

NEW ISLANDS IN THE JIULONG DELTA

Shimei Village (Between Xiamen and Zhangzhou)



Politecnico di Milano

School of Architecture Urban Planning Construction Engineering

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Supervisor: Prof. Maurizio Meriggi

Tutor: Zhen Chen

Examiner: Huo Guangyu 850950, Ma Chuan 851520, Zhong Weijie 852174

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Preface



Since the implementation of Reform and Opening(1978) China's socialist market economy grows rapidly and urban construction has reached an unprecedented scale. It can be admitted that urbanization in China has indeed greatly improved people's lives in 30 years, quickly adapted to the rigid demand of human settlements and has won incontestable results. However, it also can be seen that modern Chinese city is facing the homogenization problem.

There are lots of factors which make the urban style gradually become monotonous such as the basic controlling framework of urban planning, uniform design standards and mechanized bidding procedures implemented by government and real estate assembly-line building mode. Especially, the model which is established by the homogenous grid and ruled by road system is widely spread over the nation, producing the repetitive block scene and architecture profile, demolishing the original system and cutting off the memory. Taking Zhangzhou as an example, a large number of ancient villages with historical value (originated in the Ming Dynasty or even earlier) gradually disappeared in the process of urban development. The traditional residential houses in southern Fujian were gradually eroded by modern real estate.

Undoubtedly, this quick and 'efficient' development is contrast to the localization, threatens the local identity and sense of belonging. As an architect, we all know a 'healthy' development and planning of a city should be closely related to the local context, such as history ,geo-message and custom. The way of city formation should be considered unique and characteristic. Thus introspection is needed: Is this possible to provide a new way, or set a new model to handle the city planning with respecting the own characteristic, and still satisfying the modern requirement? Our goal is renovating the Shimei village area (JIAOMEI region), starting from the history context research and finally reaching to a different answer.

Chapter I: The Asian Mediterranean



Maritime Silk Road



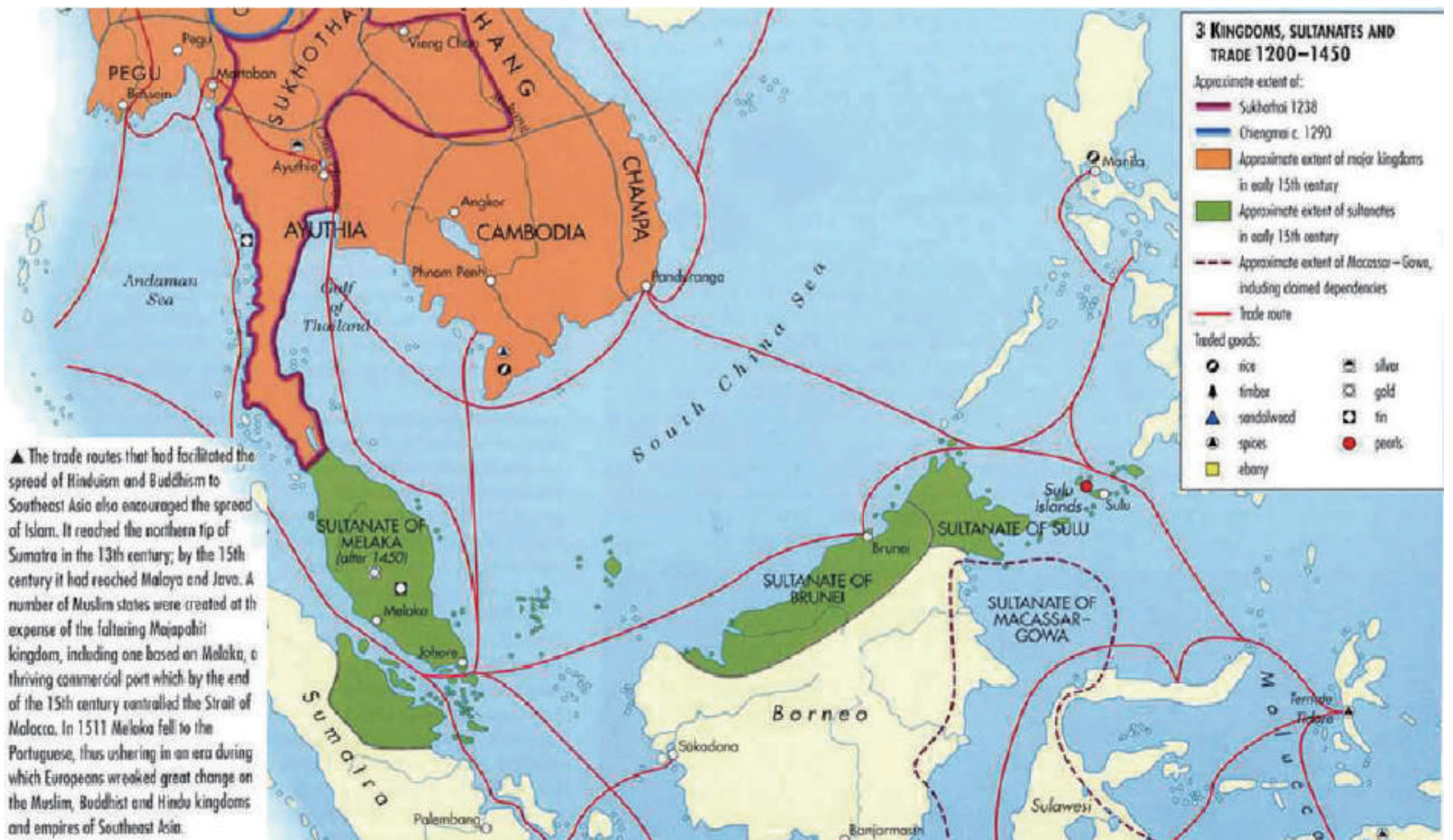
Urban development is often not an isolated case. This opinion is especially evident in coastal areas. Since the Age of Discovery (approximately from the end of the 15th century through the 18th century), the seafront location has turned the coastal town into a place where different cultures communication, trades and special policies nurtured. And all these events developed to a state of climax on a huge historical world stage - Maritime Silk Road. This system finally becomes the basic framework of worldwide maritime transportation.

Maritime Silk Road or Maritime Silk Route refer to the maritime section of historic Silk Road that connects China to Southeast Asia, Indonesian archipelago, Indian subcontinent, Arabian peninsula, all the way to Egypt and finally Europe, that flourished between 2nd-century BCE to 15th-century CE.

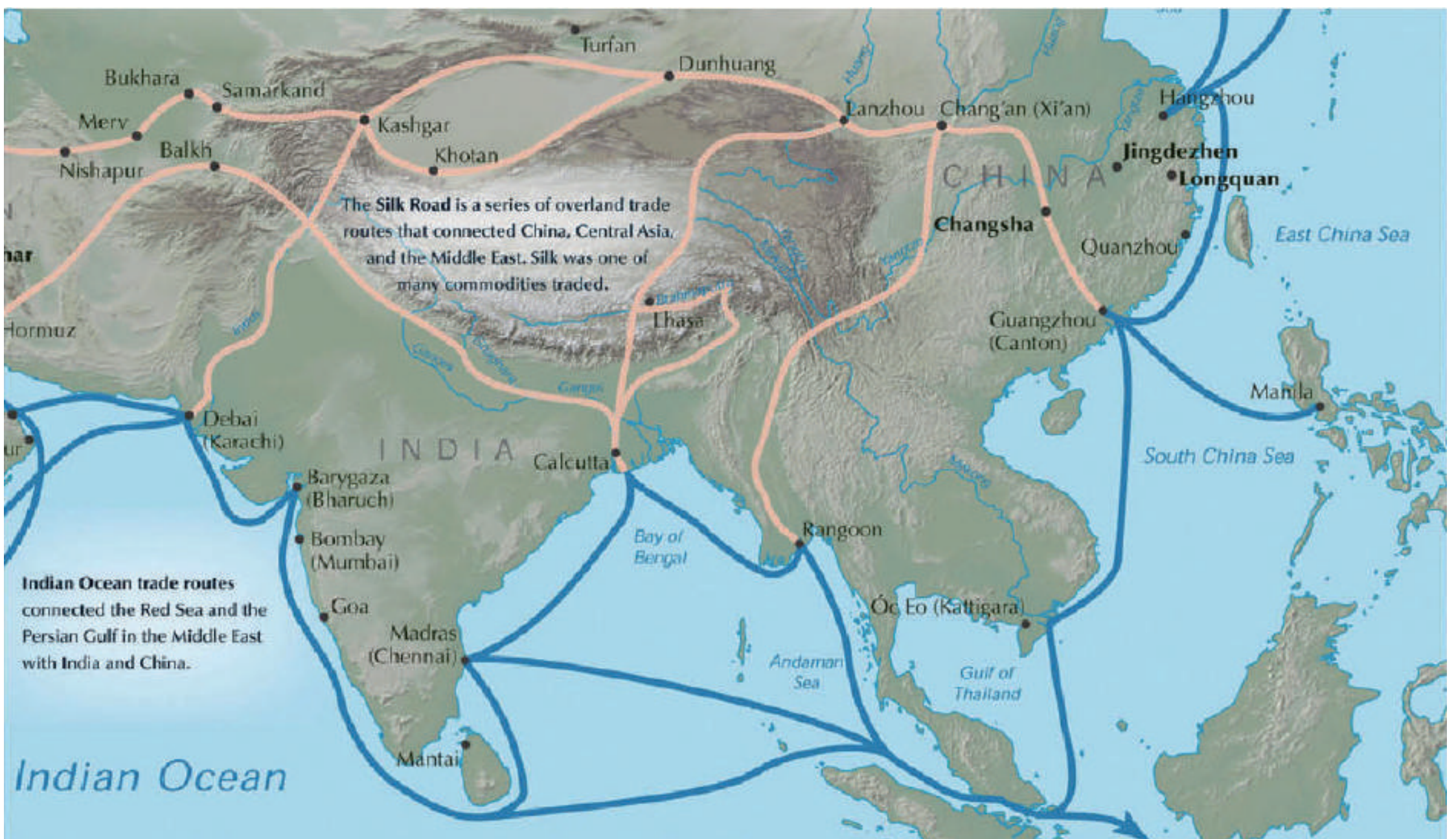
The trade route encompassed numbers of seas and ocean; including South China Sea, Strait of Malacca, Indian Ocean, Gulf of Bengal, Arabian Sea, Persian Gulf and the Red Sea. The maritime route overlaps with historic Southeast Asian maritime trade, Spice trade, Indian Ocean trade and after 8th century—the Arabian naval trade network. The network also extend eastward to East China Sea and Yellow Sea to connect China with Korean Peninsula and Japanese archipelago.

The Silk Road continued to focus on luxury items such as silk and other items whose weight to value ratio was low, In the post-classical age, however, the Silk Roads diffused important technologies such as paper-making and gunpower.

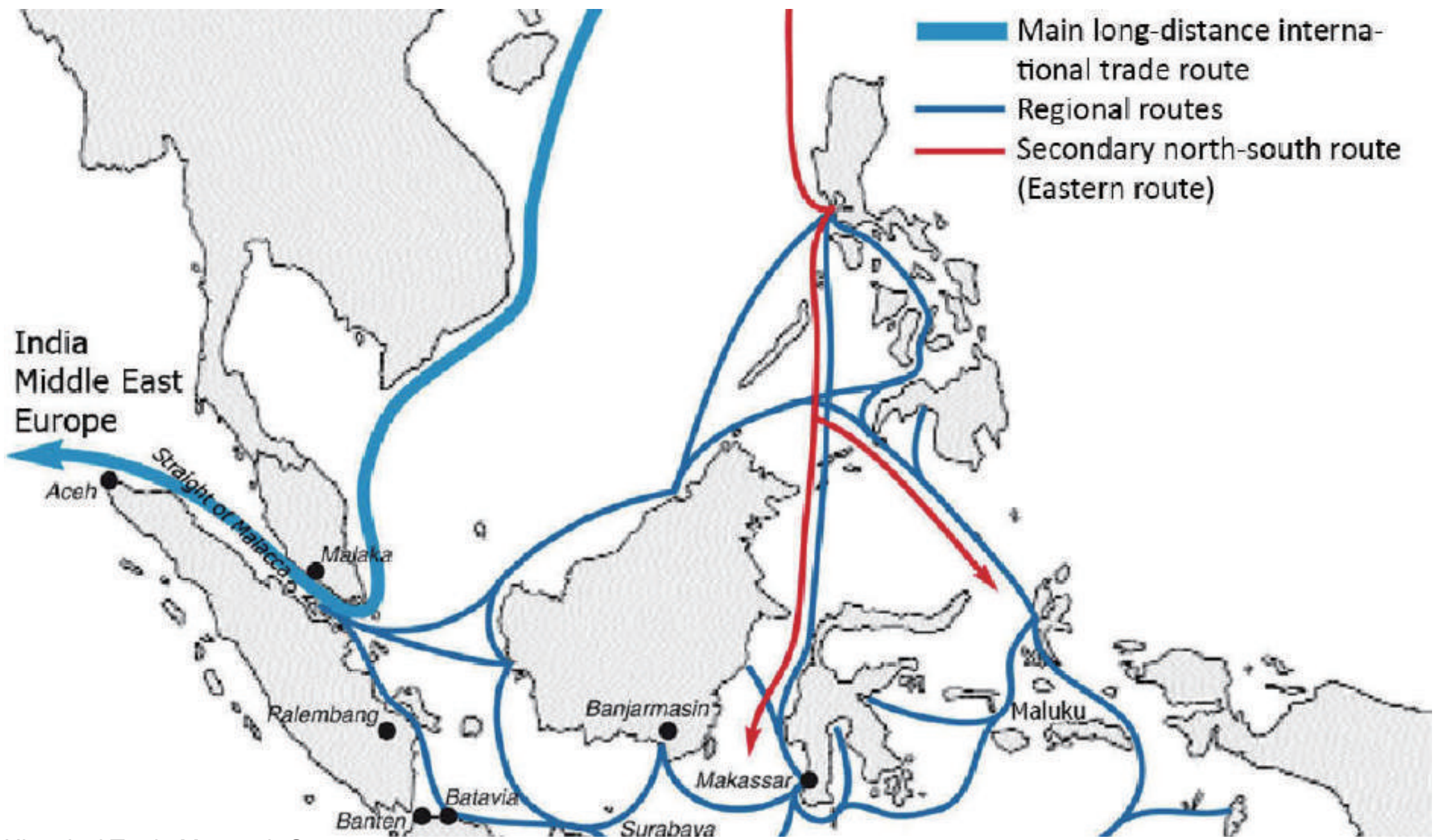
Maritime Silk Road is one of the most important international trade network, extended and join in the other 3 branch systems :Mediterranean network (600 B.C.E- 600 C.E), Trans-Saharan network (600C.E- 1450 C.E) and Indian ocean Network(600 B.C.E- 600 C.E).



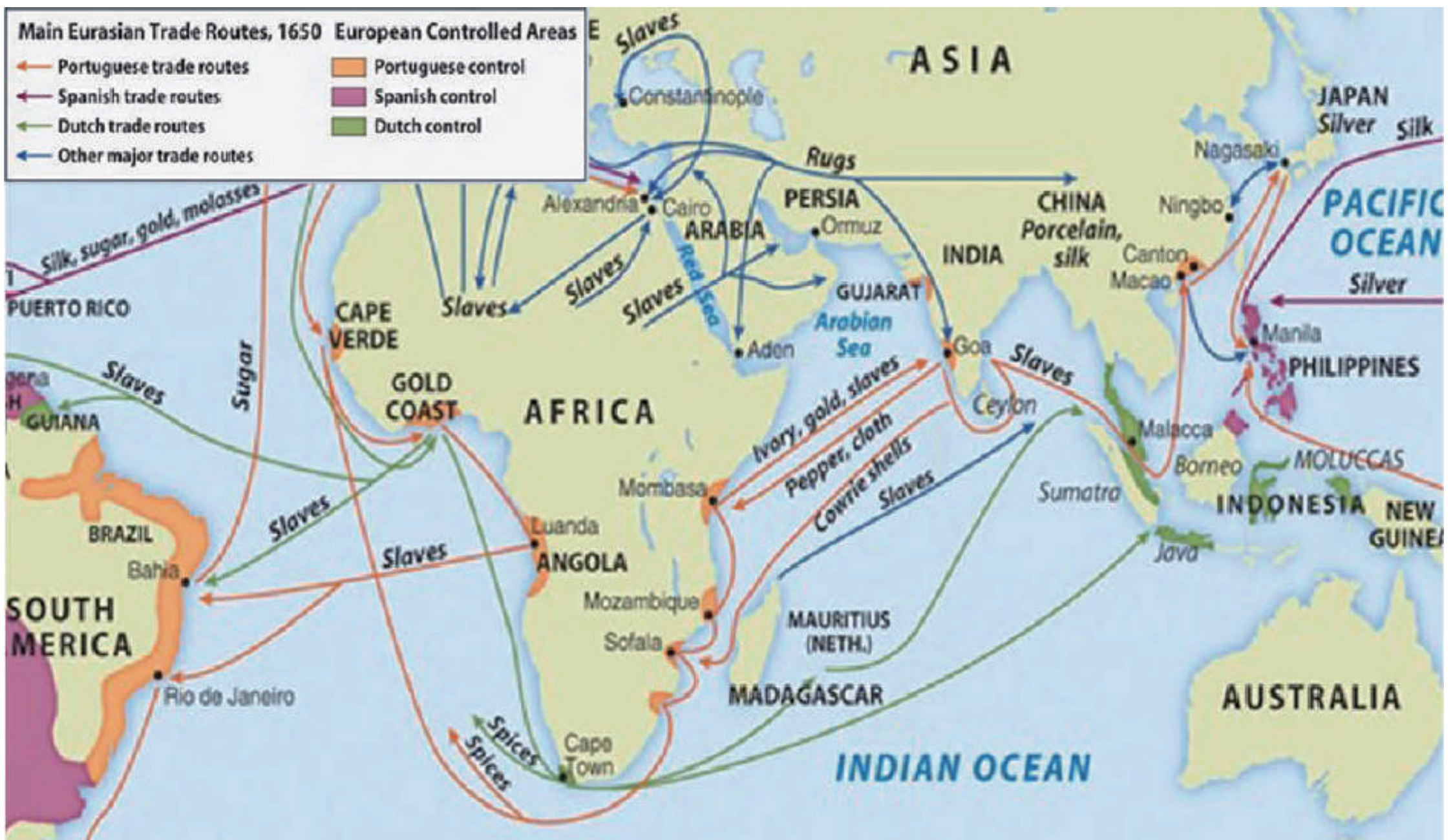
Historical Trade Map 13th-14th Century



Historical Trade Map 15th Century

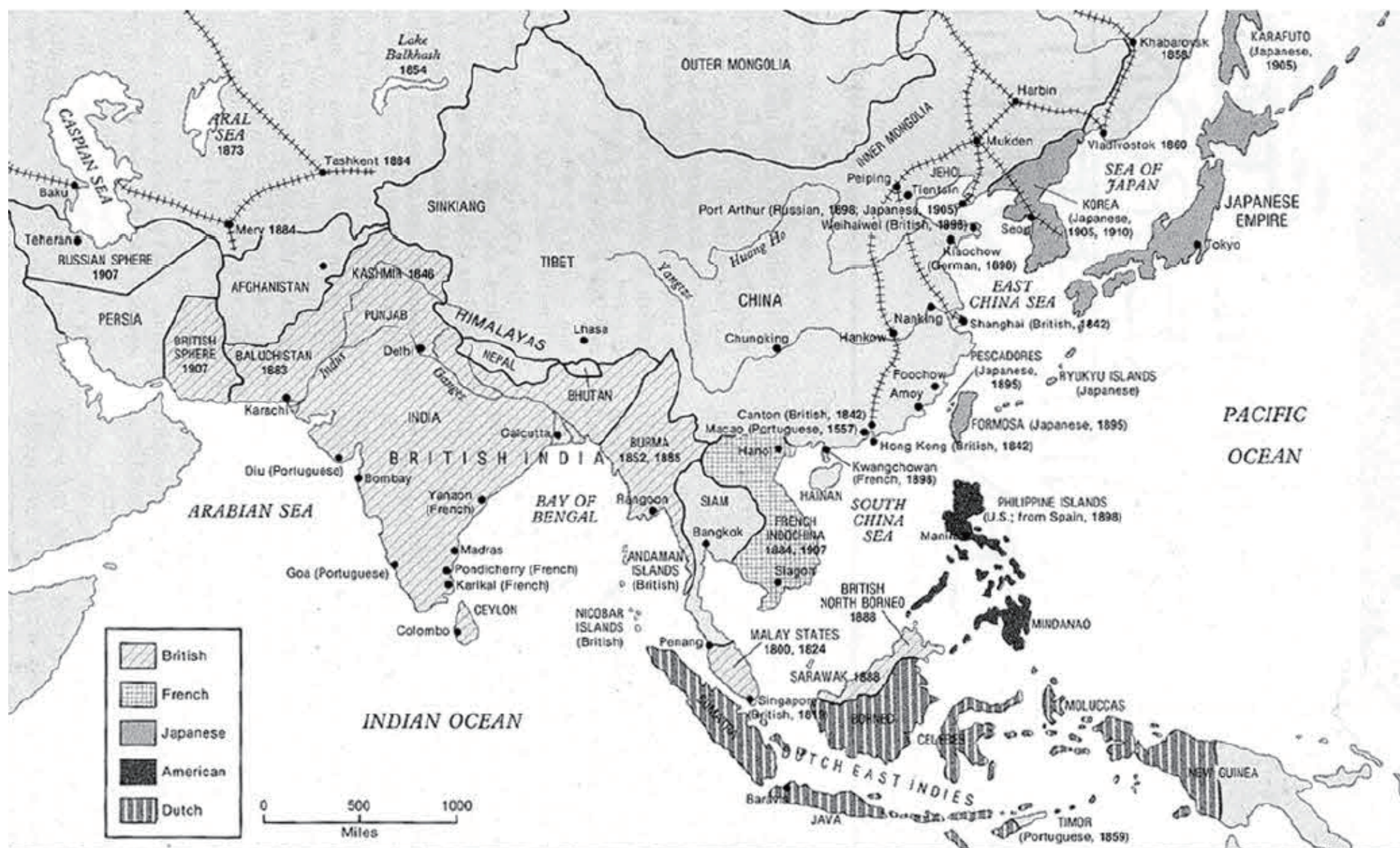
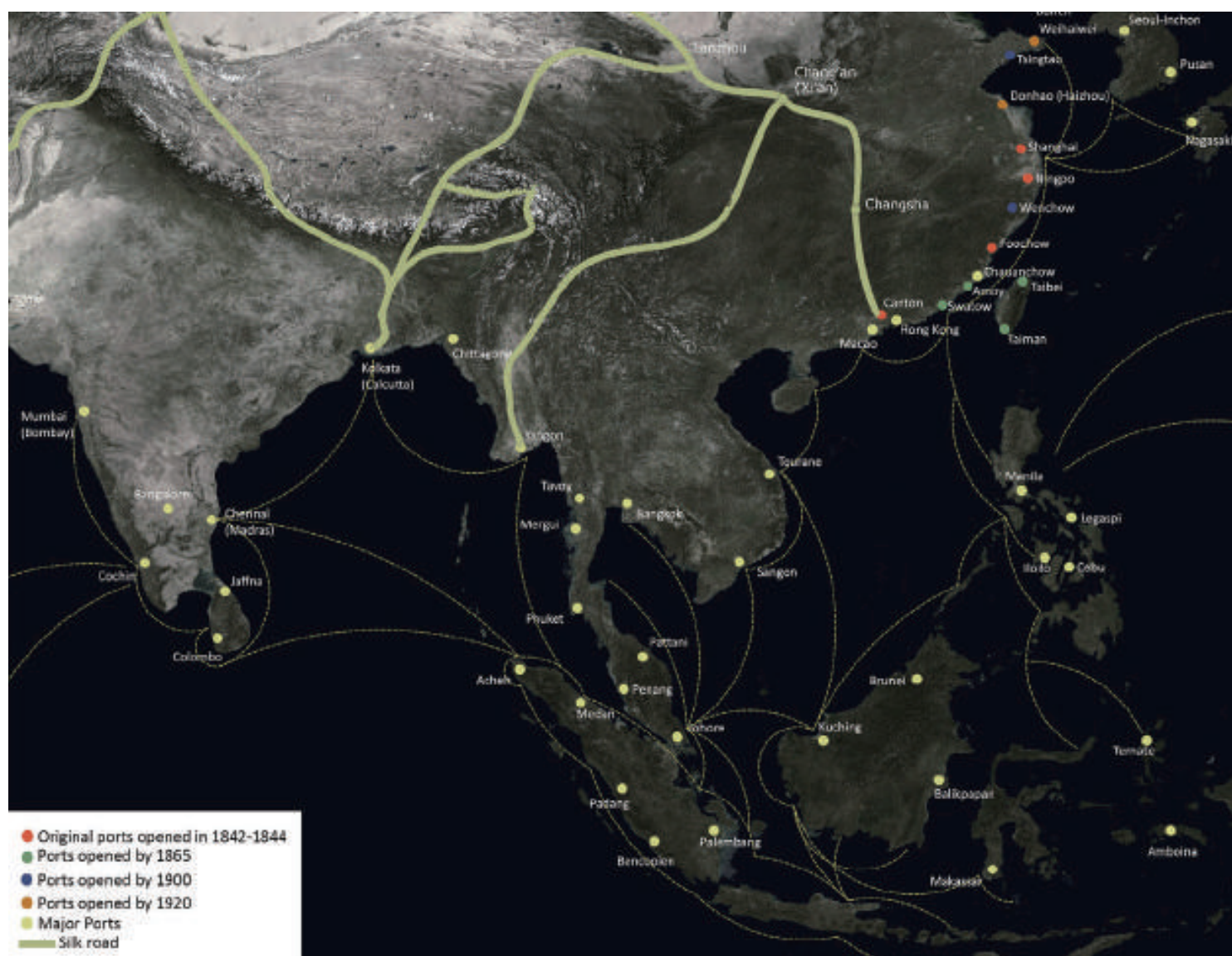


Historical Trade Map 16th Century

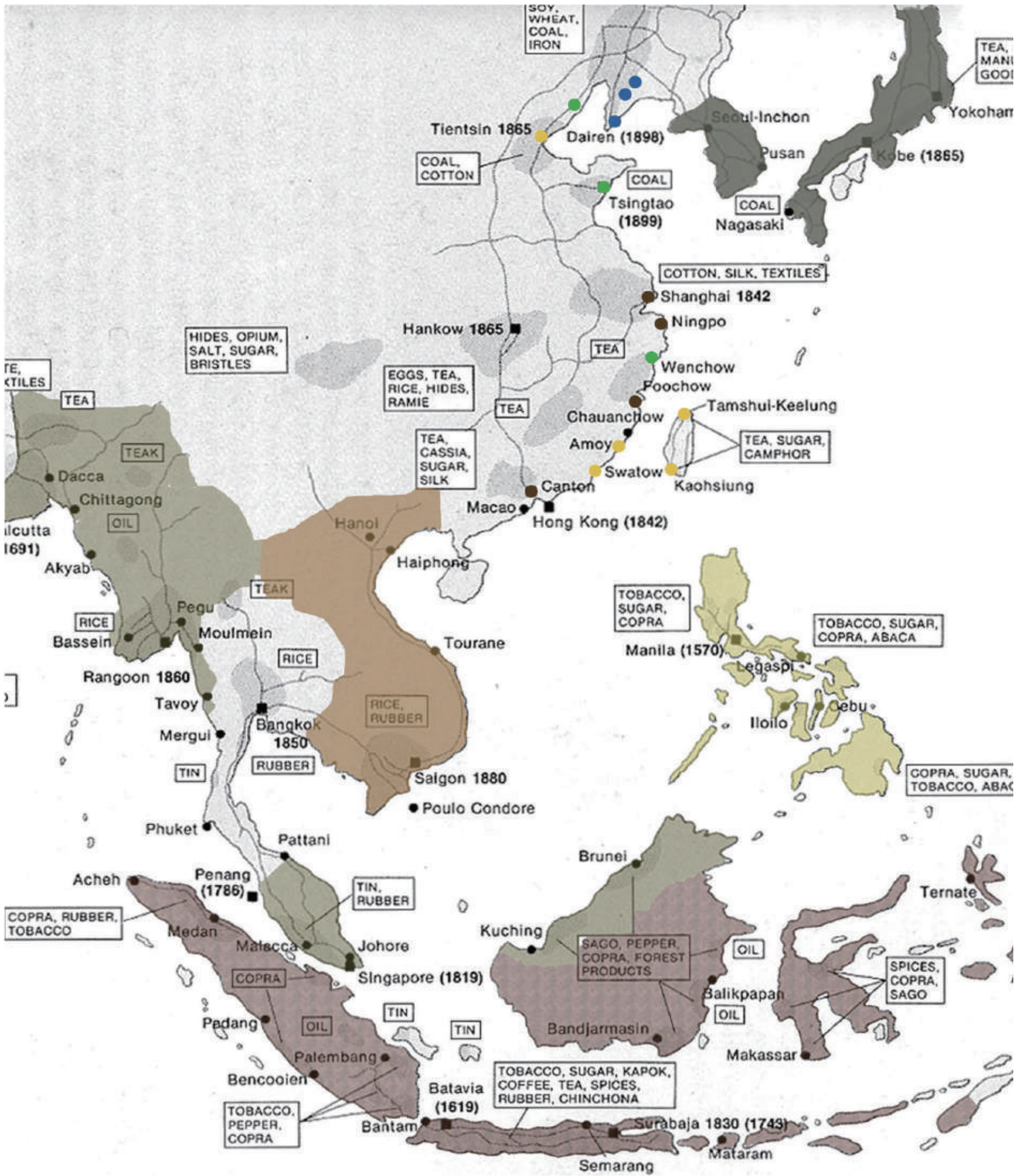


Main Eurasian Trade Map 17th Century

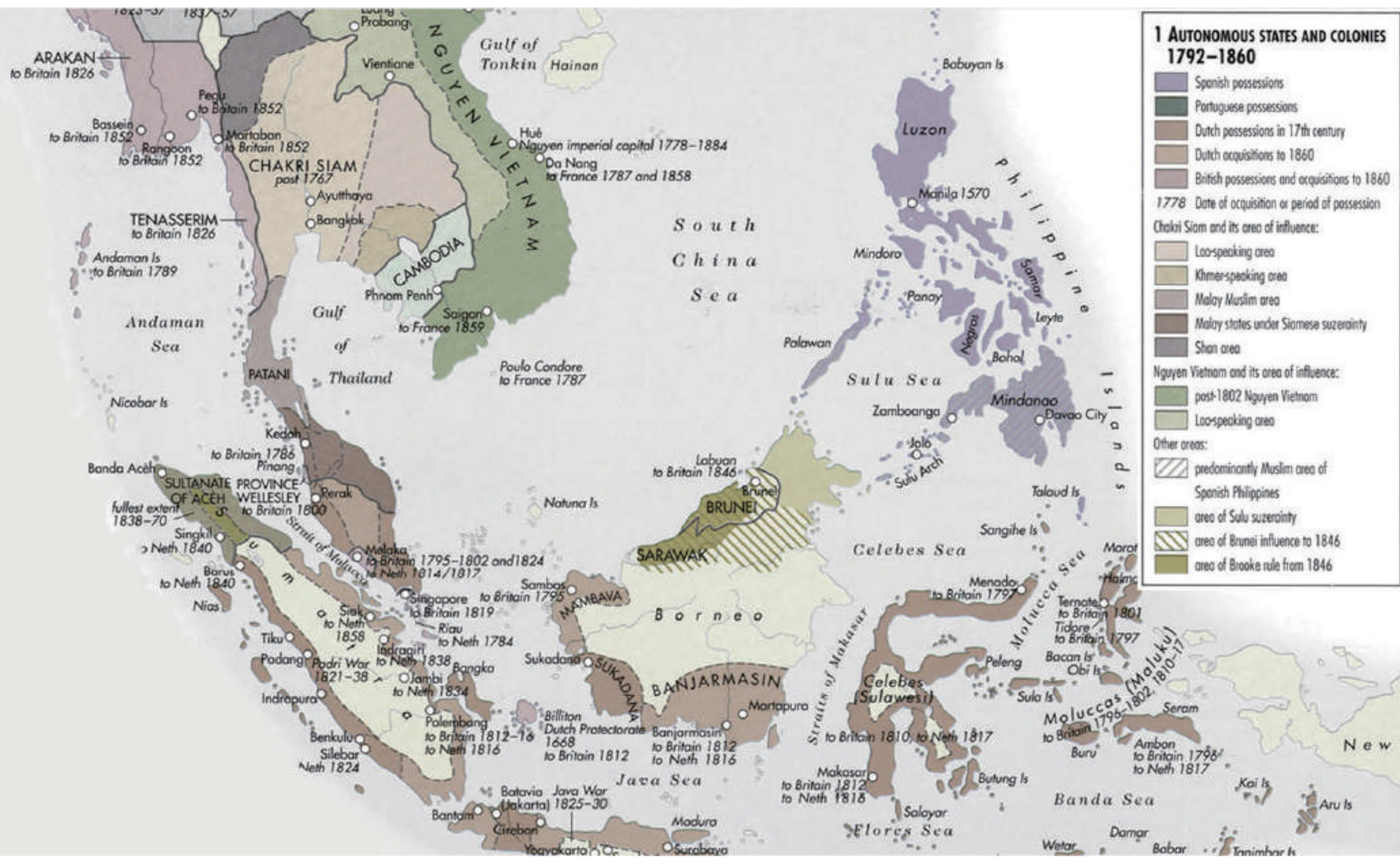
Asian Colonization Period Map



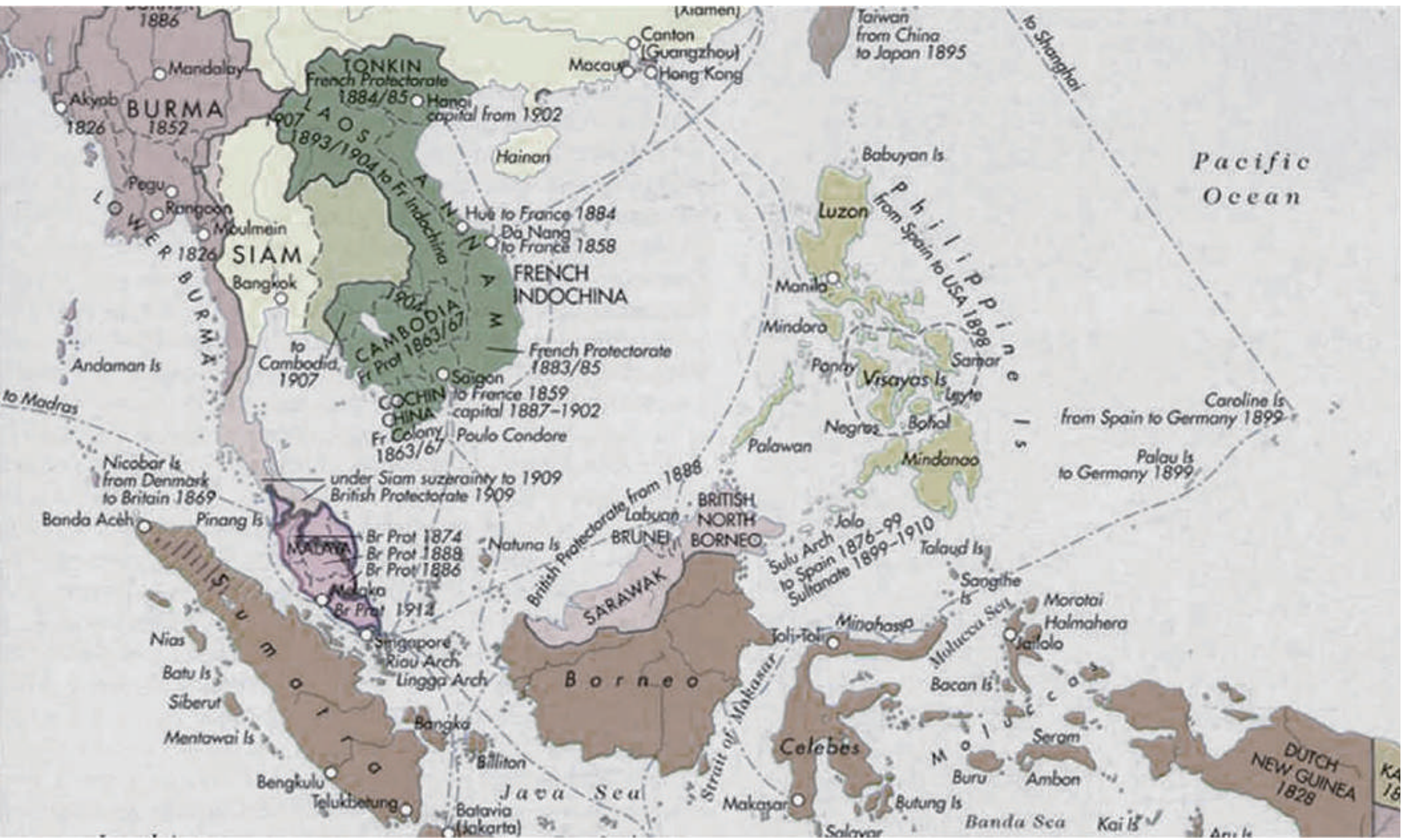
Colonization Period Trade map



States and Colonies 1792-1860



The High Colonial Age 1870-1914



Treaty Ports Opening Timeline and Routes

Treaty Ports 1557-1840



Treaty Ports 1840-1850



Treaty Ports 1850-1860



Treaty Ports 1860-1900

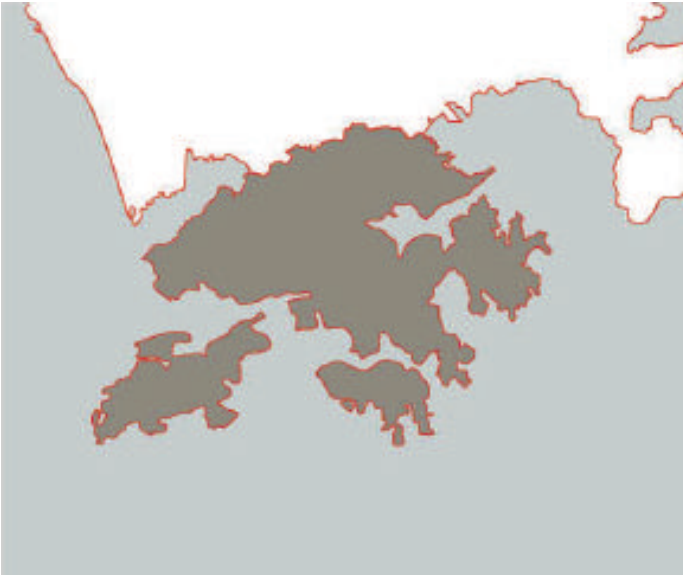


Chapter 2: Treaty Ports and City Developments



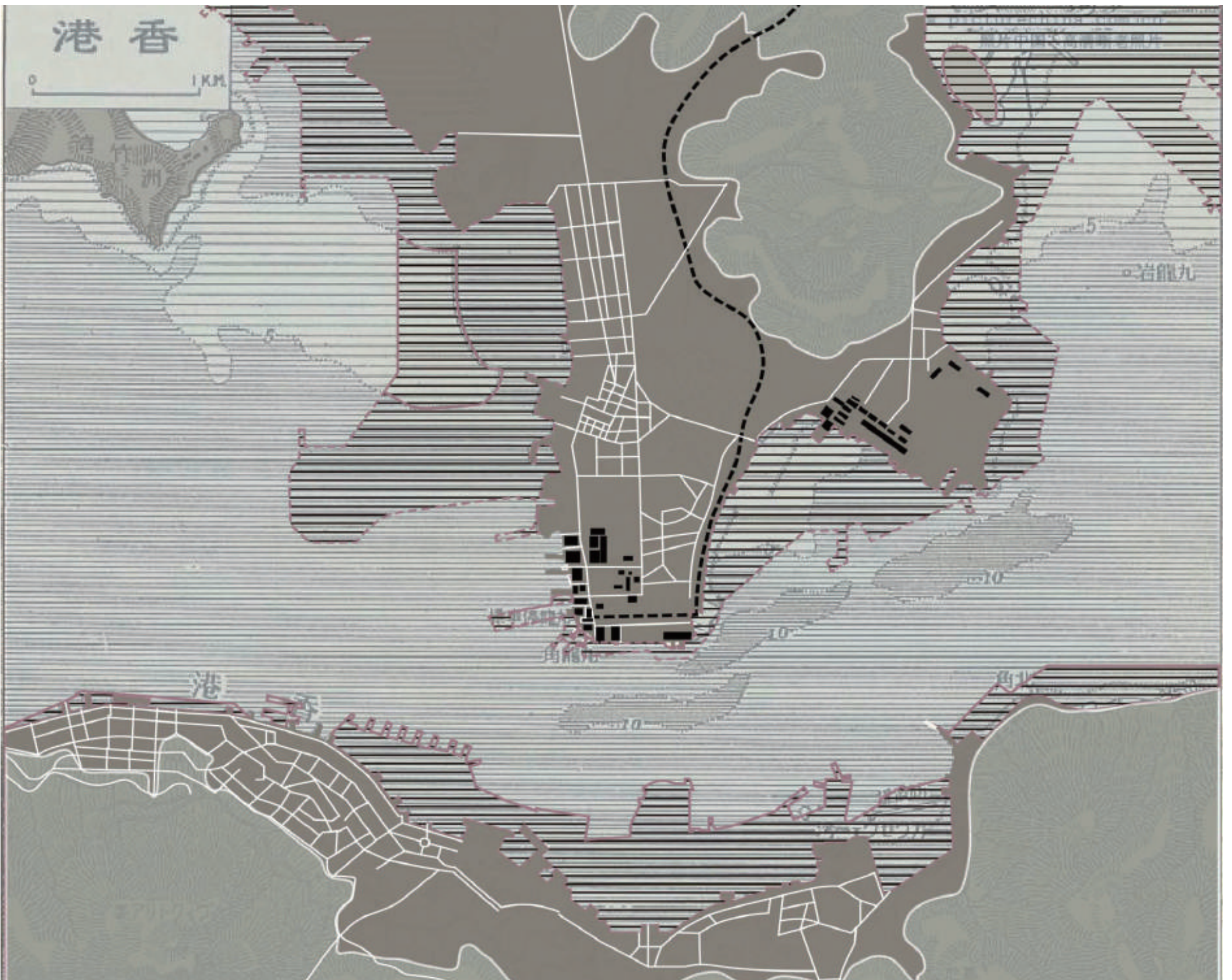
The Maritime Silk Road sprouted in the Han Dynasty (202BCE-220ce), prospered in the Song Dynasty (960 - 1279) - the Ming Dynasty (1368–1644), and finally declined in the Qing Dynasty (1644-1912), far-reaching connected with the rise and fall of China's coastal cities. After the Opium War, the Qing Dynasty's gate was forcibly opened and Maritime Silk Road 'reappeared' on the coast of China with the semi-colonial form. Foreign missionaries and merchants brought the architectural culture of their own country to the coastal cities and built architectures mixed with foreign styles. From the late Qing Dynasty to the modern era, eclectic Architecture that combines Chinese and Foreign features develop a lot, the traditional architectural and planning model was semi-forced changed, and construction techniques brought by foreigners was also widely spread.

Hong Kong 1866s-1920s

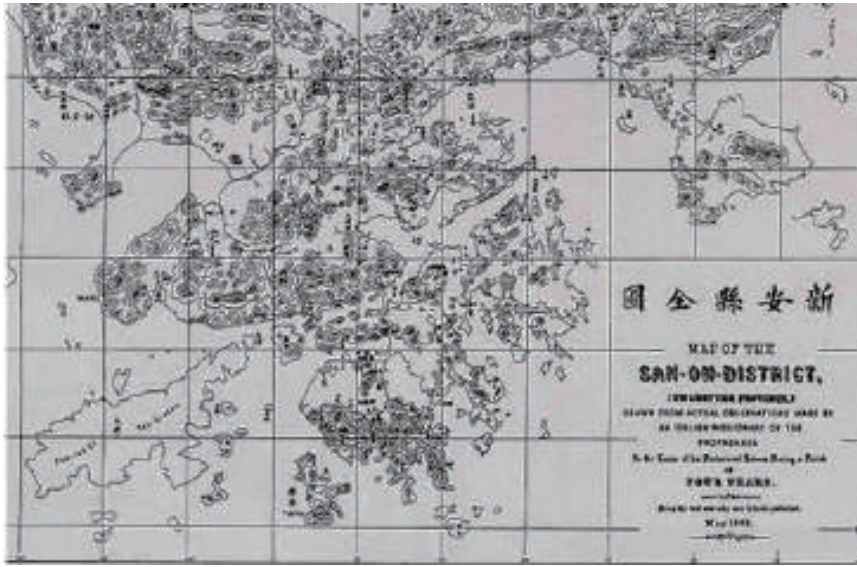


The map is aim to show the basic information of the harbour in Hong Kong in 1920s. we can see that the roads near to the coast were organized well. and the government took advange all the coast line to use as the harbour which make Hong kong develop really fast.

The red regions are the new developed area in Hong Kong. the lack of land in Hong Kong is a serious problem. So the government decde to "RECLAMARECLAMARECLAMARECLAMARECLAMARECLAMATIONIONION". the red things are the new coast line of Hong Kong.



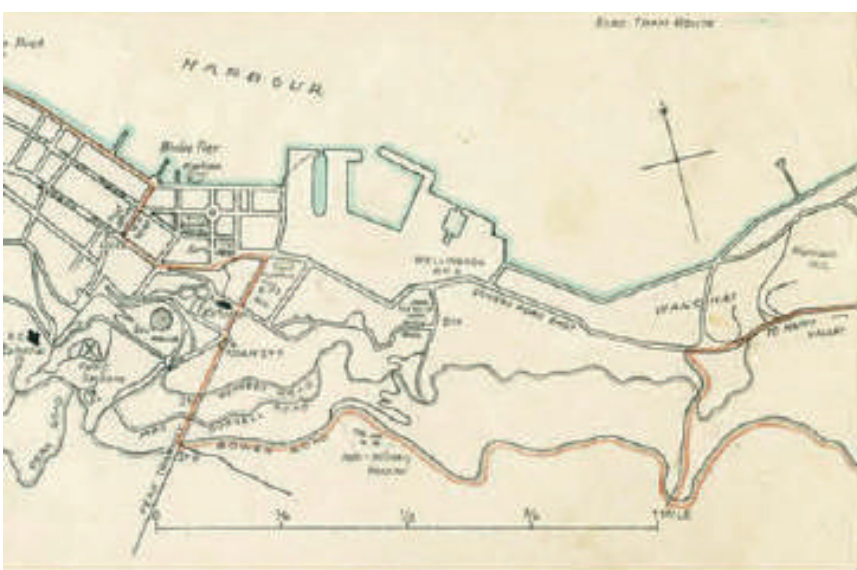
1866s



1890s

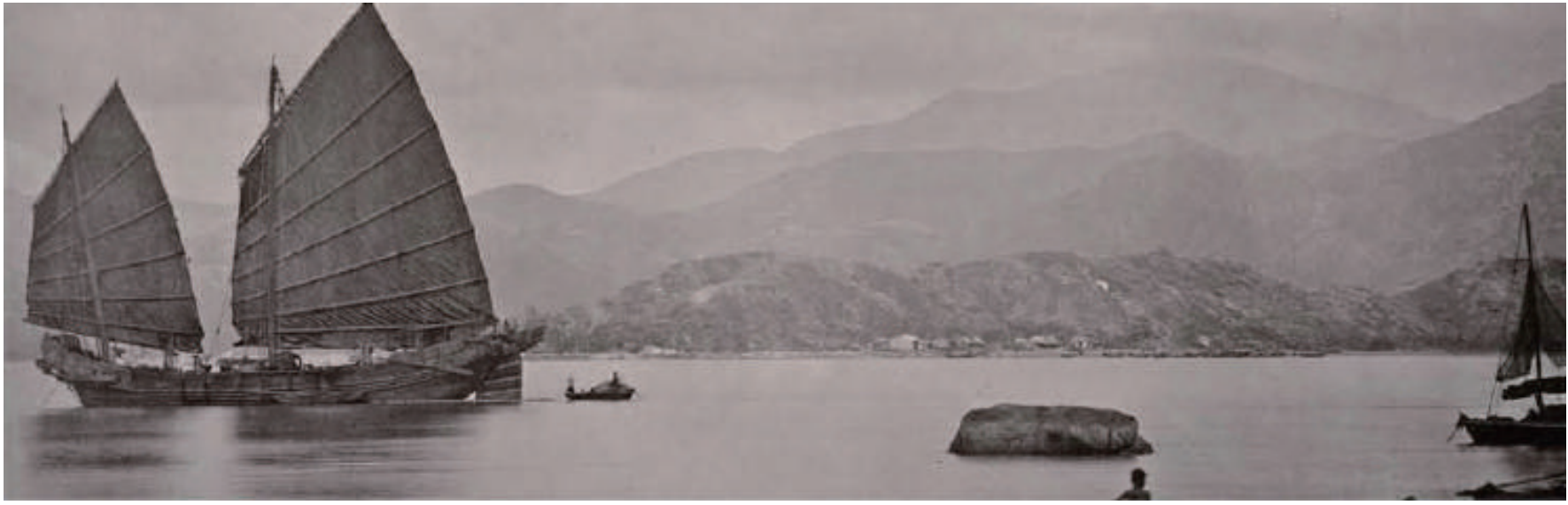


1900s



1920s



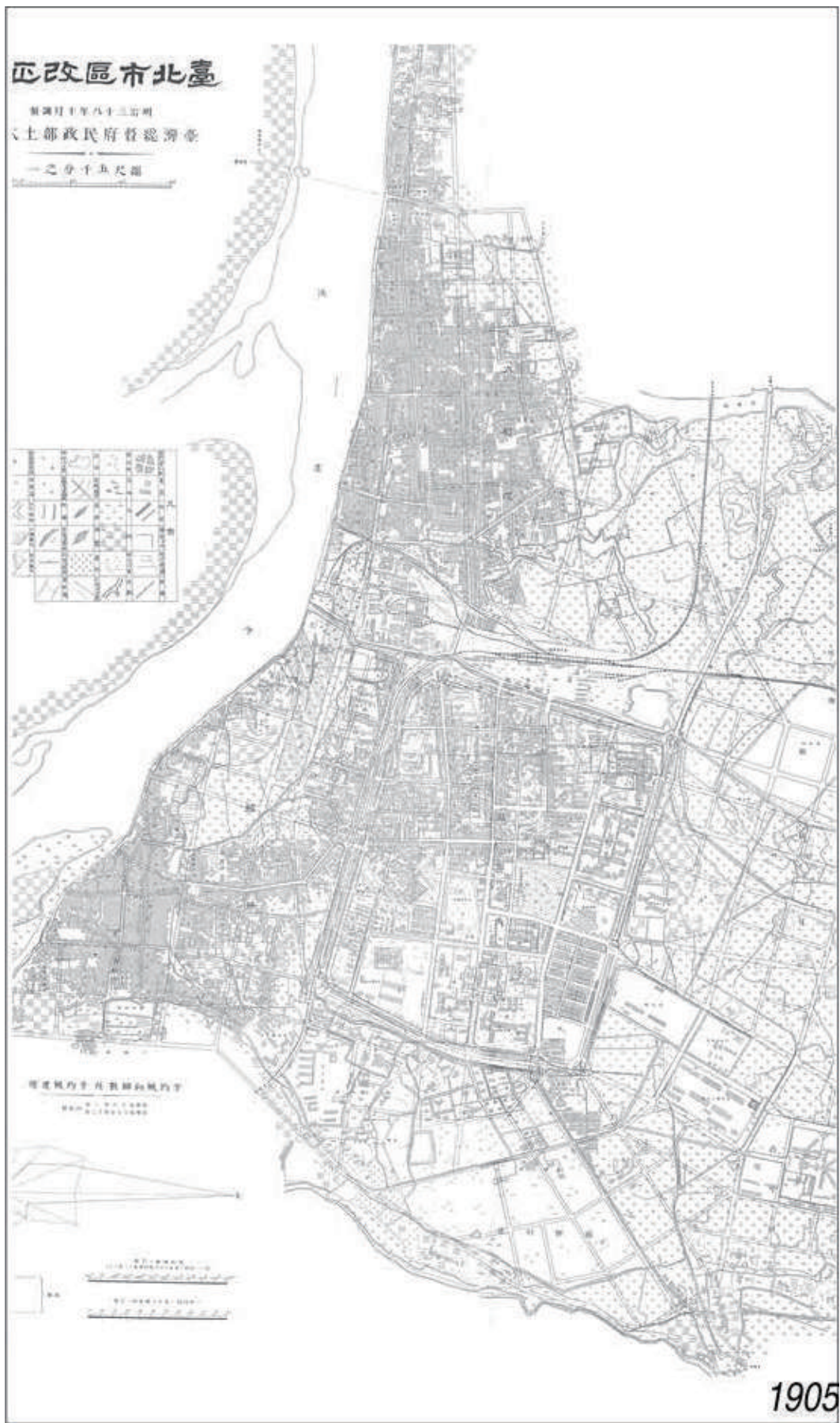
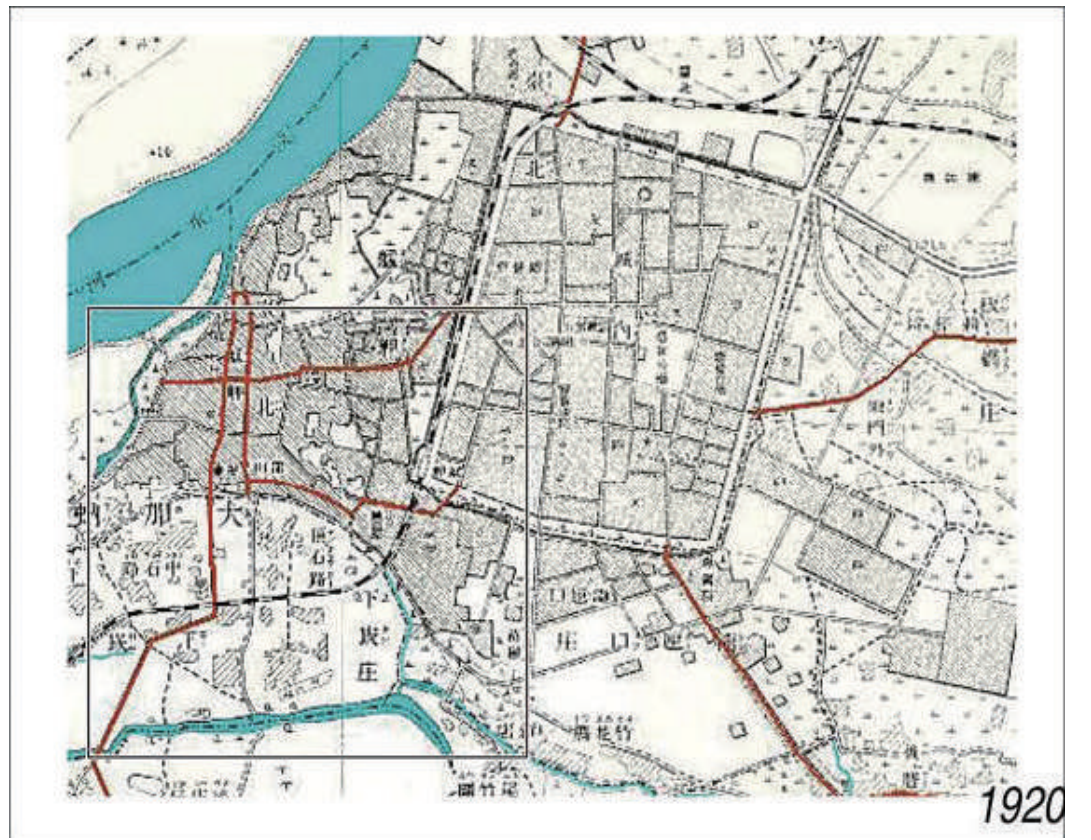
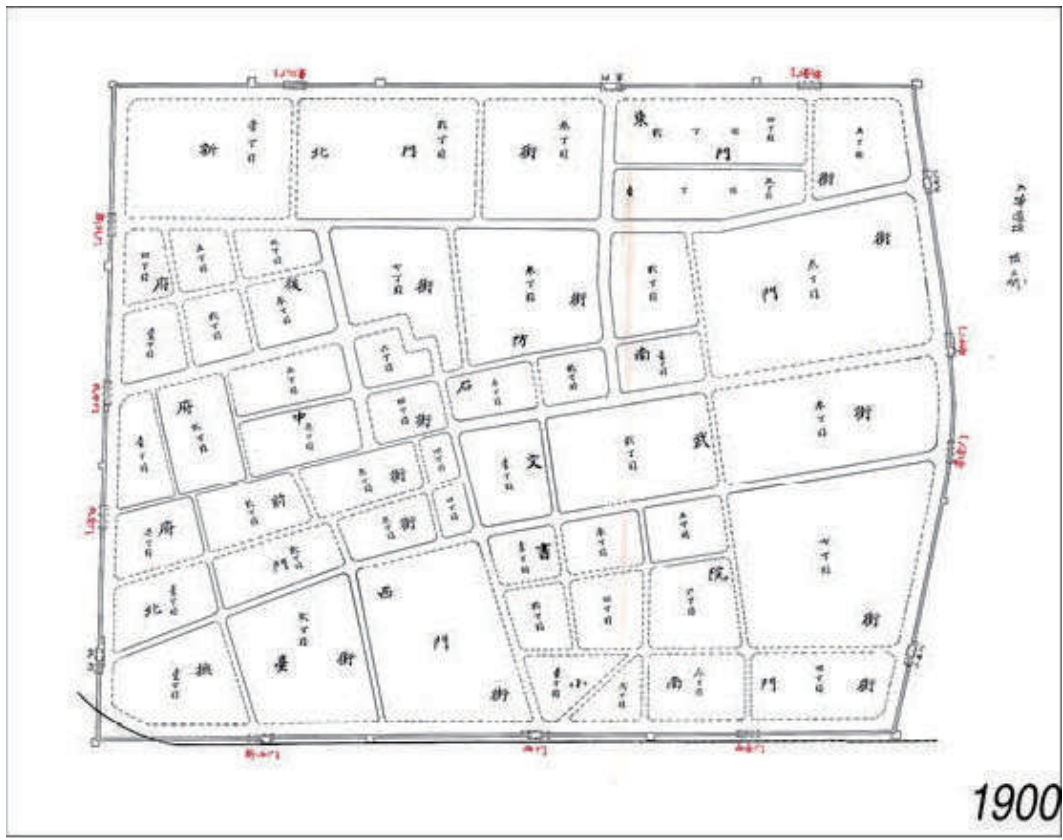


Taipei



The map shows the basic information of the main area of Taipei city at 1905. Taiwan became a colony of Imperial Japan. Taiwan's Japanese rulers embarked on an extensive program of advanced urban planning that featured extensive railroad links. A number of Taipei landmarks and cultural institutions date from this period.







North Gate



Zhongshan Hall



North Gate



Government House



Hall of Taipei



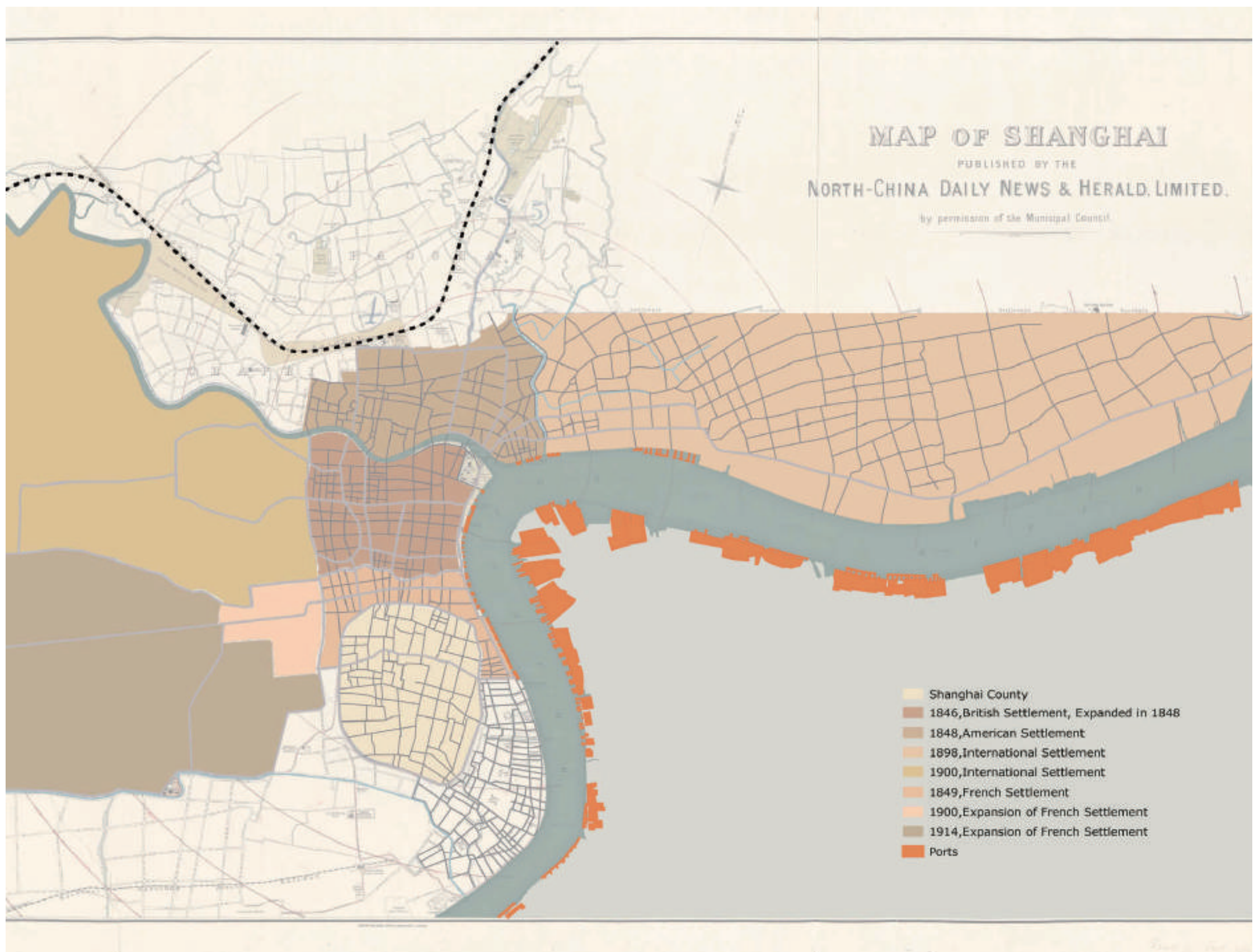
School

Shanghai 1840s-1900s

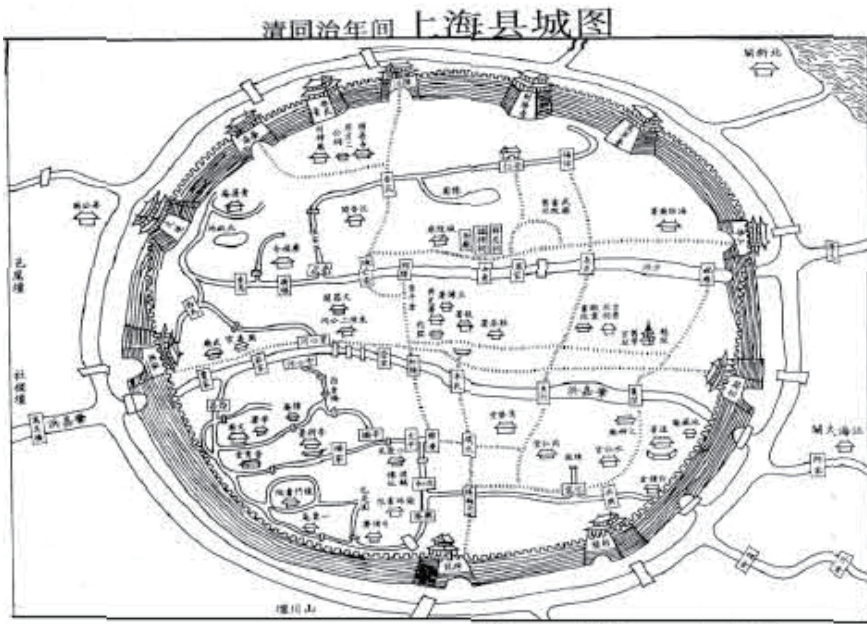
Before the 1840s, Shanghai was a small town, even not a city (the red square). The Bund, which later became the wharf, was just an area of unconstructed mud flat, with small rivers, tombs and broken houses along the Huangpu River. Because of the Treaty of Nanking 1842, the first unequal treaties, Shanghai with four other treaty ports were opened, and the development of Shanghai had just begun. Before long 23 foreign firms opened along the Huangpu River-the Bund.

The first construction climax was between 1840s and 1890s. International companies had branches here including Jardine Matheson & Co, Dent & Co, David Sasson and Sons Company, etc.

The second climax came in the late 1890s, when local and international capitals swarmed into Shanghai. During the period from 1900 to 1930, many architectural styles including eclecticism, classical, neo classical, took the place of old brick-wood buildings with new functions and higher quality.



Shanghai County Before 1840



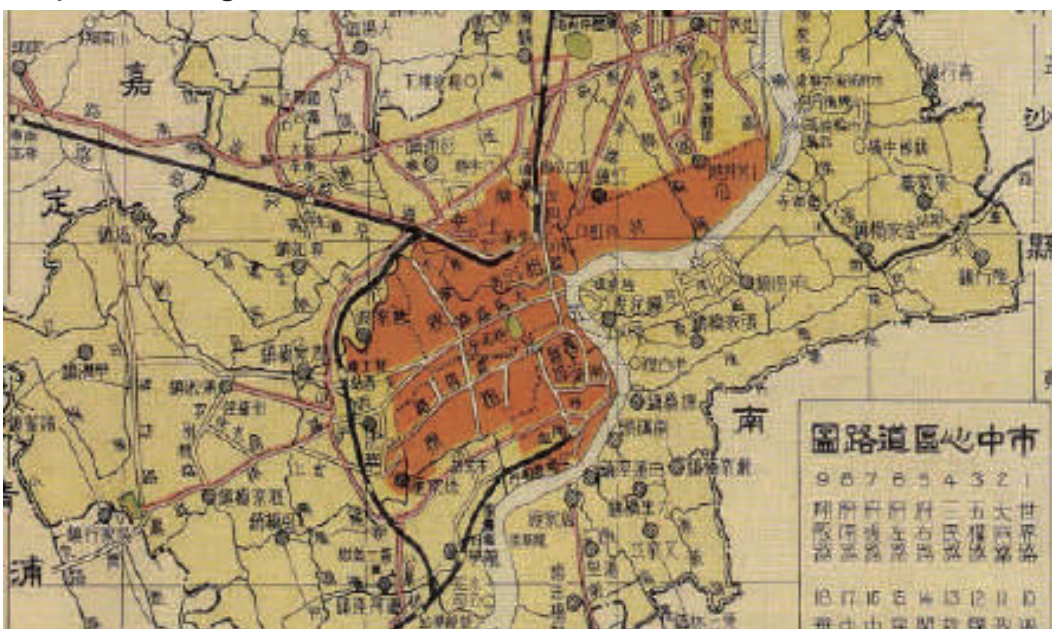
Map of Shanghai, 1873



Map of Shanghai, 1930s



Map of Shanghai, 1930s



Before 1840



Nanjing Road 1872-1874



Nanjing Road, Shanghai 1910



The Bund, 1935



The Bund, Shanghai 1845



Late 19th Century



Original Shanghai Club, 1864



1880 Central Hotel, 1850s Sassoon House, 1929 South and North Building of Peace Hotel Today



The Bund, Shanghai 1880



Asia Building, 1916



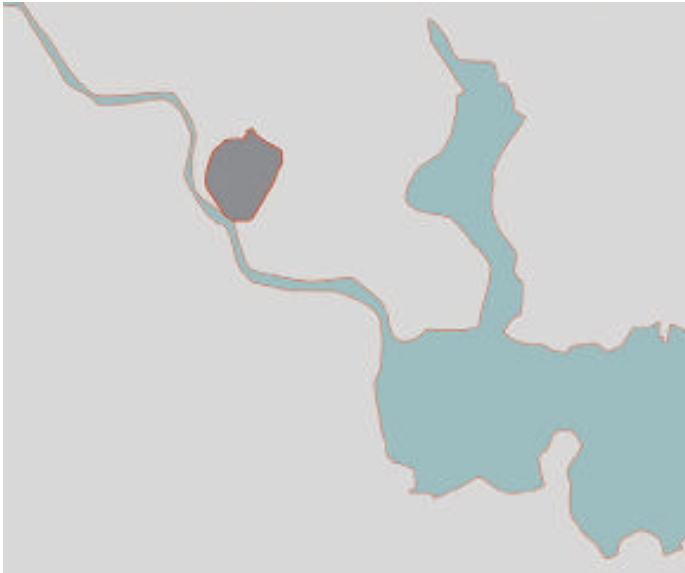
New Shanghai Club, 1909



Waibaidu Bridge, 1907



Quanzhou



The Southern Tang (937–975), Quanzhou Port was nicknamed Erythrina Port. Song Dynasty (1087) The 2nd year of Yuanyou, Custom was set in Quanzhou, taked charge of overseas trade, bringing Quanzhou unprecedent prosperous. In the early period of Ming dynasty, the municipality put a ban on maritime trade. This policy hugely weakened the status of Quanzhou Port. During the year of Chenghua(1465- 1487), the Custom moved from Quanzhou to Fuzhou, the legal overseas trade qualification of Quanzhou canceled.



Temple, 1888



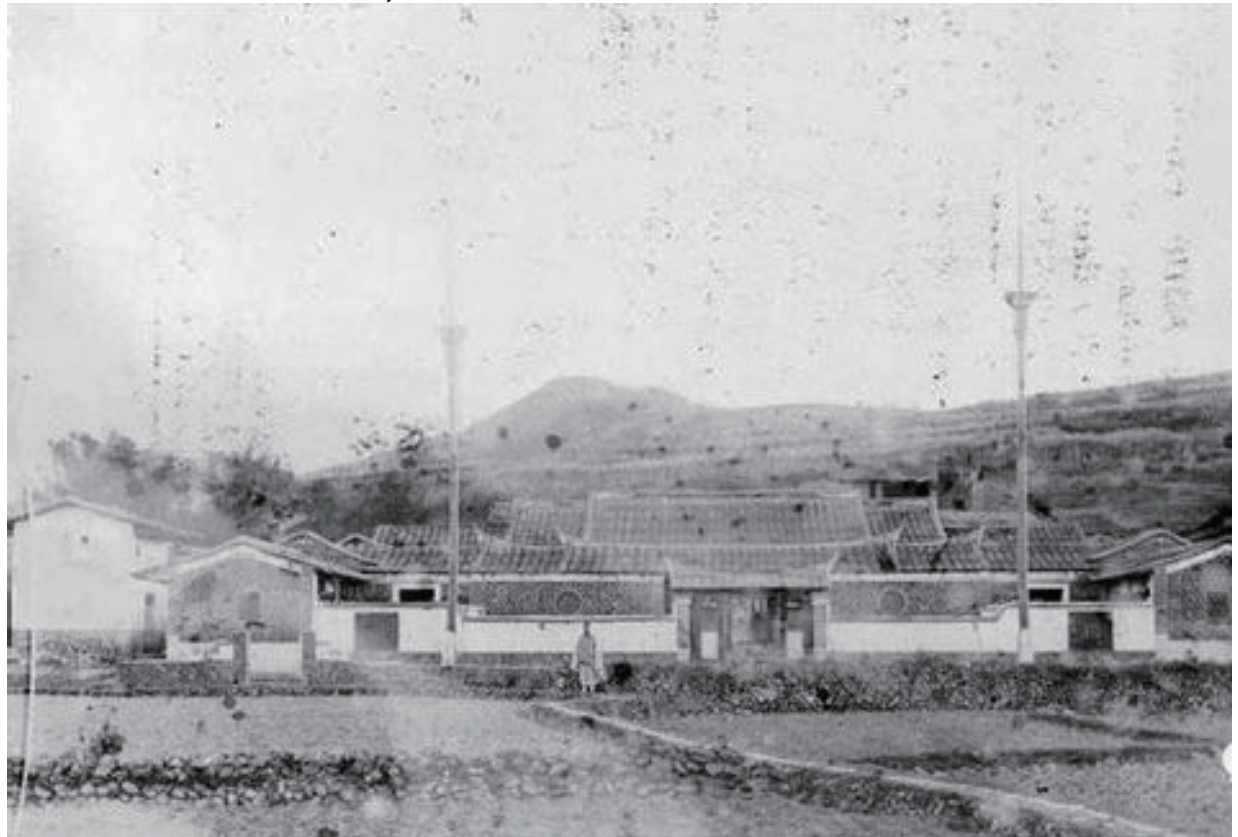
Civilian Residence, 1895



Neighborhood, 1898



Officer Residence, 1897



Dongyue Hill, 1946



Bell Tower, 1930s



The map is aimed to show the basic information of the harbour in Quanzhou in 1930s.



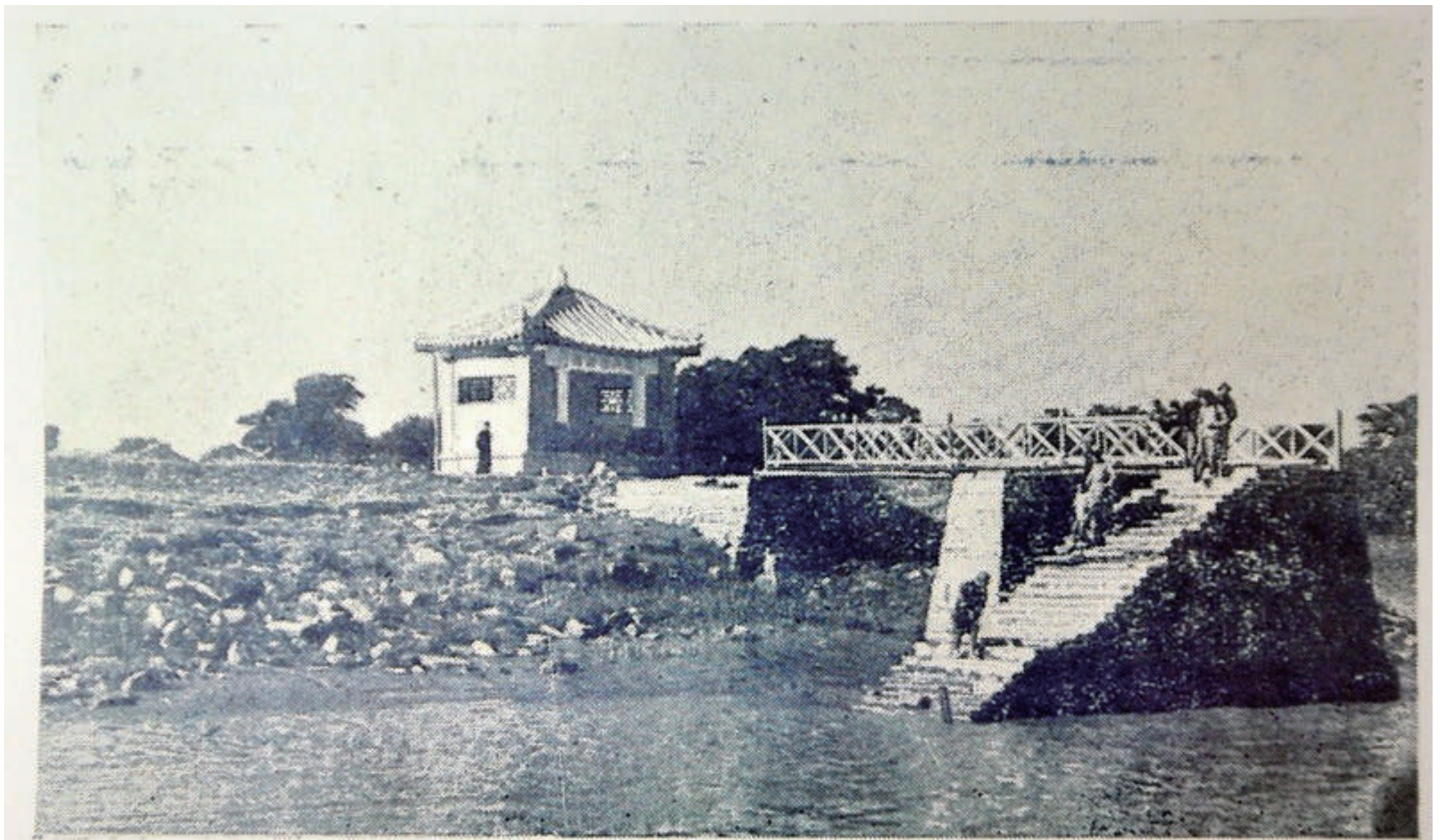
Huishi Hospital, 1934



Zhongshan Road, 1948



Chapter 3: Historical Development of Yuegang Port



海 澄 港 口 碼 頭

民國 37 年

The Historical Development of Yuegang Port



Yuegang Port is located in the estuary of Jiulong River, because of its like crescent moon named. Before the Ming Dynasty, the port is only a small fishing village. In 1453, Yuegang Port overseas trade gradually rise.

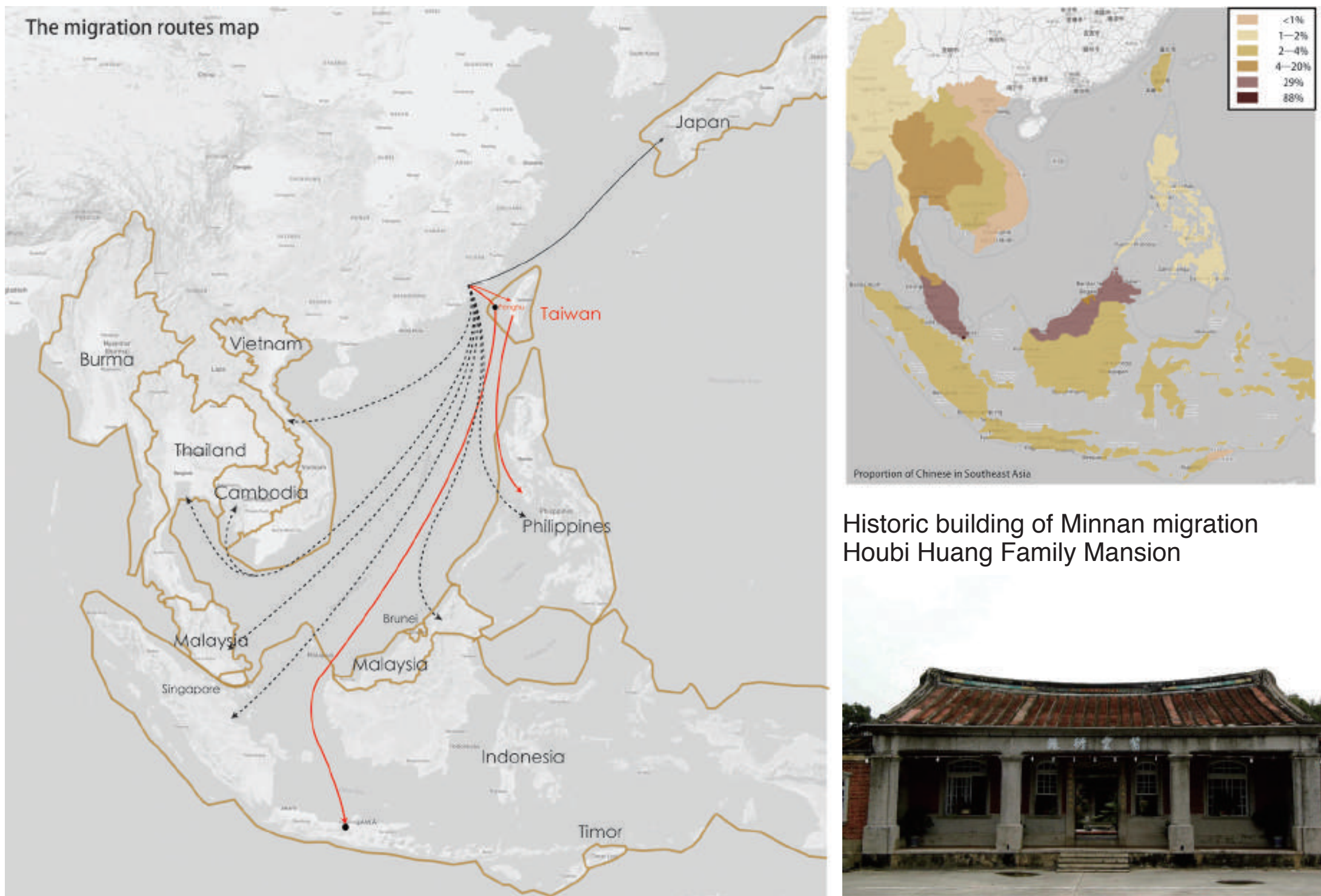
In 1567, the Ming government formally abolished the ban on the sea, then opened the Yuegang Port in Zhangzhou for foreign trade. On the status of the port received official confirmation, it became the only legal port of departure of Ming dynasty maritime trade.

From the end of the fifteenth century to the mid-seventeenth century, with the development of China's east and west coastal foreign trade, Yuegang Port has the direct trade with Southeast Asia, the Indochina Peninsula and North Korea, Ryukyu, Japan and other 47 countries and regions, and use the Philippines as a transit point, trade with Europe and the United States. It occupies an important position in the history of foreign trade in China.

During the late Ming and early Qing dynasty, Zheng Chenggong, Zheng Jing fought and standoff with Qing army nearly forty years in the southern coast of Fujian. The war affected the Yuegang Port. In order to curb Zheng, the Qing government in the coastal performed the "relocation", and Zhangzhou port decline since then.

In the Qing Dynasty (1650-1661), Xiamen Port became the center of sea-lane to Taiwan, Japan, the Philippines and other areas in southeast Asia. In 1684, Xiamen set up customs, officially replaced overseas trade status of Yuegang Port. In 1727, the Qing Dynasty stipulated that all the ships abroad in Fujian, must be from Xiamen Port access. Xiamen Port became the main export of Fujian Province.

The Migration Routes



Historic building of Minnan migration
Houbi Huang Family Mansion



Yuegang Port and Taiwan have geography, blood, dialect and other natural history of deep roots. It is also Taiwan's politicians Wang Jinping, Lin Yang Gang's ancestral home.

After the prosperity of Yuegang Port(1453-1567), many Minnan merchants emigrated to foreign countries like Philippines.

Around 1622-1623, colonists from Netherlands occupied Penghu, kidnapped and sold Minnan people to Jawa.

1661, Zheng Chenggong recovered Taiwan from Netherlands colonists. Since that Many Minnan people moved to Taiwan.

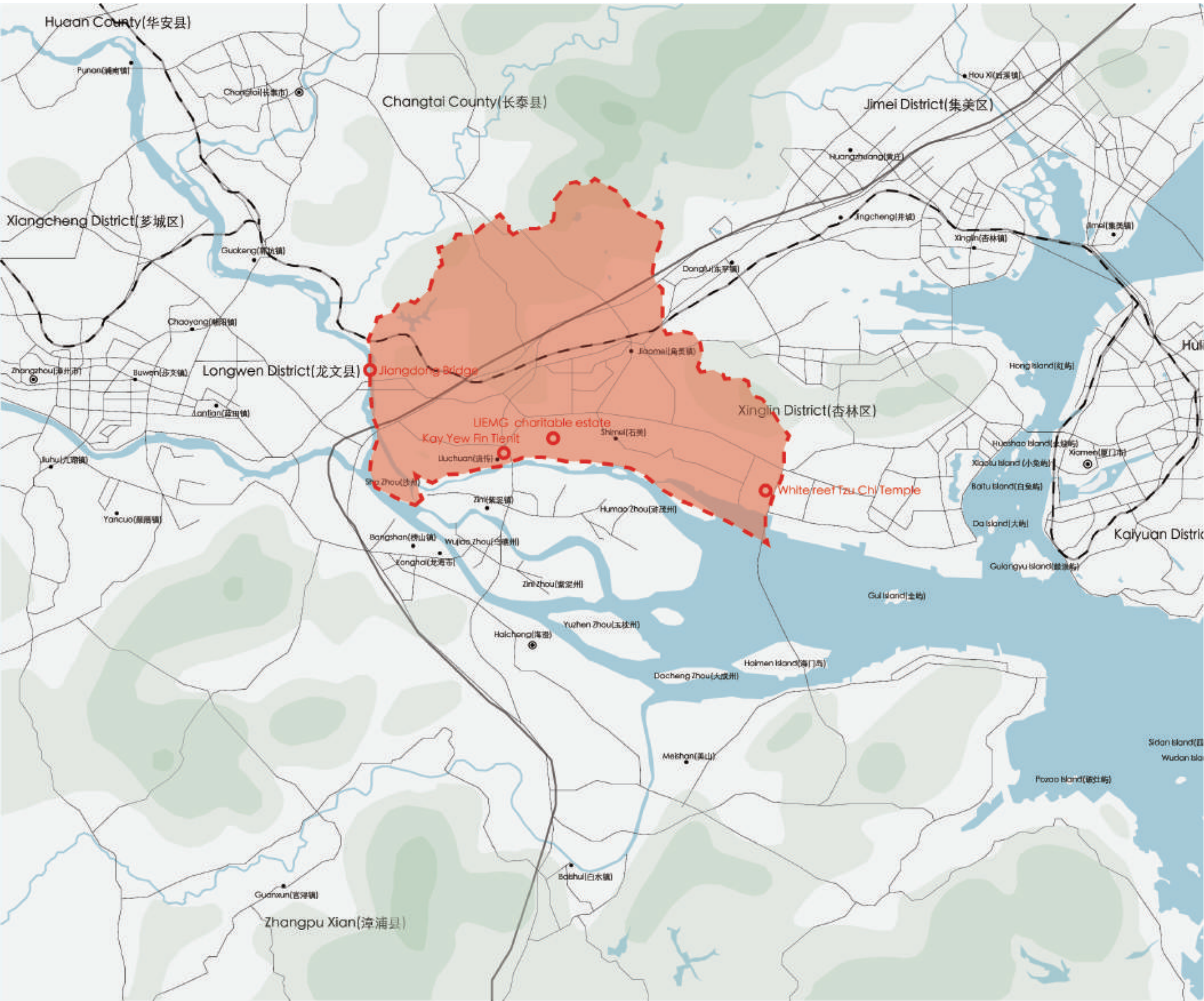
1683, military of Qing occupied Taiwan, many Minnan officers and soldiers from Ming escaped to Philippines. During the war between Zheng Chenggong and Qing, many Minnan refugees immigrated to south-east Asia, some ship owners and sailors moved to Nagasaki and Kagoshima(Japan).

1683-1893 the immigrants from Minnan to Taiwan continued rising.

On the eve of first opium war (1840-1842), Minnan immigrants expanded in Indonesia Philippines and Malay peninsula.

After that, the immigration from Minnan to south-east Asia kept expanding, the destination include North Borneo, Thailand, Cambodia and Vietnam.

Historic Buildings of Yuegang



Jiangdong Bridge, located in Jiulong River in Fujian Province, in the west side of Jiaomei Town in Zhangzhou Taiwanese investment area. Jiangdong Bridge is one of the ancient ten famous bridge, was listed as the world's largest stone bridge.



White reef Tzu Chi Temple is the essence of Minnan cultural landscape, is witnessing a connected by Taiwan and China. It was built in AD 1036, and it's the world's first Tzu Chi ancestral palace, the first ancestral temple.



Lin's Charitable Estate, covers an area of more than 4500 square meters, 99 houses, construction area of 2,500 square meters, brick and wood structure, hanging hill, courtyard structure. It was one of the famous charities of Fujian Province at that time.



Kay Yew Fin Tienit is the earliest post office in Chinese history. This building is the witness of the history of the hometown of overseas Chinese, but also the development of China's postal finance and the product of overseas Chinese history.

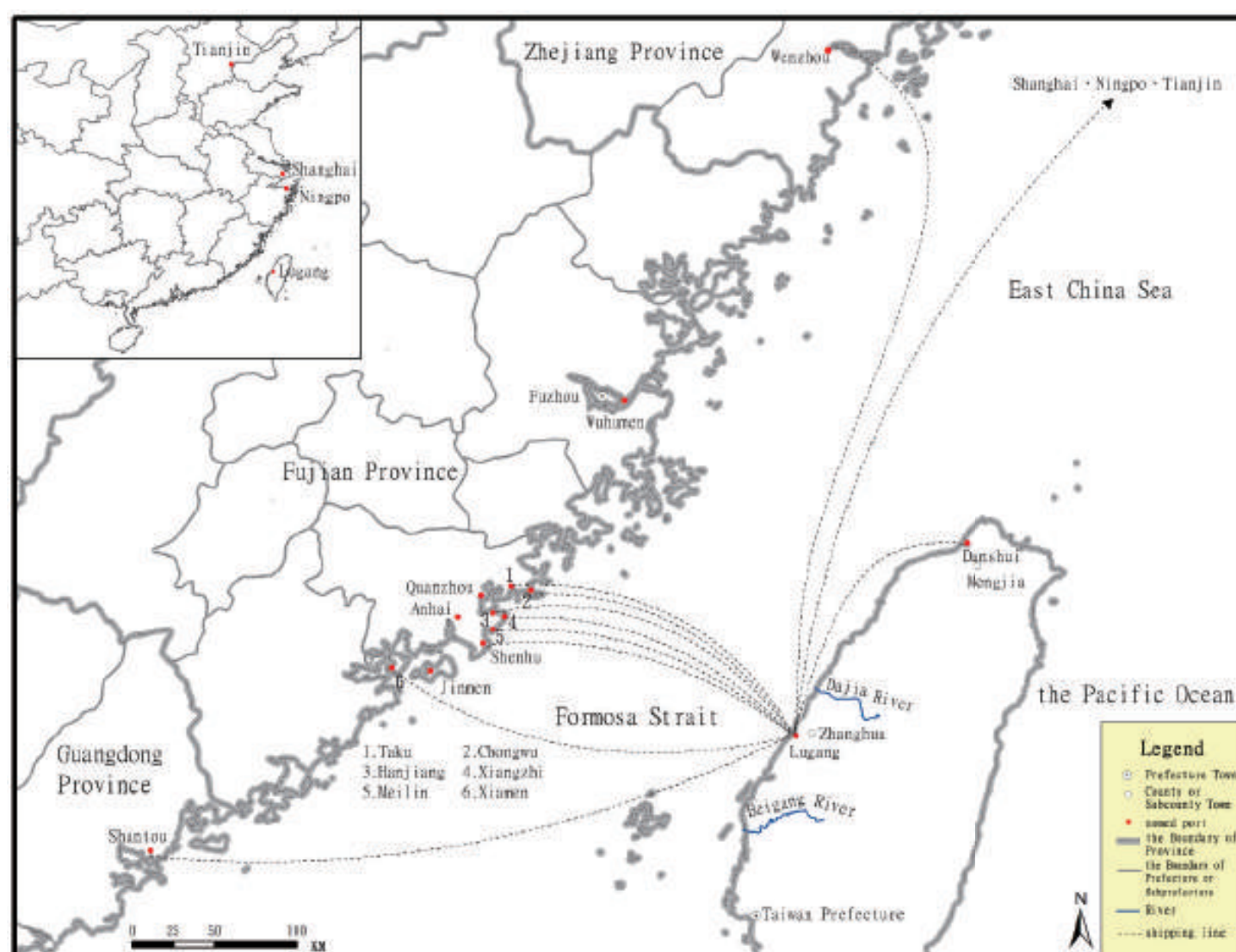


Yuegang –Taiwan

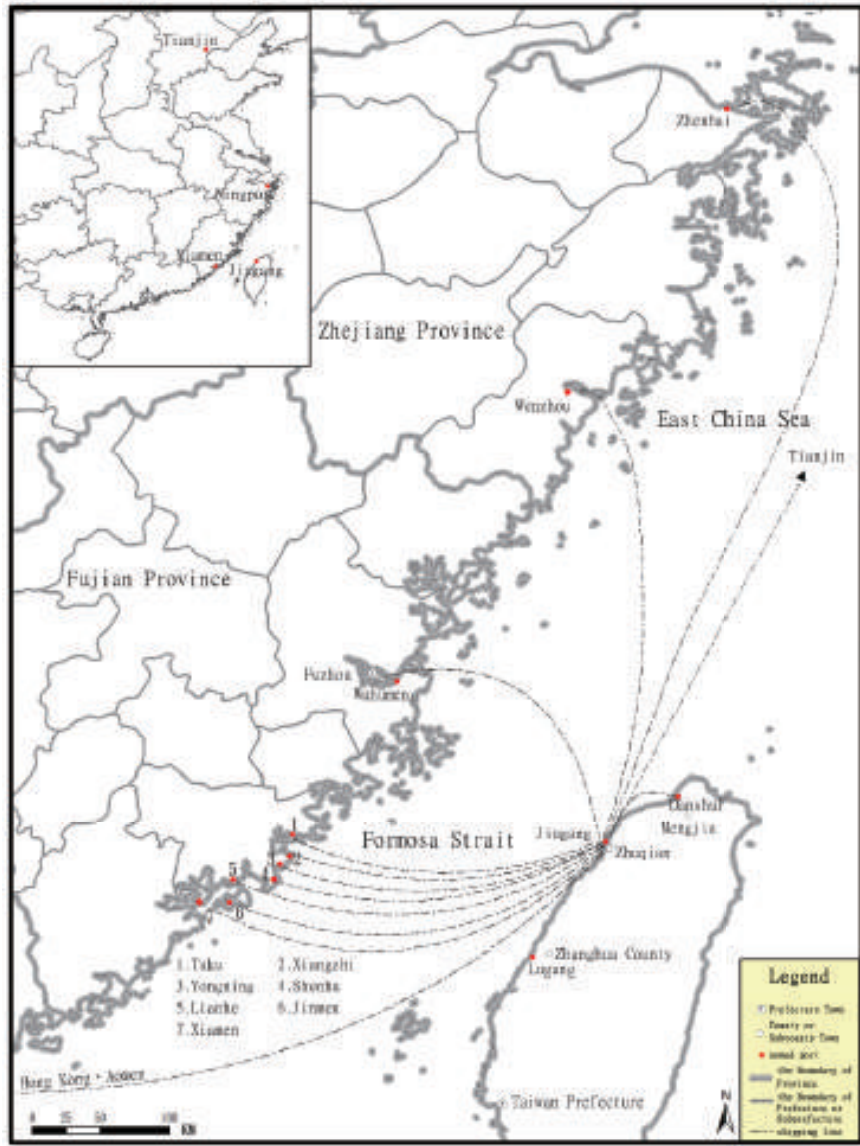
Taiwan fell under Qing rule in 1683, and for ease of governance, the match official ports policy was implemented between Lu’ermen (hereafter Anping from 1830) of Tainan, the then capital city also known and Xiamen in Fujian Province. That is to say, xbecame Taiwan’s sole gateway for external trade and the only window to the outer business world. Goods imported into and exported from all coastal ports had to go through Lu’ermen. On the other hand, the match official ports policy helped establish trade between Taiwan and Fujian district.



Instead of Lu’ermen acting as the only port for external trade, there were three more match official ports engaged in direct trade with Fujian. Needless to say, the trade volume of Lu’ermen suffered severely. The decline of Lu’ermen was countered by the rise of two other ports and their commercial and trade centers in early nineteenth century. In chronological order of their development, these three port cities were Fucheng (Tainan), Lugang and Mengjia (Wanhua District, Taipei).¹⁰ They were distributed respectively in southern, central and northern Taiwan.



Zhongshan Road, 1948



Zhongshan Road, 1948



Zhongshan Road, 1948



Zhongshan Road, 1948



The Transfer Station of Fujian and Taiwan

Penghu County is Taiwan's outlying islands, located in the Taiwan Strait, and the Penghu waterway across the sea with Taiwan's main island. Penghu County is made up of the Penghu Islands. Due to the excellent geographical position, Penghu has good harbour and it has been the transit point of the Taiwan Strait since ancient times.

Penghu Islands are the hub of the Taiwan Strait, which is known as the "Southeast Key" in the eastern part of Asia.

The history of Penghu can be traced back to the Qin and Han dynasties. On the spread of culture, penghu has an indelible role. Later, with the development of navigation technology, Penghu has gradually become the springboard of traffic on both sides of the Taiwan strait. In the administrative center of Penghu County, Magong town, there are commercial ports, fishing ports and military ports, and here is a collection point for all kinds of vessels in the Taiwan Strait.



FORMOSA CITY PLANS 1:8,000

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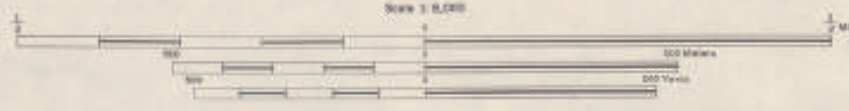
MAKO

TYPE A-AMS 1



A.M.S. 1391
Type A-AMS 1, 1945
Type A-AMS 1, 1945
Reproduced under the direction of the Chief of Engineers by the
Army Map Service (AMS), U. S. Army, Washington, D. C.
Compiled in 1945 from aerial photography dated July 1942 and July 1944
by photo-geometric method and by reference to Formosa 1:25,000,
A.M.S. Sheet 2817 in SW, 1944; and Japanese Hydrographic Chart No. 286, 1942.
Additional information from intelligence data. Place names are
shown in accordance with the modified Hepburn (Roman) System.

DESIGNED BY J. J. LADD, WASHINGTON, D. C.
DRAWN BY



LEGEND

Area covered by water	Trails, Strips, Paths
Area not covered by water	Street, Alleviated or Slope, Dam
Water in Portland Basin, generally indicated over 5 m. wide	School, Workshop
Water 1.5 meters wide	Prison, Radio mast, Mine
Track in field	Wall, Fence, Boundary
Highway	Water wheel or mill, Windmill, Spring, Telephone
70' gauge steel track, with Berlin	Central post, Barricade, Tank, Fuel station
70' gauge, double track	Barbed wire or high fence
40' gauge, light or heavy gauge, single track	Powerline
40' gauge, heavy gauge	Bar or Solid Wall
Structure (Clear or Solid)	High tension line
Structure (Clear or Solid)	Park
Structure (Clear or Solid)	Each covered building or tank
Structure (Clear or Solid)	Low growth, possibly cultivated

POLYCONIC PROJECTION
RELIEF SHOWN BY FORM LINES
THE TYPICAL FORM LINES POLYCONIC PROJECTION ARE SHOWN TO THE RIGHT OF THE MAP FOR USE IN THE CASE OF THE POLYCONIC PROJECTION.
NOTE: OTHER FORM LINES ARE NOT SHOWN FOR THIS PROJECTION BECAUSE THEY WOULD BE TOO SMALL TO BE USEFUL IN THIS CASE.

GLOSSARY

AMS	Army Map Service
AMS	Army Map Service
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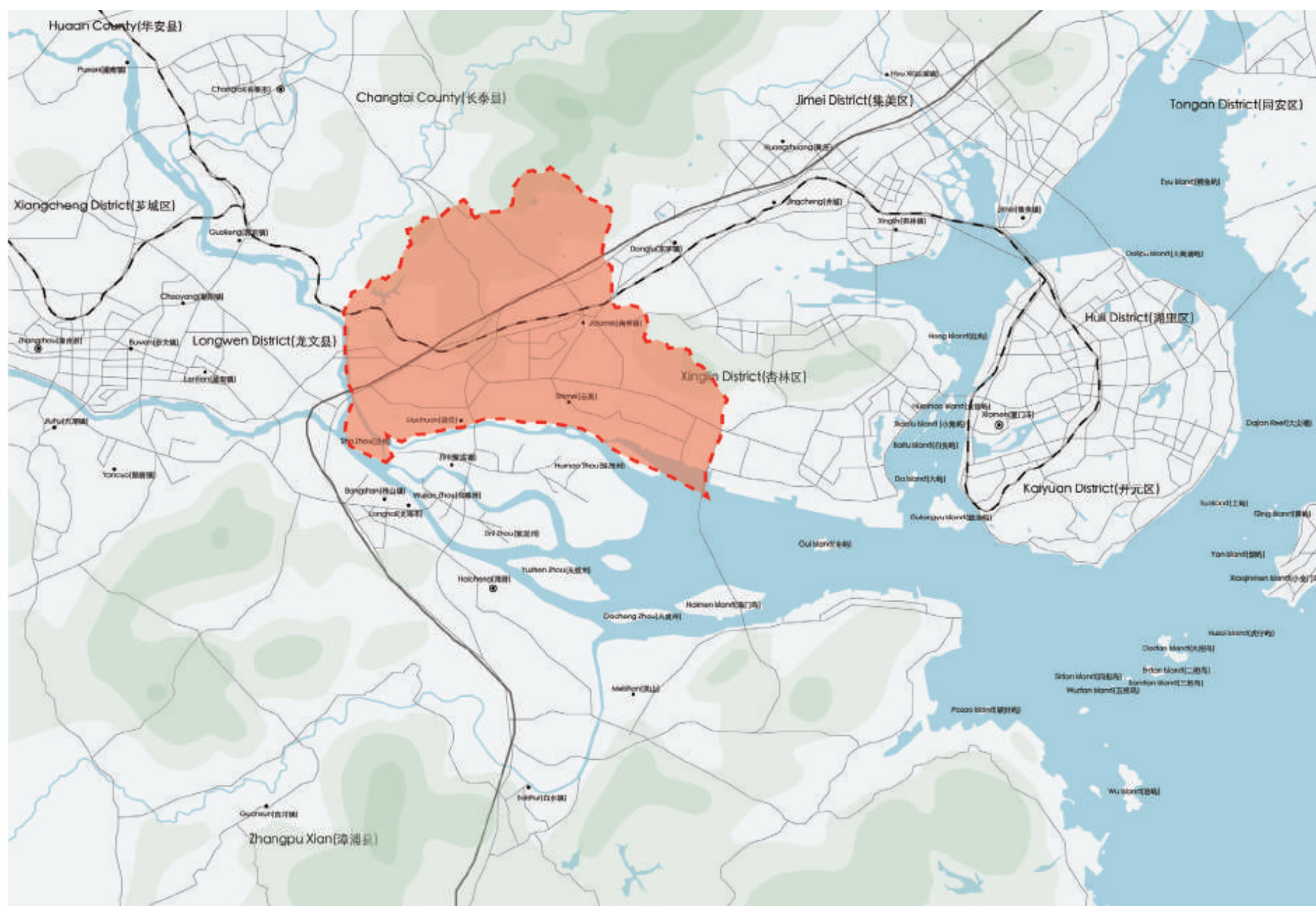
MAKO, FORMOSA (TAIWAN)
BOKO CHŌ, MAKŌ SHICHŌ

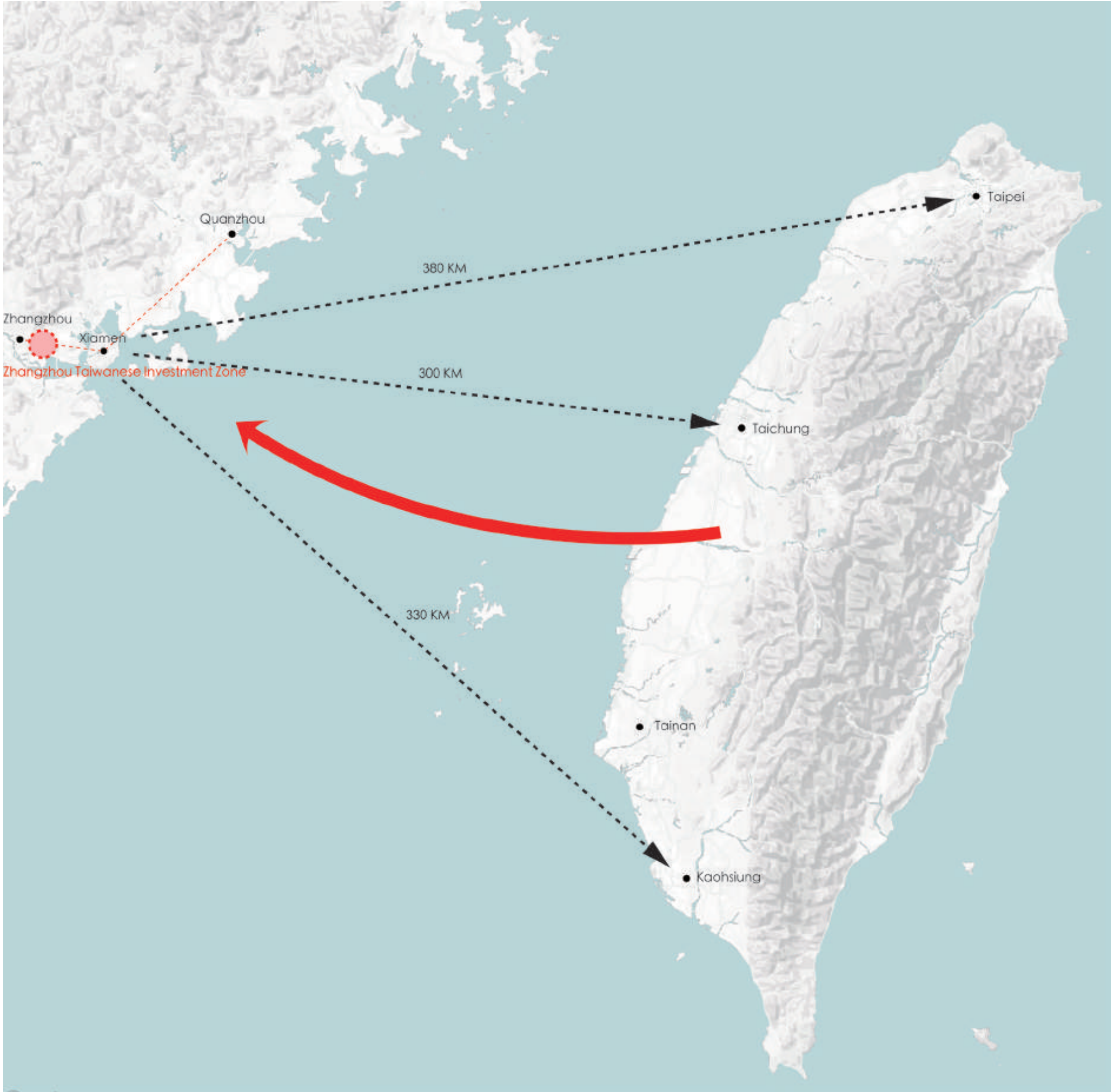
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The Development of Contemporary Yuegang Port (Taiwanese Investment Zone)

The history of Fujian and Taiwan's trade is very close, the main trade lines have three: Fuzhou - Monga, Quanzhou - Lugang, Zhangzhou - Fucheng.

In order to facilitate the development of Taiwan enterprises in the mainland, Zhangzhou Taiwanese investment zone was established in 2012. The total area is 163 square kilometers. It is located in the Jiulong River estuary, is about 300 km away from Taipei, Taichung and Kaohsiung; 15 km away from Xiamen Island. It is an important part of the "half an hour economic circle" and the construction of the bay city and also an important node of the "Maritime Silk Road". Formosa Plastics, Uni-President, Taishan, Tsann Kuen, Changchun Chemical and Fu Zhen six enterprise groups from Taiwan are well developed in this area. Taiwan-funded enterprises to become an important support for regional economic development.







In order to defend the Japanese pirates, in the early period of Ming dynasty, the municipality put a ban on maritime trade (海禁政策).



1453, The fourth year of Jingtai period, the non-government smuggling trade became popular.



1567 Government of Ming canceled the ban on maritime trade, Haicheng county (海澄县) formally opened the foreign market.

1556, the forty-fifth year of Jiajing (嘉靖), the municipality set the Haicheng county (海澄县)



1573-1620 The maritime trade of Yuegang port reached to the unprecedented prosperity.



1684 The government of Qing dynasty set the custom in Xiamen (厦门), replaced the status of Yuegang Port in overseas trade. Meanwhile, the center of inland river trade transferred from Yuegang port to Shima port (石码港).

The History Process of Yuegang port (Haicheng port)

After 1521, Zhengde period(正德), the overseas trade of Yuegang Port already surpassed Fuzhou and Guangzhou.



1551, the municipality set the institution of Maritime Safety---Jinghai Guan(靖海馆) and the local vice magistrate---Tongpan(通判).



1465-1505, The Yuegang port grew to the metropolis of Minnan(闽南) area



1646 The Haicheng (海澄县) became the core conflicting area between Zheng Chenggong (郑成功) and Qing dynasty, the Yuegang port nearly stopped the maritime trade.

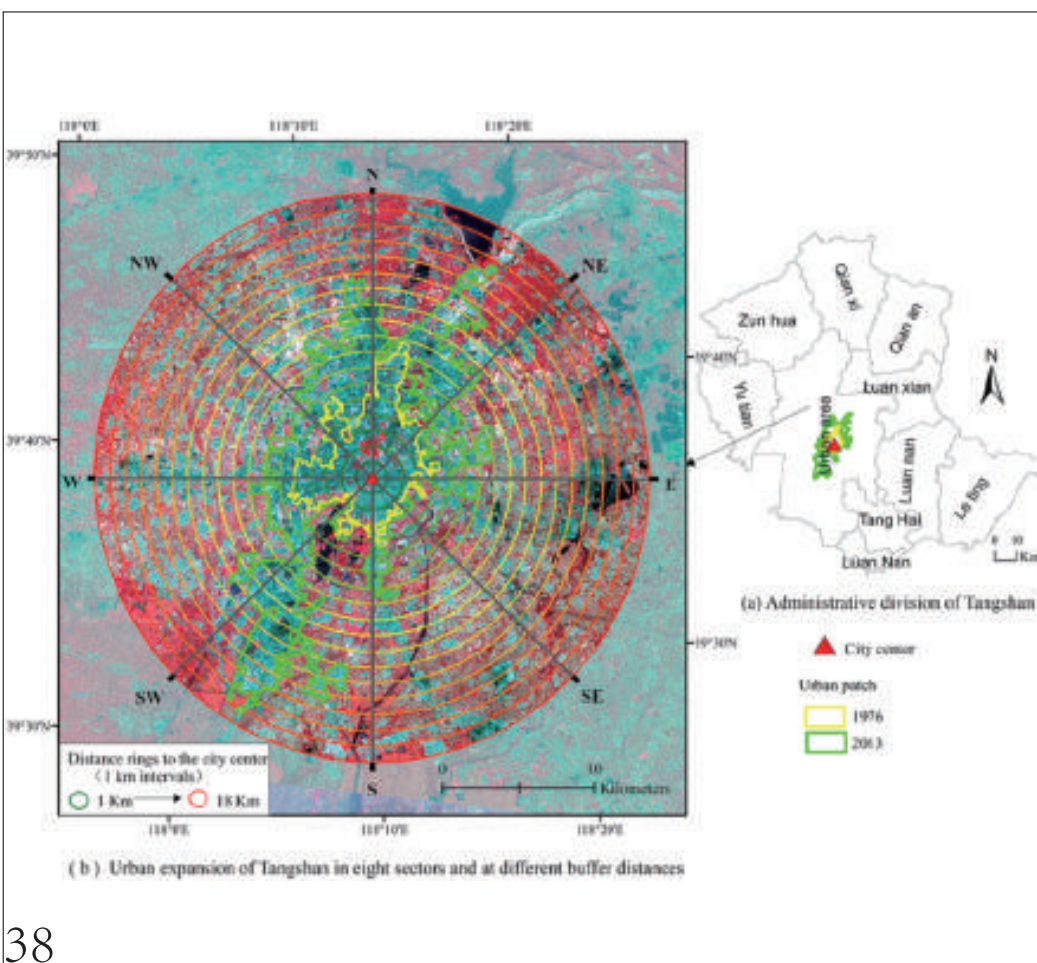
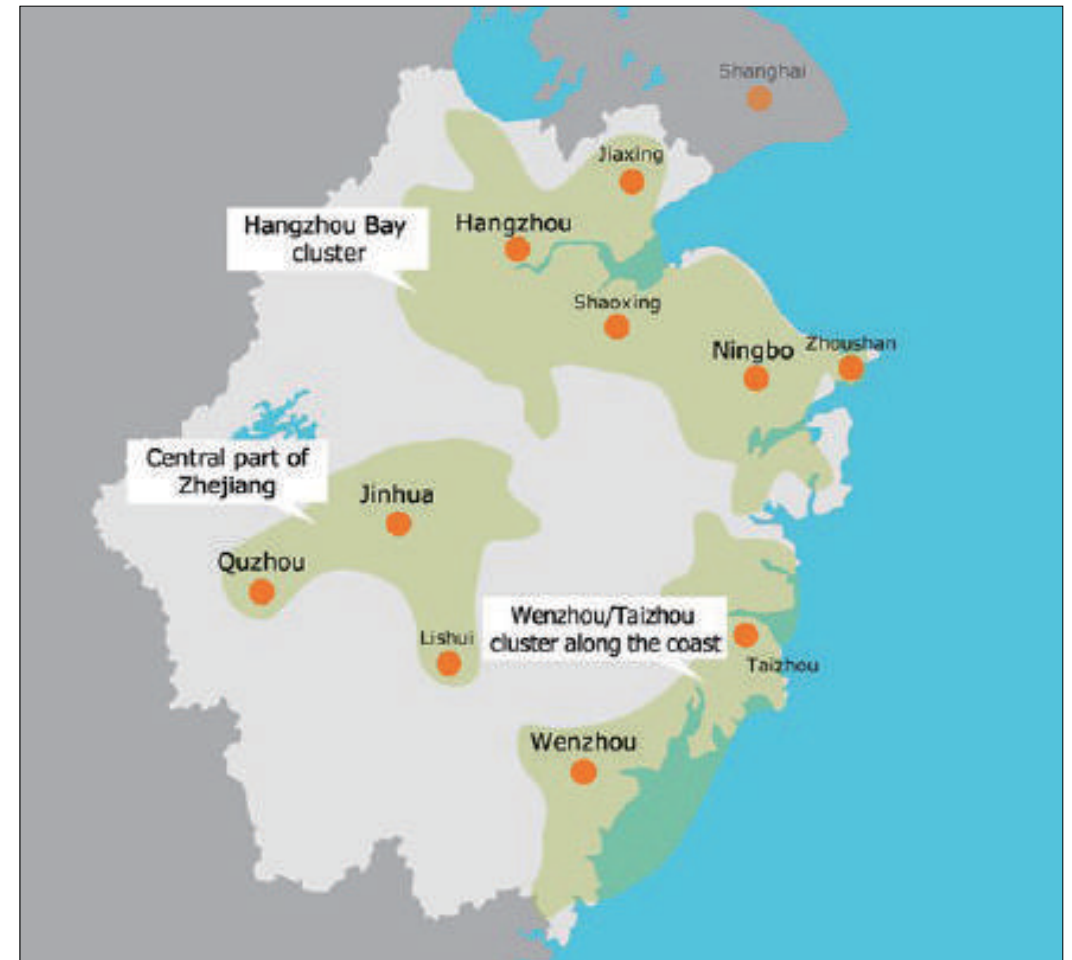
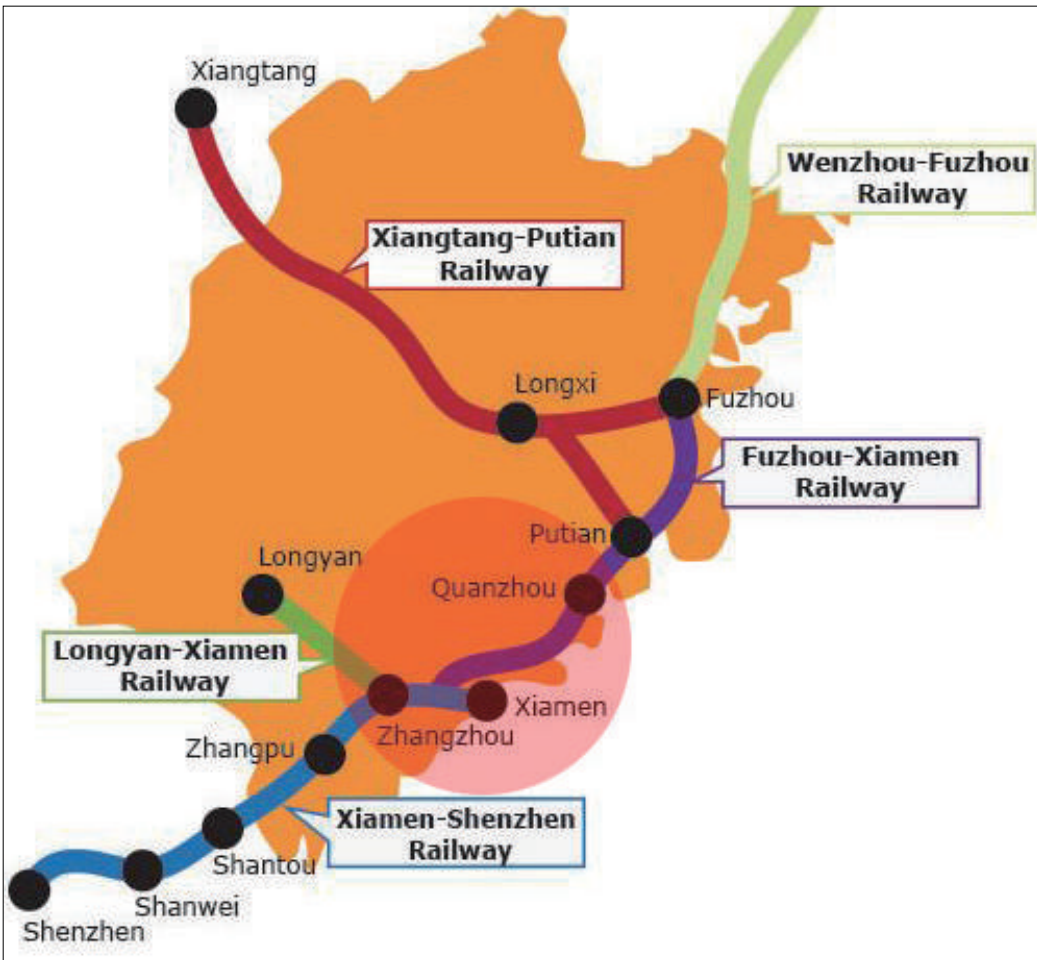
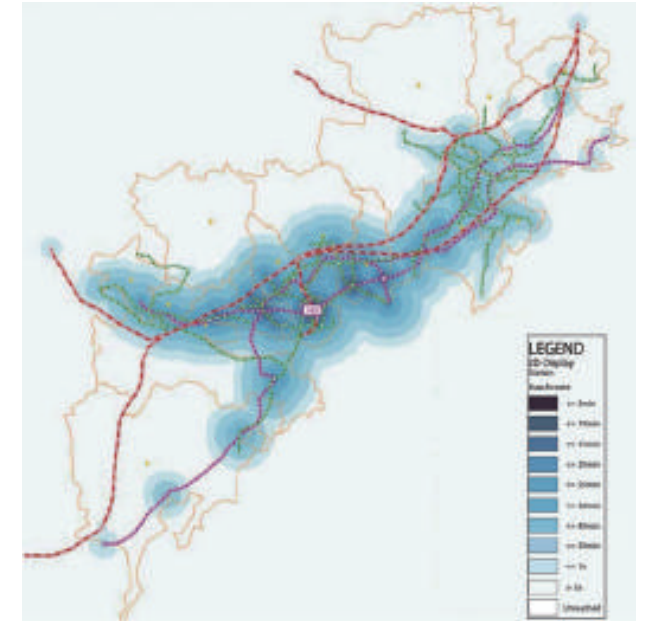
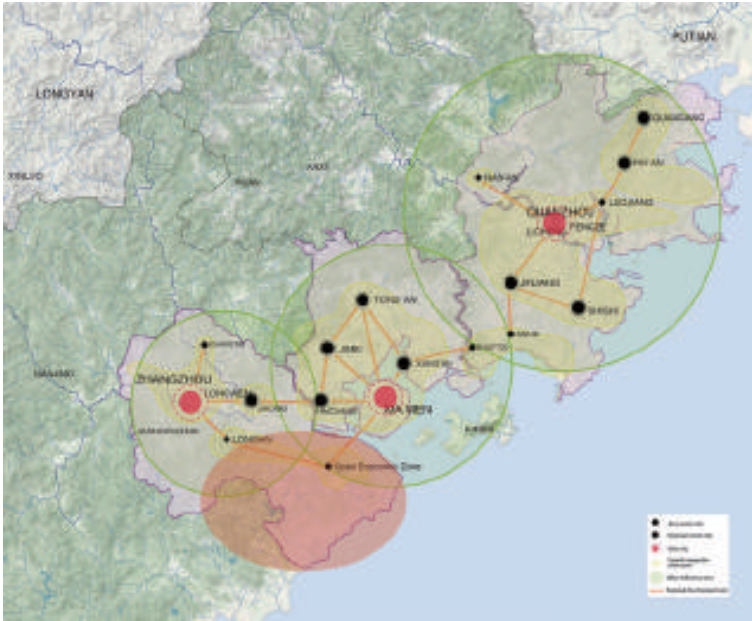
1621-1627 Due to the intervention of western colonists, the influence of maritime trade of Yuegang port decreased



1656 The 13th year of Shunzhi(顺治), Ban on the maritime trade again.

1661 Haicheng (海澄) was abandoned

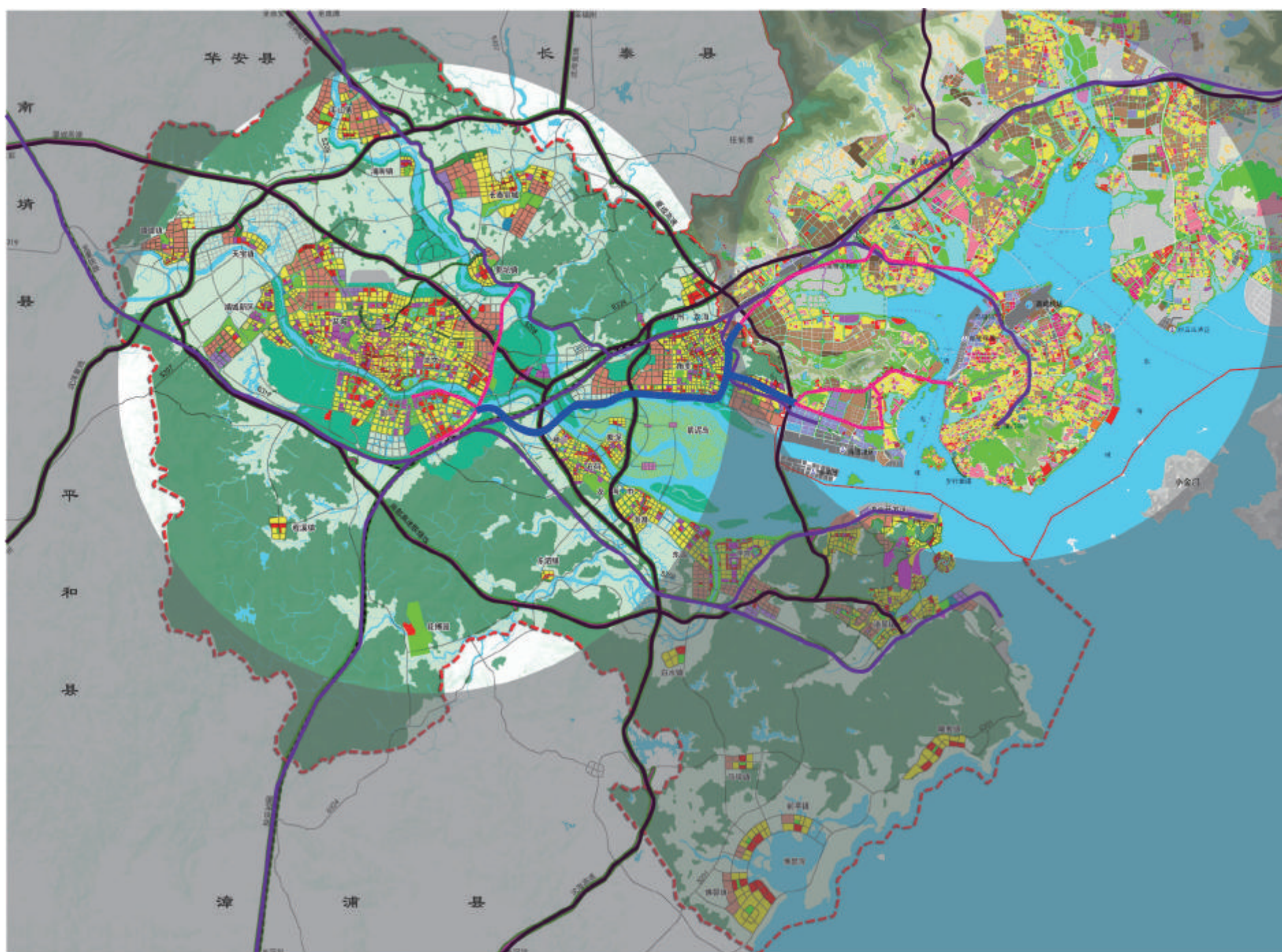
Urban Integration of Xiamen, Zhangzhou and Quanzhou in Fujian Province

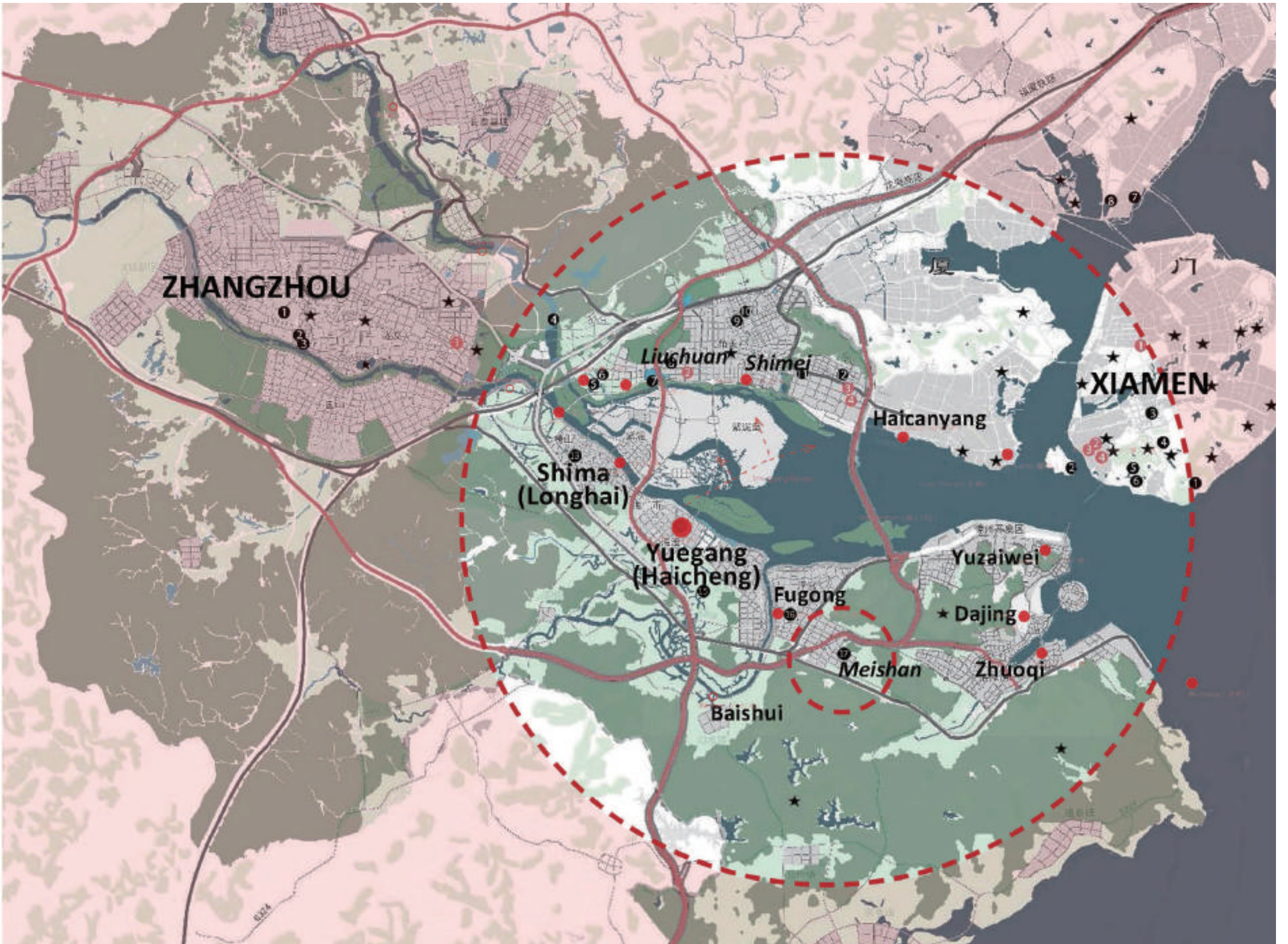


Tongcheng Highway between Xiamen and Zhangzhou

Jiaomei Region belongs to the Zhangzhou Taiwanese Investment Zone, which ranks the first among six state-level Taiwanese investment zones. Apart from the cultural bond, the reason why this zone is so valued is highly connected with a giant regional planning—Amoy (Xiamen) Zhangzhou Quanzhou City. The union of Xiamen Zhangzhou and Quanzhou is called the "Minnan (south Fujian) Golden Triangle" because of their similar language, culture, customs and closed economic contacts, personnel exchanges. In order to strengthen this union, this program will create a Batch of urban-integration traffic projects. And Xia-Zhang city highway, the most important part of the urban-integration between Xiamen and Zhangzhou, is located in Jiaomei region.

Besides, Jiulong delta is a unique area due to its history background, geography and future transportation, it should be considered as an entirety, an especially important part from the whole urban-integration planning. Therefore Jiaomei region is actually developed based on double factors—a core economic zone in south Fujian and an important piece of 'yuegang port' memory group.

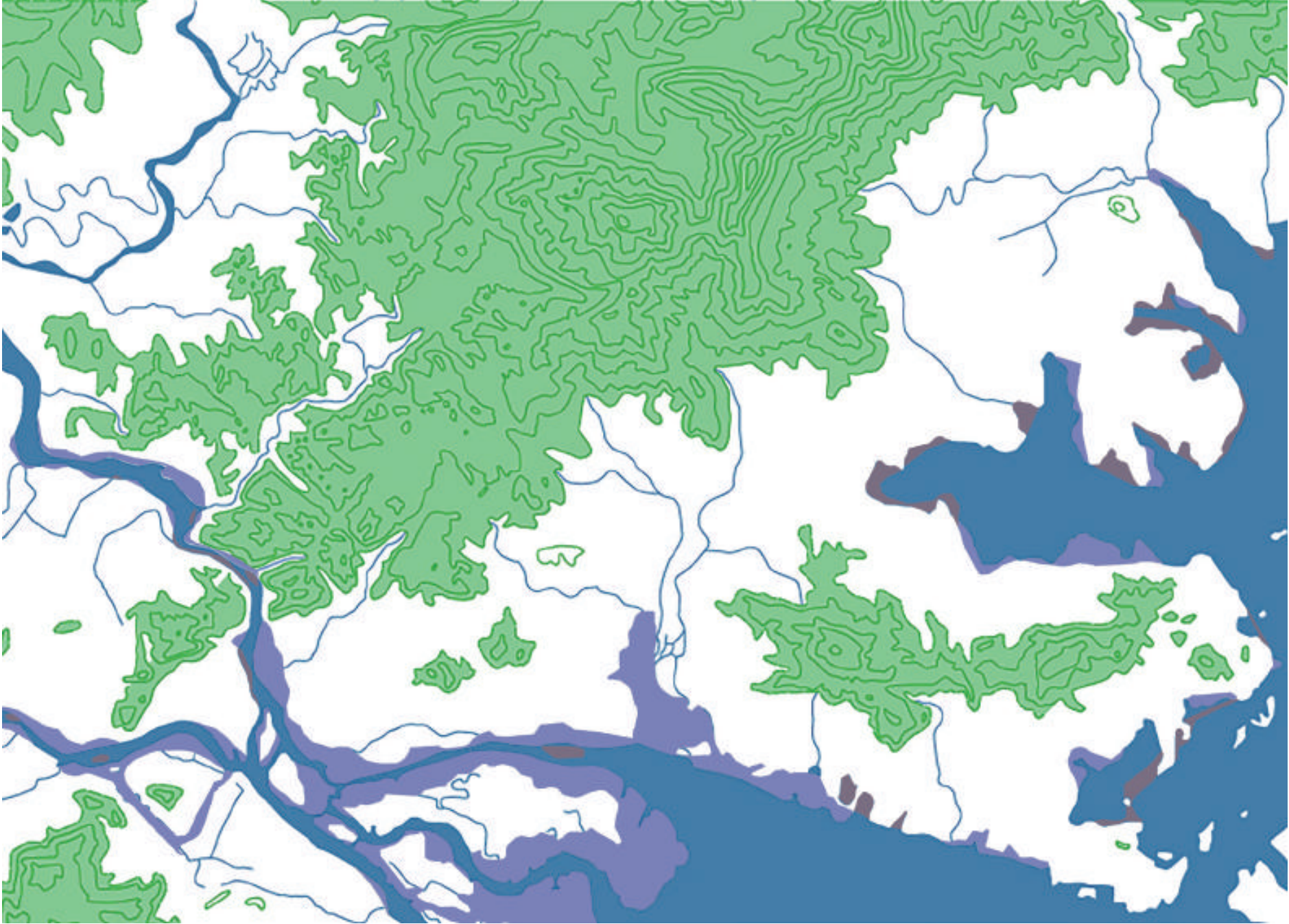




Chapter4: Historical and Geographical Context Research in Jiulong North Bank

Before proceeding the design of the Jiaomei region, we need to make a complete study on the historical changes of the north bank of the Jiulong River delta. The whole research is divided into 3 parts: First, we make a horizontal comparison of the Ming Dynasty map, the mapping map of the southern Fujian Province in 1950 and the present Google Maps in order to show a clear transition process of spatial texture. Second, re-explore the relationship between the traditional regional planning and local geographical factors by referring the way of administration divisions in Ming dynasty according to the book *Ritual Alliances of the Putian Plain*. Third, enlarge the Shimei village area; clarify a certain village layout and analysis the traditional building types.

Coastline change from Ming dynasty to 1950



Coastline change from 1950 to 2017



Spatial network in 1950



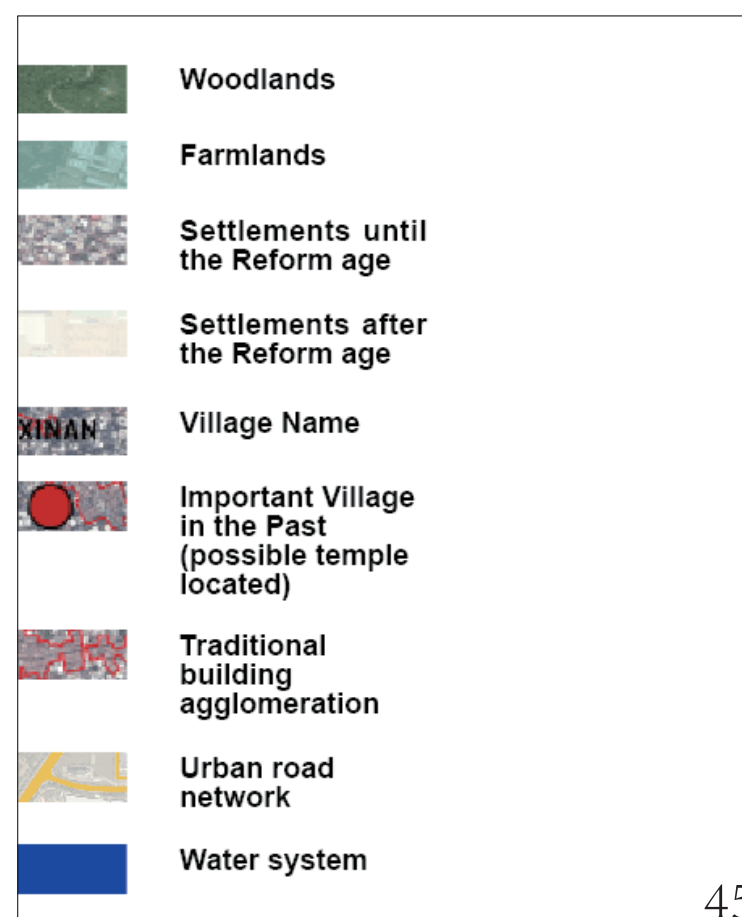
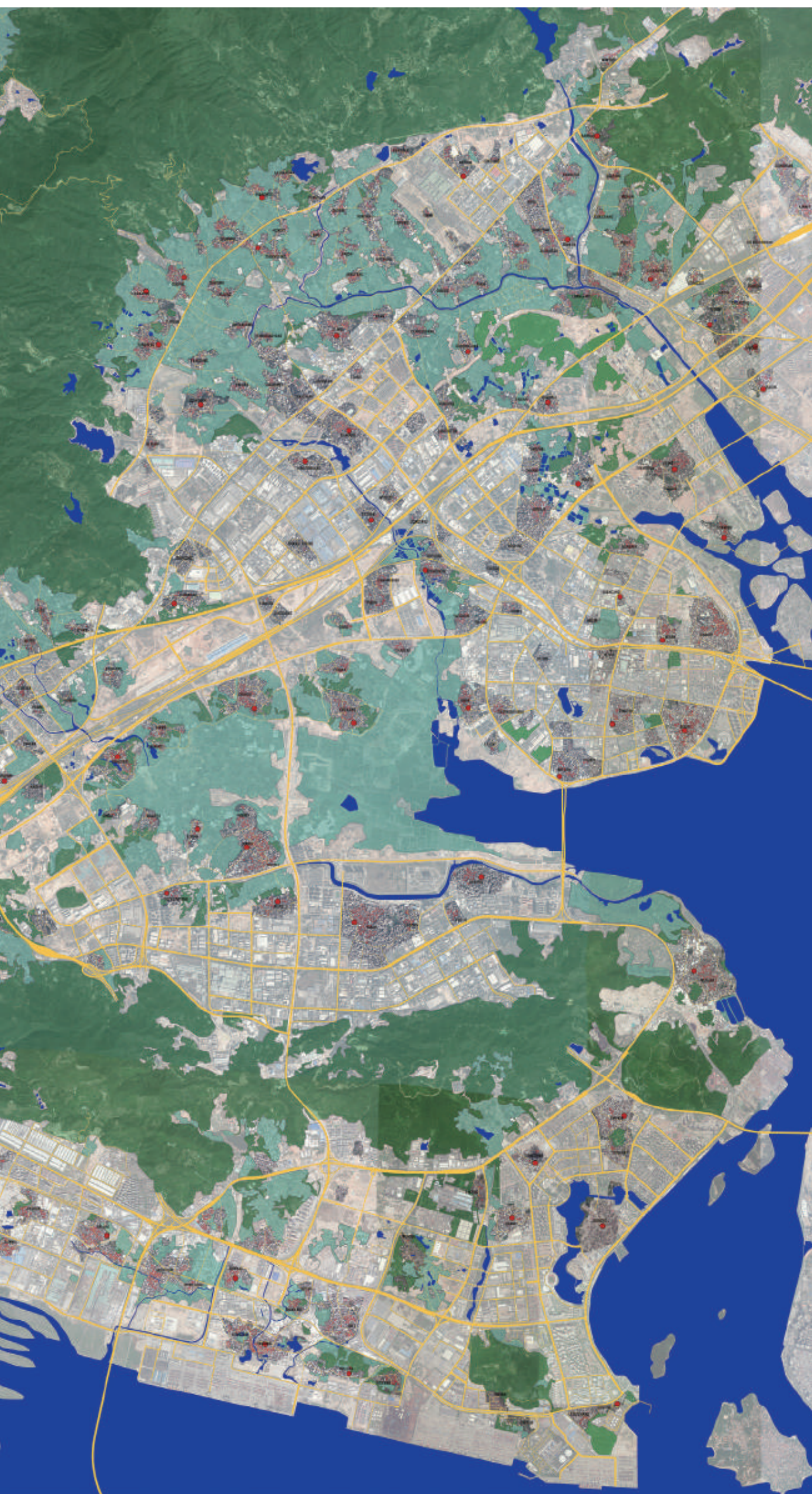
Spatial network in 2017





Spatial Features in 2017

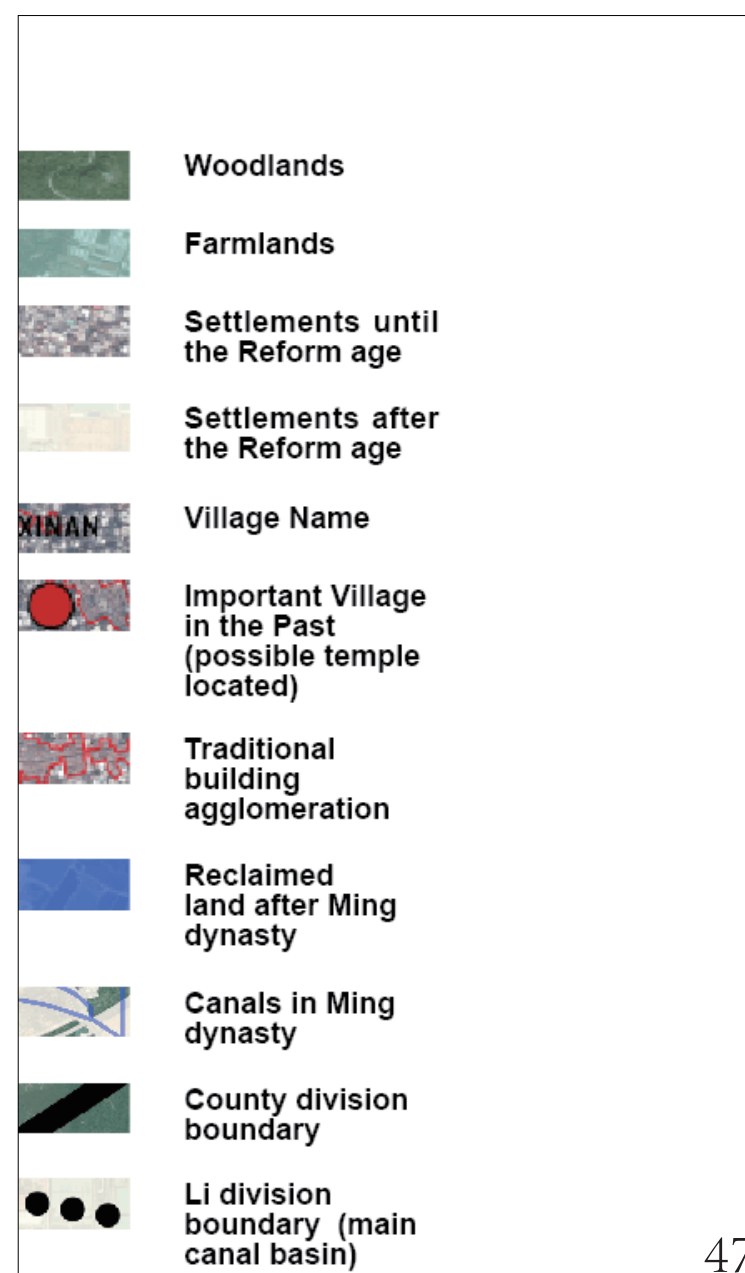
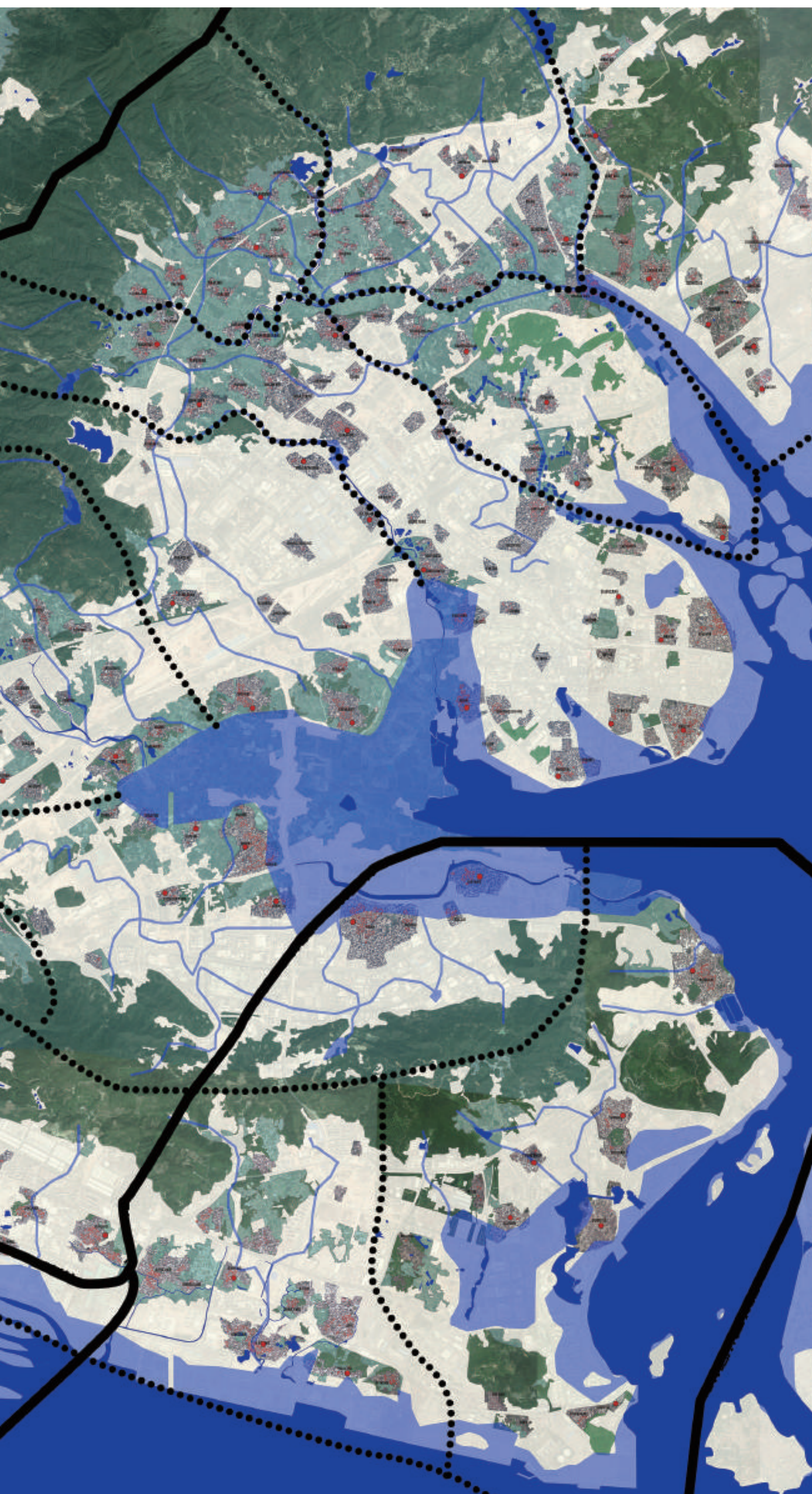
From this map, we can clearly figure out the different characters in the north bank, the traditional village agglomerations mainly located in south-west and north-east parts, which distributed randomly along the coastline and inner canals, surrounded by the farmland. This water- resource-attachment system is obvious and can be considered as a classic type of village forming in the Jiulong river delta. By comparing the map in 1950, we can ensure that majority of the village pieces still remain till today, however, each piece is already facing the modern urbanization corrosion; some villages break into several parts or just remain a little pieces. Most of the old road in 1950 cannot be seen anymore. And natural geography textures in the middle part nearly disappear. Except Zini Island, the original space texture totally covered by the modern grid system, which makes a texture fraction between past and present.

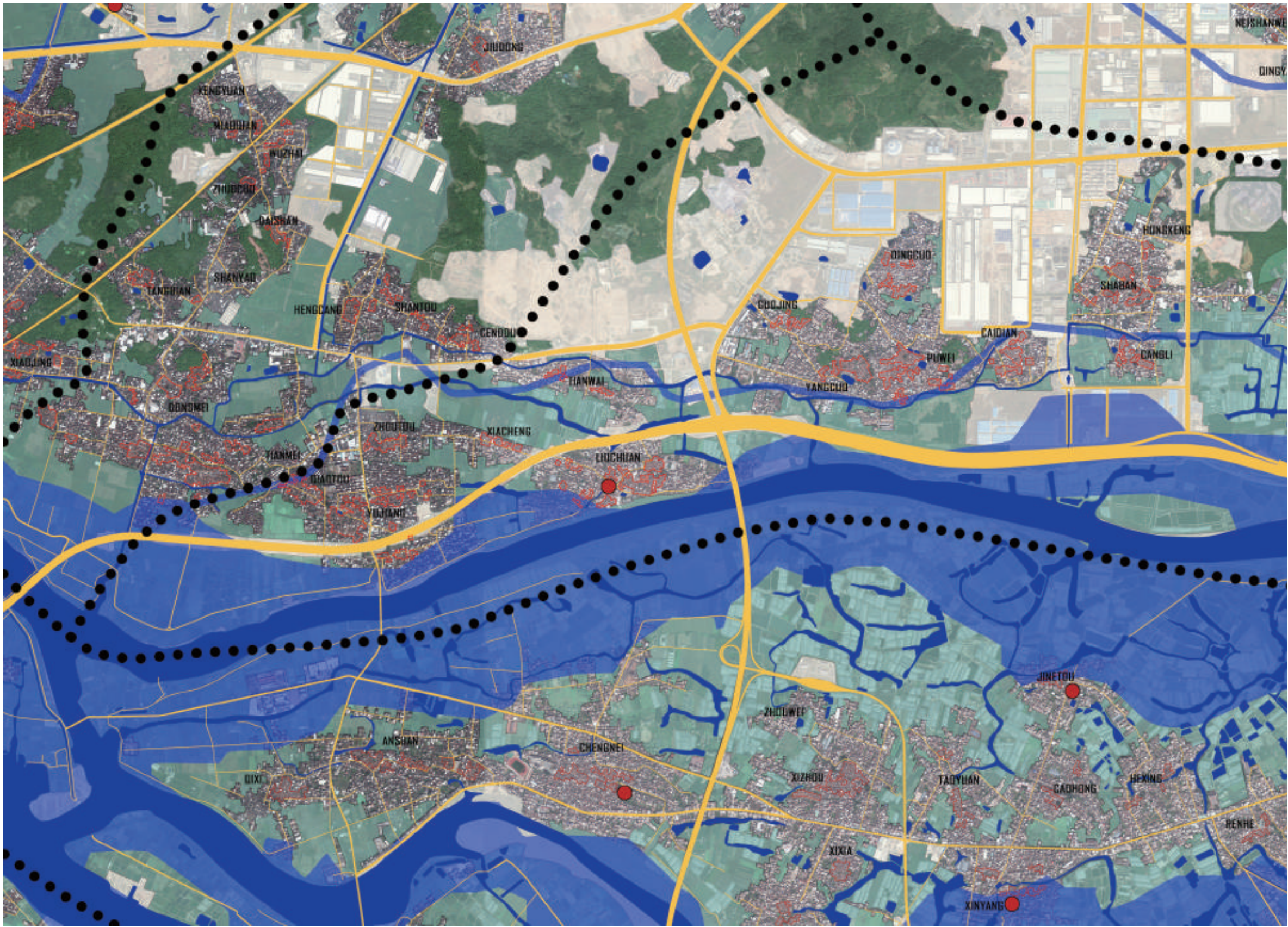




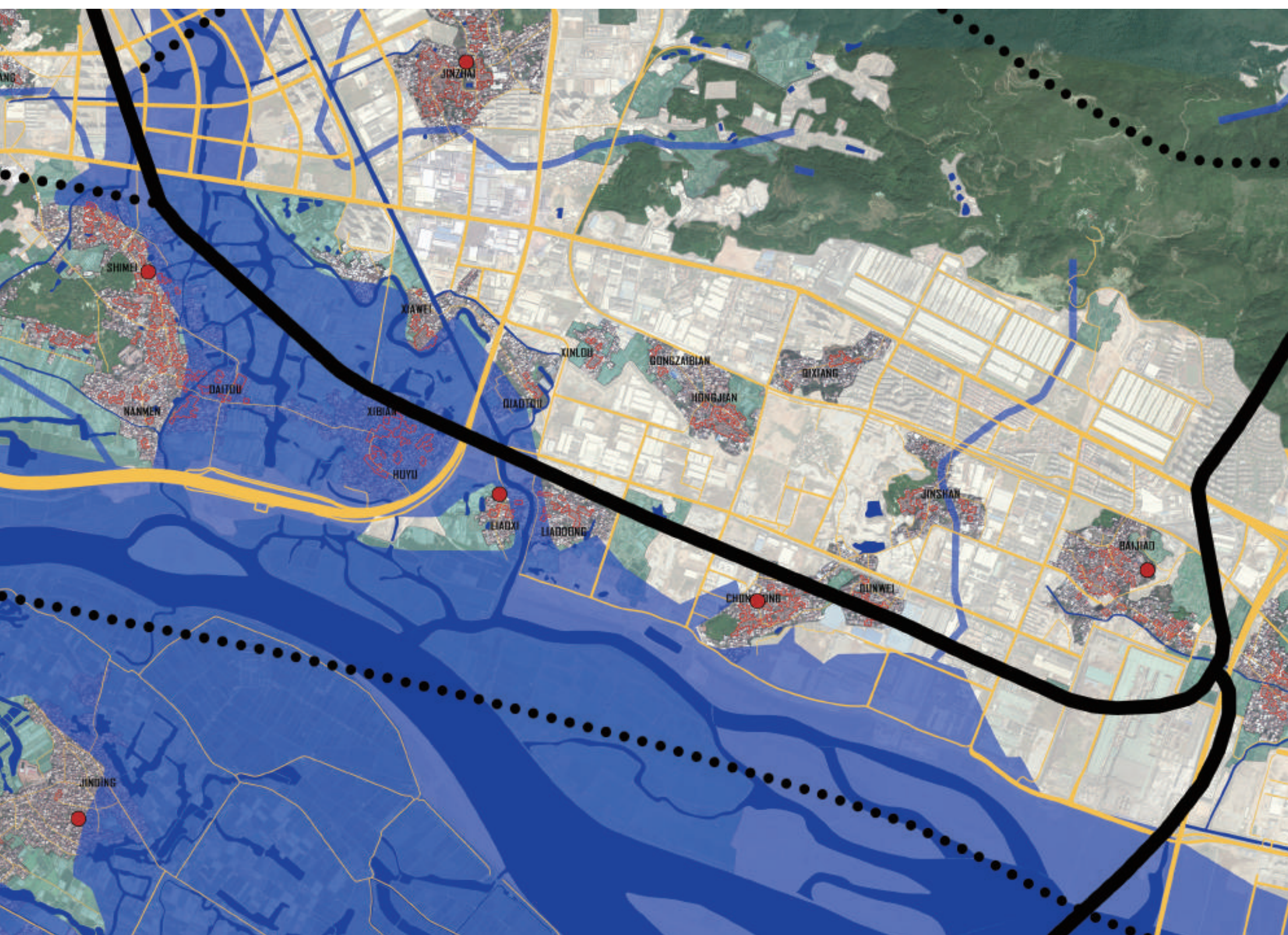
Administration Divisions in Ming Dynasty

According to the book *Ritual Alliances of the Putian Plain*, we try to recover the space texture of Ming dynasty on the frame of 2017 map. Through this map, we can finally ensure the water-resource-attachment mode was common used in the north bank. Overall, the county and Li (sub-administration level in Ming dynasty) divisions were implemented based on the water basin and ridge line, which boundary fully accommodates the local geographic factors. Specifically, each Li region contains a certain number of families (normally 110 families) and 2 or 3 temples that used to worship the land God. Thus we can see that tens of alliances follow the similar arrangement principle but eventually create a vivid 'site plan'.

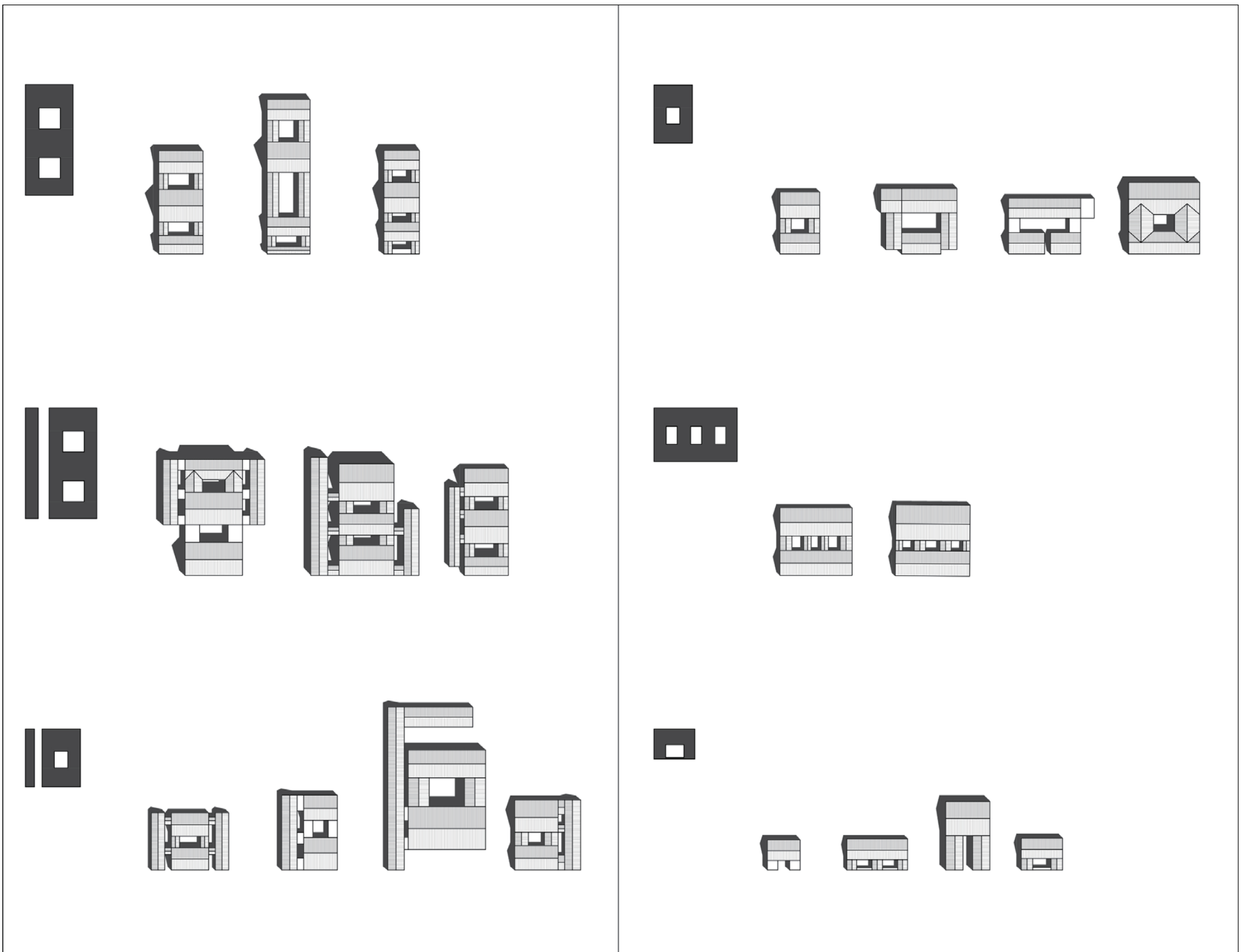


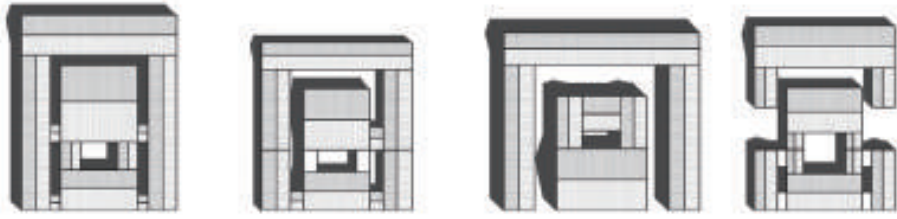
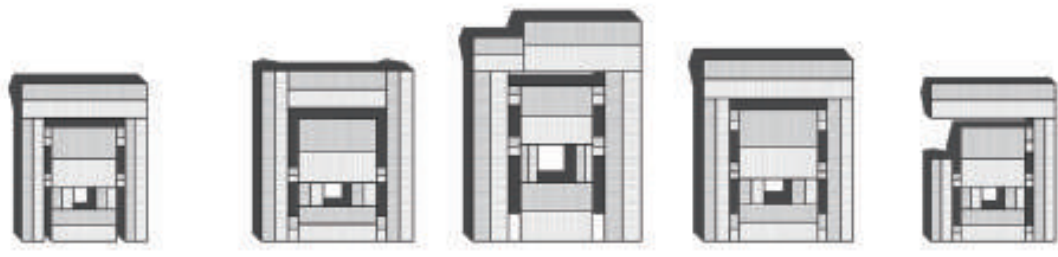


In Ming dynasty, Shimei port is the most important river port in Jiulong north bank. It flourished with the development of Yuegang port and became one of the twelve market town in Longhai county. In the end of Qing dynasty, it was the major gate for overseas Chinese leaving and entering the country. Today's Shimei village is combined by 3 sub-villages Shimei, Nanmen and Daitou. The original water area transfers to farmland. However, the ancient canal which connect Shimei port with the westside still exist in the same position. As the gate of the north bank, Shimei area has huge historical and cultural value.

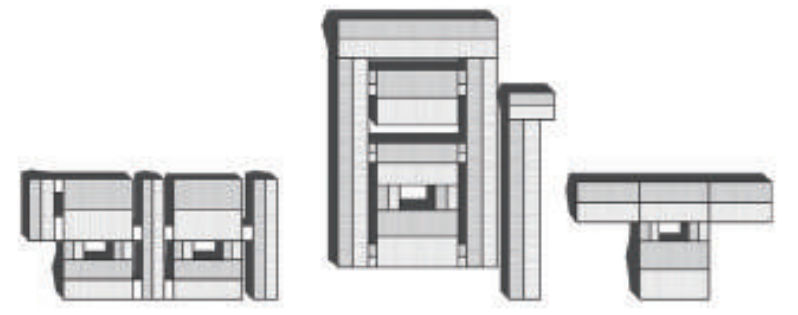


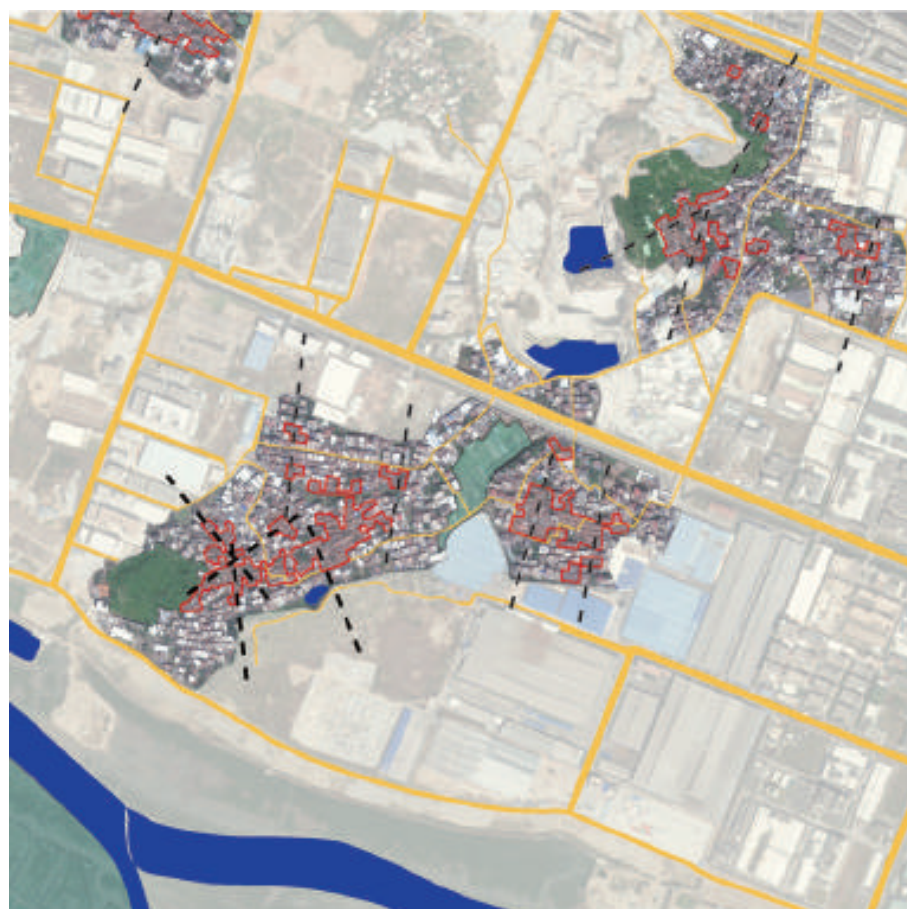
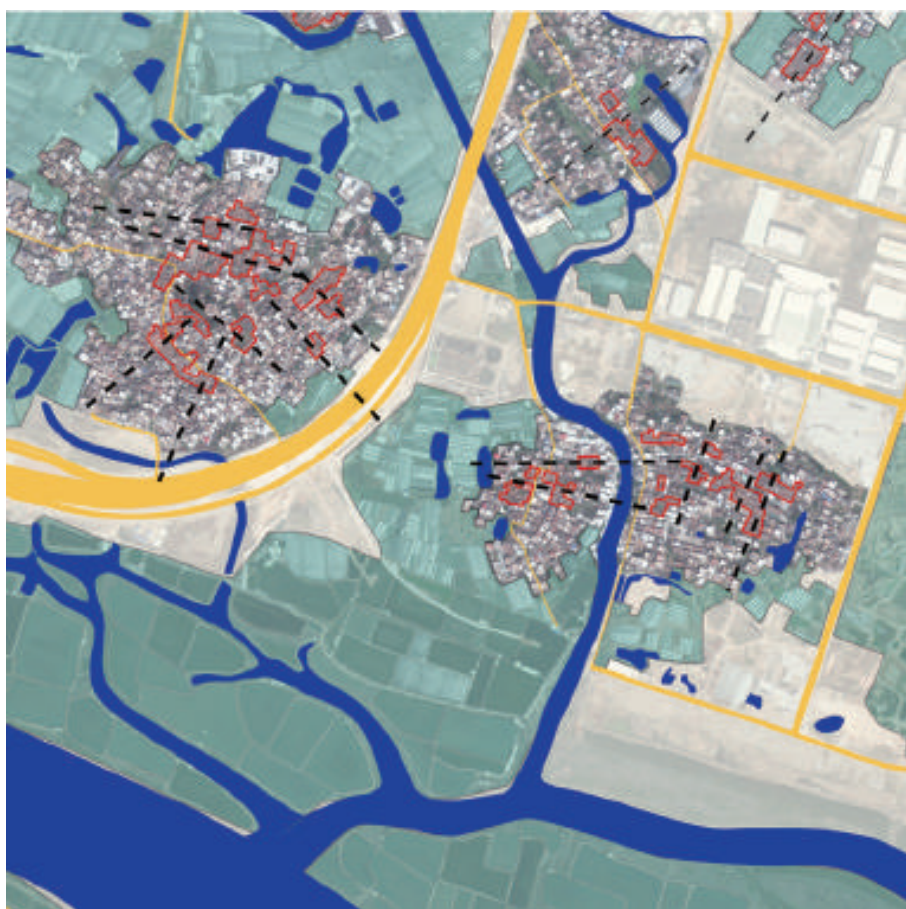
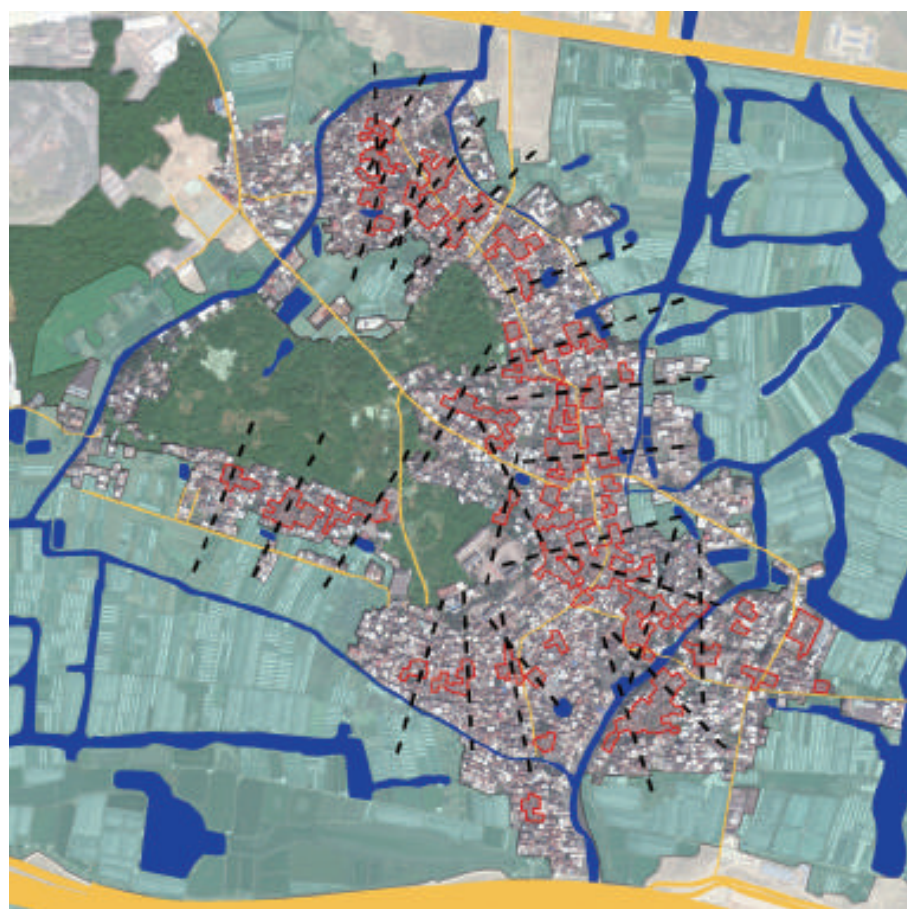
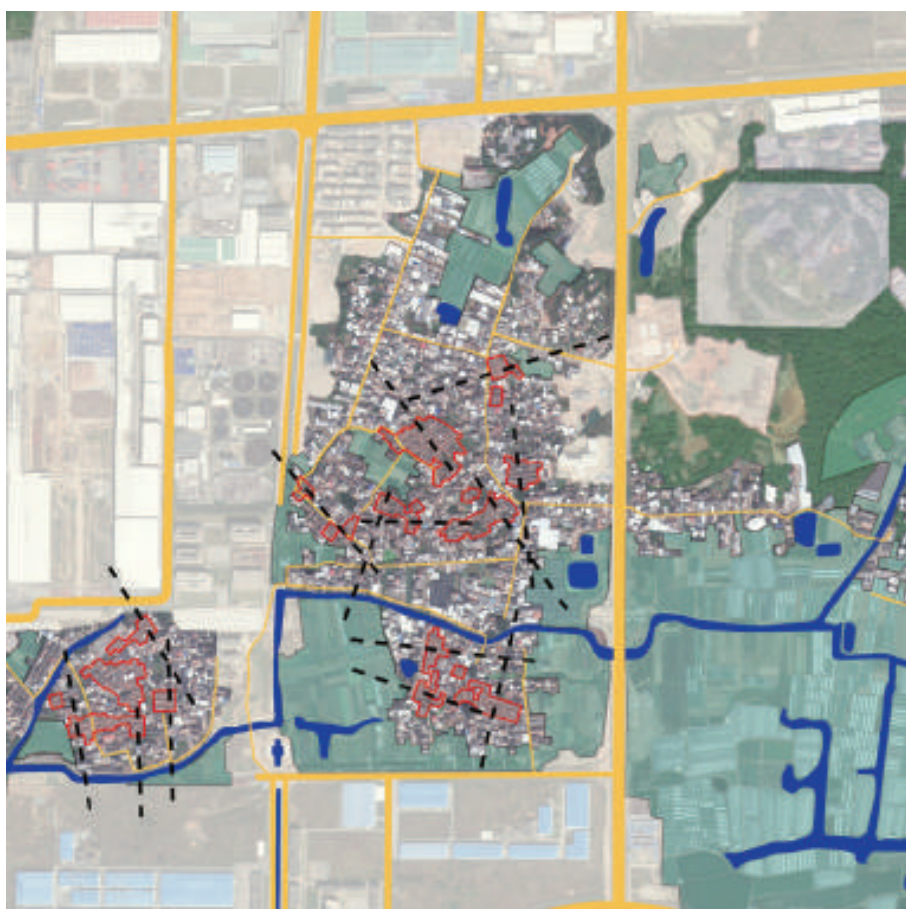
Minnan traditional building is presented as a typical courtyard form. Each single part can be considered as a basic housing 'Cuo'. According to the residence scale, it will add 'Luo'---a big house part serving for host and worship activity in the vertical direction and 'Hucuo'---a side housing serving for the offspring or other relatives in the horizontal direction. Thus a large family's Cuo could be very complex. But we can still figure out its forming mainly follows some certain types.





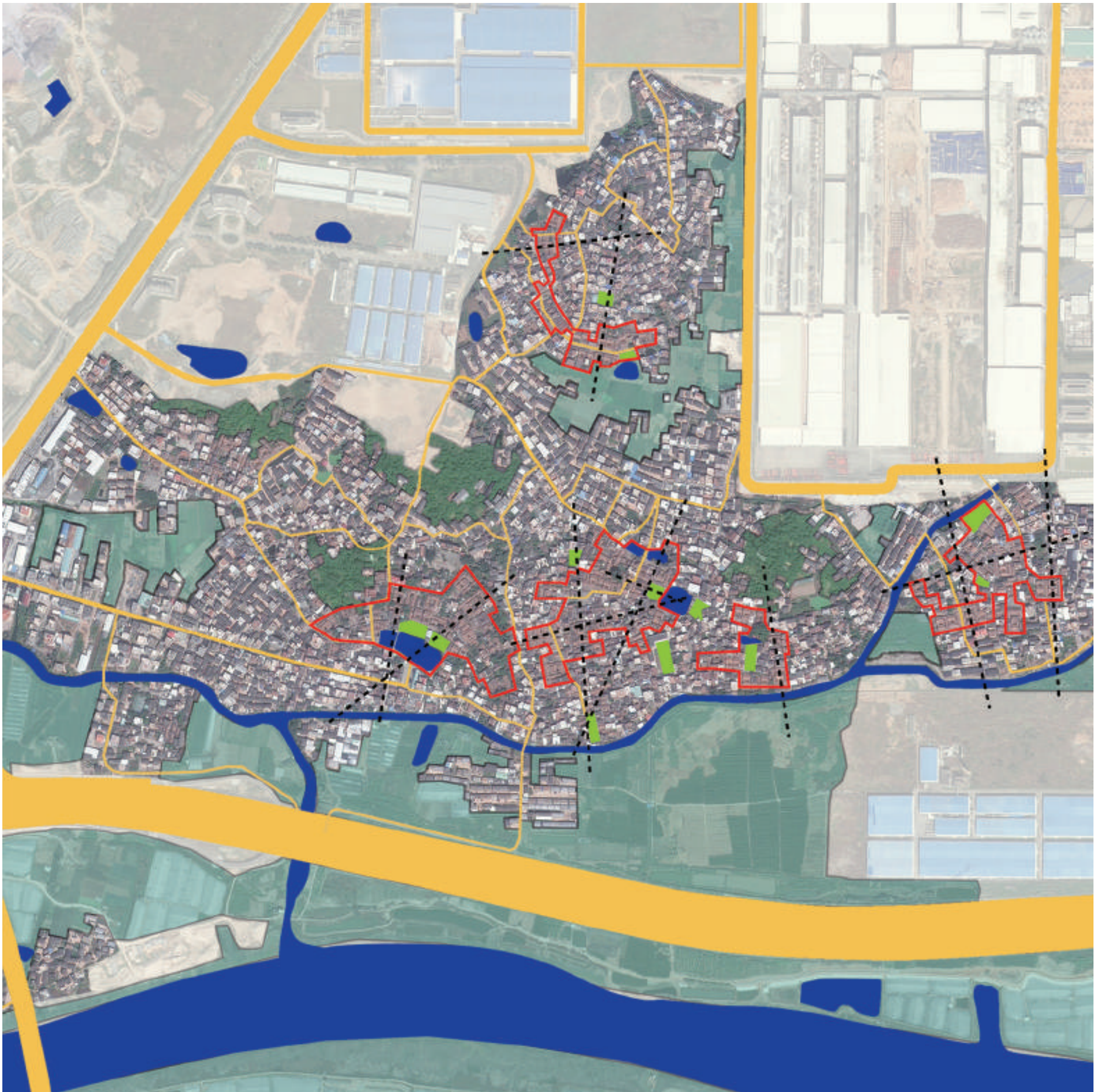
0 10 20 30





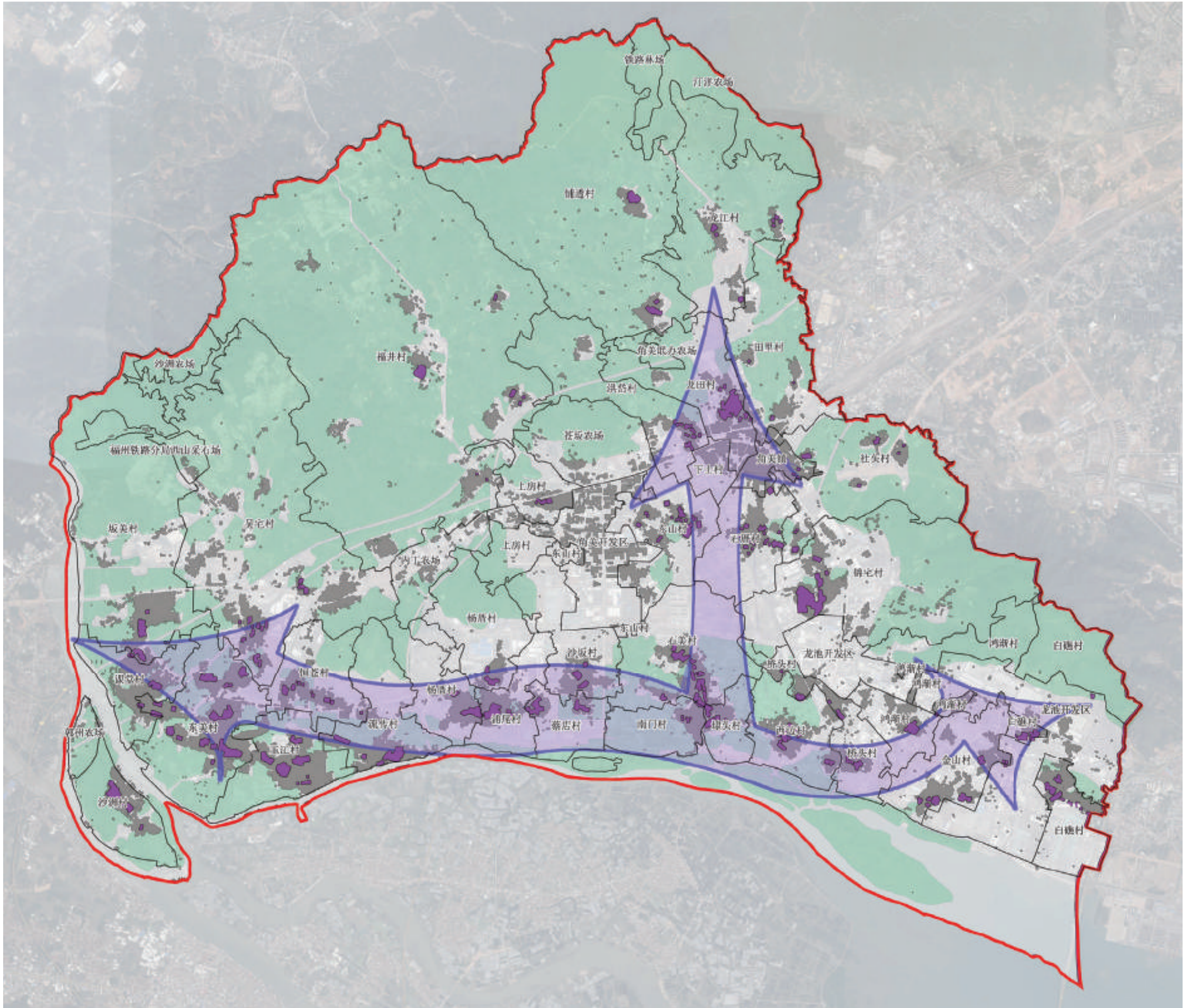
Village Case Research

Extant village is a showcase of the traditional sense of Habitat. Take a close look to the village image, even the surroundings are corroded by the modern texture, we can still figure out the micro landscape based on the housing axis. Because the principle of the traditional building layout is clear: fronting water and with hills at the back. This principle is related to the traditional culture Feng Shui. (A science involves the use of geographical, psychological, philosophical, mathematical, aesthetic and astrological concepts in relation to space and energy flow.) Similarly, the road system layouts also according to the landscape and create an irregular network that cannot be repetitive. Thus each village's feature is unique and obvious.



Chapter5: Urban New Plan in Shimei Villages (Jiaomei region)

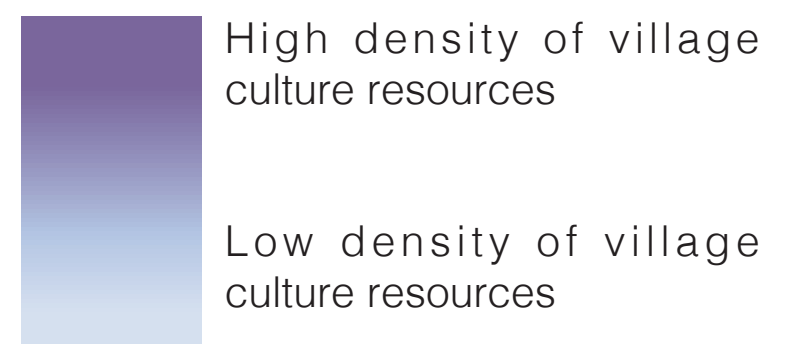
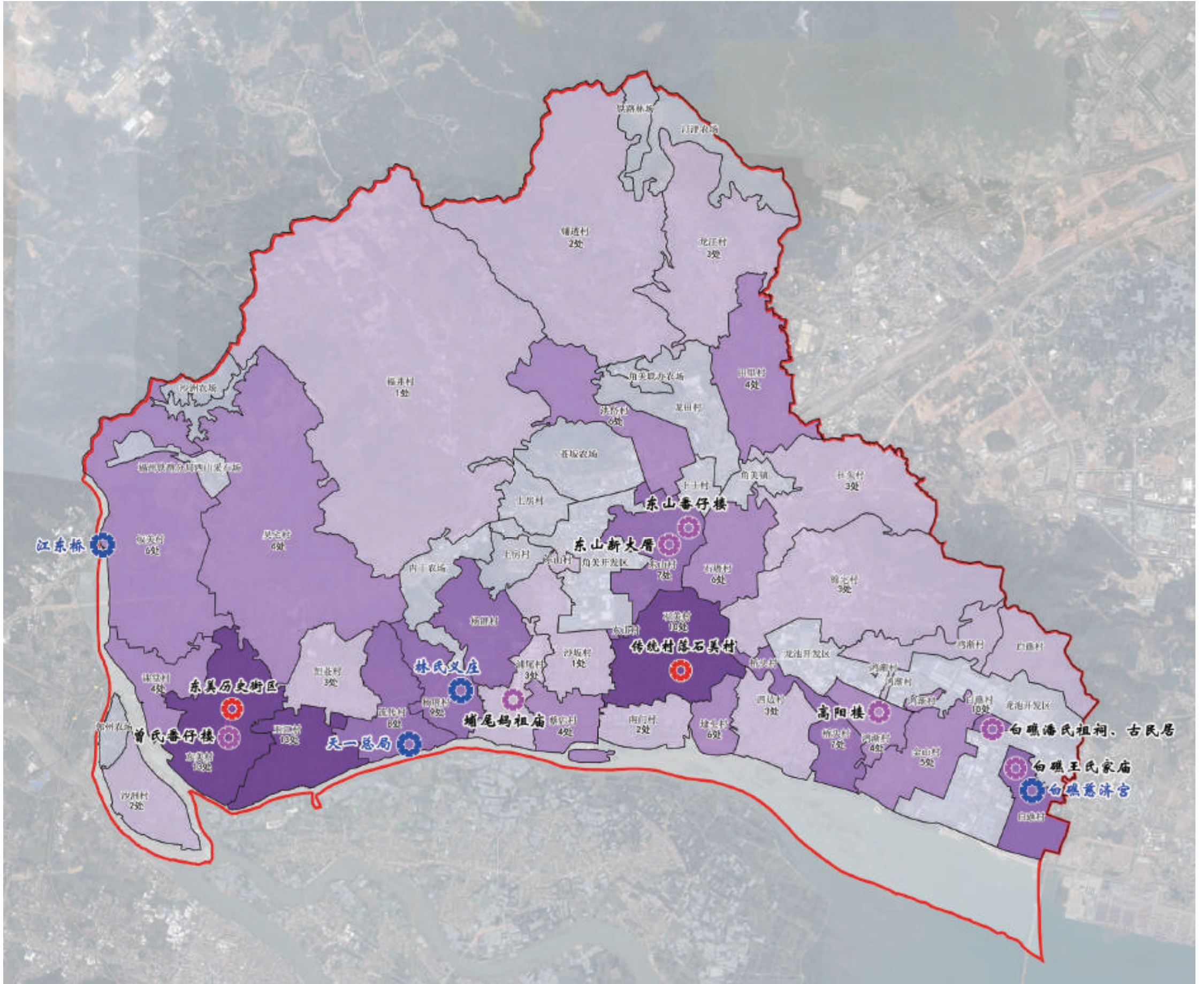
'One Horizontal and One Vertical Along the River Through the City' Distribution Structure



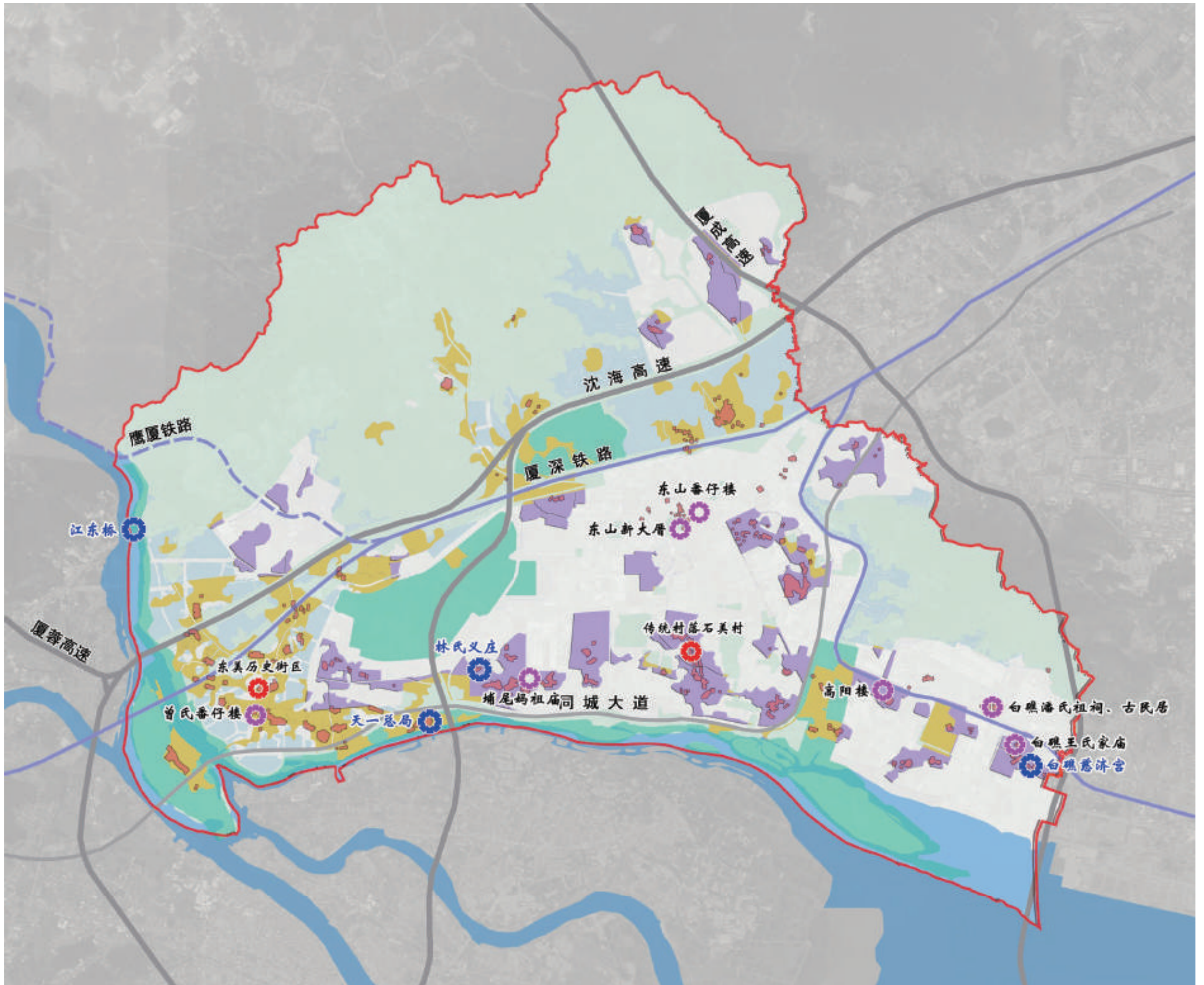
One horizontal, along the river: Banmei—Ketang—Dongmei—Yujiang—Liuchuan—Yangcuo— Puwei—Caidian—Nanmen—Yuantou—Xibian—Qiaotou—Hongjian—Jinshan—Baijiao

One vertical, through the city: Shimei—Shicuo—Dongshan—Jinzhai—Jiaomei—Hongdai

Cultural Resources Distribution Density Analysis



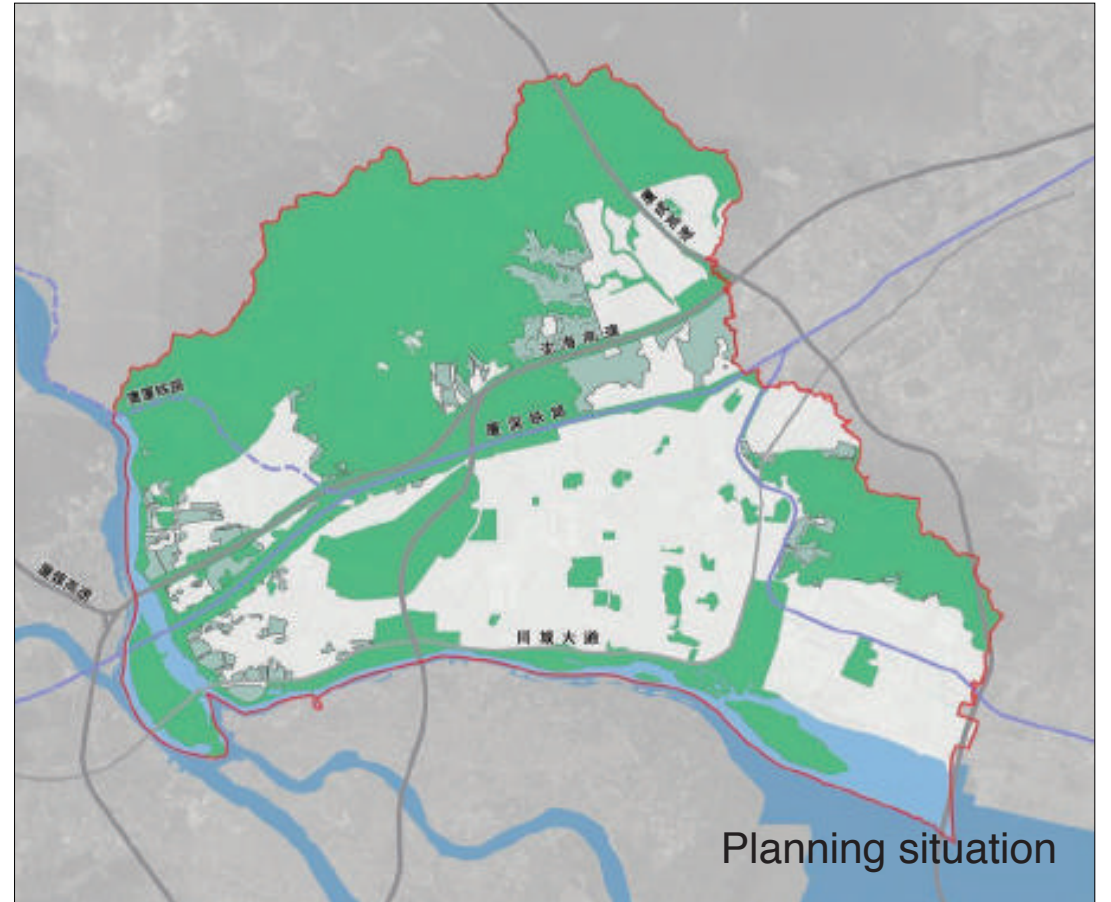
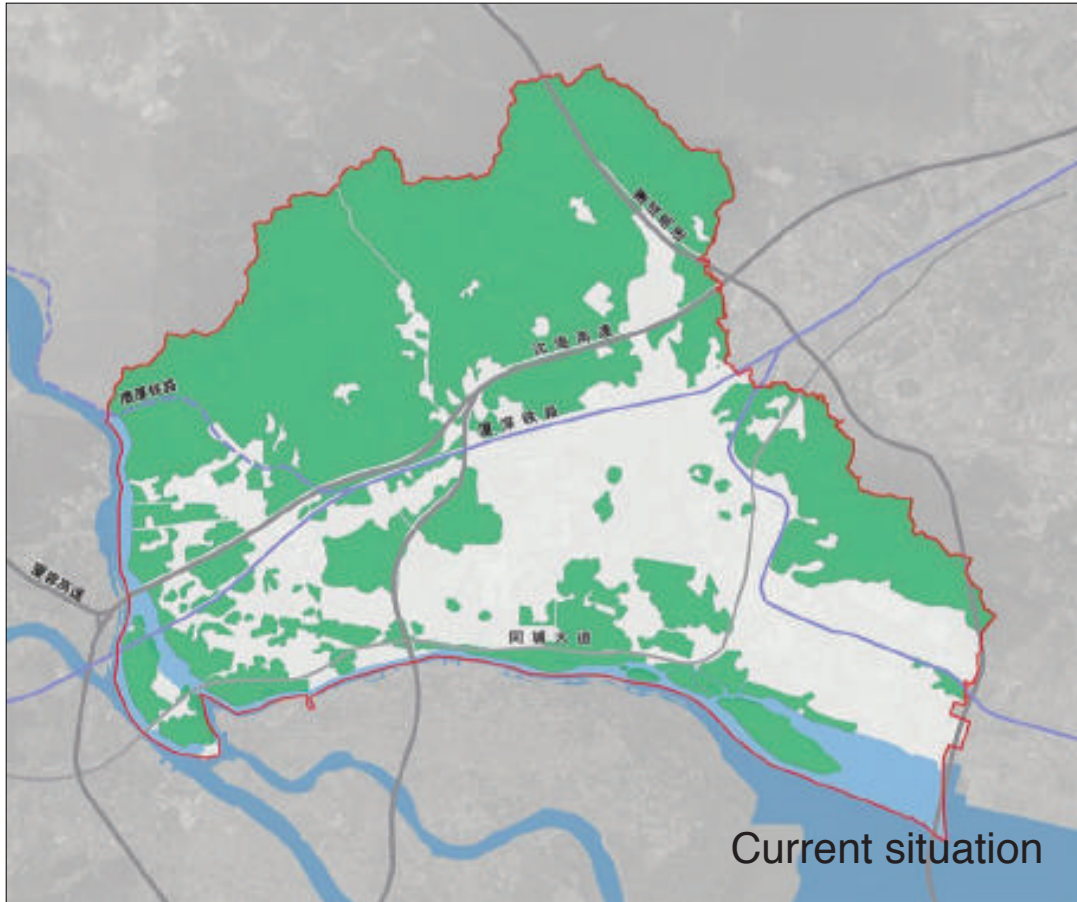
Classification of the Modern Space Impact on the Cultural Resources



- Highly affected area
- Smallerly affected area
- Cultural relics areas

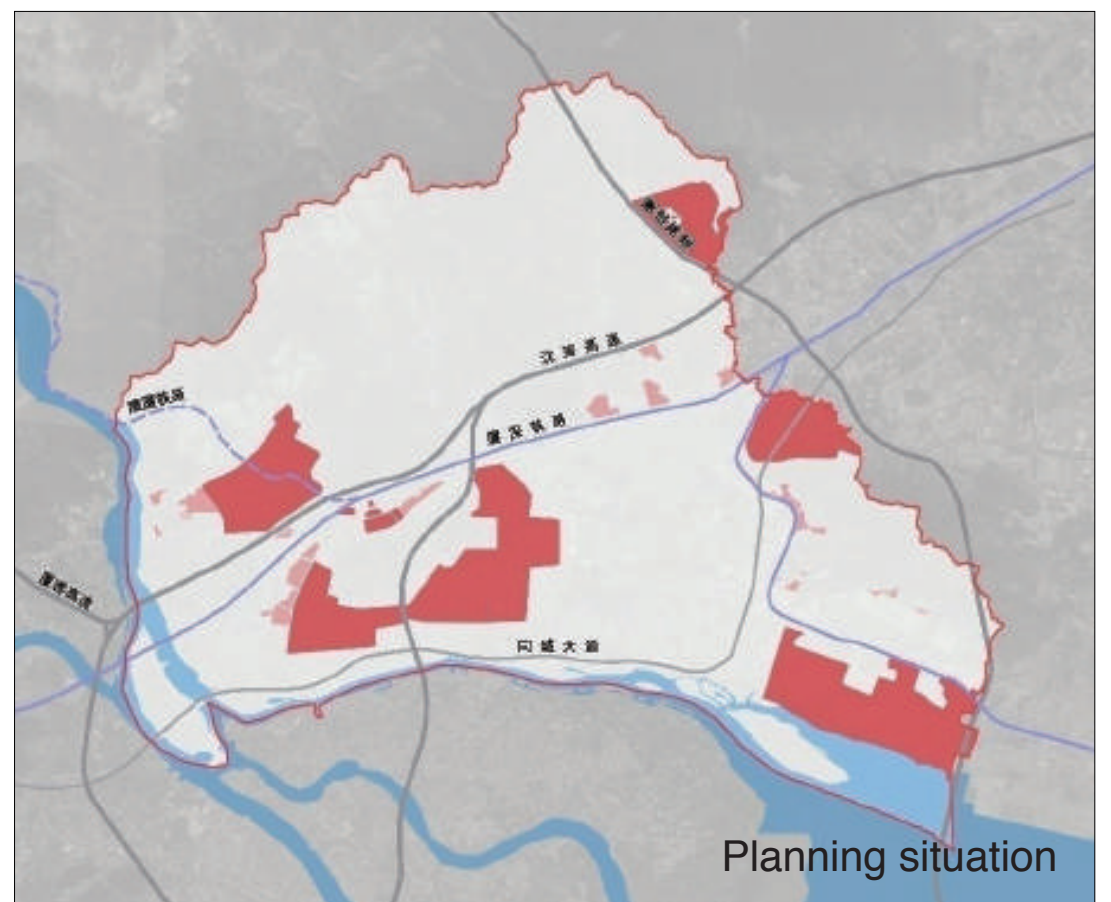
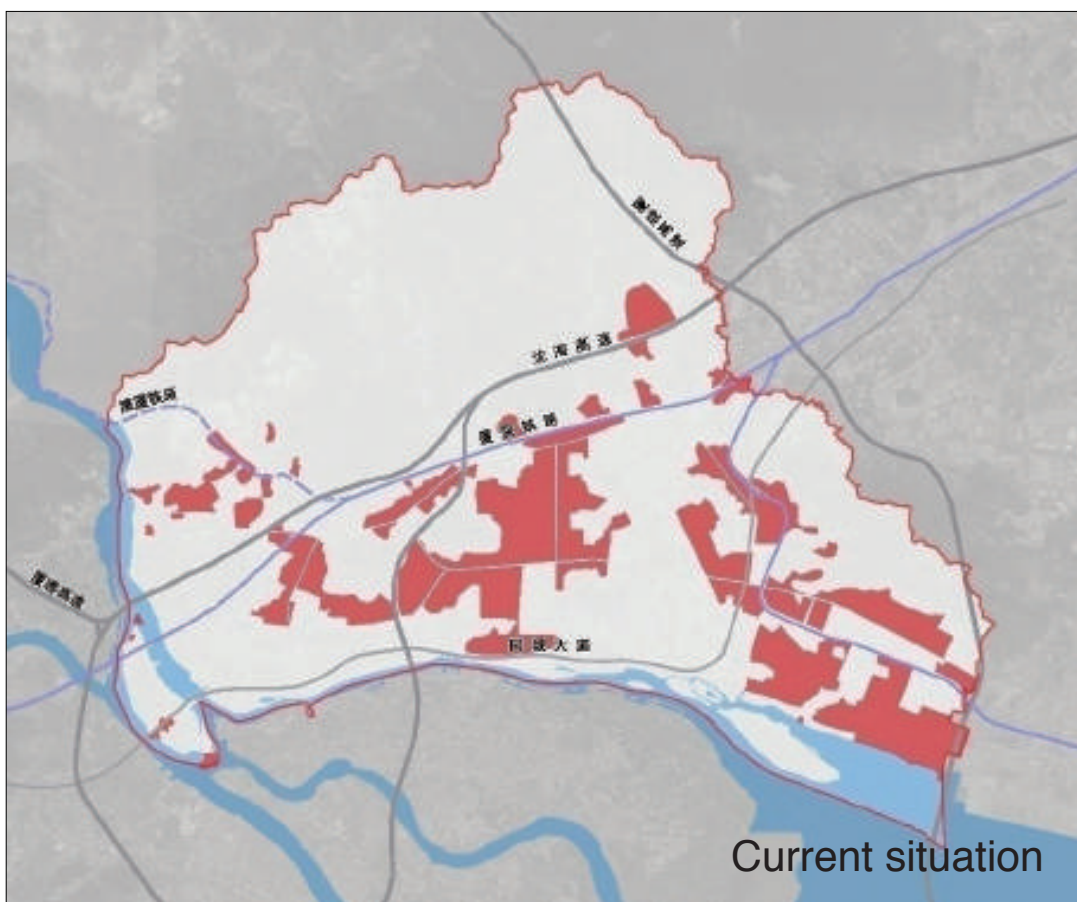
Analysis of Ecological Spatial Evolution

The overall proportion declines slightly, but the does not have a great impact on the cultural resources.



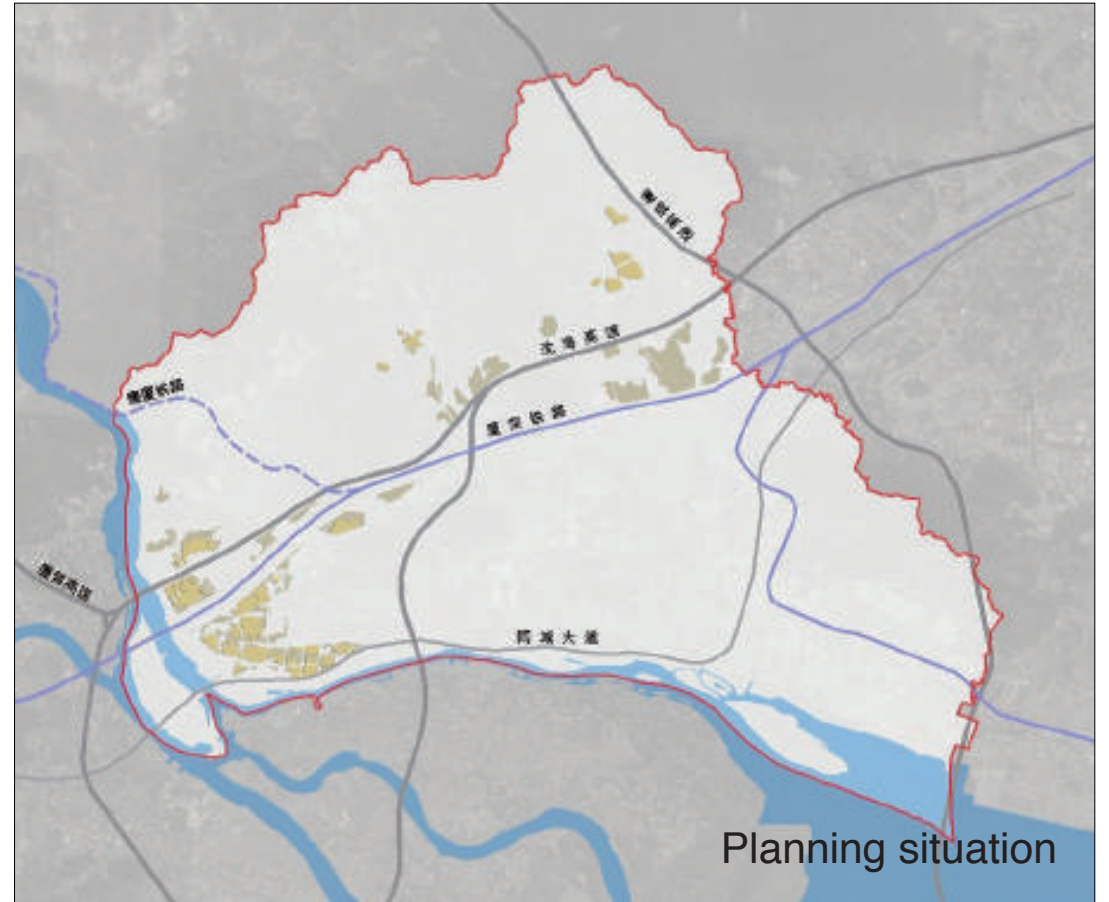
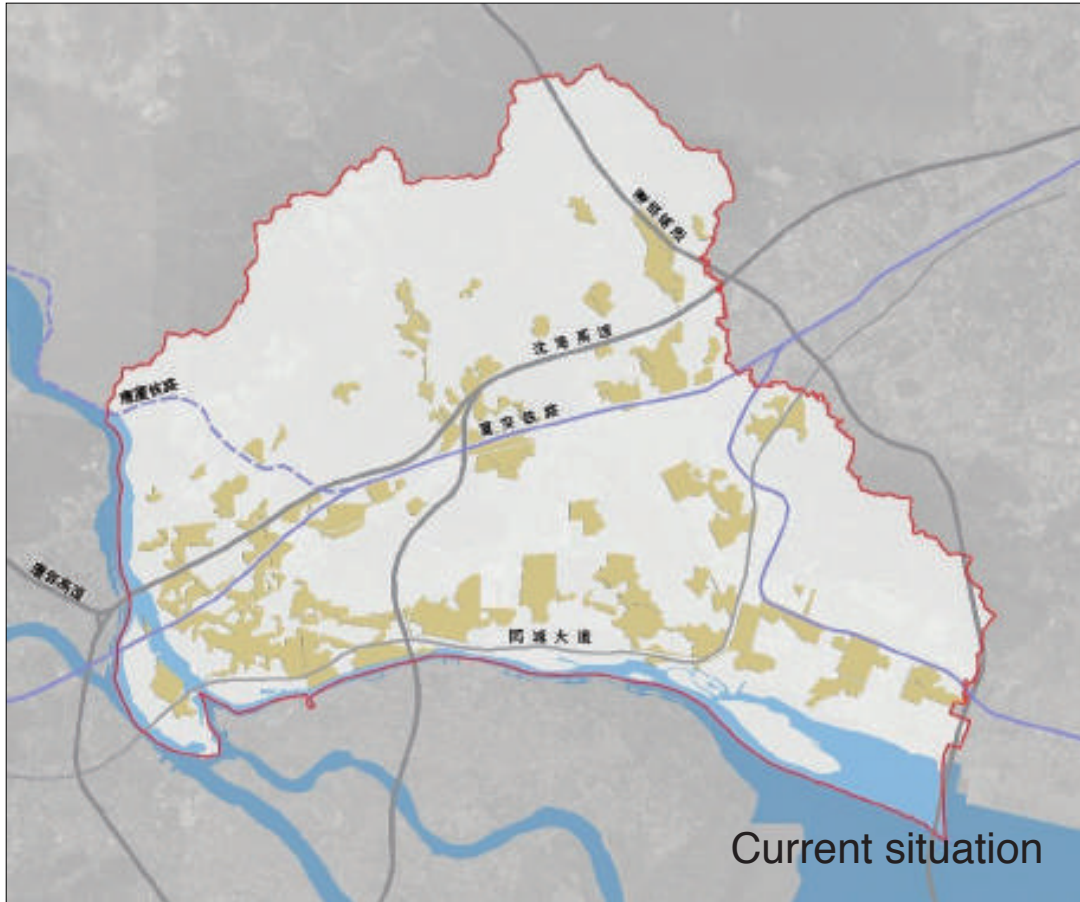
Analysis of Production Spatial Evolution

The overall proportion declines slightly, space further integrate, the new emerged production areas cover a part of cultural resources.



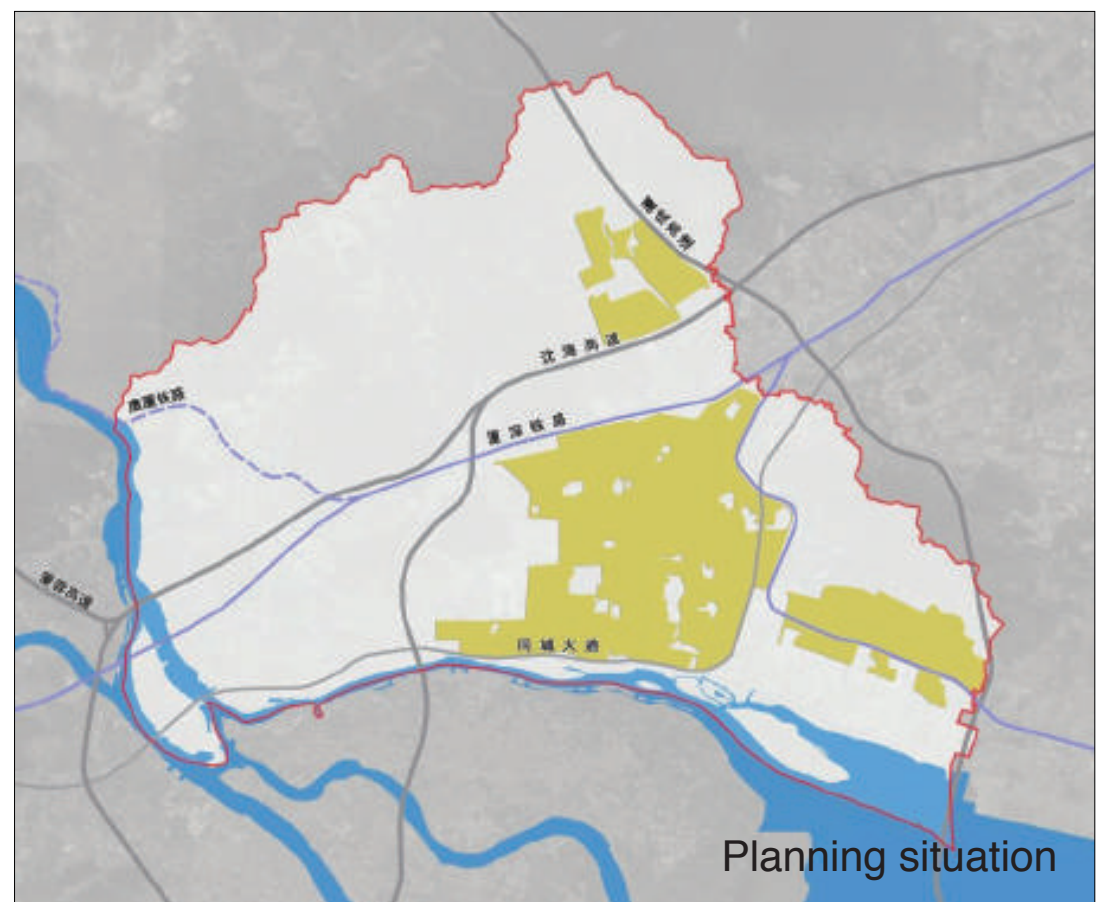
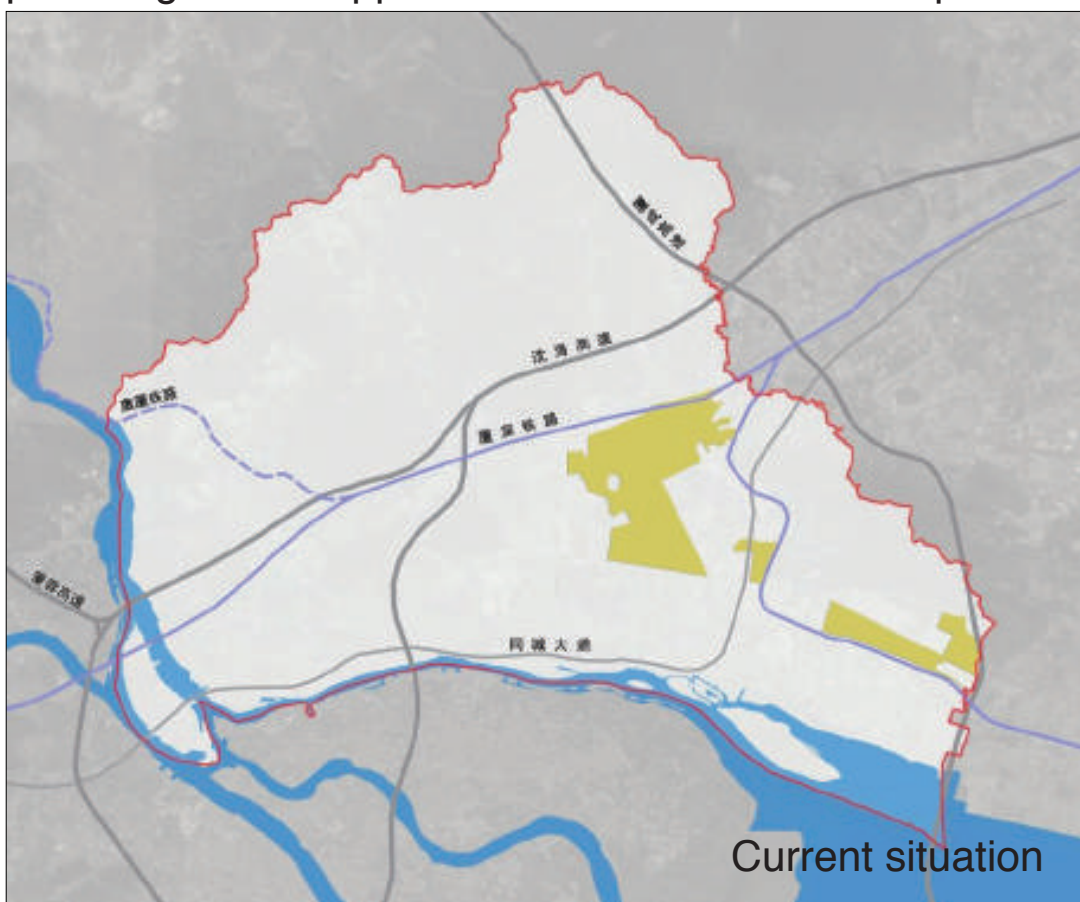
Analysis of Village Spatial Evolution

Significantly reduce the village space, hugely impact the protection of history and culture.

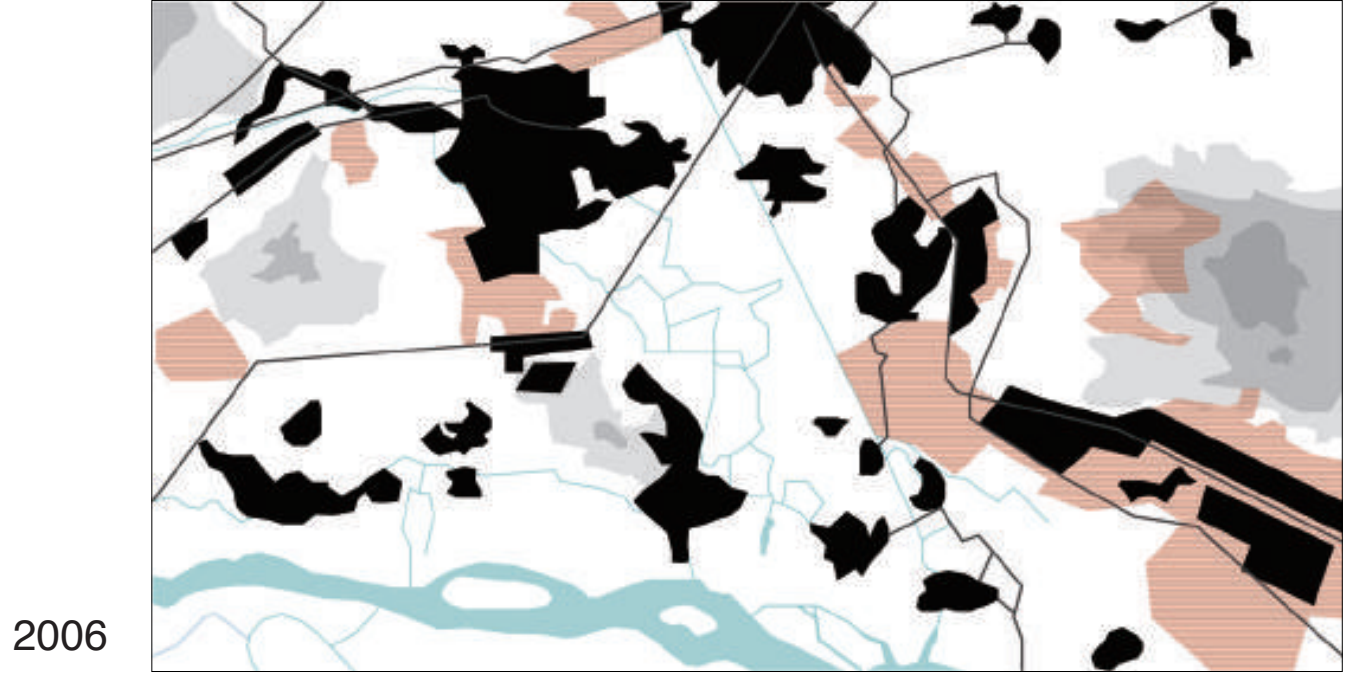
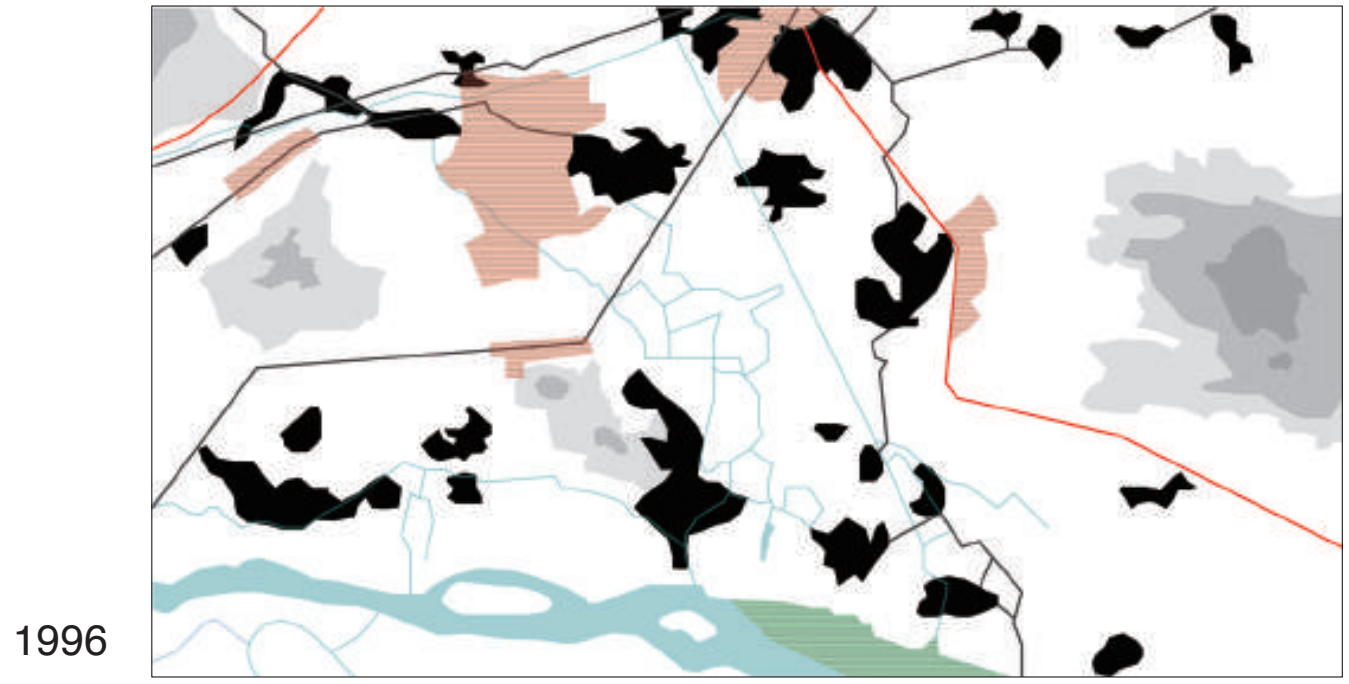
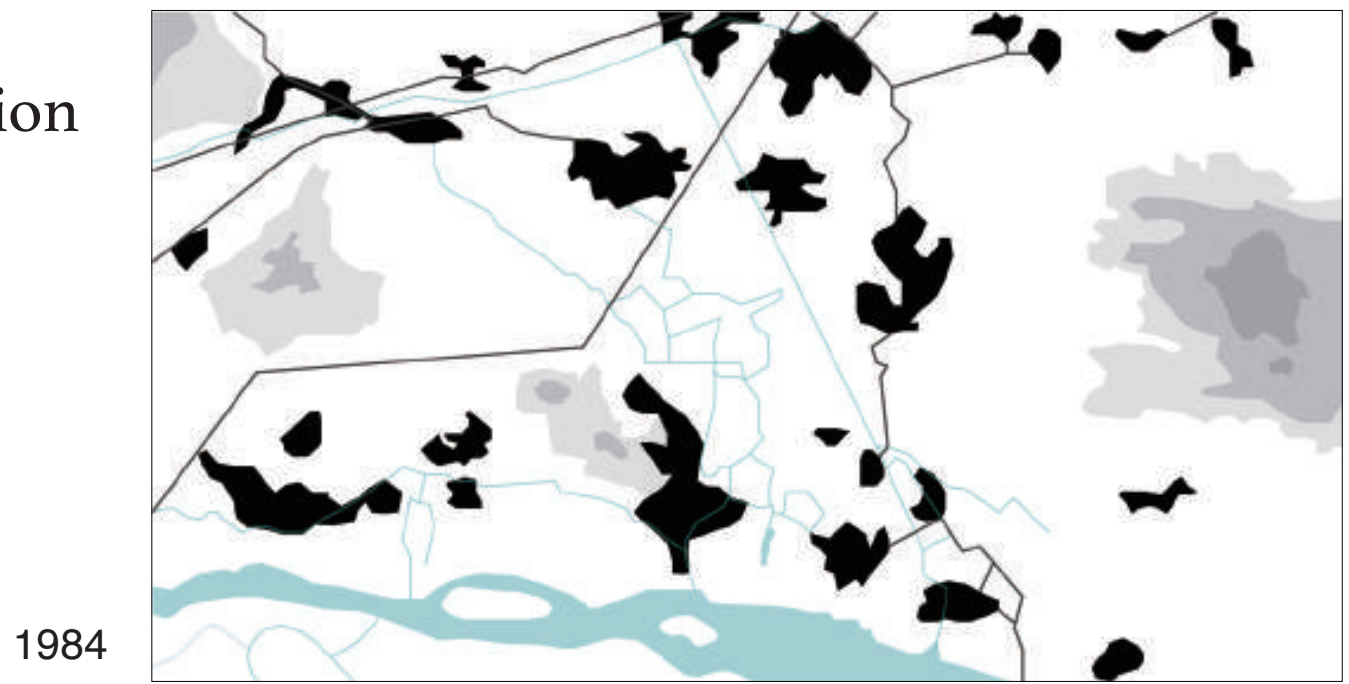


Analysis of living Spatial Evolution

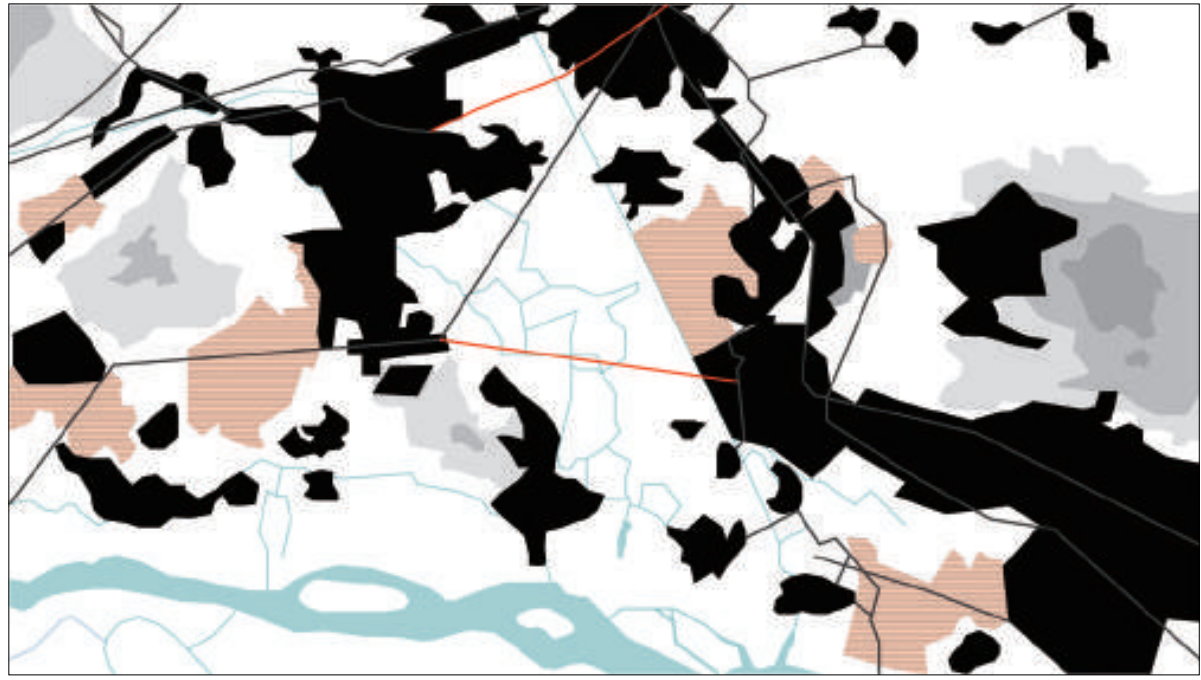
Urban living space increase obviously. In this situation, a part of urban living space can be low-density space, providing some support for historical and cultural protection.



The Spatial Evolution Process in Jiaomei Region



2008



2012

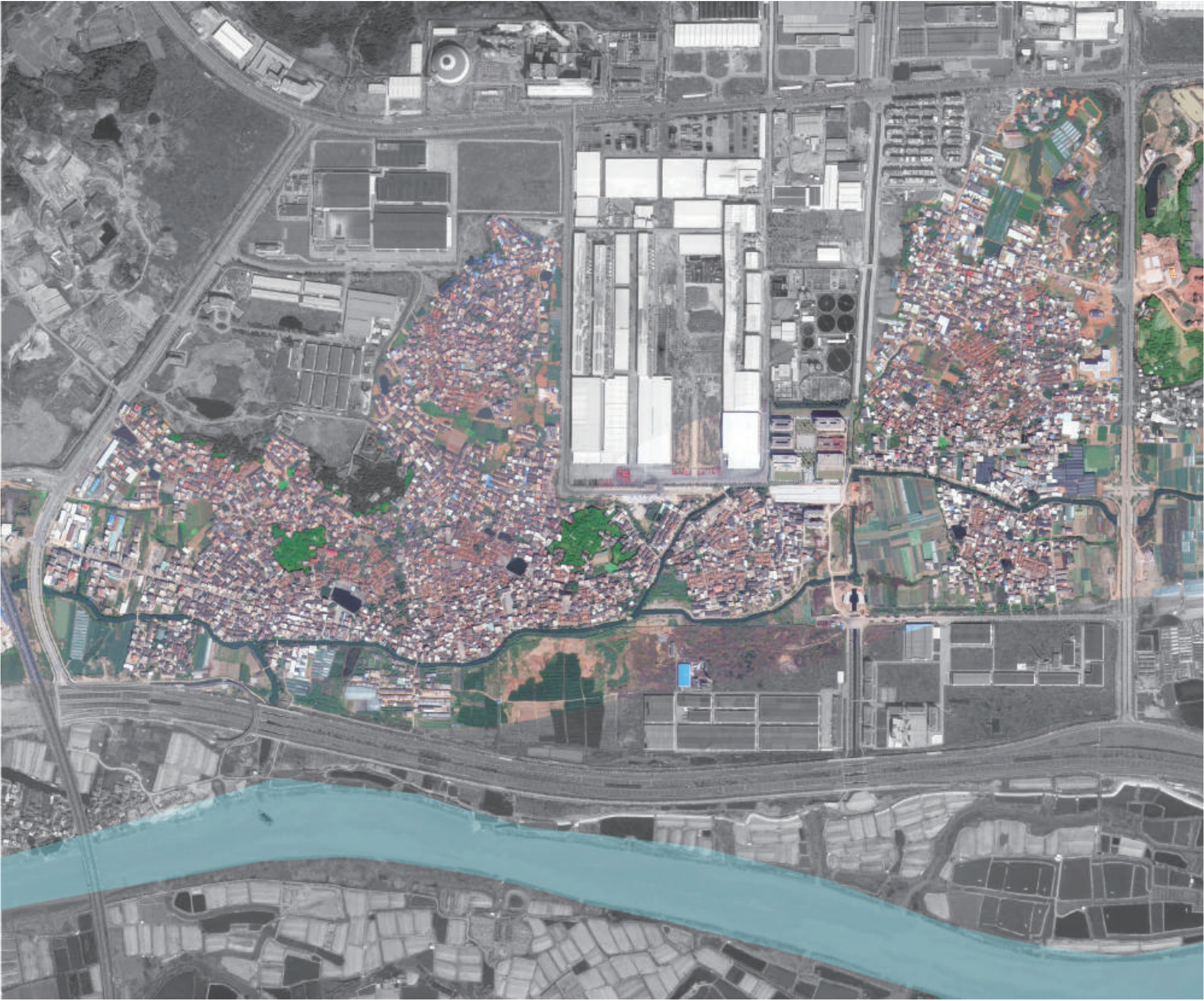


2017



Original strategy to protect village

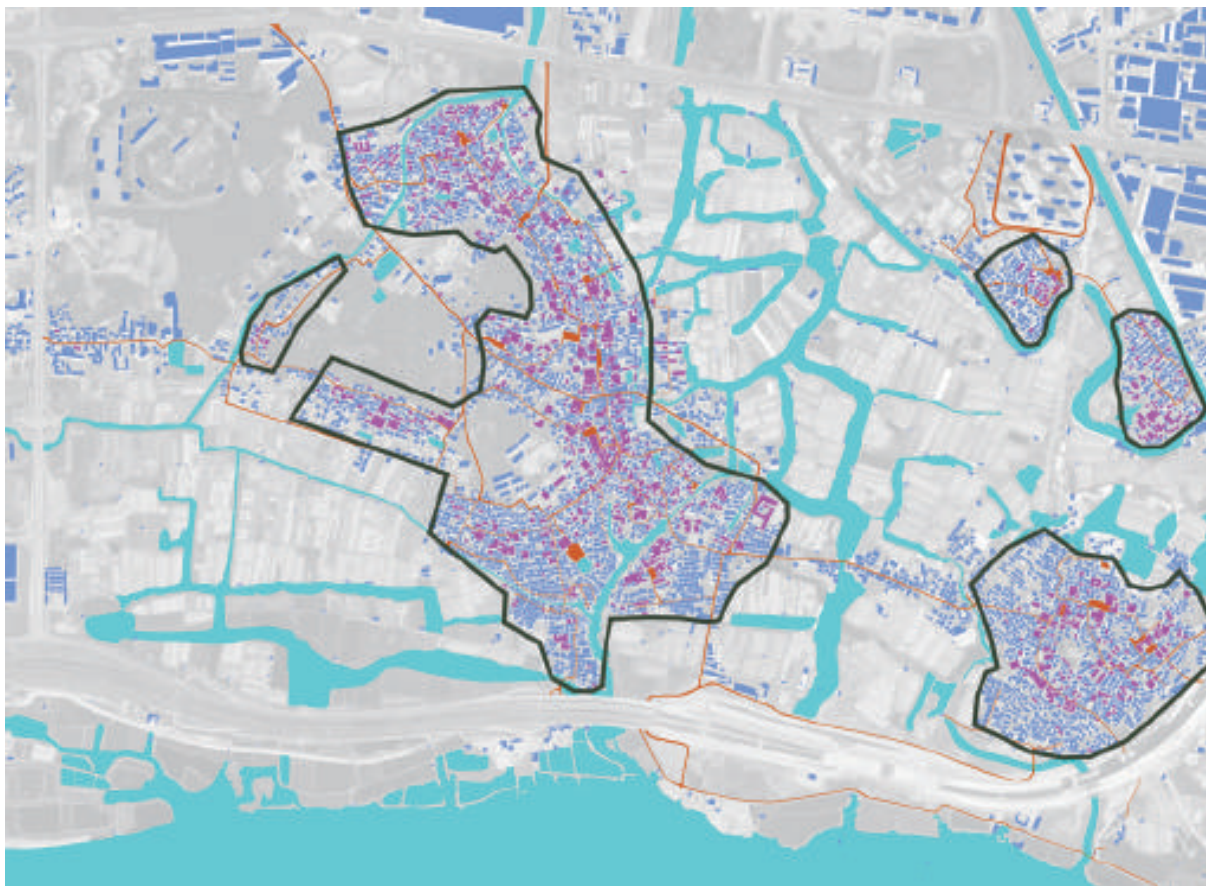






From the previous spatial study, we find a paradox between the government future planning and the actual operation in Jiaomei region. The production space even corrodes the ‘horizontal belt along Jiulong river’ and threatens the existence of the ancient canal and the old cuo agglomeration. In order to recall the memory of the prosperous Jiulong river bank, our advice is fully maintaining the west-east canal and all the original villages along this belt, in the meanwhile, respecting the surrounded features not using modern grid to barbarously cut the region.

For the certain design part, we finally choose Shimei area as our project site. It is the most complete and valuable extant area along north bank but it is facing the same problem that would be covering by modern grid due to the government planning.



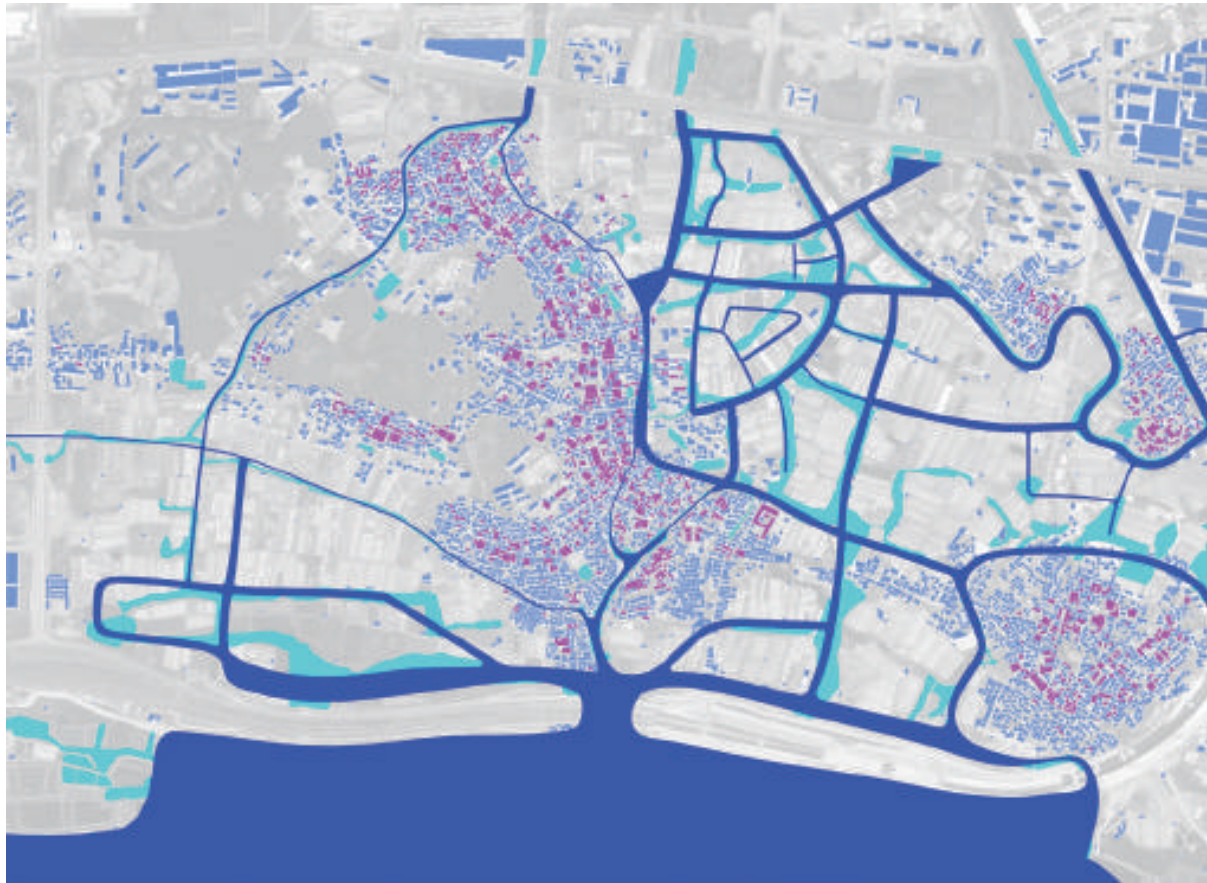
1 ensure the range of the traditional village alliance.



2 set the green belt along the canal and hill part, divide the area characters into 'land' part and 'water' part.



3 Modify the main avenues which connect to Xia-Zhang city highway (vertical direction), cancel the major west to east avenues in order to save the village context.

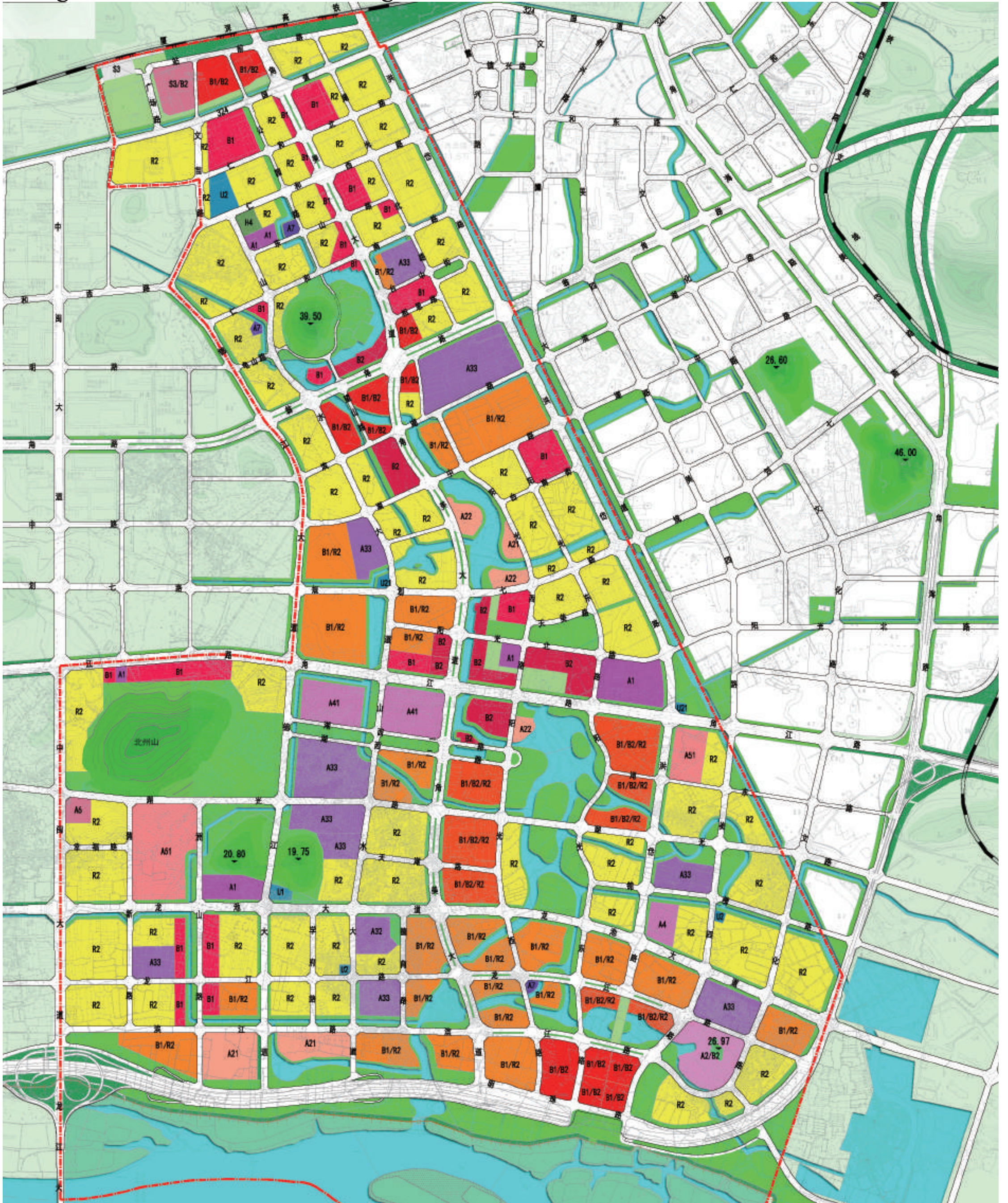


4 Set new water transportation system based on the original canal network. Using water as the framework instead of road and create island feature.

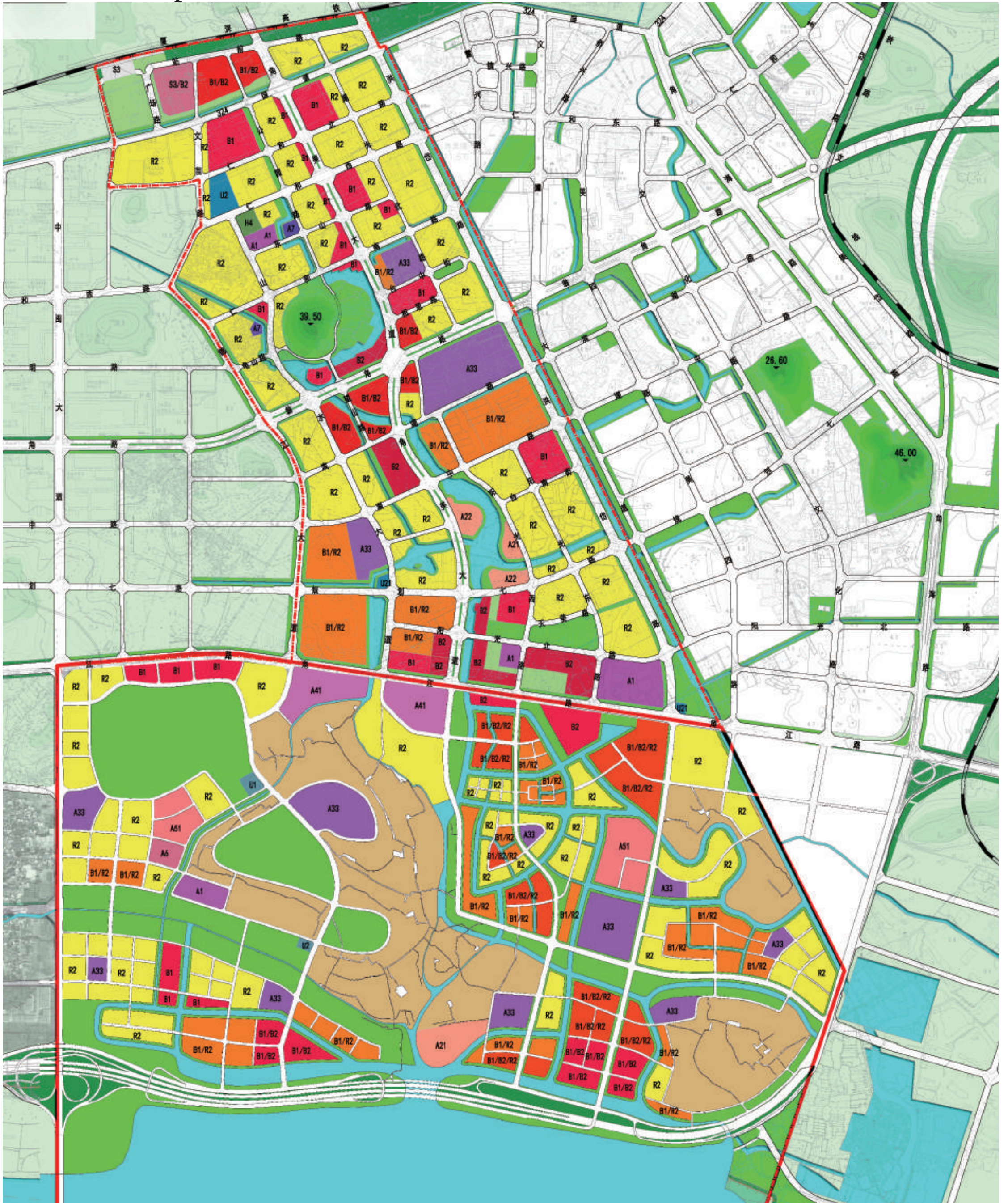


5 Fill the rest part with road network, shorten the width of road from 6-8 lane to 2-4 lane and the scale of block from Side length 200m to 50-100m.

Original Government Planning



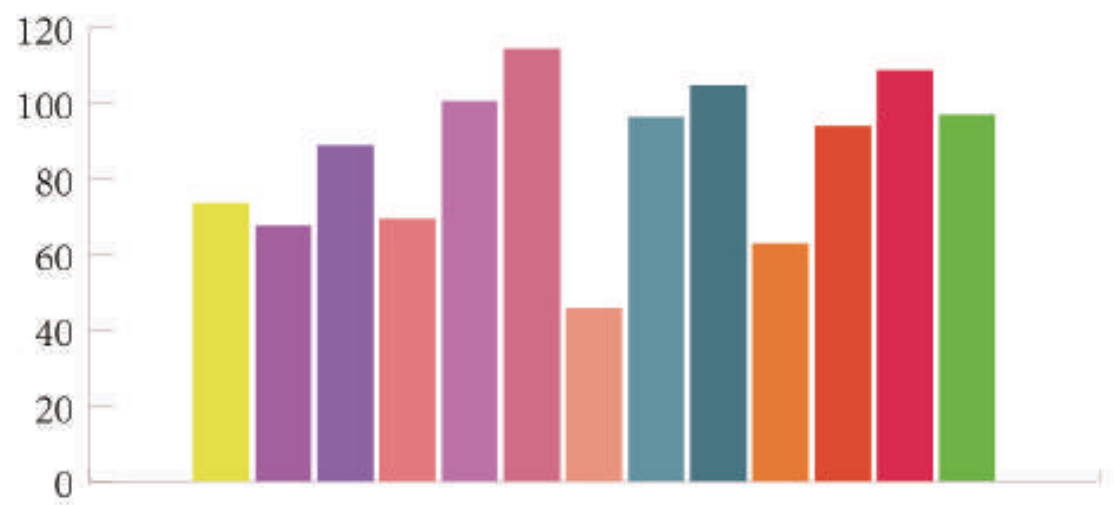
The New Propose



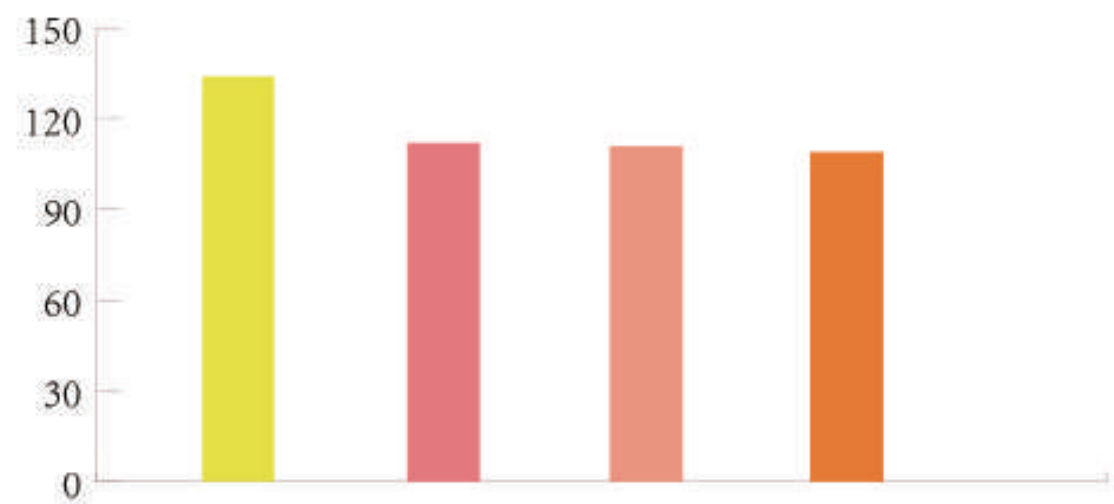
Site Total Area:6279665 m²
 Original planning construction area: 3187643 m²
 New planning construction area:2478617 m²
 Preserving area:1336744 m²

In the future, the village area can be mixed use and re-developed with Residential/Commercial/Cultural/- Medical Treatment Hood.

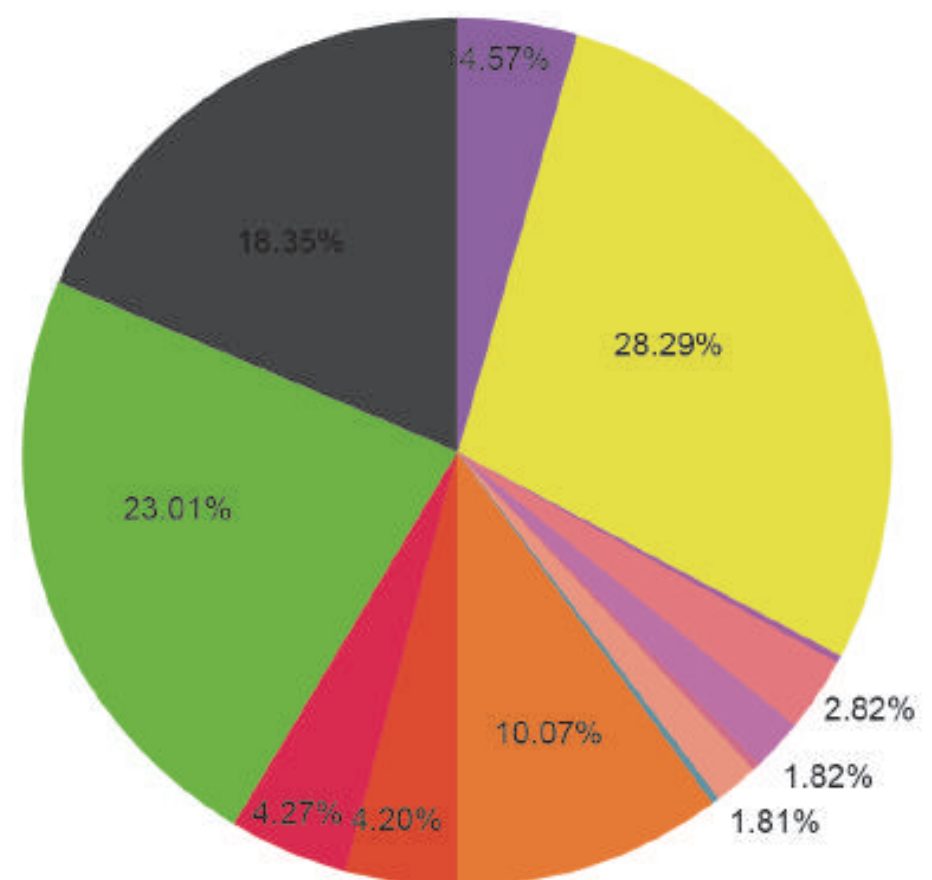
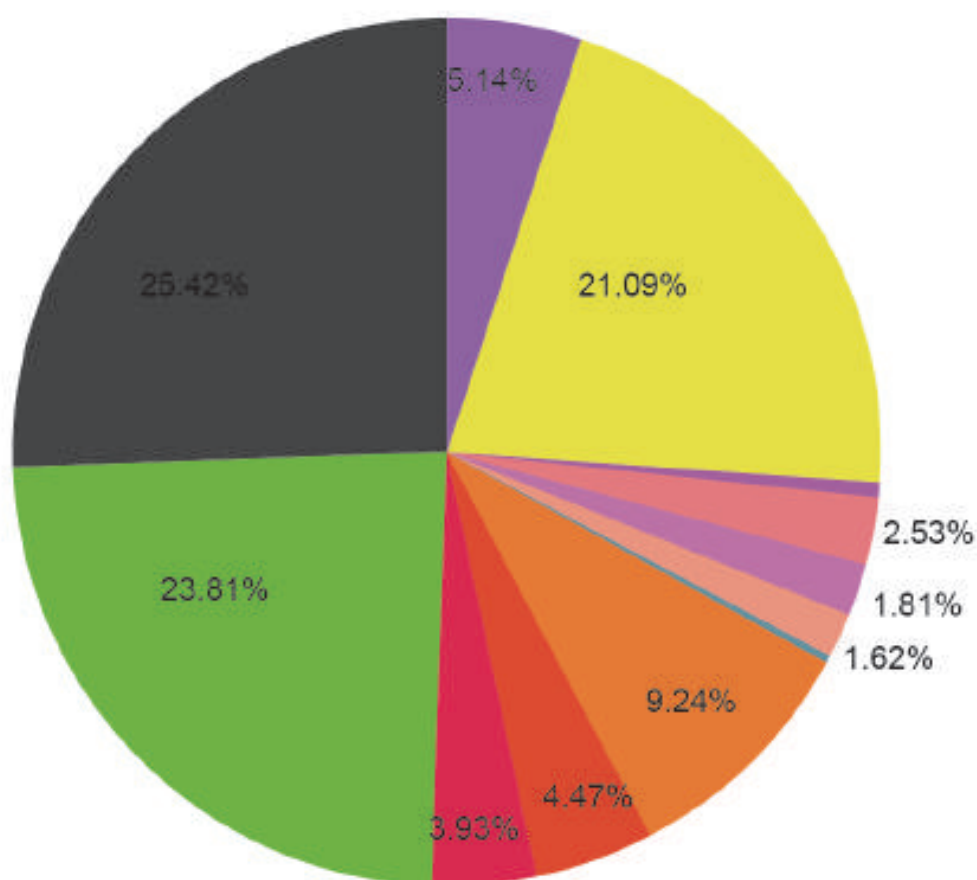
- GreenLand
- Commercial Land
- Commercial/Business/Residential Land
- Residential/Commercial Land
- Environment Maintenance Facility Land
- City Supply Land
- Cultural Facility Land
- Social Welfare Facility Land
- Sport Land
- Health Services Land
- School Land
- Administrative Land
- Residential Land
- Other



The Use Land Area In The New Planning/The Area In The Original Planning



The Use Land Area In The New Planning/The Area In The Original Planning

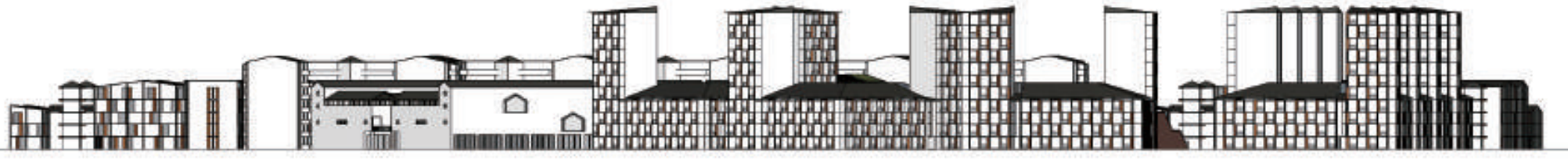


Chapter6: Shimei New District Design

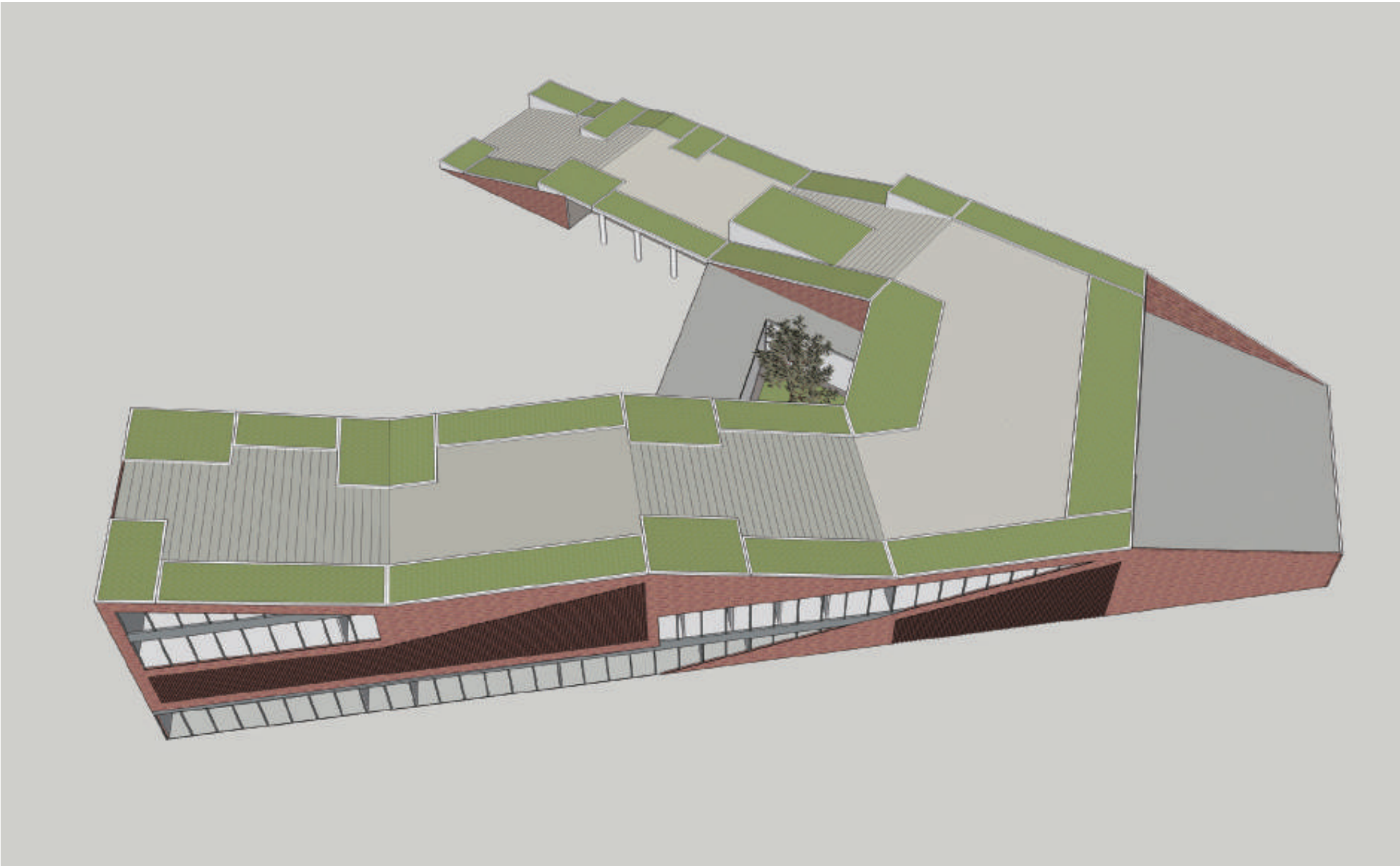
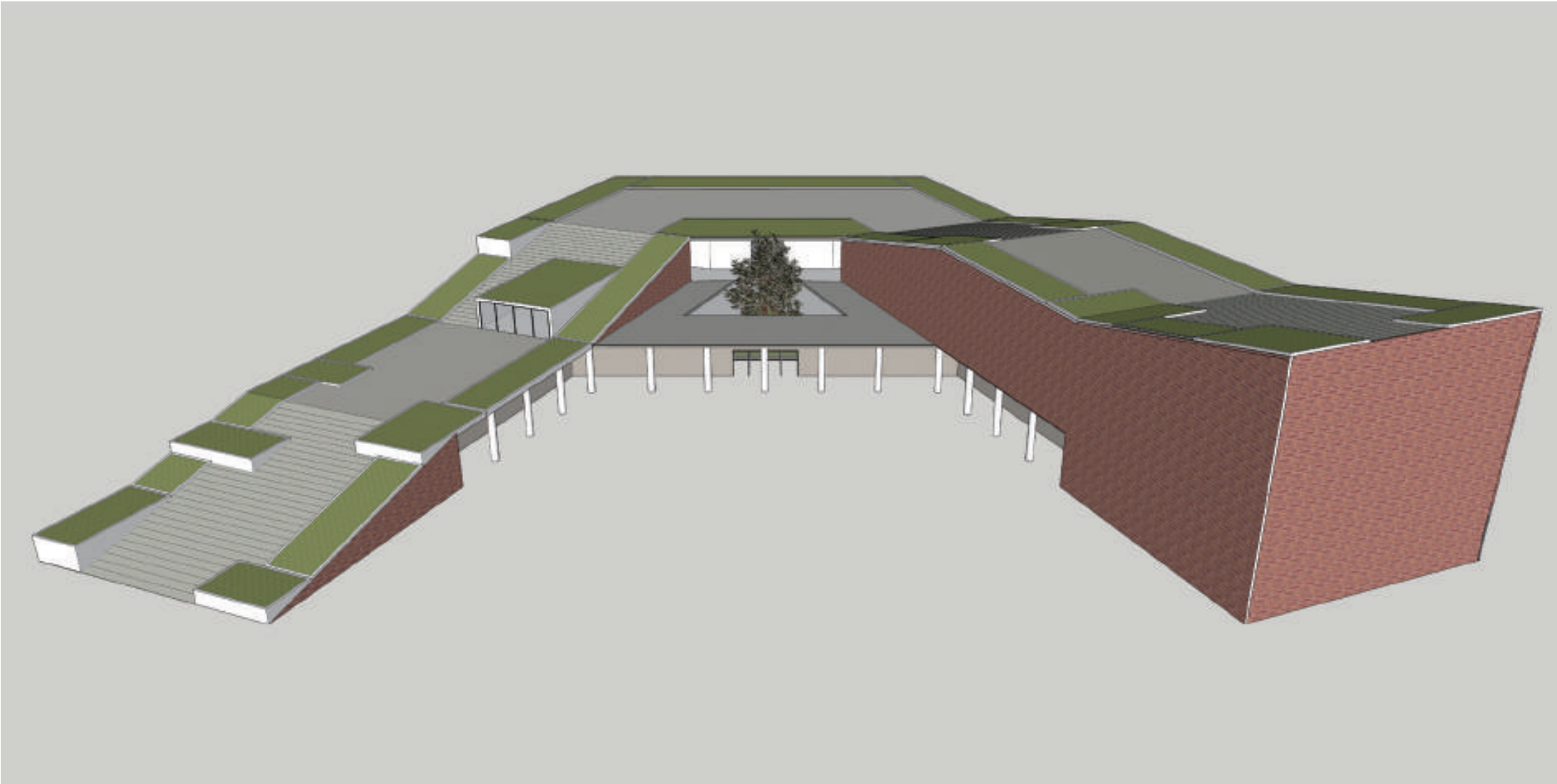


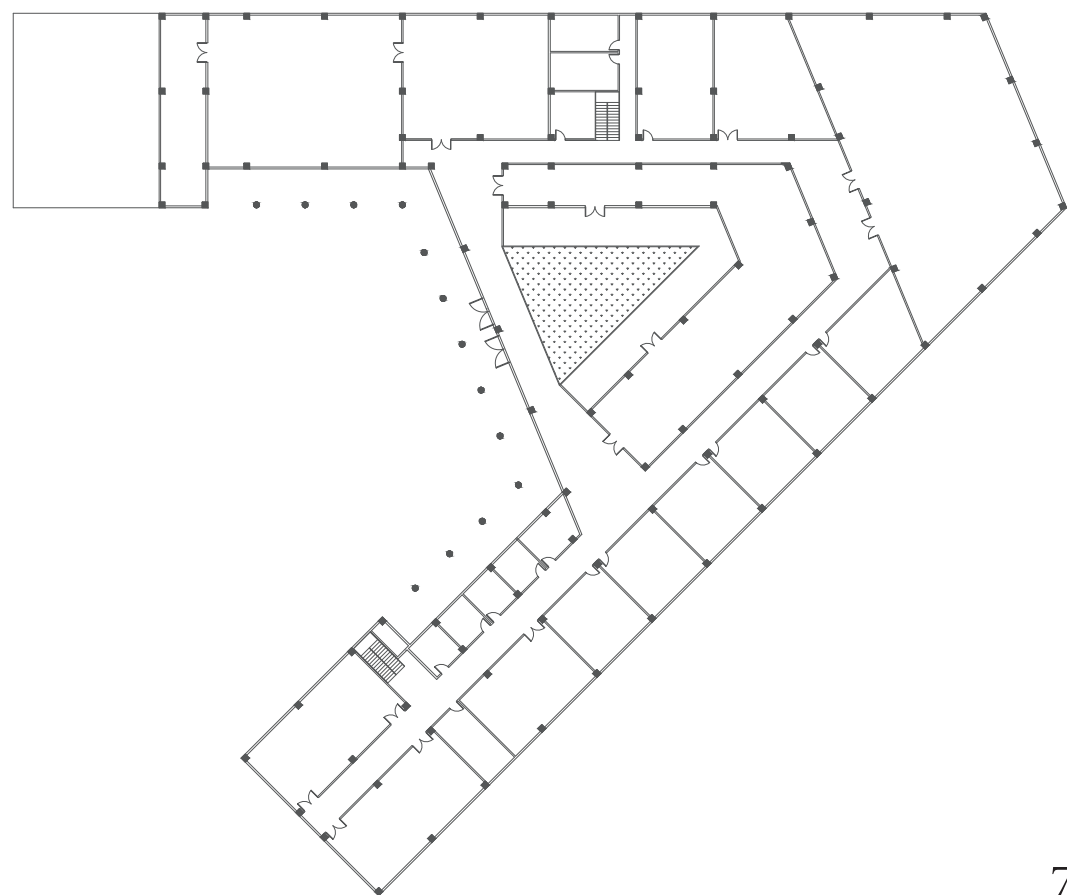
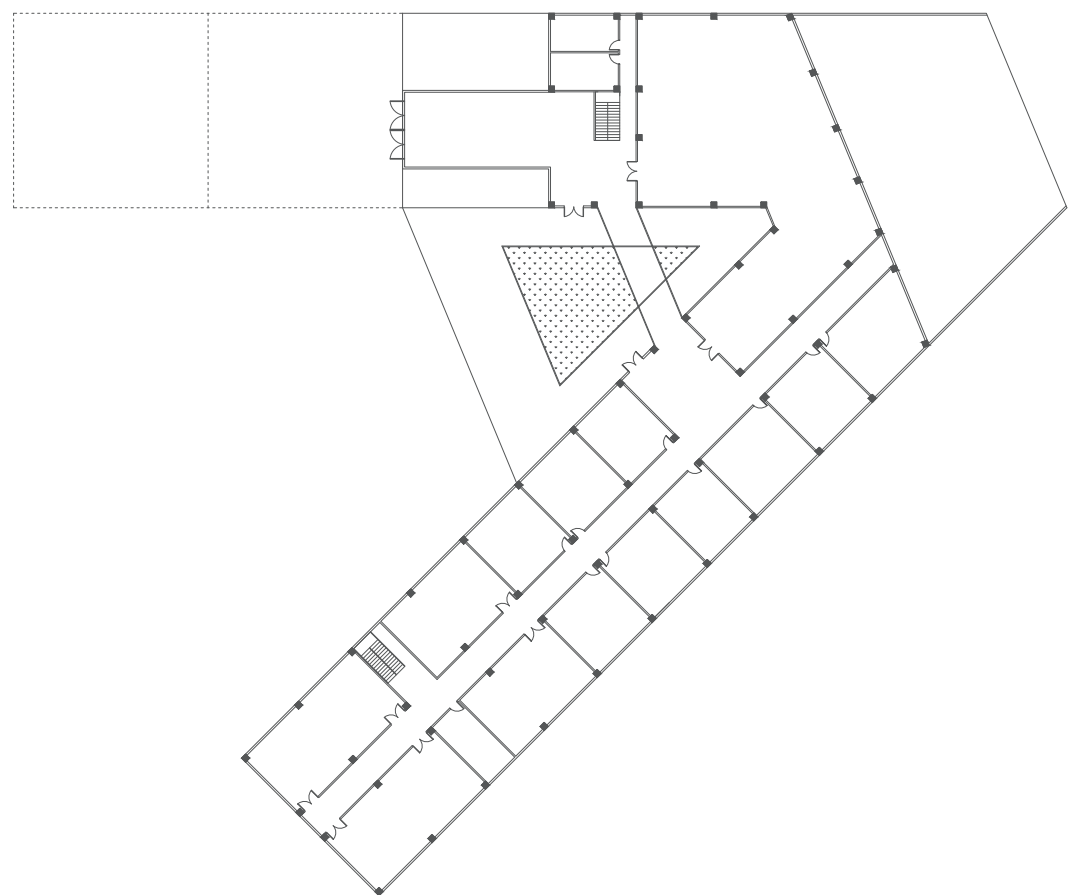
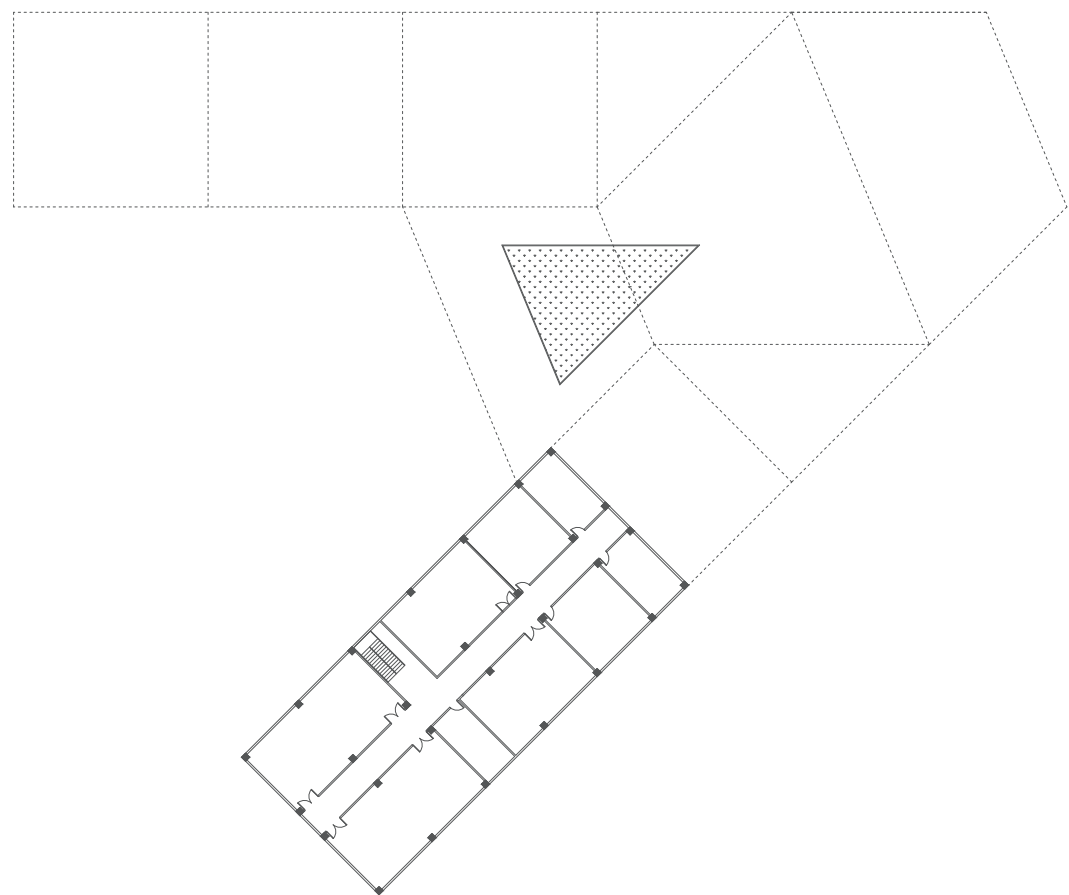
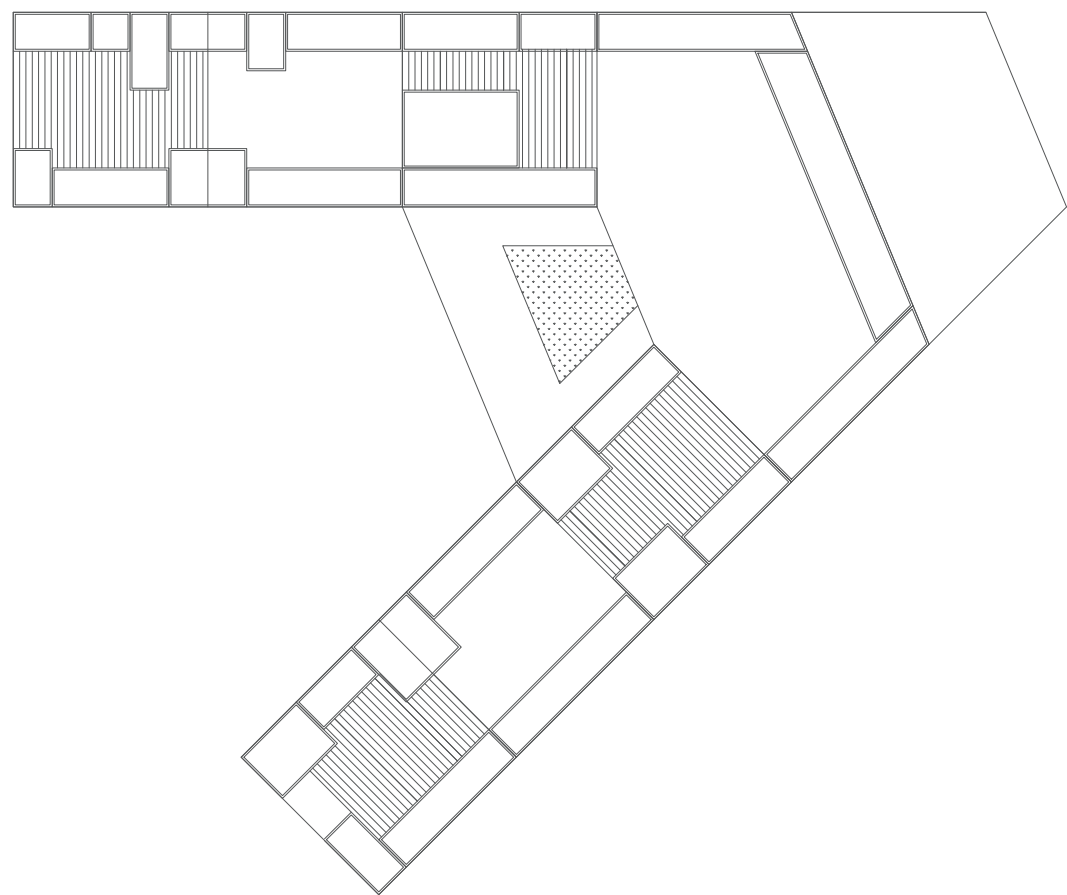
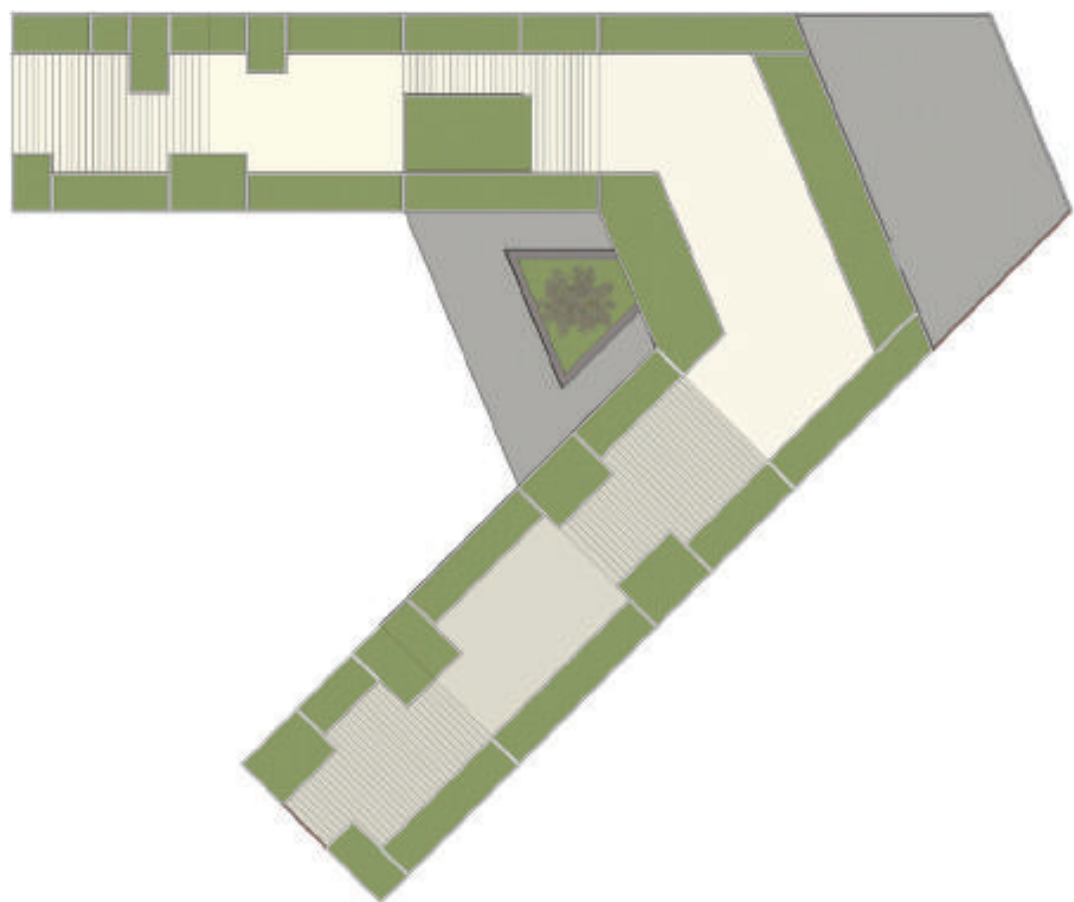
The New Island

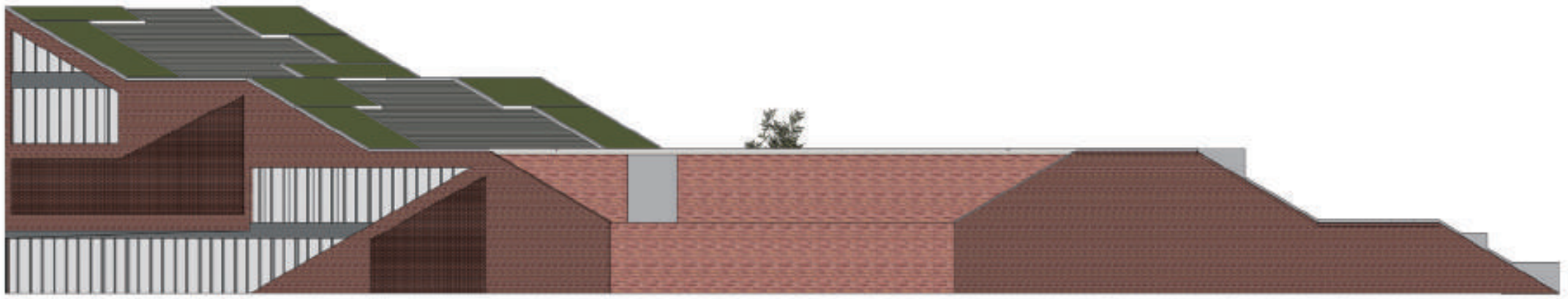
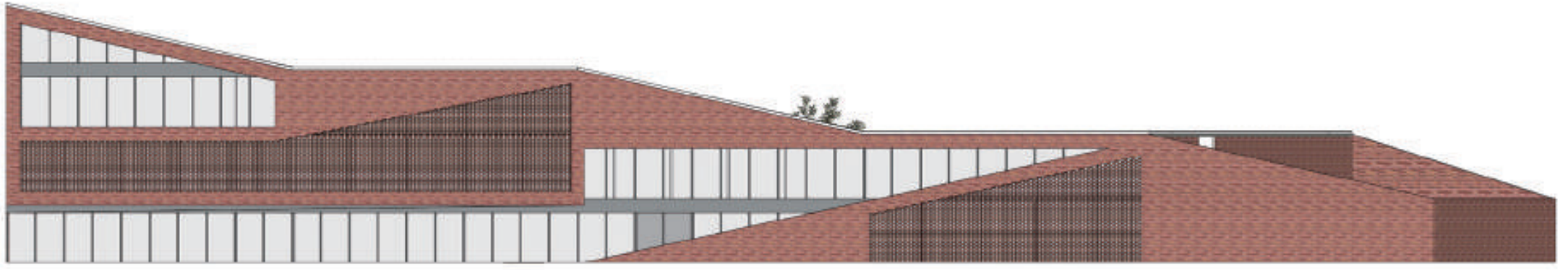


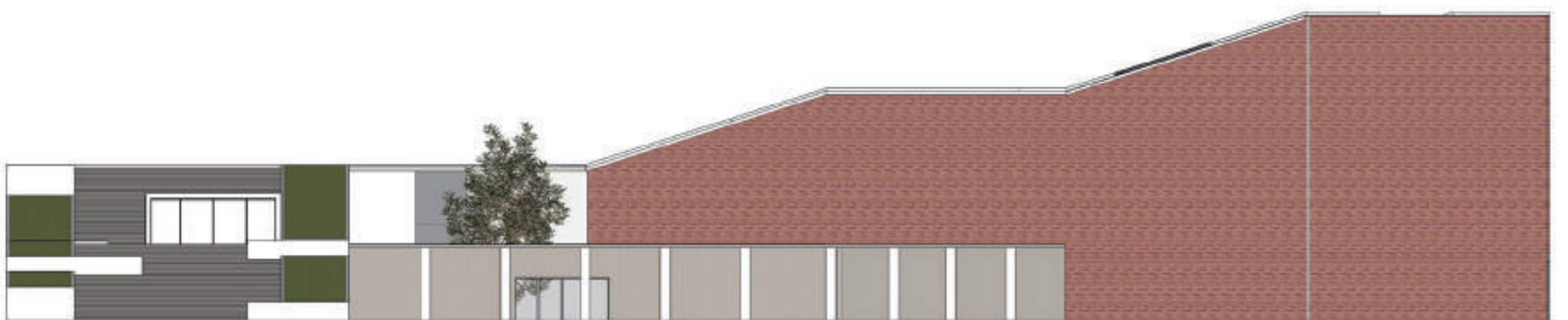
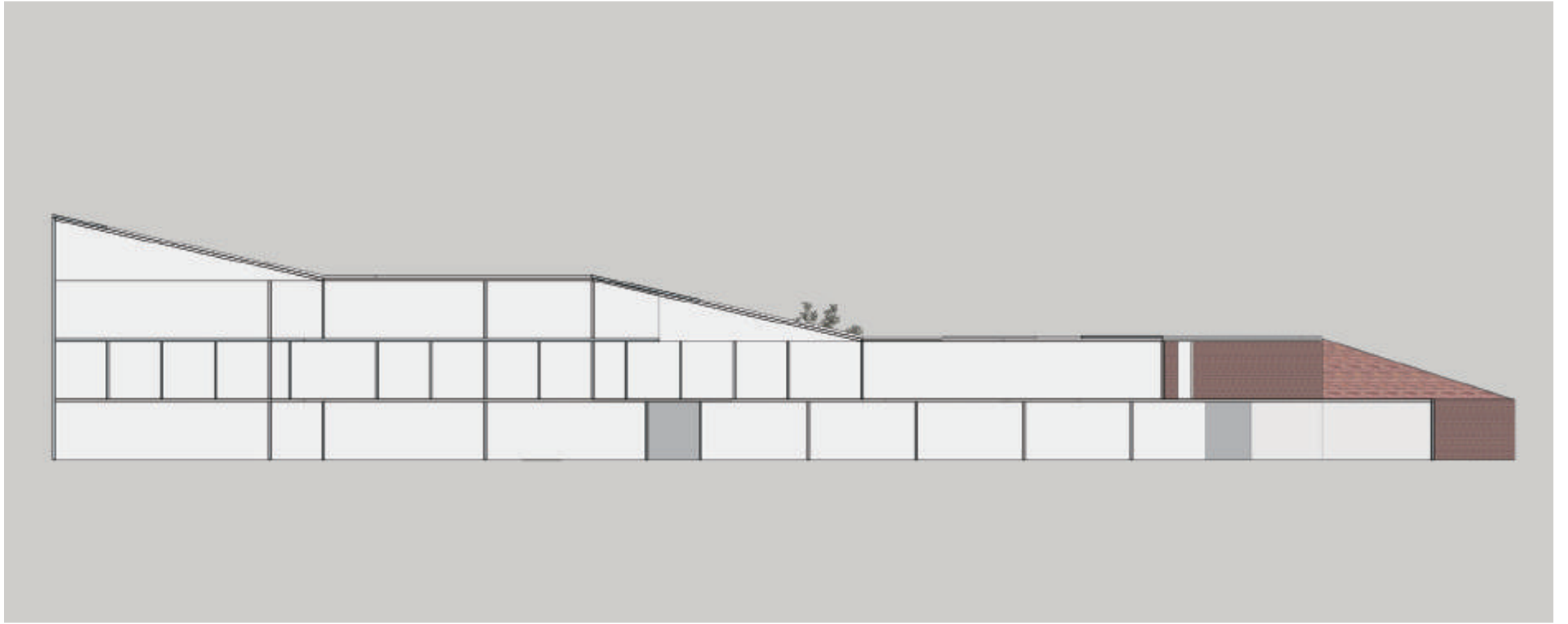


Primary School

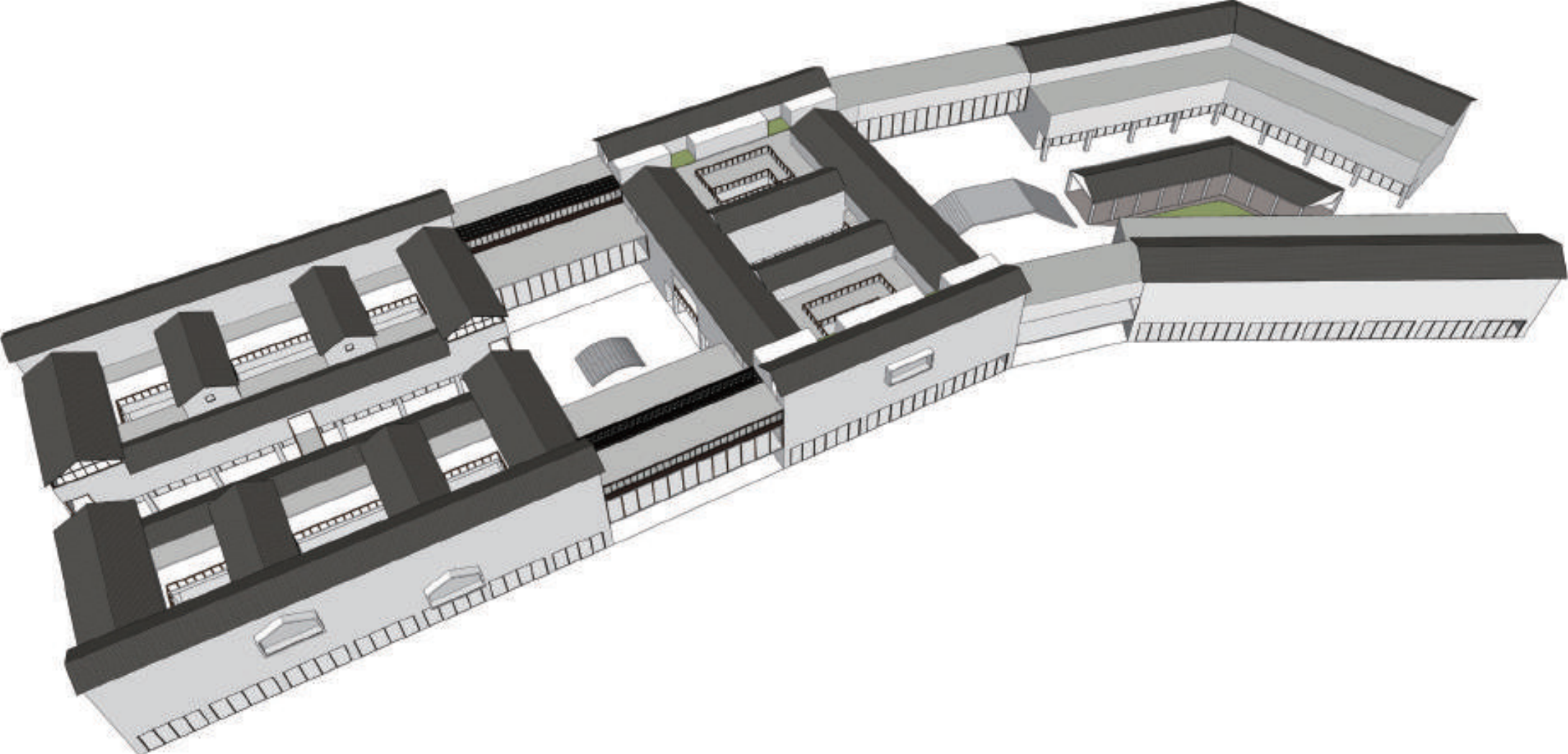
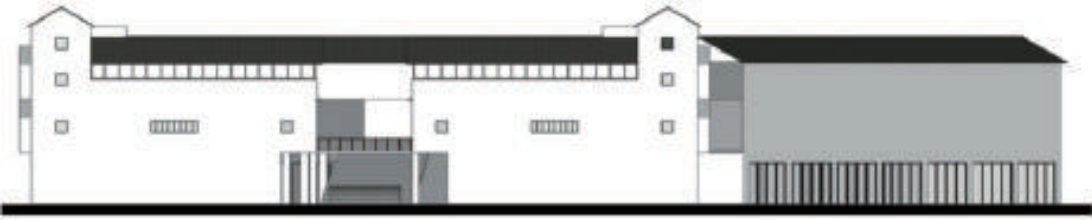
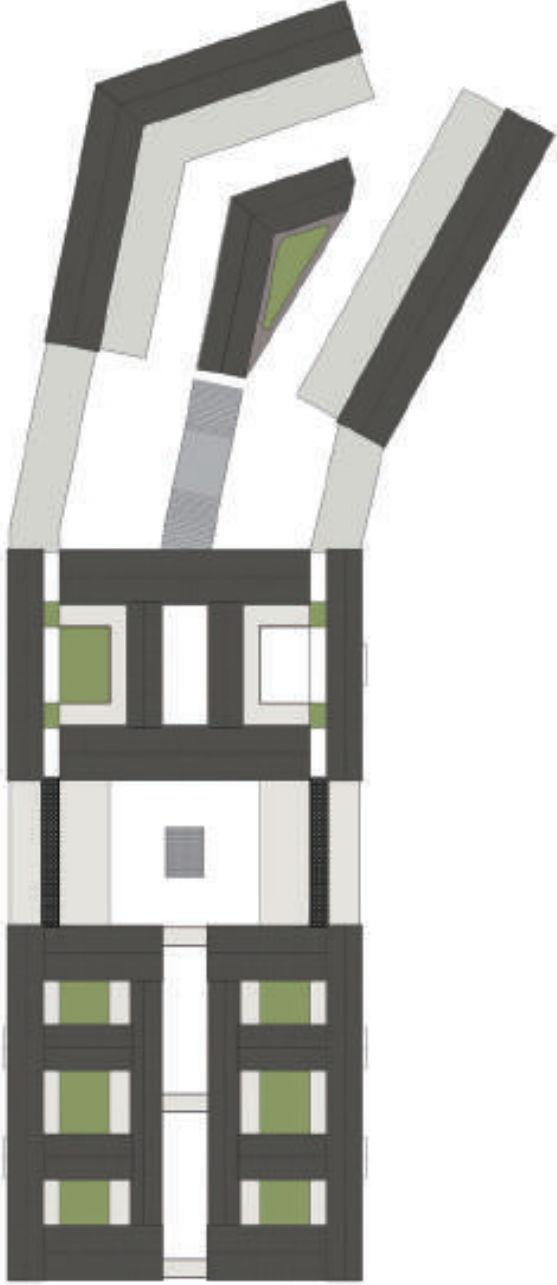


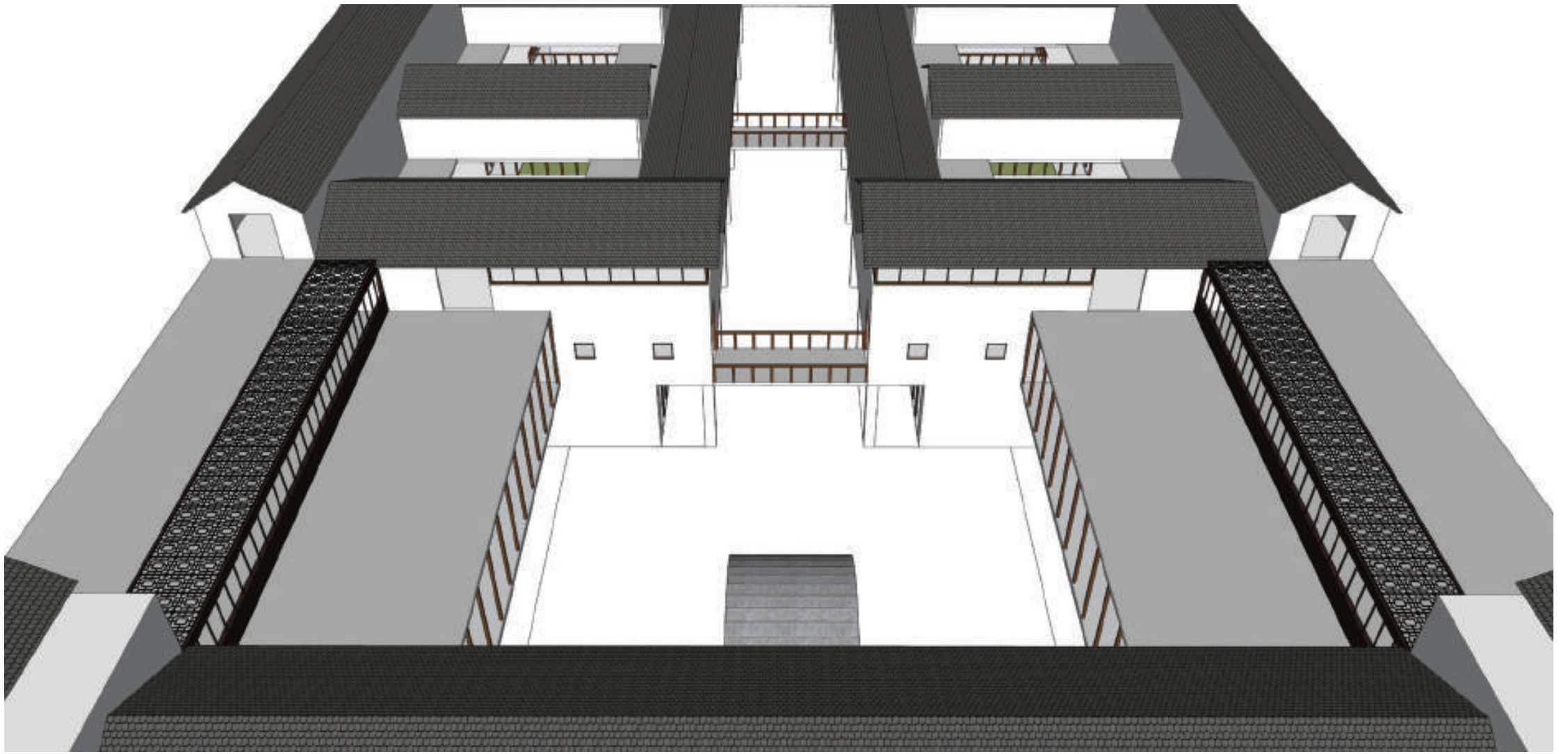
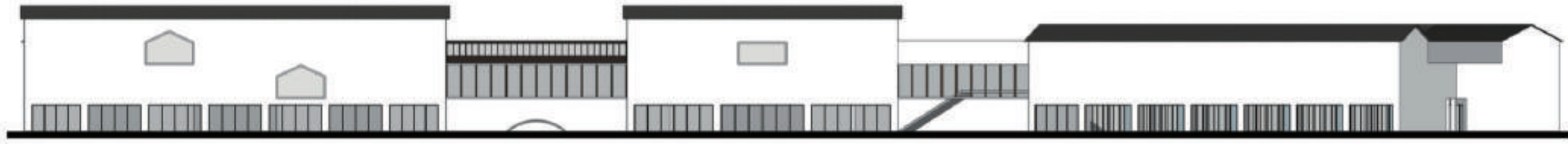


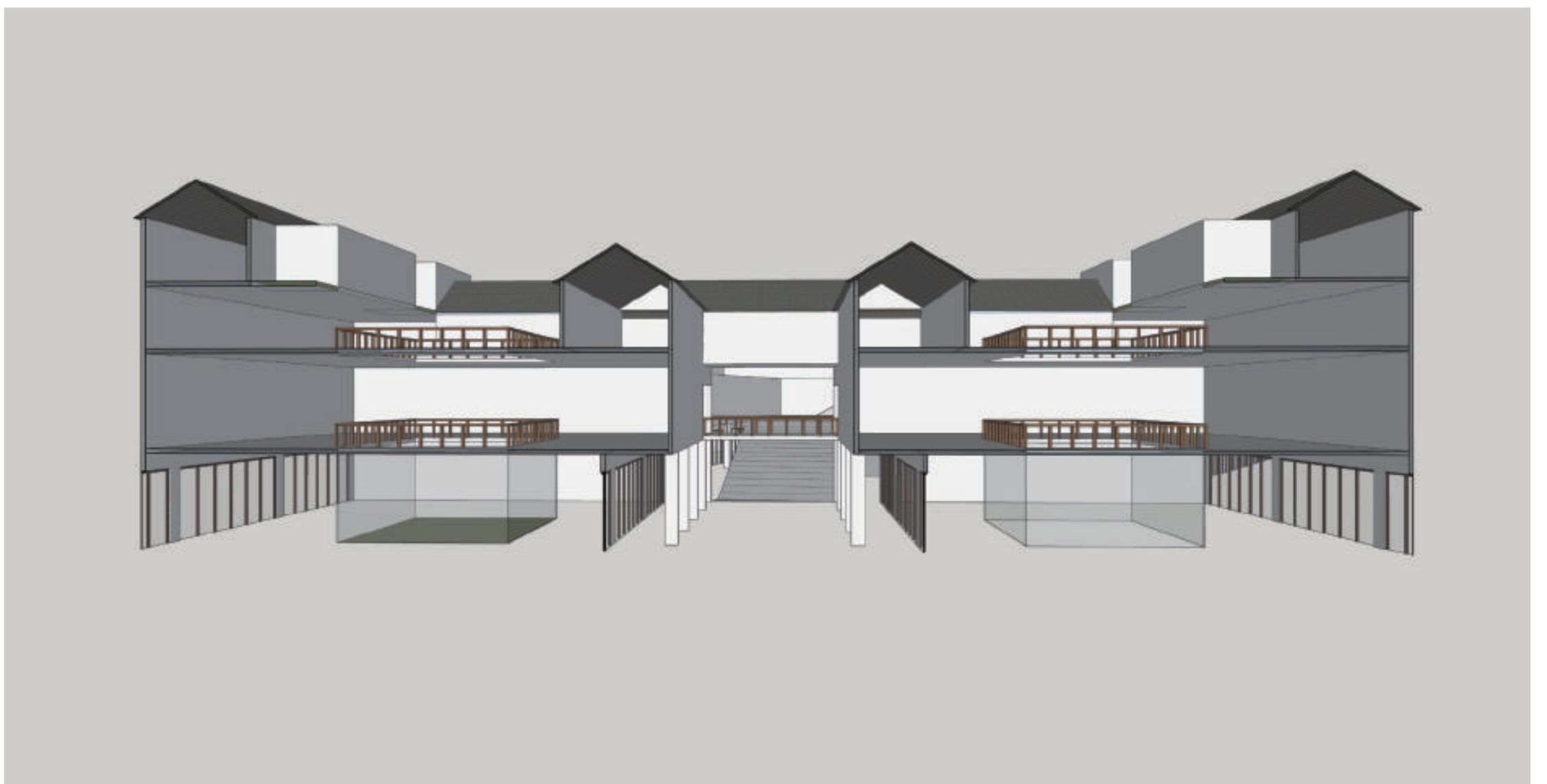
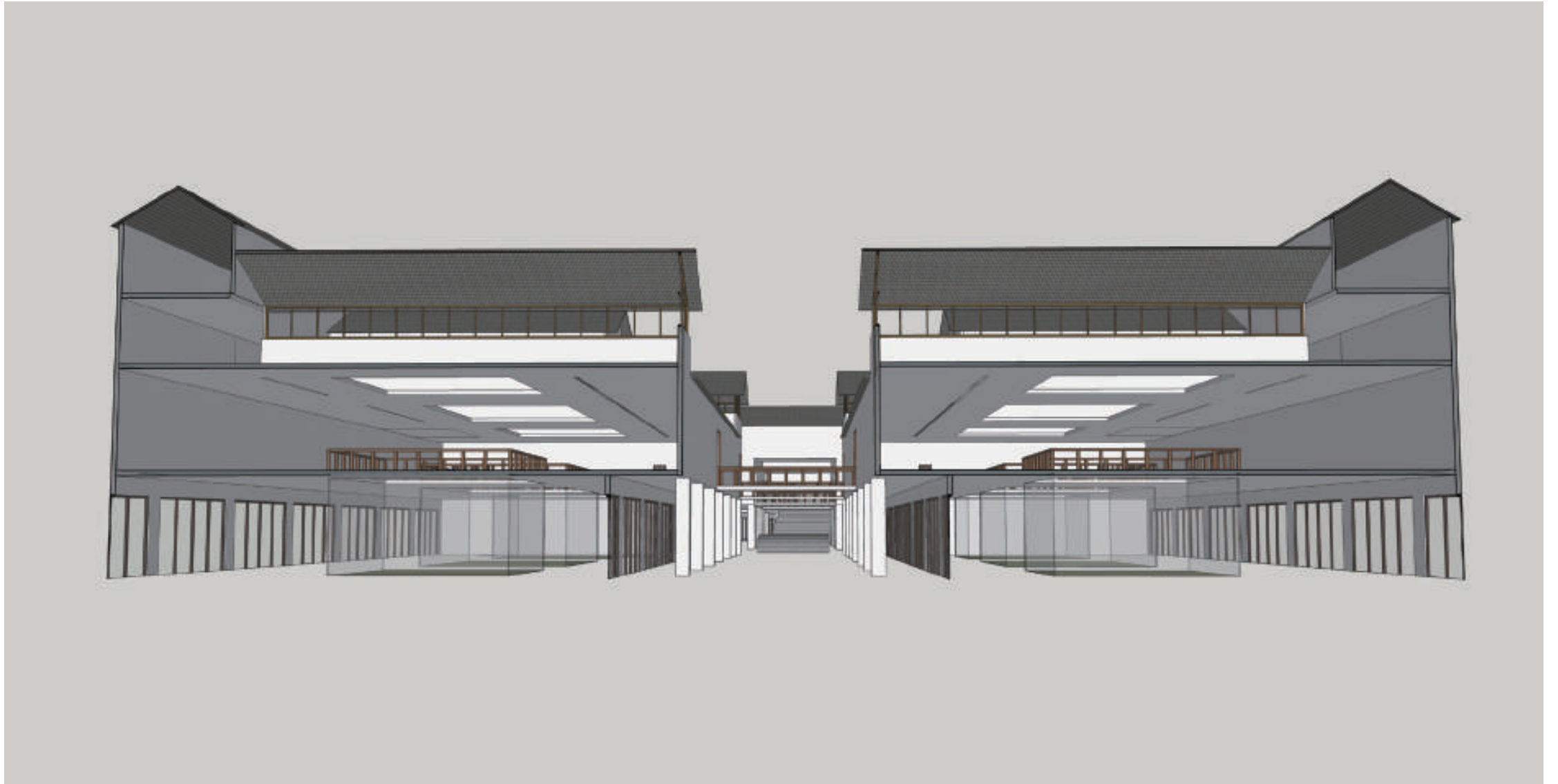




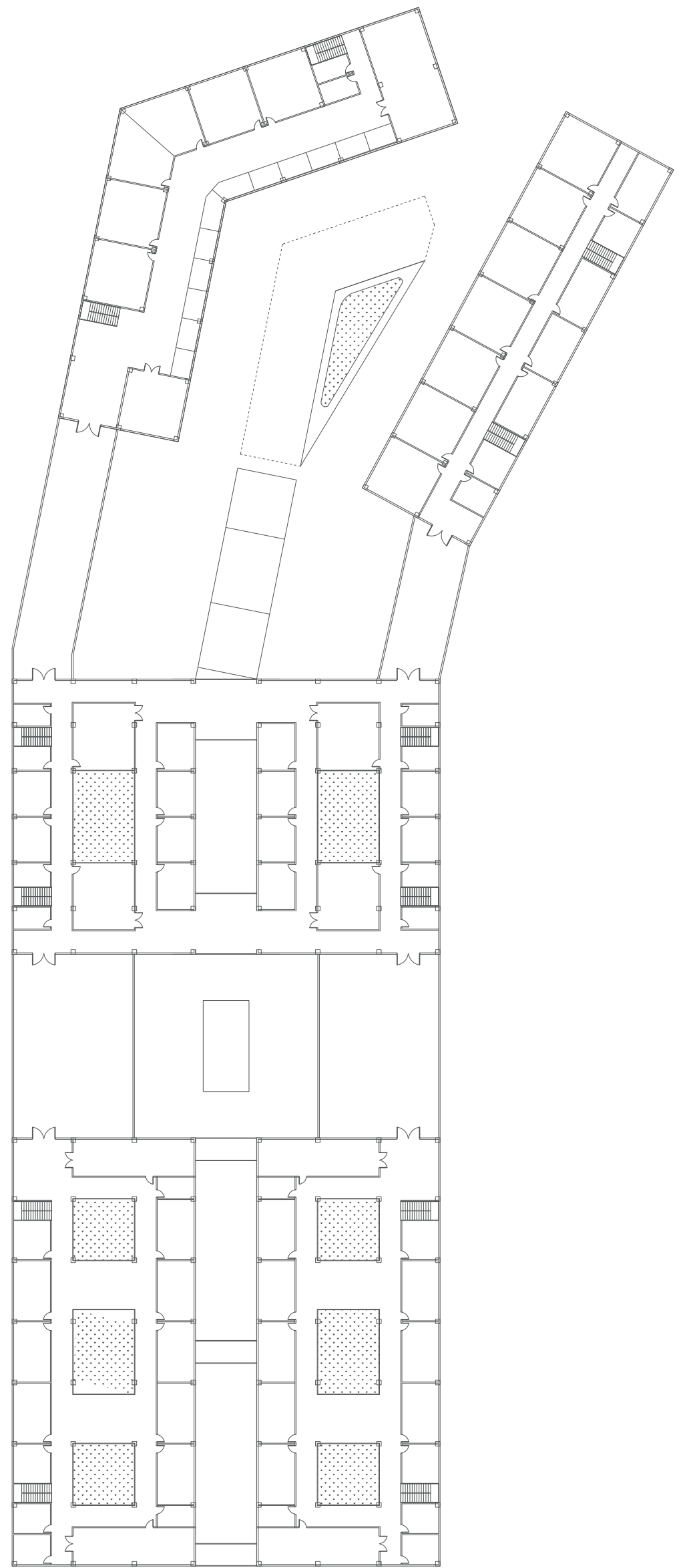
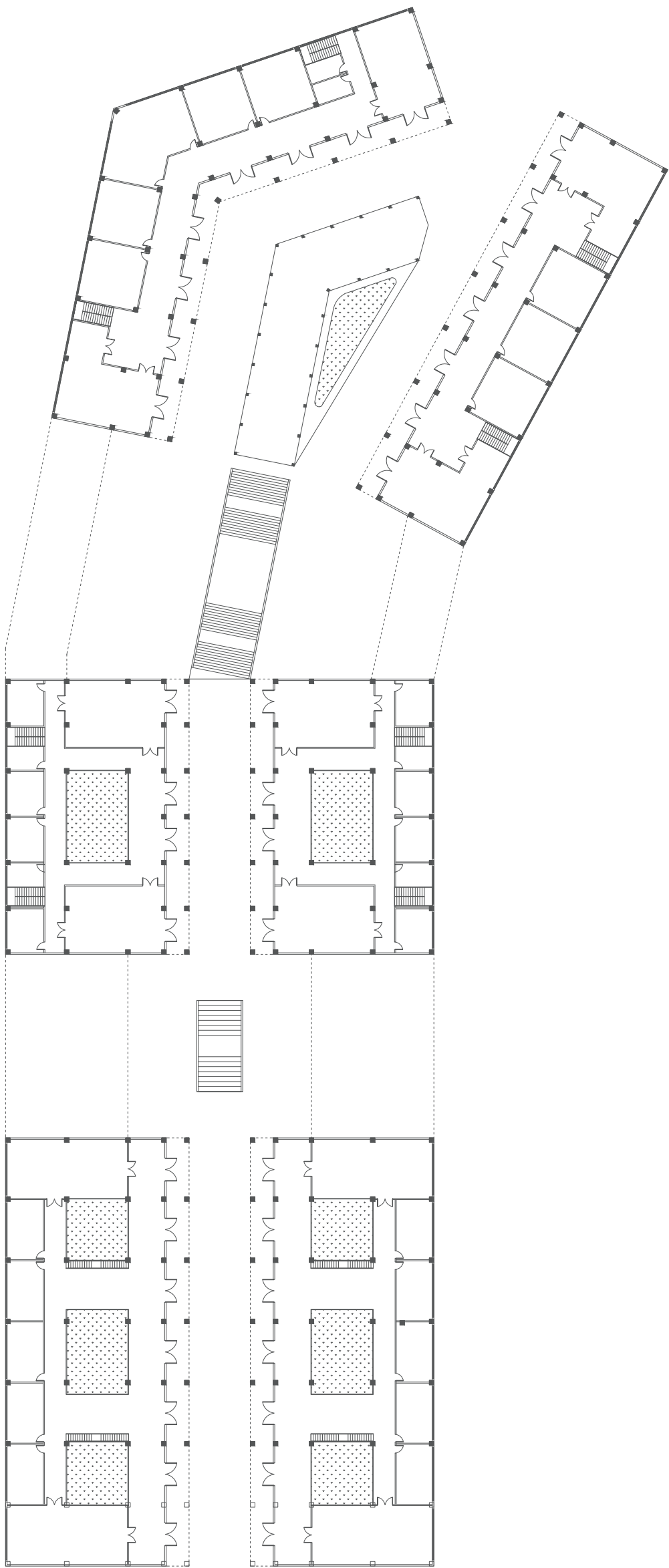
Commercial Street

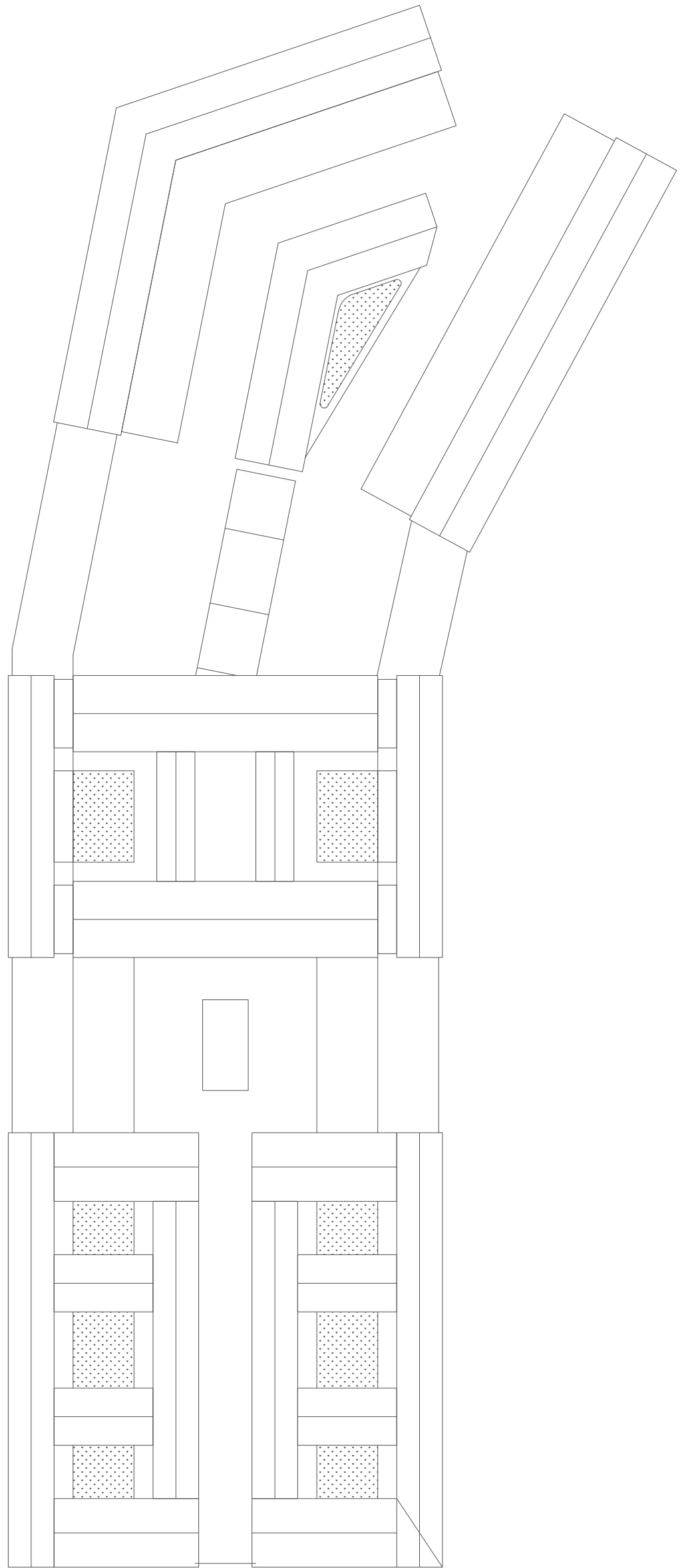
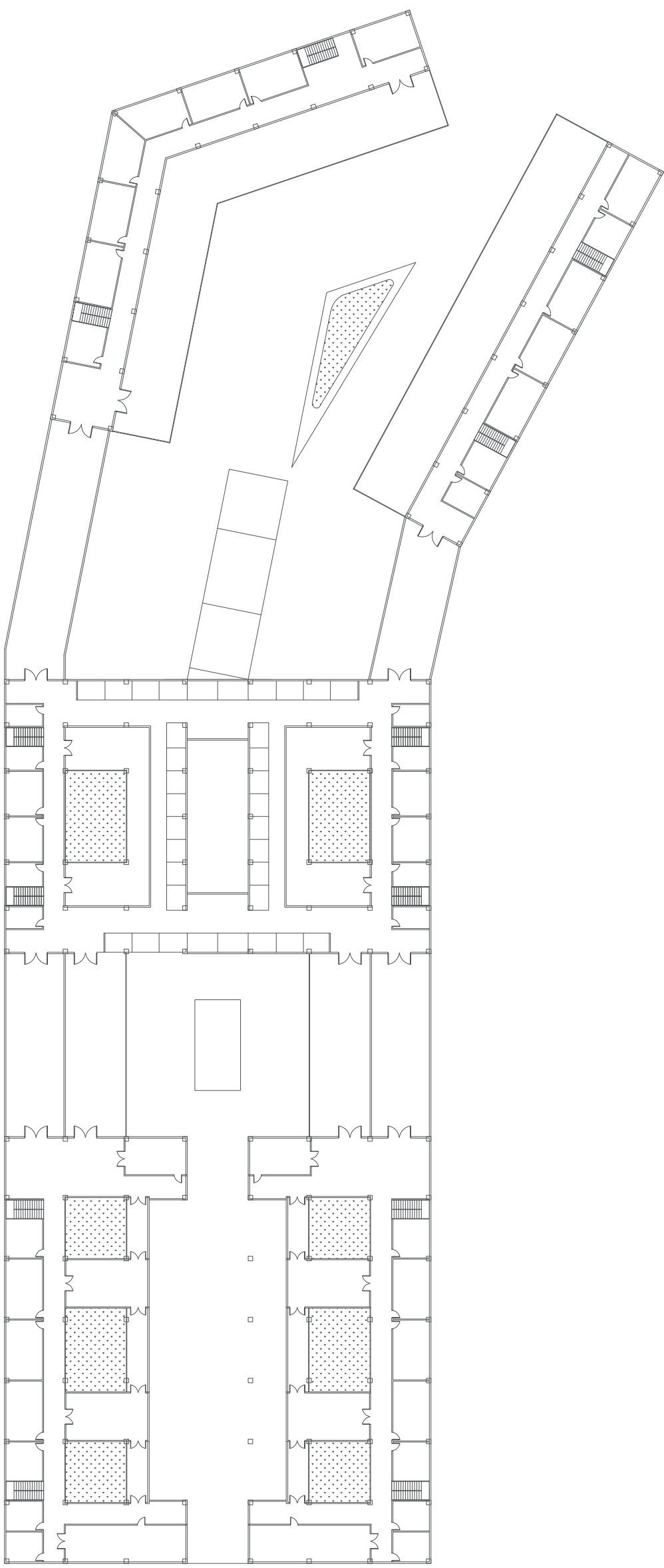




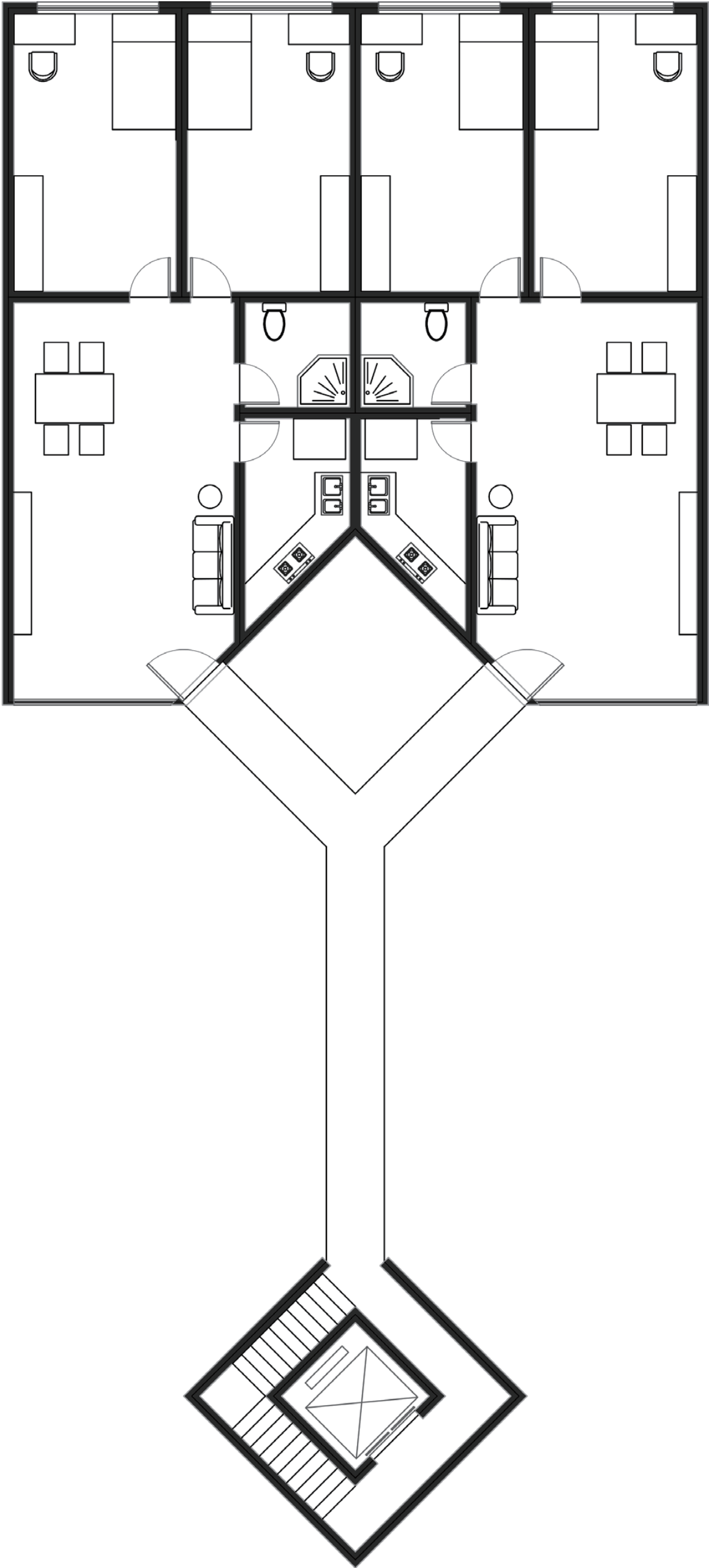
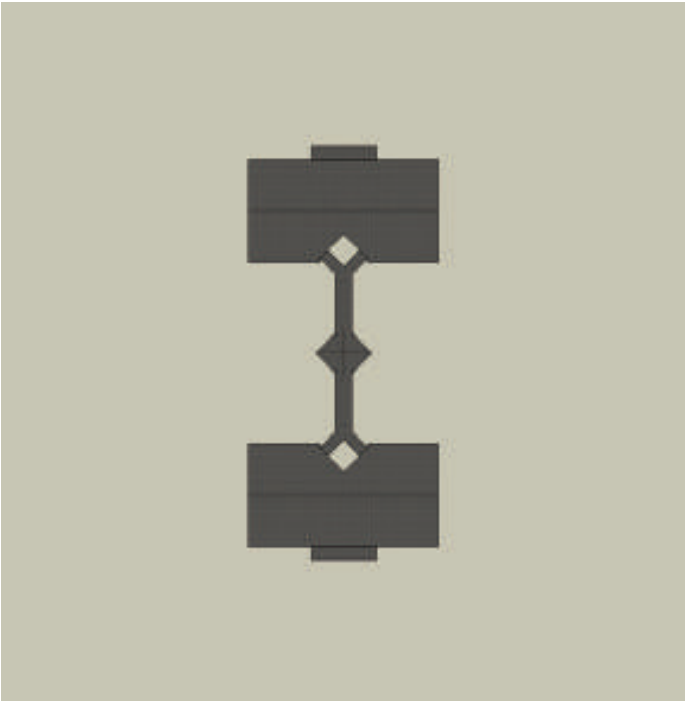


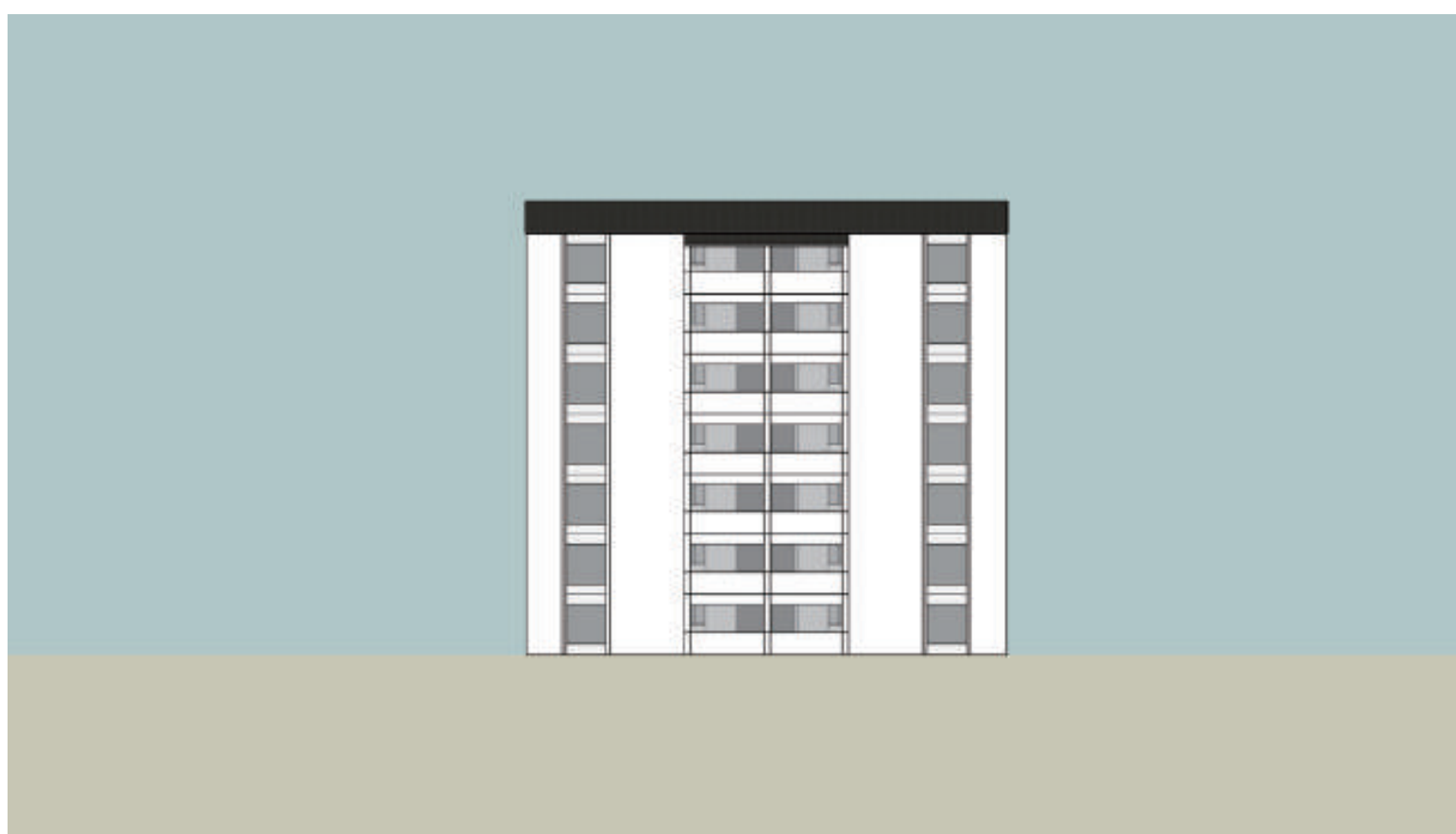
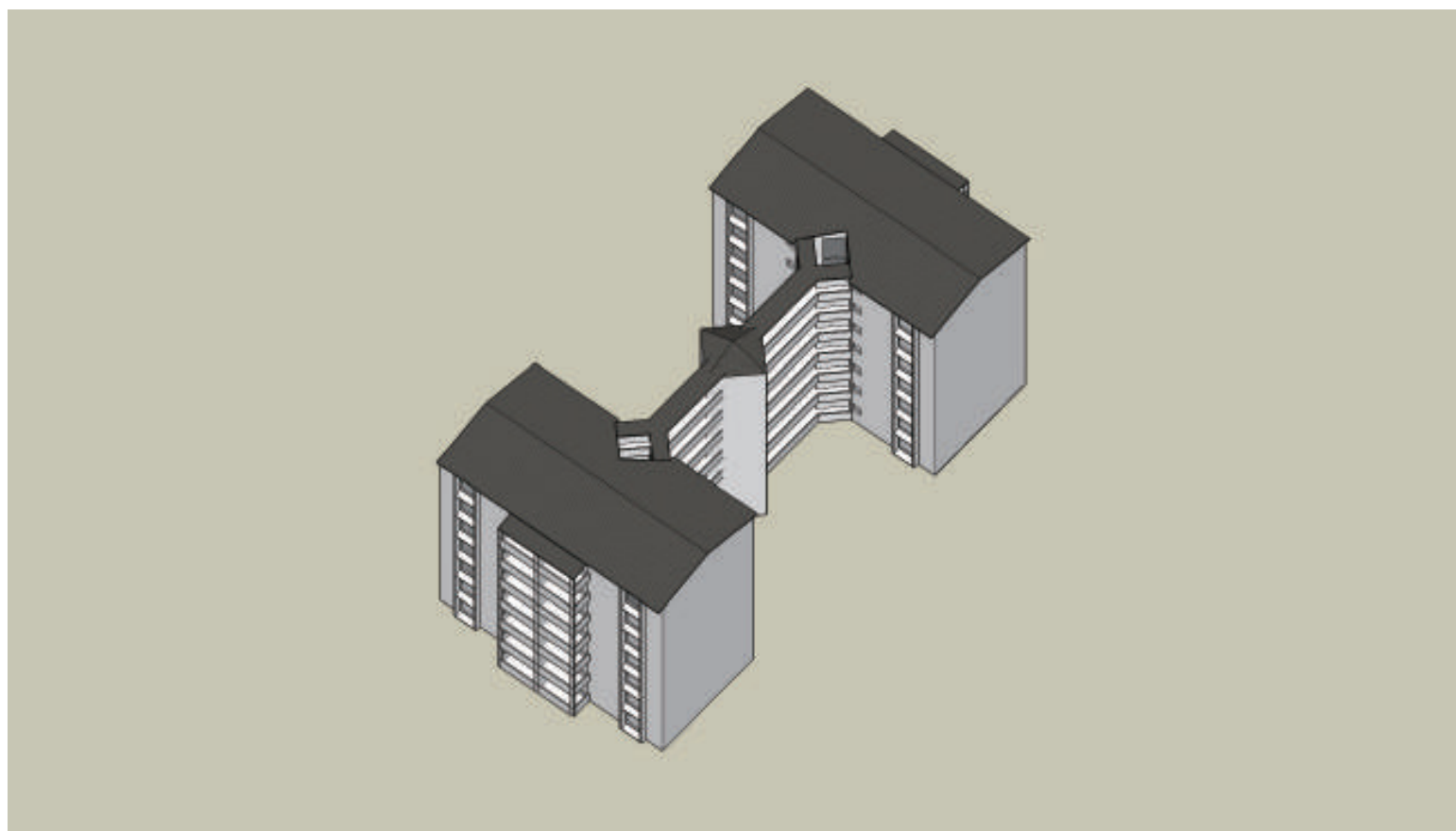


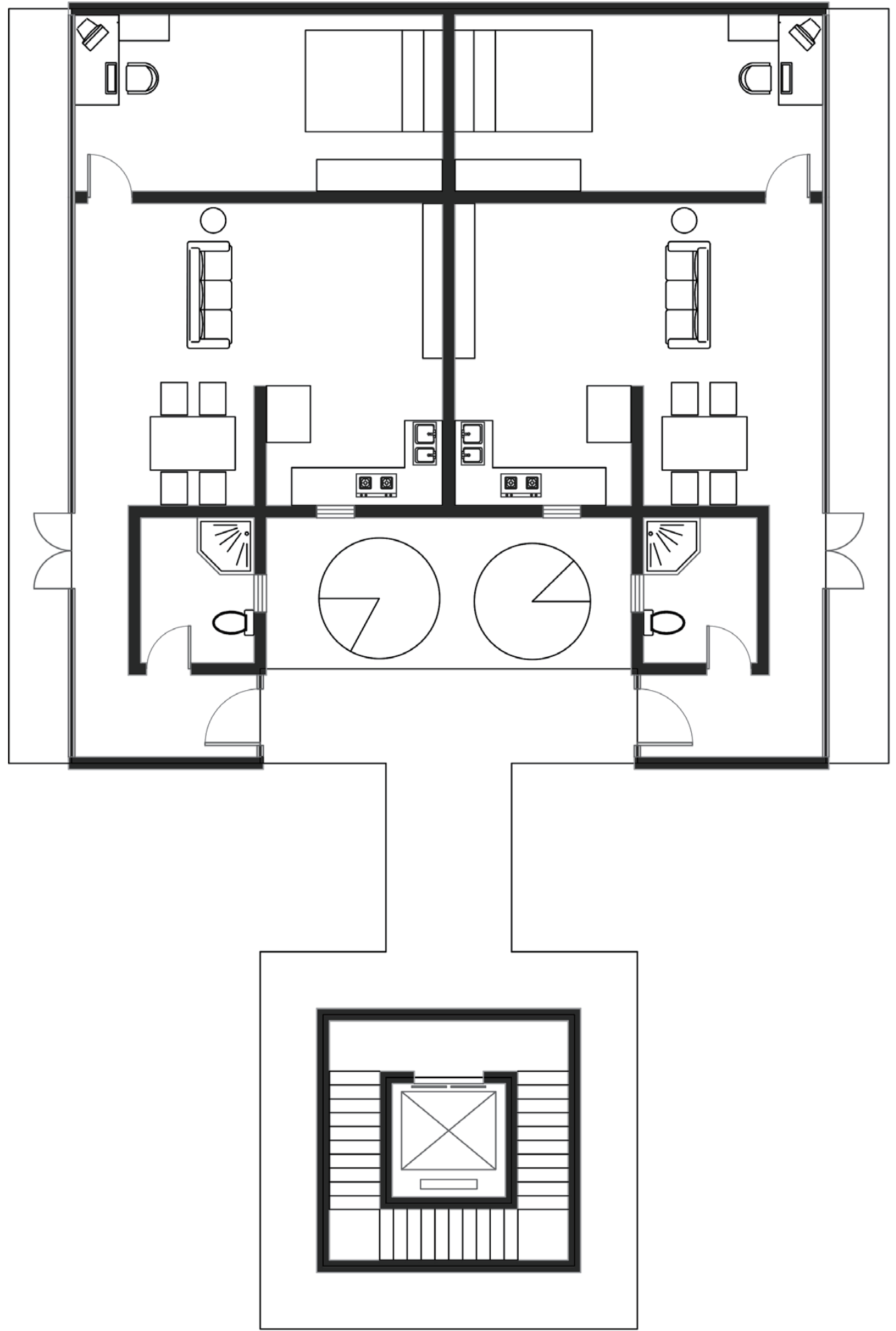
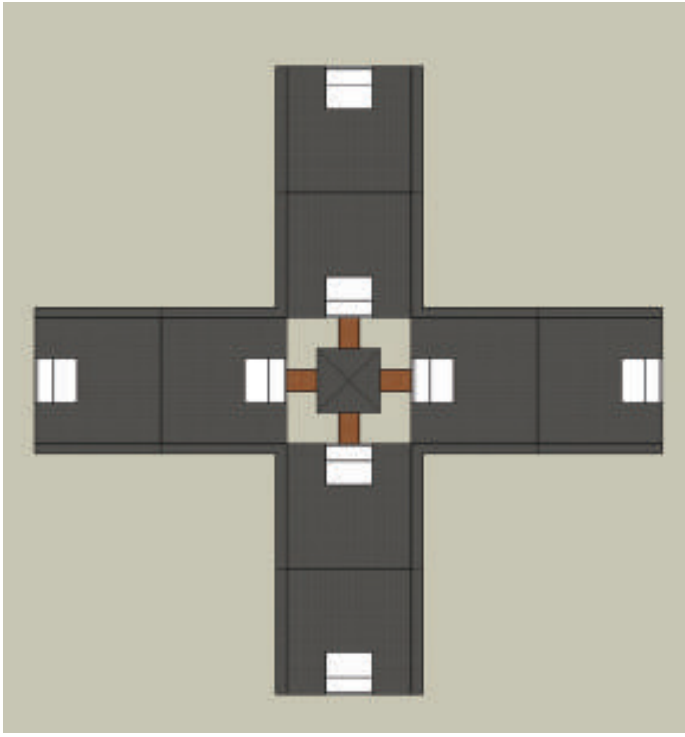


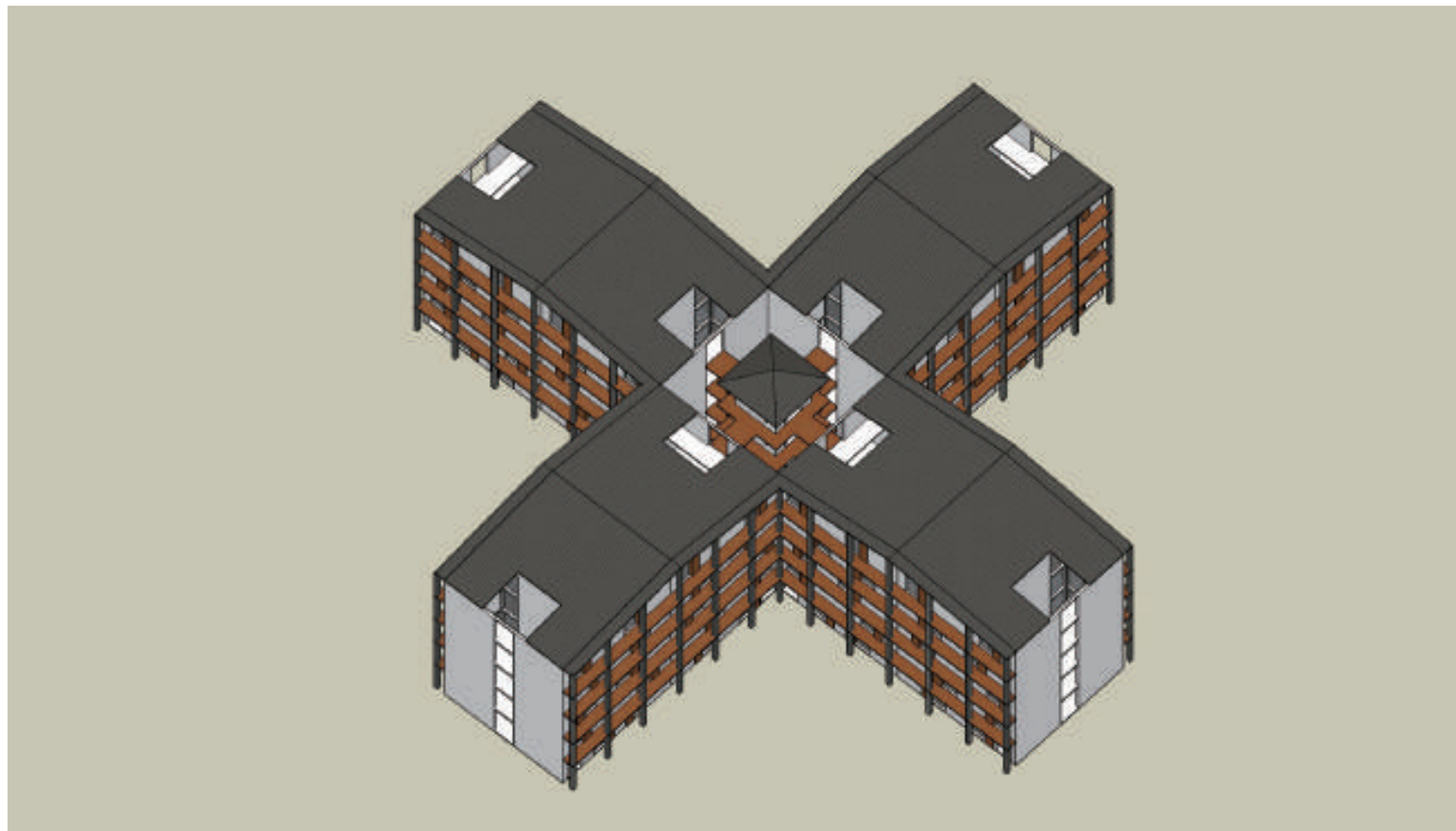


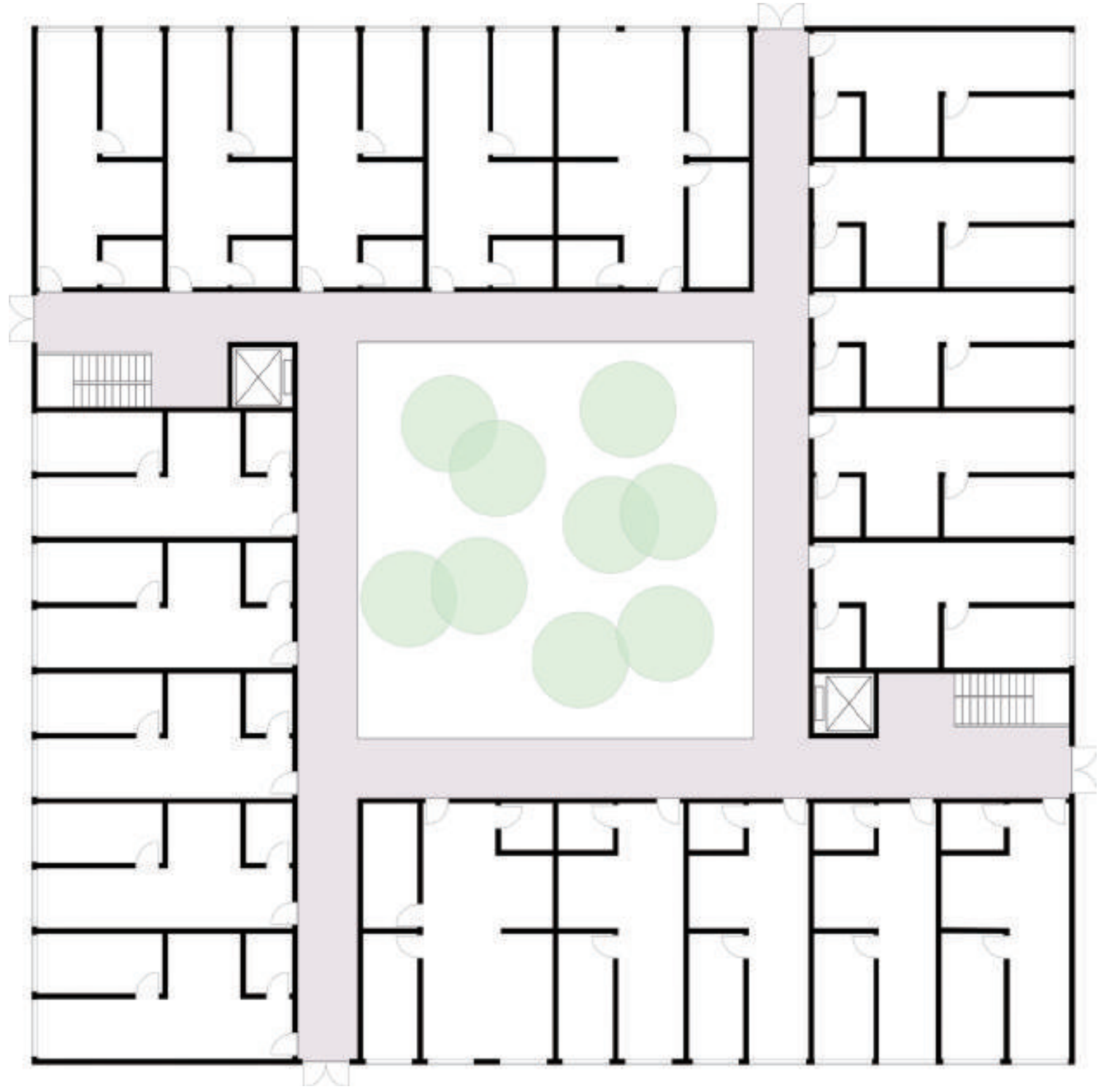
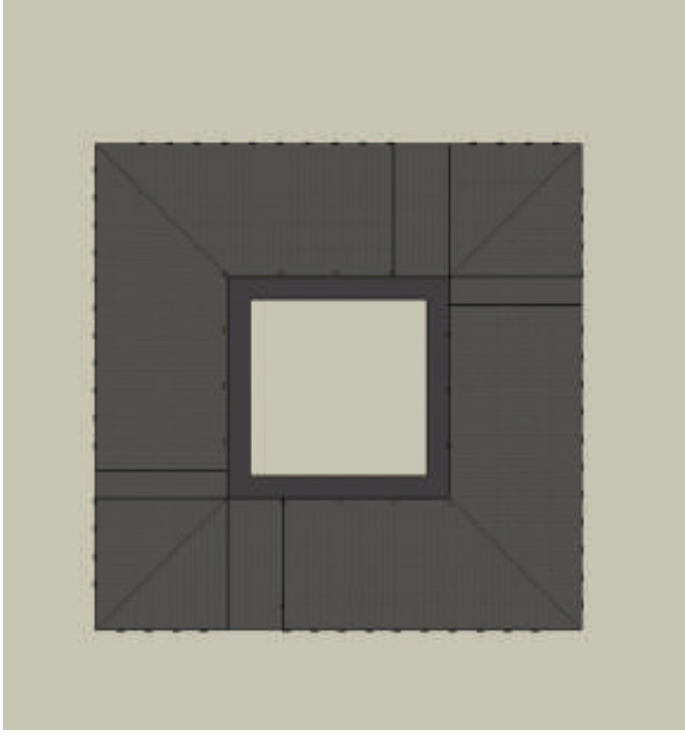
Residence (I)

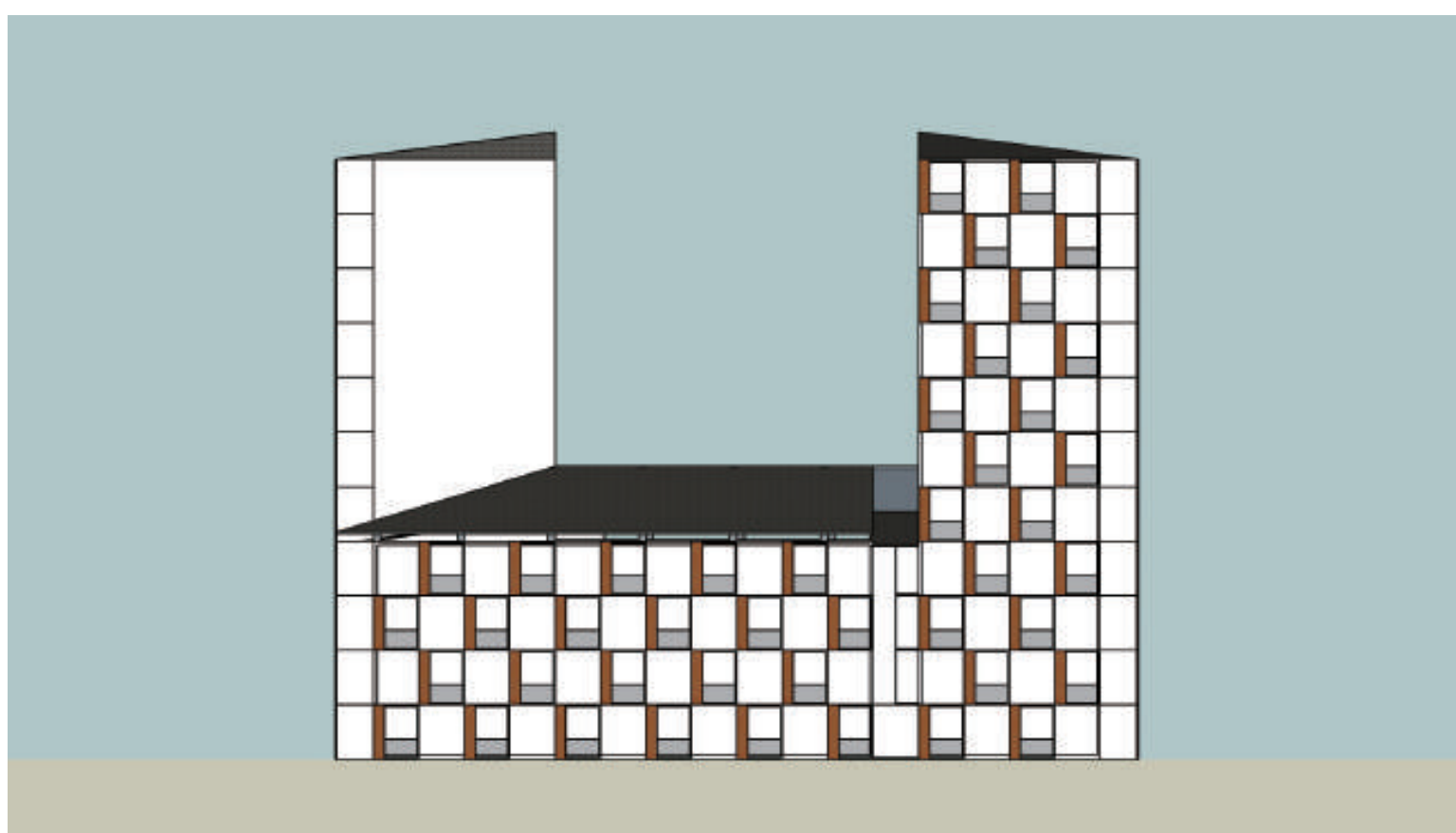
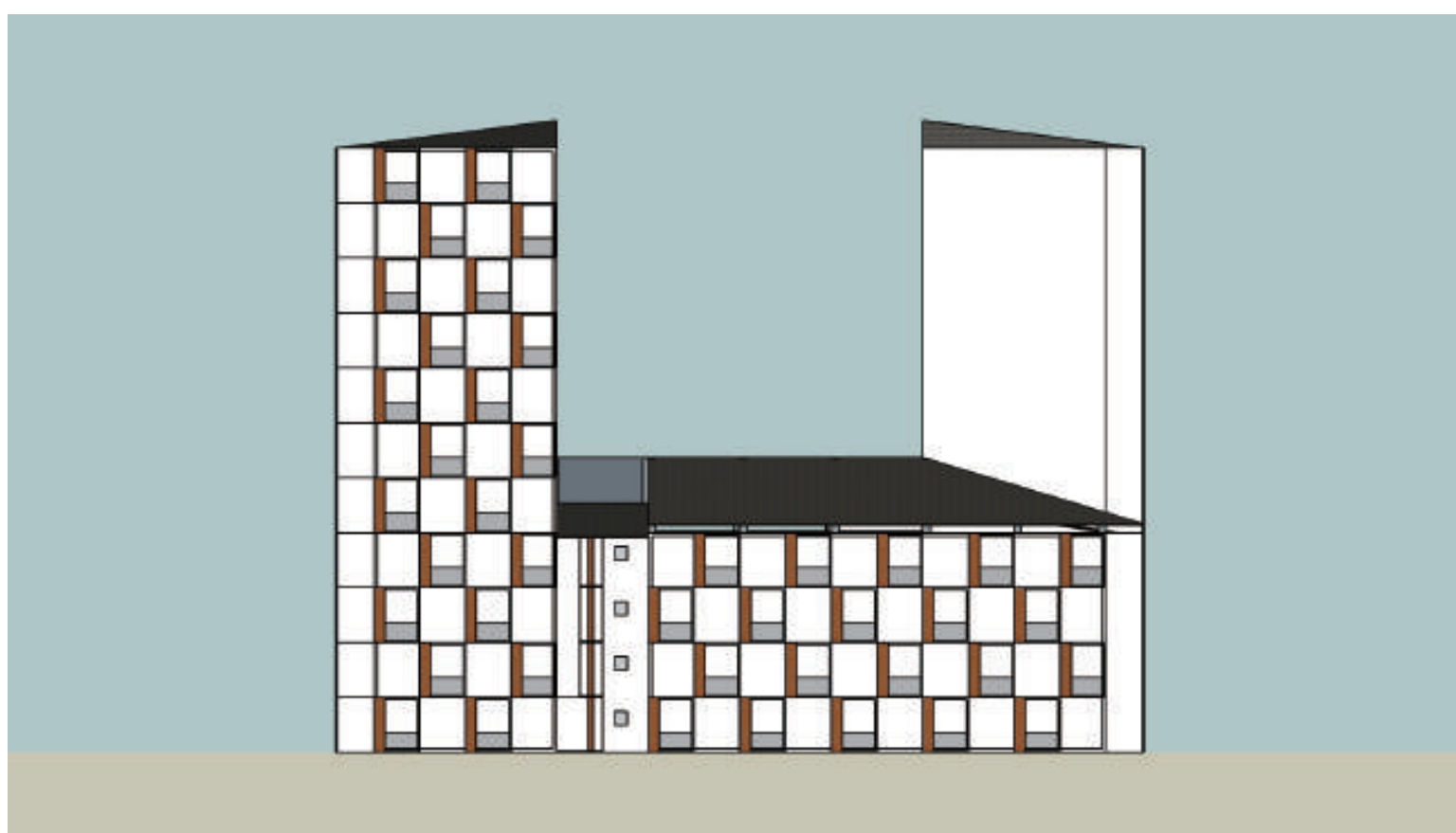
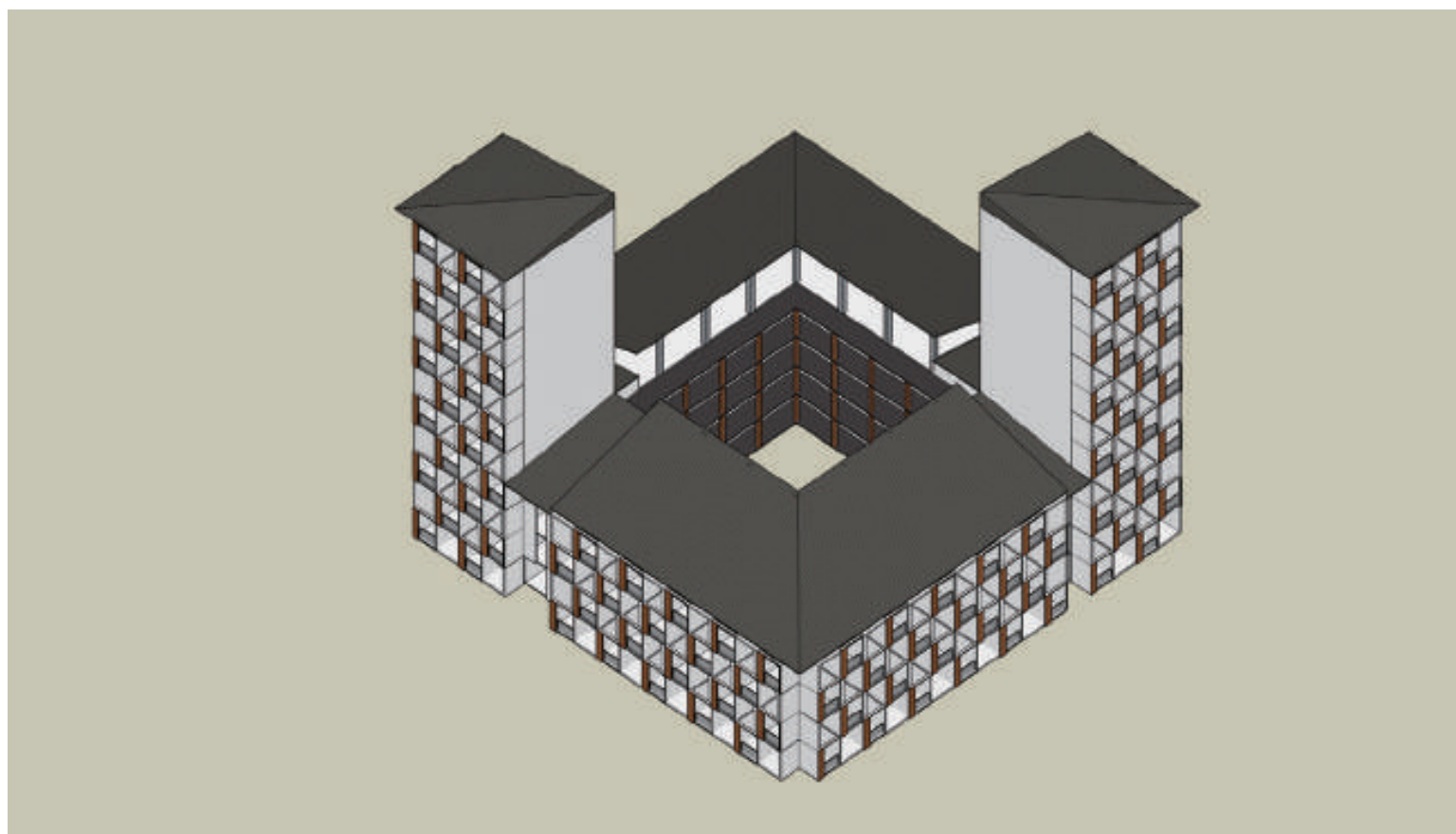








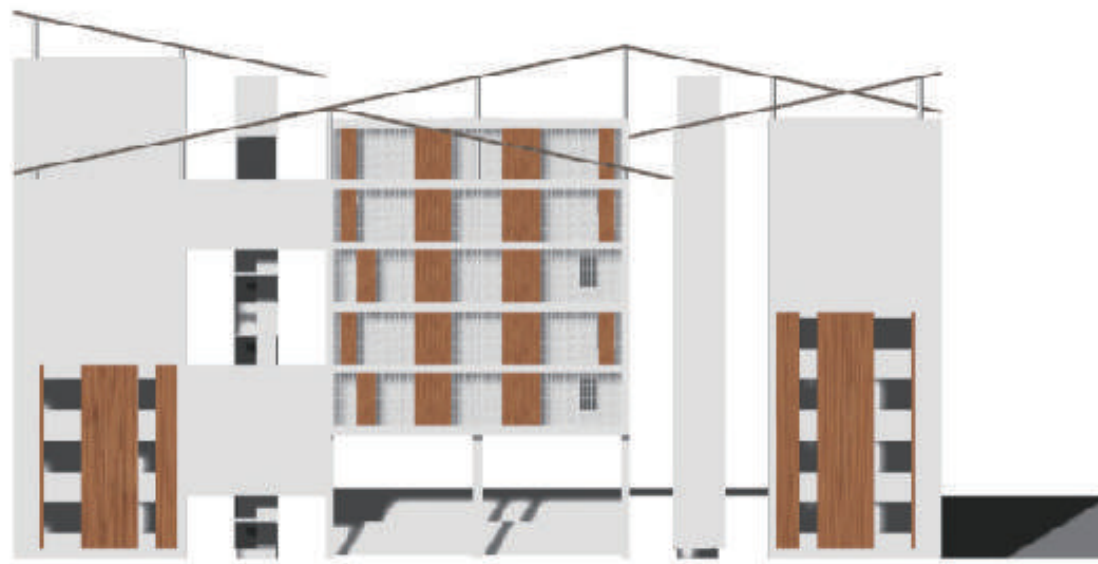
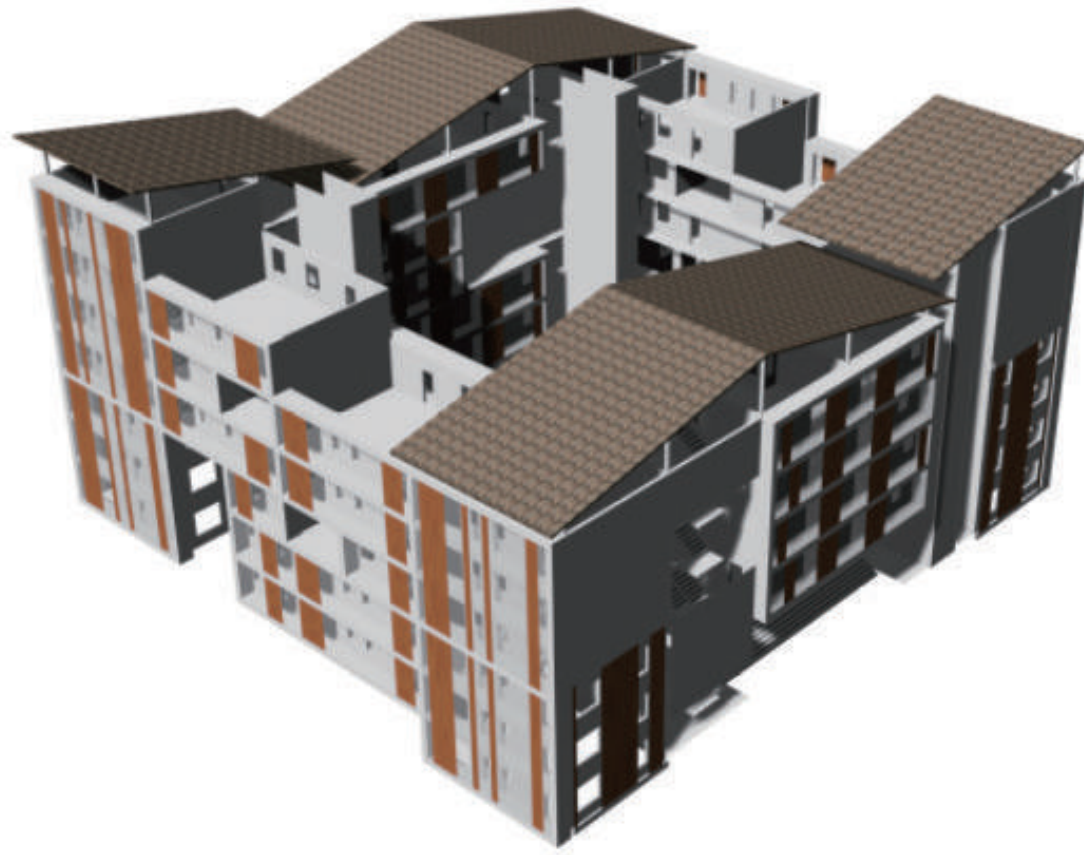


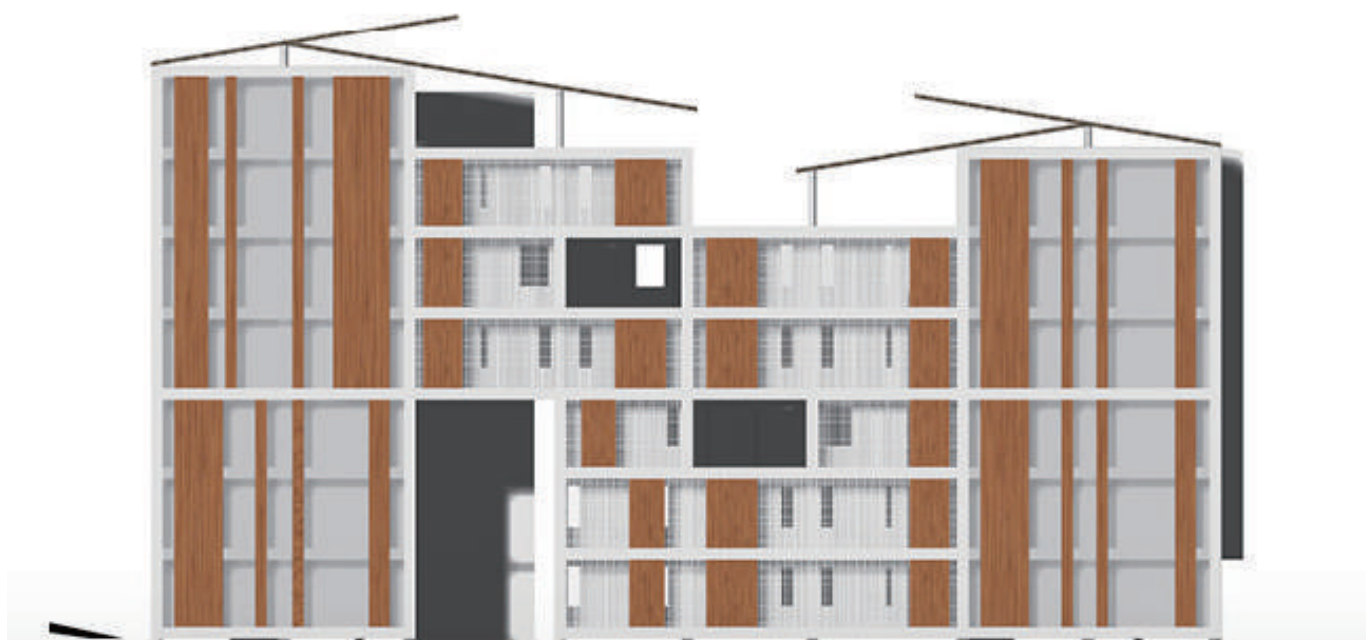
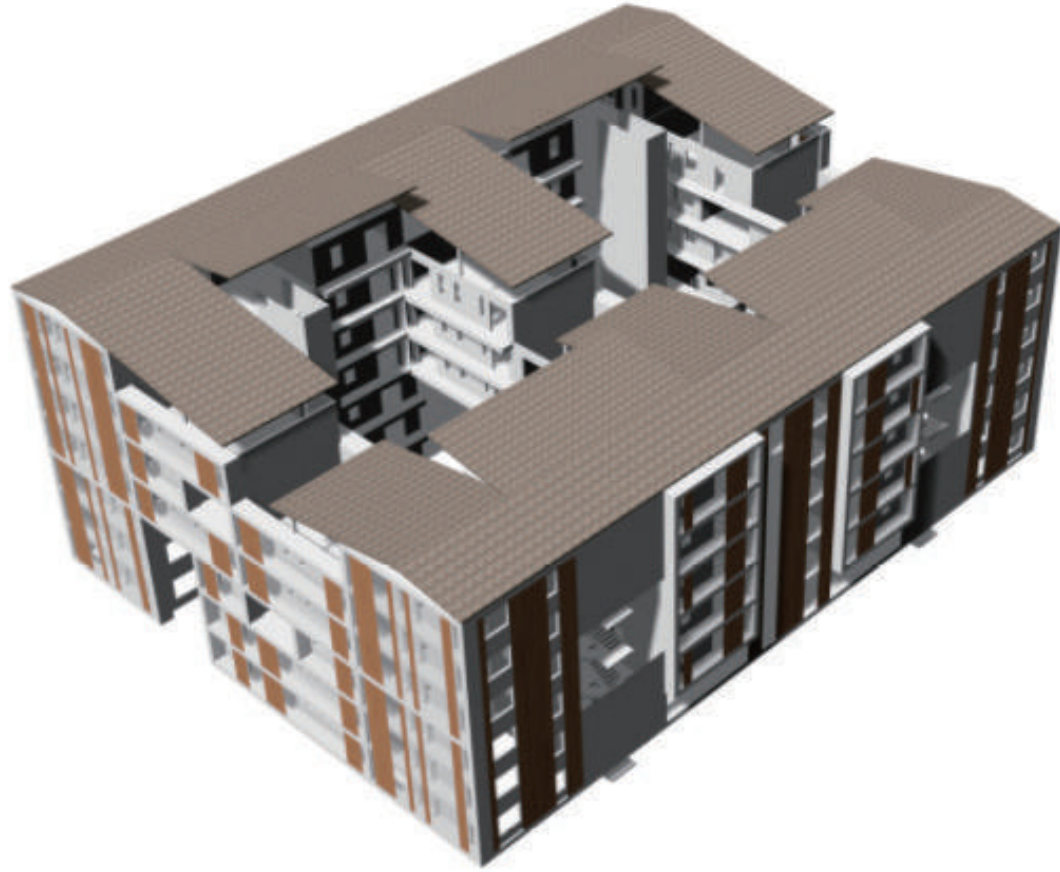


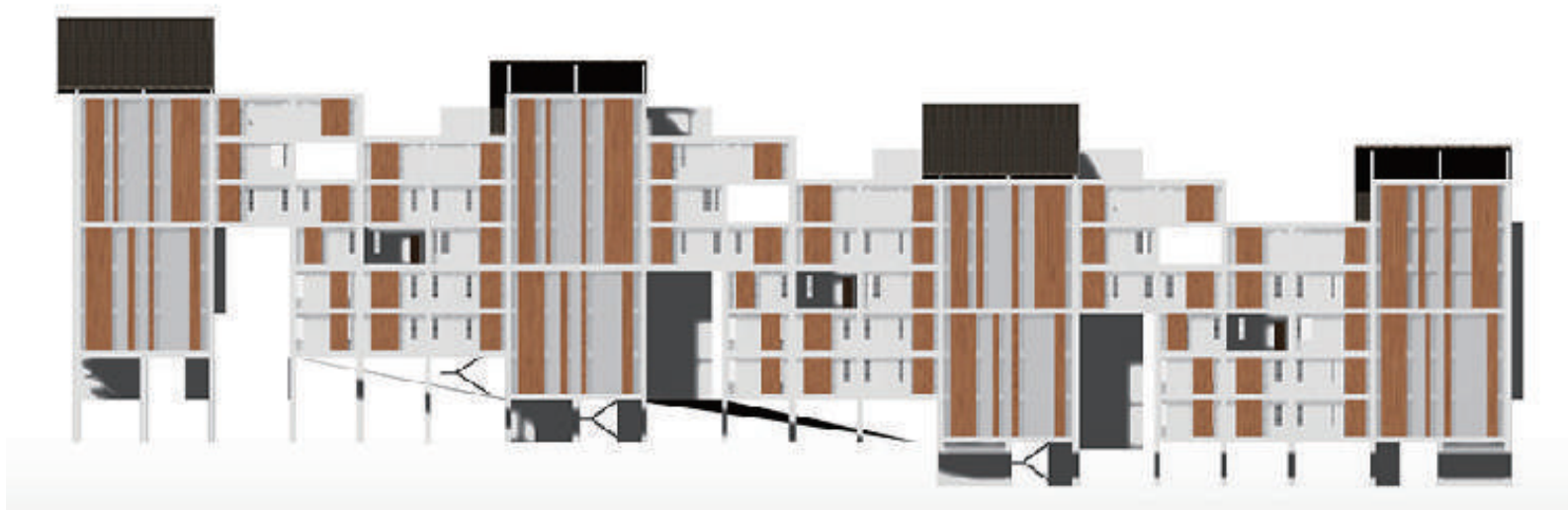
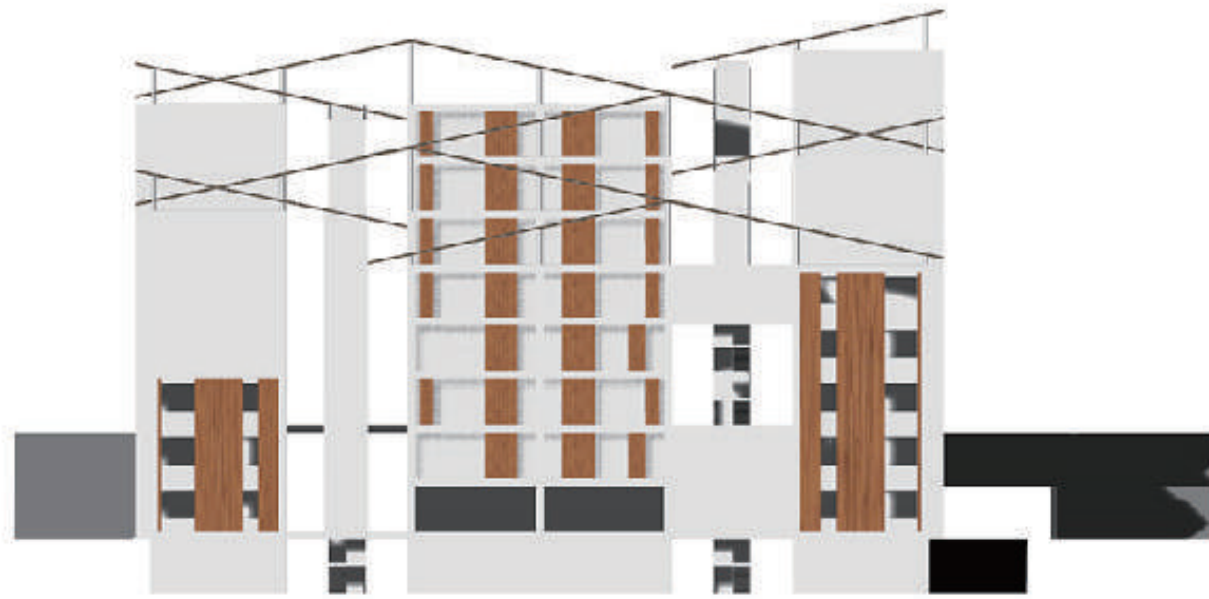
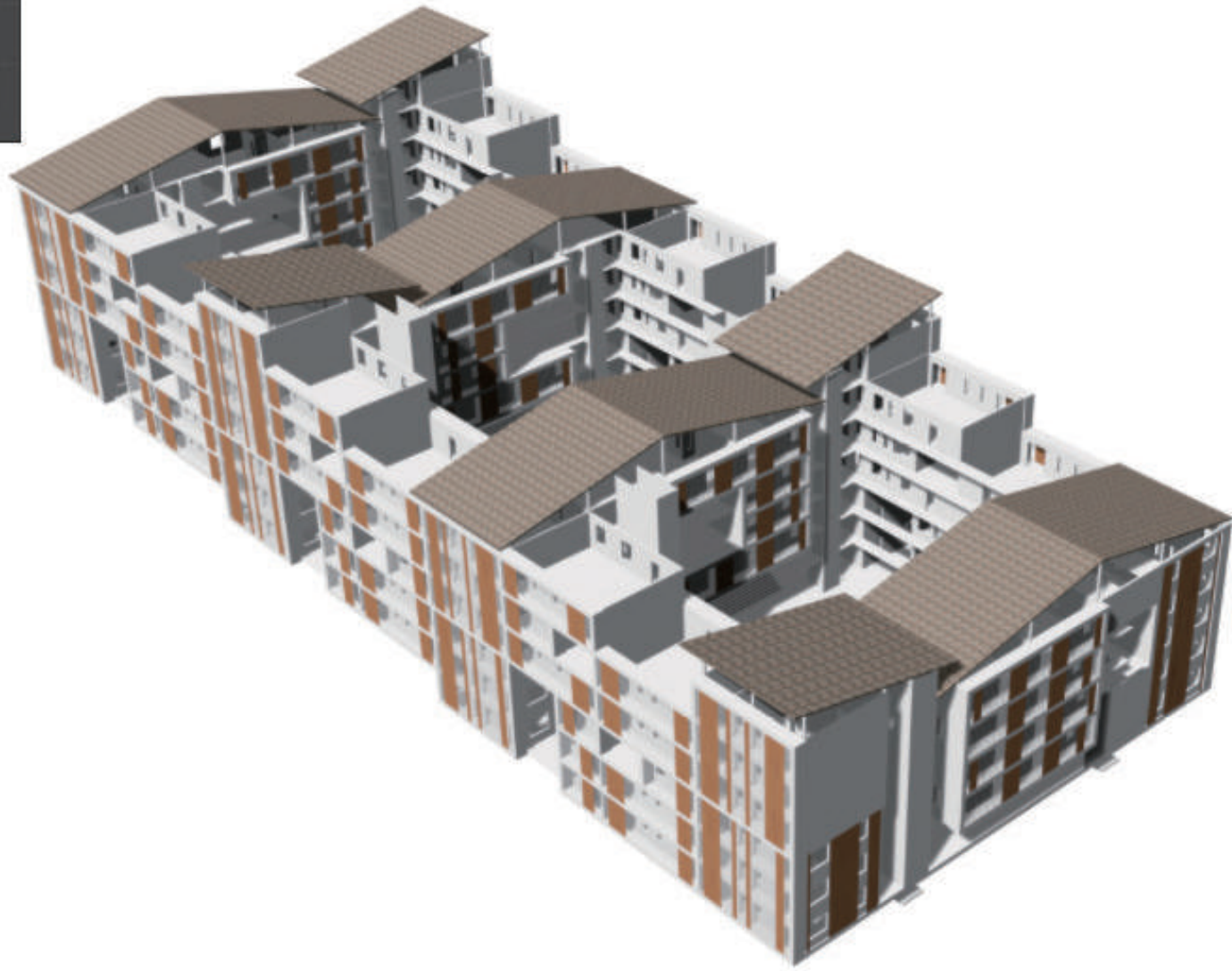
Residence (2)



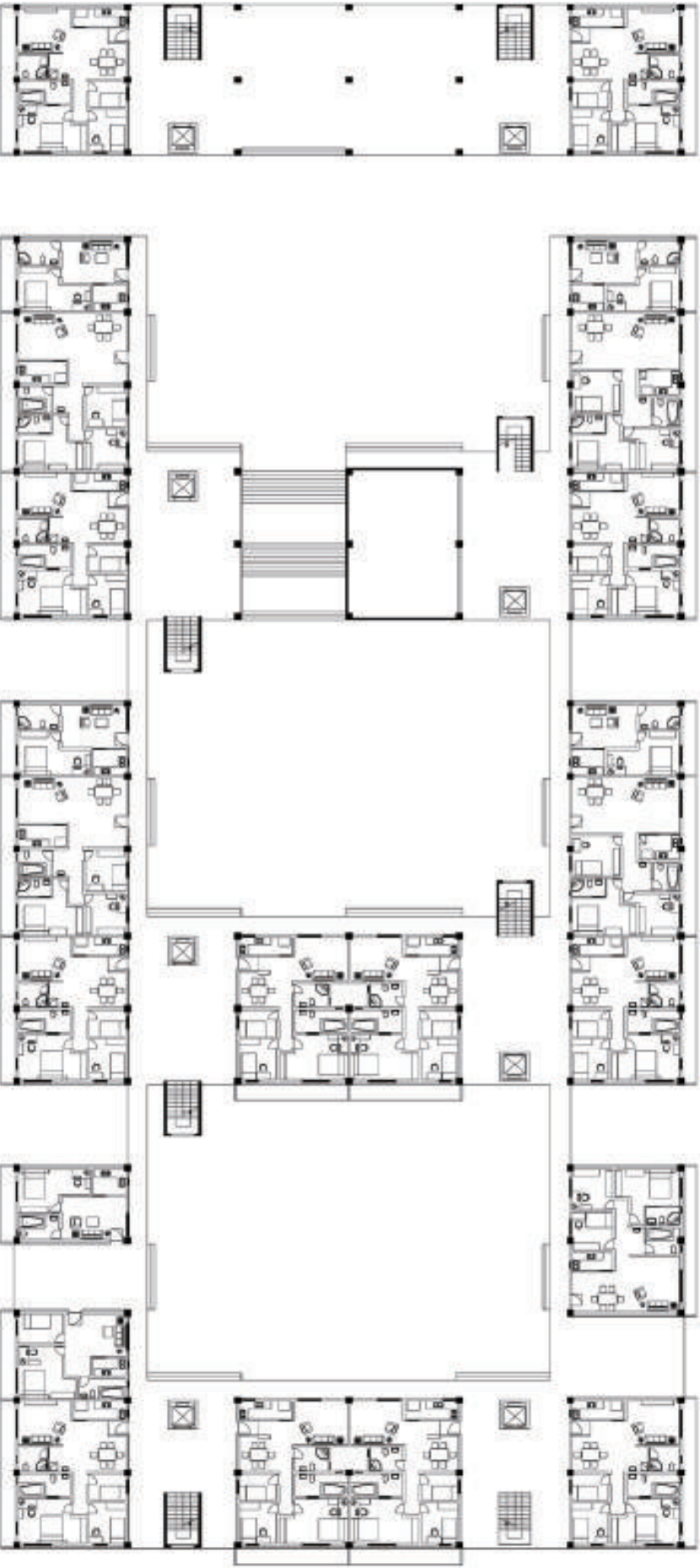


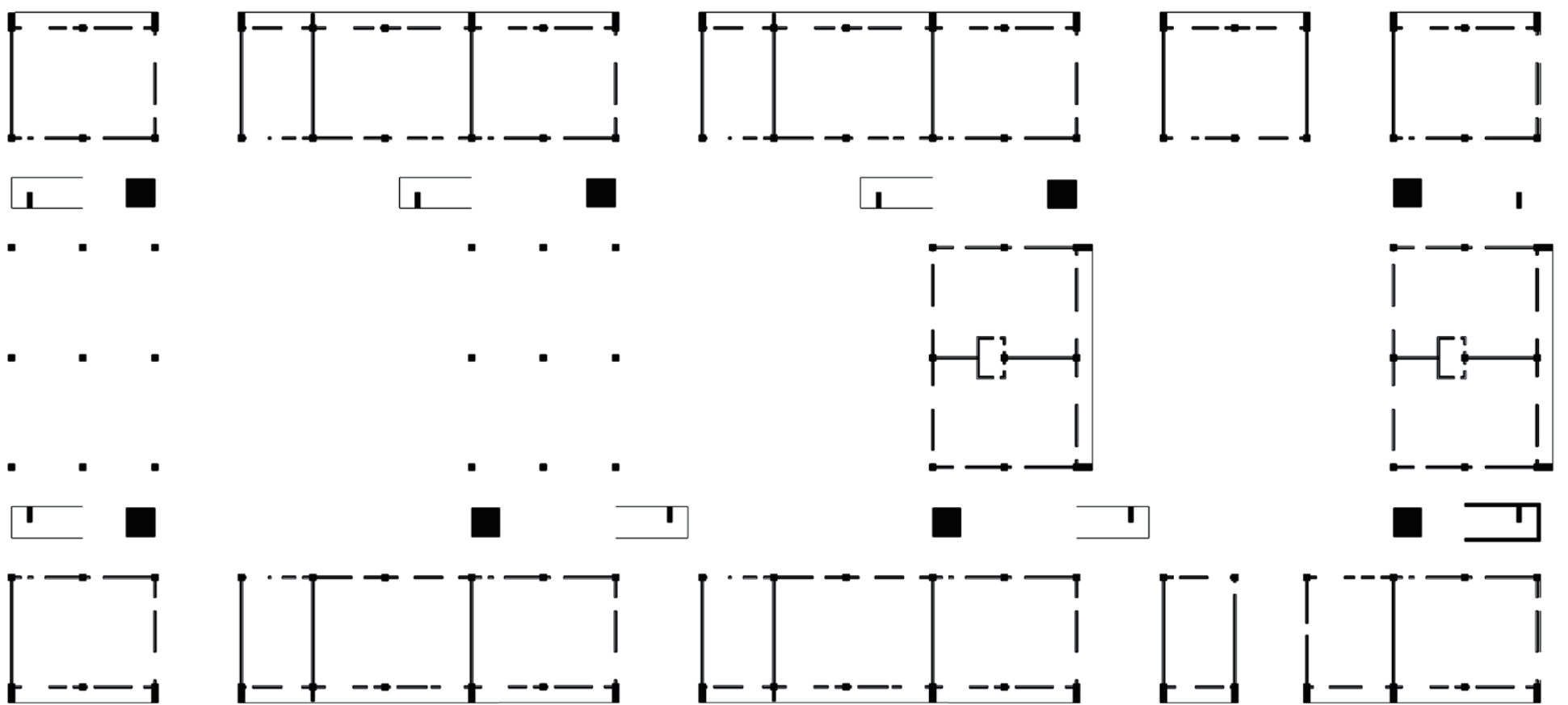
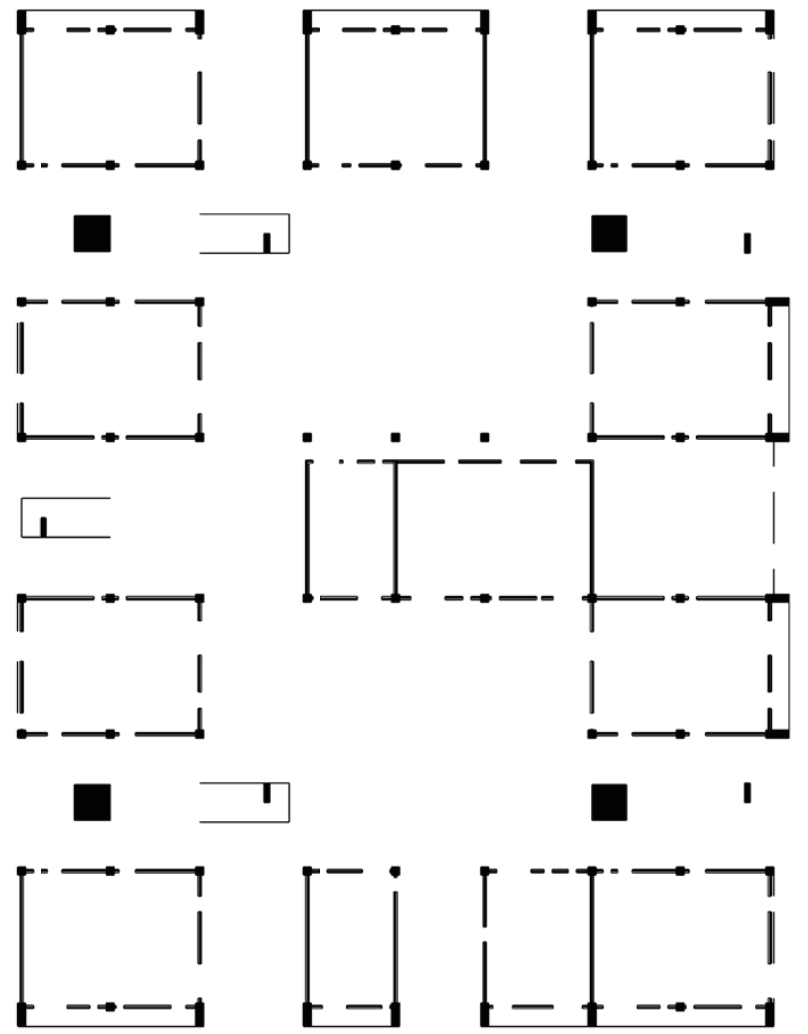
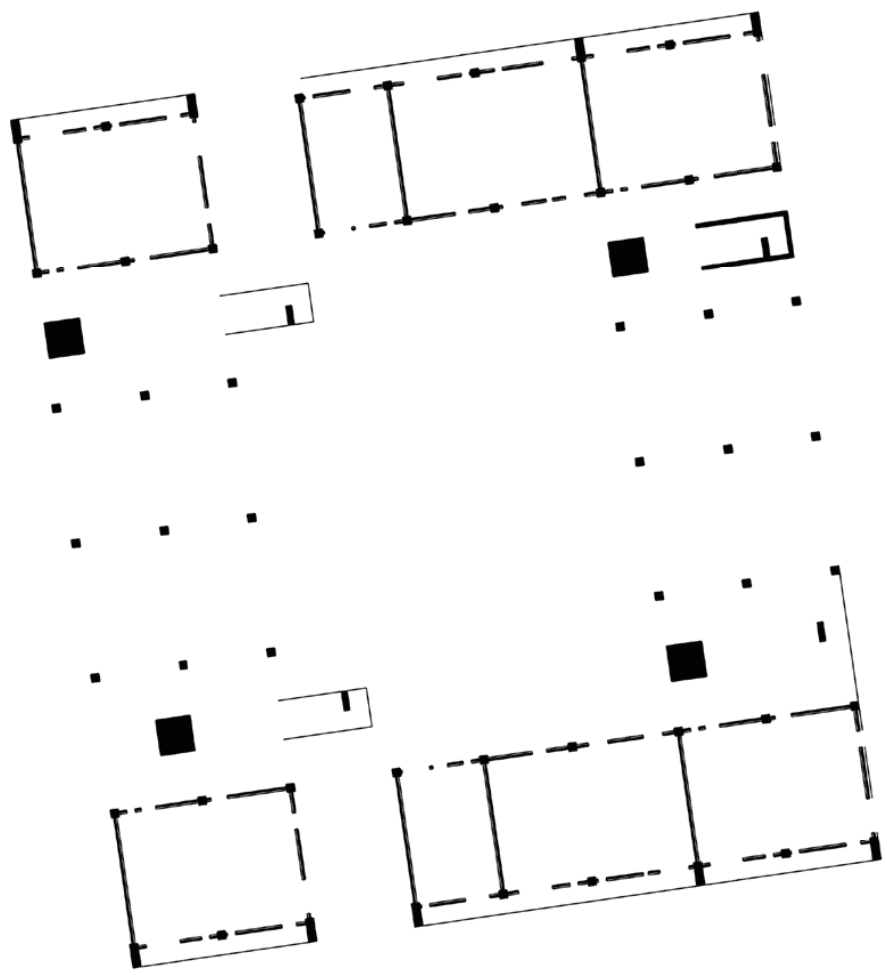




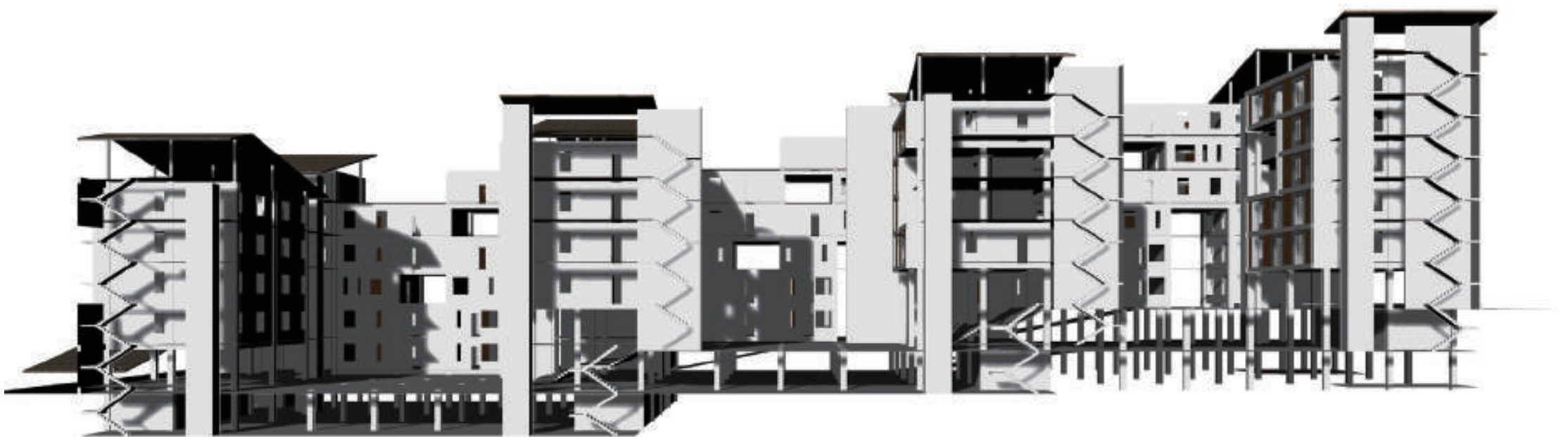








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