

The Necessity of Preparing Urban Design Guidelines to Improve Quality of Life – For Thao Dien, Ho Chi Minh City, Vietnam

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Abstract

The ultimate goal of urban design is to improve the 'Quality of human life'. Although it may be called urban design by referring to all the outputs and processes of development, it is more useful to use the term urban design by limiting the development process and results in 'enhancing quality'. However, the history of urban design is not long all over the world, and there are not many countries that are not institutionalized yet. The purpose of this study is to clarify and reflect the needs and requirements of residents in to suggest the right guidelines of urban design that have the most direct effect on improving the quality of human life. The study site was limited to Thao Dien, Ho Chi Minh City, Vietnam.

Keywords: urban design, sustainable city, quality of human life, guideline, IPA analysis

1. Introduction

1.1 Background and Goal

It has a lot of define about "Sustainable City". They are containing of environment, culture, and issue of the economy even though they are different theory each other. This mean is connected with "Quality of Human life" in common. Like this, many scholars research of the method of improvement quality of human life in a lot of fields. If so, how can the high and low quality of life be evaluated? This can be said to be related to the satisfaction of the citizens of the city. To sum up, a sustainable city is a city where people's satisfaction with the city is high and the quality of life is continuously improved. Also, Sustainable cities, urban sustainability, or eco-city (also "ecocity") is a city designed with consideration for social, economic, environmental impact, and resilient habitat for existing populations, without compromising the ability of future generations to experience the same. (Source: Wikipedia)

Especially in the field of 'Urban', the plan and means of realization to improve the quality of human life are called "Urban design". Urban design that directly connects with improving the quality of human life action has a very important meaning for the make of base for sustainable development. However, the history of Urban design is not long enough in worldwide. In Korea, urban design was institutionalized in 1980, and it did not work until it was incorporated into the 『Detailed plan』 in 2000 and revised to the title of 『District unit plan』. Vietnam, which has a similar historical background and development process as Korea, also seems to have little effect on urban design.

In this regard, this study surveyed the satisfaction of the current city in Ho Chi Minh, Vietnam, and examined what urban designers should pay attention to increase their satisfaction in the future. Furthermore, based on this, we proposed urban design guidelines to develop into a sustainable city.

1.2 Boundary and Methods

The spatial scope of the study was limited to Tao Dien in Ho Chi Minh District 2, Vietnam. Ho Chi Minh is divided into 24 administrative districts. Thao Dien is a place where many foreigners live, subway development is underway, and international schools are densely packed with school, residential and commercial facilities. Despite the concentration of such facilities and residents, it is a region where many inconveniences are caused by constant flooding in rainy weather, traffic congestion due to narrow roads, sequential pedestrian spaces, and

damage to the landscape due to undeveloped spaces. The research field, Thao dien, map, and landscape is liked below.



Figure 1. Landscape of Thao dien

(Source: google earth)

The method of study is as follows. 1) To evaluate the quality of life of residents, we prepared a questionnaire of importance and satisfaction based on street, open space and transportation infrastructure. These elements are some of the basic infrastructures that is most closely associated with human life. Water and sewage facilities and basic infrastructure centered on environment and economy are also one of the basic elements, but these are excluded from evaluation criteria because they have some limitations in mitigating problems through urban design. 2) IPA analysis was conducted by examining the importance and satisfaction as factors that should be considered for improving the quality of life centering on questionnaires focused on street, open space and transportation. 3) Based on the analysis results, the directions of urban design guidelines were presented, focusing on the factors of high importance but low satisfaction. When each guideline is applied, the expected spatial change is simply simulated and the change of plane is visualized.

2. Literature Review

The study of 'Integrating Strategic Planning Values into urban master planning process in Vietnam by 'Van Phuc Ma' (2018) requires the preparation of urban planning based on Vietnam's context and identity-based on the results of examining the urban planning systems in Vietnam. And he described the need for urban planning that could be flexibly applied to urban development.

The study of 'Understanding Ho Chi Minh City's Urban Structures for Urban Land use Monitoring and Risk Adapted Land Use Planning' by Nigel K. Downes(2016) showed that Ho Chi Minh is less geographically and flatter than other regions. So there are many things to consider as well. In particular, he stated that Thao Dien must find the cause of flooding at all times in urban planning and design deficiencies

Nauyen Tranh Nguyen (2015) identifies the problems of Vietnam where regional development has failed through research on 'Vietnamese Regional Planning: Problems in Implementation and International Experiences' and analyzes regional development cases in other countries to guide the future development of Vietnam. The reason why Vietnam's regional development was unsuccessful was: first, lack of a leader to lead regional development; second, insufficient infrastructure to naturally coexist with the surrounding areas of major cities; third, lack of cooperation between central and local governments; fourth, smooth it claims the development and planning of central government. It also states that small towns around major cities should grow together to take account of the current situation and social environment of Vietnam, a socialist country, to develop developments that can resolve regional imbalances.

Shigehisa Mstsumura (2017) points out the complexity of the urban planning system in Vietnam through the study of 'New Approach and Issues for the Urban Planning System in Vietnam'. It also points out that there is a lack of uniformity between the overall plan and the detailed plan, and that there are many limitations to efficient development activities because the state manages and manages urban development due to the characteristics of socialist countries.

Many studies related to urban planning and development in Vietnam other than the above-mentioned studies have commonly pointed out the problems of inefficient operation of urban planning. Also, the use of the Soviet

Union's urban planning system for a long time also pointed out the lack of a city planning law suitable for the Vietnamese environment. As mentioned above, many studies related to urban planning and urban development have been studied, but studies related to urban design have been relatively poor. Therefore, through this study, the necessity of urban design should be re-recognized, and further, what should be done first for the improvement of human quality of life, the ultimate goal of urban design.

3. Establish Standard for Assessing the Quality of Life

3.1 Detail of Basic infra of Basic in the City to Connecting with life

To suggest urban design guidelines for improving the quality of life, the survey was conducted with the focus on infrastructure. Infrastructure includes social infrastructure related to living bases such as medical care, education and housing, and industrial infrastructure related to production base such as road, communication. In this study, 1) street space, 2) open space, and 3) transportation facilities were shortened and selected as the minimum basic infrastructure that can be improved and supplemented through urban design activities and directly connected with the quality of life.

Table 1. IPA analysis targets and details

Division	Survey and Analysis Target	Detail
Space of Steer	Driveway	-Road width
	Pedestrian Road	-Continuity
	Motorcycle Road	-Maintenance
Openspace	Openspace	-Distribution degree
	Park	
Transportation Facility	Bus Stop	-Distribution degree
	Parking Lot	-Necessity

3.1.1 Space of Street

Street space can be largely divided into 'Driveway' and 'Pedestrian road'. In addition, in addition to pedestrians and vehicles, 'motorcycle-only roads' were included in the analysis in consideration of Vietnam's living environment. Therefore, this study limited the driveway, pedestrian road, and motorcycle-only roads as the infrastructure of street space related to improving the quality of life in the study area, and investigated the importance and satisfaction of road width, continuity, and maintenance.

3.1.2 Openspace

The openspace of urban space provides comfort by securing air, water and openness, and functions as a complex of parks and green spaces. In addition, the open space of the housing complex contributes to the improvement of the quality of residential life by providing landscape elements and pleasant visual elements, and providing a space for free outdoor recreational activities by providing a circulation passage through air purification. In this way, open space is not simply "empty" space, but a basic infrastructure that is directly related to the quality of life of urban residents. Therefore, this study investigated the importance and satisfaction of the distribution of public spaces that can function as parks and squares in Thao Dien.

3.1.3 Transportation Facility

Transportation facilities are necessary for the operation of various transportation facilities, and there are nodule points such as roads, railroads and waterways, and stations, parking lots, and airports. Therefore, this study implicates "bus" as a representative public transportation facility and investigated the importance and satisfaction centering on the distribution of bus stops in the study area. In addition, since there are no public transportation facilities in Tao Dien at the moment, a survey of importance and satisfaction regarding the necessity of public transportation facilities was also conducted.

3.2 Analysis of IPA

IPA (Importance-Performance Analysis) analysis is a method commonly used in marketing to analyze

Importance and Performance on important attributes of products or services. It is applied in various fields such as public services and facilities. In order to measure the satisfaction of users, it is a technique to investigate which attributes the user considers important and which attributes are satisfied. This makes it easier to identify priorities for improvement and consideration.

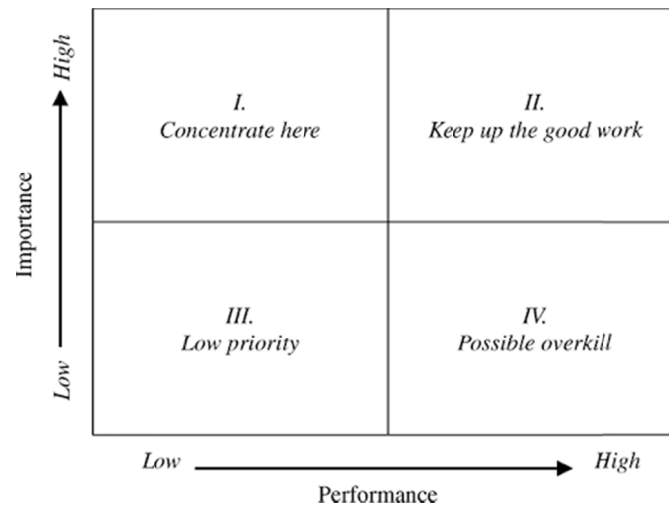


Figure 2. Importance-performance analysis matrix (IPA)

For this study, a total of 152 residents and other country residents (France, German, Korea, USA) in the country were surveyed. Before deriving the IPA analysis results based on the survey, reliability verification was conducted for each item. As a result, the alpha value for importance was 0.539 and the alpha value for satisfaction was 0.530. The reliability of a scale is related to the degree to which the object yields consistent results when one object is measured several times with a similar measuring instrument or repeatedly with one measuring instrument. In other words, the more consistent the result is, the more reliable the scale. Cronbach's Alpha coefficients have a value between 0 and 1, and there is no criterion that higher values are desirable or must be more than a few points, but the reliability of samples with coefficient values below 0.5 is not considered high. The reliability verification result of this study showed a value of 0.5 or more, and it was judged that there were no factors that could impede the research results.

Table 2. Reliability verification results

Classification	Cronbach's α
Importance	0.539
Performance	0.530

3.3 Result of IPA

IPA analysis and grid coordinates can be explained by dividing as shown. The vertical axis shows the importance of each element, and the horizontal axis shows the satisfaction after use. The elements appearing in each quadrant can be interpreted as follows. The first quadrant (Keep up the good work) is an area where both the importance and the satisfaction are high and the current state must be maintained. The second quadrant (Concentrate Here) is an area of high importance but low satisfaction. Low Priority is an area of low importance and satisfaction, with elements that do not require more effort than at present. In the fourth quadrant (Possible Overkill), which is of low importance but excessively satisfactory, it is desirable to put effort into other factors.

The IPA analysis results of this study are as follows.

Table 3. Result of IPA analysis for deriving factors for improving living environment and quality of life

Quadrant 2 (importance ↑, satisfaction ↓)	Quadrant 1 (importance ↑, satisfaction ↑)
Pedestrian Road_ Maintenance	
Driveway_ Maintenance	
Pedestrian Road_ Continuity	Park
Openspace	
Bus stop	
Quadrant 3 (importance ↓, satisfaction ↓)	Quadrant 4 (importance ↓, satisfaction ↑)
	Motorcycle Road _width
	Motorcycle Road _ Continuity
	Motorcycle Road _ Maintenance
Pedestrian Road_width	Parking Lot
	Driveway_width
	Driveway_ Continuity

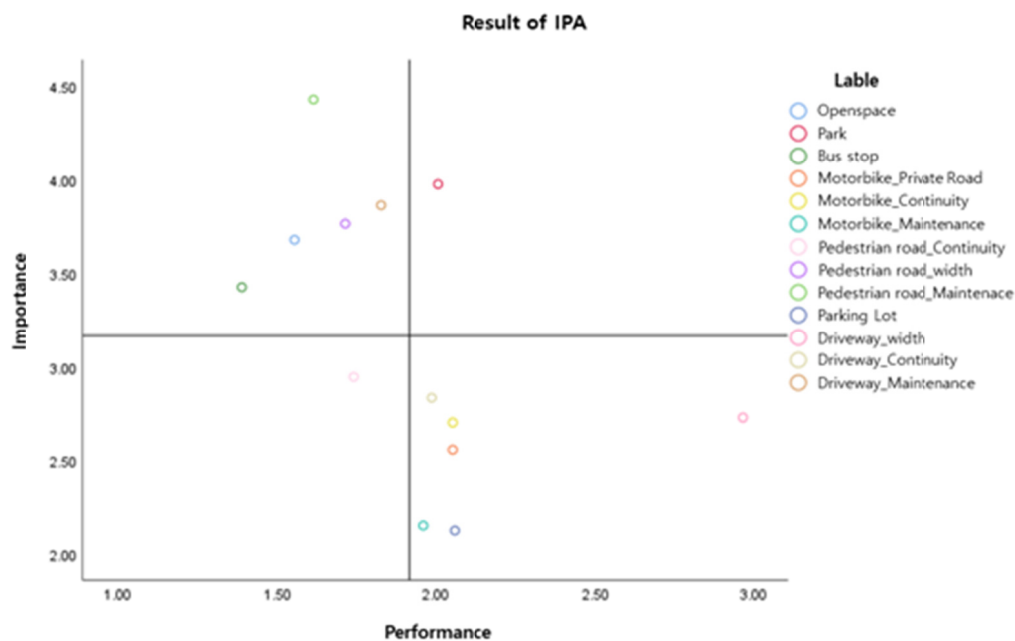


Figure 3. Result of IPA

As a result of the IPA analysis, to improve the quality of life according to the improvement of living environment in the Thao Dien district of Ho Chi Minh District 2, Vietnam, the element that corresponds to the first quadrant with high importance and satisfaction was derived as 'park'. It is estimated that satisfaction is improved because Central Park, a large public park in Ho Chi Minh, is located about 5 km away from the Thao Dien district.

The elements of the second quadrant with high importance but low satisfaction were derived from 'maintenance status of the pedestrian road', 'maintenance status of driveway', 'continuity of pedestrian road', 'public space' and 'bus stop'. These are the elements that need to be intensively improved and supplemented in terms of urban design.

The third quadrant, which is low in both importance and satisfaction, was derived from the ‘width of the pedestrian road’. Although Thao Dien is not narrow in the pedestrian road, it is a result of the poor pedestrian environment due to motorcycle parking, street stalls and incorrect plants on the street.

Lastly, most of the factors in the four quadrants with low importance but high satisfaction were those related to the motorcycle-only road. This is supported by the opinion that Vietnamese people who have been living motorcycles for many years have not had any major obstacles to living even though there has been no motorcycle-only road until now.

Table 4. Ranking according to IPA analysis results for deriving factors for improving living environment and quality of life

Division	Evaluation item	Importance			Performance		
		Average	Standard Deviation	Ranking	Average	Standard Deviation	Ranking
Space of Street	Driveway_width	2.7303	1.27622	9	2.9671	0.84114	1
	Driveway _ Continuity	2.8355	1.32447	8	1.9868	0.96965	6
	Driveway _ Maintenance	3.8618	1.10417	3	1.8289	0.85951	8
	Pedestrian Road _ width	2.9474	1.29077	7	1.7434	0.79316	9
	Pedestrian Road _ Continuity	3.7632	1.07800	4	1.7171	0.81718	10
	Pedestrian Road _ Maintenance	4.4276	0.70572	1	1.6118	0.70990	11
	Motorcycle Road _ width	2.5592	1.04046	11	2.0526	0.88990	3
	Motorcycle Road _ Continuity	2.7039	1.15569	10	2.0526	0.75283	3
	Motorcycle Road _ Maintenance	2.1513	0.95432	12	1.9605	0.80464	7
Openspace	Openspace	3.6776	1.05856	5	1.5526	0.73502	12
	Park	3.9737	0.90581	2	2.0066	1.01314	5
Transportaion Facility	Bus Stop	3.4276	0.99404	6	1.3882	0.64129	13
	Parking Lot	2.1250	0.0848	13	2.0592	1.01142	2

4. Suggested of Urban Design Guidelines

Based on the IPA analysis, urban design guidelines were proposed as follows, focusing on the urban design elements that should be supplemented to improve the quality of life according to the improvement of the living environment of Ho Chi Minh Tao Dien. Criteria for Proposing Urban Design Guidelines are as follows.

First, it focused on the elements of the second quadrant that are most urgently improved in the Thao Dien region. Second, the characteristics of mixed residential and commercial facilities were considered. Third, the guidelines were suggested based on the characteristics of multiple cultures due to the high rate of residence and use of foreigners. Fourth, it focus on the character that most international schools in Ho Chi Minh are now located in the Thao Dien region.

The two quadrants of high importance but lack of satisfaction were the most urgent factors (Pedestrian road and maintenance status, driveway maintenance status, 'Pedestrian road continuity, public space and bus stop). These were shortened and rearranged into Street space, Driveway, Public space, and Public transportation.

Table 5. Direction of urban design guidelines for Thao Dien

Status and Problem		Guidelines direction
Space of Street	✓ Unclean pedestrian road	✓ Create space of street centered on people
	✓ Discontinuous pedestrian road	✓ Enhance continuity by designating motorcycle parking space
		✓ Create a pleasant street environment by preparing a garbage dump
Driveway	✓ Unmaintained driveway	
	✓ Narrow and complicated driveway	✓ Create Car free distance for each section
	✓ Mixed people vehicles and motorcycles	✓ Open spaces using car free streets
Public space	✓ No openspace	✓ Create a Small park
		✓ Securing openness by preparing an empty space
Transportation Facility	✓ No Public transportation	✓ Create streets centered on pedestrians

4.1 Guidelines Direction for Street Space

In street spaces, unmaintained and discontinuous sidewalks were identified as elements that need to be improved urgently to improve the quality of life of residents. The current road situation in Thao Dien is complicated by the mixed vehicles and people, and most of the places where the pedestrian road cannot play its role due to the dumping of garbage and the parking of motorcycles on the pedestrian road. Thus, the following guidelines were suggested for the 'Space of the street'.

- First, creating a space of street centered on people
- Second, strengthening continuity by designating motorcycle parking space
- Third, create a pleasant street environment by preparing a garbage dump

Currently, in the pedestrian road, there are obstacles in many places where people cannot walk smoothly. Motorcycle pedestrians, telegraph poles, and street vendors lack continuity of walking. Also, the uncomfortable pedestrian environment due to the illegal dumping of garbage has also contributed to the deterioration of the quality of life. Therefore, the above-mentioned information is suggested as a guideline for future urban design in the region.



Figure 4. Expected simulation after changing the Thao dien space of street

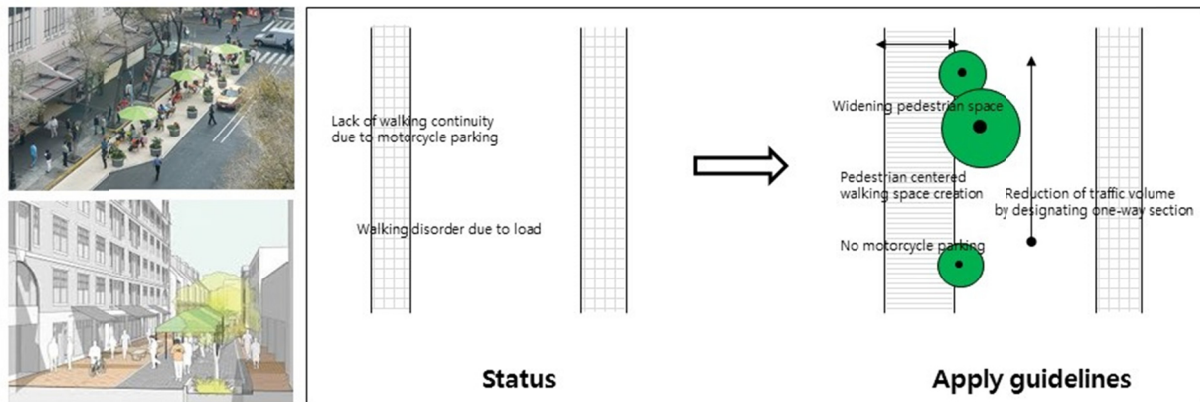


Figure 5. Plane change prediction and reference image in space of street

(Source of reference image: www.google.com)

4.2 Guidelines Direction for Street for Driveway

The interior of the study site Thao Dien is a mixture of unmaintained roads, narrow and complex roads, people, vehicles and motorcycles. This not only threatens the safety of pedestrians, but also creates a more complex environment, which can lead to lower quality of life for residents. Therefore, this study suggests the following urban design guidelines.

- First, create distance without difference for each section
- Second, open space using car-free street
- Third, expansion of the one-way street installation

As mentioned above, many international schools are densely populated in the Tao Dien area, where residents and users of commercial facilities are mixed. Therefore, it is necessary to secure distances for students' walking and to reduce traffic congestion during and after school by creating distances without gaps for each section centering

on schools. Besides, if car-free streets are used as open spaces to promote comfort in the area, it can have a positive impact on improving the quality of life of residents. Also, the expansion of one-way streets in consideration of the characteristics that can be more crowded in two-way traffic on narrow roads can also have a positive effect on improving the quality of life of residents.

Furthermore, arranging a space where various people and cultures can be harmonized is also an important duty of urban architects. Considering the current situation of Thao Dien, which has a high proportion of foreign residents, it is necessary to maximize the use of space by opening up car-free streets and induce the space to have a positive impact. Initiating these events is not easy. At times it may be somewhat self-righteous, but it requires citizens' efforts to recognize and follow the leaders' will and need to work to improve the quality of life of urban citizens. It mentions the will and leadership of the leader. (Note 2) The city designer needs to be in the position of the leader, and it is also the city designer's responsibility to create a space where the residents can move voluntarily due to the leader's actions. I would like to borrow the following Christopher Alexander formula to increase the convincing argument of this study.

Village roads should provide access to homes but block traffic.

Christopher Alexander, 『Pattern Language: town, buildings, construction』



Before	After
	
<ul style="list-style-type: none"> -A mix of pedestrians, cars and motorcycles -Lack of safety -Causes of traffic congestion 	<ul style="list-style-type: none"> -One-way implementation -Reduce traffic and create pedestrian-centered streets -Separate installation of motorcycle section

Figure 6. Estimated simulations after changing Tao Daien Driveway

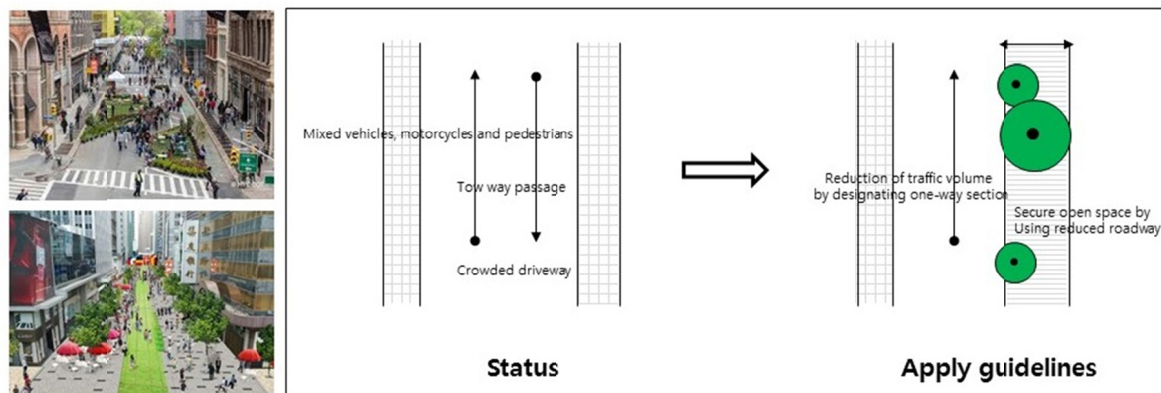


Figure 7. Prediction and reference image of plane change in driveway

(Source of reference image: www.google.com)

4.3 Guidelines Direction for Openspace

There is currently no public space in the Tao Dien area, that is, parks or open spaces. In addition, many of the unoccupied vacant lands in Thao Dien are being used as parking spaces for motorcycles, or because of illegal dumping and accident areas, the residents are experiencing a lot of inconveniences. Therefore, it is necessary to find a way to make the open space public defenseless. Through this, CPTED (Note 3) is able to improve the quality of life of citizens, such as securing safety and amenity by implementing various methods such as securing vision, color planning, and improving night lighting. Is expected to help improve public space.

The space aesthetic of filling and emptying is left to the urban designer. Urban architects must intentionally create a crowded place and create public spaces that are lacking in urban space. What is needed to achieve that goal is the intersection of people and buildings. Urban architects need to analyze and reinforce that intersection. There must be a companion in the center where the activity takes place, and the companion is a good vacant lot. In other words, rather than leaving the vacant lot empty as a functionless space, it is judged that it is the urban architect's responsibility to constantly find a way that many people can flexibly use as a personal space, a rest space, or a discovery space.





Before	After
	
	
<ul style="list-style-type: none"> -Lack of safety due to empty lot -Unauthorized garbage, crime exposure concerns -Harsh environment around the construction site of the Subway -Needs planning and design for expensive sub-spaces that have not disappeared even after construction is completed. 	<ul style="list-style-type: none"> -Public space becomes an open space -Public spaces enable cultural and leisure activities -Ensure safety -Squareization of the lower part of the bridge -Relevant to many studies of 'Throw landscapes'

Figure 8. Expected simulation after changing the Thao Dien public space

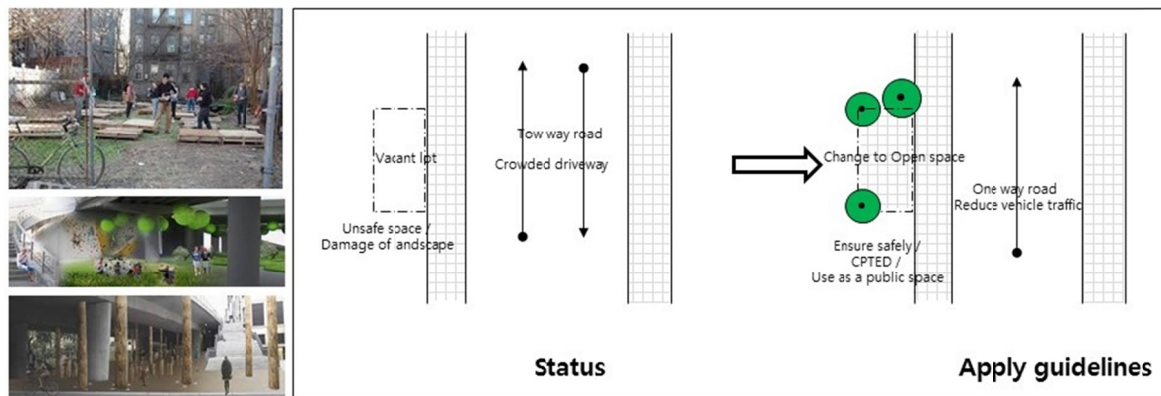


Figure 9. Plane change prediction and reference image in public space

(Source of reference image: www.google.com)

4.4 Guidelines Direction for Public Transport

To improve the quality of life of residents, various transportation options are needed. Thao Dien, the subject of the study, lacks public transportation. Recently, many advanced cases have led the urban regeneration through the public transportation center by applying the BRT (Bus Rapid Transit) technique, which is the express bus system in Brazil such as Curitiba, but even if successful cases were introduced in other regions Rather than confusion, it may not be appropriate for your area. In other words, a sustainable city must be supported by a pedestrian-centered environment behind it to have Transit Oriented Development. This suggests the necessity of pedestrian-oriented urban space escape from the idea of relying on a traffic plan. Therefore, considering the characteristics of the current research site, it should be considered that securing pedestrians' pedestrians should be prioritized rather than unconditionally expanding public transportation.

Planning of expanding public transport routes is not simply a matter of urban design. Traffic planning and urban planning should be supported. The purpose of this study is to suggest the direction of urban design guidelines. However, since the construction of the ground railway is in place near Tao Dien, it will have a positive impact on the quality of life of residents after its completion.

5. Discussion

Until now, many studies related to urban planning and urban development in Vietnam have been studied, but research on urban design is relatively low. Therefore, it is very meaningful to present the direction of urban design as a practical activity for improving the quality of human life as in this study. In addition, the results of this study based on the opinions of citizens apply directly to the region, and it is considered that the urban design considering the living and living environment of Vietnam will be important as a basic data.

Furthermore, in the process of conducting this study, it was considered that further research to secure 'safety' necessary for improving the quality of life of human beings needs to be conducted. In the course of conducting a study of Thao Dien, the survey was conducted several times, and as a result of the investigation, it was found that the safety in the region was very low. Deteriorated street spaces and vacant lands were one of the biggest reasons, and CCTV or CEPTED related elements, which are physical elements to protect citizens from crime safety, were not installed at all, and thus they were exposed to crime risks. Recently, many studies and plans are being implemented to secure the safety of citizens worldwide. Therefore, further research on CEPTED needs to be conducted to further improve the quality of life of residents in the Thao Dien region and grow into a sustainable city. As the research related to CEPTED is also the part that urban design should be the basis, it is considered that the significance of this study focused on urban design is significant.

6. Conclusions

Urban design is a three-dimensional and practical means of improving the quality of human life. Therefore, urban architects who do this should be able to consider and judge what is necessary to improve the quality of human life. The purpose of this study was to derive and analyze the urban design elements necessary to improve the quality of life of residents in Ho Chi Minh Thao Dien. As a result, it is urgently needed to compensate for the discontinuity of street space, poor maintenance status, narrow and complicated driveway, mixed people with

vehicles and motorcycles, and unmaintained drive way. At the same time, the lack of open space has had a significant impact on the quality of life of residents, as well as the lack of public transportation. In this regard, this study suggests the direction of urban design guidelines in the Thao Dien region within the range that can be supplemented and improved in terms of urban design.

Vietnam does not have a long history of urban design and only a few years ago the Urban Planning Act was invented. In addition, it is not long since full-scale development has been implemented, and in fact, the need for urban planning is stronger than urban design. However, it is receiving a lot of information from developed countries, and the development speed is so fast that there is a possibility that the focus will be on "development" without losing its uniqueness. Therefore, the uniqueness and identity should not be lost, but it is necessary to reconsider the cornerstone by considering what is needed for the "quality of life" which is the ultimate purpose of urban design. Furthermore, it is necessary to consider more three-dimensional methods in which plans and designs are converged and combined with the rapid development speed. The contents of this study will be the basis for improving the satisfaction of residents and forming a sustainable area when urban design of Thao Dien region is implemented in the future.

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Notes

Note 1. In Singapore, when trees are planted in pedestrian spaces, they are required to designate trees that can make pedestrians comfortable. In addition, because excessive planting threatens the safety of pedestrians and adversely affects the safety of crimes, it is a very detailed and important urban design task to specify the types of trees and the width of the trees.

Note 2. Charles Landry's book 『The Creative City 』states that the will and leadership of a leader is necessary to create a creative city.

Note 3. As a way to improve public space by applying urban design, Crime Prevention through Environmental Design (CPTED), a crime prevention technique through surrounding environment design, is attracting worldwide attention. In the field of urban design, CPTED appeared in Jane Jacobs' book *The Death and Life of Great American Cities* in 1960 and began to attract attention from urban planners such as Oscar Newman.

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