

Research on the Development of Modern Cities in Yanji

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Abstract

Yanji is the capital of Yanbian Korean Autonomous Prefecture. It is the center of economic, political, transportation, culture, education and science and technology in the whole state. It is a new industry, trade, culture and education, and a tourist city. Yanji has both the ancient culture and the young development. It is an open city along the Yangtze River which contains national characteristics and modern customs. From the initial formation of Yanji, the city construction in the Japanese colonial period, the establishment of the early founding of the founding of the people's Republic of China, the revision of the first urban overall planning and the urban construction in twenty-first Century, the development process of the city of Yanji is analyzed, and the history of the urban development of Yanji is kept by the exploration of the development of the urban planning in the past. It provides a theoretical basis for the future development.

Keywords: *Tumen River Basin; City Planning; City Nature; Northeast Asia*

INTRODUCTION

The geographical coordinates of Yanji City (Introduction - 1) are between 42 50 N to 43 23 N and 129 01 E to 129 48 N. The total area of Yanji City is 1748.3 square kilometers, of which the urban area is 40.66 square kilometers. Yanji City is located in the eastern part of Jilin Province, the central part of Yanbian Korean Autonomous Prefecture, at the foot of the beautiful and rich Changbai Mountains. In Northeast Asia, although Yanji is inland, it belongs to the cities along the Yangtze River, more than 80 kilometers from the Sea of Japan, 5 kilometers from the Sino-Korean border, 150 kilometers from the Sino-Russian border, and is in the center of the Northeast Asian economic circle. It is the three fulcrums of the "Great Triangle" of the Tumen River Basin drawn up by the United Nations (Yanji and Qing Dynasties). Tianjin, Vladivostok) ^[1].

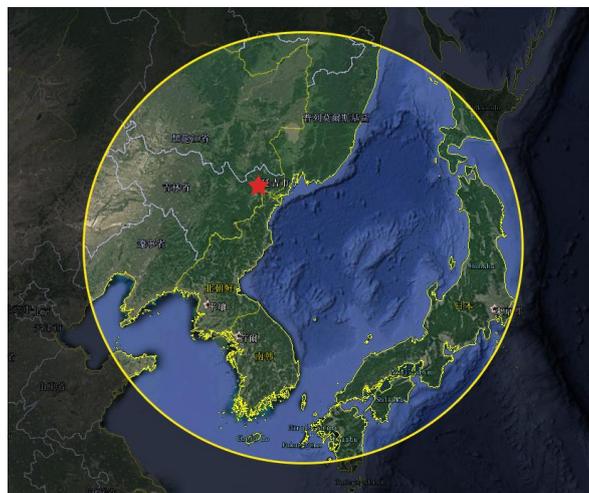


FIG. INTRODUCTION -1 GEOGRAPHICAL LOCATION OF YANJI

Yanji is a temperate zone with semi humid climate. The continental monsoon climate has obvious characteristics, and the four seasons are distinct^[2]. The terrain of Yanji is located in the middle of the southeast, facing the middle slope, the West open, the middle flat, and the horseshoe shaped basin. There are four types of landforms in Yanji: low mountains, hills, platforms and valleys, low mountains in the northwest, hills and platforms in the middle and south.

1. THE FORMATION AND DEVELOPMENT OF MODERN YANJI CITY

1.1 The History of Yanji

As early as the Neolithic age, there were traces of human existence on this land in Yanji (Fig. 1-1)^[3]. From the Warring States Period to the end of the Qing Dynasty, the ethnic groups such as Woju, Beiwoju, Ta, Bohai, Nuzhen and Manchu lived in this land, and they have always been the areas inhabited by ethnic minorities in China. It belonged to the dynasties of ancient Korea, Western Han Dynasty, Koguryo, Bohai Sea, Dongdan, Liao, Jin, Dongxia, Yuan, Ming and Qing Dynasties. It experienced the primitive society, slave society, feudal society and under the influence of the advanced civilization in the Central Plains, politics, economy and culture had a great development. Yanji in the Tang Dynasty belonged to the central government of Bohai, and the Yuan Dynasty belonged to Kaiyuan Road and Hai Lan Road in Liaoyang province. The Ming Dynasty belonged to nulka and tin Lin. The Qing Dynasty Guangxu twenty-eight years, the Qing government set up Yanji office over the Qing Government Street, this is the earliest use of "Yanji", and since then has been known as the "Yanji"^[4].

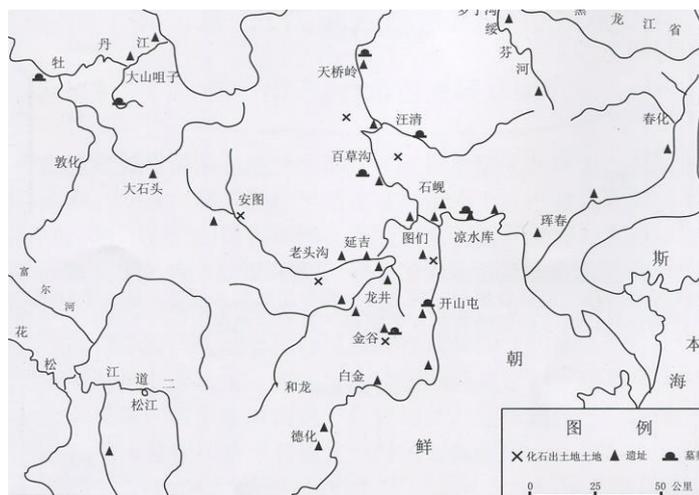


FIG. 1-1 DISTRIBUTION MAP OF PRIMITIVE SOCIAL SITES IN YANBIAN

The formation and development of Yanji City can be attributed to two kinds of internal and external causes. The internal cause is the reclamation area formed by the immigrants from Guanxi and neighboring countries. The external cause is the border crisis caused by the invasion of external forces, which stimulates the city's economy and military. In 1912, Yanji Hall was changed to Yanji County; after the September 18th Incident in 1931, Yanbian became the political and military center of the Japanese imperialists to suppress and plunder the people of all ethnic groups in Yanbian; in 1934, Yanji became the provincial capital of the Puppet Inter-island Province; in April 1943, Yanji was changed into a municipality under the direct jurisdiction of the Inter-island Province, known as Jiandao City. After the restoration of "815" in 1945, the "island city" was revoked in November and the name of Yanji street was restored. In January 1946, the Yanji street was changed to Yanji.

1.2 The Development of Cities in Late Qing Dynasty and Early Republic of China

1.2.1 The Sprout of Cities (1870-1890)

In the early Qing Dynasty, Yanji had not yet formed a residential area, and only operated pearl camps along the Bulkhatong River (now Yangchuan) to collect Dongzhu pearls. Nine years of Tongzhi (1870) from the Yangkou

City (now Yanbian flour factory east) near a farmer to settle down, Yanji territory gradually formed a different scale of reclamation villages. In order to manage these immigrants, the imperial court sent troops to camp in the vicinity of Jinxidong Station. Since then, people have called this area "Xiaoying Zi". In the seventh year of Guangxu (1881), the ban was lifted, and Han immigrants and Korean reclaimers from Liaoning, Shandong, Hebei and other places began to enter the country for reclamation (Fig. 1-2).



FIG. 1-2 NEW URBAN DISTRIBUTION MAP OF QING DYNASTY

1.2.2 The Formation of Cities (1891-1906)

In 1891, the Nangang Reclamation Bureau was changed to the Fukuoka Reclamation Bureau. At this time, the number of reclamation people in Yanji increased day by day. Many commercial outlets were formed around the reclamation bureau. In addition, 2,000 people from Jiqiang army were stationed here, and the city was prosperous. In 1902, the Qing government set up Yanji Hall in Kuanzi Street. At that time, Yanji Hall was located in the elementary school on the southwest side of Renmin Road and Taiping Street. The Yanji Hall was the center of Yanji Hall, which set up the facilities with the word "bureau" beginning, such as the reclamation bureau, the tax bureau, the post and telecommunication bureau. From then on, the Yanji Hall was far away from all kinds of shops in the vicinity and south of the Taiping Street. North, East and West formed the streets, known as the local sub Street (Fig 1-3), and Yanji began to take shape gradually.



FIG. 1-3 PANORAMA OF AERIAL PHOTOGRAPHY IN JU ZI STREET DURING PUPPET MANCHUKUO PERIOD

1.2.3 The Expansion of Japanese Forces and the Formation of Cities (1907-1932)

The Japanese-Russian War in 1904 and the "Japan-Russia Agreement" signed in 1907 secretly changed the strategic position of Yanji region, and Yanji became the gateway for Japan to straddle Korea directly into the central and northern part of Northeast China. In August 1907, Japanese-controlled Korean commanders sent troops to invade Yanbian. In September of the same year, the three provinces in the East set up Yanji Border Governor's Office in Kuizi Street to stop Japan's expansion. In September of the first year of Xuantong (1909), China and Japan signed the "Tumen River Sino-Korean Boundary Terms" which took Longjing Village, Kuizi Street, Toudaogou and Baicaogou as the open places for foreigners to live and trade, and since then Kuizi Street has become a commercial port not open to them^[5]. In 1924, the Japanese began to penetrate Yanji in an all-round way. They began to lay the Tiantu Railway and its branch line, Chaoyangchuan to Bouzi Street. In addition to the existing cities (the eastern part of Bouzi Street) and the western part (the Consulate boundary), they bought land near the present western market in the name of the Koreans and began to build new buildings. City. Later, the Japanese and the Koreans partnered to open a fresh market and set up posts at the Eastern-Western boundary to prohibit people from shopping in the eastern district. Yanji was divided into two parts: the eastern Chinese inhabited area and the western Korean inhabited area (Fig. 1-4).

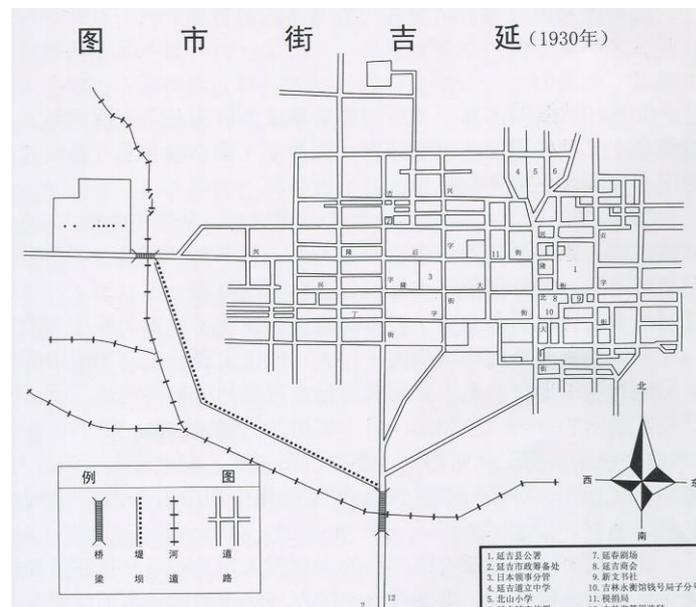


FIG 1-4 1930 YEARS IN THE YANJI STREET MAP

To sum up, Yanji began its urban formation and development under the agitation of its special geographical position and environment, as well as internal and external forces. Until the eve of September 18th Incident, its status as a frontier town had been basically established.

1.3 Urban Construction in Colonial Times

The September 18th Incident broke out in 1932. The Japanese occupied Yanbian and began to construct the Dun-Tu Railway, which combined the three lines of Jichang, Jidun and Dun-Tu, and changed them into the Beijing (Xinjing is now Changchun) Tumen (Tumen) Line, traveling westward from Tumen through Yanji to Changchun. In 1933, the Duntu Railway was built, and the boundary between Henan and Tienan was drawn south of the Bulkhatong River. In the following decades, the boundary became invisibly the urban boundary of southern Yanji. It was not until the 1990s that the city broke through the railway restrictions and developed southward. In 1934, Japan carried out a series of modern urban planning in Northeast China, built strategic key cities (such as railway branches and terminals), abolished its office on December 1, 1934, and set up the "inter-island province", which was stationed in Yanji County and administered the five counties of Yanji, Hunchun, Helong, Wangqing and Antu. In 1935, it established Yanji. Planning as a central city (Fig. 1-5). Its planned population is 80,000 and urban area is 15.9 square

kilometers, of which residential area is 5.2 square kilometers, accounting for 33% of the urban area; commercial area is 3.3 square kilometers, accounting for 21% of the urban area; industrial area is 0.8 square kilometers, accounting for 5%, roads are 2.5 square kilometers, parks and squares are 1.9 square kilometers. Its detailed plans are nowhere to be found, but the nature of the colonial cities has emerged.

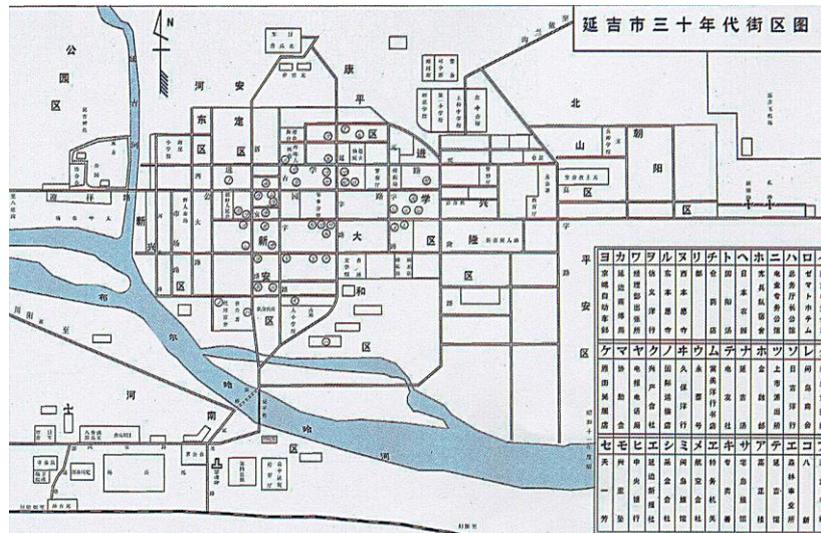


FIG 1-5 STREET AREA PLAN OF YANJI CITY IN 1930

From 1933 to 1941, the number of Korean immigrants exceeded 100,000. Japan was eager to develop farmland in the northeast, making it a food base in wartime. From 1941 to 1944, more than 60,000 immigrants moved to the northeast. At that time, more than 70,000 Koreans lived in Yanji, accounting for about 60% of the city's population. By 1943, there were 2,913 households (90.25%) in Yanji, and Japan had developed more than 10,000 hectares of hilly land along the border of Xiaoyingzi and other areas. In April 1943, the "Jiandao City" was set up centering on Kuizi Street. The administrative organs and armies of Jiandao Province stationed in Yanji. On the basis of the original administrative facilities, the provincial government offices and barracks were expanded and the Yanbian area was colonized.

With the passage of the railway, the land traffic in Yanji, which once dominated by the government, began to fade. At that time, the influence of Railways on the urban structure was reflected in two aspects. First, the original urban trunk line, that is, the main external traffic route (official road) through the eastern old area was replaced by the Henan Bridge line connecting the railway traffic in Henan. Today Guangming Street (then called Xin'an Street) and Henan Street (then called Yanlong Road) began to become the urban traffic trunk. Line. The flow of people from other places began to move westward along the main roads, especially the overland traffic linking Yanji Longjing and Huining. Second, the city center moved westward. After the Tiantu Railway was laid, the Koreans settled in the western part of the city. On this basis, a fresh market was formed. As the trunk line moved westward, the western market gradually became the same as the eastern market. The construction of the western market was the product of colonial aggression, but it played an objective role in expanding the urban area and eventually formed the structure of the advanced urban center.

2. CONSTRUCTION AND PLANNING OF MODERN YANJI

City planning is to the city in a certain period of economic and social development, land use, spatial layout and comprehensive deployment of the construction and overall arrangement of [6]. The development of Yanji City can be divided into four stages: the early period of the founding of the People's Republic of China (1949-1957); The setback period of urban planning and construction (1958-1978); The birth and revision of the first urban master plan (1978-1999); and the urban planning of the 21st century.

2.1 Organizational Adjustment and Urban Construction in The Early Days of New China

Yanbian Korean Autonomous Region was established on September 2, 1952, and Yanbian Korean Autonomous Prefecture was established on August 30, 1955. Yanji City is the capital of the autonomous prefecture. The adjustment of organizational system lays the foundation for the future urban planning of Yanji.

At the beginning of liberation, in order to speed up economic construction, the state adopted the management mechanism of replacing the economic center with the historical administrative center. Yanji City, as the capital of the autonomous prefecture, has been given priority to construction. Five small and medium-sized enterprises have been set up in succession. Many industrial projects have been set up in the suburbs (the eastern suburbs of Henan Province and the western suburbs of the park), such as textile mills, food processing plants, agricultural machinery factories, fertilizer plants, brick and tile factories. At this point, the city has developed rapidly, and a number of small industrial zones have been formed outside the city.

2.2 Tentative Urban Planning and Urban Construction Setbacks (During the Cultural Revolution)

In 1958, Yanji carried out its first urban planning. At that time, 39 key cities were planned nationwide. Although Yanji was not included in the overall plan, it also made the overall plan of the city. At that time, the planning determined that the city was "the capital of Yanbian Korean Autonomous Prefecture, the center of political, economic, cultural and communication between urban and rural areas in Yanbian, with the iron and steel industry as the leader, with the light textile industry as the main industry, to develop the light textile industry and food service industry in the consumer-oriented border cities^[7]. The layout of urban planning is basically based on the layout formed after the industrial construction in the previous few years. The industry is distributed in the eastern part of Hebei Province, the warehouse is distributed along the railway in the western part of Hebei Province, the inhabitants and the cultural, educational and health facilities are distributed in Hebei Province and several suburbs, the commercial service facilities are distributed on both sides of the main road, and the party and government organs are distributed in the western part of Hebei Province. Hebei and Henan. Especially at that time, using the natural landforms on both sides of the Bulkhatong and Yanji rivers, the 17.3-kilometer-long belt park with national style and ethnic customs, as well as the garden-style street park built on Park Road, Bozi Street and Renmin Road, had their own characteristics. This is the "imagery" of the design, that is, tangible objects contain, for any observer is likely to evoke intense intentions of the characteristics. Colors, shapes or layouts help to create a vivid, structured and highly practical environmental image^[8]. Generally speaking, the urban planning of this period laid a foundation for the future urban planning of Yanji City, especially the green space system planning designed by using natural terrain was rare and valuable at that time.

The national "Great Leap Forward" wave in 1958 led to unrealistic expansion of cities, blindly transforming old cities, building buildings and halls. At that time, Yanji also built many public buildings with strong Russian color. During the period of "Cultural Revolution", the city construction of Yanji was unplanned, and the layout of the city was greatly destroyed, especially the characteristic riverside parks were all destroyed, trees were cut down, and wool textile mills and electrical machinery factories were built.

2.3 Revision of The First Urban Master Plan and Urban Development

After ten years of turmoil in the cultural revolution, China has entered a new historical period. In May 1980, the overall planning of Yanji was officially approved, and the implementation period was from 1978 to 2000. The first urban master plan has changed the former development model which only focuses on industry and takes into account the development of the tertiary industry in determining the nature of the city.

In 1978, the relevant industrial facilities in the western Henan and the park areas were retained in the urban master plan (Fig. 2-1), and the high-pollution facilities in Hebei were relocated to develop the new industrial areas in the east. With the eastward migration of the city scale, Yandong Bridge was built to facilitate cross-strait transportation. In the planning of living area, it is mainly based on the original living area to solve dangerous houses and no households. In order to save land, four to five stories of buildings must be built on both sides of the main road. Three to four cities can be built on both sides of the general road. A 1.2-hectare Central Plaza is planned at the intersection

of Guangming Street and Renmin Road. A 1,800-seat cinema and opera house will be built. At that time, commercial service outlets occupied an area of 336 square meters per 1,000 people, which was lower than the national standard. Therefore, the overall urban planning plan added commercial service outlets in Henan District and parks. The commercial outlet is centered on Yanji Department Store. A second department store has been set up in the east of Hebei Province, a third department store has been set up in Henan Province and a fourth department store has been set up in the park area. In terms of educational facilities, Yanji City transformed Yanbian University into a comprehensive university and Yanbian Art School into an art college. Around the area of Yanbian University, Yanji Cultural and Educational Center began to form, which provided conditions for Yanbian University to develop into a regional center.

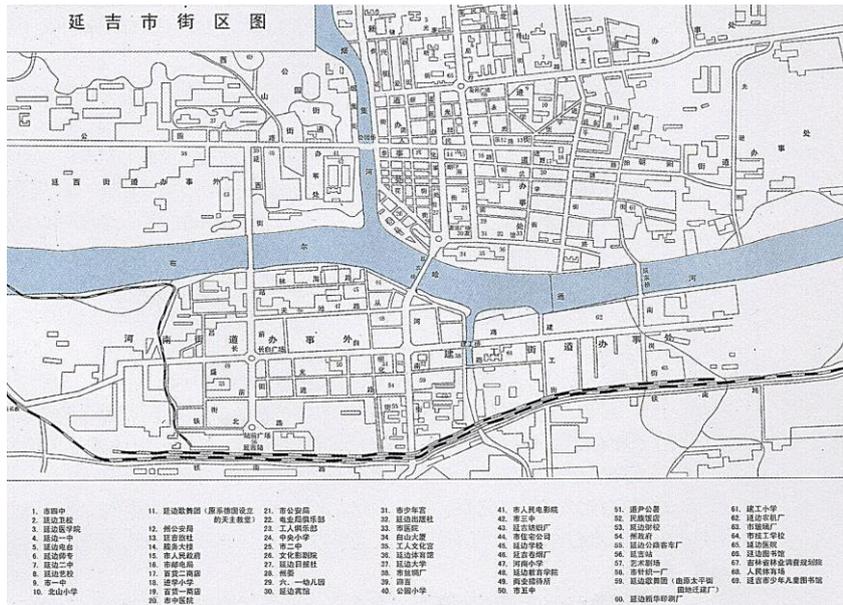


FIG 2-1 STREET MAP OF YANJI IN 80S

Since the approval of the first master plan of Yanji City, great changes have taken place in Yanji City. However, the rapid development of the tertiary industry makes the original plan not suitable for the construction needs of Yanji City. Therefore, the work of revising the master plan of Yanji City was completed in 1989. The planned total area is 116 square kilometers, with the boundary of East to the junction of Bulkhatong River and Hailan River, West to Renping Village, south to Maoershan, north to Yanji Township. The urban land is mainly developed in the East-West direction, and the north is properly developed. The planned per capita living area is 6.0 and the long-term living area is 8.0. Apart from the original Hebei, Henan, Tianan and Peking University, three new areas have been added to the Bulkhatong River and East China. The number of residential floors in the urban area is not less than four stories. Street-front buildings should improve the decoration standard, be novel in shape, use white as the basic tone, and use monochrome as much as possible, and adopt the architectural style of national style. Architectural space combination to reflect the local characteristics, each street must have its own characteristics, design modelling colors to point with surface, high and low staggered, building and greening against each other, to break the upper and lower line of the practice. In the 1980s, the West Market commercial center has basically taken shape. It is planned to further improve the construction of commercial facilities on Jiefang Road, gradually form a Pedestrian Commercial street, and build a sub-commercial center in the new village of Peking University and the East Market. In the urban green space, Henan Sports Park, Children's Park, Yanbei Park, Construction Park and so on have been planned and constructed, and Maoershan Scenic Area (about 1000 hectares) has been opened up. In the road planning of Yanji City, a transit road has been opened in the northwest suburbs to solve the transit traffic while integrating the existing multi-branch roads in the city. There are 11 bridges, 4 flyovers and 1 tunnel in the city.

3. PLANNING AND DEVELOPMENT OF YANJI TODAY

3.1 Urban Planning in Twenty-First Century

In the late 1990s, the urban planning of Yanji City (Fig. 3-1) well embodied the important deployment of China's urban master plan, which was characterized by the following three points:

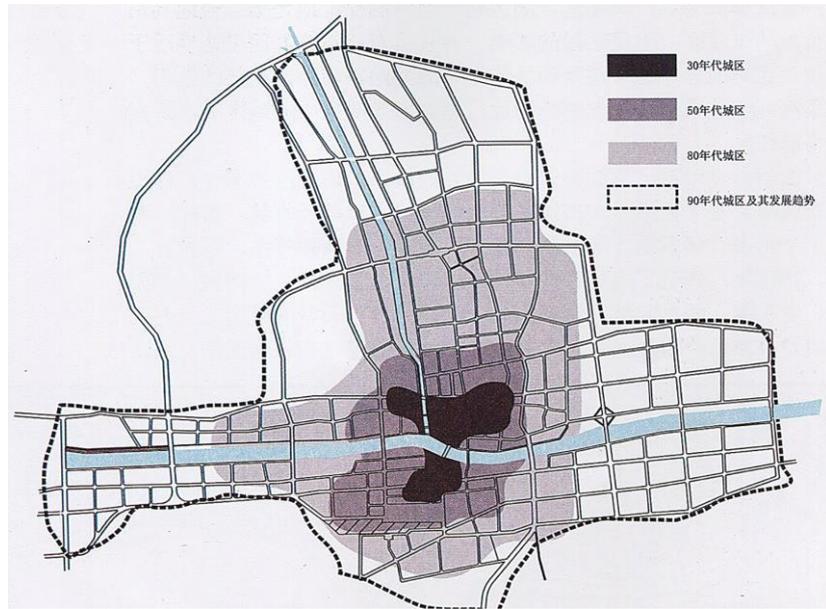


FIG 3-1 SCHEMATIC MAP OF URBAN DEVELOPMENT IN YANJI

(1) Integrity: The new round of planning takes into account the social development, economic development and environmental protection of the city in the designated urban development goals, and realizes the establishment of planning objectives such as "sustainable social development", "all-round economic development" and "benign ecological cycle" in the future urban development.

(2) Complexity: Yanji City is positioned as the capital of Yanbian Korean Autonomous Prefecture in 2000-2020 Urban Master Plan. It is a central city in the Tumen River region of China, with industry, commerce and trade as the major tourist city in Northeast Asia with national characteristics. The establishment of the nature of the city reflects the transformation of Yanji City from a simple "frontier city" and "autonomous region central city" to a "Tumen River basin and northeast Asia central tourist city", and its location nature began to cross-border development.

(3) Multi-level: Yanji urban regional planning takes the central area as the core, the township as the main body to connect with the rapid traffic, to build a green space natural isolation of production, life, ecological development of the city as a whole area. The new round of urban planning has played a positive role in promoting the future development of Yanji.

3.2 Development Status of Yanji

Nowadays Yanji City is the core city of Changjitu Pioneer District. Yanji City is also very unique in tourism. It has strong Korean national characteristics. All shops and restaurants are hung with bilingual plaques. In the south of the city, there is a beautiful and spectacular Maoershan National Forest Park, the Bulkhatong River and the Yanji River flow vertically and horizontally. Divided into three parts, the Bulkhatong River passes through the city center, and five bridges are erected in the air above the river. This kind of urban landscape of green mountains and water is rare in Northeast China. In recent years, Yanji has vigorously promoted innovation and development, vigorously promoted independent innovation, and paid special attention to green ecological development. Nowadays, the world economic center is gradually shifting to East Asia, and the relations between Yanji and Russia, Korea, Japan, Mongolia and other countries in Northeast Asia will be increasingly closely linked. In the long run, Yanji city may become the center of international trade in Northeast Asia.

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