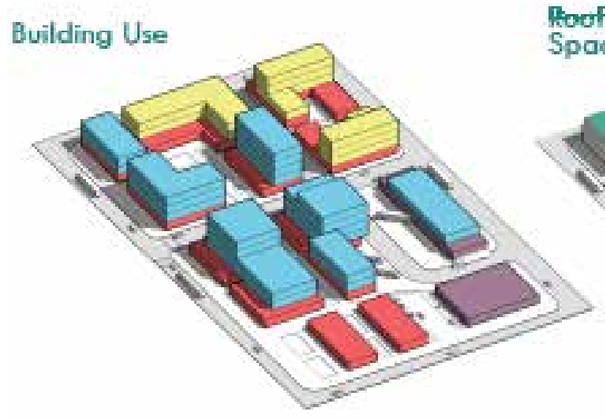
Grasshopper code

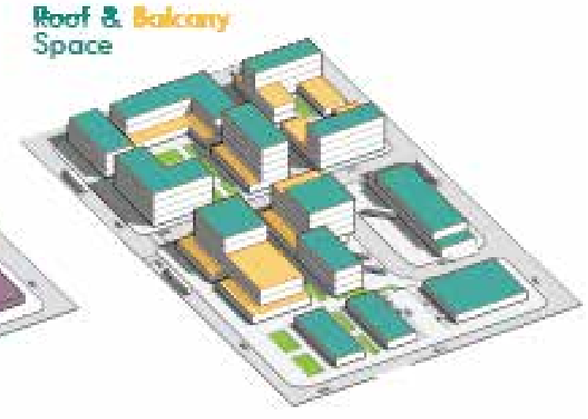
BUILDING TYPOLOGIES

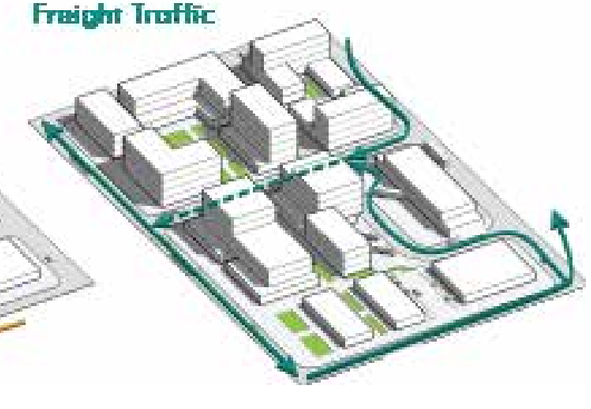


BLOCK DIAGRAMS









SITE DEVELOPMENT AND PHASING

The beauty of our vision for the site is the flexibility that our plan offers. The problem with rigidly designed master plans is lack of humility with respect to time, diversity of uses, and stylistic choices. Our plan for Newmarket Square was influenced by OMA's proposal for Parc de la Villette.

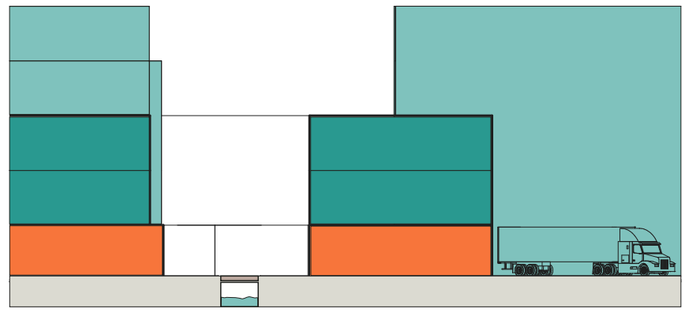
During the first phase of development contaminated, or otherwise neglected sites will be designated for natural intervention, or phytoremediation. This will create green spaces for recreation and leisure and also protected, overgrown spaces where flora and fauna can thrive.

The Partially Developed Site (shown below, to the left) shows how we plan on intervening immediately. The green link is fulfilled by creating a protected pedestrian corridor that cuts through the site providing convenient access along Southampton and also connects to the existing residential neighborhoods to the south.

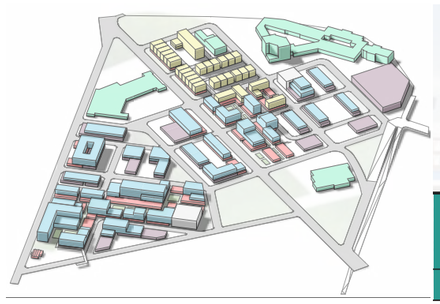
The Full plan shown below (to the right) provides some visual insight to developers as to how we would suggest the site be developed. With the rules of the site in place, and the wide variety of diverse typologies, there is still plenty of room for further creative intervention on the part of future architects and designers who are hired to develop the individual sites and properties.

Perspective of commercial area along the green corridor

Above is a conceptual rendering showing some of the intentions for activating the green corridor. Bright, enticing storefronts and careful, abundant landscaping provide comfortable nooks to sit and spectate and also open space for recreation.
The green corridor acts as a screen for the various industrial uses going on just a few hundred feet away. In fact, many modules intended to line the green corridor have retail frontage with industrial uses in the back.

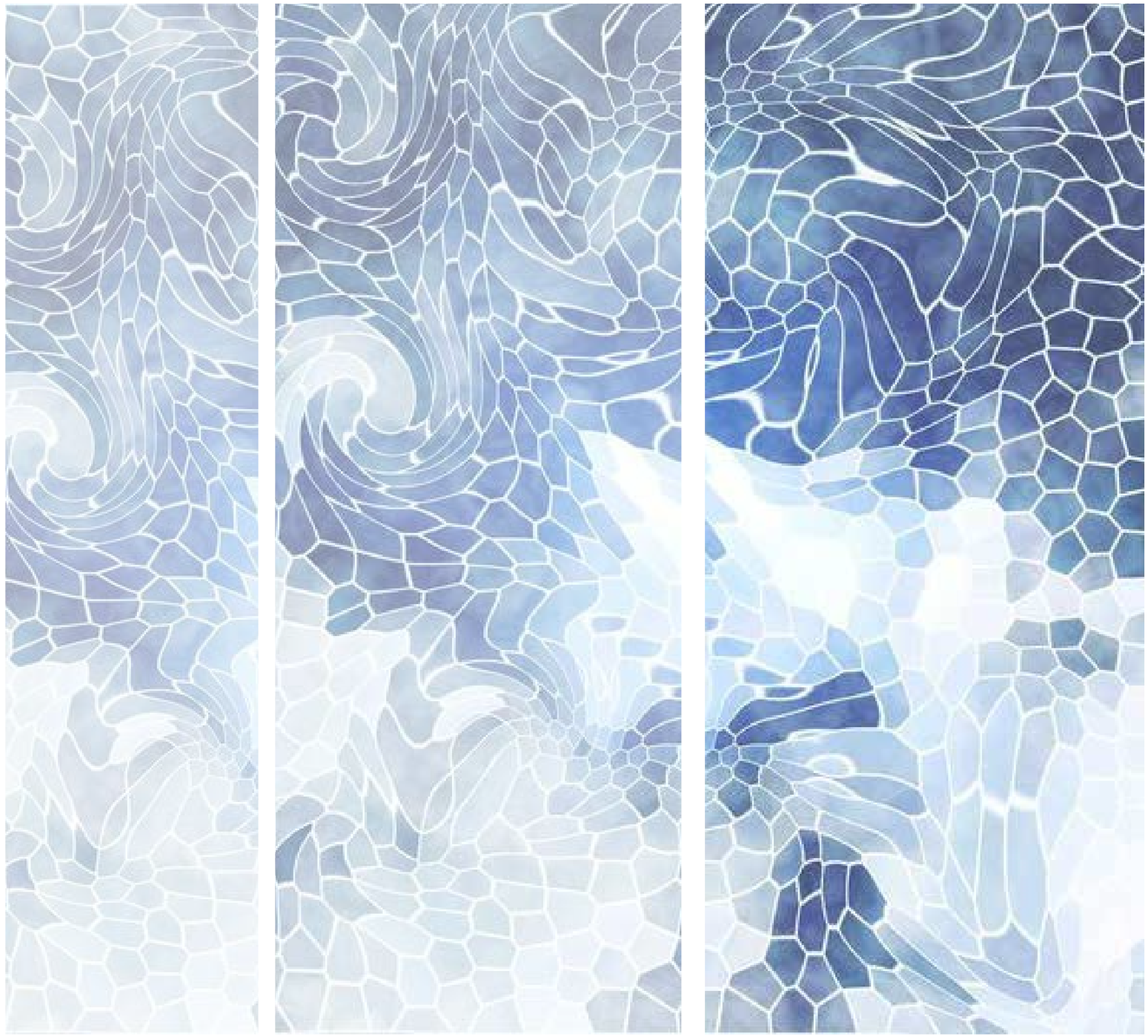


Section of truck loading area



Building use

Section of Southhampton street



Pilgrims First Landing Park:

2020 Improvement Plan

Provincetown's Department of Public Works
and
Public Landscape Committee

This is a small project that I was involved from the very beginning. The specialty for this project is we created different options for clients with different budgets. A 2020 immediate actions improvement plan, and a post-2020 comprehensive master plan. As well as an Enhanced Improvements alternative and a Minimal Improvements alternative. I learned Cost Estimate in the real world in this project. I will also show the construction document for this project below as an example of what I spend most of my time on when I am working in the RDLA.

Status Report

• PLC and DPW selectively removed trees and shrubs in fall 2019 to open up harbor/ marsh views.

• Remaining weeds/shrubs (Rosa rugosa) will be removed in spring 2020.

• DPW hired Ray Dunetz Landscape Architecture firm to provide professional assistance, formalize plan, and produce documents for conservation commission review and contractor bid advertisement.

• DPW identifying status of existing electrical and irrigation systems.

Pilgrims First Landing Monument and Memorial Pavers

Upper Seating Area

Existing Conditions

Pedestrian Access

From Ptown Inn

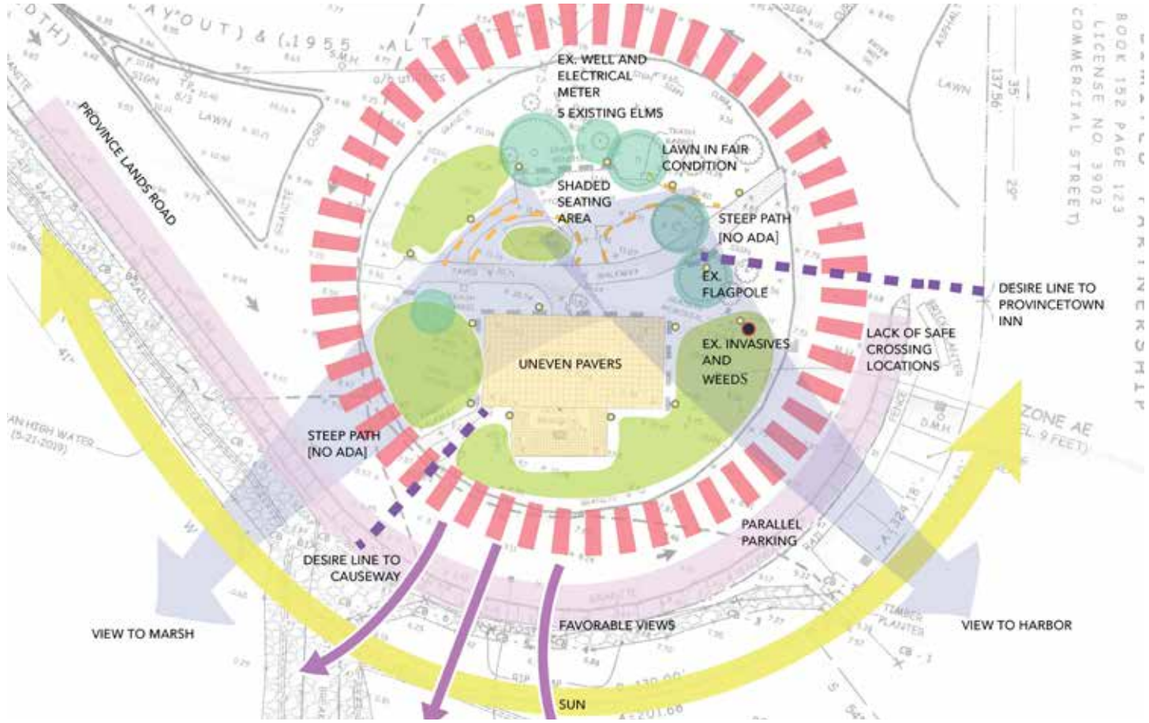
Overgrown Vegetation “Before”

Views

Breakwater Connection

Pilgrims Park: Enhanced Concept Plan

Opportunities and Constraints



Concept Plan Design Elements

• Maximize harbor and marsh views by removing scrub trees and overgrown shrub and weed beds,
• Install sod in landscape areas,
• Recommend stabilizing and cleaning all memorial pavers and Pilgrims Landing Monument Stone,
• Revise pedestrian walkway layout and install new macadam,
• Reposition memorial benches,
• Install pedestrian-scale lights,
• Relocate and install new flagpole, and,
• Plant additional shade trees (elms) around seating areas.

Existing Conditions Plan

Schematic Design Plan Within Budget

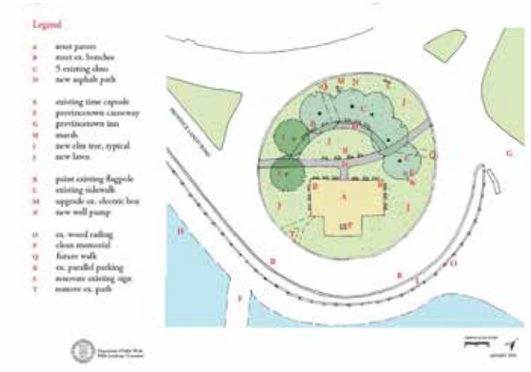
Background:

At September 9, 2019 Select Board Meeting, PLC proposed a Pilgrims Park immediate actions/clean-up approach instead of the master plan presented by DPW.
- Select Board encouraged the DPW and PLC to collaborate and report back,
- Develop a 2020 improvement plan within the $180K DPW budget, and
- Report back.

At September 23, 2019 Select Board meeting, DPW and PLC proposed a two-phase approach:
- Phase One, a 2020 immediate actions improvement plan
-Phase 2, a post-2020 comprehensive master plan.

Cost Estimate

Pilgrims Park: 180k Concept Plan



Pilgrims Park: Enhanced Concept Plan

Pilgrims Park: 180K Concept
Provincetown, MA

Ray Dunetz Landscape Architecture, Inc.
1/14/2020

ITEM	TOTAL
Site Prep	$ 10,500
Earthwork	$ 2,000
Paving	$ 60,000
Memorial Pavers $54,600	
Paths $5,400	
Site Improvements	$ 11,500
Utilities	$ 20,000
Lawns and Planting	$ 9,000
Subtotal	$ 113,000
10% General Conditions	$ 11,300
Subtotal	$ 124,300
10% Overhead and Profit	$ 12,430
Subtotal	$ 136,730
10% Contingency	$ 13,673
Subtotal	$ 150,403
Design	$ 31,000
GRAND TOTAL	**$ 181,403**

Pilgrims Park: Enhanced Concept
Provincetown, MA

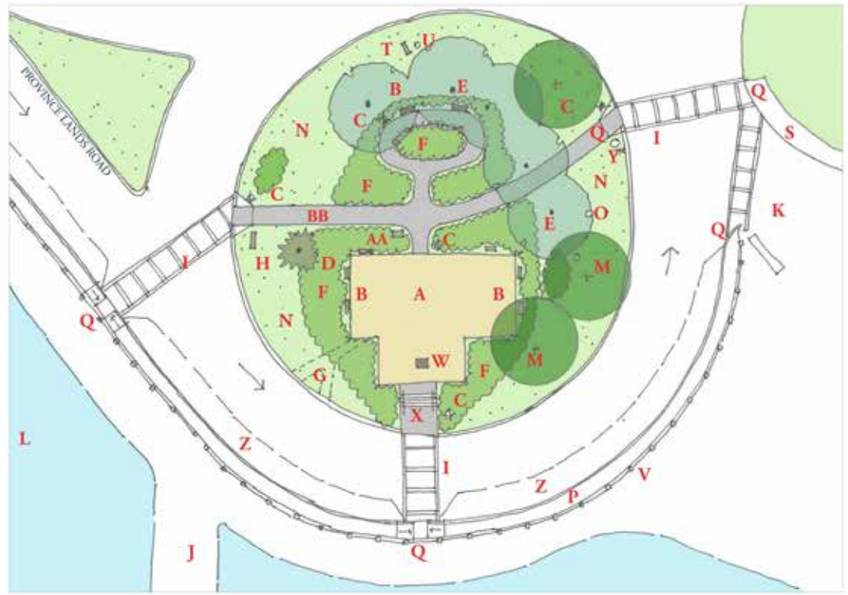
Ray Dunetz Landscape Architecture, Inc.
1/14/2020

ITEM	TOTAL
Site Prep	$ 10,500
Earthwork	$ 2,000
Paving	$ 60,000
Memorial Pavers $54,600	
Paths $5,400	
Masonry	$ 25,000
Granite Stairs $25,000	
Site Improvements	$ 36,000
New flagpole, signs and trash/recycling	
Utilities	$ 34,000
Electrical, irrigation , lighting	
Lawns and Planting	$ 30,000
Lawns $6,650	
Planting $23,350	
Subtotal	$ 197,500
10% General Conditions	$ 19,750
Subtotal	$ 217,250
10% Overhead and Profit	$ 21,750
Subtotal	$ 239,000
10% Contingency	$ 24,000
Subtotal	$ 263,000
Design	$ 40,000
GRAND TOTAL	**$ 303,000**

ALTERNATIVE b - ENHANCED IMPROVEMENTS

Legend

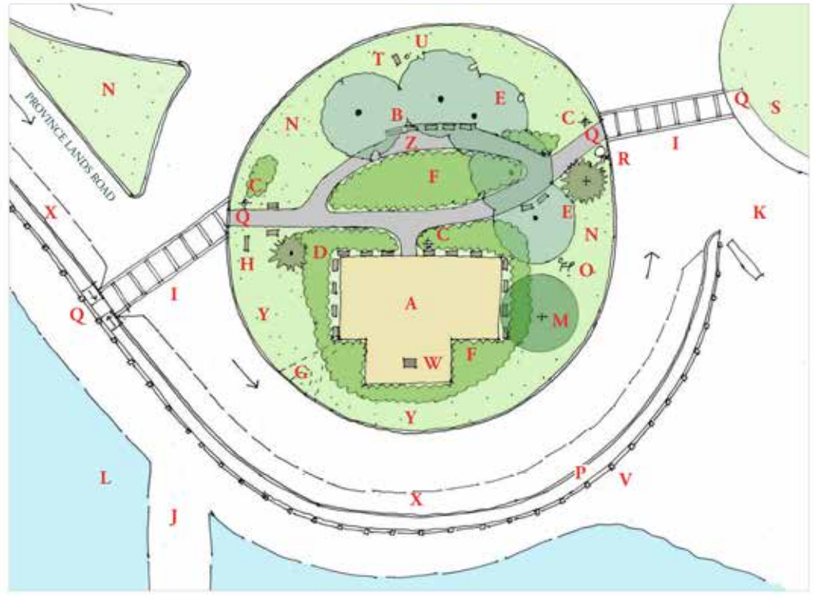
- A reset all pavers
- B reduce quantity of benches
- C new lights
- D existing cedar
- E 5 existing elms
- F new low shrubs/perennials
- G remove ex. path
- H new sign
- I new painted crosswalk
- J provincetown causeway
- K provincetown inn
- L marsh
- M new tree, typical
- N renovate lawn
- O remove existing flagpole
- P existing sidewalk
- Q new curb ramp
- R new litter receptacle
- S new sidewalk
- T upgrade ex. electric box
- U ex. well
- V ex. wood railing
- W ex. memorial
- X new stair
- Y new litter receptacle
- Z ex. parallel parking
- AA new interpretive sign
- BB new accessible walk
- CC new lawn

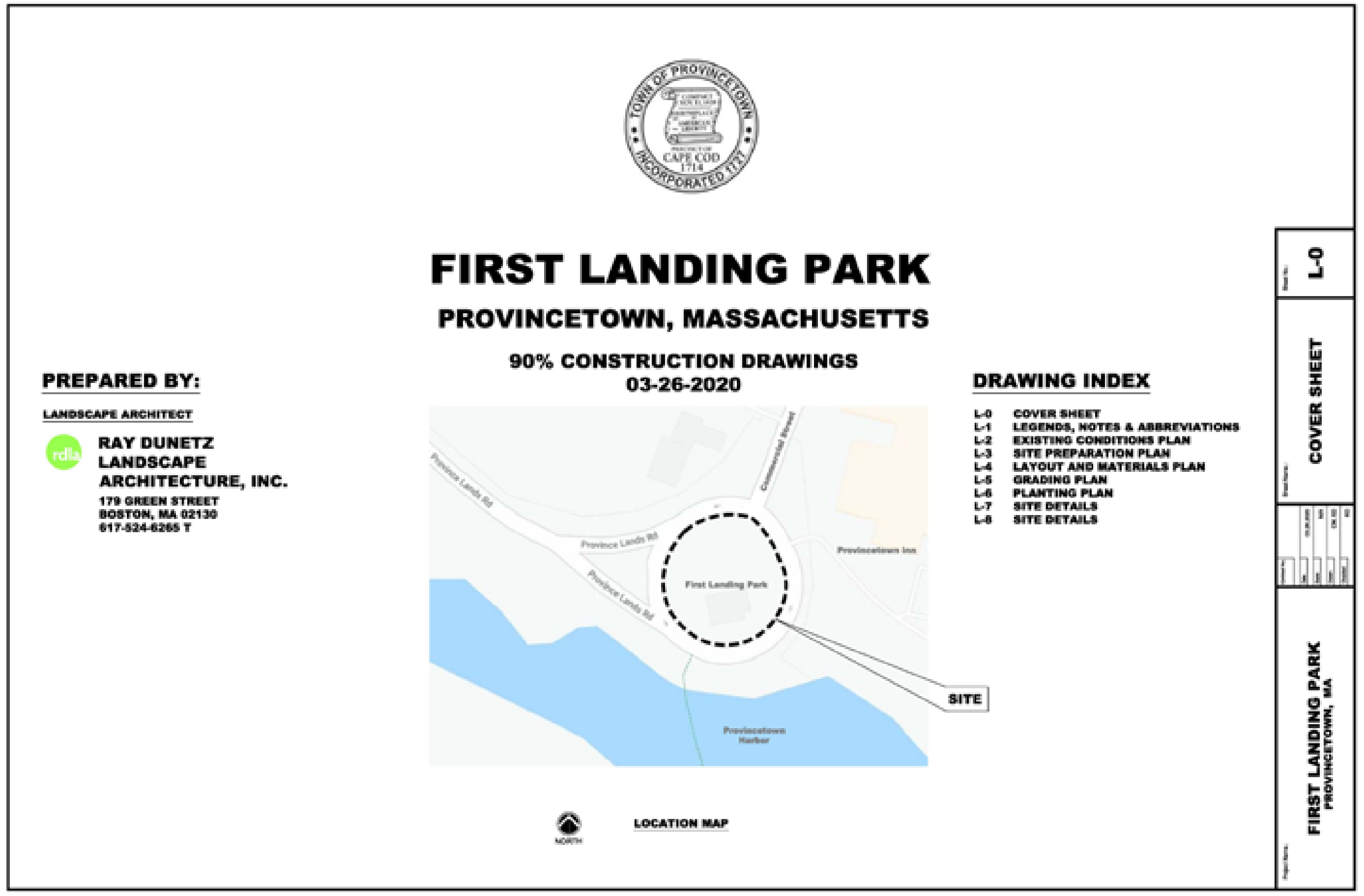


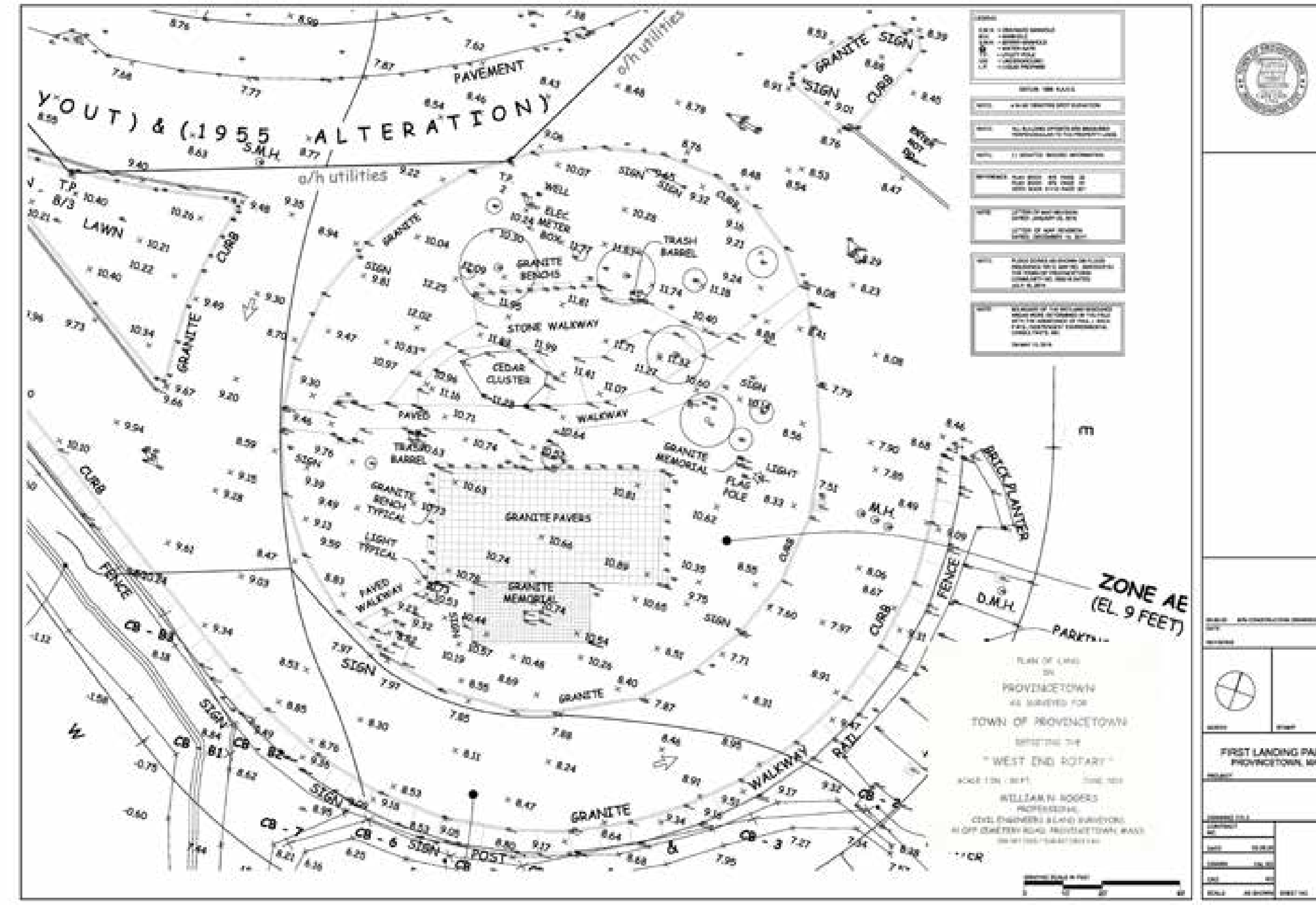
ALTERNATIVE a - MINIMAL IMPROVEMENTS

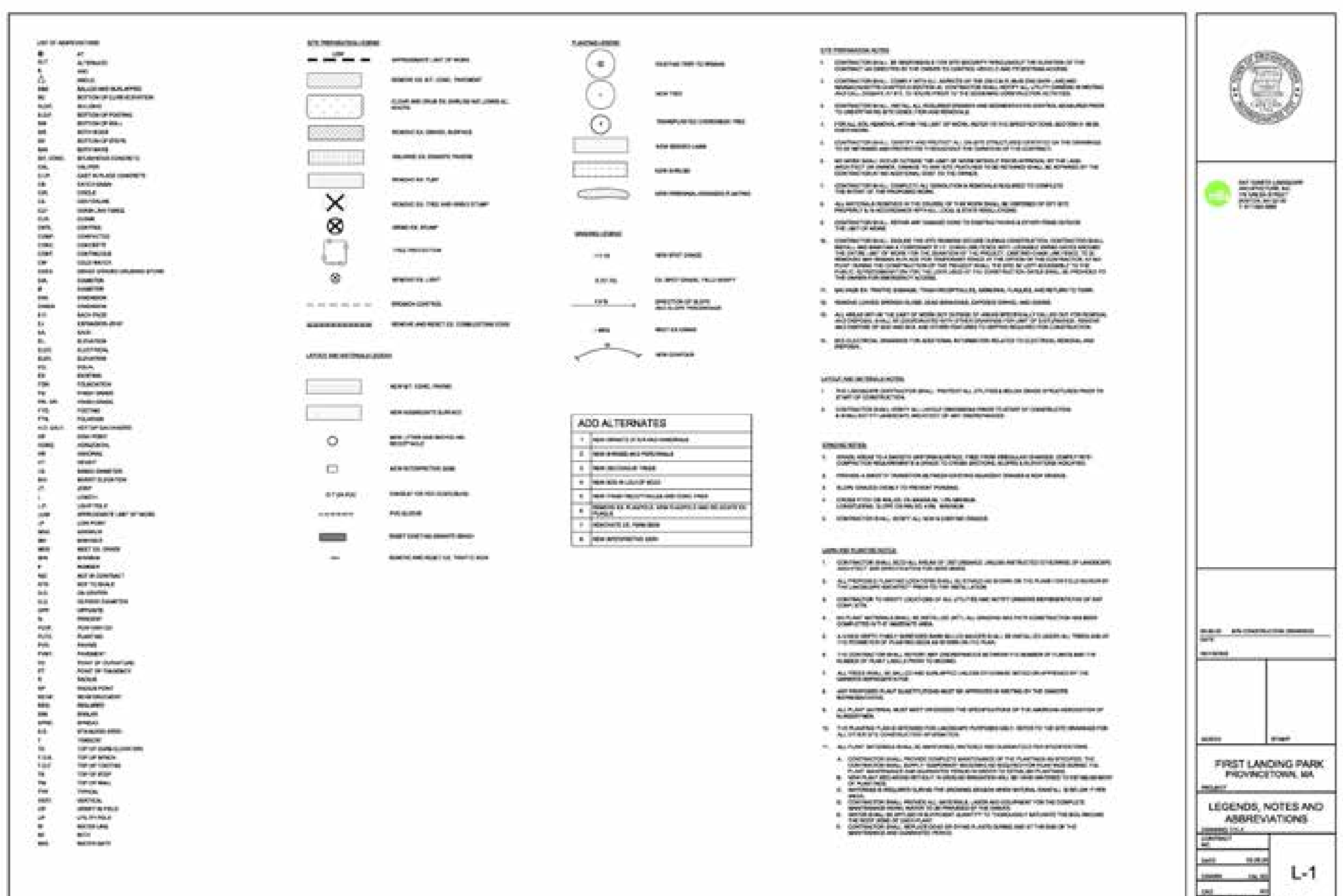
Legend

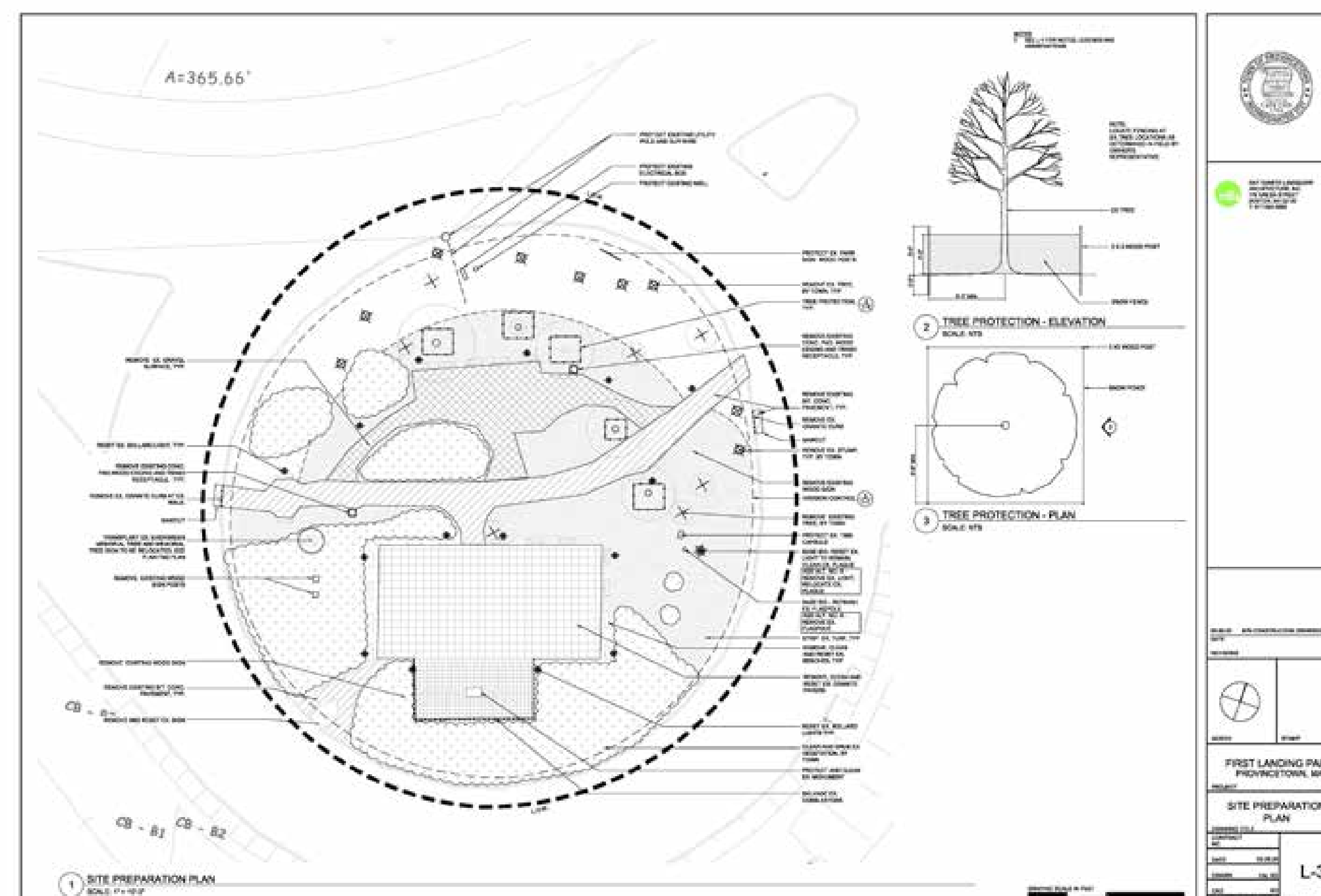
- A reset 20% ex. pavers
- B reset 5 ex. benches
- C new lights
- D existing cedar
- E 5 existing elms
- F new low shrubs/perennial
- G remove ex. path
- H renovate and relocate ex. sign
- I new painted crosswalk
- J provincetown causeway
- K provincetown inn
- L existing marsh
- M new tree
- N renovated lawn
- O refinish existing flagpole
- P existing sidewalk
- Q new curb ramp
- R new litter receptacle
- S new sidewalk
- T upgrade ex. electric box
- U ex. well
- V ex. wood railing
- W ex. memorial
- X ex. parallel parking
- Y new lawn
- Z new bit conc. paving

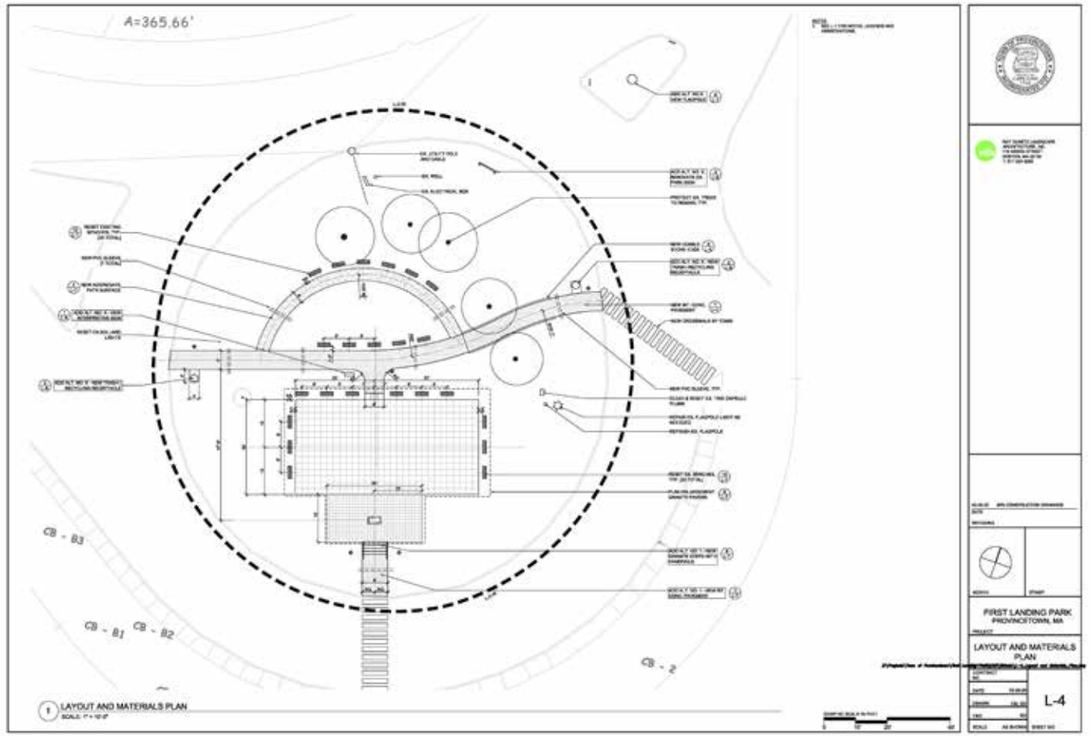


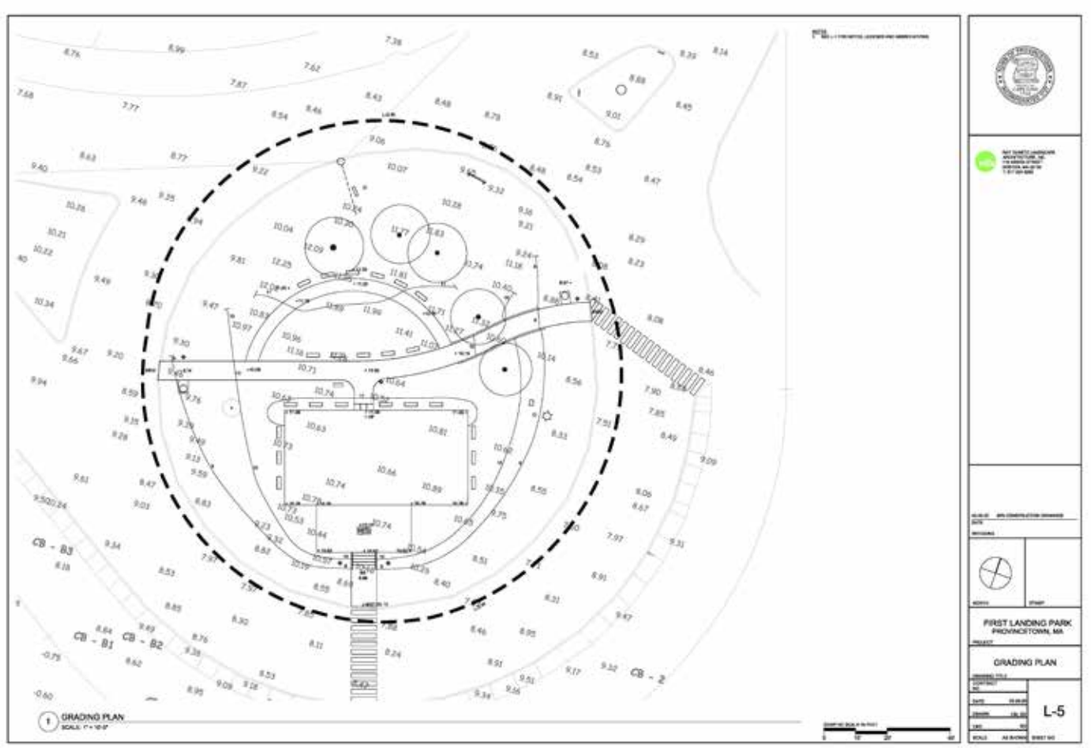

TOWN OF PROVINCETOWN
CAPE COD 1714
INCORPORATED 1727
FIRST LANDING PARK
PROVINCETOWN, MASSACHUSETTS
90% CONSTRUCTION DRAWINGS
03-26-2020
PREPARED BY:
LANDSCAPE ARCHITECT
rdla
RAY DUNETZ
LANDSCAPE
ARCHITECTURE, INC.
179 GREEN STREET
BOSTON, MA 02130
617-524-6265 T
DRAWING INDEX
L-0 COVER SHEET
L-1 LEGENDS, NOTES & ABBREVIATIONS
L-2 EXISTING CONDITIONS PLAN
L-3 SITE PREPARATION PLAN
L-4 LAYOUT AND MATERIALS PLAN
L-5 GRADING PLAN
L-6 PLANTING PLAN
L-7 SITE DETAILS
L-8 SITE DETAILS
Province Lands Rd
Commercial Street
First Landing Park
Provincetown Inn
Provincetown Harbor
SITE
NORTH
LOCATION MAP
L-0
COVER SHEET
FIRST LANDING PARK
PROVINCETOWN, MA

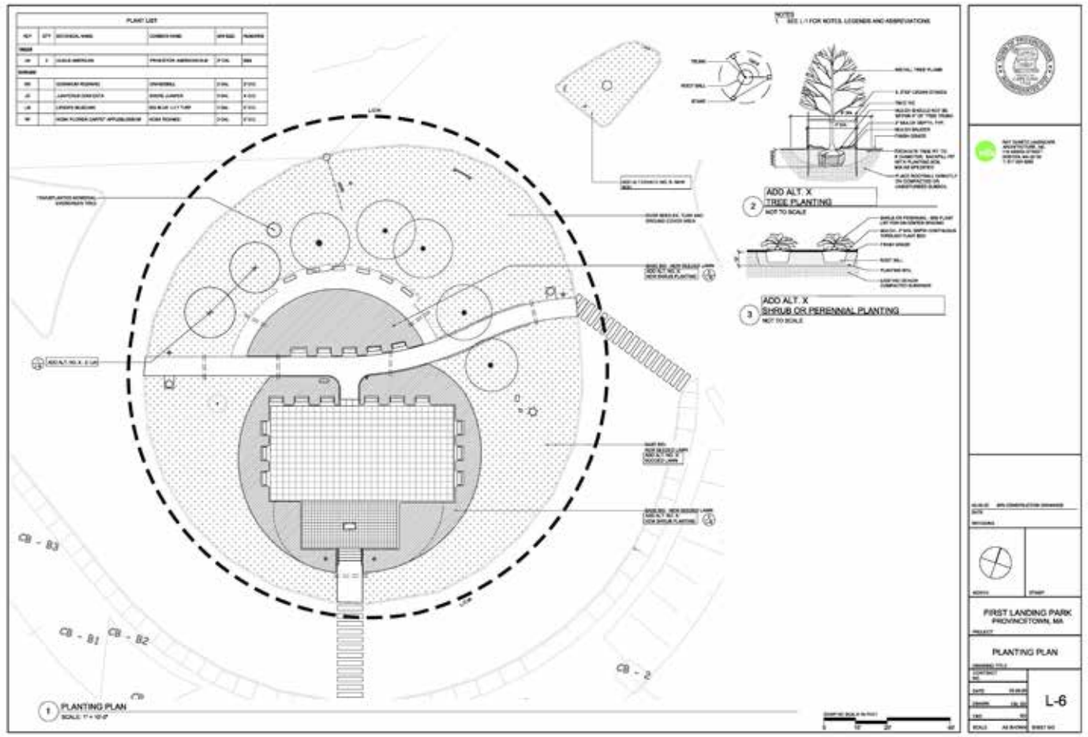

PAVEMENT
o/h utilities
ALTERATION
LAWN
CURB
GRANITE
SIGN
WELL
ELEC. METER BOX
GRANITE BENCHES
TRASH BARREL
STONE WALKWAY
CEDAR CLUSTER
PAVED
WALKWAY
GRANITE PAVERS
GRANITE MEMORIAL
GRANITE BENCH TYPICAL
LIGHT TYPICAL
PAVED WALKWAY
FLAG POLE
LIGHT
FENCE
BRICK PLANTER
ZONE AE
(EL. 9 FEET)
D.M.H.
M.H.
RAIL
POST
CB - 3
CB - 6
CB - 7
CB - B1
CB - B2
CB - B3
FIRST LANDING PARK
PROVINCETOWN, MA

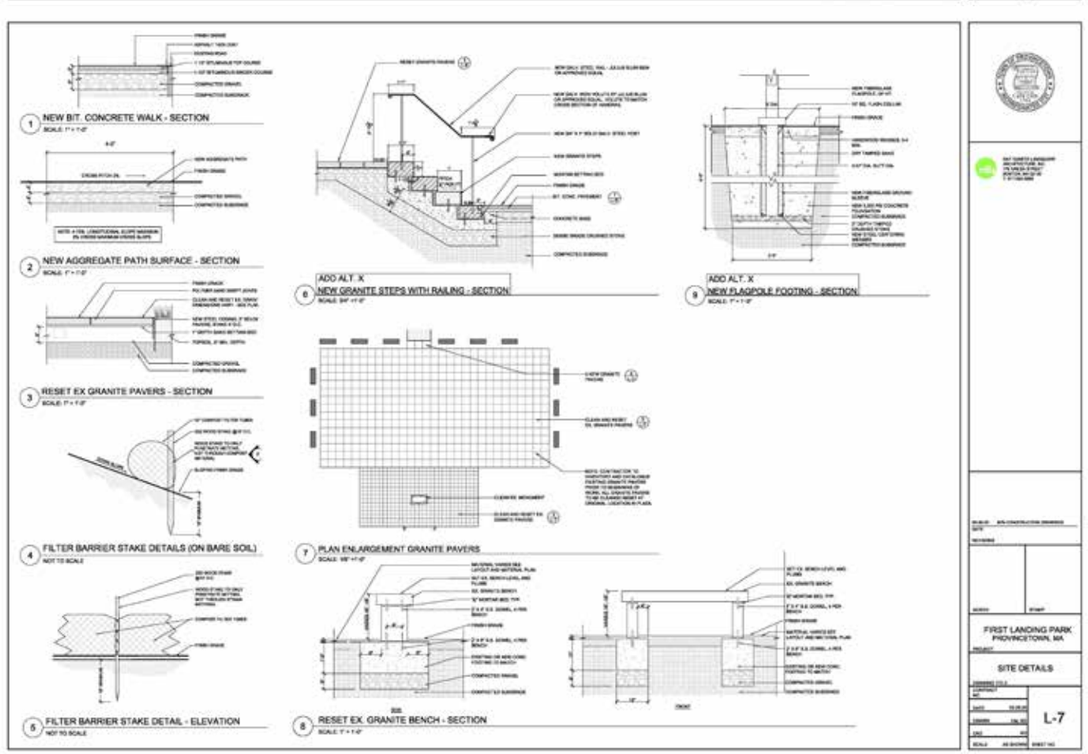

ADD ALTERNATES
FIRST LANDING PARK
PROVINCETOWN, MA
LEGENDS, NOTES AND ABBREVIATIONS
L-1


A=365.66'
CB - B1
CB - B2
TREE PROTECTION - ELEVATION
TREE PROTECTION - PLAN
SITE PREPARATION PLAN
FIRST LANDING PARK
PROVINCETOWN, MA
SITE PREPARATION PLAN
L-3


A=365.66'
CB - B3
CB - B1
CB - B2
CB - 2
1 LAYOUT AND MATERIALS PLAN
SCALE: 1" = 10'-0"
FIRST LANDING PARK
PROVINCETOWN, MA
LAYOUT AND MATERIALS PLAN
L-4


CB - B3
CB - B1
CB - B2
CB - 2
1 GRADING PLAN
SCALE: 1" = 10'-0"
FIRST LANDING PARK
PROVINCETOWN, MA
GRADING PLAN
L-5


PLANT LIST
CB - B3
CB - B1
CB - B2
CB - 2
1 PLANTING PLAN
SCALE: 1" = 10'-0"
2 ADD ALT. X
TREE PLANTING
NOT TO SCALE
3 ADD ALT. X
SHRUB OR PERENNIAL PLANTING
NOT TO SCALE
FIRST LANDING PARK
PROVINCETOWN, MA
PLANTING PLAN
L-6


1 NEW BIT. CONCRETE WALK - SECTION
SCALE: 1" = 1'-0"
2 NEW AGGREGATE PATH SURFACE - SECTION
SCALE: 1" = 1'-0"
3 RESET EX GRANITE PAVERS - SECTION
SCALE: 1" = 1'-0"
4 FILTER BARRIER STAKE DETAILS (ON BARE SOIL)
NOT TO SCALE
5 FILTER BARRIER STAKE DETAIL - ELEVATION
NOT TO SCALE
6 ADD ALT. X
NEW GRANITE STEPS WITH RAILING - SECTION
SCALE: 3/4" = 1'-0"
7 PLAN ENLARGEMENT GRANITE PAVERS
SCALE: 1/8" = 1'-0"
8 RESET EX. GRANITE BENCH - SECTION
SCALE: 1" = 1'-0"
9 ADD ALT. X
NEW FLAGPOLE FOOTING - SECTION
SCALE: 1" = 1'-0"
FIRST LANDING PARK
PROVINCETOWN, MA
SITE DETAILS
L-7

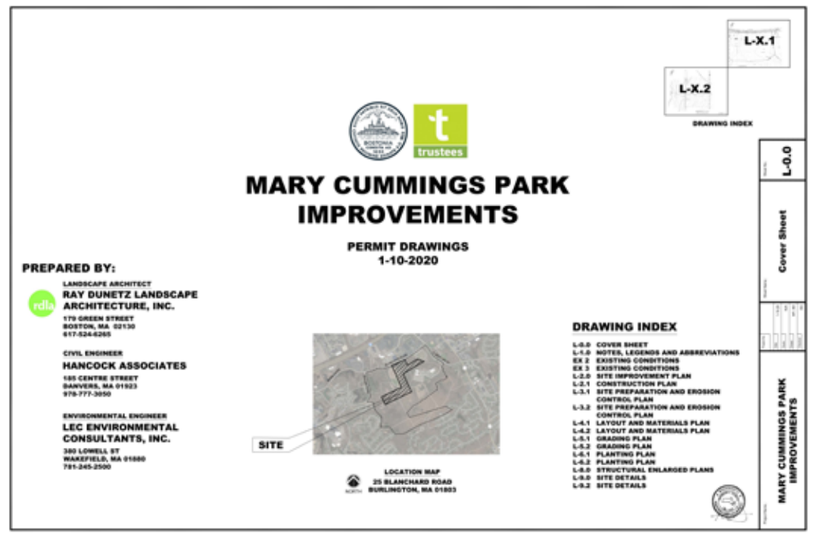
MARY CUMMINGS PARK

SCHEMATIC DESIGN

BURLINGTON, MA

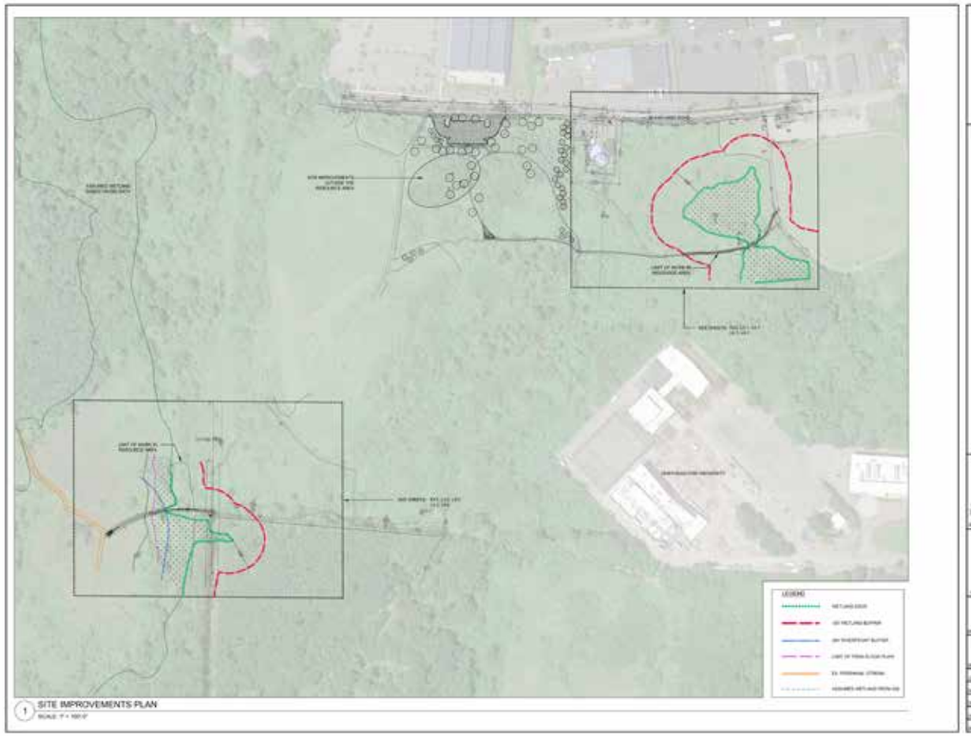
In this project, I spent a lot of time drawing perfect geometric curve lines, but this project is special to me because we tried to make the CAD drawings to be colorful. Not as what we usually do in other projects, we provide the Bid documents as well as the Permit drawings. The Permit drawings are provided to the environmental department for approval. We want to make the drawings easy to read and clear to understand for everyone, so we make the set of drawings to be colored. Which is new and inspired to me. In the well-regulated design of documents, incorporating some modifications may be more conducive to the solution.

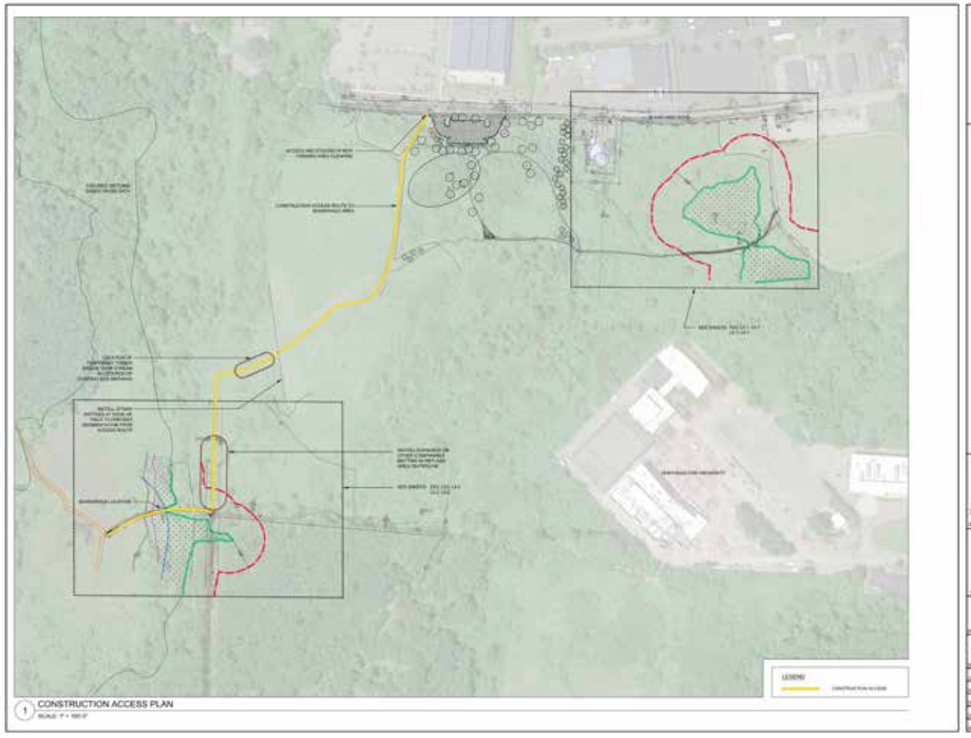
Cover Page For the Two Documents



Permit Drawings

A set of permit drawings are just the basic drawings that comply with a environment department's checklist to verify the project is allowed to be built on the property, and it also shows it will meet the most minimum standards of ecological safety and energy efficiency. Permits and approvals help us build and maintain the ecology in a way that minimizes environmental impacts.


SITE IMPROVEMENTS PLAN
LEGEND
MARY CUMMINGS PARK IMPROVEMENTS
BURLINGTON, MA
SITE IMPROVEMENTS PLAN
L-2.0


CONSTRUCTION ACCESS PLAN
LEGEND
MARY CUMMINGS PARK IMPROVEMENTS
BURLINGTON, MA
CONSTRUCTION ACCESS PLAN
L-2.1


BLANCHARD ROAD
GRADING PLAN
MARY CUMMINGS PARK IMPROVEMENTS
BURLINGTON, MA
GRADING PLAN
L-5.1


GRADING PLAN
MARY CUMMINGS PARK IMPROVEMENTS
BURLINGTON, MA
GRADING PLAN
L-5.2

MEDICAL VILLAGE

NATIVE PLANTING PLAN

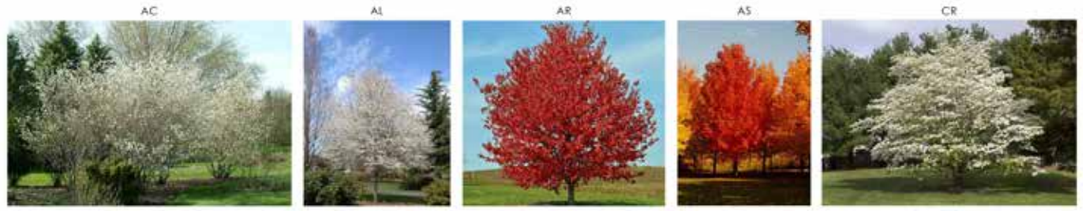
LYNNFIELD STREET

In this project, I learned how to pick native plants for local site. What's more important is, I realized that as a landscape architect, it is important to negotiate with local residents and meet their demands. The factors that need to be considered in landscape design are not only the function and beauty of the site itself, but also the impact on surrounding areas and residents, which should be considered in the design.

Native Planting Plan

LYNNFIELD STREET
MEDICAL VILLAGE
LYNN, MASSACHUSETTS

August 08, 2019



Amelanchier x grandiflora 'Cumulus'
Cumulus Serviceberry

Amelanchier laevis
Allegheny Shadbush

Acer rubrum 'Red Sunset'
Red Maple

Acer saccharum
Sugar Maple

Cornus x 'Rutdan'
Celestial Dogwood

Hamamelis virginiana
Common Witch Hazel

Juniperus virginiana 'Hillspire'
Hillspire Red Cedar

Liriodendron tulipifera 'Little volunteer'
Little Volunteer Tuliptree

Nyssa sylvatica
Black Gum

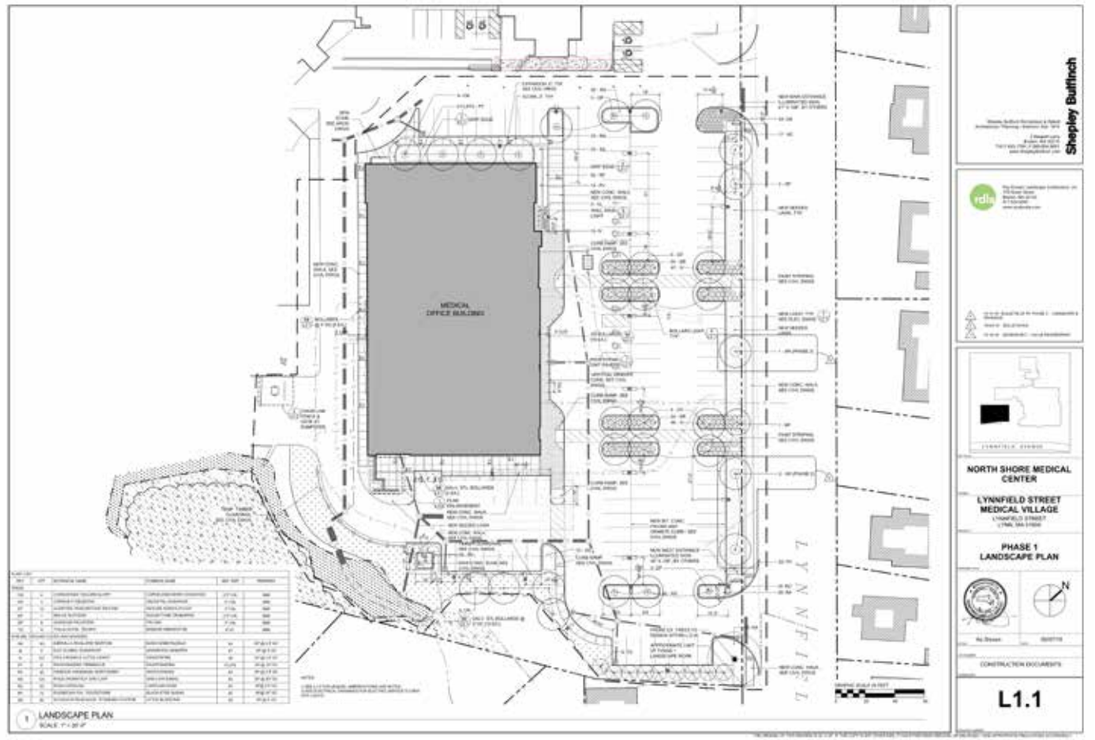
Pinus resinosa
Red Pine

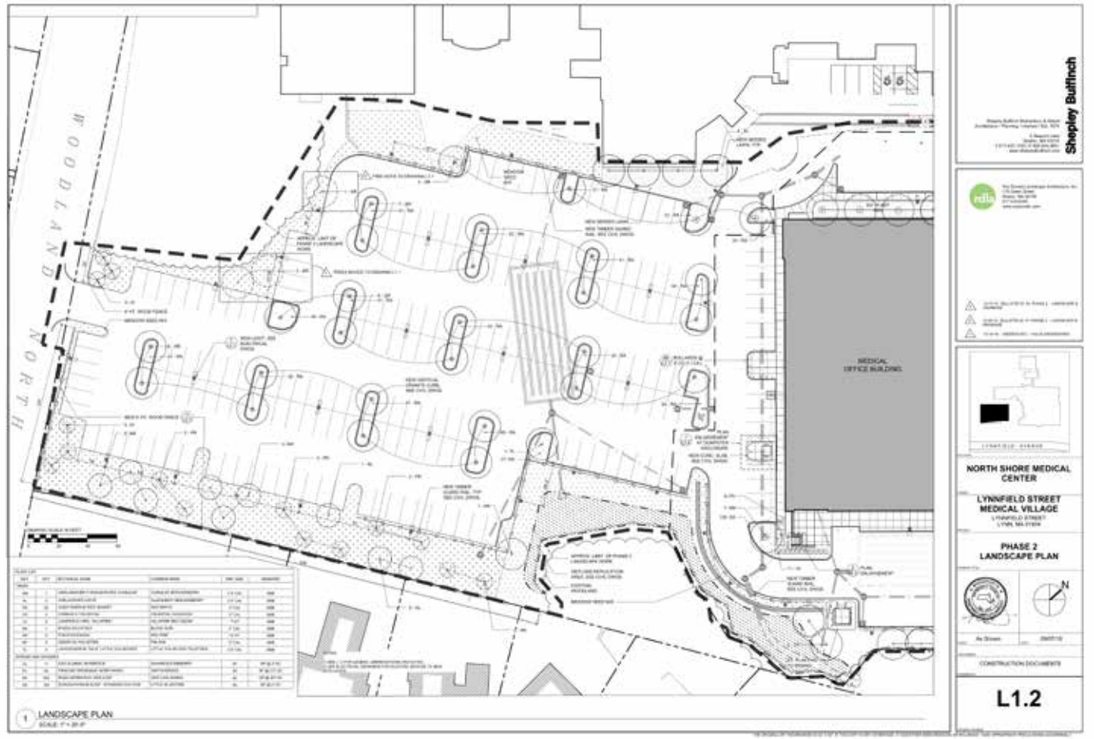
Quercus palustris
Pin Oak

Native Plant Palette

LYNNFIELD STREET
MEDICAL VILLAGE
LYNN, MASSACHUSETTS

August 08, 2019





Landforms, Earthwork and Grad

HOUSTON FIELD HOUSE

GRADING PLAN

Start with an introduction to the fundamental principles of earthwork and land-form analysis, I learned geological types and processes that shape and modify the earth's surface in this project. I understanded construction code and how they work together.

The rich design in front of the architecture includes steps, ramps, walking, roads, landscapes, terrace and walls. The overall height difference ranges from 306 to 313.

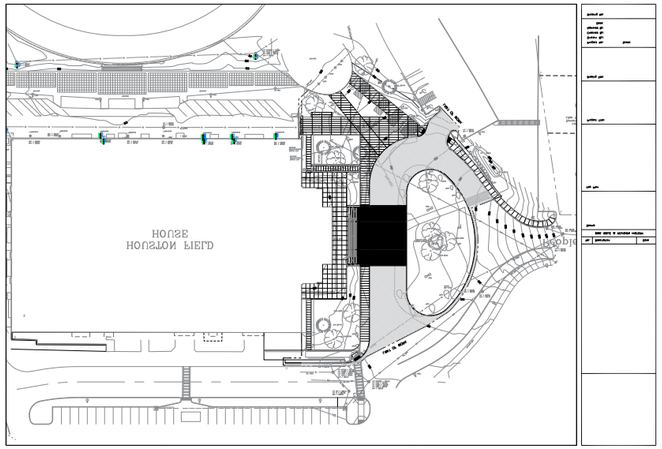
Based on the existing, I propose my plan as the following:
Leverage the existing to balance the drainage
Protect the vegetation as much as possible
The overall plan should meet Boston code
Try to do as few cut and fill as possible

HOUSTON FIELD HOUSE

GRADING PLAN

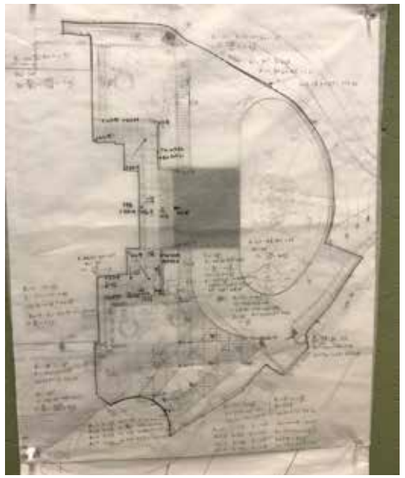
Constraints
The constraints I meet is mainly how to deal with the south side of the site, where two walks cross the terrace ramp. This puts a constraint on how to partition the site to make the sub-modules function well while connecting the end points of the walk and the top of curb of the road.

Improvements
The improvements of this plan has two major improvements and advantages:
The existing vegetation is protected as much as possible
The work related to cut/fill is minimized

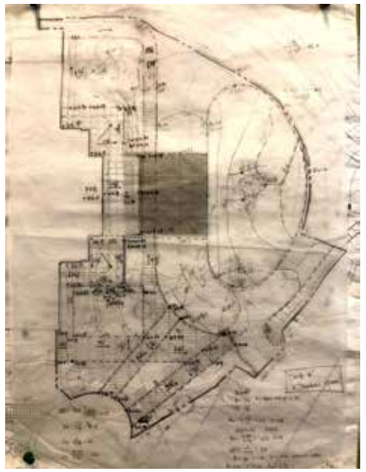


Master plan of the site

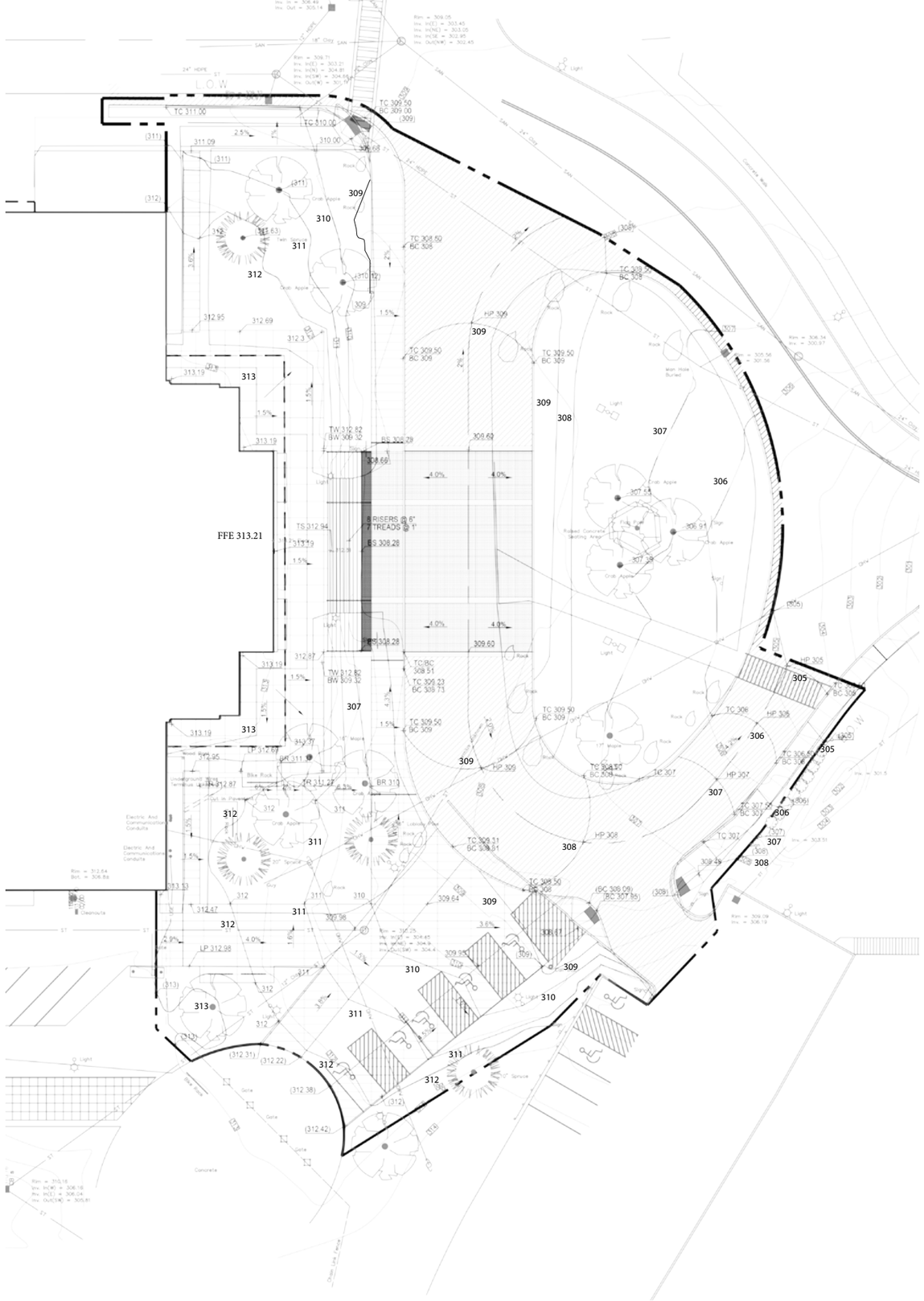
Calculation of
Terrace and steps

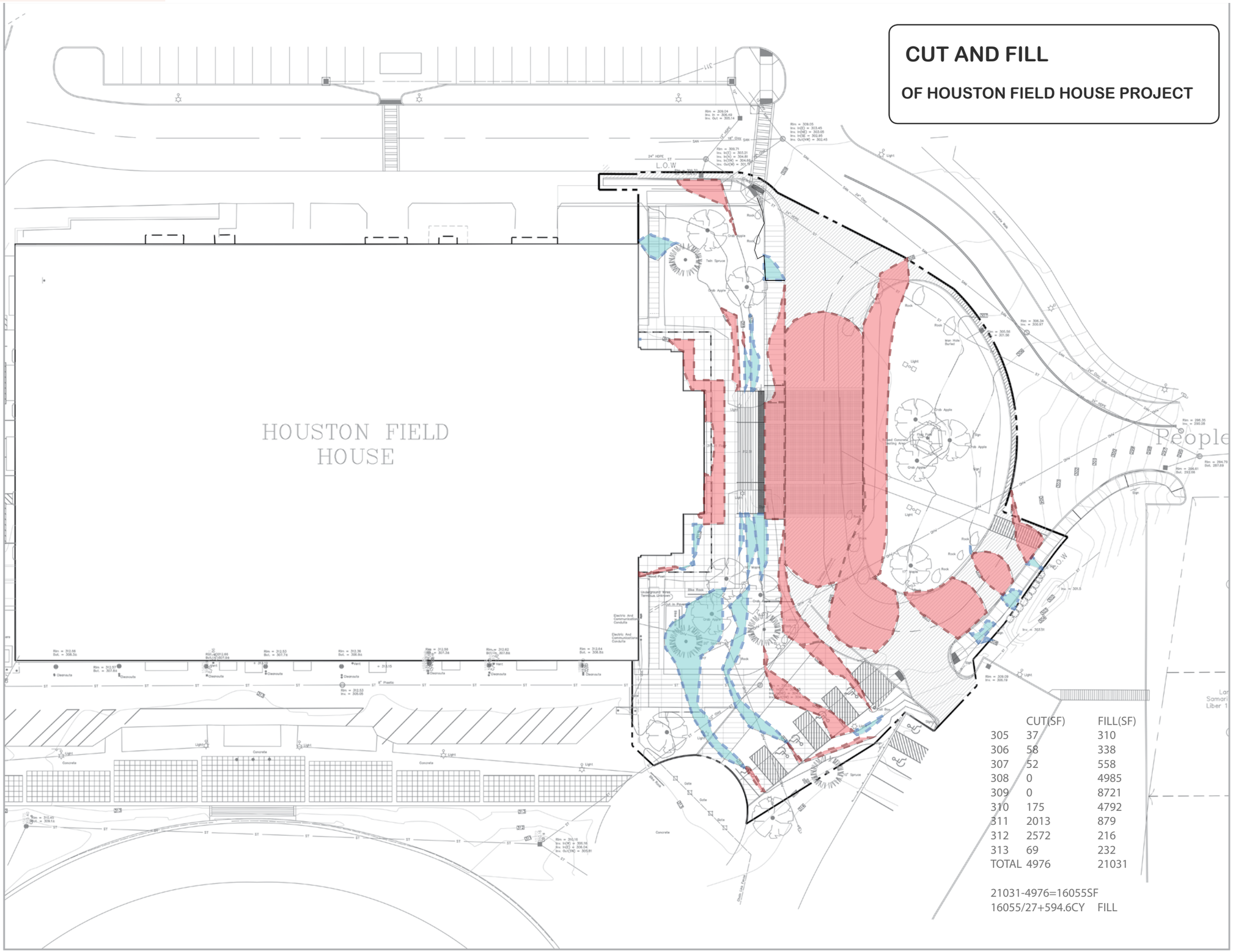


Calculation of
walks and ramps



Calculation of
roads and landscape





XS

BOSTON ARCHITECTURAL COLLAGE

TSM2008_A_ GRADING 1: LANDFORMS

Instructor:Catherine Oranchak

Student: Xianglu Shen

No.	Description	Date

DWG ISSUE & REVISION HISTORY

Stamp

Key Plan

Project Title:

Drawing Title:

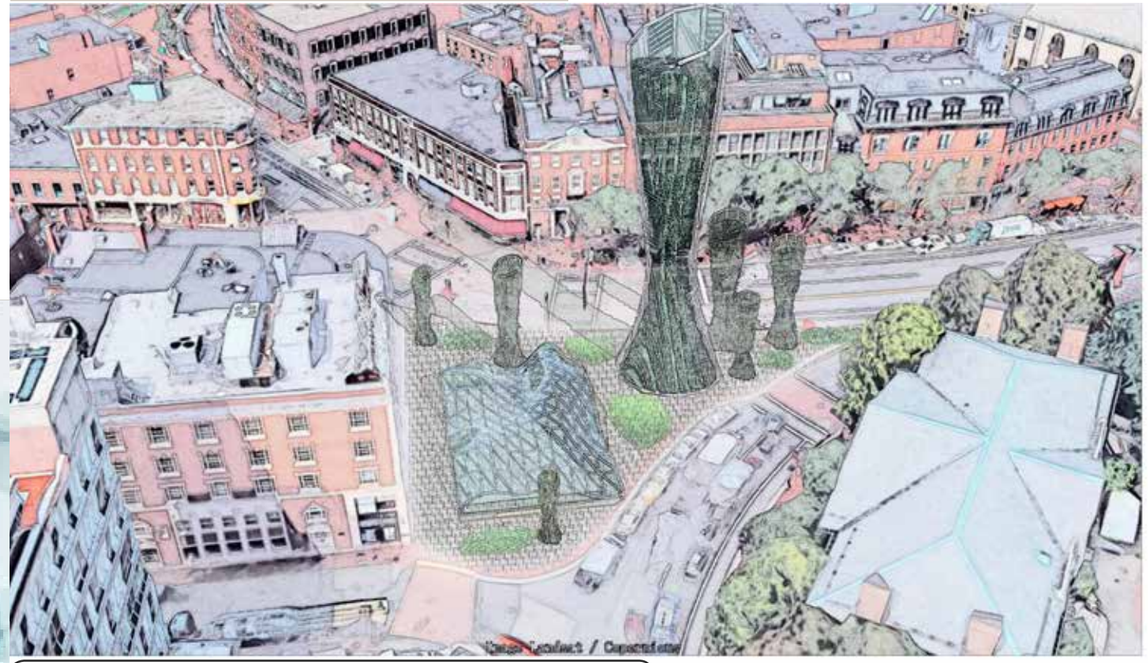
Project No. Scale:
Drawn By:
Checked By:
Approved By:
Date:

Drawing No.

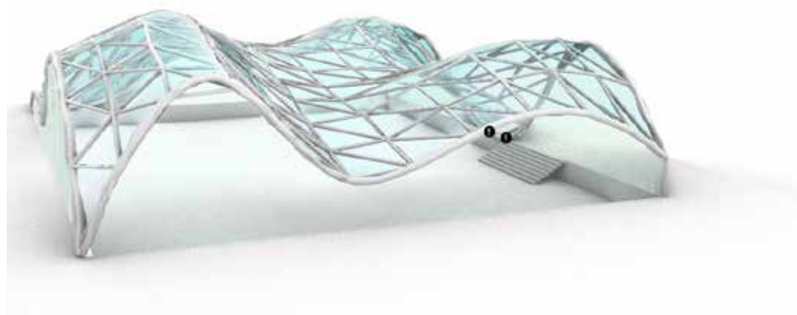
VERTICAL LANDSCAPE

-- Harvard Square Regeneration Plan

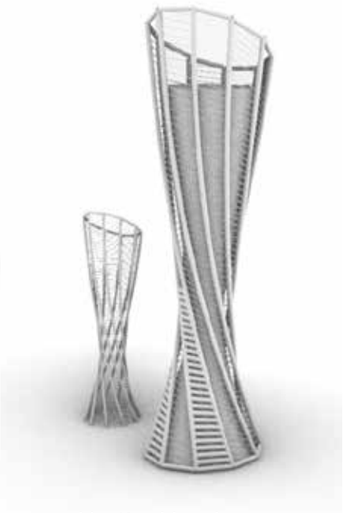
Construction Details are important parts of construction document, which means it is very important for a landscape designer to know. It is the first time I learn how different materials work together and detailing elements constructed urban space.
We finished some construction details during the first segment, and started our own design during the second segment of the class. In this project I was trying to create a view tower in Harvard Square which is covered with plants. I use Grasshopper to make the models of the two different kinds of towers offers two different solutions for planting. T-station will collect plants original growing warmer places, all of these will bring people new sights of view here.



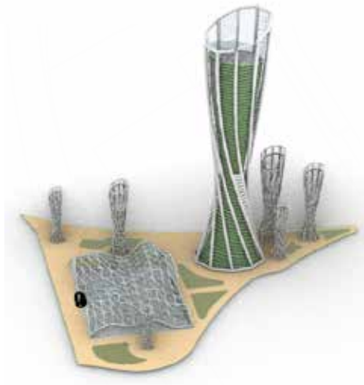
Vertical Landcape
-- Harvard Square Regeneration Plan



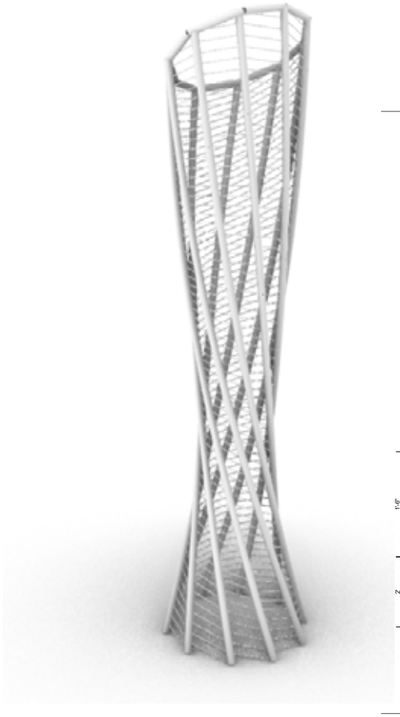
T-Station
(Plantings inside)



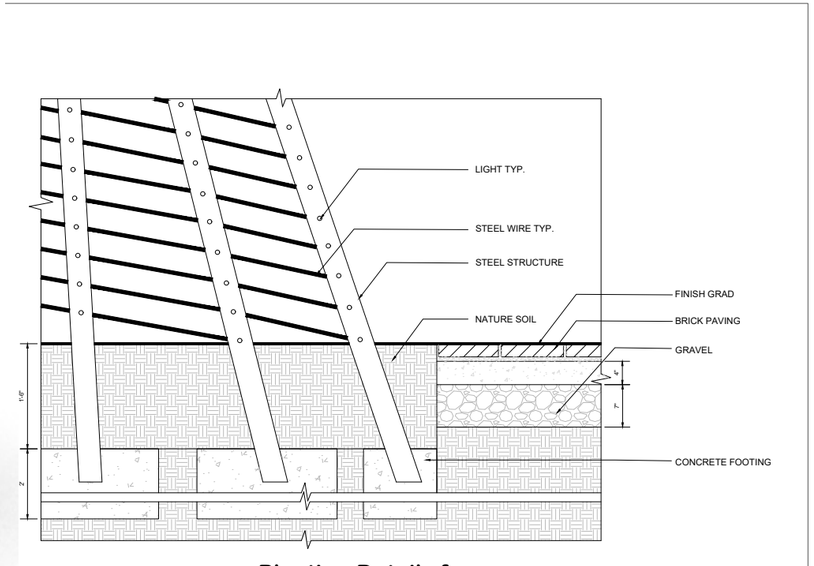
Vertical landscape
towers



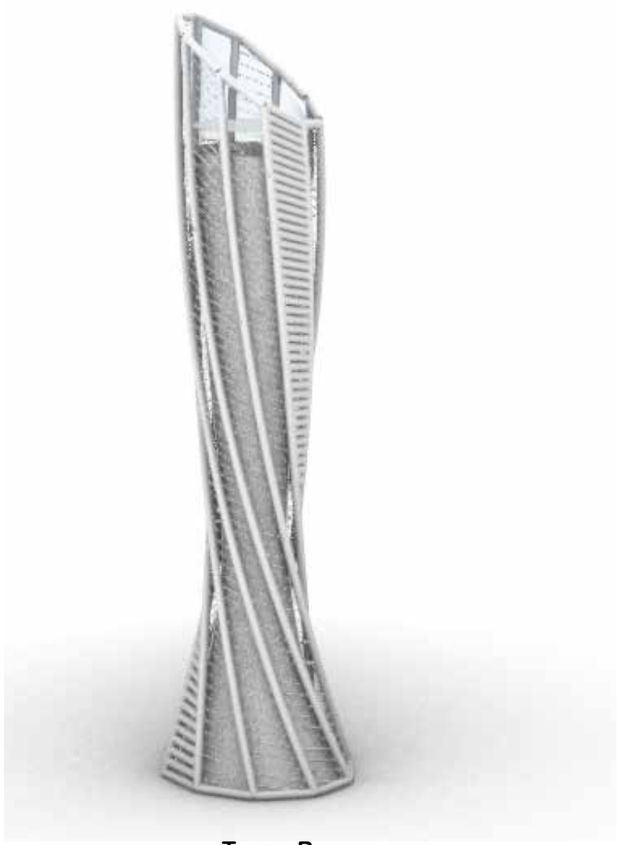
Site plan



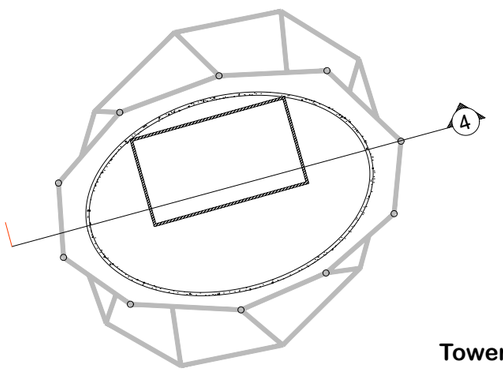
Tower A



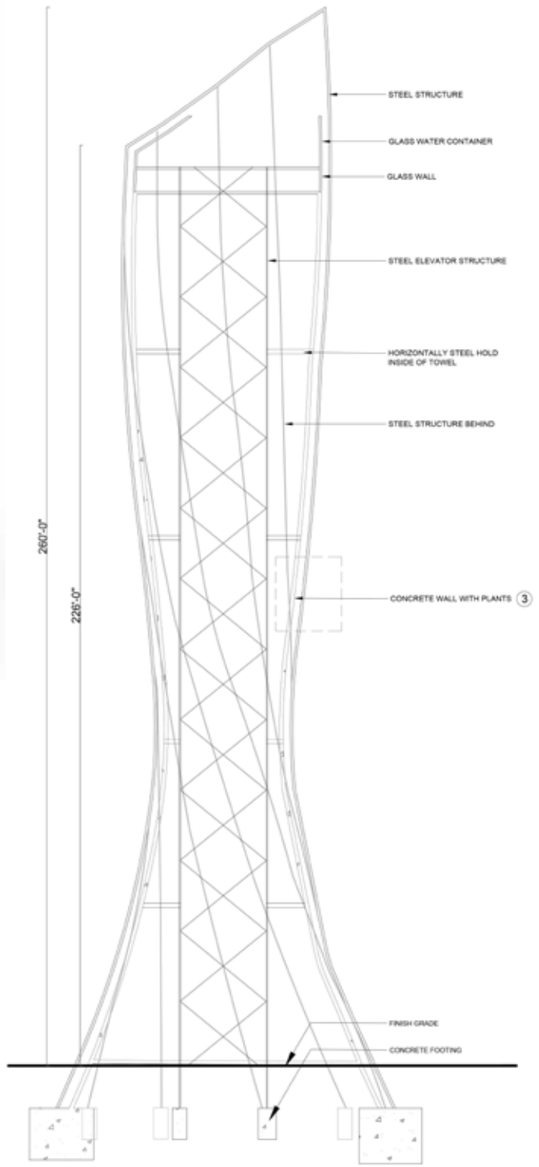
Planting Details for
Tower A



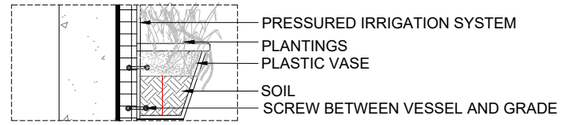
Tower B



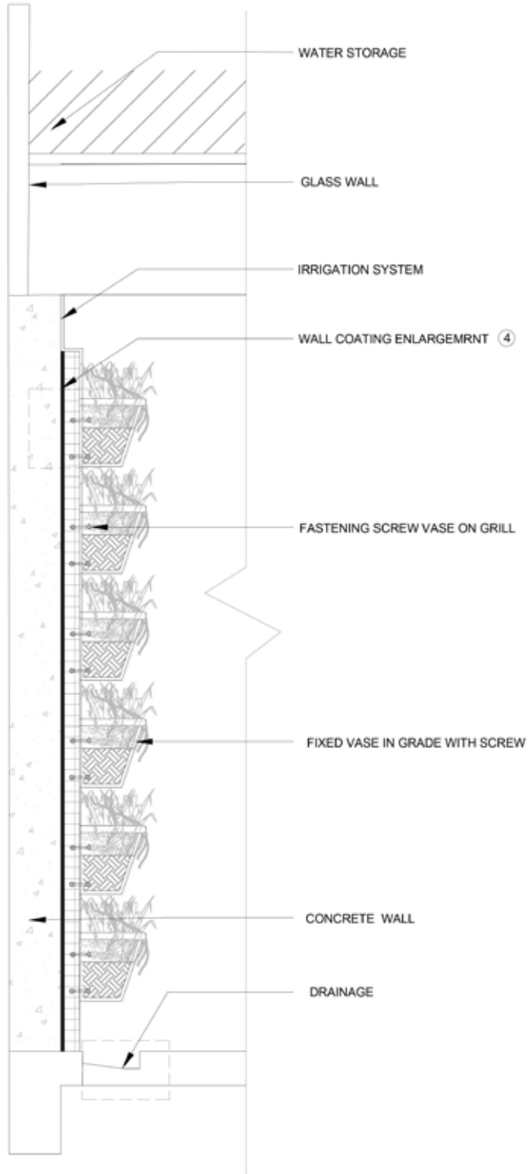
Tower B plan



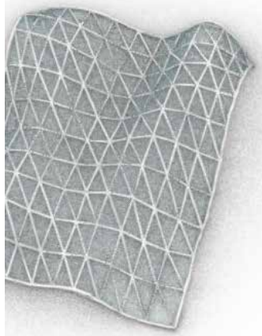
Tower B section



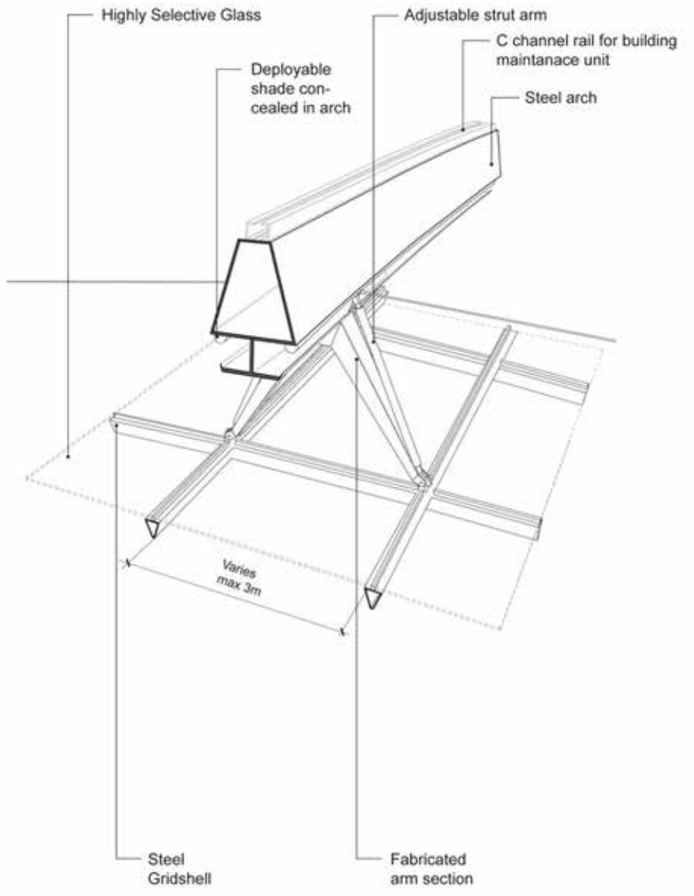
Wall coating enlargement



Concrete wall with plants enlargement

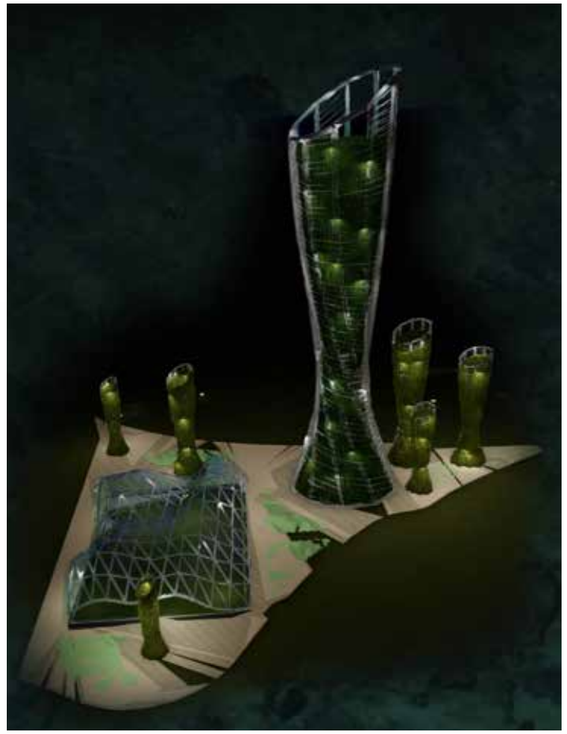


T- Station surface

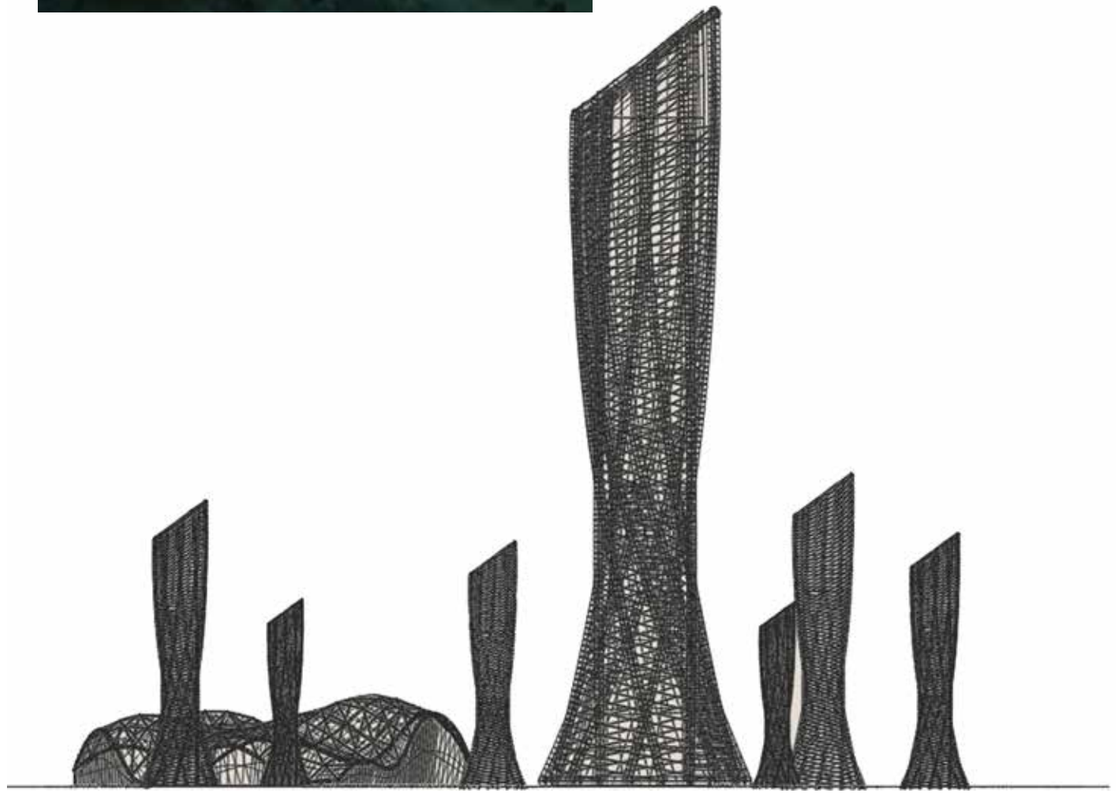


T- Station Structure Detail

T- Station Structure



Lightening at night

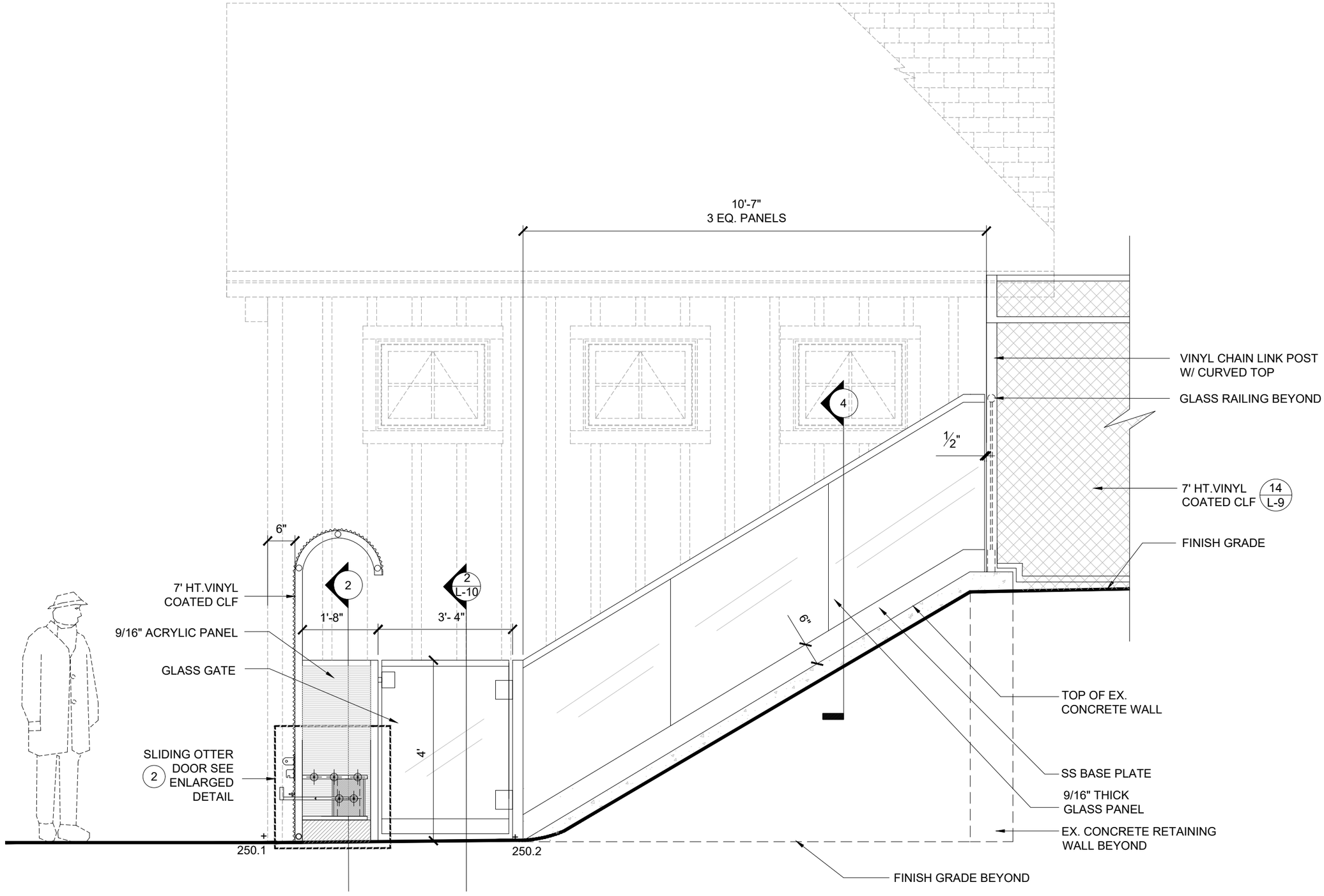


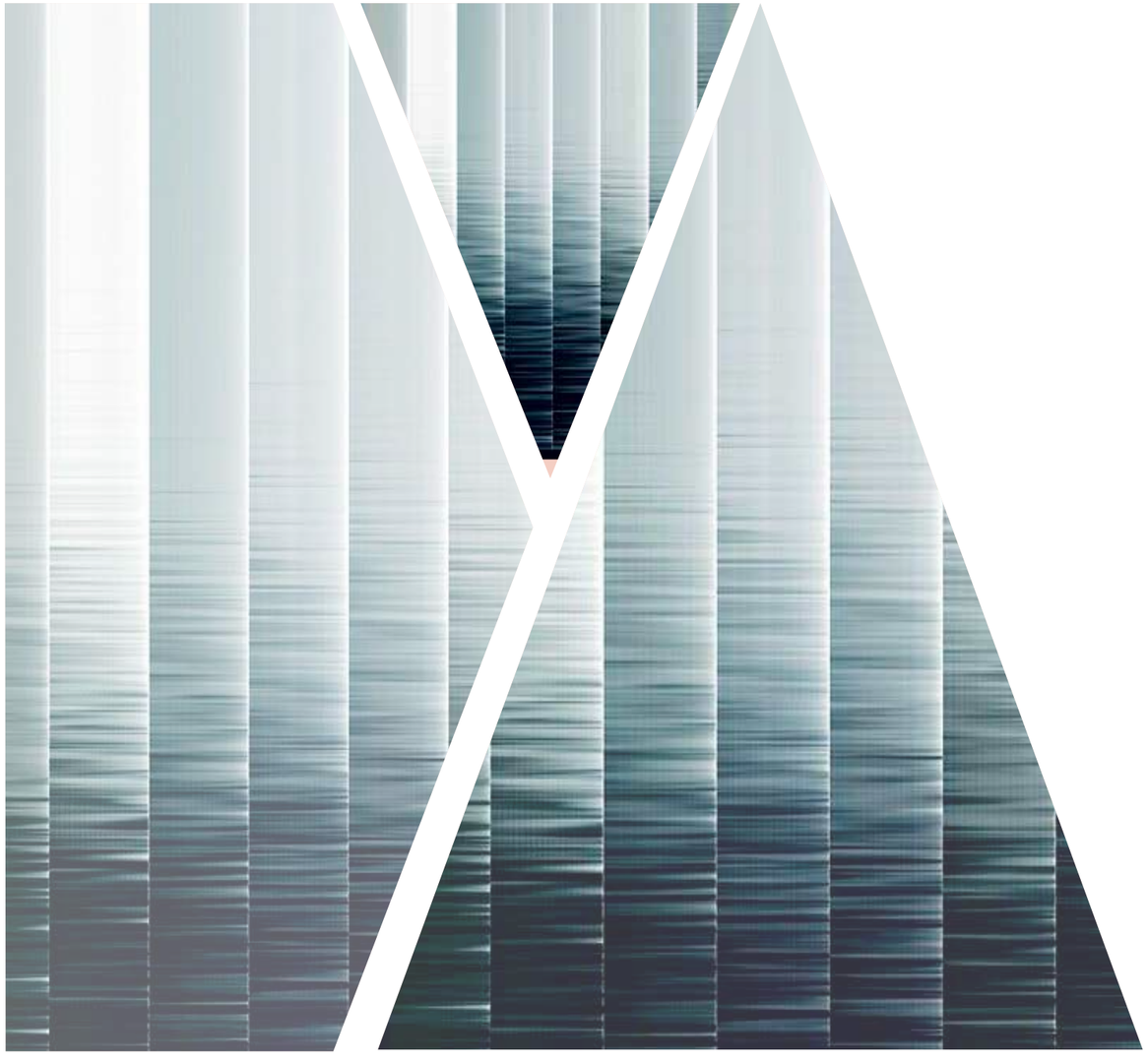
Site elevation

TRAILSIDE MUSEUM

Otter Exhibit

This is a project last st lease 3 years, it was started long before I came to the firm. It is a design for otters which sames very different from any other works I did before. I will show one of my detail drawings. not only because it is interesting for me, but also, it is the first section drawing since I become a member of the RDLA.


10'-7"
3 EQ. PANELS
VINYL CHAIN LINK POST
W/ CURVED TOP
GLASS RAILING BEYOND
4
1/2"
7' HT.VINYL
COATED CLF
14
L-9
FINISH GRADE
6"
7' HT.VINYL
COATED CLF
2
2
L-10
1'-8"
3'- 4"
9/16" ACRYLIC PANEL
GLASS GATE
6"
TOP OF EX.
CONCRETE WALL
SLIDING OTTER
DOOR SEE
2 ENLARGED
DETAIL
4'
SS BASE PLATE
9/16" THICK
GLASS PANEL
EX. CONCRETE RETAINING
WALL BEYOND
250.1
250.2
FINISH GRADE BEYOND



Boston Architectural College

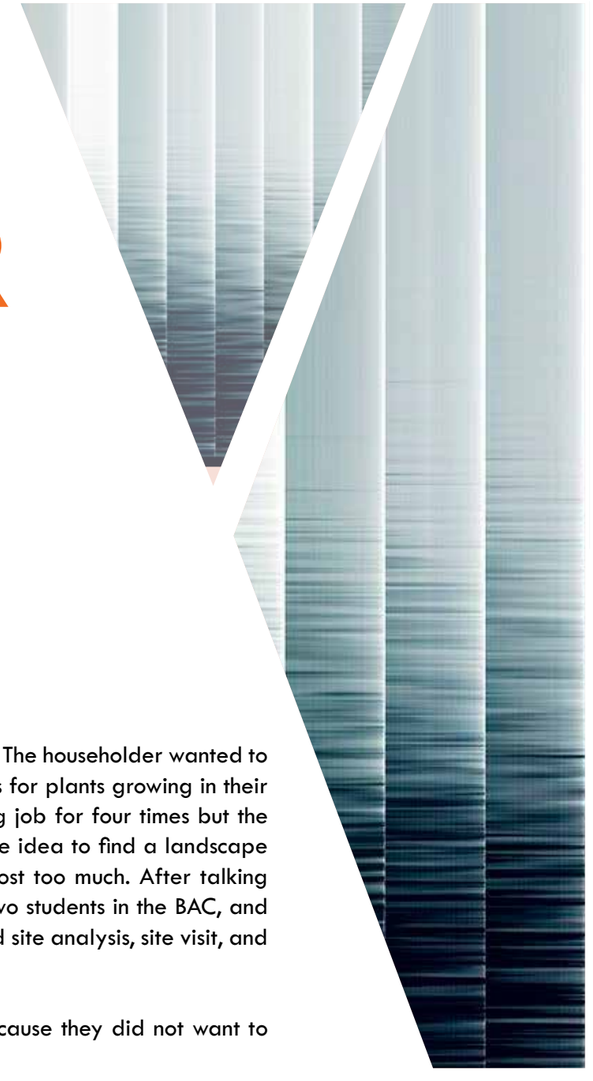
NON-OCR JOB

PLANTING PLAN

I applied this job through BAC's practice office. The householder wanted to have their yard redesigned. There are some problems for plants growing in their garden, they actually hired people to do the planting job for four times but the plants still doesn't grow well. So they came up with the idea to find a landscape architectural student to have a try, as this may not cost too much. After talking with her several times, I make up a team with other two students in the BAC, and trying to do the design job for the householder. We did site analysis, site visit, and schematic design.

Unfortunately, they terminated the project because they did not want to continue investing in the garden.

Although this project was aborted, it is a good try for me.








xianglu.shen@the-bac.edu
Sat 6/22/2019 17:38
To: cpina51@yahoo.com
Cc: Xianglu Shen

Resume.pdf
61 KB

Jun 22, 2019, 5:38 PM

Dear Mrs.Pina:

Xianglu Shen has submitted a resume for you to review. This resume has been attached and is for the position of [Landscape design], which was posted on PracticeLab - an online job board for Boston Architectural College's students and alumni.

You can contact the student at xianglu.shen@the-bac.edu for further discussion.

If the students submitted a note, it said:
Portfolio is uploaded (shown on my resume).

If you have any questions regarding your job posting, please feel free to contact Practice Department of Boston Architectural College at practice@the-bac.edu or at (617) 585-0196.

Sincerely,

Practice Department - Boston Architectural College

3rd floor - 320 Newbury Street building

xianglu.shen@the-bac.edu

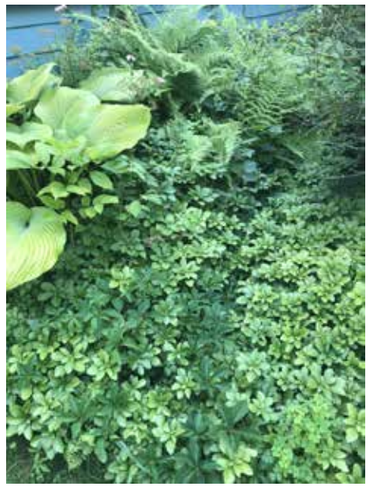
C Pina <cpina51@yahoo.com>
Wed 7/17/2019 21:15
To: Xianglu Shen

Dear Xianglu,

My deepest apologies. My husband is now asking if maybe we should consider moving and not invest more money in this property. He feels we have spent too much and not sure the investment would be a good one. So, for now he is in limbo and not sure what to do. He does have someone who will do very minimal work, weed and mulch. Not at all at the level of design I was hoping to do with you and Cam.
I wish you the best and perhaps in the Spring I will be reaching out to you.
Again, my apologies for the time spent with me and any inconvenience I may have caused you both.
I would certainly refer you and Cam to someone in need of a landscaper with the knowledge you both have.

Warm Regards,
Carol









Subcontent

Some of

PREVIOUSE WORK

-- completed before I came to the United States as a member in my team

Daxing International Airport Ecological Planning

Planning Location: Beijing

Planning area:330.8 hectares

Time line: 2018

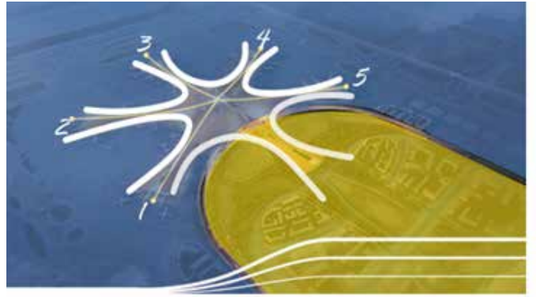
Goal 1: Low-carbon pioneer. Reduce greenhouse gas emissions targets and build an airport system based on low energy consumption and low pollution.

Goal 2: Practitioners of green building. Aiming at the coordinated development of people, architecture and the natural environment, construct a complex of buildings that develop in balance with nature

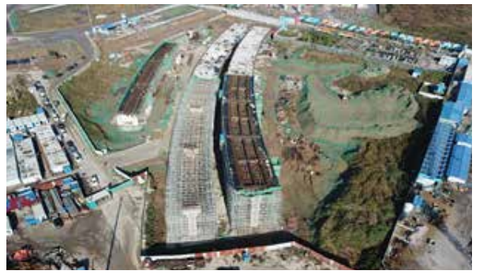
Goal 3: Environmentally friendly demonstration airport. With the goal of coordinated development, win-win and common prosperity, based on environmental carrying capacity, and following the laws of nature as the criterion, construct an airport system that harmonizes man and nature, development and environment, construction and protection, economic growth and social progress

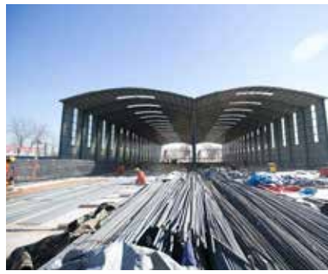
Goal 4: Run the leader efficiently. Aiming to lay a foundation for high-quality services, build a standardized and efficient airport system

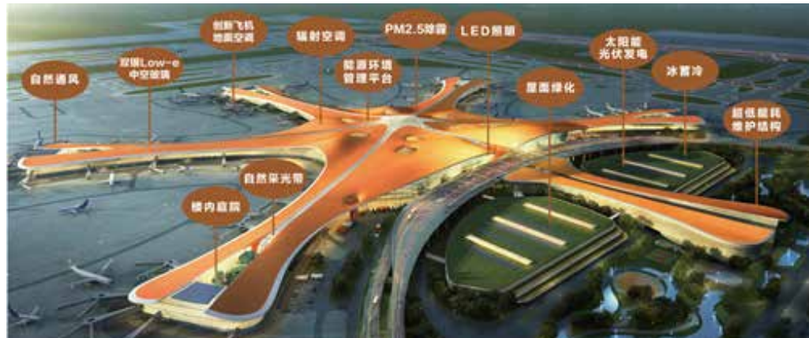
Goal 5: Humanized service benchmark: People-oriented, build an airport service system with high-quality service and humanistic care as the core.

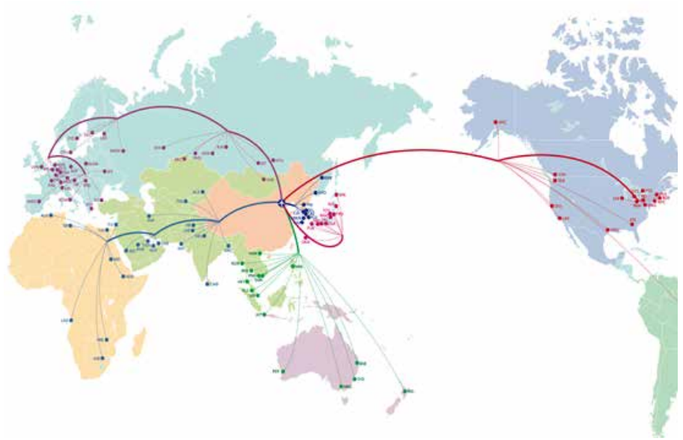


The airport landscape is divided into two parts, the working area and the terminal building. A large-scale water landscape is set up inside the working area, including the central axis landscape of the working area, the east-west open channel landscape and the landscape park on the east side of the working area to create a green landscape structure of “one axis, one belt, one ring, and multiple points”. The interior design of the terminal building has unique interior courtyards, which are distributed at the end nodes of the corridor. They are five garden spaces with Chinese traditional cultural connotations, namely, the Chinese Garden, the Porcelain Garden, the Pastoral Garden, the Silk Garden, and the Tea Garden. Mutual integration to improve the outdoor waiting experience.









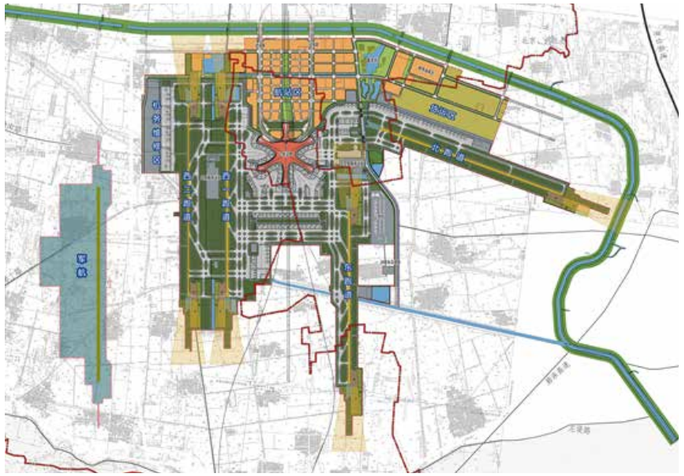
Daxing International Airport Ecological Planning

Planning Location: Beijing

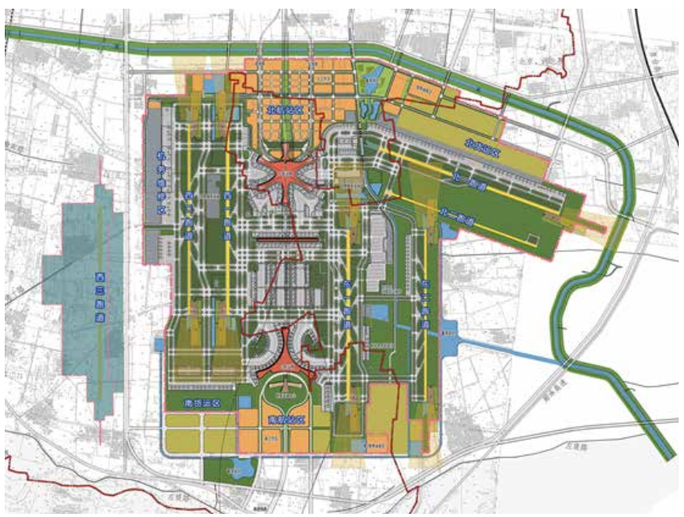
Planning area:330.8 hectares

Time line: 2018

Beijing New Airport is located in the center of the three major cities of Beijing, Tianjin and Hebei, with a superior geographical location and dense surrounding transportation network. It has an inherent location advantage in promoting regional cooperation and can play the role of a regional center to promote the integrated development of Beijing, Tianjin and Hebei. .



The working area of Beijing New Airport is located on the north side of the terminal building. It is mainly used for the residence, office and life of the staff who provide services and technical support for the terminal and flight area. The planning and design of the work area introduces the concept of TOD (Public Transportation-Oriented Development Mode), and implements the integrated development of architecture, municipal administration and transportation. All plots adopt the layout of dense road network in small blocks, and the side length of plots does not exceed 200m. Within the working area, the development intensity of the core area should be appropriately increased, and land resources should be used rationally. The life service center in the working area is planned as the supporting facilities of the new airport, including shops, entertainment facilities, scattered commercial outlets, canteens and supporting catering. At the same time, it is equipped with emergency centers, information centers, education and scientific research bases, armed police and security centers, and various internal supporting facilities . The open block layout meets the needs of daily work and life, creating an all-weather vibrant public space.



A large-scale water landscape is set up inside the working area, including the central axis landscape of the working area, the east-west open channel landscape and the landscape park on the east side of the working area to create a green landscape structure of “one axis, one belt, one ring, and multiple points”. The central landscape axis is located in the core office area, dividing the core into east and west sides. The east side is mainly the China Eastern Airlines base, airport life service facilities and other life service facilities, and the west side is the China Southern Airlines base. The central axis landscape, the open channel and the landscape park water system are connected to each other, providing a rich ecological landscape

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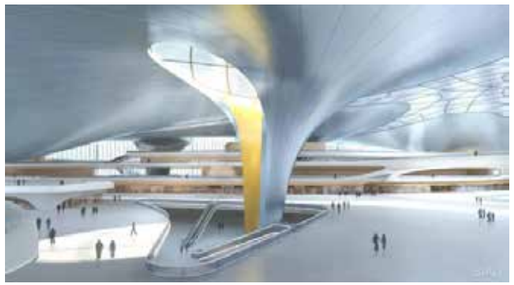
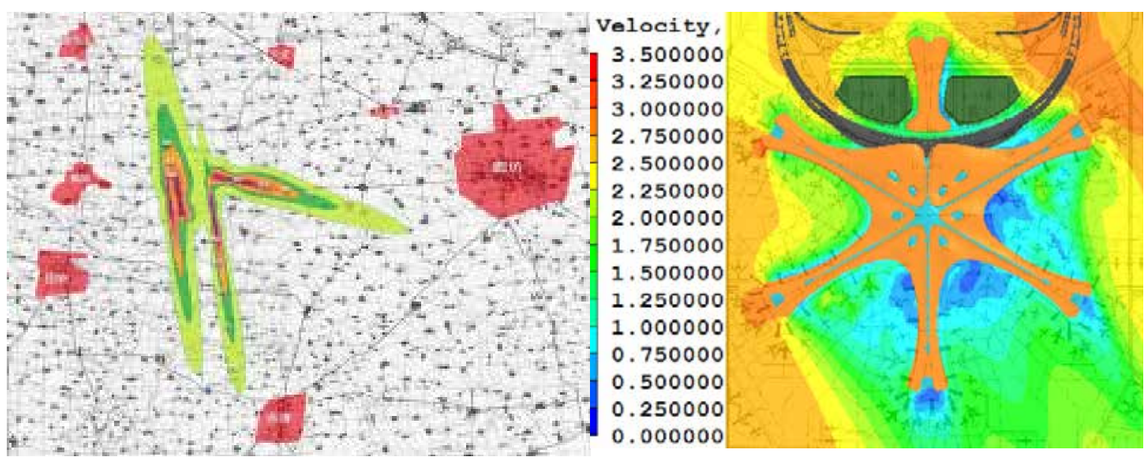
Combining the planning conditions of the new airport and the line network, in line with the goal of green, low-carbon, and efficient operation, a planning model of “integrated layout and three-dimensional transfer” is adopted to facilitate passenger travel and reduce transportation time and energy consumption.

With the goal of reducing greenhouse gas emissions, Beijing’s new airport is focusing on building an airport system based on low energy consumption and low pollution, that is, a low-carbon airport.





Planning Location: Shenzhen

Planning area: 32.2 hectares

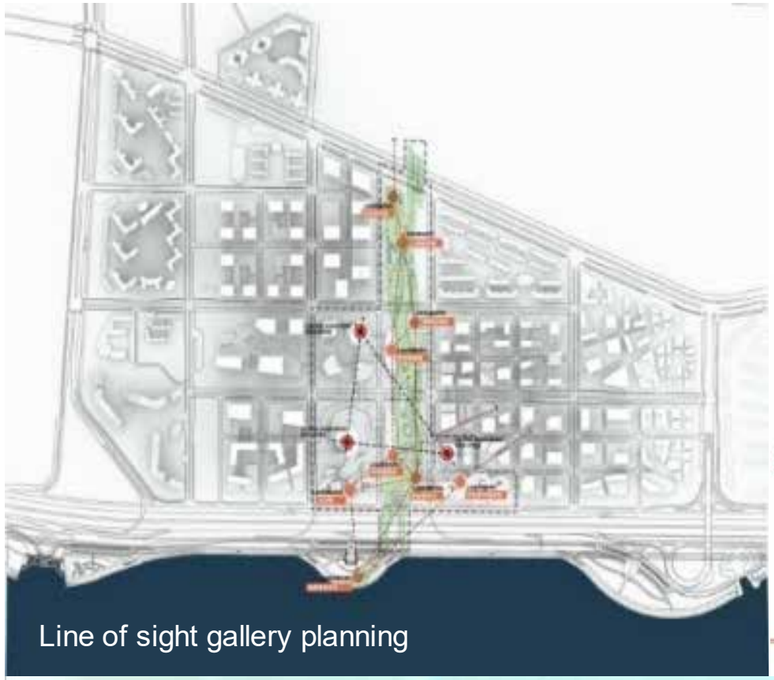
Time line：2014

Planning ideas:

1. To build a new portal in Shenzhen in the future;
2. Optimize the city's functional organization within Shenzhen;
3. Tandem OCT and Shenzhen Bay landscape sight corridor.

Planning Location: Shenzhen

Planning area: 32.2 hectares



▶ Shenzhen "Super City" International Competition

Planning Location: Shenzhen

Planning area: 32.2 hectares

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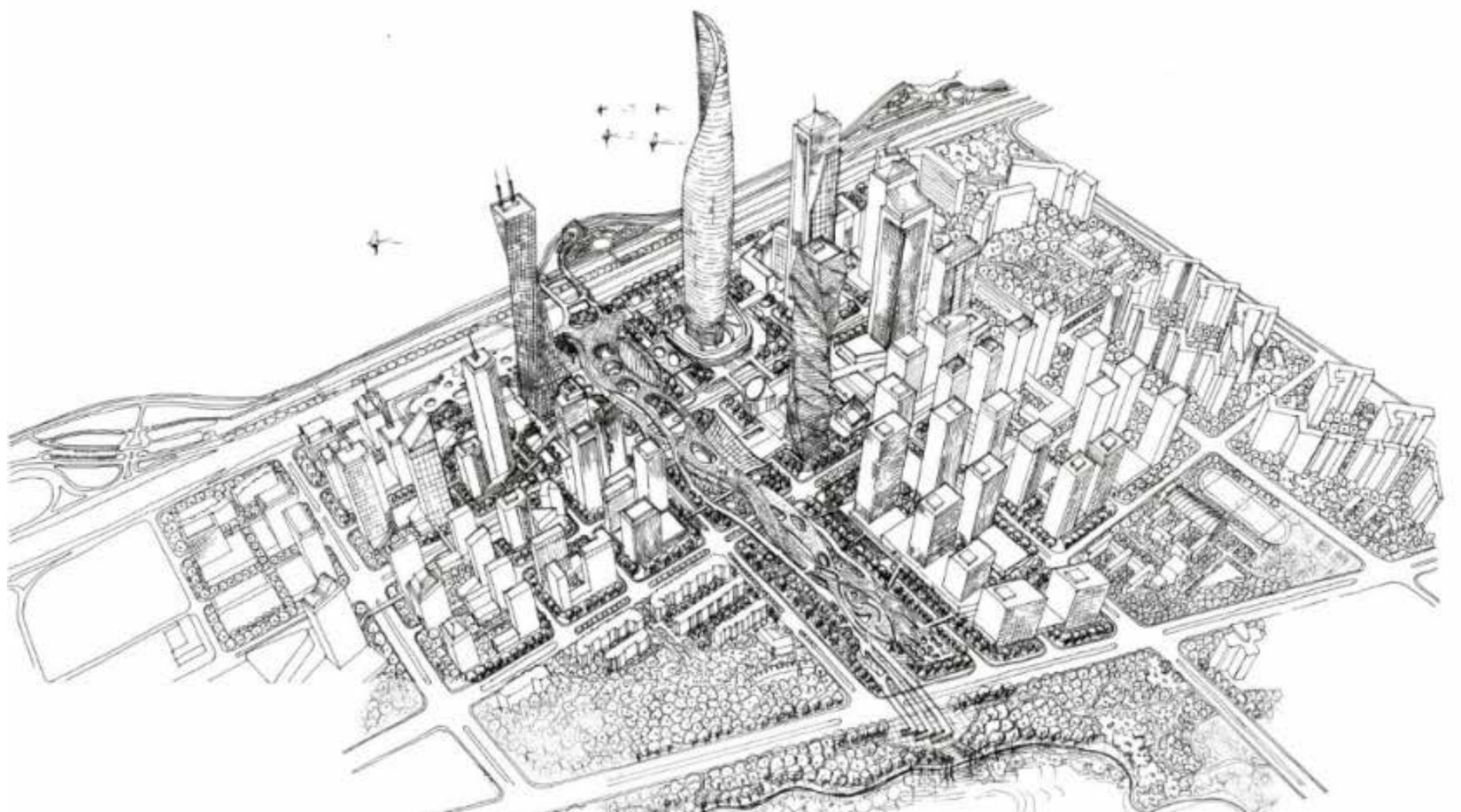

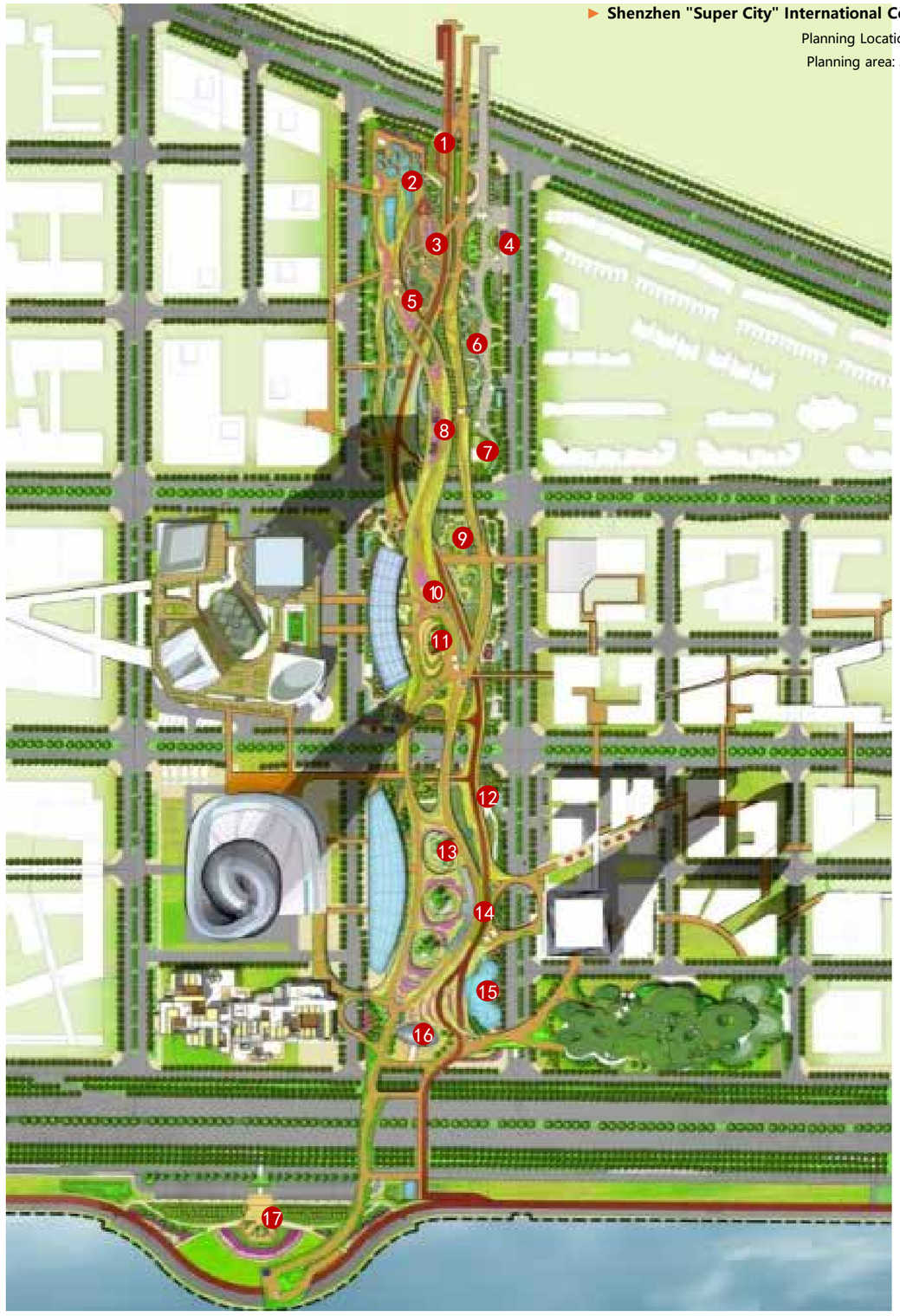

► **Shenzhen "Super City" International Competition**
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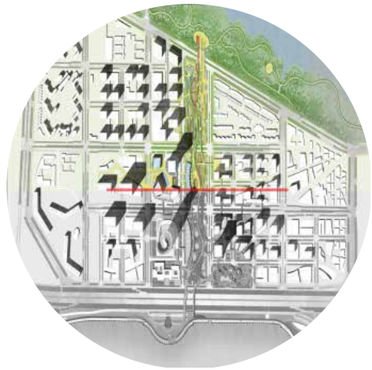
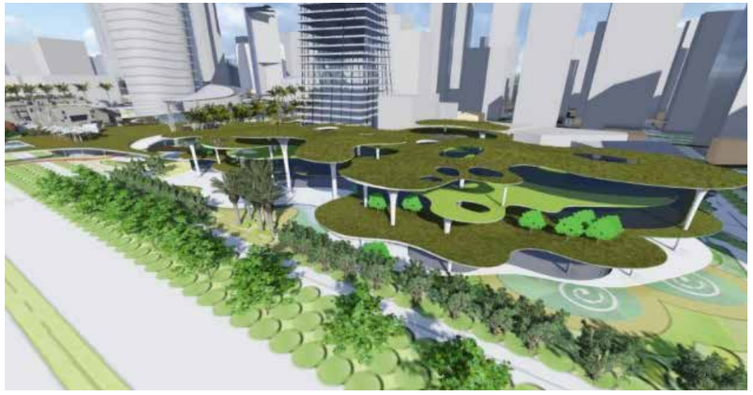




▶Urban Design of Beicheng New District in Wuyishan

Planning Location: Wuyishan, Fujian

Planning area: 8 square kilometers

Time line: 2013

(Cooperated with CTS stuffs)

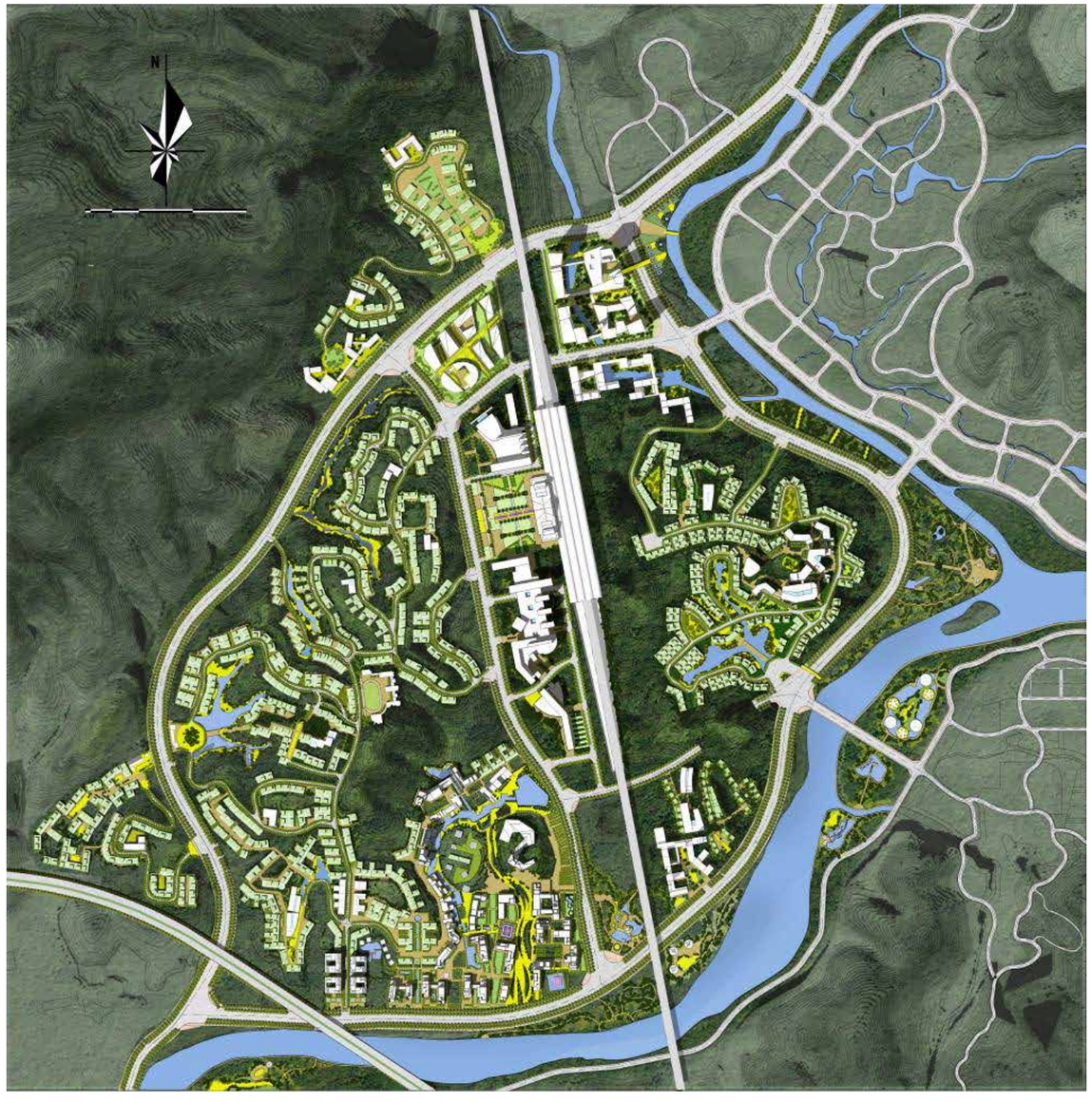
Urban design concept:

1. Ecological Environment - Respect for nature, shape traits

2 space shape - intensive green belt, efficient radiation

3. Transportation Network - Conform to the water system, continue to veins

4 functional structure - surrounded by ecology, the core concentration



▶Urban Design of Beicheng New District in Wuyishan

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Planning area: 8 square kilometers

▶Urban Design of the Yangtze River Area in High and New Technology Zone

Planning Location: Xiangtan City, Hunan Province
Planning area: 6.30 square kilometers
Time line：2014
Cooperated with CTS Stuff

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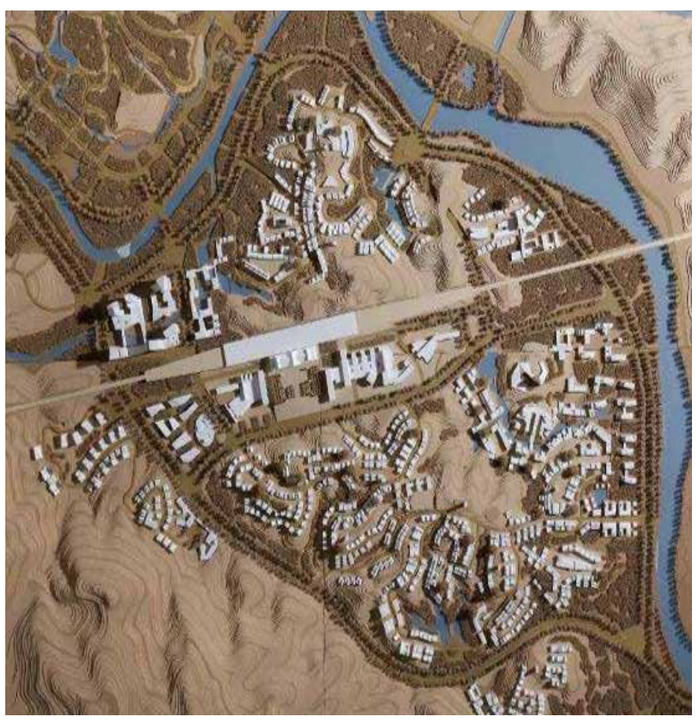

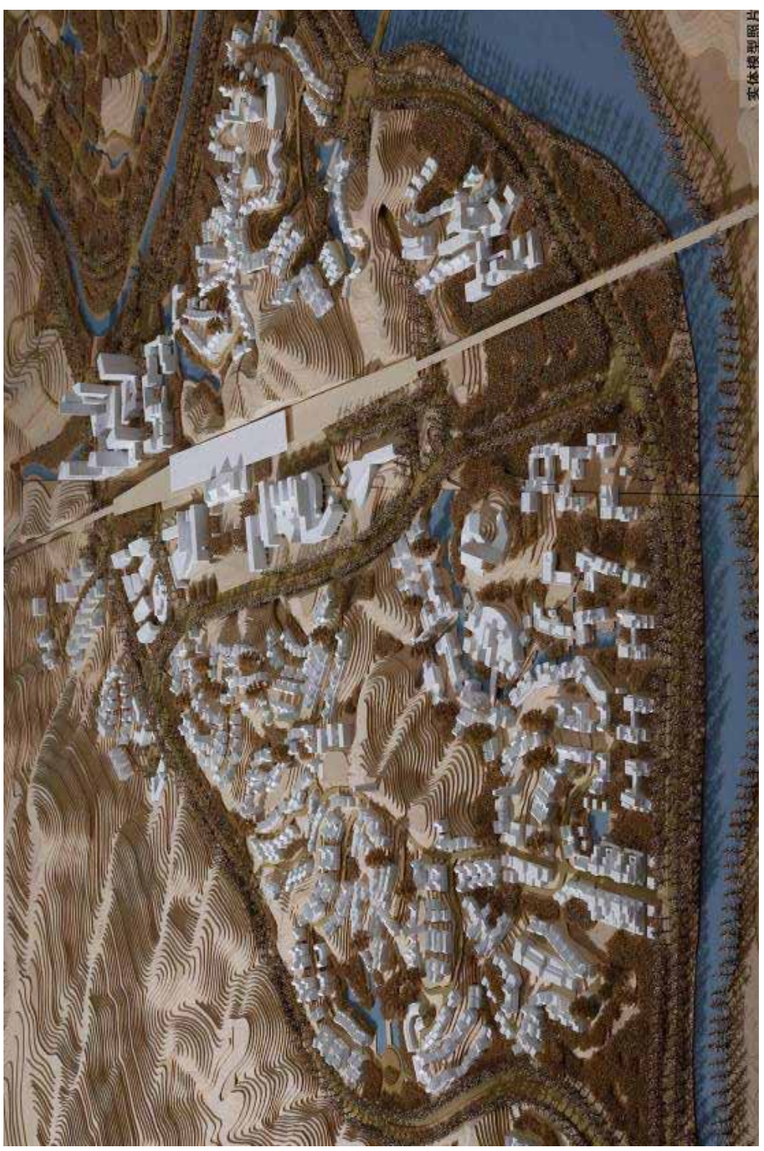

Planning Location: Xiangtan City, Hunan Province
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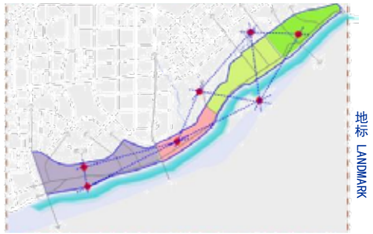
Transportation

Planning Location: Xiangtan City, Hunan Province
Planning area: 6.30 square kilometers

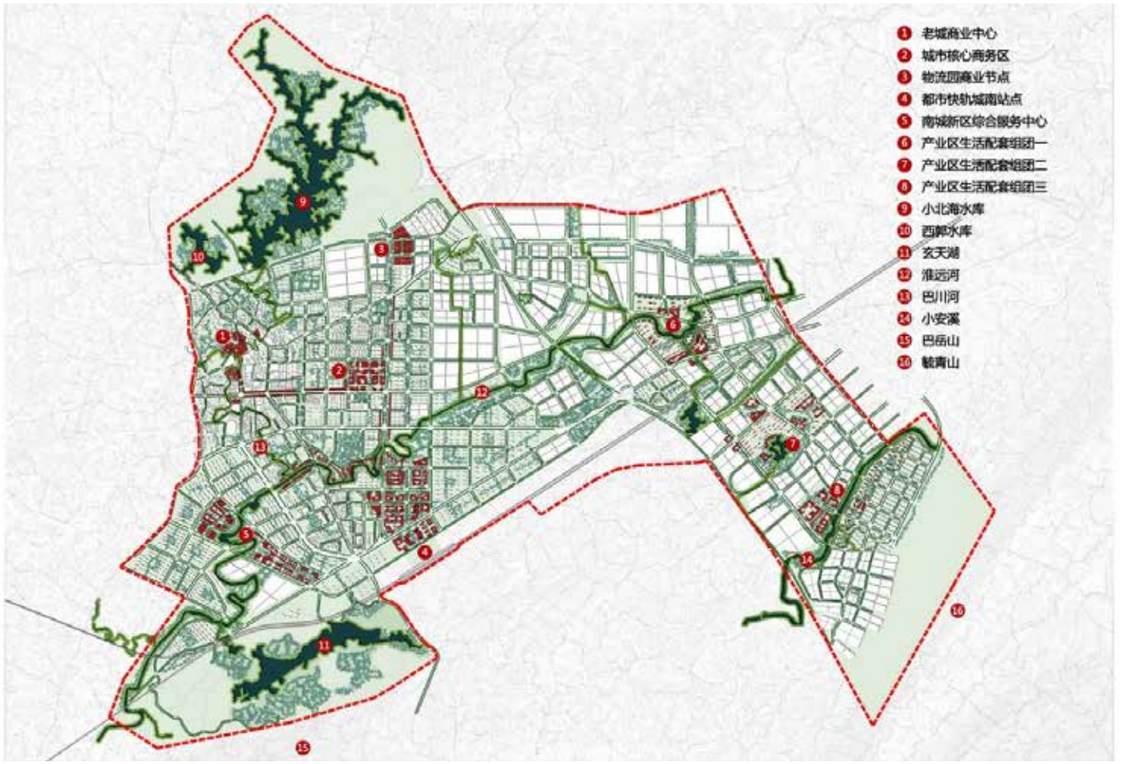


Planning Location: Xiangtan City, Hunan Province
Planning area: 6.30 square kilometers

▶Chongqing Tongliang District overall urban design

Planning Location: Tongliang District, Chongqing
Planning area: 93.94 square kilometers
Time line：2015

Three areas of linkage, that is, the old city, the city center and the urban new area in urban space on the organic interaction Huaiyuan River ecological corridor to guide the formation of the city a major spatial characteristics of the form; the same time, the mountains, water veins, With the city vein in adhering to the premise of the existing foundation, more vivid and distinctive.



▶Planning and Design of Automobile Park and Building Materials Park in Changdu

Planning Location: Qamdo, Tibet
Car Park Planning Area: 7.9 hectares
Building materials planning area: 18 hectares
Timeline：2015

Planning Location: Qamdo, Tibet
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Timeline：2015

Consider the functional activities of the car park terrain on the flatness is relatively high. When planning the base as a whole is divided into more than one platform to resolve the base height difference. Make full use of the characteristics of mountain base surface water, forming layers of space shape.

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Planning Location: Qamdo, Tibet
Car Park Planning Area: 7.9 hectares
Building materials planning area: 18 hectares
Timeline：2015

Considering the surrounding conditions of the base, two horizontal drainage gullys are reserved and the pedestrian commercial blocks are arranged on the west side; the storage parks, building materials exhibition centers and building materials markets are arranged in the central part; the ecological characteristics of residential areas in southern China are arranged according to the terrain features and the ecological living communities are formed in the west. East layer elevation, in line with the beautiful mountain skyline contours.

Planning Location: Haiyang, Shandong
Planning area: 5.39 square kilometers
Time line: 2014

Haiyang Metro is based on the style of European and American small towns and combines the local characteristics with the overall layout of "Three and Two Lines" to symbolize the "Phoenix Youth Pre-employment Training Program." On the basis of the "three-and-two-line" structure, combining the east-west commercial trunk road Fenghuang Road and the north-south self-administration center to the landscape road leading to the seafront and the nodes of upscale sports clubs at the western end of Fenghuang Road, Compound layout structure.

■ 海阳新城城市设计

海阳新城以欧美小镇的风格为基础，结合本地特色，建立“三点两线”的总体布局结构，喻意“凤凰展翅”。“三点”即“凤冠”所在地的行政中心，新城最高点凤山景观区和西南部滨海市民休闲广场。“两线”即由行政中心向东南西南方向延伸的两条绿化景观轴，形似凤凰的双翅。在“三点两线”结构的基础上，结合东西向商业干道凤凰路和南北向自行政中心通向海滨的景观大道，以及凤凰路西端的高档体育会所节点，扩展形成“四点四线”的复合式布局结构。

Planning Location: Haiyang, Shandong
Planning area: 5.39 square kilometers
Time line: 2014

▶Yangming Theme Park, Xiuwen County, Guiyang

Planning Location: Guiyang, Guizhou
Planning area: 26.23 hectares
Timeline：2015

▶Yangming Theme Park, Xiuwen County, Guiyang

Planning Location: Guiyang, Guizhou
Planning area: 26.23 hectares
Timeline：2015

Xiuwen County in commemoration of Mr. Wang Yangming special in the county northeast of Yangming Theme Park;
Design Concept: This plan makes full use of the current water and vegetation conditions, closely linked to the cultural theme and strives to build an ecological park with rich cultural heritage and education, entertainment, leisure, experience and beautiful appearance.

Planning Location: Changji City, Xinjiang;
Planning area: 12.6 square kilometers;
Time line：2013

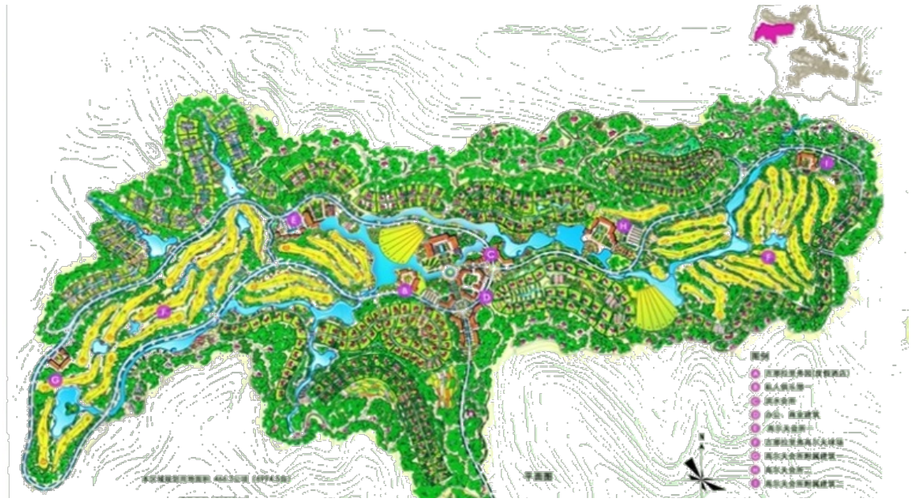
Planning Location: Changji City, Xinjiang;
Planning area: 12.6 square kilometers;
Time line：2013

▶National Agricultural Science and Technology Park core area overall urban design

Planning Location: Changji City, Xinjiang;
Planning area: 12.6 square kilometers;
Time line：2013

▶Conceptual Master Plan of Meilingu Tourist Resort

Planning Location: neimengu
Planning area: 3000 ha



Planning Ideas: The ecotourism resort planning will use the existing natural conditions to develop unique, functional and complete facilities, and use modern landscape design techniques to create a perfect combination of natural environment and tourism projects; Planning and positioning: ecological pastoral town, planning and development has become a world-famous community both locally and abroad, the world's top second home.

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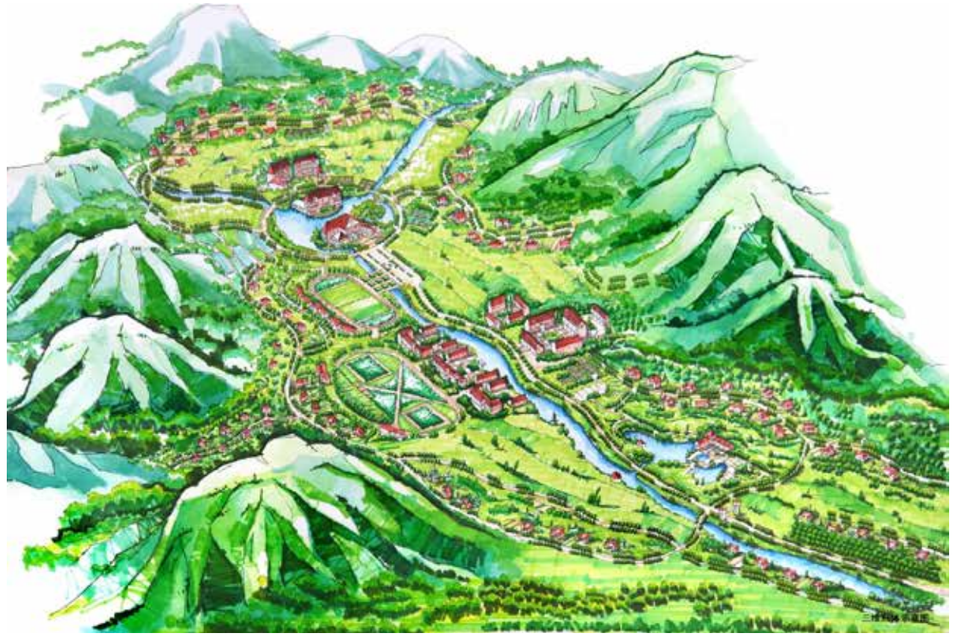


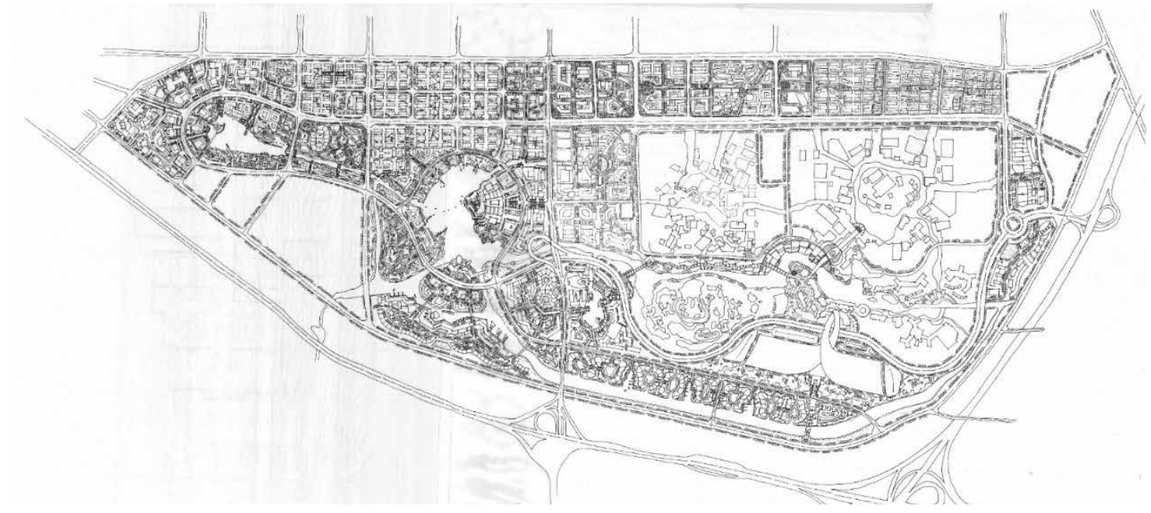
▶Conceptual Master Plan of Meilingu Tourist Resort

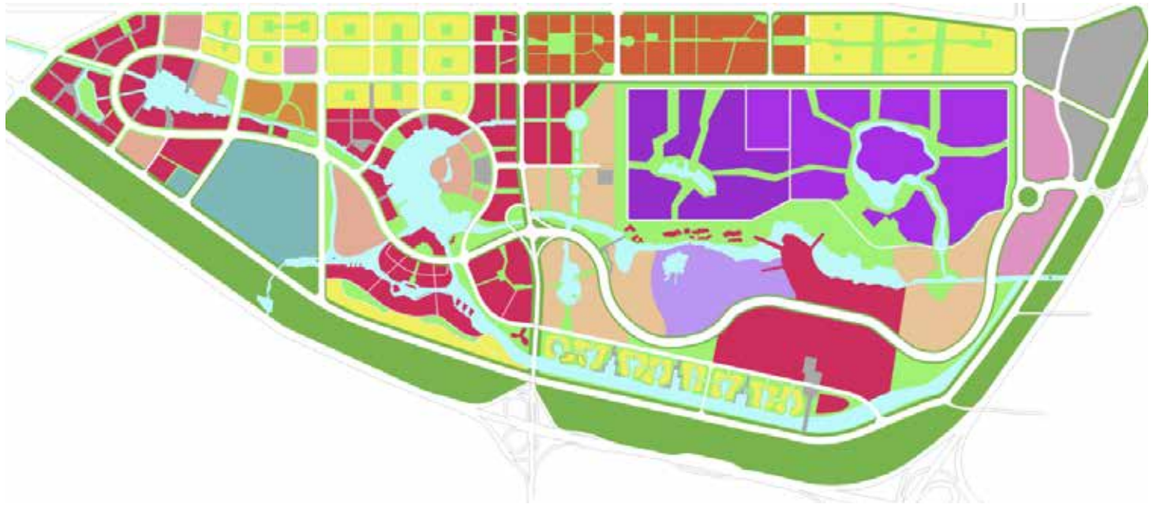
Planning Location: neimengu
Planning area: 3000 ha

▶Beijing Universal Studios International Tourism Resort concept planning

Planning Location: Beijing
Planning area: 12 square kilometers
timeline：2014

Taking the development of Universal Theme Park as the core, the tourism resources will be integrated and developed multi-dimensionally; the planning of the entire industrial chain of cultural and creative industries with the theme of film and television industry will be introduced; and the development and construction become an international top-grade cultural and tourism resort with multi-cultural integration.





▶Beijing Universal Studios International Tourism Resort concept planning

Planning Location: Beijing
Planning area: 12 square kilometers
timeline：2014

Conceptual Urban Design of Economic and Technological Development Zone

Planning Location: Dongying, Shandong
Planning area: 323 hectares
Time line：2013

In order to coordinate the relationship between the base and the surrounding cities and achieve sustained and healthy development of the entire region, this plan will be expanded on the basis of a given design scope, and the whole Dongying City will be included in the research scope macroscopically. The base and the surrounding environment will be microscopically Cohesion considerations, to form an organic docking with the city.

Conceptual Urban Design of Economic and Technological Development Zone

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Planning Location: Shenyang
Timeline: 2013

▶Plan of Aviation Career Technical College in Shenyang

Planning Location: Shenyang
Timeline: 2013