L.I.F.E LONG-SCAPE
Longtang & Landscape

Hang Du
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– LONGTANG & LANDSCAPE

How can Longtang urban morphology be used as a tool for a development of Shanghai city

A project submitted in fulfillment of the requirements for the degree of Master of Landscape Architecture

Hang Du
B.Art.

School of Architecture + Design
College of Design and Social Context
RMIT University

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Declaration

I certify that except where due acknowledgement has been made, the work is that of the author alone; the work has not been submitted previously, in whole or in part, to qualify for any other academic award; the content of the thesis is the result of work which has been carried out since the official commencement date of the approved research program; any editorial work, paid or unpaid, carried out by a third party is acknowledged; and, ethics procedures and guidelines have been followed.

Hang Du

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Many thanks to my family especially my dear wife Zhao Ye Gao. They always give me great support and make me stronger...

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Old Chinese-city
Huangpu district
Longtang area
appartment  unit  house  office  shopping centre  station  hotel

market  supermarket  mall  bar  restaurant  shopping mall

yun-cha  coffee  tea

main  bus  taxi  truck  car  people mover  bicycle  scooter  motorcycle

Overhead-bridge  street  road  pedestrian  park  green-belt
part 01: Living, eating, shopping, traffic: are the most common things happening in people's daily life
Preface

Shanghai is one of the largest cities in the world. It has a population of 16.7 million (2000) and its downtown area has experienced rapid urbanisation and reconstruction. To adapt to these changes, the local government suggested demolishing the old buildings and streets (including the Longtang) and constructing high-rise buildings and wide roads instead. In addition, there are other events such as Shanghai’s 2010 World Expo that have added pressure to the demand for new construction, with the consequent disappearance of traditional models such as the Longtang.

My research explores possible ways of coexistence between the two different spatial qualities (traditional and modern) in Shanghai’s downtown area.

Longtang is a housing model that represents ancient spatial and social qualities. It responds to its surroundings by establishing harmonious relationships. My project aims to hybridise its spatial qualities (including form, scale and context) into a new urban planning scheme.

I have decided to undertake a master’s study and have been engaged in the research of landscape architecture.
Chinese traditional definition of 'LIFE' & Re-definition of 'LIFE' in my project

In Chinese, the ideogram ‘生命’ means ‘life’. Compared to the ‘LIFE’ in terms of physically with goods or what other ways can we think of life traditionally, the term ‘LIFE’ in my research is rethought as a transformative force rather than a literal means for pure goods exchange. The philosophy of ‘LIFE’ here, face the existing organizational system of Shanghai’s infrastructure. LIFE in my research is not only a traditional word but also a qualitative word which via landscape and architect.

‘LIFE’ is a metaphor for explaining the idea of ‘infrastructure’ in my research, ‘LIFE’ has been defined as living, eating, shopping, traffic in my project. In traditional Chinese word ‘LIFE’. It has been divided into four parts which are the most basic things in people’s daily life. The ‘LIFE’ systems were linked to Longtang and the development of Shanghai. This is a way of grafting, stitching and connecting urban infrastructures as dynamic systems, through which also suggests different organizational possibilities for urban infrastructures.

Sketch-up made planning [1] for part of Huangpu district. Colour filled area are the location of Longtangs.
Shanghai’s geography and history

Situated in the lower reaches of the Yangtze River, Shanghai has abundant water resources (the total capacity is almost 60 billion cubic metres per year) and it also has underground water of good quality. Shanghai is one of the largest metropolises in the world. Its population density is 2,657 per sq. km on average.

Shanghai was founded in the 10th century. The city is located in a swampy area east of Suzhou, which has only recently been irrigated, although other parts of the Yangtze Valley saw irrigation as early as 1,500 years ago. Until 1127, Shanghai was a small market town of 12,000 households. During this period, Shanghai was known as "The Paris of the East, the New York of the West"[1]. Shanghai was declared a special city in 1927 and a municipality in May 1930. In that time, the city’s industrial and financial power increased, as merchants were in control of the city while the rest of China was divided among warlords.

[2] See the website www.hercity.com/eNews/news/. In the 1920’s and 30’s Shanghai was a legend. The “Paris of the East”, “the New York of the West” or less charitably “the whore of the Orient".
Ongoing Shanghai

Modern Shanghai has traditionally been seen as a stepping-stone to higher positions within the PRC Central Government. The remarkable development of the Pudong zone offers a compelling example of the various political mechanisms, players, complexity and character of urban land development and spatial change in the context of China’s rapidly growing transitional economy.

Shanghai is China’s largest and greatest commercial and industrial city. With 0.1% of the land area of the country, it supplies over 12% of the municipal revenue and handles more than a quarter of the total trade passing through China’s ports.

[1] A song sings about night Shanghai. Shanghai has beautiful night view, especially People’s Square, Huangpu district.
Huangpu district [1] as my site

The reasons why I have selected Huangpu district as my research site are as follows:

Huangpu district is located in the Shanghai downtown area, just like the Central Business District (CBD) of Melbourne. It includes the central area of Shanghai as well as the central business district. It is also the oldest district in Shanghai and has been the CBD since 1936.

It is where the original Shanghai downtown area originated. Many Longtangs were located in this area and made it the first district in terms of density of population. It also includes the most famous tourist sites.

In the last few years its continuous growth has forced the demolition of various Longtangs and the construction of skyscrapers for hotels, offices, apartments and commercial buildings.

The government’s ‘moving out policy’ [2] means people have to move from downtown areas to suburban areas. Infrastructure has expanded to cope with the new demands, but it seems incapable of supporting the city’s rapid growth.

[1] “Huangpu” district is the heart of Shanghai, not only for its important location but also the place where the Shanghai commercial and residential area come from. Area of 12.41 km² and 574,500 inhabitants (as of 2002), Huangpu is one of the most densely populated urban districts in the world.

Existing scenario and problems

Along with the improvement in the quality of life, the number of cars in Shanghai has multiplied with the inevitable consequence of traffic congestion. Taxis in Shanghai are a common means of transport and market competition has reined in taxi fares to affordable prices for the average resident. Private car ownership in Shanghai has also increased rapidly in recent years. The number of cars is only limited by the number of available plates at public auctions. Before 1990, cycling was the most ubiquitous form of transportation in Shanghai, but the city has since banned bicycles on many of the city’s main roads to ease congestion (the city government has pledged to add 180 km of cycling lanes over the next few years).

A uniquely Shanghainese cultural element is the ‘shi-kumen’ [2] residence, a two- or three-storey townhouse with the front yard protected by a high brick wall. Each residence is connected and arranged in straight alleys, known as a ‘Longtang’.

There is a large number of old buildings (60 years old or more) that house a whole family (in some cases even 2 or 3 families). Although the local government wants to help people improve their living conditions, housing prices are unaffordable. Shanghai has a highly developed transportation infrastructure with expressways around the whole city and overhead bridges linking east and west, north and south. However, there are still lots of disconnected small roads and streets (most of them of less than 5 m wide).

With the ongoing development of Huangpu district, the local government plans to reorganise its urban fabric. One of its policies is to demolish some of the old Longtangs and replace them with modern streets and high-rise buildings.

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Infrastructure typically refers to the technical structures that support a society, such as roads, water supply, wastewater, power grids, flood-management systems, communications (internet, phone lines, broadcasting).


Shikumen or literally “stone gate” is a style of housing in Shanghai, China, which blended features of east and west. In the past up to 80% of the city’s population lived in these types of houses, but today the proportion is much lower.

Shikumen houses are two or three-storey townhouses, with the front yard protected by a high brick wall. Each residence is connected and arranged in straight alleys, known as a Longtang.

More details and scale of the Longtang house will be shown on page 22.
The condition of most houses located in central Huangpu is inadequate because they have been there for over 30 years. The government is planning to demolish these old buildings in the future – especially Longtang houses – most of which will be replaced by high-rise apartments and commercial buildings such as shopping malls or office buildings. The residents who are living in these areas will move out and their customary familiar neighbourhoods will cease to exist.

My targets

1) To avoid accelerated urbanisation – in recent years more and more residential areas have been replaced with commercial areas that have forced the residents to move out and lose connection with their current neighbours. In addition, accelerated urbanisation will result in changes to the city structure and will cause additional problems in the future e.g. rush hour might occur earlier and/or last longer, etc.

2) To retain those Longtang buildings in good condition, because they have exceptional historical and human significance – Longtang buildings provide a special kind of space that can be used as public or private space. No other architectural form has the same function. As my research is focused on the space usage of the existing Shanghai downtown area, the morphology of Longtang can be used as a tool that might be helpful for the ongoing development of Shanghai city. It is important that not every old building be demolished, especially when they have heritage value for Shanghai.

3) To apply theoretical knowledge to practice – especially concerning how to make use of the Longtang urban morphology in my future design.
Eating & Shopping

The diagram shows that the busiest commercial areas are located in northern Huangpu district. Along with the ongoing development of Huangpu district, the local government plans to reorganise its urban fabric. One of its policies is to demolish some of the old Longtangs and replace them with modern streets and high-rise buildings. I believe it is not a good idea because the expanding CBD will necessitate changes to the city structure.

The existing problem is that there are too many restaurants, hotels and shopping malls in the downtown area and their numbers are still increasing. The landmark prices for commercial usage would be two or more times higher than that for residential usage. One of the significant factors is the number of newly built, superb shopping malls or shopping centres that have been increasing rapidly year by year. The housing prices in Shanghai are extremely high, especially in downtown areas, and one of the reasons for this is the number of commercial buildings.
Shanghai has a highly developed transportation infrastructure with expressways around the entire city and overhead bridges that link east and west, north and south. However, there are still lots of disconnected small roads and streets (most of them less than 5 m wide).

It is the keystone of my research to see how the space -- small or large -- can be used efficiently to create a space which provides more public space and will upgrade the function of the existing streets or roads. Of course the design will also solve the problem of increasing traffic jams. No matter the number of new expressways or streets that are built, traffic jams will still be a big problem for those who are living in the suburbs but working downtown. People are spending inordinate amounts of time travelling. How the problem can be solved is one of my research aims.

Traffic

The diagram showing that the most typical streets and roads located in Huangpu district.
Problems and solutions

Based on my researches, I have discovered the following problems in the city:

Firstly, there is the increasing traffic congestion caused by the large population and increasing numbers of private cars. Bicycles were once the most common method of transport and were affordable, flexible, and convenient. But nowadays, bicycles are banned in many main roads to ease the traffic jams.

Secondly, although Shanghai has a highly developed transportation infrastructure with roads, overhead bridges, and expressways extending in all directions, there are still lots of small disconnected roads, most of which are less than 5 metres wide.

Thirdly, with the development of Huangpu district, the government plans to reorganise its urban fabric. One of its policies is to demolish some of the old Longtangs and replace them with modern streets and high-rise buildings. However, with some of the old Longtangs, the buildings are generally more than 60 years old and each building holds numerous families. And these families will have to move out to suburban areas and will be dislocated from their neighbours and friends.

From my point of view the possible solution to the problems above would be to create more space, which is the purpose of my thesis.
As one of the biggest cities in the world, Shanghai has a large population, especially in the Shanghai downtown area (site location) and this has resulted in the rapid growth of urban reconstruction and renovation. Meanwhile, important events such as the Shanghai 2010 World Expo enhance the process of new reconstruction and consequently old Longtangs are going to disappear from the new urban fabric. However, the Longtang has more than an 80-year-old history and already famous and an icon of Shanghai.

This project is located as part of the redevelopment of the old city zone that will take place in the Old Chinese City (old city loop) between 2006–2015. As the location was once the heart of the district of Shanghai city, it also experiences a core of traffic which connects north and south, east and west.
LIFE LONGTANG LANDSCAPE

Part 02: Living, eating, shopping, traffic are the morphology of a traditional Longtang...
1. The area of view of Longtang area (Nanshan residential area, Huangpu)

2. Lay out Longtang structure and organisation

- Main Road and street
- Main Lane
- Secondary Lane
- Basic Lane
- Lane
- Gate
- Residential (houses)
- Commercial (shops, restaurants, milk bars)
Longtang is a fast-disappearing architecture due to the urban expansion of older Shanghai. In the 1920s and 1930s Longtangs were very popular in Shanghai city, especially in the downtown area, and they used to be seen as one of the main elements that guide the residential fabric of urban life.

‘Long’ means lane and ‘tang’ means ‘important building’ or ‘the front room of a house’. The word can also be used to describe a lane that connects houses or a group of houses connected by lanes. The Longtang houses usually have two levels and are attached to each other in rows.

The courtyard houses, similar in design to English townhouses, were built to suit the Chinese way of living and were surrounded by one main wall. They were lined like barracks, row after row, and only the main lane could lead residents into the city road outside through an iron grilled gate.

A Longtang is mainly based on the Chinese traditional residential siheyuan (a compound with houses on four sides). There were three to five rooms in each unit and only the main part of the house had two levels.

This still retained the style of the Chinese traditional residential form of having an enclosed house with a courtyard but its proportion had been changed and its layout is compact. In old Shanghai, only those who were able to pay the monthly rent and tax could live in these houses. Since society was divided into different strata, the Longtang houses were also classified into high, medium and low standards.

The differences in the ranks of Longtang houses were evident in the kind of construction and materials that were used, as well as their location.
“Jobs tears seed, almond and lotus seed congee!”
“Rose chip and white sugared rice cake!”
“Shrimp meat wun-tun (dumpling) with noodle!”
“Fragrantly spiced egg boiled in tea leaf!”

History surrounding Longtangs

Large Longtangs were inhabited by hundreds of households and were like cities within a city. In them there were grocery and snack shops, barbershops, hot water sellers, tailors and even small industries (the 'Longtang factory' was one special feature of Shanghai). The owners of these factories were mostly technical workers themselves who could produce some very good and useful utensils and articles for daily use from scraps cast away by the big factories. Their production had once played an important role in the small goods market in Shanghai. The present No. 8 Steel Works of Shanghai was actually set up on the basis of several Longtang factories after 1949.

Longtang is a product of Shanghai and belongs to the people of Shanghai. It tells the story of Shanghai and reflects the culture, lifestyle and philosophy of the Shanghainese. There were many types of Longtang houses and every one was a part of the whole. Reading about the Shanghai Longtangs is like reading the social history of Shanghai and the Shanghai people.

A traditional Longtang can be seen as a mini city because of its urban morphology. Living, eating and even shopping occurs in the quondam Longtang. Life here is well balanced.

The living space is divided into various layers: public space (streets), semi-public space (main lanes), semi-private space (sub-lanes) and private space (inside the residence). This arrangement brings a strong sense of regionalism, recognition and safety.
The change of scale from district to Longtang (renderings 1–3) identifies the merging of various Longtangs into a singular block or groups of blocks. In this way, Longtang behaves like a cell in the city.

The project aims to redefine Longtang as the main urban planning element working with other elements to produce a new Longtang in city scale. It addresses the flexible interactions between Longtang and street and Longtang and housing (inside and outside). Longtang well solved the housing problem generated by the increasing population in 1930. Its morphological structure and the relationship between Longtang residents are elements that we can learn from.

Now Shanghai has entered into a new stage in its development, so I think it is necessary to take Longtang as one element of the city structure as a guide to look at the existing Shanghai city. It is important because Longtang can be seen as a facet of the city and many of the Longtangs combined will become a block or even a district. Once the morphology of Longtang has changed the district, then the whole city will change. So the research of Longtang will be important for me before the design starts and will be a tool for the developing Shanghai.
Longtang urban morphology

The laneways are the connective systems of Longtang: people can travel from one Longtang to another because of the main laneway that extends to the edges (gates). Passing through these one can go to the streets and roads where shops and small restaurants flourish. ‘Living’ space is another important part of a Longtang as it is more than 70% of the total Longtang area. The demands for space in a Longtang force dwellers to occupy public space (laneways) as their private space. This establishes amicable and harmonious relationships between residents as neighbours interact more closely.

This structure is unique and provides a pleasant way of life for the residents. Daily activities such as eating, chatting, playing, etc., develop in a public environment that strengthens participation and association among neighbours. It is not only of cultural significance to Shanghai but also of architectural relevance as it only occurs in the Shanghai downtown area. A traditional Longtang is a mini-city with its own urban morphology: living, eating and even shopping take place in the quondam Longtang where life is well balanced.
The research of Longtang is the most important chapter in my project. The main areas of interest in this research are:

- public space in the Longtang,
- private space in the Longtang,
- activities of the Longtang people,
- buildings in the Longtang.

The activities in the Longtang act similarly to the veins in human bodies. They bring spatial experiences to local residents as there are interactions between the physical space and the public and private environment (figure and ground).

Longtang space interacts with private housing space and generates a combined dwelling unit. In terms of diverse Longtang space, spatial qualities of housing space vary. For example, wider Longtang provide more opportunities for public use, pedestrian, car driving, shopping, playing and chatting. Conversely, narrower Longtang (its width less than 2m) is occupied by local residents for private use, such as, drying clothes, neighbourhood chatting, courtyard relaxation and common cooking.
The space (lane space) here is usually very narrow (sometimes one metre wide). However, people who live here use these public spaces for their private use (e.g. hanging clothes and parking bicycles). The space is considered from the ground level to overhead, and although its uses change constantly, it tends to operate for traffic connecting other Longtang lanes.

I think the functions of space in Longtang are changeable due to its morphology. The residents who live in Longtang houses always occupy any space they are able to for their private use. But the existing lane space still functions as a public space for activities such as cycling, children’s playgrounds, etc. Through the facility of Longtang we can discover how people use the equipment in public spaces and convert it for private use.

For example: the scene of hanging clothes by a bamboo stick can be seen everywhere in the Longtang now the public space has been transformed into private space. Parked bicycles lean against the walls and residents establish their private space once their bicycles are parked outside their house. There is much evidence showing that space can be transformed from private to public because the space can be seen as the private backyard of every resident as there is no separate courtyard and it also serves as a public place for bicycles passing by and for parking.
morning: housewife washing their clothes outside the house as the sinks are only located in the laneway space.

afternoon: children playing with each other in the laneway space, the space seems as their playground.
This scenario analyses the space from interior to exterior. The construction on both sides of the street creates the exterior of the Longtang. The street is part of the Longtang based on the morphology analysed. The block street loops very much like the alleyway in the Longtang as it connects blocks in different scales. This situation is similar to the alleyway during peak times when hawkers occupy the pedestrian precinct to sell food.

As a tiny part of the whole city structure, Longtang morphology is an indispensable element to make the city structure a whole because it is an extension of streets. If we see the whole Longtang as a house of Longtangs, then the streets outside can be seen as the lane space in the city scale. But the existing streets cannot be used as the lane spaces of Longtangs due to the inherent problems such as the volume of traffic, narrow footpaths for pedestrians and the dilemma of how the two can share that space.
The main lane is the most important organisational feature of Longtang. According to its morphology, the main lane is not only used for interior traffic but also for connection between other smaller lanes (alleyways) to the street (exterior) of Longtang. Each main lane ends with a gate where the public place is appropriated by children as it offers a larger area for entertainment. Residents also hang their clothes outside their houses, producing a picturesque setting only visible on a sunny day in the Longtang.

It is concluded that the main lane space is utilised for the traffic in the Longtang but its function is changeable and it changes with the time. So how can this morphology be considered and will it work on a bigger scale? If the street or road in the bigger scale (block or district) can be seen as the main lane works in Longtang, how would the changes impact on the surrounding structures or district?
Main lane space

This scenario depicts a typical lane leading to individual units. The main alleyway goes through a Longtang block. On both sides of the alleyway space is appropriated by small restaurants, discount shops and small markets. The original use of this space was for pedestrian and cyclist circulation, but now the alleyway looks like the commercial street of a city. When hawkers set up their stores, cyclists may stop and buy food or vegetables from them, assigning private use to public space. It is concluded that the main lane space can be seen as a place for eating and shopping, but its function changes with time. The same space may serve differently from public to private.
activities and space to set up a larger model that operates from the interior of the Longtang to the city block and district. Laneways are not only used for traffic and communication but also offer an important space for hanging clothes, conversation and recreation. See sketches above.

There are always similarities between the Longtang and bigger scales such as blocks and districts and even the city scale. Main roads are the connection between houses, apartments, shopping malls, stations, parks, hospitals and schools ... just as the laneways are in the Longtang. They have always been used as public space, but in the future this will depend on the city and its ongoing development as more and more streets have been rebuilt and upgraded to main roads and even expressways (freeways).

So this might be a great opportunity for me to test some ideas that I have learned from researching the Longtang. The conclusion as to how Longtang urban morphology can be used as a tool for the development of Shanghai is LONG-SCAPE: how the Longtang space theories in three different scales – Longtang, block, and district – can be used in the design.

The drawing shows connections between houses and lane space. The space is occupied by objects (bicycles parking, crates) and activities (washing, cooking, playing, chatting, etc). See sketches above. What can they do in such a small public space?

I have referred to the space between two houses as ‘public space’ in contrast to private space (areas covered by dwellings). People occupy public space not only because of the lack of room in their own private houses but also because of the opportunities it offers for interaction with other residents.

The unique form of the Longtang indicates that living, eating, shopping and traffic can be well balanced. I propose to use the relationships between

Lane space as 'public space'

eating and shopping can be seen in Longtang

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The connection between the Longtang, block and district scale

The main alley in the Longtang can sometimes function as a district’s main road in a city scale. This alley is connected to other lanes allowing access from the houses to the gates to the small communities located at the ends of each Longtang. The narrow dead-end lanes serve as the only inlet and outlet for Longtang residents who use this space as a courtyard.

The Longtang model offers the opportunity for making use of and temporarily ‘owning’ open space – a scarce commodity in high-density areas. This space does belong to the public but it is used for private activities such as talking, chatting and playing. The unique morphology of Longtang allows for this ambiguous definition of space.

The availability of public space has been diminished due to the high cost of land in dense areas. Activities such as shopping, eating, living and travelling occur in public spaces and the creation of areas for these activities (streets, parks, public spaces, open car parks, etc.) becomes a costly strategy. While the government’s ambition is to increase green areas in the downtown area, its ‘moving out’ policy relocates inhabitants and creates public spaces to satisfy public demand. Shanghai will host the 2010 World Expo with the theme ‘Better City – Better Life’, signifying the city’s new status as a 21st century major economic and cultural centre. The increase of green spaces in the Huangpu district and downtown has been a result of these policies, which also includes the reconstruction of People’s Square and Yan’an Road. However, the strategies followed are expensive and problematic as they ask for the relocation, demolition and construction of spaces. How can the existing urban infrastructure create more possibilities for private and public space? Can the Longtang morphology, its cultural and historic heritage in social organisations be used in modern residential developments?
part 03: from longtang scale to a bigger scale for test ideas and strategies
diagram of Ximao residential area located in middle of Huangpu district

The red line indicates the main lanes in Longtang, and the yellow line indicates the streets outside Longtang. And the former is the expansion of the latter, while the latter is the outside extension of the former. Longtang

From Longtang to City

Shopping, eating can be found in Longtang, they are the part of Longtang LIFE. Shopping, eating can be found in bigger scale as well, such as block and district scale.

Shopping, eating can be found in Longtang, they are the part of Longtang LIFE.
Diagram of Huangpu district, as the legend showing, the main roads and expressways in this district is a mini city in the city.

With regard to the district scale, the red indicates the expressways while the yellow indicates the main roads or streets in old Shanghai. The whole site connects with the city through them just like the connection between lanes and streets.

Diagram of Shanghai, Now Shanghai has three cycle express ways around whole city and have been connected from downtown to suburban.

In respect of the city scale, Huangpu district connects with Shanghai city through the main roads and streets in yellow, similar to the connection between lanes and streets.
The aim of this research is to help our understanding of the public space within the Longtang – block and district scale is still enough for us to use.

The main lane in the Longtang is like the main road in a district or even in a city. The main lane in the Longtang is connected to other lanes to enable the residents to go through from the exterior of the Longtang to the interior of the Longtang. As most lane space in the Longtang is normally narrow and a no-throughway, so the basic lane space can only be used as or seen as a yard for houses on both sides. But on the other hand it still has its function for traffic and it is the only means for the dwellers who are living in Longtang houses to go in or out of the Longtang. The advantage of living in a Longtang house is that you have the chance to own an open space (land space) and although it belongs to the public, you can still occupy it for your private use. People enjoy the atmosphere and opportunity to chat and interact with others that is created and made possible by the unique morphology of Longtang, so it only belongs to Longtang. Backing on main roads, many of them connect with one another, and they play an important role as the traffic, people and vehicles need to go through the city from one side to the other side as the city gets more congested during rush hour.

The Longtang and the district scale have much in common including morphology, infrastructure, public space and private space. People's activities include shopping, eating, living, and travelling. Mostly, people who are living in the Longtang use public space (laneway space) for their private use but at the bigger scale (especially the district scale) the public space is always for public use only. Main roads, streets, parks, public squares, the open air parking spaces ... these areas are important, particularly in downtown areas since it is difficult to create and build this kind of big public space due to expensive land prices and increasing density. For example, in recent years according to the government's 'moving out' policy which is to increase the greenbelt in the downtown area to improve the quality of people's lives, and the forthcoming EXPO 2010 with its theme of 'Better city, better life', so more and more public space has been built up both in downtown and suburban areas. The successful cases include the reconstruction of People's Square, the greenbelt on Middle Yanan Road and North Huangpu district's new public space project. Now more and more green areas can be found on the latest map of Shanghai, especially in Huangpu district and some of the downtown districts. These kinds of public spaces really bring lots of conveniences to people, but their costs are excessive, not only for land space but also for building on it. Moreover, people who are living here have to move out and contribute their private space to the public for the creation of parks, squares, open spaces, etc.

So for me, it is a good chance to use the ideas from my research on the Longtang to test the long-scape in different scales. The long-scape is based on the morphology of the Longtang – i.e. LIFE – and it will create a new range of public spaces and private spaces in the existing area that can be utilised for future planning in the development of Shanghai city.
This diagram shows the morphology of the traditional Longtang and combined with the idea of a future city network it can also be seen as planning for future city organisation. According to the previous research of the Longtang and what I have learned from it, there are many ideas generated. What is the relationship between the Longtang, block, district, and even the city? What is the advantage of a big scale using the idea of long-scape?

The answer will be shown in the following pages.
The site for design

[People's Square] the biggest green space in the downtown

[Yu Garden] the famous historic tourism site

Huangpu river

[Location of the site]

Map of Huangpu district

Main roads: Fuxin RD and Henan RD

block, residental area

apartmentment

Fuxin Road

high rising apartment (high class)

shopping mall & supermarket

Longtang housing

Henan Road

was a park but under rebuild plan (high class apartment)

Fuxin Road

old housing include longtangs under demolish

high rising apartment (high class)

Fuxin high school
The aim of the idea is to create more public space by using the existing street space not only as traffic use but also as a part of private space. People who want a rest and sitting on the ground would be more easier in the highly dense area.

That layout is an instruction to look at the site from district scale to street scale. It helps you understand the location of the site as well. The images show the existing condition of the site. I’ll give an analysis of the existing site before I start design works.

Henan Road during daytime

Fuxin Road during rush hour

Corner of Fuxin RD and Henan RD
In the early morning several walkers and a few bicycle riders on the street are on their way to friends or on their way home. Hawkers still occupy the pathways and are ready to begin their first business of the day. During the rush hour, which is (7:30–9:00) and (16:30–18:00), both driveways and pathways become crowded; there is no available public space for people to rest or find space for their own private use. It is only for traffic.

The analysis of the existing street conditions indicates that the public space of the streets can only be used for traffic purposes, apart from the pathways. But the rush hour only happens twice a day so there is still plenty of space that can be utilised for other functional purposes such as the laneway space of the Longtang due to the many streets in the downtown area of Shanghai still having less than 1.5 m wide footpaths and just one lane two-way driveways (section showing).

During the rush hour it is quite crowded on both footpaths and driveways. On the left side are the houses belonging to the Fuxin Longtang, which is a residential area; on the right side there are many old apartments, most of which have been built 50–60 years ago. Now they are used as businesses by offices or companies. They do not provide very good conditions because there is little public space (no roofs and roof gardens) for the office workers when they want to have a rest or a cigarette.

So the idea that has been generated involves what I have learned from the case study of the Longtang and how to use the existing space to create more efficient space for the people living or working in this area. Through the research on the Longtangs I have discovered that the space in the Longtang, particularly lane space, is changeable. People can use it as private or public space depending on the usage they wish to put it to. The potential is a safe, beautiful and effective space combined with existing bus and taxi stops and allowing many small plants to emerge as the times require. It will connect both side buildings and have a convenient ramp leading to the ground (footpath) for pedestrians.
These renderings, sections, and plans are the improvements to the idea. Test idea helps me to consider more possible ways to create "FLEX-SCAPE", which means the space can be used flexibly as different functions at different times, and that's what 'FLEX' for. As mentioned at the beginning as the design purpose, 'FLEX-SCAPE' will bring more flexible space for people living and working in a place of high density. More public space will be involved in this design, and the public space can also be used for private use, just like the laneway space in Longtang.

**Street space as laneway in Longtang**

The idea came from the laneway space in my research on the Longtang, because this space functions for traffic usage in the Longtang and it changes from public space to private space at different times. So this idea focuses on the space of the driveway where the space is used only for traffic and the space between both side buildings is still big enough to create a scape which connects both sides of the footpath to the buildings which are used as businesses and offices. This kind of scape can be seen as their roof garden so that people who are working in the buildings can go here for a rest, a chat or to smoke.

To enhance the environment, small trees are also available for planting here because there is no green space or trees. It can also be combined with existing bus stops and taxi stops so it will offer more convenience for people waiting during a rainy day or in the heat of the summer.

After the rush hour the area can be used as private space for people who are living around here, for example, old people can do their morning exercises here and it can also be an attractive place for couples to spend time together.

After the rush hours the place can be used as private space for people who are living around here, for example old people can do morning exercise, and it can also be a good place for couples.
1. the existing condition of the street (7:30-9:00  16:30-18:00)
2. the existing condition of the street (9:30-11:00  23:30-4:30)
3. the existing condition of the street (11:30-13:00  19:30-22:00)

Infrastructures as facilities of Longtang

This kind of designs focus on how to use the facilities on the street such as bicycle parking spaces, public telephones, bus-stops, benches ... and through the research on the Longtang I find these are similar to the facilities of the Longtang.
The design focuses on how the space can be used to its maximum in the Longtang, and the function can change accordingly.

Let us take four cases as examples:

Firstly, to increase the greenbelt – this will bring visual improvement and increase valuable green coverage of the block.

Secondly, to move the existing bus stop into the design so that people are able to wait for buses on the platform rather than on the narrow footpath.

Thirdly, the space under the platform can be used as an undercover parking area for bicycles and hawkers.

Fourthly, neighbours can gather together here to enjoy the cool, play cards, converse, and children can play together. As a result of population density and social conditions, people don’t normally have their own private courtyards, especially in the downtown areas. Children also want to find a place where more space and a conducive environment are available for them to play and socialise.

These scenes depict exactly what people do every day in the Longtang; they make full use of the public space for their private use.
simply equipped chair and table

safety glass can make the lighting go through to the ground

super light metal can be used as chairs and sculpture as landscaping

small plants: bamboos, potted tree and rockery of small size flowers
Layout shows the proposed scenario of the FLEX-SCAPE. People will have bigger space which provides more public space but also can be used for private purposes especially for those who are living around. It could be a safe place for people who want to cross the street during the rush hour. FLEX-SCAPE provides people with better space as a bus stop, since they don’t need to stand all the time on the narrow footpath without any bench. And vegetations would make the area look more beautiful.
Sketch drawing of FLEX-SCAPE during peak time
People’s Square, the biggest green space in the downtown Huangpu river

Yu Garden, the famous historic tourism site

Henan Road proposed connection for cyclist

Fuxin Road proposed connection for cyclist

Hegang Road proposed connection for cyclist

no cyclist permitted

Main road Fuxin RD
Shanghai is still on going and there are massive of infrastructure have been built or being build. Some of the infrastructure such like the parks, squares are only has unique function as its definition. These sort of space are belongs to public as they provide a space can be used for most people. It can be seemed as a yard of a house, people living in the house can have their private activities in the yard, so people living around the park or square can use the space as their big yard. But this sort of space wont fit the increasing requires. So the questions come. How to use the existing space which haven’t be used completely? Which infrastructure could converge it itself from a unique functional space into multi-functional space? How does it work?

There are lots of main roads in the downtown area of Shanghai. On the ground there is a 4-lane, 2-way driveway and it is a road where no cycling is permitted. People who want to cross the road must take the pedestrian overhead bridge. But it is difficult for cyclists. The space doesn’t seem to have been used efficiently. And it could be used as an important link for people who are living around this area.

Traffic jams happen here frequently. The problem is that during the rush hour the streets and roads are full of cyclists who occupy most areas of the road. One of the reasons for this is that there is only one main street for both cyclists and motorists to cross Fuxin Rd, which is the most important road in Huangpu district and that connects both east and west.

The existing conditions mean that cyclists can not use the other small streets to cross Fuxin Rd because it is the main road here. People who want to go through Fuxin Rd can only choose Henan Rd that is always crowded with cyclists and motorists. There is another street for cyclists to go through Fuxin Rd (which is Xu-nan Rd) but no one wants to use it because the street can’t connect north and south directly. (see the map on page 50)
Analysis

Based on the test idea which I did in scenery 1, I find the space of Fuxin Rd can also been seen as a laneway space of the Longtang. There are many Longtangs on both sides of Fuxin Rd, so they are the residential areas. How to use the space of the main road as part of the space for the dwellers that are living around here becomes the topic in this section. The following concerns the test idea.

Fuxin Rd is the most important main road in Shanghai in terms of its important location and its function of connection. There is a tunnel across Huangpu River to link the western and eastern part of Shanghai to west Shanghai via two districts, and it connects to the city loop (expressway). See the diagram on page 50.

On the ground there is a massive greenbelt in the middle of the road. The function of the greenbelt is to divide the driveway clearly and no walkers or cyclists are allowed on the greenbelt.

My inspiration comes from the people's activities in Longtang, including the customary hanging of washing above the laneway space. When it is a sunny day people put their washing outside the windows. There is no roof space for the inhabitants so they have little other choice. The space in between two houses in the Longtang we call the laneway; it should be a public space but people living here try to use it as a private space when needed.

Why not use this inspiration as an idea to explore some new designs? This situation is just like what occurs in the Longtang scale. Based on the research of the Longtang and some previous test ideas, this design fully considers how to improve the situation to overcome the difficulty people have in crossing Fuxing Road on foot or by bicycle.

Design detail: to build up over-head bridge

At the two ends, there combines the existing bus stops, so we upgrade the bus stops to include ceilings for the comfort of people waiting for buses in inclement weather. In the meantime, such a design also creates a parking place for bicycles (image 1, 2, 3).

There is a place allowed for potted plants on the bridge to enhance the environment. The bridge can be seen as the main lane in the Longtang during the non-rush hour, and the people living in the vicinity can talk and enjoy the beautiful night view from the bridge.

The advantage of this design is that it solves the traffic problem to some extent, especially enabling bicycle riders to cross Fuxin Rd more easily. It will save a lot of time for cyclists who need to cross Fuxin Rd each day. In the meantime, the design includes bus stops with ceilings and an undercover parking space. What's more, the space on the bridge provides the residents with some public space and a green area that they can utilise for socialising and recreation. It also could be a good place to enjoy the special night view of the downtown area.

The disadvantage is that this design can't be applied to all roads due to the condition of some of the roads and the structures surrounding them. To employ this kind of design the location must be in a high-density area and must have a main road crossing the residential area. The cost will also be a problem in building an overhead bridge such as this.
The diagram above shows the existing expressways in Shanghai with a highlight over the Huangpu district. The total area is 3.5 times as big as People’s Square[1] and 2.8 times as big as the site area. If the area can be re-designed, how considerably much more space will be added to Shanghai and Huangpu district. The added space can be used as a greenbelt or for other purposes. What if the expressways are taken as the lane space of the Longtang? The later chapter will elaborate on how the existing infrastructure, especially the overhead bridges, are used in my design.

[1] People’s Square is a large public square just off Nanjing Road in the Huangpu District of Shanghai, China. People’s Square is the site of Shanghai’s municipal government building, and is used as the standard reference point for measurement of distance in the Shanghai municipality.

In the 1990s, major changes were made to the square. The Shanghai Municipal Government was moved from the former HSBC Building, and the Shanghai Museum was also moved away from its previous site in a former office building. More recent additions include the Shanghai Grand Theatre and the Shanghai Urban Planning Exhibition Hall.

From Wikipedia, the free encyclopedia
After the rapid and increasing construction of the traffic system, Shanghai has already had over 200 km of expressways constructed in the downtown area in its nine districts. All these expressways provide a convenient and efficient communication system. Since the 90s, the overhead bridge has become a unique characteristic of the developing Shanghai. Lots of streets and roads were added to the context and some of them were extended (from original four-lane roads to eight-lane roads). In some areas, overhead bridges have been built in the middle of the road.

According to the research of the Longtang urban morphology, I find that in a traditional Longtang, the space is changeable based on the unique form of its architecture. So the usage of space under the overhead bridge should be considered. In this section the aim is to focus on how to use the existing space under the overhead bridge.
Existing analysis

The original overhead bridge was the most important part of the infrastructure in 90th of last century. It was a sensible solution to decrease the traffic jams at the time so the government had put lots of money into it and there are still a number of projects underway.

On the ground there is a 4-lane 2-way driveway and no cycling is permitted on the road. People who want to cross the road must only use the pedestrian overhead bridge. The space under the overhead bridge is usually utilised as a public space for plants and police parking. For plants to flourish it is not as easy as we thought, so the greenbelt is not green enough. Buildings on both sides belong to the residential area. Through the sections I find that the space here in between two sides of the residential area can be seen as laneway space in the Longtang (see the small section showing at the top). In terms of the usage of the laneway space of the Longtang, the space under the overhead bridge can also be used as a different functional space during the day.

The infra-scape will help me to discover whether there is a possible way to create more public space or private space for the people living around this area. The following sections will show some of my ideas on how to use the existing space under the overhead bridge.
This project focuses on people’s activities that occur in the Longtang and utilising the space under the overhead bridge to create an appropriate, beautiful and bright space. As we know, the public space here would no longer be used just for traffic. Inhabitants living around this area can use the new public space and children can also play with one another in a safer environment.

On the other hand, public space can also be used for private purposes depending on the interior design. For example, we can divide the space into multi-levels. The ground level is better for public use as a main lane to connect both sides and also as an indoor pass way. It will be more convenient when it is raining or very sunny. It will also be a good opportunity to open small shops due to its excellent location. The advantages include making full use of the existing infrastructure, making the space usable and efficient to the largest possible extent that will bring convenience to the residents, and solving the problem that bicycles can’t go through the main lane.
The normal expressway consists of two levels. Meanwhile, the height of the second level is about 15 m to the ground. This is a huge 3D space that the architect can fully use for different goals, referring to my proposed Longtang mode: after a proper design the space here can be regarded as laneway space in the Longtang not only for public usage but also for people to utilise for private purposes. Therefore, as the picture shows:

The ground floor maintains its main function of roadways. With a proper height we can have either a closed room or an open area designed as the second floor. And the third floor will again fulfil its premier function as an expressway. The residential area, commercial area, or industrial area on the two sides of the expressway can all be regarded as the rows of houses in the Longtang and the expressway can be regarded either as the laneway or the main way of the Longtang mode. The ground and third floors perform the public function of the Longtang mode as throughout the entire day all cars, buses, trucks and trailers, etc., pass through. Then the second floor will convey the private function of the Longtang mode whereby people living and working nearby will communicate, relax, and socialise with one another and children can also play games here.

As this sketch shows, there will be various facilities designed on the second floor to fully realise the private/entertainment function of the Longtang mode: green area, benches, coffee shops, shops, snack bars, etc.
Due to the increasing housing price and the 'moving-out policy', this area (my research site) is under future planning which will put new high-rising apartments to take the place of old Longtangs.

This area has been set up to a small commercial area last year.
The aim of this design is to retain the Longtangs and to try to find another way to assist the rapid development of the Shanghai downtown area.

I started research from the Longtang and am now going back into the Longtang. The whole idea is to develop the Longtangs, that are in bad condition in terms of their construction, but still have good morphology. The morphology of the Longtang hasn’t been changed yet but it still needs attention.

In the previous work that has been done about the LIFE in the Longtang scale was better than it is in the city scale. A new Longtang with a better environment will come out in the following sections; the existing one will be improved by adding not only some good facilities but also new elements that can enhance the communication of the people living there. The connection is the key that helps people enhance their activities. The design will also make the Longtang become more Longtang, which means the LIFE will be much better in it.

The Longtang houses are buildings that are more than 60 years old, characterised by having a design that strengthens neighbourhood relationships as inhabitants share public space. It provides a protective environment for children to play and creates an independent, self-supporting community. Unfortunately, the increase in density poses problems regarding the availability of space and the reduction of the building’s lifespan.
Images are those objects and activities happened in the original Longtang. The new design will keep the original things with upgrade facilities to make the Longtang-scape better.
Design explanation

All these designs are based on the research of the Longtang. The rendering on the right illustrates people’s daily activities in detail. The original balconies are designed to combine and create a platform for the four houses.

There are stairs leading to the main lane and this acts to create a lot more valuable space. It is important because it is the means to explore the possibility of the idea that emanates from the research of the Longtang.
This design also tries to provide a space for private use due to less private space in the Longtang. People have to occupy the public space for their private use sometimes. With people having more private space such as balconies and roof gardens means small trees can also be brought into this design. It helps to improve not only the environment of the Longtang but also the district and the city.

At different times people can enjoy their activities such as older people chatting, children playing or dancing and housewives washing. In the mornings, neighbours can greet one another from their own balconies. In the afternoons the children can play on the wide-open platform rather than playing in the Longtang’s main lane as they had to do in the past. Playing on the platform has the disadvantage of less space but it is safer because bicycles coming and going in the Longtang are potentially dangerous for the children. Now the children can play freely on the platform and enjoy more sunshine.
The section shown on the right page is the network of the new generation of the Longtang. To keep the morphology of the Longtang but also to improve the living quality, this kind of design offers the opportunity to retain the Longtang instead of demolishing all the houses.

The design is to create a connection that utilises the existing space among the houses such as a corridor that connects each house. There will be a big roof garden on the top of the houses that are connected to each other. Using the big roof, we can enhance the area with the addition of some small plants. People can use this space as their private space as well. Because trees are rare in the Longtang due to the lack of space, the aim of the design is to maximise and enhance the space.

This design keeps some valuable Longtang buildings and introduces some changes. The changes are: firstly, the outer glass frame construction combines the four Longtang houses, making a new unit in the future buildings; secondly, to increase usable space on the roof garden and safe platform, which will be elaborated on in later chapters. The resultant advantage is to keep the existing Longtang buildings and the original Longtang pattern. The design can be completed only by fixing and rebuilding. The added green vegetation will result in an improved visual effect. However, the disadvantages lie in the high cost and the difficulties involved in the design.

Design analysis

The section shown on the right page is the network of the new generation of the Longtang. To keep the morphology of the Longtang but also to improve the living quality, this kind of design offers the opportunity to retain the Longtang instead of demolishing all the houses.

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This design keeps some valuable Longtang buildings and introduces some changes. The changes are: firstly,
This section shows the design concept of LONG-SCAPE. More connections not only promote communication between the residents but also create a lot more usable space e.g. undercover parking areas. In Shanghai, China, bicycles are still the main form of transport in people’s daily lives – they are environmentally friendly, convenient and economical. And the high-density buildings make bicycles the most ideal form of transport. Moreover, the space saved makes possible areas for people, young and old, to play and communicate. The disadvantages lie in the high cost and difficulties involved in the design.

[1] Cycling in Shanghai: http://www.ibikeca.ca/node/10
Shanghai still has a very high level of commuting by bicycle even though car ownership is booming. There are just so many people there that even at the current rate of car purchases that in 20 years car usage will still be in the minority.
Images are those objects and activities happened in the original Longtang. The new design will keep the original things with upgrade facilities to make the Longtang-scape better.

- parking space
- lane entrance
- playing cards
- roof garden as a courtyard
- The upper level operates as a courtyard
- 2 bedrooms suite
- column with traditional Longtang style
- balcony as court yard
- corridor
- bamboos and benches
- restaurant
- washing sink
- cooking
- vegetation
- lanespace as court yard
This perspective view shows new connections and activities generated by an internal layout based on a Longtang building. The Longtang prototype allows connections from the interior to the exterior, thus creating compelling spatial experiences for different users. It also generates a changing vertical landscape.
kitchen
new style eating

Main lane
better Longtang, better L.I.F.E

The balconies
a combined platform

Restaurant
Relaxing and communication

Greenery
shrubs, flowers and bamboos

Gate
Better environment

kitchen
new style eating

The balconies
a combined platform

Greenery
shrubs, flowers and bamboos
I want to describe people’s activities as they occur in the new generation Longtang.

Older people can still play cards or chat as before and maintain good relationships with one another. In summer they can sit outside talking rather than remaining isolated at home.

The main lane (see the rendering on page 70) can also be used as a corridor that connects outside the Longtang and inside. The main lane has the biggest space that provides a more efficient space for people, especially young people and children. The children can play games such as hide-and-seek, rope skipping and so on.

There are also small restaurants (see the rendering on page 73) located on the ground floor. Such designs keep the Longtang’s various daily activities just as they were in the old times yet also facilitate people’s modern lives. The spacious courtyard can be used as an extended outdoor space for a restaurant. This makes full use of space because there are tables and chairs in the courtyard for the residents to play cards and talk to one another.

The public kitchen (see the rendering on page 75) commonly seen in the Longtang in the past can also be found in my design. What is different is that the modern public kitchen is for BBQs and at the same time the cupboards provide extra storage space for the residents.

The balconies (see the rendering on page 70) are designed to become a combined platform so as to provide extra space, which is one of the concepts of long-scape. Such platforms enable the neighbours to easily communicate with one another, ensuring the original Longtang culture survives. Children can play together and it is safe because the neighbours can take care of one another, especially caring for older citizens. Older people can keep each other company rather than staying at home alone and isolated. The original Longtang concept of living plus the current Longtang facilities facilitate the design – long-scape.

**Better Longtang, better LIFE**

The public kitchen (see the rendering on page 75) commonly seen in the Longtang in the past can also be found in my design. What is different is that the modern public kitchen is for BBQs and at the same time the cupboards provide extra storage space for the residents.

The balconies (see the rendering on page 70) are designed to become a combined platform so as to provide extra space, which is one of the concepts of long-scape. Such platforms enable the neighbours to easily communicate with one another, ensuring the original Longtang culture survives. Children can play together and it is safe because the neighbours can take care of one another, especially caring for older citizens. Older people can keep each other company rather than staying at home alone and isolated. The original Longtang concept of living plus the current Longtang facilities facilitate the design – long-scape.
potted flowers are the most favourite plants to people whom living in Longtang as there is no big space for growing trees or other bigger plants.

Greenery (shrubs, flowers and bamboos)

In the traditional Longtang the plants are minimal due to the high-density space. Greenery can be seen around the corner that belongs to the public. For private enhancement people usually put potted flowers on the broad ledges outside their windows because there are no balconies in Longtang houses.

The new generation Longtang brings more smart space for greenery. There is a small platform outside every window that makes it more beautiful than those in the old Longtang. On the ground around the corner you can find small plants as well – bamboo and shrubs with small pebbles underneath. The same method can be used to increase the green area in the highly dense Shanghai downtown area where so many Longtangs form a block. If the green area increases in the Longtang scale, the green area in the block will increase accordingly. Such is the case of city scale.
Relaxing and communication

This newly created space provides people with more opportunities for relaxing, socialising and communication and this will eventually build up a much more harmonious social environment. For example, the tables and chairs of the restaurant can be used by people for playing cards or chess. During out-of-business time, the space is utilised for people’s entertainment, especially on summer nights when people come out to enjoy the cool. At this time, the public space is used as private space.
These drawings show the entrance of the new generation Longtang. The entrance of the Longtang faces the main lane and it connects the incoming ways in the south and the north. This entrance can be a good place for information such as a community news board on the wall where people can read the news on their travels.

Better environment

Potted flowers are the most favourite plants to people whom living in Longtang as there is no big space for growing trees or other bigger plants.

The greenbelts enhance the environment and create...
In the traditional Longtang there is not enough space for people to have a private kitchen. People usually share the kitchen with one another. The laneway space seems to have been an extended space of their kitchen because the sinks have been set up outside the houses. People do washing outside the house and use the opportunity to talk to one another.

The new generation Longtang is based on the morphology of the original Longtang in which LIFE can be found everywhere. With the improved equipment and smart facilities that have been added to the newly created space, the laneway space can still be used not only as public space but also as private space. For example, the basement of the pillar has been used as a storage space for people and BBQs are available in the evenings. The space can also be used as an extended space for a small restaurant during the morning for selling fast food. People do not need to go to the restaurants to buy their breakfast. After hours the cooking utensils can be stored inside cabinets. Details also include lighting and power plugs. Compared with the previous kitchen facilities the current design has many improvements including a central control gas supply, light aluminium flame and structure. Full storage areas provide more space to enable people to clean after cooking and also maintains the style of the public kitchen.
been set up outside the houses. People do washing outside the house and use the opportunity to talk to one another.

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Conclusion

What was once begun as research called LIFE has become the key component of my master’s project. The meaning of LIFE has been redefined by a new landscape language. Living, infrastructure, traffic, shopping and eating identify the most common scenarios that are an intrinsic part of our daily lives. These are not exempt from the problems and difficulties characteristic of large cities like Shanghai. Landscape no longer focuses only on building parks or squares. In my project it has its own definition that informs about how to create a sustainable space not only for public use but also for private use.

The research into the different ways people live has assisted me in identifying the Longtang morphology - a living system that was very popular and successful in downtown Shanghai in the 30’s. Longtang is a fast-disappearing architecture due to the urban expansion in older Shanghai. Nowadays people’s living conditions have improved. The buildings are new and mostly high-rise, without the unique Longtang style - easy eating and shopping - in the past and without the good neighborhood relationships and useful public space. However, Longtang’s living style to some extent surpasses the modern high-rise living structure. This research acknowledges the success of LIFE as a balanced schema in Longtang.

The space in a traditional Longtang is neither public nor private. Longtang residents concede and build on its spatial negotiations, as private space is very restricted. Transferring private space into public space is one of the most important rules people learn while living in the Longtang. And my research question concerning how Longtang urban morphology can be used as a tool in the development of Shanghai becomes my key point in studying the Longtang structure, especially the changeability of the Longtang space.

The research also identified a need for public space in various scales. The provision of this space is not easy as Shanghai is a highly dense area. My project proposes the use of public space as private – testing the strategy at different scales.

The most important concept in my master’s study was not the design of a project over two years, but questioning the design operation by asking why and how. In the past the designs were focused on the processes and results without thinking about why it was done that way without reappraisal, and the reason why the design finally resulted only when it was finished. In the project, landscape did not have the traditional outcome of proposing trees and flowers because from the point of view of people, LANDSCAPE may be a design that pays attention to the greenery or something like a supplemental design to an urban planning design. Landscape is not a design like that but it has contributed to an improved rethinking of the city and its ever-
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