URBAN LAND SUBDIVISION
a case for more practical by-laws, Kaohsiung, Taiwan

By

Hsueh-jane Chen

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1978

SUBMITTED TO THE DEPARTMENT OF ARCHITECTURE IN PARTIAL FULFILLMENT OF THE REQUIREMENTS OF THE DEGREE OF MASTER OF SCIENCE IN ARCHITECTURE STUDIES AT THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY.

May, 1981

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Signature of author

Hsueh-jane Chen, Department of Architecture, May 8, 1981

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ABSTRACT

This thesis, dealing with the land subdivision in urban areas, evaluates inefficiency of the case studies resulting from inadequate and improper existing by-laws in Kaohsiung and provides guidelines for urban development.

The study consists of two parts:
- Case studies and related by-laws: illustrating the existing situation, inefficient land use, misuse of required open spaces, followed by recommended changes.
- Land subdivision models: studying different types of land subdivision models to provide efficient and better urban land subdivision, followed by comparative evaluations.

The material in this study is based upon field surveys carried out by the author during the summer of 1980. The analysis is based on a methodology developed in the Urban Settlement Design Program, under the direction of professor Horacio Caminos.

Thesis Advisor: Horacio Caminos, Professor of Architecture, M.I.T.
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACKNOWLEDGEMENTS</td>
<td>5</td>
</tr>
<tr>
<td>INTRODUCTION</td>
<td>6</td>
</tr>
<tr>
<td>SUMMARY OF PRIMARY ELEMENTS OF BY-LAWS</td>
<td>7</td>
</tr>
<tr>
<td>street, block, lot, building</td>
<td></td>
</tr>
<tr>
<td>CASE STUDY ANALYSIS/layout examples</td>
<td>13</td>
</tr>
<tr>
<td>Fire lane encroachment</td>
<td>14</td>
</tr>
<tr>
<td>Undefined land use between buildings</td>
<td>16</td>
</tr>
<tr>
<td>Redundant public circulation</td>
<td>16</td>
</tr>
<tr>
<td>CONCLUSIONS/RECOMMENDATIONS</td>
<td>18</td>
</tr>
<tr>
<td>LAND SUBDIVISION MODELS</td>
<td>19</td>
</tr>
<tr>
<td>Standard model (following the by-laws)</td>
<td>20</td>
</tr>
<tr>
<td>Alternative reference models (following the by-laws)</td>
<td>21</td>
</tr>
<tr>
<td>Alternative reference model (following the by-laws)</td>
<td>24</td>
</tr>
<tr>
<td>Comparative evaluations</td>
<td>25</td>
</tr>
<tr>
<td>APPENDIX</td>
<td>29</td>
</tr>
<tr>
<td>NATIONAL/URBAN CONTEXT: Taiwan, R.O.C./Kaohsiung</td>
<td>30</td>
</tr>
<tr>
<td>CASE STUDIES: Kaohsiung</td>
<td>35</td>
</tr>
<tr>
<td>1. Kuo-mao military housing</td>
<td>36</td>
</tr>
<tr>
<td>2. Shih-chuan private development</td>
<td>42</td>
</tr>
<tr>
<td>3. Ming-tsu public housing</td>
<td>48</td>
</tr>
<tr>
<td>4. Tsao-ya squatter settlement</td>
<td>54</td>
</tr>
<tr>
<td>COMPARATIVE SUMMARY</td>
<td>60</td>
</tr>
<tr>
<td>GLOSSARY</td>
<td>62</td>
</tr>
<tr>
<td>BIBLIOGRAPHY/EXPLANATORY NOTES</td>
<td>66</td>
</tr>
</tbody>
</table>
ACKNOWLEDGEMENTS

This study describes and analyzes dwelling environments which point out the general existing problems in urban area of Kaohsiung. The study focuses on a design proposal which will contribute to a primary land subdivision model in urban area.

The study is derived from field research carried out in the summer of 1979 and 1980. The surveys included socio-economic and physical aspects of various existing dwelling environments. Information, such as by-laws, maps and reports has been collected from various governmental organizations. The case study analysis is based on the methodology developed in the Urban Settlement Design for Developing Countries program, under the direction of professor Horacio Caminos.

I gratefully acknowledge the guidance and support of professor Horacio Caminos during the two years (1979-1981) of study. I sincerely appreciate the personal assistance, critique and friendship of Reinhard Geothert during the two years of research, the comments and company of Happy, the friendship and comments of Varin Kiatfuengfoo and Mohamed El-Sioufi, also the classmates of 1970-80 and 1980-81.

My deep appreciation to the members of "Ashdown Group" of Chinese Architects and Planners, for their kind and considerate help, to Chih-Chieh Yang, for his experienced discussions and assistance during my thesis study.

I owe thanks to the Bureau of Construction, Departments of Land Administration and Public Housing, Kaohsiung City Government, for their generous help towards data collection and survey during the summer, 1980. Also, I am grateful to Architect C. G. Hsu and friends of Chung-yuan college, for their friendship and encouragement.

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To my brother-in-law, Mr. Yuin-E Lee, a news reporter, who extended his help for finding right information.

Finally, to my parents, uncle (Captain C. S. Chiang), and other members of my family, for their love, encouragement, patience and support.
INTRODUCTION

Rapid population growth due to great economic progress and industrial development in recent years, has complicated the government's role in Kaohsiung, Taiwan, particularly land administration. Subdivision of land, transfer of land rights, provision of public facilities and control of illegal developments are important and urgent tasks which must be administered in order to keep pace with the urban growth.

The data from Kaohsiung Government survey shows that, 80% of the construction within the city are considered illegal, which are either illegal developments or the encroachments violating the by-laws. Therefore, controlling the illegal constructions are important issues that must be focused on at this stage, in order to protect the rights and benefits of the people, the society and the city as a whole.

Along with the increasing pressure on urban land, more and more buildings are expanded illegally, either to house more people or to add more space. In this process the rights of the community and the society are often disregarded, causing unhealthy, unsafe living environments.

The complications which become evident in case studies, lie in allocating the functions, ownership and responsibilities of certain spaces such as small alleys, fire lanes, or any undefined spaces. Although privately owned, these areas tend to become public garbage dumps or public circulation.

Inadequate open space for social activities or a large scale no-man's open space is provided instead of more usable, jointly shared courtyards.

By exploring these existing problems, this study attempts to propose alternative models within the constraints of the by-laws. The primary aims, for the alternatives, are to minimize costs and to reduce public responsibility for a better life.

This study is intended to provide a reference and guidelines for the urban development projects in order to obtain high economic returns, to improve the use of urban land and to promote the mutual interests of society.
SUMMARY OF PRIMARY ELEMENTS OF BY-LAWS

STREETS
- street, access lane, fire lane

DEFINITIONS

STREET: It is public land for circulation of vehicles and pedestrians.

ACCESS LANE: It is a piece of land privately planned for connecting lot(s) to the street.

FIRE LANE: It is part of the private land either at the back or at the sides of the lot which is required to be kept open for fire-safety according to the fire lane regulations.

REGULATIONS

STREET CATEGORIES: (in residential area)

<table>
<thead>
<tr>
<th>Type</th>
<th>Width</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main st.</td>
<td>more than 15m</td>
<td>to connect secondary st. and the community facilities</td>
</tr>
<tr>
<td>Secondary st.</td>
<td>8m to 15m</td>
<td>to connect access lanes to the main st.</td>
</tr>
<tr>
<td>Access lane</td>
<td>6m to 8m</td>
<td>to provide access to the lots</td>
</tr>
</tbody>
</table>

LANE OR ALLEY REGULATIONS:
- For a lane with one exit (not exceeding 40m in length), and two-way exit (not exceeding 80m in length), the building lines for the lots along the lane should be set back until there is 4m distance between the two opposite buildings.

This section illustrates by-laws, and explains the current related land subdivision regulations. The basic land subdivision elements are identified in four parts as following:

1. STREET
2. BLOCK
3. LOT
4. BUILDING

Each of the elements will be introduced by definitions, functions and general basic regulations.

Sources:
2. Public Housing Regulations, R. O. C.
3. City Master Plan of Kaohsiung, Taiwan, R. O. C., 1979
4. Maps, Plans, Case Studies of Kaohsiung, Taiwan, R. O. C.

Translated from Chinese and interpreted by the author.
TWO-WAY EXIT

For other lanes, the building lines should be set back until there is 6m distance between the two opposite buildings.

If the vehicles (cars) are not considered, the minimum width in the former case may be 3m, and the minimum width of the lane in the latter case may be 4m.

STREET VS. LOT:

All the lots should be faced to a street wider than 6m, and the adjoining side of the lot should be longer than 3m.

FIRE LANE REGULATIONS:

The building should be designed with fire lane, except the site with streets on two sides (front and back) or three sides.

The net width of fire lane should be 3m:

a) The sites on each side should leave 1.5m each for fire lane.

b) or, 3m fire lane should be left by one of the lots.

AN ACCESS:

<table>
<thead>
<tr>
<th>Type</th>
<th>Max. length</th>
<th>Min. Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>serving the lots only on one side</td>
<td>60m</td>
<td>3m</td>
</tr>
<tr>
<td>serving both sides</td>
<td>30m; if dead end</td>
<td>3m; if the length less than 10m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4m; if it not less than 10m</td>
</tr>
<tr>
<td></td>
<td>60m; if through</td>
<td>3m; if the length is less than 20m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4m; if not less than 20m</td>
</tr>
</tbody>
</table>
BLOCKS

DEFINITION

It is a portion of land bounded and served by lines of public streets.

REGULATIONS

SHAPE:

a) The shape of block should be square or rectangular, if not, the angles of street corners should be larger than 60%.
b) If block adjoins railway, highway, industrial area, it should have open space or street or green belt on the side adjoining the above.

SIZE:

The block size of residential area:
- 80m to 200m length of the long side.
- 30m to 60m length of the short side.

a) The longer side of the block should be between 80m and 150m, if more than 150m, a pedestrian lane or open space or a green area inbetween.
b) It is preferred that the block should be long enough to have two rows of buildings (each building preferred to have not more than 80 dwellings).

BLOCK VS. BUILDING TYPES:

- Row houses: Each row should have not more than 12 dwelling units.
- Multi-family housing: Each building preferred to be not longer than 80m.
LOTS

DEFINITION

It is a parcel of land which provides land for the building itself and for the required open spaces around.

REGULATIONS

MINIMUM LOT SIZE

<table>
<thead>
<tr>
<th>width of road</th>
<th>zone</th>
<th>residential</th>
<th>commercial</th>
<th>industrial and others</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>w x d</td>
<td>w x d</td>
<td>w x d</td>
</tr>
<tr>
<td>7m</td>
<td>7m</td>
<td>3x12</td>
<td>3.5x12</td>
<td>3.5x12</td>
</tr>
<tr>
<td>7m-15m</td>
<td>7m-15m</td>
<td>3.5x14</td>
<td>4x15</td>
<td>4x16</td>
</tr>
<tr>
<td>15m-25m</td>
<td>15m-25m</td>
<td>4x16</td>
<td>4.8x15</td>
<td>4.8x17</td>
</tr>
<tr>
<td>over 25m</td>
<td>over 25m</td>
<td>4x16</td>
<td>4.8x18</td>
<td>4.8x18</td>
</tr>
<tr>
<td>Two sides</td>
<td>one side</td>
<td>7m</td>
<td>6.6x11</td>
<td>6.6x11</td>
</tr>
<tr>
<td>one side</td>
<td>7m</td>
<td>3.5x14</td>
<td>4x15</td>
<td>4x16</td>
</tr>
<tr>
<td>facing st.</td>
<td>15m-25m</td>
<td>4x16</td>
<td>4.8x18</td>
<td>4.8x18</td>
</tr>
<tr>
<td>facing st.</td>
<td>over 25m</td>
<td>7.6x15</td>
<td>7.6x15</td>
<td>7.6x17</td>
</tr>
</tbody>
</table>

LOT COVERAGE AND OPEN SPACE REQUIREMENTS:

The lot coverage in residential area should be more than 60%, 80% in commercial area.

For the building which is higher than 15m or 5 stories, with every increase in story after 5 stories or with every 4m increase after 15m, the open space in the lot should be increased by 2%, until the increment reaches the maximum, 30% (in commercial area) and 20% (in other area).

BUILDINGS

DEFINITION

It is a structure, with roof, columns and walls, for permanent use, as a house, factory, public building, etc.

REGULATIONS

HEIGHT VS. STREET WIDTH:

The ratio of the height of the building to the far end of the street should not exceed 1.5 and the maximum height can not be more than, 8m + 1.5 times the width of the street.

Generally, the limit of height in residential area is 20m, except for the multi-family residential buildings and the lots surrounded by broad streets, rivers, squares, parks, open spaces, etc..
CASE STUDY ANALYSIS

Layout examples

This section deals with the utilization of the land in selected localities of Kaohsiung urban area. The purpose is to illustrate some of the general problems in residential areas which result from the existing by-laws and policies, in order to identify matches and mismatches between actual land utilization and rules.

The existing situation of the dwelling systems must be accepted as a starting point for any reasonable program of action and improvement. Four case studies, presenting the different types of development, are selected to illustrate this situation:

- Kuo-mao military housing and Shih-chuan private development present the most common situation of "FIRE LANE ENCROACHMENT".
- Ming-tsu public housing illustrates the situation of "UNDEFINED LAND USE BETWEEN BUILDINGS".
- Tsao-ya squatter settlement explains the situation of "REDUNDANT PUBLIC CIRCULATION".

For the purpose of evaluation, each case is analyzed in terms of land utilization and circulation efficiency by clearly defining the characteristics of user, responsible agent and control.

The basic studies of the cases are presented in the appendix.

PHOTOGRAPHS:
OPPOSITE PAGE: Fire lane encroachment stages.
(RIGHT) Transition stage of encroachment, kitchen, facilities or rooms extended partially in the fire lane.
(LEFT) Completely modified situation - disappearance of fire lane.
(RIGHT) Large open space between the public apartment blocks, intended for semi-private use, became public circulation space due to lack of controls.
FIRE-LANE ENCROACHMENT

1 Kuo-mao military housing

Three separate blocks, part of the same project but in different condition now, are analyzed and presented here under:

1. UNMODIFIED BLOCK - UNTOUCHED FIRE-LANE:
   This block is in the same situation when it was built. The fire-lane is intact, without any encroachments, and serves as an emergency exit.

2. PARTIALLY MODIFIED BLOCK - ENCROACHMENT OF FIRE-LANE:
   This development shows the transition stage of fire-lane encroachment. The residents have expanded their dwellings, by adding kitchen, toilet, or more rooms, on the fire-lane in order to lodge more people or to obtain more space. The fire-lane has become narrow and irregular in shape, and does not serve the purpose incase of an emergency. It, also has become the place for dumping garbage, and no one to take care of.

3. COMPLETELY MODIFIED BLOCK - DISAPPEARANCE OF FIRE-LANE:
   This block represents the final stage where the fire-lane has been completely encroached upon, leaving no signs of the existence of the fire-lane.

2 Shih-chuan private development

The problem of fire-lane encroachment is also found occurring in private development, which is illustrated by this case study. As seen in the plan, houses in half of the block have encroached upon the fire-lane leaving the ditch in the middle. It is obvious that the fire-lane in the rest of the block will be soon encroached upon.
1 Hectare

Streets/Walkways: 25
Playgrounds: 5
Cluster Courts: 75

25 Playgrounds
Cluster Courts: 79

79 Dwelling/Lots

Unit Length: 814

Streets/Walkways: 21
Playgrounds: 28
Cluster Courts: 72

Unit Length: 740

Streets/Walkways: 28
Playgrounds: 20
Cluster Courts: 72

Unit Length: 471

LAND UTILIZATION DIAGRAMS

PATTERN
Public: streets/walkways
Semi-Public: playgrounds
Semi-Private: cluster courts
Private: lots
dwellings

Percentages

Streets/Walkways: 39
Playgrounds: 31
Cluster Courts: 61
Dwellings/Lots: 61

Unit Length: 759

CIRCULATION EFFICIENCY
UNDEFINED LAND BETWEEN BUILDINGS

3 Ming-tsu public housing

EXISTING LAYOUT:
The layout contains a large portion of open space, in between four building blocks, which becomes a pass-through public circulation, due to the lack of control. Thus the open area, intended for condominium use, becomes semi-public, and its maintenance becomes a burden for the users or the public sector.

RECOMMENDED CHANGE:
The alternate layout is to change the semi-public land to semi-private courtyard by giving certain controls, such as fences or walls around the semi-private condominium space, so as to encourage group control and to prevent extra public circulation.

REDUNDANT PUBLIC CIRCULATION

4 Tsao-ya squatter settlement

EXISTING LAYOUT:
Compared to the private land, a large proportion of land is used for public circulation. Every dwelling, is served by two streets. In other words, the block is too narrow and therefore inefficient.

RECOMMENDED CHANGE:
Elimination of redundant circulation. The street in between the two blocks should be changed to semi-private, dead-end courtyard.
CASE STUDY

ANALYSIS/layout examples

LAND UTILIZATION DIAGRAMS

PATTERN
Public: streets/walkways
Semi-Public: playgrounds
Semi-Private: cluster courts
Private: lots
dwellings

PERCENTAGES

CIRCULATION EFFICIENCY
CONCLUSIONS / RECOMMENDATIONS

The layout examples identify the inadequate and inefficient land utilization in Kaohsiung urban area:

- The encroachment of fire lanes, which is the typical consequence of the fire lane requirement of by-laws. It is the result of incongruity among ownership, user, control and responsible agent, such as private ownership of fire lane but public circulation. The result is that the fire lane is either encroached or becomes a garbage dump.

- The land without clear definition of the users, responsible agent and control, invariably becomes wasted land. General trend among public housing agencies as well as private developers, is to provide large "open spaces" without specific use, responsibility and controls, instead of manageable, semi-private courtyards. As a result, the undefined piece of land becomes an extra space used for public thoroughfare which is difficult to maintain.

- The redundancy of streets is also a waste of land. In this case, the public sector has to spend extra money for infrastructure and maintenance, serving less number of people, compared with the cases of lots served by one street.

- The social integration and interaction is neglected in most of the cases. By providing more public land instead of shared courts, there is no place for social communication and for children to play. The development is not only inadequate in terms of safety (as for example, children playing on the street), but it also discourages the social interaction.

The existing problems are going to continue under the present by-laws. Kaohsiung, representing the typical product of by-laws and policies, is one of many cities in Taiwan, that suffers the same malady. The current regulation efforts so far have been questionable both qualitatively and quantitatively.

"The key to proper and adequate land utilization is a coherent relationship among user, responsibility and physical controls. This coherence should be reflected in the physical plan or layout. The controls should define clearly the extent of the territory, facilitate its specific function and allow users to assume their responsibility in terms of maintenance and operation."*

"The different types of land utilization considered are as follows:

- PUBLIC LAND: Primary purpose is circulation: streets, walkways for vehicles and pedestrians; includes open spaces; responsible agent is the public sector and only minimum legal control can be enforced.

- SEMIPUBLIC LAND: Community utilization includes areas for schools, playgrounds; users are unlimited number of people and these together with the public sector are the responsible agents; partial legal and physical control are possible.

- SEMIPRIVATE LAND: Urban area shared by a group, held in condominium; users are limited in number and are the responsible agents for operation and maintenance partial or complete social, legal and physical control.

- PRIVATE LAND: This includes lots/dwellings for residential, industrial and commercial purposes; very limited number of users and the responsible agent is the individual user; complete legal and physical control.**

* URBANIZATION PRIMER, Horacio Caminos, Reinhard Goethert, MIT Press,
In an urban layout, the type of land utilization must be identified, the users defined and the individual sector/group responsible for operation and maintenance determined. Finally, all physical controls should be spelt out very clearly for effective implementation. Public land should be minimized to maximize private/semi-private land. Controls should be provided to further maximize private responsibility and minimize public responsibility. Moreover, group control should be encouraged by using proper layout, so as to maximize social integration and interaction.

These principles are transformed into physical layouts in next section in order to be comparable with the case study examples and also among themselves.

LAND SUBDIVISION MODELS

This section presents different types of urban land subdivision models which are primarily derived from the by-laws. The purpose is to present recommendations for urban development through basic model layouts.

Three types of block models are included:

STANDARD MODEL - following the by-laws
It is the typical layout which simply follows the by-laws; it represents the most popular type of existing development in Taiwan.

ALTERNATIVE REFERENCE MODELS - following the by-laws
This series of block layouts has been studied within the constraints of the by-laws, but with improved land utilization and efficiency of the land.

ALTERNATIVE REFERENCE MODEL - modification of the by-laws
This alternative presents a more practical layout, especially for small lots, and makes fire lane requirements more realistic.

These models are studied with different layouts and block sizes, but within the following constraints:
- by-laws (except in type 3 which modifies some of the fire lane and block size requirements).
- 15m street width and 4m x 16m minimum residential lot size.
- suitable for 2 to 4 story row houses or apartments which are the most popular housing types in urban areas of Taiwan.

The basic types of land utilization for all the models are clearly defined and based on characteristics of users, responsible agent and control, so as to compare and evaluate the different models in terms of efficiency of land utilization, lot density and circulation length.
STANDARD MODEL – following the by-laws

The land utilization in this layout is categorized in two parts:
- PUBLIC LAND: It includes streets, access lanes and fire lanes (considering its use for circulation) with the minimum controls.
- PRIVATE LAND: It includes privately owned lots/dwellings, which are used, controlled and responded by the individual owners.

The incongruity of this layout is, as discussed before, the private ownership of fire lane, performing the function of public circulation because of lack of proper controls. It is predictable, therefore, that this space will either be encroached upon or used as a garbage dump.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>OWNERSHIP</th>
<th>USER</th>
<th>RESPONSIBLE AGENT</th>
<th>CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC</td>
<td>public</td>
<td>crowd, unlimited number,</td>
<td>public sector</td>
<td>minimum</td>
</tr>
<tr>
<td>street, access lane</td>
<td></td>
<td>anybody</td>
<td></td>
<td>(legal)</td>
</tr>
<tr>
<td>fire-lane</td>
<td>private</td>
<td>crowd, unlimited number,</td>
<td>co-users</td>
<td>minimum</td>
</tr>
<tr>
<td></td>
<td></td>
<td>anybody</td>
<td></td>
<td>(legal)</td>
</tr>
<tr>
<td>SEMIPUBLIC</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SEMIPRIVATE</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PRIVATE</td>
<td>private</td>
<td>individual user</td>
<td>individual user</td>
<td>complete</td>
</tr>
<tr>
<td>lots, dwellings</td>
<td></td>
<td></td>
<td></td>
<td>(legal)</td>
</tr>
</tbody>
</table>

GOVERNING BY-LAWS:
- Length of this block (147m) corresponds to the maximum length suggested (150m for a block in residential area) by the public housing regulations.
- Fire lane, with 3m width in between buildings is required by the building code.

LAND UTILIZATION DATA

| BLOCK SIZE: 147 x 32 = 4704 m² |
| LOT SIZE: 4 x 14.5 = 58 m² |
| NO. OF LOTS: 68 |
| LOT DENSITY: 89 lots/ha |
| AREAS | Hectares | Percentages |
| PUBLIC (streets, walkways, open spaces) | 0.34 | 45% |
| SEMI-PUBLIC (open spaces, community centers) | - | - |
| PRIVATE (dwellings, shops, factories, lots) | 0.42 | 55% |
| SEMI-PRIVATE (cluster courts) | - | - |
| TOTAL | 0.76 | 100% |

CIRCULATION EFFICIENCY

network length (streets, walkways) = 549 m/ha

Areas served (total area) = 549 m²
ALTERNATIVE REFERENCE MODELS
- following the by-laws

The land utilization in these layouts are categorized in three parts:
- PUBLIC LAND: The public land in this layout includes streets and access lanes. (fire lane not considered as the public land)
- SEMIPRIVATE LAND: It is a condominum area which serves a group of people as a shared courtyard and also as a fire lane - an emergency exit. It is owned, used and responded by a group of people, with partial or complete control.
- PRIVATE LAND: It includes lots/dwellings, as in the standard model.

The function of the fire lane, in these layouts, has been improved to be more usable condominum courtyard. (compared with serving only as an emergency exit) Also, it allows the congruent relationship among the owner, responsible agent, user and control, so as to prevent it becoming a garbage dump or encroachment.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>OWNERSHIP</th>
<th>USER</th>
<th>RESPONSIBLE AGENT</th>
<th>CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC street, access lane</td>
<td>public</td>
<td>crowd, unlimited number, anybody</td>
<td>public sector</td>
<td>minimum (legal)</td>
</tr>
<tr>
<td>SEMIPUBLIC shared court (fire-lane, access lane)</td>
<td>condominum</td>
<td>co-users</td>
<td>co-users</td>
<td>partial or complete (social, legal, physical)</td>
</tr>
<tr>
<td>PRIVATE lots, dwellings</td>
<td>private</td>
<td>individual</td>
<td>individual</td>
<td>complete (legal, physical)</td>
</tr>
</tbody>
</table>

GOVERNING BY-LAWS:
- The layout takes the maximum length (150m) of block as suggested by the public housing regulations.
- 3m width fire lane required by the building code, is covered within the shared court.

<table>
<thead>
<tr>
<th>BLOCK LAND UTILIZATION DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLOCK SIZE: 150 x 30 = 5700 m²</td>
</tr>
<tr>
<td>LOT SIZE: 4 x 14.5 = 58 m²</td>
</tr>
<tr>
<td>NO. OF LOTS: 72</td>
</tr>
<tr>
<td>LOT DENSITY: 82 Lots/Ha</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AREAS</th>
<th>Hectares</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC (streets, walkways, open spaces)</td>
<td>0.30</td>
<td>35%</td>
</tr>
<tr>
<td>SEMI-PUBLIC (open spaces, schools, community centers)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PRIVATE (dwellings, shops, factories, lots)</td>
<td>0.45</td>
<td>8%</td>
</tr>
<tr>
<td>SEMI-PRIVATE (cluster courts)</td>
<td>0.12</td>
<td>14%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0.87</td>
<td>100%</td>
</tr>
</tbody>
</table>

NETWORK EFFICIENCY
- Network length (streets, walkways): 249 m/ha

Areas served (total area): 16 Hectares
GOVERNING BY-LAWS:
- The layout nears the maximum length of a block (150m) suggested by the public housing regulations.
- Since each lot in this layout faces at least two streets/access lanes, fire lane is not required according to the building code.
- 6m width of access lane is required by the building code, since it has only one exit and is longer than 40 meters.

GOVERNING BY-LAWS:
- The length of this block layout (76m) is kept near the minimum 80m as suggested by the public housing regulations.
- Fire lane is not needed as in model 3.
- 4m width of the access lane is required by the building code, since it has one exit and length less than 40m.
LAND UTILIZATION DIAGRAMS
MODEL 5

LAND UTILIZATION DIAGRAMS
MODEL 6

GOVERNING BY-LAWS:
- The block takes the minimum length (80m).
- Fire lane is covered within shared court as in model 2.

GOVERNING BY-LAWS:
- The block layout (70m x 56m) is derived from a research report of Kaohsiung City Government.
- The fire lane requirement is covered within shared court as in model 2.

BLOCK LAND UTILIZATION DATA
- BLOCK SIZE: 82 x 50 = 4100 m²
- LOT SIZE: 4 x 14.5 = 58 m²
- LOT DENSITY: 70 Lots/Ha

AREAS
- PUBLIC (streets, walkways)
- SEMI-PUBLIC (open spaces, schools, community centers)
- PRIVATE (dwellings, shops, factories, lots)
- SEMI-PRIVATE (cluster courts)

PERCENTAGES
- Streets/Walkways 35
- Playgrounds
- Cluster Courts 20
- Dwellings/Lots 45

LOT DENSITY
- Lots/Hectare

CIRCULATION EFFICIENCY
- Unit Length 257 m/Ha

NETWORK EFFICIENCY
- Network length (streets, walkways) = 257 m/Ha

AREAS
- PUBLIC
- SEMI-PUBLIC
- PRIVATE
- SEMI-PRIVATE

PERCENTAGES
- 35%
- 20%
- 45%
- 20%

TOTAL
- 100%

NETWORK EFFICIENCY
- Network length (streets, walkways) = 257 m/Ha

AREAS
- PUBLIC
- SEMI-PUBLIC
- PRIVATE
- SEMI-PRIVATE

PERCENTAGES
- 35%
- 20%
- 45%
- 20%

TOTAL
- 100%

NETWORK EFFICIENCY
- Network length (streets, walkways) = 257 m/Ha
ALTERNATIVE REFERENCE MODEL
- modification of by-laws

The land utilization in this layout is categorized in three parts:
- PUBLIC LAND: It includes a limited number of streets in this layout. (not including fire lanes and access lanes)
- SEMIPRIVATE LAND: A high percentage of shared courts in this layout, also forms the function of being the access lanes. It has the same characteristics of the semi-private area as in model 2 to 6.
- PRIVATE LAND: It includes lots/dwellings, as in the other models.

The block layout in this model is divided into clusters. Large number of streets and access lanes are replaced by shared courts. It disregards the fire lane requirements of the present by-laws, for obtaining more practical layout compared to the existing layout examples that have been analyzed before, and tries to present more reasonable land use pattern, especially for the small lots which suffer due to the fire lane requirements of the by-laws.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>OWNERSHIP</th>
<th>USER</th>
<th>RESPONSIBLE AGENT</th>
<th>CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC street</td>
<td>public</td>
<td>crowd, unlimited</td>
<td>public sector</td>
<td>minimum</td>
</tr>
<tr>
<td></td>
<td></td>
<td>number, anybody</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEMIPUBLIC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEMIPRIVATE shared court (access lane)</td>
<td>condominium co-users</td>
<td>co-users</td>
<td>partial or complete</td>
<td>(social, legal, physical)</td>
</tr>
<tr>
<td>PRIVATE lots,dwellings</td>
<td>private</td>
<td>individual user</td>
<td>individual user</td>
<td>complete (legal, physical)</td>
</tr>
</tbody>
</table>

GOVERNING BY-LAWS:
- This layout disregards the fire lane regulation.
- The access lane is 6m wide, according the requirements of the building code.

BLOCK LAND UTILIZATION DATA
- BLOCK SIZE: 152 x 99 = 15048 m²
- LOT SIZE: 4 x 14.5 = 58 m²
- NO. OF LOTS: 188
- LOT DENSIT: 99 Lots/Ha

AREAS
- PUBLIC (streets, walkways, open spaces): 0.40 21%
- SEMI-PUBLIC (open spaces, schools, community centers): 1.14 60%
- PRIVATE (dwellings, shops, factories, lots): 0.37 19%

TOTAL 1.91 100%

NETWORK EFFICIENCY
- Network length (streets, walkways) = 148 m/ha
- Areas served (total area)
COMPARATIVE EVALUATIONS

The comparative chart on next two pages analyzes and evaluates the quantities of the components, i.e. land utilization, lot density and circulation efficiency, for each of the 7 model layouts. The evaluation process has been facilitated through the summary diagrams and quantitative bars, representing the same.

SUMMARY DIAGRAMS: It comprises the diagrams of land utilization, lot density and circulation efficiency for each model layout.

- LAND UTILIZATION: The land utilization of the models is presented in percentages of public land, semi-public land, semi-private land and private land, which are indicators in determining maintenance, responsibility, user control and functional efficiency of a layout.

- LOT DENSITY: It is the ratio of the number of lots in the model area to the model area, which includes the residential (lots/shared court) and public circulation. (note: public facilities, as parks and schools considered as semi-public areas are not included in this study)

- CIRCULATION EFFICIENCY: A ratio between public circulation length and the area served indicates the direct capital investment and future maintenance costs, for the infrastructure network.

QUANTITATIVE BARS: To facilitate the evaluation process, the comparative summary diagrams are transformed into quantitative bars drawn to scale.

- PERCENTAGE OF PRIVATE/SEMI-PRIVATE LAND: Higher percentage of private/semi-private land results in low cost of service installation per lot and reduced maintenance efforts for the public sector, indicating an efficient layout, which is indicated by longer bar in the chart.

- LOT DENSITY: The higher the density, the smaller is the land area required for a given number of lots, resulting in lower costs per capita related to land and infrastructure, and is shown by a longer bar in the chart.

- POPULATION: Assuming 5 persons per family/lot population density is calculated. The higher the population density, lesser is the land required for a given population, which is represented by a longer bar.

- CIRCULATION EFFICIENCY: Shorter unit circulation length, results in less capital investments and maintenance costs. Therefore, the shorter is the circulation length, longer is the bar.

INFERENCES: Concluding comments and inferences are drawn from the chart, based on the analysis of the quantitative chart. Other criteria concerning social issues, more important but not quantifiable, are presented in this column. As for example, the courtyards shared by the dweller groups, has multiple functions; besides serving as a fire lane or access lane, it provides a place for social activities, children's playground, limited parking of vehicles, etc.
### Quantitative Bars

<table>
<thead>
<tr>
<th>Percentage of Private/Semi-Private Land</th>
<th>Lot Density</th>
<th>Population Density</th>
<th>Circulation Efficiency</th>
<th>Inferences</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>69</td>
<td>445</td>
<td>1/549 = 1.8 x 10^-3</td>
<td>Poor</td>
</tr>
<tr>
<td>65</td>
<td>82</td>
<td>410</td>
<td>1/249 = 4 x 10^-3</td>
<td>Acceptable</td>
</tr>
<tr>
<td>69</td>
<td>80</td>
<td>408</td>
<td>1/202 = 5.0 x 10^-3</td>
<td>Good</td>
</tr>
<tr>
<td>65</td>
<td>75</td>
<td>385</td>
<td>1/259 = 3.9 x 10^-3</td>
<td>Acceptable</td>
</tr>
<tr>
<td>65</td>
<td>70</td>
<td>350</td>
<td>1/257 = 3.9 x 10^-3</td>
<td>Acceptable</td>
</tr>
<tr>
<td>65</td>
<td>68</td>
<td>340</td>
<td>1/255 = 3.9 x 10^-3</td>
<td>Acceptable</td>
</tr>
<tr>
<td>79</td>
<td>99</td>
<td>495</td>
<td>1/148 = 6.7 x 10^-3</td>
<td>Good</td>
</tr>
</tbody>
</table>

**Inferences**

This layout is **Poor** because of its characteristics:

1. Positive: provides high density of lots and high population.
2. Negative: does not provide community semi-private court, low percentage of private/semi-private land, poor circulation efficiency.

This layout is **Acceptable** because of its characteristics:

1. Positive: provides community semi-private court, reasonable percentage of private/semi-private land, reasonable circulation efficiency, a reasonable lot density and population density.
2. Negative: -

This layout is **Good** because of its characteristics:

1. Positive: provides community semi-private court, a large percentage of private/semi-private land, a good circulation efficiency, a reasonable density of lots and a reasonable population density.
2. Negative: -

This layout is **Acceptable** because of its characteristics:

1. Positive: provides community semi-private court, a reasonable percentage of private/semi-private land and a reasonable circulation efficiency.
2. Negative: low density of lots and low population density.

This layout is **Acceptable** because of its characteristics:

1. Positive: provides community semi-private court, a reasonable percentage of private/semi-private land and a reasonable circulation efficiency.
2. Negative: low density of lots and low population density.

This layout is **Acceptable** because of its characteristics:

1. Positive: provides community semi-private court, a reasonable percentage of private/semi-private land and a reasonable circulation efficiency.
2. Negative: low density of lots and low population density.

This layout is **Good** because of its characteristics:

1. Positive: provides community semi-private court, a reasonable percentage of private/semi-private land, a good circulation efficiency, high lot density and population density.
2. Negative: does not provide fire-lane which is required by the by-law.
This section provides complementary references and elaborated surveys in Kaohsiung that are used as the basis for the analysis and recommended model studies.

The section comprises three parts as follows:

1. NATIONAL/URBAN CONTEXT: Taiwan, R.O.C./Kaohsiung
2. CASE STUDIES
3. COMPARATIVE SUMMARY
NATIONAL CONTEXT
TAIWAN, REPUBLIC OF CHINA

PRIMARILY INFORMATION: Taiwan, which is also known as Formosa, is an island situated off the southeastern coast of the mainland China, latitude 21°45'-25°37' north, longitude 119°18'-122°6' east. The north-south central mountain range divides the island into a rocky, rugged strip of land of the east and the fertile plains of the west. Because of the mountainous terrain, less than one-third of the island can be considered arable. High forested mountains cover most of the land. The climate is sub-tropical in the north and tropical in the south with an average temperature 75°F. Hot, humid summer lasts from May to October and winter is chilly. Occasional earthquakes cause little damage, but Typhoon (tropical hurricane) which usually comes with heavy rainfall brings serious floods on agricultural and even urban land in the late summer.

HISTORY: The aborigines of Taiwan are believed to be of Polynesian Stock. The Chinese crossed the Taiwan Strait from the Provinces of Fukien and Kwangtung as early as the 12th Century. From 1624 to 1646, Taiwan was under Spanish and Dutch domination, population was 30,000. In 1661, the Dutch were ousted by a patriot of Ming Dynasty, General Cheng Chen-kung (Koxinga), who held out from Chinese mainland after the Manchus and made a prefecture of Fukien in 1684. Large-scale immigration began and by 1810, the population had reached 2,000,000. The Manchu government made Taiwan a province in 1885. In 1895, Taiwan was ceded to Japan at the conclusion of the first Sino-Japanese War. In 1945, after World War II, Taiwan returned to China as a result of the Cairo Agreement. But since 1949, Taiwan has become the effective territory of the Republic of China. Taipei is the temporary Capital.

GOVERNMENT: The Taiwan Provincial Government, Taipei Special Municipality and Kaohsiung Special Municipality are under the jurisdiction of the Executive Yuan of the Central Government which is the highest administration body of the Republic of China. Local government consists of 16 prefectures and 3 major provincial cities, which includes: Taichung, Tainan and Keelung.

ECONOMY: In 1976, per capita income stood at $US849, (World Bank estimate $US1,070) the gross domestic product was $US14,732 billion and the growth rate recorded a 11.76%. In average, the economic growth between 1953 and 1976, was about 7% per annum. Official foreign exchange rate in the end of 1978 was one U.S. Dollar to 36.05 New Taiwan dollars, now the rate is floating.

DEMOGRAPHY: At the end of 1976, total population was 16,508,190. The gross density was 458.79 persons per square kilometer., among the highest in the world. About 98% of the population is made of Han origin from Mainland China and less than 2% are aborigines.

SOCIO-CULTURAL: There were 3,916,600 households at the end of 1976 with an average family size of 5.28 persons. Adult literacy rate was 93% in 1976. Life expectancies of male is 67.1 yrs. and female is 72.5 yrs. Though the official national language is Mandarin, local dialects as Taiwanese, Fukienese and Hakka are also being used.

SOCIO-ECONOMIC: The lowest income sectors are concentrated in rural areas. The rate of urbanization is very high. 5.9% of the total area is urbanized and inhabited by 59.7% of the total population in 1976.

HOUSING: During the past 15 years the annual housing investment was 2.2% of GDP which was relatively low if compared with other countries. Land is limited due to the high population density, the high, steep mountain geographic feature and the need to balance the use between urbanization and agricultural development. In 1976, the government estimated that the housing demand during the next six years (1976 - 1981) was 600,000 units in Taiwan province.
URBAN CONTEXT
KAOHSIUNG

PRIMARY INFORMATION: Kaohsiung is a major industrial city and the second largest in population, but it is the largest port. It is situated in the southwestern part of Taiwan, 211 miles south of Taipei, with an area of 113.7 km². It is located on a large plain along the western coast of southern Taiwan, latitude 22°35' North, longitude 120°17' East. Mt. Peng-yung and Mt. South-shan both below 350m in height are the only mountains inside the city limits. Hou-ching River and Ren-ai River run through the city. Kaohsiung is located in the tropical zone with an average temperature of 24.3°C, and a mean annual rainfall of about 1,900 mm. The climate is hot, with a long typhoon season during the summer. The four coldest months (Nov. - Feb.) have a minimum temperature of 6°C.

HISTORY: Kaohsiung was originally known as Takou and was named Kaohsiung in 1920. The city development started during the Ming Dynasty when Yu Ta-yu chased pirates up Mt. Takou near Kaohsiung. When the Dutch invaded the island in 1624, the Kaohsiung area was already populated by immigrants from the mainland of China. Fisheries and trade prospered in the area due to its advantageous geographic location. The area has a convenient harbor and large plains nearby which could be developed. After Cheng Chon-kung drove the Dutch out of the island, the Chinese set up Wang-nein county at Pei-tru Tou (within Tzu-ying district) and stationed troops throughout the city to open the land. It was transferred to the jurisdiction of Fengshan county after the Manchus conquered the island in 1983. After the Central Government of Republic of China moved to Taiwan, Kaohsiung made rapid progress and became the biggest industrial and commercial harbor in southern Taiwan.

ECONOMY: Kaohsiung is an important industrial and commercial center and the largest port in Taiwan. The large scale industries, which are more than 2,200, include a steel mill, a shipyard, and oil refinery, a petrochemical complex, plywood & cement industries and export processing zones. In 1978, 37% of the city's population was economically active, out of which 27% were females.

DEVELOPMENT: The urban development of Kaohsiung city started during the Ming/Ching Dynasty, while Taiwan was administrated as a province of China. Large scale immigration from mainland China initially developed Kaohsiung as Chinese farming villages. Kaohsiung harbor was originally set up during the Ming Dynasty, which brought in the first commercial activities to the city. During the period of Japanese domination, the fundamental urban form was constructed in the city. The streets, railways, infrastructure network, harbor, etc., were planned and constructed. In 1908, a preliminary urban plan was developed which included a total planned area of 170 hectares with an estimated population of 42,000. The plan was expanded constantly due to the rapid population growth. The harbor and the city center (Pen-chien area) developed at the same time. The city also became an industrial center.
After Taiwan was restored to the Republic of China, and encouraged by government policies over the years, Kaohsiung has undergone a rapid development, characterized by its sprawling factories, businesses and fisheries, and it became the second largest city in Taiwan.

GOVERNMENT: With the rapid increase in population and economic prosperity, Kaohsiung was elevated to a Special Municipality on July 1, 1979. The city is comprised of ten districts: Yan-cheng, Kushan, Tsao-ying, Nan-tzu, San-ming, Hsin-hsing, Chien-chin, Ling-ya, Chien-chen, Chih-ching. Hsiao-kang district became the 11th after a change in the status of Kaohsiung city.

DEMOGRAPHY: The population of the Kaohsiung urban area was 1,063,797 according to the census at the end of 1978. The annual population increase was 5.22% between 1967 and 1976, and 1.92% from 1976 to 1978. 48% of the population is female. The gross density in this area is 93 persons/ha, which is the highest in Taiwan. Approximately 64% of the existing population migrated from other place. 34.83% of the population in 1978 was aged under 14, 62.2% was aged between 15 - 64, the rest were elderly people.

Socio-Economic: In 1978 there were 226,807 households, with an average size of 4.69 persons. Approximately 76% of the households in 1977 had a below average income. The annual income per household was NT$ 185,368 or US$ 5,150 (foreign exchange rate was 1 U.S. dollar = 36 New Taiwan dollars) which increased 34.85% from 1977.
The following section contains case studies of selected dwelling environments within the Kaohsiung city area. The case studies have been selected on the basis of income group, housing type, location, and are representative of all the major dwelling systems of the city. The case studies are represented at four levels:

LOCALITY: A locality is defined as a relatively self-contained area. It is generally confined within physical boundaries.

LOCALITY SEGMENT: All localities differ in size and shape; for purposes of comparison, a segment of 400 meters by 400 meters is taken from each locality.

LOCALITY BLOCK: Within each locality segment, a typical residential block is selected in order to compare land utilization (patterns, percentages, densities and circulation).

DWELLING UNIT: A typical self-contained unit for an individual, a family or a group is selected in each locality segment.

The case studies are arranged as follows:

1. KUO-MAO MILITARY HOUSING
   Public, Row house, Low/Middle income

2. SHIH-CHUAN PRIVATE DEVELOPMENT
   Private, Row house, Middle income

3. MING-TSU PUBLIC HOUSING
   Public, Apartment, Low/Middle income

4. TSAO-YA SQUATTER SETTLEMENT
   Popular/Private, Row house, Low/Middle income
1 Kuo-mao military housing

Developer: PUBLIC
Type of development: INSTANT/INCREMENTAL
Dwelling type: ROW HOUSE
1-2 stories
Income type: LOW/MIDDLE INCOME

ORIGIN: Tzuo-ying district has been developed since 1661. Most of the Chinese people migrated to this area during Ming Dynasty after Cheng Chen-kung had taken over Taiwan from the Dutch. Tzuo-ying was one of the villages which had developed by these ancient people.

While Japanese controlled Taiwan, Tzuo-ying had been developed as a harbour military base. After World War II, Taiwan was returned to China and central government recovered the control of this area. A large number of military housing was built with the purpose of settling the soldiers and their families. Kuo-mao military housing was one of these projects. Row houses were built by the public sector in several stages from August, 1960 till November, 1976.

LAYOUT: The locality is bound by the Lien-chih Pond at the north, an ancient wall at the west, and the railway at the west and south. Also, a hilly area is located near the locality on its north-west side. A deep ditch which provides storm drainage, surrounds the site at the east and south boundary along the railway. The layout is based on a grid pattern. Most of the lots are facing the access lanes parallel to the railway line. The back of two lots had access to a fire-lane, that in most cases had been encroached by the expansion of the dwellings.

LAND USE: The area is predominantly residential. Community center, market and limited shops are located along the main street. The recreational area is well organized and maintained by the community committee. Local residents are served by primary and secondary schools located within the area or in the surroundings.

CIRCULATION: Chung-hua Road is the main existing approach to this area from the city center. A road has been proposed along the railway to connect Chung-hua Road and Nai-lu Road at north and to serve Tzuo-ying railway station. The internal circulation pattern includes one main street parallel to the railway and collector roads perpendicular to the main street having limited vehicular traffic. Paved pedestrian roads dominate in this area.

LOCATION: The case is located in Tzuo-ying district along the western side of the main railway line that runs north-south. It is about 4km north from the city.
LOCALITY CONSTRUCTION TYPES

The chart shows (1) approximate percentage of each construction type within the total number of dwellings and (2) building group that generally produces each type.

LOCALITY UTILITIES AND SERVICES

The chart illustrates the approximate availability of utilities, services, and community facilities at three levels: NONE, LIMITED, ADEQUATE.

LOCALITY SEGMENT PLAN

1:2500
LAND UTILIZATION DIAGRAMS

BLOCK a

PERCENTAGES
- Streets/Walkways: 25%
- Playgrounds: -
- Cluster Courts: -
- Dwellings/Lots: 75%

DENSITY
- People/Hectare: 575

CIRCULATION EFFICIENCY
- Meters/Hectare: 814

LOCALITY BLOCK LAND UTILIZATION DATA

<table>
<thead>
<tr>
<th>AREAS</th>
<th>Public (streets, walkways, open spaces)</th>
<th>0.04</th>
<th>25%</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEMI-PUBLIC</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PRIVATE (dwellings, shops, factories, lots)</td>
<td>0.12</td>
<td>75%</td>
<td></td>
</tr>
<tr>
<td>SEMI-PRIVATE (cluster courts)</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0.16</td>
<td>100%</td>
</tr>
</tbody>
</table>

DENSIITIES

<table>
<thead>
<tr>
<th>Total Number</th>
<th>Area</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hectares</td>
<td>M/Ha</td>
</tr>
<tr>
<td>LOTS</td>
<td>17</td>
<td>0.16</td>
</tr>
<tr>
<td>DWELLING UNITS</td>
<td>17</td>
<td>0.16</td>
</tr>
<tr>
<td>PEOPLE</td>
<td>92</td>
<td>0.14</td>
</tr>
<tr>
<td></td>
<td>70</td>
<td>0.19</td>
</tr>
</tbody>
</table>

CIRCULATION EFFICIENCY

- Meters/Hectare: 740

NETWORK EFFICIENCY

- Network length (streets, walkways): 814 m/Ha
- Areas served (total area): 740 m²

- LOTS
  - Average area, dimensions: 69 m²

LOCALITY BLOCK PLAN

PATTERN

- Public: streets/walkways
- Semi-Public: playgrounds
- Semi-Private: cluster courts
- Private: lots
- Dwellings

1:1000
**LOCALITY SEGMENT/BLOCK:** The segment is representative of the existing layout. One story row houses dominate this area. People add more rooms building one or two stories after buying the houses from the public sector. Around 80 percent of the fire-lanes were encroached upon because of added facilities such as kitchen, toilet, etc.

**TYPICAL DWELLING**

The streets and access lanes are paved with tar and gravel. Secondary streets and access lanes are essentially for pedestrians, and access lanes are used as walkways and open space by the residents. Lots vary in size (80 m², 86 m², 96 m², 112 m²) according to the different ranks of the military employees.

**CASE STUDY SOURCES:**

**Locality Plan:** (accurate) Kaohsiung City Government.
**Land Use Pattern:** (accurate) IBID
**Circulation Pattern:** (approximate) City Master Plan, Survey By Author, 1980.
**Locality Segment Plan:** (accurate) Kaohsiung City Government.
**Locality Block Plan:** (accurate) IBID
**Block Land Utilization:** Survey By Author, 1980
**Typical Dwelling:** (approximate) IBID
**Socio-Economic Data:** (approximate) IBID
**Photographs:** By Author, 1980
**General Information:** Survey By Author, 1980 1/2 income for rent/mortgage.

**LOCALITY SEGMENT:**

**SECTOR**

**LOCALITY SEGMENT/BLOCK:**

**SECOND FLOOR:**

**GROUND FLOOR:**

**ELEVATION:**

**SECTION:**

**KEY**

- **LR**: Living Room
- **D**: Dining/Entire Area
- **B**: Bedroom
- **K**: Kitchen/Cooking Area
- **T**: Toilet/Bathroom
- **L**: Laundry
- **C**: Closet
- **S**: Storage
- **M**: Room (multi-use)

**PHYSICAL DATA**

(related to dwelling and land)

**DWELLING UNIT**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>ROW-HOUSE</td>
</tr>
<tr>
<td>Area (sq m)</td>
<td>69</td>
</tr>
<tr>
<td>Tenure</td>
<td>LEGAL OWNERSHIP</td>
</tr>
</tbody>
</table>

**LAND/LOT**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilization</td>
<td>PUBLIC</td>
</tr>
<tr>
<td>Area (sq m)</td>
<td>48</td>
</tr>
<tr>
<td>Tenure</td>
<td>PUBLIC/USUFRUCT</td>
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</table>

**DWELLING**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>PERIPHERY</td>
</tr>
<tr>
<td>Type</td>
<td>ROW-HOUSE</td>
</tr>
<tr>
<td>Number of floors</td>
<td>2</td>
</tr>
<tr>
<td>Utilization</td>
<td>SINGLE FAMILY</td>
</tr>
<tr>
<td>Physical state</td>
<td>FAIR</td>
</tr>
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</table>

**DWELLING DEVELOPMENT**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode</td>
<td>INSTANT/INCREMENTAL</td>
</tr>
<tr>
<td>Developer</td>
<td>PUBLIC</td>
</tr>
<tr>
<td>Builder</td>
<td>PUBLIC</td>
</tr>
<tr>
<td>Construction type</td>
<td>BRICK/WOOD</td>
</tr>
<tr>
<td>Year of construction</td>
<td>1950</td>
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**MATERIALS**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Foundation</td>
<td>BRICK/CONCRETE</td>
</tr>
<tr>
<td>Floors</td>
<td>CONCRETE</td>
</tr>
<tr>
<td>Walls</td>
<td>BRICK</td>
</tr>
<tr>
<td>Roof</td>
<td>CLAY-TILES/WOOD</td>
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**DWELLING FACILITIES**

<table>
<thead>
<tr>
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<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>WC</td>
<td>1</td>
</tr>
<tr>
<td>Shower</td>
<td>1</td>
</tr>
<tr>
<td>Kitchen</td>
<td>1</td>
</tr>
<tr>
<td>Rooms</td>
<td>5</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
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</table>

**SOCIO-ECONOMIC DATA**

(related to user)

**GENERAL:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social</td>
<td>ANHWEI PROVINCE</td>
</tr>
<tr>
<td>Place of birth</td>
<td>ANHWEI PROVINCE</td>
</tr>
<tr>
<td>Education</td>
<td>MILITARY OFFICER</td>
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</table>

**NUMBER OF USERS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Married</td>
<td>2</td>
</tr>
<tr>
<td>Single</td>
<td>-</td>
</tr>
<tr>
<td>Children</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>6</td>
</tr>
</tbody>
</table>

**MIGRATION PATTERN**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of moves</td>
<td>1</td>
</tr>
<tr>
<td>Rural - urban</td>
<td>1951</td>
</tr>
<tr>
<td>Urban - urban</td>
<td>-</td>
</tr>
<tr>
<td>Urban - rural</td>
<td>-</td>
</tr>
</tbody>
</table>

**WHY CAME TO URBAN AREA:** MILITARY SERVICE

**GENERAL:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income group</td>
<td>MODERATE</td>
</tr>
<tr>
<td>Employment</td>
<td>BUS DRIVER</td>
</tr>
<tr>
<td>Distance to work</td>
<td>3 Km</td>
</tr>
<tr>
<td>Mode of travel</td>
<td>BUS/MOTORCYCLE</td>
</tr>
</tbody>
</table>

**COSTS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling unit</td>
<td>-</td>
</tr>
<tr>
<td>Land - market value</td>
<td>-</td>
</tr>
</tbody>
</table>

**DWELLING UNIT PAYMENTS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financing</td>
<td>-</td>
</tr>
<tr>
<td>Rent/mortgage</td>
<td>GOVERNMENT</td>
</tr>
</tbody>
</table>

**CASE STUDY SOURCES:**

- **Locality Plan:** (accurate) Kaohsiung City Government.
- **Land Use Pattern:** (accurate) IBID
- **Circulation Pattern:** (approximate) City Master Plan, Survey By Author, 1980.
- **Locality Segment Plan:** (accurate) Kaohsiung City Government.
- **Locality Block Plan:** (accurate) IBID
- **Block Land Utilization:** Survey By Author, 1980
- **Typical Dwelling:** (approximate) IBID
- **Socio-Economic Data:** (approximate) IBID
- **Photographs:** By Author, 1980
- **General Information:** Survey By Author, 1980 1/2 income for rent/mortgage.
PHOTOGRAPHS:

(LEFT) View of the narrow alley - can only be used by pedestrians.
(TOP) Birds view of this development, land is covered by roofs, only a few narrow alleys are visible.
(BOTTOM) The secondary street; few cars, mainly motor-bike and pedestrian traffic.
2 Shih-chuan private development

Developer: PRIVATE
Type of development: PROGRESSIVE
Dwelling type: ROW HOUSE
Income type: MIDDLE INCOME

ORIGIN: Shih-chuan private development was named San Kusi Tzu, and has been developed since 1690. It was developed as a farm village at the early stage. The railway which runs between north and south of Taiwan was established in 1908. The new station was built at the southern edge of the site in 1936. It attracted commercial firms and small manufacturers into the area. Because of urban expansion, rapid population growth, Kaohsiung city has been facing some serious problems such as insufficient public facilities, the confusing and vague demarcation of properties, etc. City government has been carried out land consolidation to solve these problems. San Kusi Tzu (Shih-chuan) was the first development in Kaohsiung city.

LAYOUT: This locality is bounded by the railway at the south, and the station becomes the focus of this area. The urban layout is a grid. The rectangular block of 30m x 110m size is the basic dimension for the intervals between public circulation network. As a planned development, the locality facilities and utilities such as roads, sewers, parks and bridges had been fully provided to keep pace with the population growth in this area.

LOCATION: This site is located in the north part of the city center and it also is the first stage of the land consolidation in Kaohsiung city. Chou-tsu Road is the main approach to this area. The railway lines on the south become the boundary of this locality.

LOCALITY PLAN
LAND USE: The area is planned for residential and commercial use. Most of the lots that face the main street are shops and small manufacturers. The lots farther from the streets were initially reserved for residential use, which are now taken over by both the commercial firms and the small manufacturers. Few of the large open spaces have been developed as parks and parking area. Mainly, 6m access roads and the arcade along the streets provide the place for playing and socializing among neighbourhood residents.

CIRCULATION: Chou-tsu Road and Shih-chuan Road which run parallel to the railway and through the locality are the main traffic lines which connect this area with other parts of the city. Pou-ai Road is the other main street which is perpendicular to the railway and connects the railway station with Chou-tsu Road and Shih-chuan Road. It is also planned to be the future highway which runs north-south through Kaohsiung city.

POPULATION AND INCOME: The majority of residents are from the middle income group. Most of the residents settled down after the land consolidation was carried out. Therefore each inhabitant has a different background and occupation. The density of this area is approximate 118 persons/hectare with an increasing rate of 4.76% per annum.
**APPENDIX**

**LOCALITY CONSTRUCTION TYPES**

<table>
<thead>
<tr>
<th></th>
<th>%</th>
<th>0</th>
<th>100</th>
<th>50</th>
<th>25</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHACK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUD/WATTLE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WOOD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MASONRY WOOD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MASONRY CONCRETE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONCRETE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The chart shows (1) approximate percentage of each construction type within the total number of dwellings and (2) building group that generally produces each type.

**LOCALITY UTILITIES AND SERVICES**

- WATER SUPPLY
- SANITARY SEWERAGE
- STORM DRAINAGE
- ELECTRICITY
- GAS
- REFUSE COLLECTION
- PUBLIC TRANSPORTATION
- TAVED ROADS, WALKWAYS
- TELEPHONE
- STREET LIGHTING

**LOCALITY COMMUNITY FACILITIES**

- POLICE
- FIRE PROTECTION
- HEALTH
- SCHOOLS, PLAYGROUNDS
- RECREATION, OPEN SPACES

The chart illustrates the approximate availability of utilities, services, and community facilities at three levels: NONE, LIMITED, ADEQUATE.

Quality of information:
LOCALITY SEGMENT/BLOCK: The segment plan clearly shows the typical combination of buildings and streets in this development. Generally, the long sides of the blocks are parallel to the railway. The typical unit is formed by two blocks separated by an access road and surrounded by either a main or secondary streets. Two to four stories reinforced concrete constructions are dominating in this area. A few high rise buildings exist along the main streets.

The typical block plan shows the encroachments on the fire-lane. The building code generally requires a fire-lane between two rows of housing. The fire-lane has disappeared in most of the cases.
PHYSICAL DATA  
(related to dwelling and land)

DWELLING UNIT
- type: APARTMENT
- area (sq m): 57
- tenure: LEGAL OWNERSHIP

LAND/LOT
- utilisation: PUBLIC
- area (sq m): -
- tenure: CONDOMINIUM

DWELLING
- location: INNER RING WALK-UP
- type: SINGLE FAMILY
- number of floors: 5/7/11
- utilisation: GOOD
- physical state: MASONRY/CONCRETE

DWELLING DEVELOPMENT
- mode: INSTANT
- developer: LARGE CONSTRUCTOR
- builder: LARGE CONSTRUCTOR
- construction type: MASONRY/CONCRETE
- year of construction: 1978

MATERIALS
- foundation: R.C.
- floors: R.C.
- walls: BRICK/R.C.
- roof: R.C.

DWELLING FACILITIES
- wc: 1
- shower: 1
- kitchen: 1
- rooms: 4
- other: -

SOCIO-ECONOMIC DATA  
(related to user)

GENERAL:
- user's ethnic origin: KAOGHSIUNG, TAIWAN
- place of birth: KAOGHSIUNG, TAIWAN
- education level: HIGH SCHOOL

NUMBER OF USERS
- married: 2
- single: -
- children: 1
- total: 3

MIGRATION PATTERN
- number of moves: 1
- rural - urban: -
- urban - urban: 1978
- urban - rural: -

why came to urban area: EMPLOYMENT

GENERAL: ECONOMIC
- user's income group: MIDDLE
- employment: SELF-EMPLOYMENT
- distance to work: MIDDLE
- mode of travel: MOTORCYCLE

COSTS
- dwelling unit: US $ 14,000
- rent/mortgage: -

DWELLING UNIT PAYMENTS
- financing: PRIVATE
- rent/mortgage: -

APPENDIX
PHOTOGRAPHS:
(LEFT) Typical dwellings, with access lane in the front, children playing on the street.
(TOP) The main street, with commercial activities, and required arcade along the street.
(BOTTOM) Illegal constructions, people added more rooms on the deck and open spaces which are required by the by-laws.
3 Ming-tsu public housing

**Developer:** PUBLIC
**Type of development:** INSTANT
**Dwelling type:** APARTMENT 5,7,11 stories
**Income type:** LOW/MIDDLE INCOME

**ORIGIN:** The land use of the area, which was initially reserved for park and public facilities under the thirteenth land consolidation project, was revised in order to keep pace with the development of industry and commerce in the city. The land for park and public facilities was reduced to half and the other half was marked for residential use. This phase of the land consolidation project was completed in June, 1978. The public housing, built for low income groups, was the result of the project.

**LOCATION:** Ming-tsu public housing is a part of the thirteenth phase land consolidation project. It is situated adjacent to the city center, along the northern side of the railway. Ming-tsu Road, the major route of the city running north-south, links the locality with the city center. The site is accessible by Chou-tsu Road that connects it to the railway station.

**LAYOUT:** Around 40% of the land is built up with 5, 7 or 11 stories buildings. The boundaries of the site are, a railway at south, Ming-tsu Road at west and Chou-tsu Road at north. The site is divided into several parts. Each of them includes rows of apartment buildings and open spaces, such as playgrounds and front yards. The long sides of most of the buildings face the railway. The building blocks are basically composed of four modules. Each module is arranged to contain four dwelling units sharing a central service core.

**LOCALITY PLAN**
LAND USE: This project is predominantly residential with a market located at the center of the site acting as the community center. A commercial belt along the Chou-tsou Road and few shops existing inside the community serve only the local residents. The open space with a large percentage of land in this project is planned for both semi-private and semi-public use.

CIRCULATION: Chou-tsou Road along the northern side of the site provides the access to the community. The service roads provide access to each building module and also connect the blocks to the market. All the roads are paved and planned for both vehicular and pedestrian use, but mainly serve the pedestrians since they are used by this community only.

POPULATION AND INCOME: This project of 1943 dwelling units with a population around 10,000 people. The major community migrated from the squatter settlements which had been torn by the city government. Although this meant to serve only the low income also attracted some middle income.
The chart shows (1) approximate percentage of each construction type within the total number of dwellings and (2) building group that generally produces each type.

Quality of information:

### Locality Utilities and Services

<table>
<thead>
<tr>
<th>Utility/Service</th>
<th>Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Supply</td>
<td></td>
</tr>
<tr>
<td>Sanitary Sewerage</td>
<td></td>
</tr>
<tr>
<td>Storm Drainage</td>
<td></td>
</tr>
<tr>
<td>Electricity</td>
<td></td>
</tr>
<tr>
<td>Gas</td>
<td></td>
</tr>
<tr>
<td>Refuse Collection</td>
<td></td>
</tr>
<tr>
<td>Public Transportation</td>
<td></td>
</tr>
<tr>
<td>Paved Roads, Walkways</td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td></td>
</tr>
<tr>
<td>Street Lighting</td>
<td></td>
</tr>
</tbody>
</table>

### Locality Community Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td></td>
</tr>
<tr>
<td>Fire Protection</td>
<td></td>
</tr>
<tr>
<td>Health</td>
<td></td>
</tr>
<tr>
<td>Schools, Playgrounds</td>
<td></td>
</tr>
<tr>
<td>Recreation, Open Spaces</td>
<td></td>
</tr>
</tbody>
</table>

The chart illustrates the approximate availability of utilities, services, and community facilities at three levels: NONE, LIMITED, ADEQUATE.

Quality of information:
CASE STUDY: Ming-Tsu Public Housing

LOCALITY BLOCK LAND UTILIZATION DATA

<table>
<thead>
<tr>
<th>AREAS</th>
<th>Hectares</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC (streets, walkways, open spaces)</td>
<td>0.47</td>
<td>35%</td>
</tr>
<tr>
<td>SEMI-PUBLIC (open spaces, schools, community centers)</td>
<td>0.23</td>
<td>17%</td>
</tr>
<tr>
<td>PRIVATE (dwellings, shops, factories, lots)</td>
<td>0.39</td>
<td>29%</td>
</tr>
<tr>
<td>SEMI-PRIVATE (cluster courts)</td>
<td>0.26</td>
<td>19%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1.35</td>
<td>100%</td>
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</tbody>
</table>

DENSITIES

<table>
<thead>
<tr>
<th>LOTS</th>
<th>Number</th>
<th>Area Hectares</th>
<th>Density N/Ha</th>
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<tbody>
<tr>
<td>DWELLING UNITS</td>
<td>360</td>
<td>1.35</td>
<td>267</td>
</tr>
<tr>
<td>PEOPLE</td>
<td>1740</td>
<td>1.35</td>
<td>1,293</td>
</tr>
</tbody>
</table>

NETWORK EFFICIENCY

Network length (streets, walkways) = 542 m/Ha

Areas served (total area)

LOTS
Average area, dimensions = -
PHOTOGRAPH: (TOP) 5, 7 storied walk-up apartments surrounded with the large percentage of open space, which is wasteful and is a burden for users or public sector in terms of its maintenance, control and operation.

PHYSICAL DATA (related to dwelling and land)

<table>
<thead>
<tr>
<th>DWELLING UNIT</th>
<th>ROW-HOUSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>type:</td>
<td>ROW-HOUSE</td>
</tr>
<tr>
<td>area (sq m):</td>
<td>52</td>
</tr>
<tr>
<td>tenure:</td>
<td>LEGAL OWNERSHIP</td>
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</table>

<table>
<thead>
<tr>
<th>LAND/LOT</th>
<th>PRIVATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>area (sq m):</td>
<td>42</td>
</tr>
<tr>
<td>tenure:</td>
<td>LEGAL OWNERSHIP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DWELLING DEVELOPMENT</th>
<th>INCREMENTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>mode:</td>
<td></td>
</tr>
<tr>
<td>developer:</td>
<td></td>
</tr>
<tr>
<td>builder:</td>
<td></td>
</tr>
<tr>
<td>construction type:</td>
<td></td>
</tr>
<tr>
<td>year of construction:</td>
<td>1971</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>MATERIALS</th>
<th>R.C.</th>
<th>BRICK/R.C.</th>
<th>R.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td>floors:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>walls:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>roof:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DWELLING FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>wc: 2</td>
</tr>
<tr>
<td>shower: 2</td>
</tr>
<tr>
<td>kitchen: 1</td>
</tr>
<tr>
<td>rooms: 4</td>
</tr>
<tr>
<td>other: -</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOCIO-ECONOMIC DATA (related to user)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL: SOCIAL</td>
</tr>
<tr>
<td>user's ethnic origin:</td>
</tr>
<tr>
<td>place of birth: TAITONG, TAIWAN</td>
</tr>
<tr>
<td>education level: PRIMARY SCHOOL</td>
</tr>
<tr>
<td>number of users:</td>
</tr>
<tr>
<td>married: 2</td>
</tr>
<tr>
<td>single: 2</td>
</tr>
<tr>
<td>children: 4</td>
</tr>
<tr>
<td>total: 8</td>
</tr>
<tr>
<td>why came to urban area:</td>
</tr>
<tr>
<td>rural - urban: 1</td>
</tr>
<tr>
<td>urban - urban: 1972</td>
</tr>
<tr>
<td>urban - rural: -</td>
</tr>
<tr>
<td>distance to work:</td>
</tr>
<tr>
<td>mode of travel: MOTORCYCLE</td>
</tr>
</tbody>
</table>

| GENERAL: ECONOMIC | MODERATE |
| user's income group: SELF (SMALL MANUFACTURER) |
| employment:       |          |
| distance to work: | -         |
| mode of travel:   | MOTORCYCLE |

<table>
<thead>
<tr>
<th>COSTS</th>
<th>dwelling unit: UF $ 10,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>land - market value: -</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DWELLING UNIT PAYMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>financing:</td>
</tr>
<tr>
<td>rent/mortgage:</td>
</tr>
<tr>
<td>% income for rent/mortgage: -</td>
</tr>
</tbody>
</table>

CASE STUDY SOURCES:

Locality Plan: (accurate) Kaohsiung City Government.
Land Use Pattern: (accurate) IBID Master Plan, Survey By Author, 1980.
Circulation Pattern: (approximate) City
Locality Segment Plan: (accurate) Kaohsiung City Government.
Locality Block Plan: (accurate) IBID Survey By Author, 1980.
Block Land Utilization: (accurate) Survey By Author, 1980.
Typical Dwelling: (accurate) Kaohsiung City Government, Public Housing Section Survey By Author, 1980.
Socio-Economic Data: (approximate) Survey By Author, 1980.
General Information: Survey By Author, 1980.
4 Tsao-ya squatter settlement

Developer: POPULAR/PRIVATE
Type of development: PROGRESSIVE
Dwelling type: ROW HOUSE
1-2 stories
Income type: LOW/MIDDLE INCOME

ORIGIN: Tsao-ya settlement, was developed as a village. As soon as the Kaohsiung Harbour was expanded and Lin-hai Industrial Zone was established, the workers and their families settled down around these centers of employment. Tsao-ya squatter settlement, located at the eastern side of the Industrial Zone provides the convenient for low income migrants. Initially, most of the residents rented the land from city government and built their own houses. But later on, people started to build a large number of houses for renting or selling illegally to the increasing number of workers migrating into the area. Therefore, the squatter settlement grew rapidly. City government planned the Lin-hai Special Area Development Scheme and constructed public housing, roads, bridges, etc. according to the scheme.

LAYOUT: The locality is surrounded by Chung-shang Road on northern side, schools at south and the Lin-hai Industrial Zone at west. The public housing is built at north where most of the land is vacant. Few markets serve the residents. The only commercial area is along Tsao-ya 2nd Alley, or around markets. Only small portions of streets within the locality were built. A new subdivision of land is still in progress according Lin-hai Special Area Development Scheme.

LAND USE: The locality is planned as residential development. Part of the land is planned to be used for public facilities such as police, fire station, schools, parks, community center, etc. Some of these facilities have already been built.

CIRCULATION: Chung-shan Road is the primary approach from the city center to the settlement. The internal circulation is mostly pedestrian. The area is insufficiently served by a few streets.

POPULATION AND INCOME: About 30,000 people reside in this area. The residents are mainly low income groups. Some middle income families are also mixed in the locality.

LOCATION: Tsao-ya squatter settlement is located at Chienchen district, about 4 km south of the city center. Tsao-ya is on the western side of Chung-shan Road, the highway connecting the city center with the Kaohsiung International Airport which is on the south.
APPENDIX

LOCALITY CONSTRUCTION TYPES

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<tbody>
<tr>
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<tr>
<td>Concrete</td>
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</tbody>
</table>

The chart shows (1) approximate percentage of each construction type within the total number of dwellings and (2) building group that generally produces each type.

Quality of information:

LOCALITY UTILITIES AND SERVICES

- Water Supply
- Sanitary Sewerage
- Storm Drainage
- Electricity
- Gas
- Refuse Collection
- Public Transportation
- Paved Roads, Sidewalks
- Telephones
- Street Lighting

LOCALITY COMMUNITY FACILITIES

- Police
- Fire Protection
- Health
- Schools, Playgrounds
- Recreation, Open Spaces

The chart illustrates the approximate availability of utilities, services, and community facilities at three levels: NONE, LIMITED, ADEQUATE.

Quality of information:
LOCALITY SEGMENT/BLOCK: Basically, long and narrow blocks are used in this layout. These blocks are grouped together in a random pattern. Access roads, which are also used as semi-private space, lie on both front and rear sides of the dwellings. Most of the dwellings have 1 or 2 floors, and are in fair condition. The new constructions along the main street are 2 to 3 stories.
TYPICAL DWELLING

PHYSICAL DATA
(related to dwelling and land)

DWELLING UNIT
- type: ROW-HOUSE
- area (sq m): 40
- tenure: OWNERSHIP

LAND/LOT
- utilization: PUBLIC
- area (sq m): 60

DWELLING
- location: PERIPHERY
- type: ROW-HOUSE
- number of floors: 1
- utilization: SINGLE FAMILY

physical state: FAIR

DWELLING DEVELOPMENT
- mode: INCREMENTAL
- developer: PRIVATE
- builder: ARTISAN

construction type: BRICK/WOOD

year of construction:

MATERIALS
- foundation: BRICK/CONCRETE
- floors: CONCRETE
- walls: BRICK
- roof: CLAY-TILES/WOOD

DWELLING FACILITIES

WC: 1
shower: 1
kitchen: 1
rooms: 3
other: 

SOCIO-ECONOMIC DATA
(related to user)

Case Study Sources:

Locality Plan: (accurate) Kaohsiung City Government.

Land Use Pattern: (accurate) IBID City Government.

Circulation Pattern: (approximate) City Master Plan, Survey By Author, 1980.

Locality Segment Plan: (accurate) Kaohsiung City Government.

Locality Block Plan: (accurate) IBID City Government.

Block Land Utilization: (accurate) Survey By Author, 1980

Typical Dwelling: (approximate) IBID

Socio-Economic Data: (approximate) IBID

Photographs: Author, 1980

General Information: Survey By Author, 1980 ¼ income for rent/mortgage:

General: SOCIAL
- user's ethnic origin: KAOSHUNG, TAIWAN
- place of birth: KAOSHUNG, TAIWAN
- education level: PRIMARY SCHOOL

Number of Users
- married: 2
- single: -
- children: 3
- total: 5

Migration Pattern
- number of moves: 00
- rural - urban: -
- urban - rural: -

why came to urban area: EMPLOYMENT

General: ECONOMIC
- user's income group: LOW
- employment: WORKER
- distance to work: 2 Km
- mode of travel: MOTORCYCLE
- costs:

Dwelling unit: -
land - market value: -

Dwelling Unit Payments
- financing: PRIVATE
- rent/mortgage: -
CASE STUDY: Tsao-ya squatter settlement
COMPARATIVE SUMMARY

LAND UTILIZATION:
PATTERNS, PERCENTAGES, DENSITIES, CIRCULATION EFFICIENCY

CASE STUDIES
The case studies are representative of the existing dwelling environments in Kaohsiung. The criteria used in the evaluation of efficiency of physical layouts are:

PATTERNS
The layout patterns show lot configuration blocks and circulation, which determine land utilization percentages, circulation lengths and densities.

PERCENTAGES
The proportion of public and private areas determine the extent of users' responsibility and control of land/development. It is indicative of the functional efficiency of the layout; e.g., a high percentage of public investment in infrastructure/maintenance.

DENSITY
The number of people per hectare determines the intensity of use. Low densities result in higher development costs per person. The figures relate to gross densities.

CIRCULATION EFFICIENCY
The ratio between public circulation length and the area served indicates the circulation efficiency; higher the ratio, higher the capital investments and maintenance costs.

1a Kuo-mao military housing
Public, row houses, Low/Middle income

1b

1c

same as 1a

same as 1a
2 Shih-chuan private development
Private, Row houses, Middle income

3 Ming-tsu public housing
Public, Apartments, Low/Middle income

4 Tsao-ya squatter settlement
Squatter settlement, Row houses, Low/Middle income

**EXISTING**

**RECOMMENDED CHANGE**

<table>
<thead>
<tr>
<th>Streets/Walkways</th>
<th>Playgrounds</th>
<th>Cluster Courts</th>
<th>Dwellings/Lots</th>
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<tr>
<td>Shih-chuan</td>
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<tr>
<td>Ming-tsu</td>
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<tr>
<td>Tsao-ya</td>
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<th>Persons/Hectare</th>
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<td>Shih-chuan</td>
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<td>Ming-tsu</td>
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<tr>
<td>Tsao-ya</td>
</tr>
</tbody>
</table>
GLOSSARY

The criteria for the preparation of the definitions have been as follows:

- PRECEDING PAGES: definitions from "Webster's Third New International Dictionary".
- PRECEDING PAGE: definitions from technical dictionaries, text books, or reference manuals.
- PRECEDING PAGE: definitions from the Urban Settlement Design Program (U.S.D.P.) files. They are used when existing sources were not quite appropriate/suitable.

Words included for specificity and to focus on a particular context are indicated in parenthesis. Source of definitions are indicated in parenthesis. (See also: REFERENCES).

ACCESSORIES. The pedestrian/vehicular linkages from/to the site to/from existing or planned approaches (urban streets, limited access highways, public transportation systems, and other systems such as: waterways, railroads, etc.) (U.S.D.P.)

ACTUAL LAND COST. "The cost of land is...yet solely by the level of demand. The price of land is not a function of any cost conditions; it is set by the market, by the action of competition." (Pomeranz, 1971)

AD. VALOREM (TAX). A tax based on a property's value; the value taxed by local governments is not always or even usually the market value, but only a valuation (tax assessor). (U.S.D.P.)

AIRPORT DISTURBANCE. The act or process of destroying the rest, tranquility, or settled state of (the site) by the annoyance of airport noise, vibration, hazards, etc.) (Merriam-Webster, 1971)

AIRPORT ZONING RESTRICTIONS. The regulation of the height or type of structures in the path of moving aircraft. (Abrams, 1953)

ALTERNATING CURRENT (A.C.) (an electric) current that reverses its direction of flow at regular intervals (45-7, 1971)

AMENITY. Something that contributes to physical or material comfort or convenience, or which contributes satisfaction rather than money income to its owner. (Merriam-Webster, 1971)

AMPERSand. (amp) a measure of the rate of flow of electricity. It is somewhat comparable to the rate of flow of water (quantity/time). A steady current produced by one volt applied across a resistance of one ohm. (KOC ST 45-7, 1953)

APPRAISAL. An estimate and opinion of value, especially by one fitted to judge. (Merriam-Webster, 1971)

APPROACHES. The main routes external to the site (pedestrian/vehicular) by which the site can be reached by the faster parts of the urban context. (U.S.D.P.)

ASSESSED VALUE. A valuation placed upon property by a public officer or board as a basis for taxation. (Keyes, 1971)

ASSIGNED VALUE. The valuation of property for the purpose of levying a tax or the amount of the tax levied. (Keyes, 1971)

BACKFILL. Earth or other material used to replace material removed during construction, such as in culvert, sewer, and pipeline trenches and behind abutments, retaining walls or between an old structure and a new lining. (DePina, 1972)

BARRIER. (A boundary) as a topographic feature or a physical, biological, sociological, or political condition that tends to separate or restrict the free movement (to and from the site). (Merriam-Webster, 1971)

BETTERMENT (TAX). A tax on the increment in value accruing to an owner because of development and improvement work carried out by local authorities. (U.S.D.P.)

BIRCHER COURSE. A transitional layer of bituminous paving between the crushed stone base and the surface course (to increase bond between base and surface course). (DePina, 1972)

BITUMINOUS. A coating of or containing bitumen, as asphalt or tar. (DePina, 1972)

BLOCK. A block is a portion of land bounded and served by lines of public streets. (U.S.D.P.)

BOUNDARY. Something (a line or area) that fixes or indicates a limit or extent (of the site). (Merriam-Webster, 1971)

BUILDING CODE. A body of legislative regulations or by-laws that provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality, materials, use and occupancy, location and maintenance of all buildings and structures within the city that is specifically regulated therein. (BOCA, 1967)

BUILDING DRAIN. Lowest horizontal piping of the building drainage system receiving discharge, waste, and other drainage pipes. It is connected to the building sewer. (KOC ST 45-7, 1953)

BUILDING MAIN. Water-supply pipe and fittings from the water main or other source of supply to the first branch of the water-distribution system of a building. (KOC ST 45-7, 1953)

CESS POOL. An underground catch basin that is used where there is no sewer and into which household sewage or other liquid waste is drained to permit disposal of the liquid into the surrounding soil. (DePina, 1971)

CIRCULATION. System(s) of movement/passage of people, goods from one place to another: streets, walkways, parking areas. (U.S.D.P.)

CLAY. A lustreless colloidal substance, plastic when moist (crystalline grains less than 0.002mm in diameter). (DePina, 1972)

CLEANOUT. A plug or similar fitting to permit access to traps or sewer lines. Cleanouts are usually used at corners and other points of collection. (KOC ST 45-7, 1953)

CLIMATE. The average condition of the weather at a particular place over a period of years as exhibited by temperature, rainfall, snowfall, humidity, etc. (Merriam-Webster, 1971)

COLLECTION SYSTEM. The system of pipes in a sewage network, comprised of house service, collection lines, manholes, laterals, etc. (U.S.D.P.)

CONCEIVED SiDER. A sewer that carries both storm water and sanitary or industrial wastes. (DePina, 1972)

COMMON. The people living in a particular place or region and usually linked by common interests: the region itself: any population cluster. (U.S.D.P.)

COMMONITY. The people living in a particular place or region and usually linked by common interests: the region itself: any population cluster. (U.S.D.P.)

COMMONITY FACILITIES/SERVICES. Facilities/services used in common by a number of people. It may include: schools, health, recreation, police, fire, public transportation, etc. (U.S.D.P.)

COMMUNITY RECREATION FACILITIES. Facilities for activities voluntarily undertaken for pleasure, fun, relaxation, etc. by any segment, e.g., exercise, release from boredom, worry, or tension. (U.S.D.P.)

COMPONENT. A constituent part of the utility network. (U.S.D.P.)

CONTINUUM. Continuum is a system of direct ownership of a single unit in a multi-unit whole. The individual owns the unit in such the same manner as if it is a single family dwelling: he holds direct legal title to the unit and a proportionate interest in the common land and areas. Two types of common-bodies are recognized: semi-detached, row/grouped dwelling types; VERDICAL: walk-up, high-rise dwellings. (Merriam-Webster, 1971)

CONDUCTORS. Materials which allow current to flow such as aluminum, copper, iron. (KOC ST 45-7, 1953)

CONDUIT. A pipe or adjustment opening, buried or above ground, for conveying hydraulic traffic, pipelines, cables, or other utilities. (DePina, 1973)

CONSERVATION SAID. An easement acquired by the public and designed to provide open privately owned lands for recreational purposes or to restrict the use of private land in such a manner as to conserve and protect certain natural resources. (U.S.D.P.)

CONSERVATION. Area of large urban communities where towns, etc. have gone beyond their administrative boundaries. (A.S. Hornby, A. C. Powie, J. Windsor Lewis, 1975)

CONSERVATION. An aggregation or continuous network of urban communities. (DePina, 1971)

CORPORATION. Corporation is a form of business organization. (Merriam-Webster, 1971)

CORPORATION. Corporation is a form of business organization. (Merriam-Webster, 1971)

COSTS OF ORGANIZATION. Include the following: CAPITAL: cost of land and infrastructure; OPERATING: cost of administration, maintenance, etc.; INDIRECT: include environmental and personal effects. (U.S.D.P.)

CURRENT (See: ALTERNATING CURRENT, DIRECT CURRENT). An electric current is a movement of positive or negative electric particles (electrons) accompanied by such observable effects as the production of heat, of a magnetic field, or of chemical transformation. (Merriam-Webster, 1971)

CYCLE. One complete performance of a vibration, electric oscillation, current alternation, or other periodic process. (Merriam-Webster, 1971)

CUMBER. A barrier preventing the flow of water: a barrier built across a water course to confine and keep back flowing water. (Merriam-Webster, 1971)

DEPRESSION ACCELERATION (TAX). A tax incentive designed to encourage new construction by allowing a tax credit for construction and appearance improvements to the cost of a building that is so improved. (DePina, 1972)

DEVELOPMENT. Gradual advance or growth through progressive changes: a developed tract of land. (U.S.D.P.)

DEVELOPMENT SIZE. There are two general ranges of size: large for large complexes. Full development involving the use of their own utilities, services, and community facilities, e.g., large shopping centers, to which people live. Development involving the use of its supporting utilities, services, and community facilities. (U.S.D.P.)

DIRECT CURRENT (D.C.). An electric current that flows continuously in one direction. (KOC ST 45-7, 1953)

DISTANCE. (Q.) Flow from a culvert, sewer, channel, etc. (DePina, 1972)

DISTURBED SOIL. Soils that have been disturbed by artificial process, such as excavation, transportation, and compaction in fill. (U.S.D.P.)

DRAINAGE. Interception and removal of ground water flowing into and over land, by artificial or natural means. (De Pina, 1972)

DUST/HYDROPHILIC. Fine dry powdered particles of earth, ash, silt, refuse, waste, litter, etc. (Merriam-Webster, 1971)

DWELLING. The global, general designation of a building/shelter in which people live. A dwelling contains one or more dwelling units. (Merriam-Webster, 1971)

DWELLING RULER. Four groups are considered: SELF-HELP RULER: where the dwelling unit is directly built by the user or occupied by his family. The dwelling unit is totally or partially built by a skilled craftsman hired by the user or occupant; payments can be monetary or an exchange of services; SMALL CONTRACTOR RULER: where the dwelling unit is totally built by a small organization hired by the user, occupant, or developer; 'small' contractor is defined by the scale of operations, financially and materially; the scale being limited to the construction of single dwelling units or single-generations; LARGE CONTRACTOR RULER: where the dwelling unit is totally built by a large organisation hired by a developer, 'large' contractor is defined by the scale of operations, financially and materially; the scale being comprehensive and larger rise of operations encompassing the building of large quantities of similar units, or a singularly large complex. (DePina, 1972)

DWELLING DENSITY. The number of dwellings, dwelling units, people or families per unit hectare. A basis for the determination of the density of any area (ex. including only lots). (U.S.D.P.)

DWELLING DEVELOPER. Three sectors are considered in the supply of dwellings: POPULAR SECTOR: the marginal or near-marginal social group; middle-class, financial, administrative, legal, technical institutions involved in the provision of dwellings. The housing process (promotion, financing, construction, operation) is carried out by the Popular Sector generally for 'half use' and sometimes for profit. PUBLIC SEC-
GLOSSARY

63

partitions and specifically used for living; for example, a living room, a dining room, a bedroom, but not a bathroom, kitchen, laundry, or storage room. Several rooms are contained in a building/shelter and share the use of the parcel of land on which they are built (open spaces as well as common facilities (circulation)). HOUSE: a MULTIPLE SPACE (room/set of rooms with bath, kitchen, etc.) SEVERAL UNITS are contained in a building/shelter and share the use of the parcel of land on which they are built (open spaces as well as common facilities (circulation)). HOUSE: a MULTIPLE SPACE (room/set of rooms with bath, kitchen, etc.) SEVERAL UNITS are contained in a building/shelter and share the use of the parcel of land on which they are built (open spaces as well as common facilities (circulation)). HOUSE: a MULTIPLE SPACE (room/set of rooms with bath, kitchen, etc.) SEVERAL UNITS are contained in a building/shelter and share the use of the parcel of land on which they are built (open spaces as well as common facilities (circulation)).

ELECTRICAL POWER. The source or means of supplying energy for use. (U.S.D.P.)

ELECTRICAL WIRING SYSTEMS. May either be single-phase or three-phase. SINGLE-PHASE: 2 hot wires with 1 neutral wire; THREE-PHASE: 3 hot wires with 1 neutral wire. (NESC ST 45-7, 1957)

ELECTRICITY: The utilization (network) for supplying (the site) with electric power. (Merriam-Webster, 1972)

EMERGENT (or fill). A bank of earth, rock, or other material constructed above the natural ground surface. (Defina, 1972)

ENDURANCE. The general process whereby materials of the earth's crust are worn away and removed by natural agencies including weathering, solution, corrosion, and erosion. This type is characterized by simultaneous removal of particles (as silt by running water, waves and currents, moving ice, or wind.) (Merriam-Webster, 1971)

ESTUARIA. The source of the center of a roadway, or the inversion of a culvert or sewer. (Defina, 1972)

GRID BLOCKS. The block determined by a conventional public circulation and by dimensions of lots. In grid blocks all lots have direct access to public streets. (U.S.D.P.)

GRID LAYOUTS. The urban layouts with grid blocks. (Merriam-Webster, 1971)

GRID LAYOUTS. The urban layouts with grid blocks. (Merriam-Webster, 1971)

GOVERNMENT/MUNICIPAL REGULATIONS. In urban areas, the development of the physical environment is a process through which land is developed by government through all or some of the following regulations: Master Plan, Zoning Ordinance, Subdivision Regulations, etc. (Merriam-Webster, 1972)

HEAD. (static). The height of water above any plane or point of reference. Head in feet = (lb/ft3) x 1941/(Density in lb/cu. ft). For water at 68°F. (Defina, 1972)

HIGH-RISE. Dwelling units grouped in five or more stories with stairs and lifts for vertical circulation. (U.S.D.P.)

HOT WIRE. Wire carrying voltage between 50 and 100 volts. (ST 45-7, 1953)

HYDRAULICS. Branch of science or engineering that deals with water or other fluid in motion. (Defina, 1972)

ILLEGAL. That which is contrary to or violating a rule or regulation or something having the force of law. (Merriam-Webster, 1972)

INCOME. The amount (measured in money) of gains from capital or labor. The amount of such gains received by a family per year may be used as an indicator of income. (U.S.D.P.)

INCOME GROUPS. A group of people or families within the same range of incomes. (U.S.D.P.)

INCREMENT (TAX). A special tax on the increased value of land, which is due to no labor/expenditure by the owner, but due to natural causes such as the increase of population, general progress of society or the state. (Merriam-Webster, 1971)

INFRASTRUCTURE. The foundation or basic framework for utilities and services: streets; sewages; water network; storm drainage, electrical network;
APPENDIX

64

gas network; telephone network; public transportation; police and fire protection; refuse collection, health, schools, etc. (U.S.D.P.)

INSULATOR. A material or body that is a poor conductor of electricity, heat, or sound. (Merriam-Webster, 1971)

INTERSECTION CIRCULATION NETWORK (SITE PLANNING). The provision/preservation/continuous circuit system inside the site. It should be designed based upon the exterior circulation/neighborhood and land development requirements. (U.S.D.P.)

INTerval. A space of (or distance) between the occurrences of similar conditions or states. (Merriam-Webster, 1971)

Kilowatt (kw). 1000 watts). A convenient manner of expressing large wattages. Kilowatt hours (kwh) measure the total energy content in a given time. One kwh represents the usage of an average of 1 kilowatt for an energy of a period of 1 hour. (NPTC ST 45-7, 1955)

LAMP. One vertical pipe or shaft leading from the surface of the ground to a sewer, for admitting light for purposes of inspection. (U.S.D.P.)

LAND COST. The amount of money given or set as the amount to be given as a consideration for the sale of a specific thing (the site). (Merriam-Webster, 1971)

LAND DEVELOPMENT COSTS. The costs of making raw land ready for development through the provision of utilities, sewers, playgrounds, parks, open spaces, etc. (U.S.D.P.)

LAND LEASE. The renting of land for a term of years for an agreed sum; leases of land may run as long as 99 years. (U.S.D.P.)

LAND-MARKET VALUE. Refers to: 1) the present monetary value of a property which is its current land tax base value of the land; or 2) the present commercial value of a parcel of land. (U.S.D.P.)

LAND OWNERSHIP. The exclusive right of control and possession of a parcel of land. (U.S.D.P.)

LAND SUBDIVISION. The division of the land in blocks, lots and laying out streets. (U.S.D.P.)

LAND TENANCY. The temporary holding or mode of holding in partial or all of a parcel of land of another. (U.S.D.P.)

LAND UTILIZATION. A qualification of the land around a dwelling is related to use, physical controls and responsibility. PUBLIC (streets, walkways, open spaces): user - any; unlimited; physical controls - none; responsibility - public sector and user. PRIVATE (dwellings, lots): user - owner or tenant or squatter; physical controls - complete; responsibility - property owner. (DePina, 1972)

LAND-USE. A field of study concerned with the classification, occupation, planning, and control of land. (U.S.D.P.)

LAND USE PLAN (OF LAND UtilIZATION). A plan for the utilization of land including such aspects as public utilities, public service, etc. (U.S.D.P.)

LAND USE TAX. Any tax or fee levied on the use of land or buildings. (Merriam-Webster, 1971)

LAND USE ZONE. A land-use classification designed to help land owners use their land in the most efficient manner. (U.S.D.P.)

LAND-ZONE. A land-use classification designed to help land owners use their land in the most efficient manner. (U.S.D.P.)

LAND USE ZONING. The use of land-use classifications to define the way that land should be used. (U.S.D.P.)

LAMP. A lamp comprises a light source, plus a globe, housing, and superstructure; for disposal of human excreta. (DePina, 1972)

LIGATURE. A receptacle (as in the pit or as a wall closet) for use in defecation and urination, or a receptacle (as in a barracks or hospital) or enclosures (as in a camp) containing such a receptacle. (Merriam-Webster, 1971)

LAYOUT. The plan or design or arrangement of something that is laid out. (Merriam-Webster, 1971)

LEVELS OF SERVICE. Two levels are considered: MIN-imum, are admissible or possible levels below the standard; STANDARD, are levels set up and established by authority, custom of general consent, as a model, example, or pattern. (U.S.D.P.)

LIFT PUMP. A collection system component that forces wastewater from one elevation to another (other parts of the urban context). (Merriam-Webster, 1971)

LOCALITY. A relatively self-contained residential area/community/neighborhood/settlement within an urban area that contains one or more dwelling/unit systems. (U.S.D.P.)

LOCALITY SEGMENT. A 400 by 400 feet area taken from and that is integral with the housing. (DePina, 1972)

LOCATION. Situation: the way in which something (the site) is placed in relation to its surroundings (the urban context). (Merriam-Webster, 1971)

LOT. A measured parcel of land having fixed boundaries and access to public circulation. (U.S.D.P.)

LOT CLUSTER. A group of lots (owned individually) surrounding a semipublic common (owned in common by adjoining owners). (U.S.D.P.)

LOT COVERAGE. The ratio of building area to the total lot area. (U.S.D.P.)

LOT PROPORTION. The ratio of lot width to lot depth. (U.S.D.P.)

LUMINAIRE. In highway lighting, a complete lighting device including a light emitting source and reflector, reflector, refractor, housing and such support as integral with the housing. (DePina, 1972)

MANHOLE. An access hole sized for a man to enter, particularly in sewer and storm drainage pipe systems for cleaning, maintenance and inspection. (U.S.D.P.)

MATRIX (OF BASIC REFERENCE MODELS). A set of models of parcel layouts arranged in rows and columns. (U.S.D.P.)

MASTER PLAN. A comprehensive, long range plan intended to guide the growth and development of a city, town or rural community. It is designed to prevent the course its transportation, housing and community facilities should take, and making proposals for industrial, commercial, public utility company which is controlled and regulated by a governmental authority. (U.S.D.P.)

MUD. Any sound affecting the site that is undesired (such as that produced by: traffic, airports, industry, etc.). (Merriam-Webster, 1971)

ODOR. A quality of something that affects the sense of smell. (U.S.D.P.)

OHMS (electrical). The unit of resistance to the flow electricity. The higher the number of ohms, the lower the voltage. Resistance varies inversely with the cross-sectional area of the conductor; direct proportion to length of the conductor. Resistance increases as the length of wires is increased and decreases as the cross-sectional area of wires is increased. (U.S.D.P.; ROTC 45-7, 1955)

OIL (LUBRICATING). A device or machine that raises, transfers, or saves materials; expressed as a percentage of total income. (U.S.D.P.)

ORGANIC SOILS. Soils composed mostly of plant material. (U.S.D.P.)

OXIDATION POND (LAGOON). A pond for sewage treatment by: bacteria and algae, and decay processes. (U.S.D.P.)

PLOT (LOT). A measured parcel of land having fixed boundaries and access to public circulation. (U.S.D.P.)

PLOT LOT. A measured parcel of land having fixed boundaries and access to public circulation. (U.S.D.P.)

POLICE PROTECTION. Police force: a body of trained men and women entrusted by a government with the maintenance of public peace and order, enforcement of laws, prevention and detection of crime. (Merriam-Webster, 1971)

POPULATION DENSITY. It is the ratio between the population of a given area and the area. It is expressed in people per hectare. It can be: GROSS DENSITY; INCLUSION only the residential land and does not include land for other uses. (U.S.D.P.)

POSITION. The point or area in space actually occupied by a physical object (the site). (Merriam-Webster, 1971)

PRIVATE. A small detached building having a wall on one of the sides, and any mode of holding in partial or all of a parcel of land of another. (U.S.D.P.)

PUBLIC CIRCULATION. The circulation network which is owned, controlled, and maintained by public agencies and is accessible to all members of a community. (U.S.D.P.)

PUBLIC FACILITIES. Facilities such as schools, playgrounds, parks, other facilities accessible to all members of a community. (U.S.D.P.)

PUBLIC SERVICES AND COMMUNITY FACILITIES. Includes: public transportation, police protection, fire protection, sewage system, public utilities. (U.S.D.P.)

PUBLIC SYSTEM (general). A system which is owned and operated by a local governmental authority or by an established public utility company which is controlled and regulated by a governmental authority. (U.S.D.P.)

PUBLIC UTILITIES. Includes: water supply, sanitary sewage, storm drainage, electricity, street lighting, telephone, transportation networks. (U.S.D.P.)

PUMP. A device or machine that raises, transfers, or saves fluids that allows gases usually by suction or pressure or both. (Merriam-Webster, 1971)

REUSE COLLECTION. The service for collection and disposal of all the solid wastes from a community. (U.S.D.P.)

RESERVOIR. Large-scale storage of water; also functions to control fluctuations in supply and pressure. (U.S.D.P.)

RESIDENTIAL AREA. An area containing the basic needs/requirements for daily life activities: housing, education, recreation, shopping, work. (U.S.D.P.)

RESISTANCE. The opposition to electrical flow. (Résto, 1955)

RISK OF FIRE. A legal right of persons over another person's land (an area) or way over which one right-of-way exists such as: a path or thoroughfare which one may lawfully use, the strip of land devoted to or over which is built a public road, the land
occupied by a railroad, the land used by a public utility, rights-of-way may be shared (as streets; pedestrians and automobiles) or exclusive (as right of way for railroad, etc.) (Merriam-Webster, 1971; U.S.D.P.)

ROADWAY (HIGHWAY). Portion of the highway included between the outside lines of gutter or side ditches, including all slopes, ditches, channels, and appurtenances necessary to proper drainage, protection, and use. (DePina, 1972)

ROW/CROPPED HOUSING. Dwelling units grouped together linearly or in clusters. (U.S.D.P.)

RUNOFF. That part of precipitation carried off from the area upon which it falls. (DePina, 1972)

RUNOFF-RAINFALL RATIO. The percentage (ratio) of storm runoff that is not reduced by evaporation, depression storage, surface wetting, and percolation; with increased rainfall duration, runoff will increase. (U.S.D.P.)

SANITARY SEDIMENTATION. The system of artificially usually subterranean conduits to carry off wastewater composed of: secrete; waste matter eliminated from the human body; domestic wastes; used water from a home/community containing 0.1% total solids; and scenic (industrial) wastes, but not water from ground; surface, or storm. (U.S.D.P.)

SEMI-DETACHED DWELLING. Two dwelling units sharing a common wall (duplex). (U.S.D.P.)

SEPTIC TANK. A tank in which the organic solid matter produced by on-site waste breakdown and retention is subsequently treated by anaerobic bacteria. (DePina, 1971)

SERIES CIRCUIT. Fixtures connected in a circuit by a single wire. When one fixture is out, the circuit is broken. Fixtures with different amperages cannot be used efficiently in the same circuit. (U.S.D.P.)

SETTLEMENT. Occupation by settlers to establish a residence or colony. (U.S.D.P.)

SHAPE. The silhouette of a subterranean conduit used to carry off water and waste matter. (U.S.D.P.)

SEWER BUILDING CONNECTION. The pipe connecting the dwelling with the sewer network. (U.S.D.P.)

SEDIMENTATION. Sewage system of a city, town or locality. (Merriam-Webster, 1971)

SITE. Land that could be suitable for building purposes by dividing into lots, laying out streets and providing facilities. (Merriam-Webster, 1971)

SITE IMPROVEMENTS. Improvements on a site such as streets, parks, playgrounds, and other structures. (Merriam-Webster, 1971)

SITE AND SERVICES. The subdivision of urban land and the provision for its use and its development for commercial use and for all other purposes (for the low income groups of the population by providing: a) ZONE: the access to a piece of land where people can build their own dwellings; b) SERVICES: the opportunity of access to employment, utilities, services and community facilities, financing and communications. (U.S.D.P.)

SLOPE. Degree or extent of deviation (of the site), relative or proportional dimensions (of the site). (Merriam-Webster, 1971)

SPOKE. A fixture for drawing a liquid from a pipe, cask, or other vessel. (Merriam-Webster, 1971)
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EXPLANATORY NOTES

QUALITY OF INFORMATION

The quality of information given in drawings, charts and descriptions has been qualified in the following manner:

Approximate: when deducted from different and/or not completely reliable sources.

Accurate: when taken from reliable or actual sources.

Tentative: when based upon rough estimations of limited sources.

QUALITY OF SERVICES, FACILITIES AND UTILITIES

None: when the existence of services, facilities and utilities are unavailable to a locality.

Limited: when the existence of services, facilities and utilities are available to a locality in a limited manner due to proximity.

Adequate: when the existence of services, facilities and utilities are available to a locality.

METRIC SYSTEM EQUIVALENTS

Linear Measures

1 centimeter = 0.3937 inches
1 meter = 39.37 inches or 3.28 feet
1 kilometer = 1,000 meters or 0.62137 miles
1 inch = 2.54 centimeters
1 foot = 0.3048 meters
1 mile = 1.60934 kilometers

Square Measures

1 square meter = 1,550 square inches or 10.7639 square feet
1 hectare = 10,000 sq. meters = 2.471 acres
1 square foot = 0.0929 square meters
1 acre = 0.4047 hectares

DOLLAR EQUIVALENTS

All income, cost and rent/mortgage data have been expressed in terms of U.S. Equivalent:
1 U.S. dollar = 36.05 N.T. dollars (1978) (Existing Rate: Floating)