



MANAGING PUBLICLY OWNED URBAN VACANT LAND REDEVELOPMENT PROJECTS IN BANGKOK, THAILAND.

Ariya Aruninta

Assistant Professor

(Chulalongkorn University, Thailand)

PhD Candidate

(Asian Institute of Technology, Thailand)

<http://pioneer.chula.ac.th/~aariya>

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About

- Part of PhD Dissertation entitled: **THE DEVELOPMENT OF A PUBLIC LAND MANAGEMENT POLICY FOR UNDER-UTILIZED SPACE IN BANGKOK, THAILAND.**
- Urban Management
 - Field of Study : Urban Environmental Management (UEM)
 - School of Environment, Resources, and Development (SERD)
 - Asian Institute of Technology (AIT)
- Partial support by **Fulbright Junior Research Program**, hosted by Great Cities Institute (GCI), College of Urban Planning and Public Affairs (CUPPA), University of Illinois at Chicago (UIC)
- Landscape Architecture affiliations
 - Assistant Professor , Dept of Landscape Architecture, Faculty of Architecture, Chulalongkorn University
 - Fellow, Thai Association of Landscape Architects (TALA)



Chulalongkorn
University





Bangkok Metropolis and its vicinity towns have constituted the national base economic, political and cultural activities serving the international community as the country's main focal point throughout the years and ranked as *the world's 15th largest metropolitan capital*. Furthermore, Bangkok is considered *the largest center for international airlines in the Southeast Asian region*.



Asia



Bangkok, Thailand





Defining “Vacant land” and other similar terms

- Vacant land
- Urban void
- Lost/Dead space (Tracik)
- Under/un-utilized space
- Terra Incognita (Bowman & Pagano)
- Abandoned/Absentee property
- Derelict land
- In rem (foreclosure) property /In rem status
- TOADs - Temporarily Obsolete Abandoned Derelict site (Greenburg)
- Brownfields





Who owned these publicly owned lands?

- Public = gov't
- Public = people
- Controversies??



No renting

Fight for our land

ETA management failures

No corruption

Need fresh breath not pollution

No commercialize, need more green

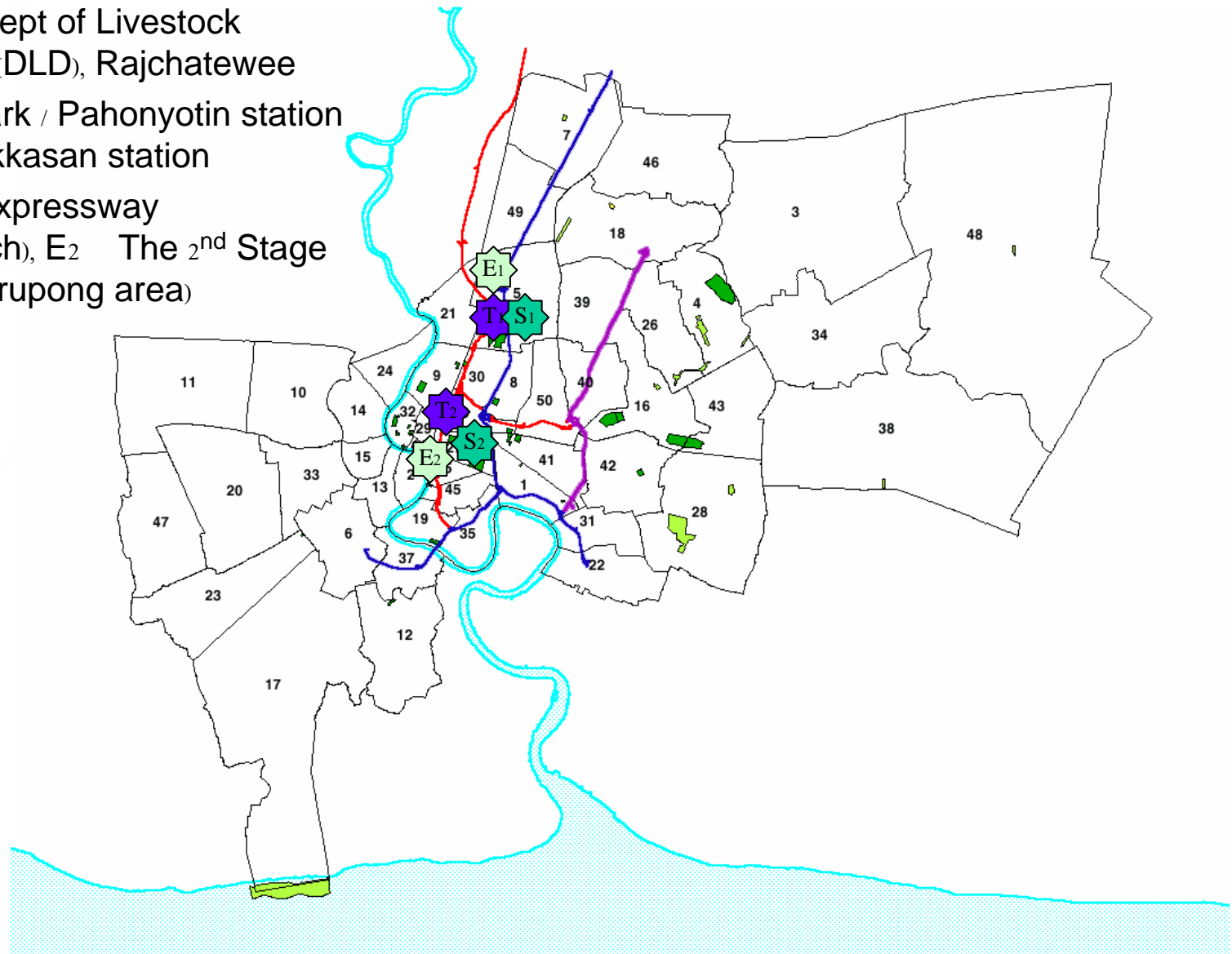




Case selection

Clusters : location/organization

- T** TRD T₁ Morchit (Northern Bound Bus Station), T₂ Dept of Livestock Development (DLD), Rajchatewee
- S** SRT S₁ Railway park / Pahonyotin station area, S₂ Makkasan station
- E** ETA E₁ 2nd stage expressway (Kampangetch), E₂ The 2nd Stage expressway(Urupong area)





T1 Morchit (Northern Bound Bus Station)



[\[Panoramic bird eyes view\]](#)

Site character

- Un-built transportation terminal project
- Surrounded by parks, commercial (holiday market) and residential area
- Temporary park'n'ride for BTS



S1 Railway park / Pahonyotin station area



[Panoramic view]

Site character

- Un-built conference center project (Eyes to the Future)
- Surrounded by parks, and residential area
- Existing : Railway Engineering School



E1 The 2nd stage expressway (Kampangpetch)



[[Panoramic view](#)-360 degree]

Site character

- Vacant and short-term rental space
- Surrounded by parks, Bus terminal and residential area
- Temporary facilities for Bus station





T2 Dept of Livestock Development

Site character

- Dept of Livestock Development office with unbuilt land trading proposal with private developer
- Surrounded by commercial and high density residential area





Dept of “Livestock” Development?





S2 Makkasan station area

Site character

- Un-built commercial complex development project
- Surrounded by commercial and high density residential area, Railway tracks
- Existing : old SRT factory



SRT's wonderful
proposal
[\[Movie\]](#)



E2 The 2nd stage expressway (Urupong)

[[Panoramic view](#)]

Site character

- Vacant and short-term rental space
- Surrounded by commercial and high density residential area





Problem? or Opportunities?

- **Visual pollution**
 - **Social problem ; Safety, drug**
 - **Environment ; Hygiene, fire, smell, etc**
 - **Controversies ; benefit = ? (depend on role of actors)**
- **Barriers of urban redevelopment**



WiMBY the preference survey

- Welcome into My BackYard
- Comparative across district clusters, organizations, plots, and land uses





Utilization schemes

- They are varieties of schemes to be utilized, depends on the role of respondents / actors.
- They were asked in the WiMBY survey





Utilization schemes

- **Esthetic approach** – it covers all kinds of projects focus on city beautification such as sculpture installation, ornamental garden, flower decoration, water feature with no activity.
- **Transport purposes** – serve for transportation and solve the traffic congestion problem (ie. Transportation hub, parking, park ‘n’ ride, etc)
- **Recreation purposes** – there are two types of recreation ; passive and active recreation. Passive recreation is referred to sitting or strolling in the park, picnic, bird watching, etc. Active recreation is all kinds of sport, jogging, etc.
- **Commercial uses** – generate economical benefit and perhaps partly of tourism services (ie. Shops, kiosk, market, mall, arcade, flea market, etc.)
- **Environment purposes** – those uses for better urban environment, conserve the green vegetation area, storm drainage, water retention area, or sanitary landfill can be listed in this category.
- **Social welfare** – for the better living purposes (ie. Social housing, public library, police station, learning centre, museum, etc.)



Reviewing : “what’s happen on the stages”

- Urban redevelopment movement
- Review cases around the world
- Software (activities)
VS
- Hardware (physical design)





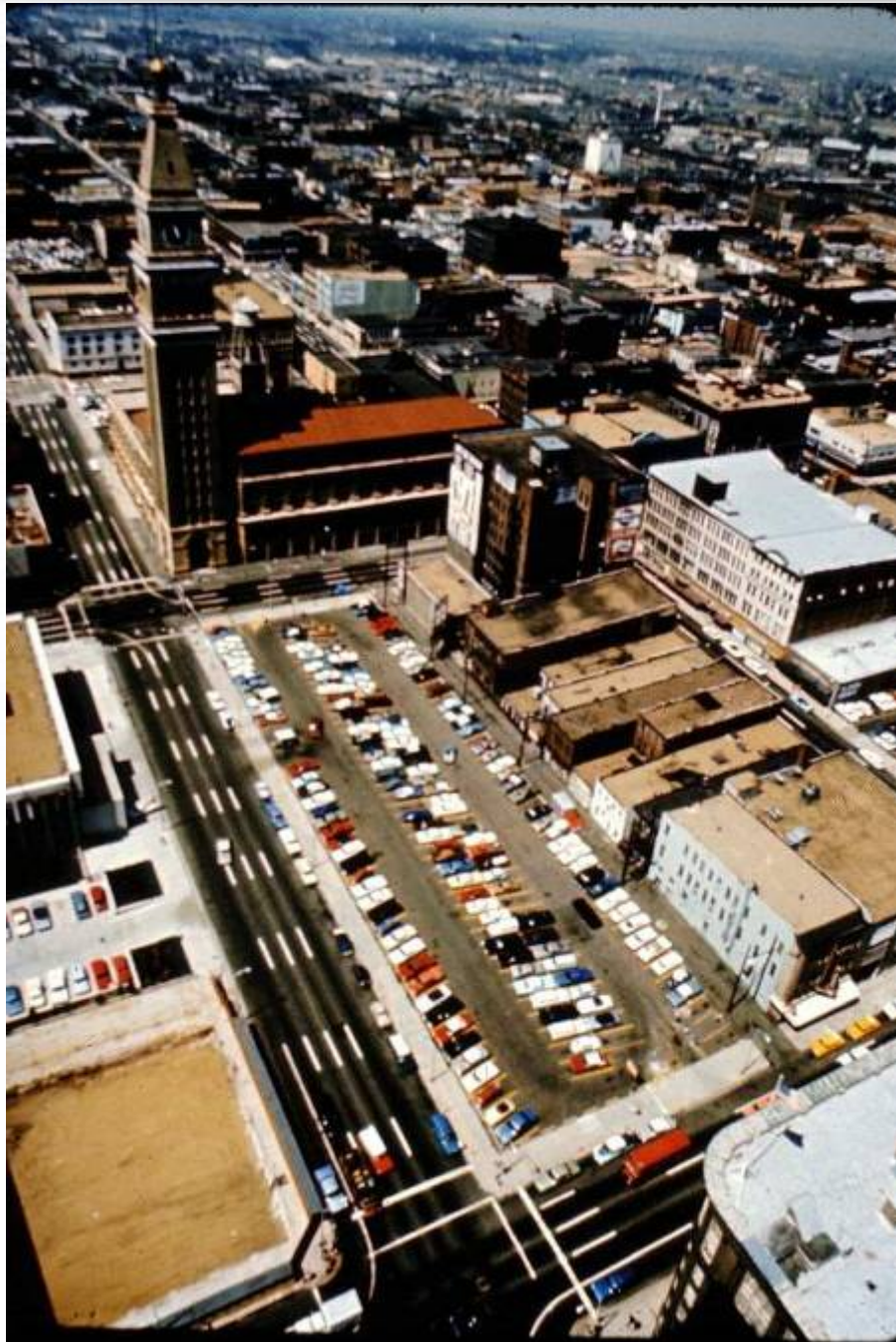
Software



Street events



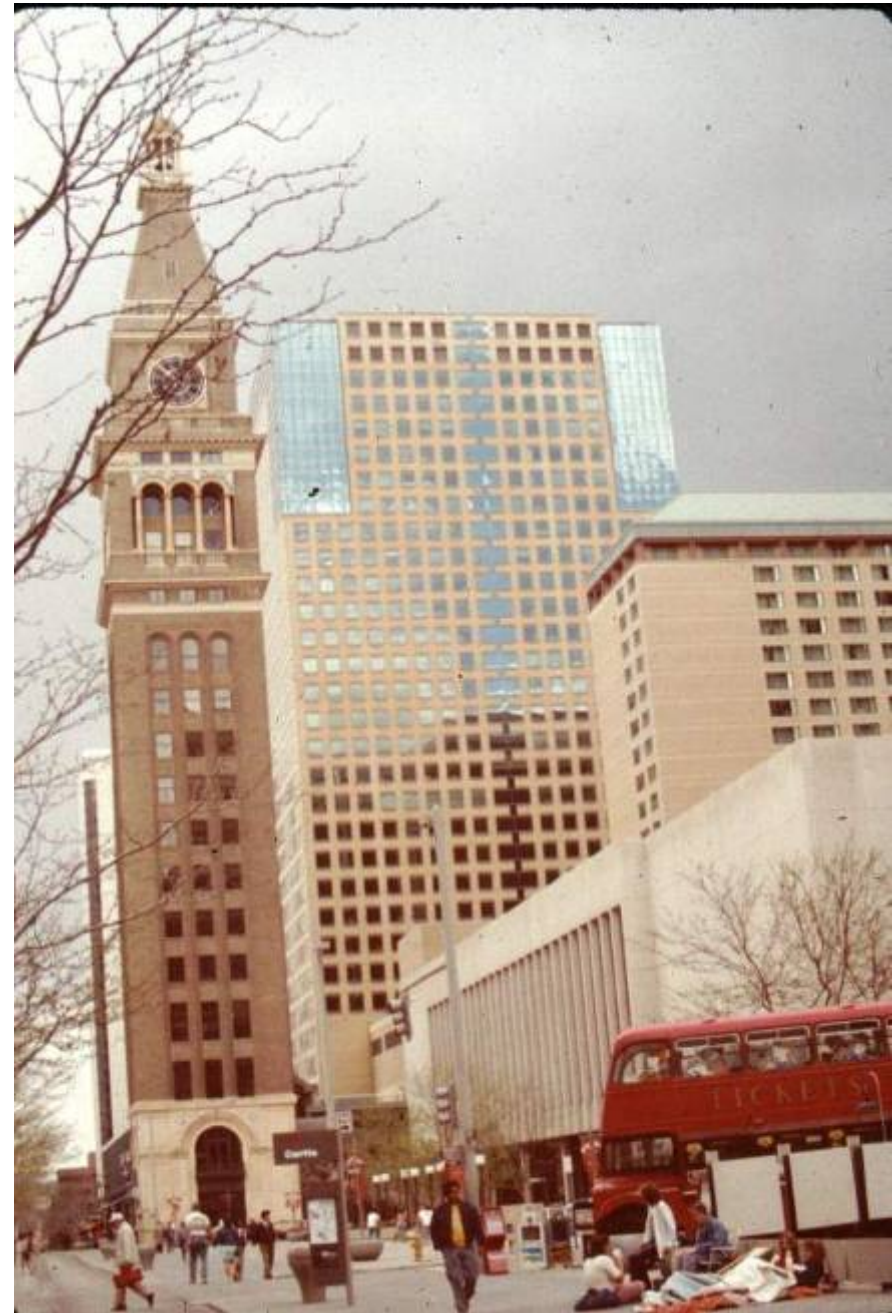
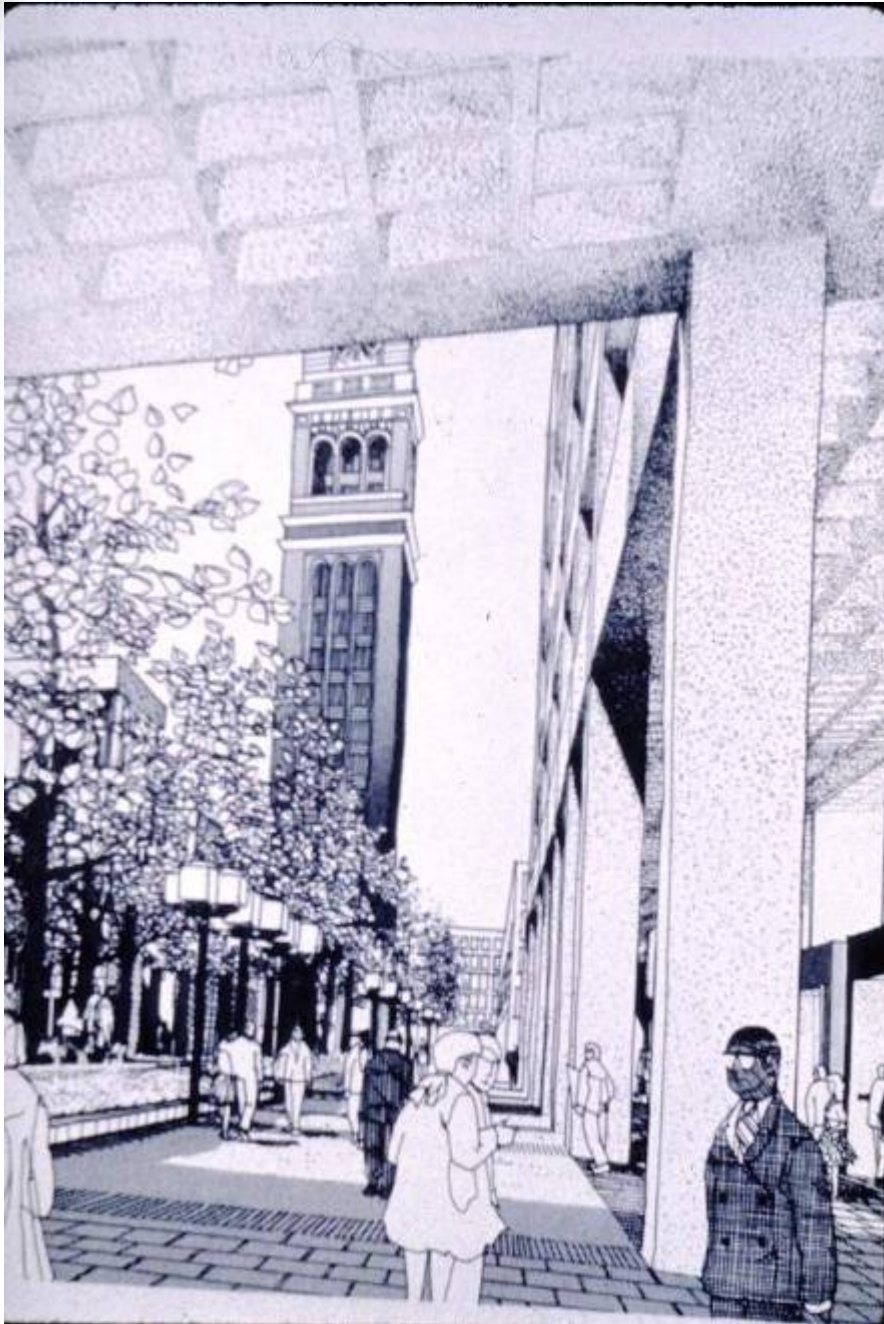
16th Street, Denver



To be redesigned



16th Street, Denver, earlier proposal





Bercy Village, Paris



Bercy Village Paris
M COUR ST EMILION

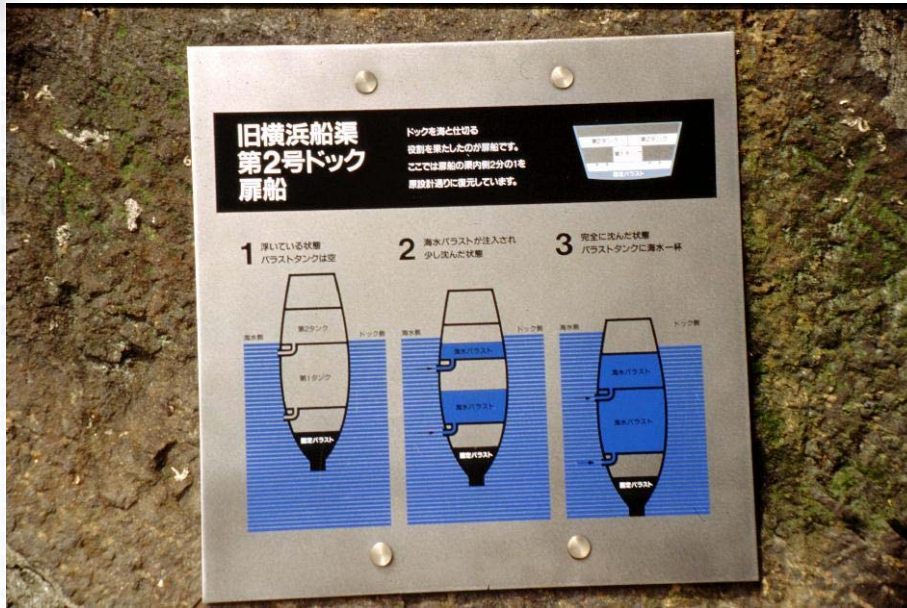
Loisirs
Commerces
Restauration

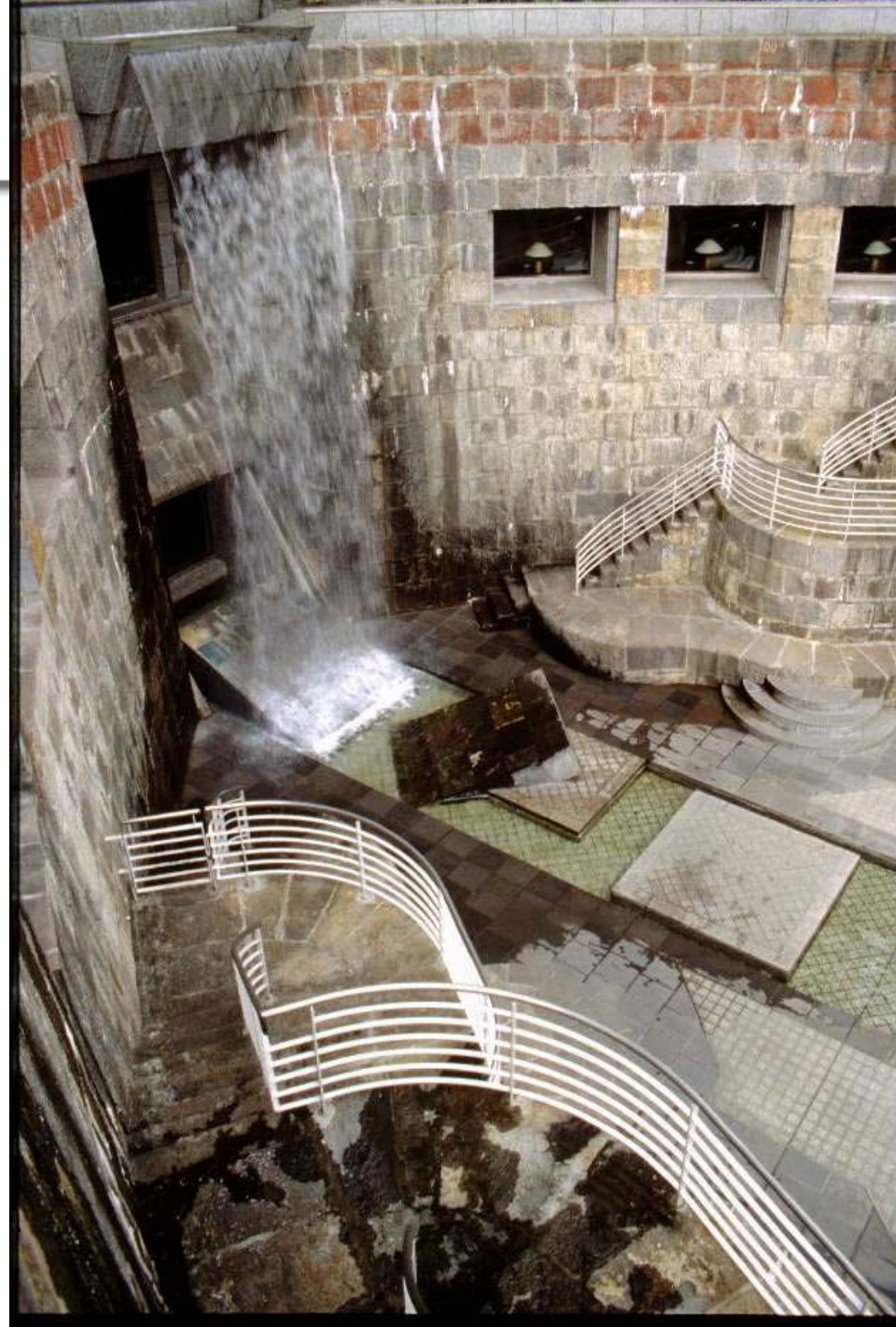
Réalisation
M. TABEA

Commercialisation
PROMOGEREC



Minato Mirai 21, Yokohama, Japan

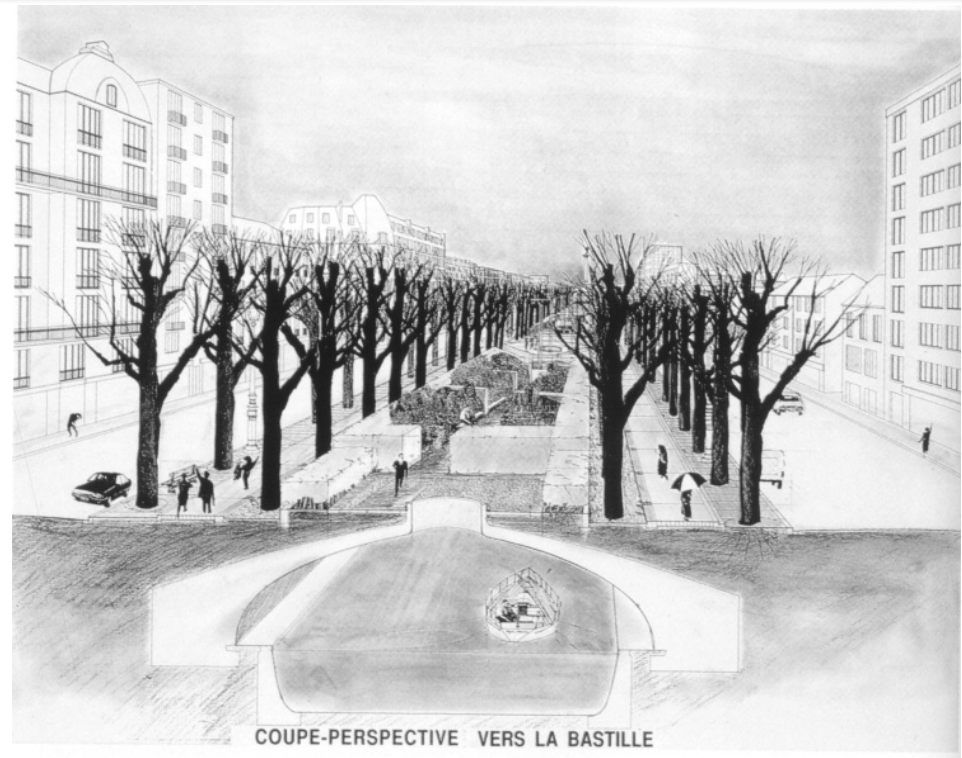






Linear multi layer space use

Viaduc
Bastille
Seine River





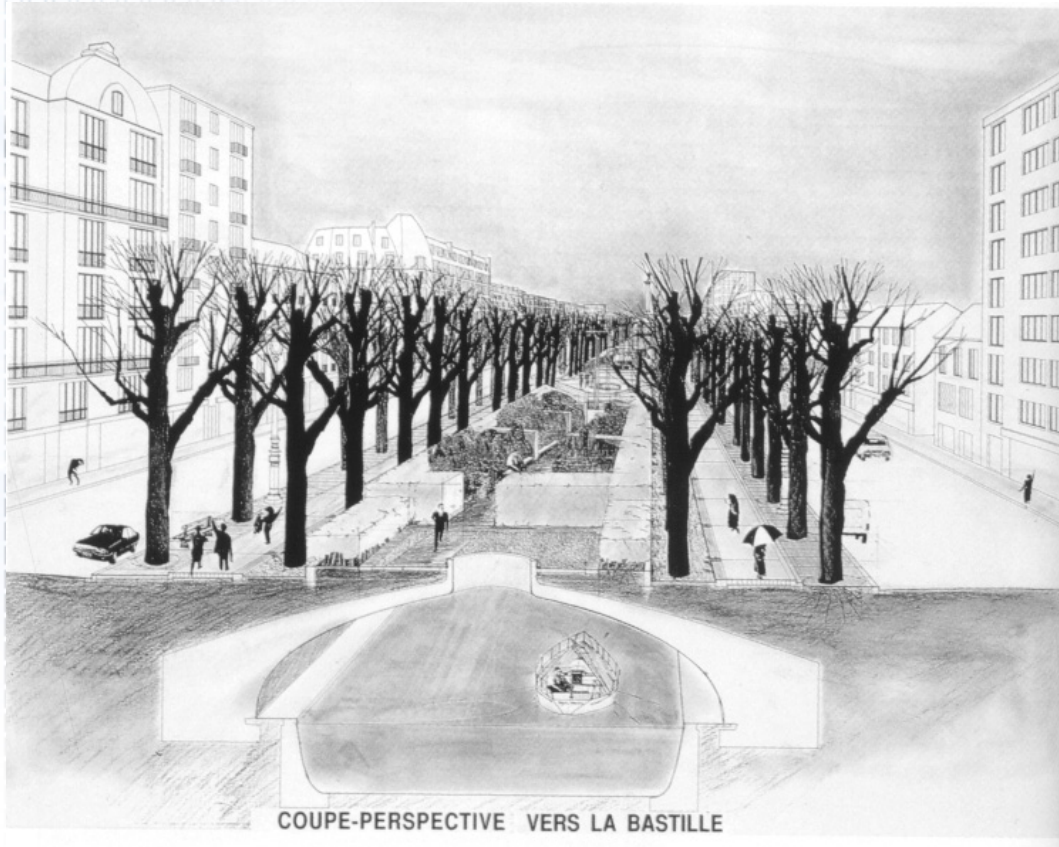
Commercialized + Socialized the space

Viaduct des Art, Paris





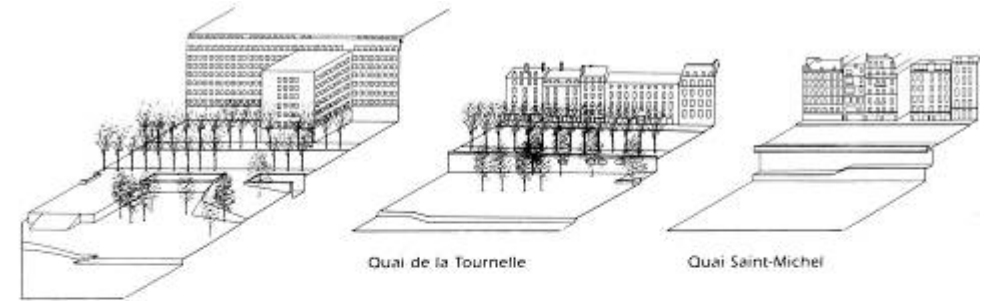
Multilayer space



Bastille, Paris



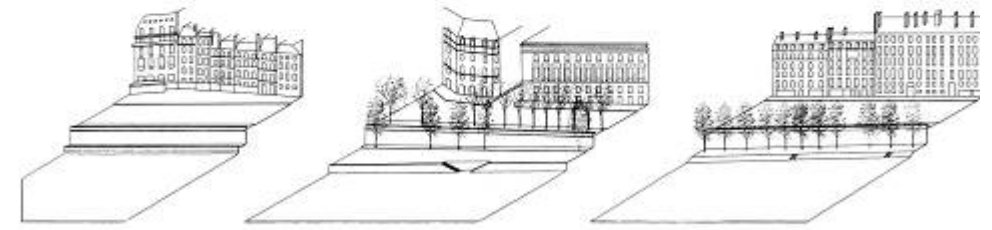
Seine River



Quai de la Tournelle

Quai Saint-Michel

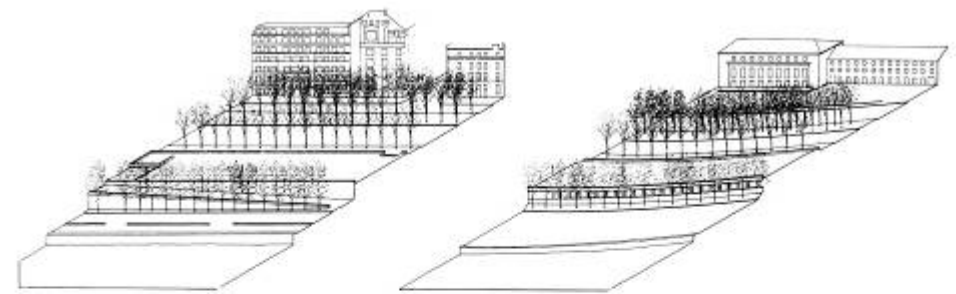
Quai Saint-Bernard



Quai des Grands-Augustins

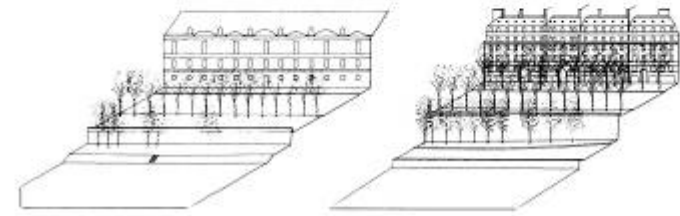
Quai de Conti

Quai Voltaire



Quai d'Orsay

Quai Branly



Quai du Louvre

Quai de la Mégisserie



Typologie des quais de Paris, par François Grether et Jacqueline Osty. Cette approche comparative révèle la diversité des figures d'aménagement et la variété des effets produits.





Paris Beach





Atlantique, Paris

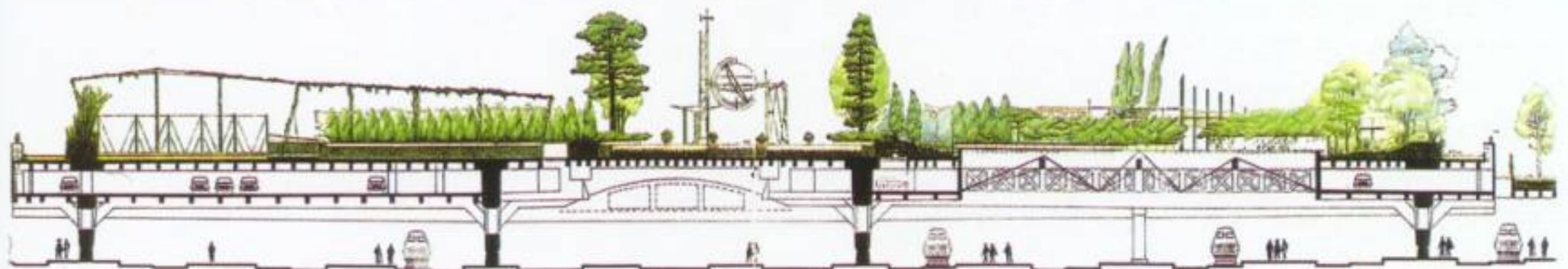
Jardin Atlantique, Paris





Environmentalize the space

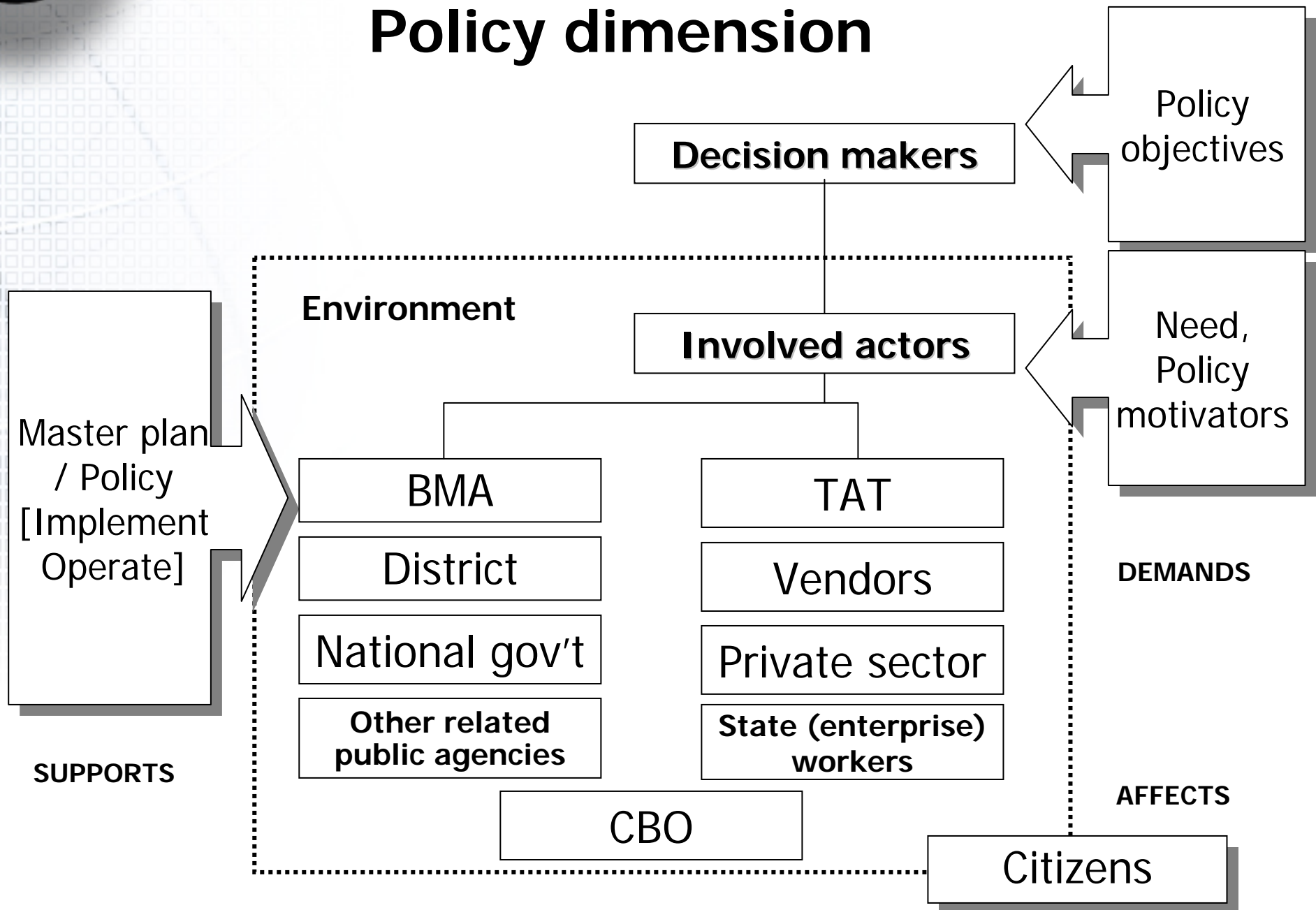
Atlantique, Paris





Conclusion 1: Controversies depend on role of actors

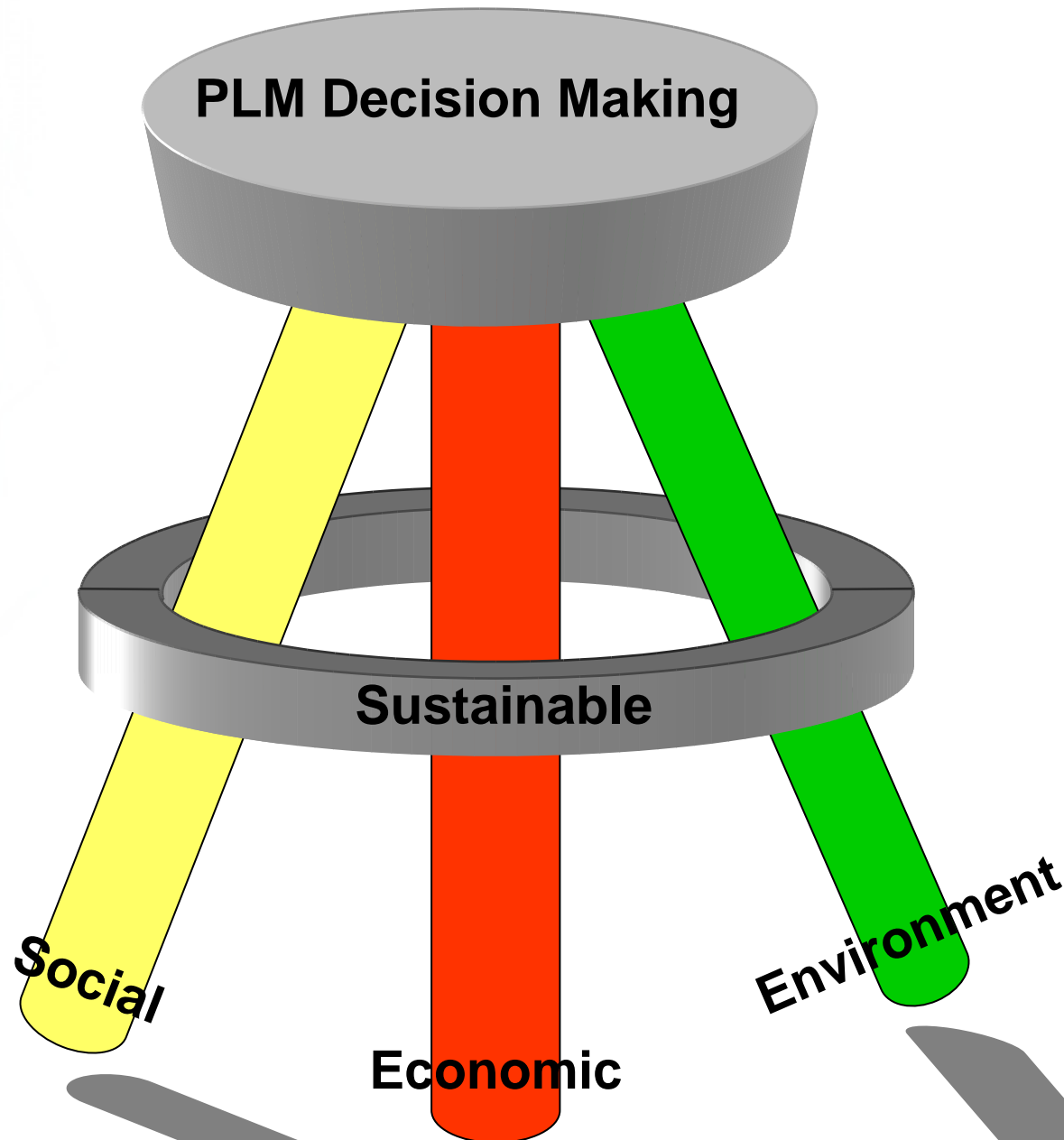
Policy dimension





Conclusion 2:

Public Land Management Decision Making Tripod





Thanks

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