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ID 1463 | THE URBAN DESIGN REVIEW IN THE PROCESS OF URBAN RENEWAL: A CASE STUDY OF ZHONGSHAN ROAD HISTORIC BLOCK

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1 INTRODUCTION

Historical districts are important components of urban image and urban quality carrying the core content and significant material of urban history and culture. As the policy Chinese Economic Reform: Reform and Opening-up is implemented for more than 30 years, accompanying with the blossom of national economy, the national government are attaching more attention to revitalising the urban cultural heritage, as evidenced by the continuous policy and fund support devoted to the protection and regeneration of historic blocks. However, in the process of concrete implementation, there are emerging some negative phenomena damaging urban image and cultural heritage such as excessive similarity in urban form and construction of fake relics, due to the deviations in the understanding of historical and cultural heritage protection, extreme market-oriented thinking and mechanised mode of operation and many other factors, resulting in the frustrating reconstruction of the historic railway stations in Qingdao and Jinan, which rebuilt the sites imitating the original architecture after the reasonless demolition. As a consequence, during the period of urban renewal, the historical characteristics of the neighbourhood should be taken into consideration, the precise analysis on the historical background and development pattern of the blocks is worth deliberating, and accurate orientation of historic districts are of vital importance as well, so that the

development of the traditional historic districts will be in better integration with the development path of modern city, for the sake of promoting the sustainable development of the city.

After the Opium War, Qingdao was transformed from the original uninhabited fishing village to the important coastal fortification of Qing government. Although Qingdao does not enjoy an immemorial history as long as it in other historic cities like Beijing, Xi'an, and Luoyang, but when looking through the sophisticated modern history of China, it is obvious to find that Qingdao, as a coastal city that has suffered from domination by many colonial rules for years, is tied up with many other major historical events like "The May Fourth Movement" (1919, an anti-imperialist, anti-feudal, political and cultural movement influenced by the October Revolution and led by intellectuals having the rudiments of Communist ideology). Consequently, Qingdao, as a key point in the collision and communication between China and the western world, has an irreplaceable special status in China's modern history. In different historical stages, there are a lot of planning practices for urban development and protection in Qingdao, and the relative planning researches for the protection of historical and cultural district are also in an endless stream, but there also exists some unsuccessful cases that failed to achieve the goals of reviving the state as before, the representative of which is the failing regeneration practice of Zhongshan Road Historic District experiencing four times transformation. Based on the characteristics of Qingdao, the institution of historic conservation planning in Qingdao should be combined with urban form planning, guides the urban design with the premise of protection, and on this basis, extends the concept of preservation from the protection of individual objects to related surrounding environment, anticipating making the protection planning more operational and implementable.

2 THE DEVELOPMENT OF HISTORIC BLOCKS IN QINGDAO

2.1 BACKGROUND OF URBAN DEVELOPMENT BEFORE LIBERATION

After systematic learning of the urban development history of Qingdao before liberation, we can divide it into four stages: German occupation period (1897 ~ 1914), the first Japanese occupation period (1914 ~ 1922), the Kuomintang reign period (1922 ~ 1937) and the second Japanese occupation period (1937 ~ 1945). In the early 20th century, the Germans formulated the earliest planning; the embryonic formation of the linear urban form was basically established during the first Japanese occupation period; The Kuomintang restarted the planning during its reign and determined to build Qingdao as The Portal of Yellow Sea in China's Five Major Economic Zones; during the Japanese occupation of Qingdao for the second time, the single-core urban structure in the German period was converted to multi-core layout pattern. Most of the urban heritage built before liberation remaining well now was German buildings, forming an urban fabric with red tiles, yellow walls, green mountains and trees, exploiting the advantages of altitude difference and combining the features of mountain landscape and ocean scenery. The well-preserved historic areas constitute a beautiful urban landscape of Qingdao.

2.2 CONSERVATION PLAN OF NATIONAL FAMOUS HISTORICAL AND CULTURAL CITIES, QINGDAO

2.2.1 PLANNING BACKGROUND

Qingdao was approved as the third batch of National Famous Historical and Cultural Cities authorised by the State Council in 1994. Witnessing the transition of Chinese society from feudal society to semi-colonial semi-feudal society and then, to the socialist society, Qingdao enjoys a valuable history deserving to be delved into. The protection of cultural heritage in Qingdao is always highly valued by decision-makers from government and the public. Accordingly, the Municipal People's Congress approved the execution of Qingdao Historical & Cultural Preservation Planning (2011 ~ 2020) in 2015, aiming at establishing the urban preservation system through overall consideration of historical & cultural heritage preservation with urban renewal, and forming a protection framework including natural environment, historic urban areas, historic blocks, cultural relics, industrial heritage, historical villages and towns, and intangible cultural heritage.

2.2.2 PRESERVATION REGULATIONS OF HISTORIC URBAN AREAS (28KM2)

- Preserve the current harmonious urban structure “mountain - sea - island - city” generally and protect the unique road network and urban fabric, so as to reflect the original living content, business atmosphere and cultural characteristics.
- Protect the landscape corridor, the scenic spots and landscape contours of historic urban areas and inherit the overall colour system of “red tiles, green trees, blue sea and blue sky”.
- Protect the intangible cultural heritage including folk customs and cultural characteristics, for instance, traditional crafts, traditional operas, traditional music and folk activities.

2.2.3 PRESERVATION REGULATIONS OF HISTORIC BLOCKS (13 DISTRICTS, 982 HECTARES)

1. Adhere to integrated conservation principles and maintain the authenticity and integrity of historic districts.
2. The construction of high-rise buildings is prohibited in protected areas, the height of new buildings ought not to exceed the height of the original historic buildings and the width of visual corridor should be controlled to sustain the original urban space contours.
3. Maintain the original road pattern and road scale in protected areas, control the authorisation of building large-scale centralised public parking, dissolving the parking problems through separating the distribution of vehicles.
4. Protect the traditional style elements like retaining walls, enclosing wall, steps, gates, corridors, road pavements, all the destroyed should be restored to their original appearance.
5. The construction and improvement of municipal infrastructure facilities should target at facilitating the living conditions of the residents, improving the environmental quality, and fulfilling the requirements of protected areas.

3 THE RENEWAL PLANNING OF ZHONGSHAN ROAD HISTORIC BLOCK

3.1 THE OVERVIEW OF ZHONGSHAN ROAD HISTORIC BLOCK

3.1.1 DEVELOPMENT HISTORY

In 1898, the Germans opened a commercial street named Frenndrich Street with a typical German style north to the Zhan Qiao Pier (the official symbol of Qingdao initially built as the first man-made military wharf in 1892), establishing the embryonic form of the present Zhongshan Road.

On the fundamental construction of Germans, Zhongshan Road became the commercial center of Qingdao gradually during the first Japanese occupation period. Meanwhile, in order to strengthen the cultural invasion and mind control, the south part of Zhongshan Road was renamed Shizuoka Street, and the north part was renamed Shandong Street or Shin Ze Street by Japanese.

In 1922, the sovereignty of Qingdao was taken back and the Qingdao authorities abolished all Japanese road names and renamed the whole Zhongshan Road into Shandong Road. Then on May 22, 1929, to commemorate Dr. Sun Yat-sen, the Qingdao authorities renamed Shandong Road into Zhongshan Road.

Before the full-scale war of World War Two, Zhongshan Road witnessed its last prosperity as a commercial centre with the financial blossom of many famous banks.

From the 1950s to the early stage of reform and opening-up, Qingdao government drew up development plans in 1950, 1957, 1960 and 1978, where Zhongshan Road Historic Block occupies a pivotal position in the commercial development of Qingdao.

After the mid-1980s, the commercial development of Zhongshan Road still maintained a relatively rapid pace.

In the early stage of 1990s, Qingdao government formulated a significant amendment to the urban development structure, resulting in the eastward removal of central city.

Since the 1990s, the traffic function of the block has been strengthened accompanying with the process of depression. The old block was calling for renaissance. (Figure 1)



Figure 1 - Current Aerial Photo (Source: Google Map)
 Figure 2 - The Core Area of Zhongshan Road Renovation (Source: Tsinghua University)

3.1.2 THE PLANNING BACKGROUND OF URBAN RENOVATION

Zhongshan Road Historic Block is the birthplace of modern Qingdao enjoying a history of over one hundred years. From the beginning of the German occupation period in 1897, the area was becoming the irreplaceable urban centre and symbol of Qingdao. However, with the development and construction of the new town in the east of the old district starting up in the late 80s, the vitality and status of old district has been reduced ever since; then in 1994, the municipal government relocated eastward along with the transfer of financial centre leading to accelerating the further decline of Zhongshan Road Historic Block. In recent years, the Qingdao municipal government has put a premium on the fading trend of Zhongshan Road, taken positive measures to inject the vigour of the area. Unfortunately, there has not reached a comprehensive consensus on the primary problems and solutions of the renovation planning of Zhongshan Road Historic Block, which means the relative researches and program designs are still in urgent need. (Figure 2)

3.2 THE FIRST RENOVATION IN 1996

On May 3, 1992, The Decision on Speeding up the Development and Construction of Eastern Qingdao was launched, meaning that the municipal committee and government decided to take the lead to move eastward, affected by which the popularity of Zhongshan Road began to fall off a cliff. This is an irreversible historical tide. At the same time, the rapid rise of Taidong Commercial Pedestrian and Hong Kong Road CBD symbolising the low-end and high-end consumption respectively demonstrated that there left narrow path for old Zhongshan Road to develop forward, bringing about the gradual transformation from the past “City Centre” to the “Urban Fringe” today.

This version of renovation planning was to remould the Zhongshan Road according to the East Nanjing Road, Shanghai, the representative of commercial pedestrian street. For the purpose, the 129 oriental plane trees used to grow on both sides of pedestrian were moved away, and trolleybus route had to be bypassed and run along Henan Road. Nevertheless, the plan ignored the crucial role of Zhongshan Road as a traffic artery, the adjustment of trolleybus route paralysed the entire traffic. In conclusion, the idea of pedestrian street ended up with a complete failure.

3.3 THE SECOND RENOVATION IN 2003

In October 2002, Institute of Architectural and Urban Studies, Tsinghua University was entrusted by Qingdao Municipal Government and Qingdao Zhongshan Real Estate Co., Ltd. to assume the site planning and space design of Zhongshan Road Business District. The project started to carry out in 2003.

3.3.1 FUNCTIONS

Establish a liveable business and tourism complex with strong finance and social vitality, embodying local characteristics, and cultural landscape and integrating financial business, professional services, tourism, culture, and living.

3.3.2 TARGETS

- Excavate the historical and cultural connotation of Zhongshan Road area.
- Improve the urban landscape and infrastructure, and optimise the development environment.
- Redistribute urban residents appropriately, and conserve the historical features.
- Revitalise the economic and social development.

3.3.3 MEASURES

1. Measures to promote industrial development: coordinated development of business, tourism, cultural industry, modern service industry.
2. Measures to promote social development: population redistribution, community renewal, and justice security.

3.3.4 MEASURES

In line with the guidelines of the project, some old buildings such as Qingdao Hotel, Red Star Cinema and ancient bookstore were removed and new buildings with modern style arose, the purpose of which was to make Zhongshan Road advance with the times. (Figure 3~5)



Figure 3 - Aerial Photo before Renovation (Source: Tsinghua University)



Figure 4 - Simulative Aerial Photo (Source: Tsinghua University)



Figure 5 - Planning Range (Source: Tsinghua University)

After the implementation of this program, over 100 families who used to live around St. Michael's Cathedral had to bid farewell to where they stayed for many years. In the meantime, the demolition of many old buildings in Zhongshan Road Historic Block were wearing down the original sense of history, arousing extensive controversy, in addition, people did not catch sight of any essential improvement on the original chaotic phenomena such as massive gathering of transient population, poor quality of living conditions and stagnant business environment. Tsinghua University was the first outside planners involved in the renovation process of Zhongshan Road, although their planning professionalism and logical clarity excelled the works done in the previous projects, the lack of recognition for local characteristics like local history, culture and lifestyle declared the regretful failure of the urban regeneration emphasised by the public.

3.4 THE THIRD RENOVATION IN 2005

In 2005, the next round of Zhongshan Road renovation was put on the agenda once again. In January 2005, Zhongshan Road block was determined to transform to pedestrian street in accordance with The Commercial Development Planning, Shinan District (2005~2010). In August 2005, Shinan District government took back the command of Zhongshan Road renovation project from Qingdao Zhongshan Real Estate Co., Ltd. The Zhongshan Road Renovation Headquarter reset the project target to creating a leisure street with historical and cultural characteristics, besides proposed a slogan of "Restore the historic features, improve the living conditions and revitalize the commercial economy". On the basis of the targets, the headquarter confirmed a new renovation proposal with the concept of "Restore the antique as before" after summarising the experience of previous construction and came up with three principles of keeping the original street space, architecture texture and historic features unchanged. The operation of the policy measures taken in the renewal process was relatively conservative, laying the policy foundation for the following fourth renovation.

3.5 THE FOURTH RENOVATION IN 2009

On April 12, 2009, Pichaiyuan Area (literally: Axe Firewood Courtyard), the famous authentic cuisine street and the local cultural representative on Zhongshan Road, was solemnly opened after 15-months' complete reconstruction, gathering popularity once again. During the protracted period of reconstruction, there emerged an enormous number of social problems. The discourse from all sectors of society including the citizens, experts, scholars and officials exerted much influence on the decision-making, in the interim, the continuous emergence of old buildings with quality problems caused by out of repair for long years during the process of renovation also elevated budget of the project. Moreover, due to the misunderstanding of a small number of merchants, uneven technical level of workers made it difficult to interpret the design concept adequately, leaving a regret though it had already upgraded a lot compared to the past three renovation projects.

After experiencing four times of reconstruction, the disorder of shops and stores on both sides of Zhongshan Road was completely changed and the shopping environment improved significantly. But except Pichaiyuan Area reviving because of reconstruction, the operating conditions of the other shops were not all optimistic: many stores over-depend on tourism consumption and did not improve their service level and the supervision on commercial industry from authorities was not strict enough. At the same time, the population structure in the neighbourhood was imbalanced, the residents were almost composed of the native elder and migrant workers, most native young people had moved out to seek for opportunities. Without the inner development drivers, we could not see the possibility of ultimate renaissance of Zhongshan Road.

4 REFLECTION ON THE FOUR RENOVATION: DISCOVER THE URBAN DEVELOPMENT DRIVERS

Looking through the previous four renovation process, we could easily see that although there were a lot of magnificent objective ideas and strong policy measures proposed, the planning guidance on spatial level

and the government intervention on policy level could not fundamentally revive Zhongshan Road, we must dig out the primary reasons restricting the development of Zhongshan Road from social level to find out the urban development drivers to enhance the vitality.

4.1 EXCELLENT EDUCATIONAL AND MEDICAL FACILITIES HINDER THE BLOCK TRANSFORMATION

As the former centre of Qingdao, although the general development of business cannot be as prosperous as before, the educational and medical equipment in Zhongshan Road area is still much more outstanding than other districts. The Affiliated Hospital of Qingdao University and Qingdao Municipal located in the area are the few 3AAA hospitals (the most specialized hospitals in China according to Classification of Chinese Hospitals) in Qingdao, enjoying a wide recognition by the public. Even if these two hospitals have already opened new branches in eastern Qingdao with advanced hardware facilities and convenient transportation, but the abundant medical resources that the old hospitals have accumulated for years are still incomparable, as a result, the influence of the old branches of these hospitals should not be underestimated. The large influx of patients and their families into the surrounding areas are raising stringent requirements on traffic conditions, in addition, driven by the profits, the surrounding rental prices remain high though the quality of the apartments is in poor situation.

Apart from the best hospitals in Qingdao, the best primary schools in Qingdao are also concentrated in Zhongshan Road block: Qingdao Experimental Primary School, formerly known as the German Government Primary School founded in 1901, represents the pinnacle of fundamental education in Qingdao, in addition, Daxue Road Primary School founded in 1933, Jiayuguan Primary School founded in 1953 and Taiping Road Primary School founded in 1933 also have a high reputation in education field. In order to acquire the admission tickets of “elite schools” for their children, parents would not be held back before “school-choosing fee” of over 100000 RMB (equal to 13000 EUR). But in recent years, with the cancellation of “school-choosing fee”, ownership of housing in school district is the only way to have access to related primary schools. Therefore, the housing prices in the school district of former city centre are becoming an astronomical figure, the price of an old flat no larger than 20 m² is close to one million RMB, comparable to the luxurious flat with seascape in core urban areas. There leaves a tough challenge for investment in lands and compensation for demolition during block transformation.

4.2 EXTRAVAGANT PROFITS OF SCENIC AREAS UNDER THE PROSPEROUS BACKGROUND OF CLASSICAL ARCHITECTURE TOURISM

An important truth that cannot be neglected is that there are a tremendous number of landmarks located in Zhongshan Road Historic Block, the past core of the old Qingdao: Zhan Qiao Pier, the emblem of Qingdao first built in Guangxu 18, Qing Dynasty (1892); Pichaiyuan Area, the birthplace of Qingdao folk culture; the former site of Seemannshaus (literally: German Navy Soldier Club) with Renaissance Revival style; St. Michael’s Cathedral, the largest Gothic architecture in Qingdao and also the only inaugurated cathedral in China; Jiaozhou Governor’s Hall, the former German colonial government building and the largest and most expensive houses among all buildings in Qingdao The numerous classical buildings centred in Zhongshan Road constitute a stimulus to tourism development in Qingdao. Furthermore, in company with coast on the south and the old railway station on the west, Zhongshan Road attracts tourists from all around the world to gather here, but the grade of tourism still remains fast-food-style sightseeing, touring form stays in the one-stop visiting, dining and shopping. After satisfied by consumption of souvenirs, tourists would not have interests in visiting Qingdao for next time because there were not many worthwhile places for another tour. What matters most is that we cannot see the feasibility of launching in-depth travel tourism for the moment. The purpose of Zhongshan Road Renovation is to enhance the overall quality of the district, improve the quality of tourism, and spread the city culture, but as for the main tourism industry practitioners mostly composed of non-native merchants, Zhongshan Road block is an important security for their income source, which means thorough transformation of Zhongshan Road will seriously affect the income of these merchants relying extremely on tourist flows, though the overall tourism industry in Qingdao will only be slightly influenced in short term.

4.3 FLOATING POPULATION GATHERING AROUND THE OUTSKIRTS OF OLD RAILWAY STATION INCREASES THE PRESSURE TO TRANSFORM

On the west side of Zhongshan Road Historic Block lies old Qingdao Railway Station initially opened in 1901, although the surrounding Qingdao Liuting International Airport and Qingdao North Railway Station on the north of the old train built in recent years evacuate a lot of people, but passenger stream in Qingdao North Railway Station is mainly made up by citizens who prefer high-speed transports and live in other districts of Qingdao, besides, the commercial facilities and infrastructure construction around Qingdao North Railway Station are not complete. For this reason, most migrant workers taking the “green train” are flooding into the old railway station and taking root in the surrounding areas with low-quality housing, and they gradually control the business and market in this traditional business district. How to properly resolve the employment and housing problems of these non-native people and ensure social harmony and resident integration raise an intractable problem for the entire renovation of Zhongshan Road Historic Block.

5 CONCLUSION

5.1 DISCUSSION ON THE FIFTH RENOVATION LAUNCHED IN 2012

After four times of unsuccessful transformation four, the Qingdao Municipal Government set up the new Zhongshan Road Renovation Headquarter with highest specifications of all time, including 29 academicians and experts from China, Singapore, Germany and other countries to discuss the future regeneration of the site, proposing the following targets: promote the commercial environment, and improve the living conditions; preserve the traditional districts with historic characters and excellent historic buildings; revitalize the business vitality, and create a better tourist attraction with rich local culture characteristics and other elements like commerce, culture, tourism, leisure and living. The project is intended to transform the Zhongshan Road into a European Street, and the new turn of reconstruction is still on the march. Until now, we have not concluded a positive prediction about the project because we could not confirm whether the previous problems like blind westernization and misunderstanding of historical protection are solved or not.

5.2 EXPECTATIONS

The preservation of historic blocks should not only stay in the material level for the building, but also sustain the city memory and urban culture from the spiritual level. In the process of block renovation, we must make efforts to maintain an equilibrium of powers among government intervention, market regulation and social participation, taking full account of the implementation of various transformation measures, the long-term economic development and the vital interests of the residents. The planning projects taking into account of all aspects must be inefficient, but concerning too much for the interests of few is doomed to failure; at the same time, the transformation process must be combined with the analysis of the relationship between land and the city to explore the core drivers of urban development. We hope that the conservation planning of Zhongshan Road Historic Block could balance the interests of all respects, sweep away the obstacles limiting development of historic districts and revitalise the former central business district, directing to sustainable development of Qingdao.

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ID 1466 | THE CONSTRUCTION OF PUBLIC SPACE IN HIGH INTENSITY GATED COMMUNITY: A CASE STUDY OF ZHONGYUAN TWO-BENDS COMMUNITY IN SHANGHAI

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1 INTRODUCTION

1.1 REAL ESTATE DEVELOPMENT WITH CHINESE CHARACTERISTICS

China started housing reform in 1992, abolished the welfare housing sharing in 1998, and ushered in real estate boom since then. China started housing reform in 1992, abolished the welfare housing sharing in 1998, and ushered in real estate boom since then. China's newly started residence area is 166.37 million square meters in 1998, 244.01 million square meters with residence complete achieving 2,139,702 in 2000, and 551.85 million square meters with residence complete achieving 3,682,523 in 2005. Under the state-owned urban land system and the land leasing system, large-scale demolition and construction became a common phenomenon. Taking Shanghai as an example, the quantity of residence expropriation is 386,430 with the area of 14.68 million square meters between 1995 and 1999, 359,545 with the area of 18.68 million square meters between 2000 and 2004, 317,176 with the area of 37.56 million square meters between 2005 and 2009, 138,708 with the area of 9.19 million square meters between 2010 and 2014.

This large-scale space production model caused spatial differentiation, which is one of the most important reason for gated community. From 1999 to 2004, 83% communities in Shanghai became gated communities (SONG Mi, 2015). Gated communities ensure the management and operation, while become isolations separated from the urban context. Meanwhile, with the development of technology, and the increase of land prices and housing prices, the residence development intensity showed an increasing trend.

Compared with the previous multi-storeys residence district, which floor area ratio is usually not more than 1.7, the floor area ratio of high-rise and high intensity communities, which is the mainstream now, is always more than 2.5, or even reach 4.0(LI Jiangyun & WANG Hongjie, 2015). But in fact, the floor area ratio of the residential area should not be more than 2.5 according to code for planning and design on urban residential areas(GB50180-93). In 2003, the fifth Shanghai planning meeting also suggested that the floor area ratio of residential area should be under 2.5 in central city. Newly built high-intensity communities meet people housing demand, but bring challenge to urban infrastructure and public service facilities. Higher intensity communities do not mean more liveable community life.

High intensity gated community as the main form of community now will exist for a long time in the city. It shows great significance to find the better way of public space construction to create better public life. The State Council pointed out in Comments on Strengthening Urban Planning and Development Control that urban blocks system will be promoted among newly built communities and gated communities will not be