Rediscovery of City Potentiality

- Hsinchu City, Taiwan
Under the influence of globalization, the phenomenon of polarization also happened in Taiwan. In the late 20 years, the immigration trend within country still kept toward North Taiwan Region where now half of Taiwanese population is concentrated.

NTR was formed by five cities as a city network. Taipei City is the metropolitan Centre. Most of our manufacture is located in NTR, especially high-tech relative industry (85% in Hsinchu).

Context in North Taiwan Region

One thing is going to change time and space relationship in NTR very soon. **High Speed Rail of Taiwan** will be ready to serve in the beginning of 2007. Traveling time will be shorten from 1hr to 22 mins from Hsinchu to Taipei.
Chapter 2

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Context in North Taiwan Region

Urban Analysis
Urban structure for Hsinchu-chupei Region
Regional Analysis & Perspective

City Configuration
City structure of Hsinchu Inner City
Analysis, proposal, & Strategic Plan

Strategy & Intervention
Structure for revitalizing Inner City

Conclusion
Scenario & Feedback
• Hsinchu City was established in 1684 century started from a village with stone wall.
• North-south Rail open in 1879
• Urban development concentrated in north of rail station.

• Highway and Hsinchu junction opened in 1978
• Urban development grew along motor way and toward the direction of highway junction

• Hsinchu Science Industry Park (HSIP) opened in 1980
• Hsinchu City change jurisdiction directly under central government in 1982.
• Chupei city started urbanized.
• Urban area grew in the surrounding of HSIP into hill area.

• Hsinchu County Government moved to Chupei in 1988.
• Chupei Junction of highway opened in 1996.
• High Speed Rail project start from 1999.
• Fishery harbour area started to extend and other urban area grew gradually alone motor way.

• HSR is nearly finished now and will open in 2008
• Chupei grew rapidly because of new HSR station area.
• The urban development in Hsinchu City is nearly saturated.

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The Morphogenesis of Hsinchu Region
Demographic Changes in 10 years

The demographic increasing ratio of Hsinchu City, 10.82% in 2003, is relatively high in North Taiwan Region while the ratio for Taipei City is -5.57%. The phenomenon of polarization kept happening in Hsinchu-chupei Region. Several important new urban projects is undergoing in Chupei City, which became the main attraction for housing market and immigrations.
Residential land price in Chupei City is slightly increased and getting higher than Hsinchu City, which shows that the housing demand there is higher than supply.

However, it is opposite condition for commercial land. Investors always look for low prime cost. Thus, the price in Hsinchu City draw those business with small capital away to Chupei.

Land Price/ Housing Market
The land in city mainly is private ownership in Taiwan. After long term development, commerce, and inheritance of city land, it became difficult for public sector to re-organize land use. As a result, for avoiding this problem, urban policy in Taiwan is still on the trend for developing new urban area without renewal old inner city. Hsinchu Old Inner City is also absent in most of these new urban projects.

Official Plans

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However, among all, one project might offer opportunity for Old Inner City for further development. New Urban Core Project just locate next to Old Inner City and connect each other with rail station block.
Regional Perspective

Network City: with concept of city competitiveness and sustainability, these districts should work as a whole to share their function and resource for more stable regional development.

Main issue in Regional scale
- Connectivity for four cities
- Form character and identity for each centralities/cities

Main issue in Inner City scale
- Connectivity with regional scale
- Enhance the original potentiality, especially in cultural and economy aspects
- Attract new elements into Inner City, ex. new residents and new business
- Potentialities brought from New Urban Core Project, ex. trend from gentrification of business/commercial level and released land from rail track.

Step 2-3 (2011-2021)
Enhancing strengthen for Inner City is the cultural and historical elements. Enhancement of these elements with new formed commuting zone and CBD will enhance the identity for Inner City so as national stage for regional development.
Main Temples (served city and region)

National Heritage/Cultural Assets

Cultural facilities (Bureau of Cultural Affairs)

Performance Hall
City Library
Exhibition Gallery
Youth & Juvenility
Firefighting Museum
Image Museum
Art Site of Railway Warehouse
Glass Museum
Vision Hall for Hsi Temple of Confucii
Bureau of Culture (Hsinchu City Government)

Performance Space (open space)

They Form Cultural Corridor of Inner City!!

Analysis
Cultural Events

In this list are cultural events from December 2005 to June 2006 on official schedule of Bureau of Cultural Affairs. For small city like Hsinchu City, it really has a huge amount of cultural activities proved to all citizens. However, most of the events are only concentrated in three buildings, mainly indoor activities. Visitors to Performance Hall and Exhibition Gallery mostly only use private cars via the regional road just next to them. So the visitors for these two places hardly go to other cultural facilities after.

140 Cultural events in Hsinchu City
(from 2005 Dec to 2006 June planned)
Analysis

Proposal of Cultural Events

1/3

Glass Museum
Firefighting Museum
Vision Hall of Hsinchu City
Art Site of Rail Warehouse
City Library

Performance Hall
Art Exhibition Gallery
Image Museum

Division of Cultural property
Division of Cultural Art

Water Park
City Government Front Square
East Gate Square
City Moat Square
Train Station Front Square

Related with Urban Space

Local Events
9%

- Glass Museum
- Firefighting Museum
- Vision Hall of Hsinchu City
- Art Site of Rail Warehouse
- City Library

National Circuit Events
53%

- Performance Hall
- Art Exhibition Gallery
- Image Museum

Related with Urban Space

Folk Cultural Activities

The coordinator of local activities from Cultural Bureau

Outdoor interaction

Exhibition/performance from Local groups

Insert activities 12%

13%

The coordinator of local activities from Cultural Bureau

Indoor performance

Indoor Exhibition
Video/Image
Outdoor performance

Local people/visitors

local people

local people

Visitators/local people
Analysis

Street Characteristic

Cultural Corridor is not only the chain of all cultural elements but also marks the importance of commercial streets. But shopping corridors form the diversity of street character by the shop types.

Main Shopping Corridors

- Dining Centre
- Traditional Retail
- Modern shop

Traditional retail area functions as daily grocery centre for neighborhood in Inner City. But it is still not enough to support the whole area to be as livable as the other two.

Declining Daily Live Centre

Good starting point for activating this area will be the transform of one problematic building, Tou-man Market building to introvert open space for refreshing the atmosphere.

Proposal of Traditional Retail Area

Tou-men market building
Mobility & Accessibility
Current Condition
Mobility & Accessibility

Main car path is formed a ring road system outside Old city centre.
Proposal of Mobility & Accessibility

As a result, there is still potential to set up pedestrian route on less traffic or less efficient roads in Inner City and also to connect and overlap with Cultural Corridors.
One way system for car

Analysis

Proposal of Mobility & Accessibility

For solution of car passing, one way system is inserted for main access route to really central part of old inner city without disturbing pedestrian route with heavy car passing and decreasing the efficiency of service.
Proposal of Mobility & Accessibility

For public transportation, as mentioned in regional perspective, Urban Metro and Light Rail will be set up but this proposal will involved into changing the official decision from New Urban Core Project. Thus, more detail will be in intervention chapter.
Land Use

Obviously the main problems are high-dense but low-rise building block. Overlapping street patterns caused the confusion of the main facing direction in the block. All these became the main factors to appear many introvert blocks with bad accessibility from outside street in Inner City.
Proposal for Land Use

For local religion and folk culture, many small shrines are located in block as tutelary god for neighborhood. The gathering space of shrine could combined with community facility as a central point for introvert blocks. Also bad accessibility inside could be better by extending connection from this central point to road outside.
Interventions are focused in two aspects following from city analysis and regional perspective:

For **Connectivity to regional scale**, the mobility change to rail track and station block.

For **Enhancing original potential and attracting new input** is the spatial interventions to cultural corridors and blocks.

1. Rail Track Underground
2. Cultural Corridor
3. Introvert Block Renewal
1. Rail Track Underground

Original station block is well connected with Light rail route. A new released land in the south offers a big opportunity to connect both sides of station.
Old station building will be preserved for its cultural value to continue Cultural Corridor till south side.

Developing stages

**Stage 1. Single Large Development**
(single ownership: National Rail Company)
Main program: rail station, light rail station, bus station, Urban metro station and other public transportation function.
Upper Commercial Development program: hotels, shopping mall, exhibition hall, extension schools, parking lots, housing.

**Stage 2. Urban Renewal Project**
(individual private land ownership)
Open space
Station and exchange Square will be the new transit hub for Hsinchu City, which combines with 4 different stations. Old station building will be opened as a museum for a pedestrian route as a cultural bridge.

Accessibility
Main car access will go under original flyover bridge and turn to south side of new station for less traffic impact to main road. New pedestrian access will be create first from indoor route in commercial building and later on will be opened in outdoor space with station block renewal.
Current Condition

Upper commercial development
Pedestrian path
Transit Hub

Perspective view

New station

- After track removed, one flyover bridge will be removed as well for giving ground right to light rail.
- The triangle land cut by two flyover bridges before could finally connect with station block to development as a bus station for its good accessibility from car route in three directions.
This intervention focuses on pedestrian route overlapping with three different street profiles to mark different characteristics of different pedestrian routes.

### 2. Street Profiles on Cultural Corridor

**Section 1  Historical Route**
- Widen pedestrian pavement and add with landmark/special pavement as sign system.

**Section 2  Inside Route**
- The connection route between two main axes will offer more relax and friendly walking experience by crossing within blocks.

**Section 3  Green/Blue Route**
- Cancel parking space on both side of street to offer more space for people to walk, sit or just stay.

**Street Profile**
- By using one way car system to reduce the car amount on single street and extend pedestrian pavement on the street.
Five public square and Tou-men Market building is reorganized for better interaction with urban space by insert local activities into these squares. By using public owned space as a starting point to encourage shops and residents improve the relationship between their buildings and facing street.

2. Open Space on Cultural Corridor

Open Space
On new pedestrian passing route, Tou-men Market and Government Office buildings have very similar position and are located in between two main cultural axes. However, these two buildings have great potential to be more open to public.

Inside Square quiet but hardly use for public. By inserting quiet activities, such as cafe, it will be a introvert open space as well.

Front Square opened to public for performance and will add new supporting building for preparation of performance.

By opening inside out, this site will be a good introvert open space. New open space is well connected with the square that Image Museum has. Inside of building could offer big indoor space for art exhibition.
3. Introvert Block Renewal

Shrine/ school

Brick Buildings
- Reserved/ renewal later
- Reserved/ Transform
- Removed

Current condition
- Area: 7.74 ha
- Population: 1453 people (187 ppl/ha)
- Household: 532 household (2.7 ppl/hh)
Organic street pattern will be reorganized to meet the request for block depth from 20-30m, width less than 80m.

Other spatial interventions are to reform street profile and to renew from vacant land for offering feedback profit to whole block first.
Building Typology in Inner City

General problem for most of the building type in old block is the weak relationship with outside space. Also seeing on map, most of the buildings just keep as close as possible to the facing street while the buildings in block is forming its introvert open space.
Example for New Building Type

Main guide lines for new building inserted into blocks:

- keep suitable distance with facing street for create open space.
- 50-60 m² for each resident (158 - 186 m² per household) with building height lower than 6 floors.
- open ground floor space for more transparent facade, such as open new commercial function for new residents on ground floor.
- use of space in upper floor in more flexible way by opening as sky garden or open balcony.
Renewal will start from Zone 1 and 2 for preparing new dwelling for existing households living in Zone 3 and 4.

Zone 2 will start first for offering new shops space in the entrance area of Block A for attracting shops or business.

Zone 1 is with the neighborhood shrine plan to insert community function will start after most of request from residents is met.

Zone 3 by demolishing brick building with less owners could meet conclusion faster than Zone 4 and also complete shape of land could offer for one or two investors to develop at once.

Zone 4 will be the last to renew by using organic site offering for pure residential function.
Conclusion

Scenario & Feedback

Conclusion

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Analysis, proposal, & Strategic Plan

City Configuration

City Structure for Revitalizing Inner City

Regional Analysis & Perspective

Urban Structure for Hsinchu-Chupai Region

Urban Analysis

Context in North Taiwan Region

Introduction
Phasing related with regional scale is following the regional perspective. The important connection between city and regional scale is the construction of Urban Metro and Light Rail.
Scenario of Intervention

**Hsinchu Inner City Rail track underground** will be a pilot project for starting inner city spatial intervention. Main reason is to be the financial support to other following interventions. The reduced cost for reconstruction whole new station outside Inner City will be shifted to build up cultural infrastructure.

In Inner City, more important process will be the negotiation with local communities to form the common and specific program for each section. Then coming with software setup and feedback system.

Cultural influence will involve into neighborhood for block renewal later on in both building renew and establishment of community infrastructure.
Feedback to Perspective

This project mainly focus on intervention influenced by cultural dimension for response to Inner City Identity in regional idea.

This project mainly focus on intervention under the influence of cultural dimension. Although "Rail track underground" is the pilot project for connecting to region and inner city, the new station won't offer some obvious spatial change for Inner City. It is more for forming new image for the entrance of Hsinchu Inner City.

By using small change to improve urban quality is the good way to start renewal process for a long history area. Without large scale change or demolition, offer short term improve idea is more suitable for Old Inner City like Hsinchu.

By solving main problems, such as low quality building and dangerous street profile, old blocks still have some attraction for new resident s, especially for people seeking for convenient city life. Living in new standard building but enjoy historical city atmosphere will be a very special experience for citizens who get used to just abandon old developed area without rethinking.
That's all. Thank you!!