

Study on Livable City Construction from the Perspective of Eco-aesthetics

Yuxuan Dai

Department of Architecture and Art Design, Xi'an Peihua University, Xi'an, China

Abstract. With the development of economy, the process of urbanization in our country is accelerating, and the model of city is expanding. Livable city is a human settlement facing the future harmonious society. The connotation of livable city is rich. With the development of society and the change of human needs, the connotation of livable city will change, develop and enrich. It has become a major topic of general concern and research by scholars in recent years.

Keywords: livable city; people-oriented; ecology.

1. The Connotation of Livable City

Livable city is a human settlement facing the future harmonious society. The connotation and richness of livable city originated from the theory of idyllic city at the end of the 19th century. The central idea of this theory is to enable people to live in a new type of city with good social and economic environment and good natural environment. Livable city construction has become a high standard of our requirements, is the pursuit of every city manager, is the expectation of every citizen. The connotation of livable city is discussed from the following levels.

1.1 Philosophical Level - --- People-oriented, Harmonious Coexistence

The concept of livable city is to seek a more comfortable, healthier ecology, more efficient economy, more beautiful environment and better life of the city form. Therefore, livable city is mainly a kind of psychological feeling of residents to the city, not just the accumulation of material, the demand for people is the first priority of construction, people-oriented should be paid attention to, so that people and the city form a benign interaction.

1.2 Economic Level--Sustainable Economic Development

Cities are high-density gathering places of economic elements and carriers of various industrial activities. Undoubtedly, poor cities will not be livable cities. Only with strong economic foundation, reasonable industrial structure and strong development potential, can we provide enough jobs for urban residents and ensure the economic source of life. The construction of livable city needs strong urban economy as backing, but livable city needs a benign, efficient, healthy and sustainable economic development model.

1.3 Cultural Level--Rich Cultural Connotations

Culture is the soul of a city. The culture of a city includes not only the inheritance of regional history and culture, but also the absorption, tolerance and respect of foreign cultures, which is also the manifestation of the attraction of a city. Urban culture has an important and far-reaching impact on the direction of urban development and the progress of the whole society.

1.4 Social Level--Social Stability and Harmony

Livable city is to establish a people-oriented harmonious urban form, which involves good atmosphere, good service, perfect facilities, social stability, scientific and technological progress and other aspects.

1.5 Environmental Level - Environmental Sustainability

Environmentally pleasant is the most intuitive symbol and symbol of livable city. Talking about livability without ecological environment must be empty talk. Environment is the basis of

development. Livable cities create a harmonious urban environment in which human beings coexist with nature and society. They are the optimum combination of politics, economy, society, ecology, science and technology and humanities. They are the most suitable modern cities for human beings to live in.

2. Advantages of Building Livable City in Xi'an

2.1 Rich Cultural Heritage and Unique Tourism Resources

Xi'an can be called the natural history museum of ancient Chinese society, and many rare and rare treasures in China and the world. The terracotta warriors and horses of Qin Shihuang, known as "the eighth wonder of the world", the most complete and largest ancient city walls in the world, as well as the four major sites of Zhou Fang-rong, Qin A Fang Palace, Han Chang'an City and Tang Daming Palace. The long history, rich cultural accumulation and beautiful natural scenery constitute the tourism brand advantage of the ancient city of Xi'an. The unique human landscape and beautiful natural scenery make the tourism resources of Xi'an have the characteristics of high resource density, good preservation and high grade. In 1998, it was awarded the first batch of "China's Excellent Tourism City", and in 2003 it became one of the first batch of four best tourism cities to be introduced to the world.

Table 1. Area and Volume Table of Large Lakes in Main Urban Area of Xi'an City

Name of Lake	The measure of area(10000m ²)	Volume(10000m ²)
Kunming Lake	450	1350
Qu Jiang Pool	70	140
Tuanjie Reservoir	55	200
Weiyang Lake	32	64
City Moat	30	50
The remaining 13 water surfaces	140	280
Total	777	2084

2.2 Climate Conditions, Good Ecological Environment Quality

Xi'an is a warm temperate semi-humid continental monsoon climate with distinct seasons and mild climate, which is suitable for the development of agriculture and industry, but more suitable for the development of tourism. The large-scale afforestation and beautification project implemented in succession years is that the coverage rate of urban greening in Xi'an is over 40.33%. In the first half of 2012, the number of good days of urban environmental air quality in the whole province reached the standard of 88.7%, up 0.5% from the same period last year.

Table 2. Urban Landscape Greening in Xi'an

Index Particular year	2010	2011	2012	2013	2014	2015
Number of Parks	68	66	72	81	85	91
Park area (hectares)	1335	1478	1529	2406	2484	2600
Green area (hectares)	12140	13680	15196	17751	18914	20582
Park green area (hectares)	3256	3898	4245	4576	5076	5311
Greening Coverage Area (Hectares) at the End of the Year	15646	17325	19017	21865	23217	25640
Green coverage (%) in built-up areas	37.50	38.96	39.53	40.29	40.76	42.04

2.3 Xi'an will be the Leading International Metropolis in the Western Region in the Future.

Xi'an is the heart of the Eurasian Continental Bridge. The origin of the whole country is very close to Xi'an. Guanzhong is the most developed area of the Eurasian Continental Bridge. Xi'an, which relies on Guanzhong, can become the leader of the Eurasian Continental Bridge economic belt. The state has set up the Eurasian Forum in Xi'an, approved the international port area, and established a comprehensive bonded area. Therefore, Xi'an has become the heart of the Eurasian Continental Bridge Economic Belt, the center of strengthening international cooperation in our country, and the leading international metropolis in the western region in the future.

Table 3. Main Data Indicators for Economic Development of Xi'an City in 2011-2015

index Particular	2011	2012	2013	2014	2015
Disposable Income of Urban Residents (RMB)	25981	29982	33100	36100	39007
GDP (100 million yuan)	3869.84	4304.47	4924.97	5492.64	5901.20
Per capita GDP (yuan)	45561	51499	57464	63794	66938
Primary industry (RMB 100 million)	173.14	195.59	200.45	214.55	220.20
Secondary industry (RMB 100 million)	1583.21	1781.09	1998.82	2194.78	2126.29
Tertiary industry (RMB 100 million)	2113.49	2417.79	2725.70	3083.31	3454.71

3. Problems and Suggestions of Livable City Construction in Xi'an

3.1 Urban Transportation and Green Travel

Green travel is increasingly becoming a healthy travel concept. However, for urban management departments, in order to make this concept truly become the people's travel consciousness rather than a slogan, besides publicity work, the more important thing is to make all kinds of measures to ensure the convenience of people's actual travel. Barrier. At present, a common phenomenon in domestic cities is that the wider the motor Lane is, the narrower the pavement and non-motor Lane are, and the tendencies of distribution of road rights in the road system "vehicle-based rather than people-oriented" are gradually emerging. A small number of car users occupy most of the road resources, while most pedestrians and bicyclists can only use less road resources, which makes the people who travel slowly, such as walking and bicycle, very helpless.

With the increasing number of motor vehicles in cities, bicycle travel environment is getting worse and worse. Non-motorized lanes and sidewalks become parking lots. Automobile exhaust pollution is serious. Difficulties in connecting bus system with bicycles and narrow sidewalks are plaguing every traveler, especially in the rush hours in the central urban areas of large and medium-sized cities. Almost all road pedestrians, non-motorized vehicles and motor vehicles often entangled with each other, resulting in congestion. Domestic and foreign experience and research by experts and scholars show that in order to guarantee people's green travel, urban construction should pay enough attention to bicycle lanes and sidewalks, and make great efforts to build a road traffic slow-moving system suitable for citizens' travel. Therefore, we should lay equal stress on the construction of slow-moving system and fast-moving system. Some cities that have been explored in China have planned to build slow-moving system first and connected slow-moving lines to each block in series. Good results have been achieved. In addition, urban traffic planning should return from "car nature" to "human nature", which can not only alleviate traffic pressure and improve the ecological environment, but also slow down the metabolism of the city, make the city more livable, slow down the pace of life of the urban population, return to nature and enjoy the "slow life".

3.2 Housing Security for Low-income Groups

In the process of livable city construction, there are large-scale urban housing demolition and transformation problems. Although large-scale urban housing demolition and transformation has

greatly improved the landscape of the city and the living conditions of residents have been significantly improved. However, there are some prominent problems, such as blindly expanding the scale of demolition, inadequate implementation of demolition compensation and resettlement measures, artificially lowering the compensation and resettlement standards, even abusing administrative power, illegal and illegal compulsory demolition and so on. The frequent occurrence of irregularities has seriously infringed on the legitimate rights and interests of urban residents, triggered a series of social contradictions, and the resulting impact is related to the vital interests of residents and social stability.

Urban villages are urbanization phenomena with Chinese characteristics under specific historical conditions. With the rapid urbanization process in China, urban expansion from top to bottom and rural urbanization from bottom to top are proceeding simultaneously, which profoundly changes the regional spatial pattern of China. Since the emergence of urban villages, the transformation of urban villages has been the primary goal of local governments to promote the urbanization process. This kind of villages growing up in the rapid urbanization process will become an important land resource for re-development, and the transformation of urban villages is imperative. However, in practice, the government often abuses its power, uses the state machinery to take the means of demolition, ignores or compresses the legitimate interests of the villagers. In the process of transformation, the villagers have no opportunities and channels to express their interests, but are only pure objects of transformation.

In summary, in the process of urban housing demolition and reconstruction, first of all, we need to consider the wishes of the residents, starting from the vital interests of the residents, and moderately reduce the scale of demolition. Secondly, we need to consider the problem of increasing the cost of housing purchase caused by demolition, and properly improve the compensation standard. Finally, we should strengthen the construction of affordable housing and low-rent housing, and increase the construction of urban infrastructure. For completed communities, the infrastructure around them should be improved as soon as possible, and for projects that have not yet started construction, planning should be done to improve the hard environment of the communities and improve community service institutions.

3.3 Barrier-free Construction of Public Buildings

3.3.1 Blind Tract Obstacles

Blind roads in urban construction serve people with visual impairment. The emergence of blind roads is of course a favorable facility to help people with visual impairment walk, make up for some of their physical defects, and promote their travel. But the existing problems lead to the inconvenience or even impossibility of blind use, which is nothing. For example, the blind road is occupied by vehicles, newspaper kiosks and so on; the blind road is not continuous, even connected with the well cover; in addition, in some sections of the road from time to time, we can see that in order to bypass an obstacle, the blind road is built into a "S" shape, and even deliberately make it into a shape, which corresponds to the phrase "Chinese blind road, make the disabled more disabled."

3.3.2 Obstacles to Service Facilities

Even in high-level public buildings, there are blind spots in service desks and ancillary facilities, such as the height of reception desks, ticket offices, cash machines and elevator buttons for the disabled, the touch design of station signs, the lack of voice at traffic lights to indicate the time of passage, and the inconvenience for themselves and their movement. Disabled people bring more inconvenience.

At present, the people who design and construct public buildings are all healthy people. Because the healthy people lack the personal experience for many details of the needs of the disabled, all these obstacles will inevitably lead to the emergence of. Therefore, in the design, construction, acceptance, management and other links, it is necessary to establish and improve the mechanism of participation and supervision of the disabled in the whole process, not to stay behind the event, so as to better change the status quo. Secondly, under the premise of limited construction funds, we should better

allocate construction funds and improve the use of funds. Efficiency should first meet the basic living needs of people with mobility disabilities, and then consider their enjoyment and development needs. It is imperative to make barrier-free transformation of a large number of entrances and exits as soon as possible.

References

- [1]. Xiao Rongbo, Wang Guoen, Ai Yongjun. Exploration of Guangzhou Green Space System Planning under Livable City Target [J]. *Urban Planning*, 2009 (2): 64-68.
- [2]. Zhao Jingjing. Beijing: Building a barrier-free city, *People's Daily Overseas Edition*, 2006-08-31.