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## BUILDING LINE SYSTEM AND THE ACTUAL CONDITION OF NARROW STREETS IN TAI-ZHONG CITY

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### Abstract

The purpose of this paper is to analyze the following about the Building Line System and the actual conditions of the narrow streets, 'Xian You Xiang Dao' in Tai-Zhong city.

- (1). The characteristics and the effects on the Building Line System in Taiwan from the prewar until present.
- (2). The patterns of the Building Lines and the construction of the narrow streets, 'Xian You Xiang Dao'.

The results are as follows:

- (1). In the prewar days, there were the characteristics that the Building Line System in Taiwan referred to the streets, the buildings, and the building sites. After the war, Building Lines had more functions by a change of the planning system and the land compensation system was added in the Building Line System. The ensured land adjustment planning by taking the land adjustment together with the Building Line and constructed the subordinate streets after the war, the functions of the Building Line System ensured the road planning in the Detail Plan.
- (2). Though the specifications of the building line in the old town of Tai-Hong were promulgated pre-war, most of the actual building occurred postwar which resulted in the narrow streets, 'Xian You Xiang Dao' acclaim 70% while the remaining 30% was incomplete due to interference of localization of shops, houses, factories and markets.

*Keywords* : *Tai-Zhong City, Building Line System, Narrow streets, Detail Planning, Japanese rule*

### 1. At First

The building line system, influenced by German examples, was introduced by Japan and systemized by the implementation of the 1919 "Urban Buildings Law" 「市街地建築物法」, 1919-1950). The system plans for the construction of the town district, while at the same time it has heavily influenced the urbanisation of Japanese cities. On one hand, the Taiwanese building line system has been formulated under Japanese rule (1895-1945) and was established at the time of the 1936 "Taiwan City Planning Ordinance" 「台湾都市計画令」 (hereafter "TCPO"). This ordinance considered the roads in the districts of the city planning as building lines, extended great importance to the formation of city blocks downtown and promulgated building lines that planned for a narrow streets network deemed insufficient in the city. After the Second World War (hereafter WW), such narrow streets where positioned as 'Xian You Xiang Dao' 「現有巷道」<sup>1</sup> (first called 'Ji Chen Xiang Dao' 「既成巷道」) under the present system. Thus, the pre-war building line system still influences the implementations of detailed plans.

Until now, researches concerning the Japanese building line system have been conducted and as a representative there is the research on the actual situation by Ishida Yorifusa and Ikeda Takayuki. However, research on the building line system in Taiwan is scarce. Taking into account Ogawa Kokichi's "TCPO" document-based research "Taiwan City Planning Lecture Record" 『台湾都市計画講習録』, Wuda Huang's research on Land Allotment Projects under Japanese rule, and

Jinsen-Zhang's work on the transitions in land policy and Taiwan City Planning, the present research takes the old urban district<sup>2</sup> of Tai-Zhong city<sup>3</sup> as its object and elucidates on the 'Xian You Xiang Dao' build under Japanese rule.

Therefore, this study aims to disclose 1.the characteristics and the effects on the Building Line System in Taiwan from the prewar<sup>4</sup> and postwar<sup>5</sup> until present, 2. the patterns of the Building Lines and the construction of the narrow streets, 'Xian You Xiang Dao'. Thus, we aim to bring out some conventions of the building line system in Taiwan.

Concerning the research methods, we have by use of available writings and sources, analyzed the characteristics of the building line and the establishment and vicissitudes of the systems concerning the Taiwan Building Line system. Based hereon, we confirm the preparation conditions by use of the "Tai-Zhong City Report" 『台中市報』 (published under Japanese rule) and maps grasping the matter of the given specifications. The same method applies for the survey of the construction of the 'Xian You Xiang Dao'.

### 2. Establishment of the Building Line System in Taiwan and vicissitudes of function

#### 2-1 Organization of the Building Line System

Modern Taiwan city planning started under Japanese rule. The foundation preparations during the first period were promulgated in the 1899 "Taiwan Sewerage Regulations" 「台湾下水道規則」 and "Taiwan Sewerage Regulations Execution By-laws" 「同規則施行細則」. The building preparations are the 1900 "Taiwan Building

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Construction Regulations” 「台湾家屋建築規則」 and the 1907 “Taiwan Building Construction Regulations Execution By-laws” 「同規則施行細則」. However, these plans stopped at the sanitation preparations. To tackle the urbanization the ‘Taiwan City Planning Ordinance was promulgated on August 27 1936 followed by the ‘Taiwan City Planning Ordinance Execution By-laws’ on October 10. Besides these regulations, several systems<sup>6</sup> as the “Civil Law Exceptions Concerning Taiwan City Planning” 「台湾都市計畫關係民法等特例」 were promulgated, causing the enforcement of city planning by every province and government office.

The “TCPO” contains 78 articles in 3 chapters, and is characterized by its constitute out of 3 laws: ‘the City Planning Law’, ‘the Building Standard Law’ and ‘the Land Readjustment Law’. Introduced here as well are the administration of City Planning enterprises, regulations for applications and arbitration, regulation of road width, and land readjustment. Thus the promulgation of the “TCPO” meant a fixing city planning projects in Taiwan.

## 2-2 Postwar proclamations concerning building line system

After WW the Chinese People’s Government (hereafter People’s Government PO) assumed power on Taiwan. During the early stage of Urban Planning, in order to impose the mainland Chinese engineered system of “Land Law” 「土地法」, “Land Law Execution By-laws” 「同法施行細則」 and “Land Readjustment Law” 「土地重劃辦法」, its implementation was planned following a revision. As seen in table #1, there were the 1938 “Building Law” (5 chapters, 47 articles) and the 1936 “City Planning Law” (32 articles) concerning building lines. However, both laws, not followed by detailed execution regulations were not appropriate to the effectuation of City Maintenance in Taiwan. Therefore, the People’s Government following the promulgation of the ‘temporary involvement’<sup>7</sup> of the Japanese rule “TCPO” and “TCPO Execution By-laws”, on October 24 1946, continued the implementation of the building line system.

In September 1951 issued as “Taiwan Urban Land Reform Means Law” 「台湾省都市土地改革辦法」 and aimed at land expropriation, the “Urban Average Leasehold Enforcement Regulations” 「实施都市平均地權條例」 as part of the August 1954 land adjustment System was effectuated. By 1956, plans were promulgated by 42 cities including Tai-zhong. The first revision of the City Planning Regulations in September 1964 differentiated the execution of city planning in general

Table # 1 Proclamations concerning building line system in Taiwan

	year	laws	notes
P r e w a r	1936	Establishment of the “TCPO” and “TCPO Execution By-laws”	The implementation of Building line, Land Readjustment
		Establishment of the “Civil Law Exceptions concerning Taiwan City Planning”	Laws concerning property rights on land
		Establishment of the “Regulations for Land Reallotment Registration concerning the Taiwan City Planning”	Laws concerning Land Readjustment Projects
	1937	Establishment of the “Building Restrictions by the TCPO”	Stipulations for designation and applications for the Building Line
	1938	Establishment of the “Building Law”	Application of systems in continental China
P o s t w a r	1939	Establishment of the “City planning Law”	
	1944	The third revision of the “Building Law”	
	1946	The “temporary involvement” of the Japanese rule “TCPO” and “TCPO Execution By-laws”	Continuation of the prewar system
	1951	Establishment of the “Taiwan City Planning Land Reallotment Regulations”	
	1952	Discontinue of the “Civil Law Exceptions concerning Taiwan City Planning”	Discontinuation of prewar laws concerning property rights
	1954	Establishment of the “Urban Average Leasehold Enforcement Regulations”	Establishment of the “Land Readjustment Law”
	1964	The first revision of the “City planning Law”	The implementation of master-detail planning and projects
		Discontinuation of the “TCPO”	Discontinue of the prewar system
	1971	The second revision of the “building planning Law”	
	1973	The second revision of the “City planning Law”	Systematisation of master-detail planning and
Establishment of the “Taiwan Building Management Regulations”		Applications for the Building line	
1976	The third revision of the “Building planning Law”	Implementation of Building line designation system and continuation of the prewar system	
	Establishment of the “City Planning Ordinance Taiwan Execution By-laws”	First postwar “City Planning Execution laws”	
	Discontinuation of the “TCPO Execution By-laws”	Discontinuation of the prewar building line	
1977	Establishment of the “Urban Average Leasehold Enforcement Regulations Execution By-laws”	Laws of the Land Reallotment Projects	

Note: “TCPO” is an abbreviation for Taiwan City Planning Ordinance.

plans and detail plans/projects by which the “TCPO” was discontinued. The detailed plans were implemented based on the building line system but the detailed plans at that time stranded in voluntary undertakings.

By the second revision of September 1973, the main-detailed plans reverted to implementation undertakings. A new building line system was enacted as the “Taiwan Building Management Regulations” 「台湾省建築管理規則」, and following a third revision of the “Building Law” in January 1976, the “Land Law Execution By-laws” were discontinued.

## 2-3 Summaries

The Taiwanese Building line system was implemented by the proclamation of the “TCPO” under Japanese rule and was continued post-war as well. Its execution was discontinued after the promulgation of master-detail planning of 1973 until a new system concerning building line was established. It is clear that the Taiwanese Building line system after the war still imposed the system implied under Japanese rule.

## 3. Characteristics and application of Building Line system in Taiwan

### 3-1 Characteristics and application of the Building line system under Japanese rule.

#### 1) Characteristics of the Taiwan building line system under Japan rule

The Taiwan building line system is related to the “TCPO”, “TCPO Execution by-laws” and the “Building Restrictions by the TCPO” 「同令建築物制限」 and among these concerning ‘road-related’, ‘Building

related' and 'Buildings site-related' 9 characteristics can be distinguished. From the contents, one understands that it was created under influence of the 1924 and 1934 revisions of the mainland Japan "Urban Building Law".

2 ) Application of the building line system and condemnations for road site under Japan rule

As can be seen in table #2, there are 2 kinds of building line; the Legal Building line and the Designated Building line. The Legal Building Line has been entirely planned for by law, and points to the proposed and existing roads for administration, reconstruction within the designated City Planning lot. The Designated Building line on the other hand, consists of designated roads of the retreat building line of the outer walls, existing and proposed auxiliary roads and special lots marked for fire prevention as designated by the authorities.

According to article 2 of the "Building Restrictions by the TCPO", supervision and control lay with police and public office. In short, the building line guarantees auxiliary roads, and doubles as a safeguard for operation planning when used with land re-allotment.

In article 10 of the "TCPO" and article 11 of the "Regulations on Land Expropriation in Taiwan", it is clear that a system of public use was implied, without coerced expropriation of land for the public projects.

Compensations for (expropriation of) road space are being regulated for in article 10 of the regulations.

Table # 2 Classification and application of the building line systems

classification	application	
Legal Building line ("TCPO" No. 30)	Existing streets within the city planning area. ("TCPO" article 41nd)	
	Proposed streets and streets of the city planning area, calamity area, land readjustment area. ("TCPO" No. 41)	
Designated Building line ("TCPO" No. 30 proviso)	Designation of the special area or location	Designation of the building site adjacent to park, square or river. ("TCPO" Building Limit No. 16)
		Setting of 5.5m width between buildings of the fire screen in the Firebreak zone ("TCPO" Execution By-laws No.54)
	Designated within the block	Designation of auxiliary roads for constructed or planned blocks
	Designated of the application.(Not designated of land )	Necessarities for application for the building line by land readjustment projects (Building Restrictions by the "TCPO" No.10)
Designated of external wall place.(retreat	Designation of existing 'Xian You Xiang Dao' and public facilities building's external wall location("TCPO" No.32)	

3-2 Postwar application of the Building line system and implementation of Detail Planning

1 ) Combination of Detail Planning and Building line system

By promulgation of the "Urban Average Leasehold Enforcement Regulations" in 1954, land readjustment was started nationwide. With the first revision of the City Planning Law in 1964, the execution of city planning was to be implemented in master plans and detail plans/projects, but detailed plans at that time stranded in voluntary undertakings. Only by the second revision of 1973 were

the plans really implemented.

Master plan is the standard for the detailed plans. Planning on main roads, water and sewage services, city parks and schools take a 5-year period, while its execution period is set at 25 years. The detailed plans, as a dependency of the realisation of the building line, are drawn within 2 years following promulgation of the master plans and schedule the completion of public infrastructure. Detailed plans are run within certain lots, and limit the use or modification of buildings in non-public lots.

As illustrated in figure #1, following the implementation of the detail plans, the systems of the "Taiwan Building Management Regulations" <sup>8</sup> and "Building Law" were applied.

2 ) Characteristics of the post war building line system

As mentioned above, the systems of the "Taiwan Building Management Regulations" and "Building Law" apply to the building line. Concerning both systems there are following stipulations; 1) obligation to be adjacent to the road, 2) definition of building line, 3) designated building line, 4) retreat building line (wall line), 5) regulation and mitigation of protruding building line, 6) acquisition for land for the retreat building line, 7) application items for designated building line and denoted building line, 8) building line applications other than detailed plans, 9) criteria of protruding buildings, 10) width of alleys, 11)Building height 12)regulations on execution errors. As in table #3, a distinction is made for applications for designated building lines and denoted building lines at the time of execution concerning compensation for land used as roads in the building line system and building regulations-mitigation may be added based on road level or building line application outside of the planned lot.

3 ) Proclamation of 'Xian You Xiang Dao' and condmnation of land

In the present Taiwanese system, the 'Xian You Xiang Dao' were defined as the of the designated building line system, and after the war were first called 'Ji Chen Xiang Dao'. These 'Xian You Xiang Dao' were constructed as private roads under Japanese rule. However, by article 14 of the 1975 "Land Law", the private use of public infrastructure was prohibited. Article 208 of the same law stated that private land related to public enterprise maybe subject to expropriation. In the 1977 "Interior Report" 『内政部公報』 permissions and management were tackled in the 'Regulations on existing roads permission standards and management'. The government, in order to improve the road infrastructure, had the roads paved and continued to ...

In the 1980 "Interior Report" there were the additional provisions of the "日本統治時期既成道路補償疑義". According to which compensation for the public use of the

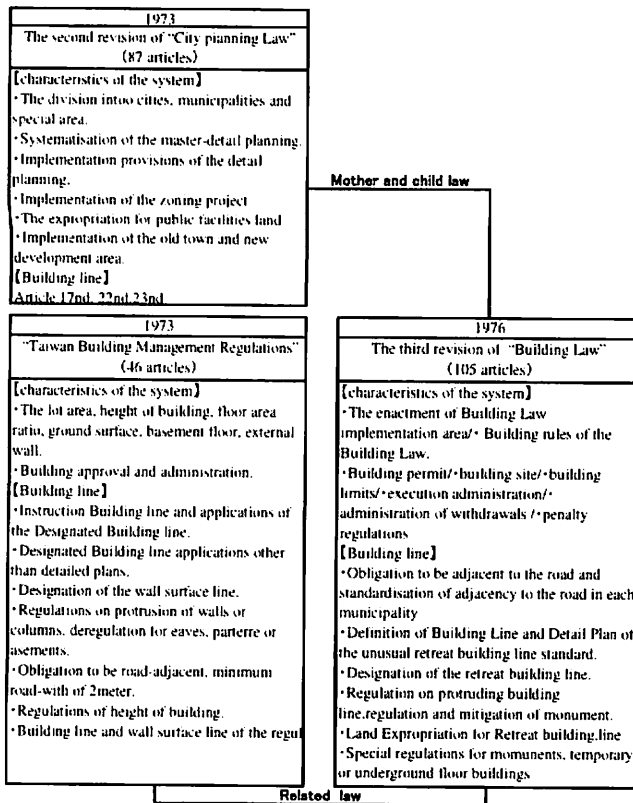


Figure # 1 Systems concerning the postwar building line system

Table # 3 Characteristics of the postwar Building line system

heading	contents	concerning law
6) Land acquisition for the retreat building line	Land expropriation concerning extended or unextended roads is compensated for by provisions of every municipality	"Building Law" No.52
7) Application items for designated building line and denoted building line	Applications for designated or denoted building line are to be filed following the Application Regulations for Buildings Adjacent the 'Ji Cheng Xian Dao' or adjacent planned roads	"Building Management Regulations" No.3
* Application items for designated building line	Buildings adjacent roads of the Master plan maybe built in case the completion of the public infrastructure or building line has been verified 2 years after promulgation of the master plan. Applications for the building line adjacent the 'Ji Cheng Xiang Dao' are called designated building line	
* Denoted building line	Applications concerning building lots related to building line planning or detail planning are called denoted building line	
8) Building line applications other than detailed plans	Building line applications outside the detailed plan-area need the necessary maps, landregister maps and certificate of title, and the notification thereof is subject to deliberation and reference of the City Planning Council	"Building Management Regulations" No.4
10) Width of alleys	The building's road adjacency is set to 2m, that is, if the road is shorter than 10m the building width has to take up 2m, if road length exceeds 10m, the width has to be increased by 10cm for each extended meter. However, the increase should not exceed 3m.	"Taiwan Building Management Regulations" No.14
12) Regulations on execution errors	Building line execution errors relating to arcades or designated outer wall line are to be less than 5cm	"Taiwan Building Management Regulations"

existing roads under Japanese rule would mean a great cost for the authorities, but according to article 14 of the "Land Law" expropriation would depend on surpluses of the local budget and expenses. Thus, the Japanese rule periods 'Xian You Xiang Dao' is left as private roads.

3-3 Summaries

We have seen the systematic characteristics of the Taiwan Building Line under Japanese rule concerning the roads, buildings and surrounding standard levels of the lots covered by the plans. By the joint use with land readjustment, the building line guarantees auxiliary roads,

and doubles as a safeguard for operation planning. On the other hand, as post-war the planning was changed in master-detail planning, the role of new buildings was divided and regulations for rule litigation were introduced. By joint use with the detail planning, the building line served as a mortgage for road planning.

4. Proclamation and provision of the designated Building line in Tai-zhong city under Japanese rule  
4-1 Provision of the designated building line in Tai-zhong city under Japanese rule

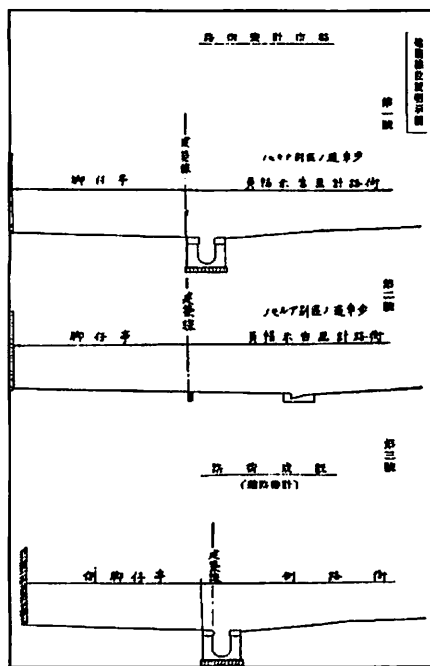
Following the regulations of the "TCPO" related Building Restriction by the "TCPO" the Tai-zhong city County planned the enactment of the 'Tai-zhong Building Restriction Regulations' (5 chapters, 49 articles). The most important items concerning building line herein are; 1) arbitration of applications for the building line by police and public office (article 2), 2) necessities for application (article 11), 3) notification of application specifications and designated building line (article 13), 4) regulations of road width of special building sites (articles 17-21), 5) definition of the location of the designated building line and proposed roads land (article 46). Further, the Interior department proclaimed the factors in handling the localization of the building line and the designated building line concerning existing and planned roads by means of the July 19 1936 'Matters Concerning the Implementation of the Building Line'. In figure #2, the boundaries of roads concerning the legal building line are shown and location of existing and proposed roads is fixed at the inside of gutters of number 3 (bottom plan of illustration3).

On the other hand, the new roads and the roads set for extension are based on number 1 (top of illustration 3), while roads differentiating pedestrians and cars, mimic number 2 (middle plan of illustration 3).

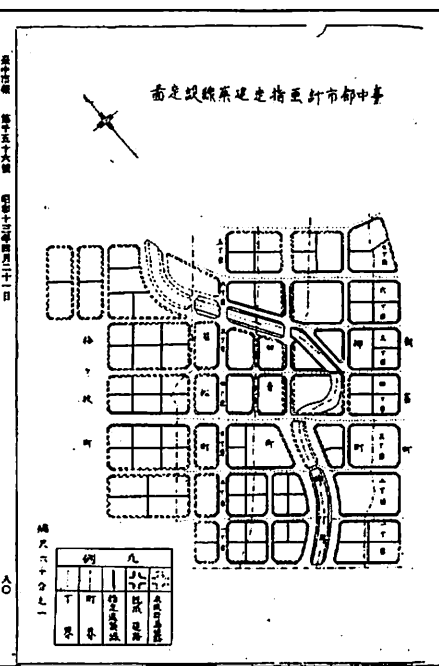
Concerning the handling of the designated building site, by land readjustment, the administration has responsibility of decision of the designated building line and confers and coordinates with the landowners. Especially for the building line demarcation elements were provided concerning, 1) consideration towards the roads of the city plan, 2) width wider than 6 meters (permission for 4 meter was possible), 3) comparison of land between building line landowner's land

4-2 Proclamation of the designated building line in Tai-zhong city under Japanese rule

Tai-zhong city first City planning proposal was proclaimed in 1900 and has since been maintained by implementation of several City Plans. By the 1935 City Plan Proposal 'Tai-zhong City Municipal District Expansion Plan' the road maintenance width was set from 10 to 30 meter. Even considering the "TCPO" building



Source : p634-17 "12th Tai-zhong County Rules"  
Figure # 2 Establishment of the Legal Building line place



Source : "Tai-zhong City Report" 21 Apr.1938 No.1056  
Figure # 3 Demarcation and proclamation of the Designated Building line of parting line

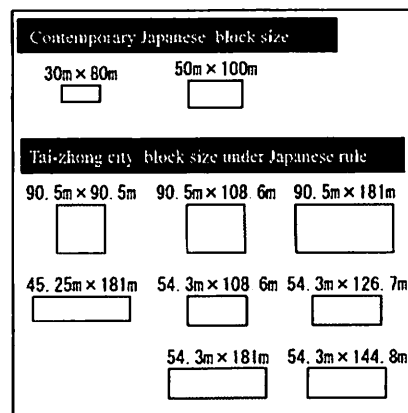


Figure # 4 Tai-zhong city block sizes under Japanese rule

306.32 ha. From the naming of the project zones, both project are situated in the city outskirts. As these plans concerning the planned area were not inserted in this research and these sources are not yet public, a more concrete location cannot be given.

line as road width, one may not distinguish the problem of 'Ni kou dou ro' 「二項道路」 in Tai-zhong city. During this period roads are wide as are city block norms. As in figure #4, the at that time implemented city blocks can be divided in 3 90.5 meter types and 5 types of comparatively smaller scale patterns. It is clear that both types are planned much larger than the present Japanese city blocks. Whereas the city outskirts are more of the 5 smaller standard blocks, the city centre blocks are much larger.

Right after implementation of the "TCPO", the designated building line for Tai-zhong city was promulgated and beginning with the April 1938 "Tai-zhong City Report" 『台中市報』 locations and range of the designated building line for the blocks of the urban districts north and south of the railway station were proclaimed. According to figure #3, the demarcation of The Designated Building line can be divided in types like the '十-type', '一-type', 'キ-type'. In the city centre the demarcation is rather irregular while the outskirts show more order.

#### 4-3 Proclamation of Tai-zhong City Land Readjustment Projects under Japanese rule

The Taipei City Land Readjustment Project provided for execution of the project in 3 places (1038,64 ha) by the year following the implementation of "TCPO", and eyed completion of the project in 5 other places by 1943. In the "Taipei City Report" the proclamation of designated building line applications concerning the landowners can be read. As in table #4, Tai-zhong city announced project 1 in April 1942, and about 2 years later, the total land area of projects 2 and 3 of the land readjustment project took up

Table # 4 Implementation area of the Tai-zhong city land readjustment

name	area	large	notification	period of implementation
1nd	Touseisi area, Kankai area, Hosisiro area, Miyakita area and Tai-zhong city.	96.08 ha	proclamations No. 274 3 Ari. 1942 of the Tai-zhong County report.	Within 6 month of the proclamation
2nd	Xinkou area, Umeigaeda area, Wakamatu area, Miyakita area and Tai-zhong city.	109.07 ha	notification No. 274 3 Ari. '42 and No. 50 27 Feb. 1943 and No. 927 11 Nov. 1943 of the Tai-zhong County report.	Construction to be finished within 3 years counting from 10 Oct. 1943
3nd	Umeigaada area, Kouryuusi area, Kannkouusi area and Tai-	101.17 ha	proclamations No. 26 21 Feb. 1944 of the Tai-zhong County report.	—

Further, as the "Tai-zhong City Report" does not contain that many applications for the designated building line, one may conclude that the land reallocation project was not as vigorous a development as compared to Taipei.

#### 4-4 Summaries

Concerning the institution of the Tai-zhong city building line under Japanese rule, the standards for the building line of existing and planned roads were proclaimed. In reality, the designated building line guaranteed auxiliary roads in the city centre. On the other hand it is clear that land readjustment took place in city outskirts.

### 5. Construction of the Tai-zhong city old-town 'Xian You Xiang Dao'

#### 5-1 Postwar detail plan and proclamation of Tai-zhong City Planning

The execution of postwar Tai-zhong City Planning was proclaimed by the inaction of the "Urban Average Leasehold Enforcement Regulations". As in table #5, beginning with the 1956 'Tai-Zhong Old Town Master Plan', the 1965 "First Da-Zhi-area Land Readjustment"



Table #6 Succession rate of the Old-town detail plan of narrow street-planning and prewar Building line

	1st south	2nd south	3rd south	inside	1st north	2nd north	3rd north	
Designated Building	51	47	50	56	43	31	42	
Detail Plan	50	38	45	54	43	38	42	
%	98	88	90	96	100	122	100	total 96%

Round out rate of the low area.

Table #7 Construction results in Old-town 'Xian You Xiang Dao'

	distinguish area	%	temple	public market	related to cars	factory	Juan-Cun	shop	housing	building
Xian You Xiang Dao	1st south(housing and commercial)	78	1							
	2nd south(housing and commercial)	90	1	1				1	1	2
	3rd south (housing)	76	2	1	3			1	3	2
	inside (commercial)	72	1	1					3	4
	1st north (commercial)	74		3				1	1	2
	1st north (housing)	73		3				1	5	
total 70%										

Round out rate of the low area.



Picture #1 Common 'Xian You Xiang Dao'



Picture #3 Trouble in 'Xian You Xiang Dao'



Picture #2 Roadside shops in the 'Xian You Xiang Dao'



Picture #4 Residence occupying a 'Xian You Xiang Dao'

You Xiang Dao'-perimeter. Among, North lot 1 and 3, which have by far the lowest construction rate, are influenced by locations of the public markets and neighbouring shops (picture #2). Further, as in South lot 1 residences and small factories are mixed, monopolistic use of roads by factories maybe witnessed (picture #3), and by influence of shops in both North lot 2 and the centre lot, and residences in South lot 3 (picture #4), the 'Xian You Xiang Dao' were never formed.

5-3 Summaries

In the old town of Tai-zhong city a designated building line was implemented pre-war but most of it was constructing postwar. The narrow streets plans of the old town City Planning continue on the designated building line. In reality the construction rate only reached 70%, as 30% was not completely formed due to presence of residences, shops, markets and factories.

6. Conclusion

This research, concerning the construction of 'Xian You Xiang Dao' and the building line system in Tai-zhong city, has pointed out the role and characteristics of the Taiwanese building line system both pre- and post war, the construction of the 'Xian You Xiang Dao' and designated patterns of the building line in Tai-zhong city. The results are as follows.

1) The role and characteristics of the Taiwanese building line system both pre- and post war

The prewar Taiwan Building Line System has been implemented with enactment of the "TCPO" under Japanese rule, and characteristics of the systems concerning standards for building sites, building and roads within the plan perimeter were seen. By joint use with land readjustment, auxiliary roads were guaranteed, as was a role as guarantee for project planning. After the war, the building line system as under Japanese rule was continued, but in 1973 the planning system was changed for master and detailed plans. Besides partitioning of the role of the building line, characteristics of the system of compensation and expropriation of land for roads, alleviation of land use and clearness in road environment were tackled. By implementation of the building line and detail plan, the road planning safeguard role was again introduced.

2) The construction of the 'Xian You Xiang Dao' and designated patterns of building line in Tai-zhong city.

At the establishment of the pre-war building line, Tai-zhong city implemented designation standards and application regulations. In reality, mostly the designated building line of the city blocks in the city centre and thus the auxiliary roads were planned. However, most of the designated building line (auxiliary roads) was constructed post war, and the construction rate of this 'Xian You Xiang Dao' only reached 70%. The remaining 30 % was influenced by locations of residences, factories, markets and shops.

3) Future subjects

Above the construction of prewar Taiwan Building Line system has been clarified by example of Tai-zhong city, but following this research, it is necessary to tackle the postwar detailed planning. Another subject is comparative verification in Tai-zhong city itself.

<Notes>

- 1 The narrow streets are called 'Xiang Duo' in Taiwan. According to article 4 of the Taiwan Building Administration Ordinance the 'Xian You Xiang Dao' points to the narrow roads related to public land that offer public transit. The narrow roads of the designated building line recognized by the concerning authorities as not disturbing the sight, public safety, public hygiene or public transit.
- 2 The old city / old town is the area planned under Japanese rule. It is now used as such in administrative vocabulary.
- 3 Town maintenance in Tai-zhong city started under Japanese rule, and



as Tai-zhong city is centrally located, planning was advanced as it ranked as a major city like Taipei and Kao-Xong. As Taipei includes several city structures and changes by maintenance projects are many, this research focuses on Tai-zhong city.

4 Here we understand prewar as from the promulgation of the 1936 Taiwan City Planning Ordinance until 1945

5 Postwar is counted from 1945 until revision of the 1973 City Planning Law thus coinciding with the period that the detailed planning was implemented

6 The "Civil Law Exceptions concerning Taiwan City Planning" was promulgated together with the "TCPO" as a material law concerning land readjustment. Further there was, as a law concerning execution, the "Taiwan City Planning Ordinance Execution By-laws", "Regulations for City Planning Committee" and "Regulations for Land Readjustment Registration concerning the Taiwan City Planning Ordinance" were promulgated in December of the same year. The following April, 'Building Readjustment Regulation depending of the TCPO' was issued.

7 According to the 'Doubtful Points in the City Planning laws and Ordinances' of the 'Ji Chen Xiang Dao' land compensation under Japanese rule. "Taiwan Administration Governor Public Office Report"

8 Based on this system the February 1974 'Taipei Building Management Regulations' and the April 1989 'Kao-Xong Building Management Regulations' were promulgated. Other cities are tied to the standards of the 'Taiwan Building Management Regulations'.

9 'Juan-Cun' 「眷村」 stands for the housing were the mainland Chinese lived who came to Taiwan right after the war and denoted as 'Cun' 「村」 as it was constructed without plans.

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