



HISTORICAL TRANSFORMATION OF THE HAKOZAKI AREA AS A PORT TOWN IN FUKUOKA CITY

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ABSTRACT

Originally, harbor was a point of contact of logistics and human flow. In analysis of city formation and development, it is significant to observe a port town. The subject of study is Hakozaki area long existed in Hakata Bay in Fukuoka City. The purpose of study is to consider the influence of city development on modernization by grasping historical transition of harbor. We used the literatures such as "Hakata harbor history" and "Fukuoka fishing village history", etc., the old maps and the old drawings. We arranged by the time series focusing on historical events up to the present from the formative period of the town.

The points of this study are as follows.

1) The space changes by reclamations after modernization separated waterside spaces from the life in Hakozaki area, and brought about a decline of the fishery. For this reason, the historic buildings landscape of the fishery settlement was lost partially. 2) The transitions of the coastline by modernization changed the sceneries of human activity, from human scale to infrastructure scale. 3) It is guessed that only the trunk road progressed by the delay of urban development, and the old street originating in the fishing village was saved extensively in Hakozaki area. 4) It is grasped that modernization provided the city with both sides of dramatic change and preservation.

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Keywords: Historical transformation, Port town, Coastline, Landfill, Modernization, Urban development, Fukuoka city, Hakozaki area.

Contribution/ Originality

The paper's primary contribution is finding that clarifying the change that happened in a typical port town of Japan by the spatial and historical analysis of the Hakozaki area, and having got the point of view about the way of the city of the seaside part.

1. INTRODUCTION

1.1. Background and Purpose

Originally, a port is a place where people and goods interact. People naturally gathered there and a port town was formed. However, urban development by modernization, especially water front development by land reclamation has made great changes in cities on the water's edge. In short, former port towns have transformed to a space where the first priority is the distribution and storage of goods. Thus, people have lost the opportunity to come into contact with the waterside, and activities there have declined. Nowadays, the waterside tends to be recognized as an important space to enrich the urban environment in the trend of aiming to raise people's quality of life. Therefore, to start with, collecting information on the historical transformations of waterside spaces is required.

This study object is Hakozaki, which has historically existed in Hakata Bay for a long time, clarifying the historical transformation starting with the formation of the town, and aiming to consider the spatial effects as well as social impact that modernization has brought about. Hakozaki used to be a port town, but rather than being an example of a distinctive Japanese port town, we will treat it as an example of a port town that could be anywhere in the country.

1.2. Positioning of the Study

Takeuchi *et al.* (1996) focused on the port town in modern times (17th century to mid-19th century) and its relationship with other elements like the castle town and temple town and succession in post modern times, clarifying the characteristics in the spatial structure of the towns. Hakata, which is said to have existed from ancient times, is one of the analysis objects. Okamoto and Machi (2008) carefully read the formation process of the modern port towns of Moji, Otaru, Yokohama, and Hakodate based on site surveys. This gives an important frame of reference on the formation process of modern towns in the Meiji era. This study is related on a large scale to those studies on port towns, but it differs in that it focuses on a former port town rather than a present one. On the other hand, Hyungki and Deguchi (2011) targeted the littoral region of Hakata, clarifying the transformation process of land use, and the role and planning issues of the littoral area of Hakata Bay. Spatial changes due to land reclamation in the littoral area of Hakata bay are classified in that study. This study focuses on how the many port towns that used to exist along the littoral area were affected by the reclamation of the port, and in that sense takes it one step further from the existing studies described.

1.3. Study Method

This study used documents like '*Hakata ko shi* (History of Hakata Port),' and '*Fukuoka shi gyoson shi* (The History of Fukuoka's Fishing Villages),' as well as paintings and antique maps to clarify the historical transformation of the object area. As for the historical descriptions, they are divided into pre- and post-modern history, extracting and considering the events that were thought to be particularly influential, both spatially and socially [Table 1].

Table-1. Brief History of Hakozaki, mostly post-modern times (by author)

Year	Event
919	Hakozaki Hojoya started
923	Hakozaki Hachimangu Shrine built
1151	<i>Daitsuibu</i> (great chasing and capturing) in Hakozaki, Hakata
1274	Hakozaki Shrine destroyed by fire during Mongolian Invasion (1 st Mongolian Invasion)
1275	Hakozaki Shrine rebuilt by the ex-emperor, Kameyama
1276	Defense walls along Hakata Bay built by Satsuma Province
1281	Mongolian Invasion (2 nd Mongolian Invasion)
1546	Hakozaki Hachimangu Shrine's Main and Outer Shrines built by Yoshitaka Ouchi
1587	Hideyoshi Toyotomi stayed at Hakozaki for subjugation of Kyushu
1594	Hakozaki Hachimangu's Sakura Gate built by Takakage Kobayakawa
1609	Hakozaki Hachimangu's Torii built by Nagamasa Kuroda
1610	Hakozaki Village changed from Naka District to Kasuya District
1633	Proclamation of National Seclusion Order
1693	Application to Bakufu for Hakozaki Road
1879	Higashi Park is opened as the first prefectural park in the middle of the pine groves.
1881	Kasuya district office established in Hakozaki
1889	Inauguration of Fukuoka Municipality; Hakozaki Town (pop. 3,970)
1890	Hakata Port improvements; Kyushu Railway (Hakata – Onga line opened)
1897	Fukuoka College of Medicine, Kyoto Imperial University of Medicine establishment decided on
1903	Fukuoka College of Medicine, Kyoto Imperial University of Medicine established
1911	Kyushu Imperial University established; Fukuoka Electric Railway (Hakozaki – Imagawabashi line opened)
1913	Lost some fishing rights with the Great Harbor Construction Plan
1924	Hakata Port Railway (Hakata – Wajiro line opened)
1933	Completion of Hakozaki coastal area reclamation; completion of Najima Bridge
1940	Incorporation of Hakozaki into Fukuoka City (pop. 16,454; 3,197 households)
1942	Hakata Coastal Railroad (Kashii – Hakata Port line opened)
1945	Fukuoka air raid
1949	Approval for Hakata – Hakozaki city planning road
1952	Cultivation of <i>nori</i> (edible seaweed) started in Hakozaki
1955	Hakozaki-Ura Fishermen's Association established
1960	Hakata Port Five-Year Improvement Plan drafted
1967	Third Hakata Port Five-Year Improvement Plan drawn up
1969	Hakozaki area reclamation work started; Hakozaki, Kashii areas fishing compensation ratification; City planning road, 'Hakozaki-Ae' approved
1971	National Railways Freight Liner terminal construction decision
1972	Fukuoka City became an ordinance-designated city; East Ward offices established in Hakozaki; Hakozaki water surface timber yard opened
1973	Hakozaki area reclamation construction completed; Hakozaki pier completed
1974	Master plan for Hakozaki area food industry industrial park determined
1975	National Railways Freight Liner terminal operation began
1976	City planning road Hakozaki Pier – Kasuya opened
1979	Hakozaki Land Readjustment project works started
1981	Pine grove in Higashi Park felled to make way for Fukuoka Prefectural Offices
1986	Fukuoka City Subway 2 nd line opened
2005	Kyushu University commence transfer of campuses
2011	Hakozaki Land Improvement project "Katakasu – Hakozaki route" opened

2. RELATIONSHIP BETWEEN HAKOZAKI AND THE SEA (FROM THE ESTABLISHMENT OF THE TOWN TO EARLY MODERN TIMES)

2.1. Topographical Character of Hakozaki

Hakozaki is situated between Hakata Bay on the west side and the Sue and Umi Rivers, branches of the River Tataru on the east. In Hakata Bay there are sand dunes stretching north to south including the pine groves of Chiyo and Hakata, and from ancient times to the middle ages settlements formed centered on those dunes [Figure 1] (OOBA, 2008). A deep cove called ‘Hakozaki-no-tsu’ used to cut into the east side of the sand dune (Amino and Kawazoe, 1988).

Figure-1. The coastline from the Middle Ages and 2007. Reproduced from (OOBA, 2008)



2.2. Building of Hakozaki Hachimangu Shrine

Hakozaki Hachimangu Shrine (hereafter: Hakozaki Shrine) is counted among the biggest three Hachiman Shrines of Japan along with Usa and Iwashimizu, relocated to the present location from Chikuzen Daibugu in 923[Photo 1] (Amino and Kawazoe, 1988). Annual ceremonies related to the Hakozaki Shrine are *Tamaseseri* on 3rd of January, *Hojoya* on 12th ~ 18th of September, and *Oshioitori* on the closest Dog Day (every 12th day) to the Spring and Autumn equinoxes and are supported by the ‘*Ujiko* (shrine parishoners)’. *Tamaseseri* is a festival to pray for a good catch and harvest, and is separated into ‘*Ujiko* of the sea’ with a focus on the fishermen and ‘*Ujiko* of the land’ with a focus on the farmers [Figure 2] (Miyazaki and Fukuoka Archive Study Group, 2005), [Photo 2] (Fukuoka City Office, 1959).

Photo-1. Hakozaki Hachiman Shrine Reproduced from (Miyazaki and Fukuoka Archive Study Group, 2005)



Figure-2. Scene of a *Hojoya* party in the *Chikuzen Meisho Zue*. Reproduced from (Miyazaki and Fukuoka Archive Study Group, 2005)

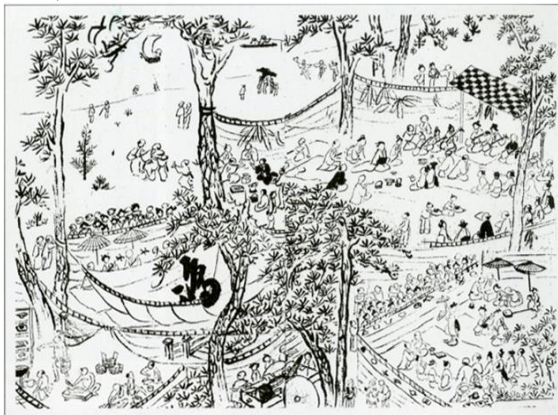


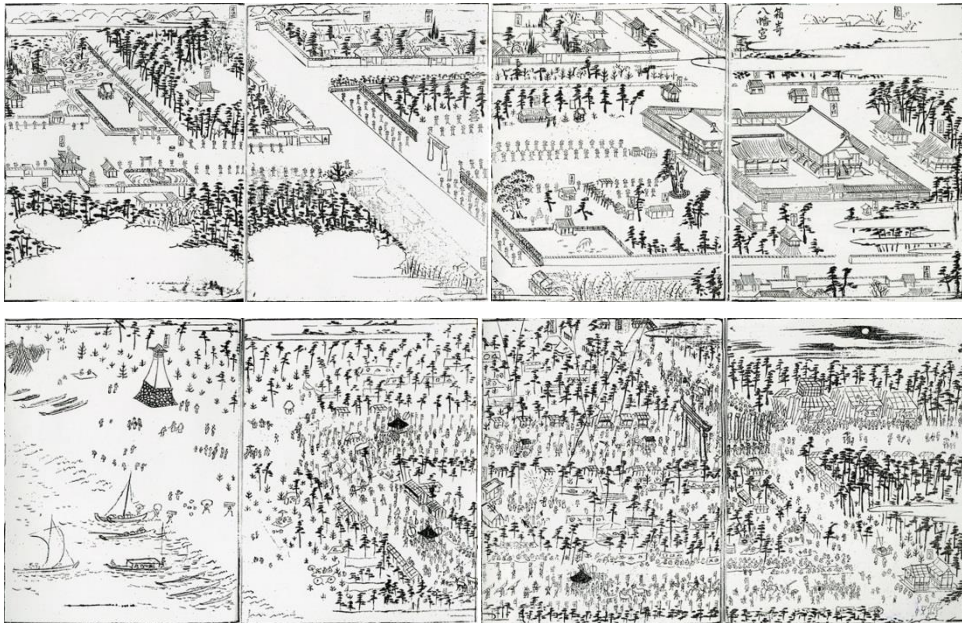
Photo-2. Scene of putting up screens at a *Hojoya* party in Hakozaki Reproduced from (Fukuoka City Office, 1959)



2.3. Connection to the Waterside around Hakozaki Shrine

The point of contact with the shoreline at the coastal area of Hakozaki is illustrated in the *Chikuzen Meisho Zue* (Illustration of scenic sites of Chikuzen) that illustrated the area around Hakozaki Shrine [Figure 3] (Nobukoubou Publications, 2006). Many private houses are drawn near the coast line and an action scene of people unloading goods from small boats anchored directly to the beach can be seen. Fishing nets are drawn near the beached boats that confirm the existence of fishing activity at the time. On the other hand, the *Honzue* (main painting) illustrates the Hakozaki *Hojoya* Festival, and an action scene of crowds of people carrying a portable Shinto Shrine on their shoulders and marching around the houses as well as partying on the beach can be seen. The bustle of the temple town of Hakozaki Shrine as well as the close distance between the people and waterside are shown.

Figure-3. Hakozaiki Shrine and *Hojoya* party in the *Chikuzen Meisho Zue* by Gyokuran Okumura (Fukuoka City Museum) Reproduced from (Nobukoubou Publications, 2006)



2.4. Formation of Daitou-Gai

The number of merchants of the Song Dynasty who were active in trade between Japan and the Song Dynasty and who got married to Japanese and continued to trade based in Japan increased. Therefore, near Hakata, a Chinese residential area called ‘*Daitou-gai*’ was formed (Amino and Kawazoe, 1988). Later, on the 23rd of September 1151, *Kenbiushi* (police and judicial chief in Heian and Kamakura period) conducted ‘*Daitsuibu* (a great chasing down and capturing)’ in Hakozaiki and Hakata under the orders of *Muneyori*, the deputy dispatched governor of Dazaifu, arresting many, including the widow of a Sung Chinese, Wang Sheng, seizing property from 1600 houses, breaking into Hakozaiki Shrine and its great shrine to loot the newly created original sacred treasure (Amino and Kawazoe, 1988). It is said that because trade between Japan and the Song Dynasty and a tug-of-war in Hakozaiki Shrine were intertwined in this incident, the military command of Dazaifu intervened.

2.5. Hakozaiki Flourishing As a Post Town on the Karatsu-Kaido Road

Hakozaiki used to be one of the twenty-one post towns of the Chikuzen Karatsu-kaido road (Inoue, 1987). The road runs across the approach of Hakozaiki Shrine, crossing in front of the first Torii-gate. Shopping streets that offered products from the sea and land developed along the Karatsu-kaido road. The six post stations in the Chikuzen area in the Edo era were called the Six Posts of Chikuzen, and traffic developed greatly in parallel to the economic growth after entering the Edo era (Inoue, 1987).

3. HAKOZAKI AFTER MODERNIZATION

3.1. Changes in the Town after Attracting Kyushu University to Set Up

In the early 1900's, a national university of medical science was to be built in Kyushu ([The Nishinippon Shimbun, 2007](#)). At that time, there were Imperial universities only in Tokyo and Kyoto, and competition in the three candidate cities of Fukuoka, Kumamoto and Nagasaki was quite heated. Of those three, Nagasaki stepped back from the competition earlier than the others in exchange for inviting a commercial high school to set up, so then the final competition was between Fukuoka and Kumamoto. Compared to Kumamoto, the proud central city of Kyushu, where local agencies of the government such as the Fifth High School and the Sixth Division Unit were gathered, Fukuoka was at a disadvantage, lacking in appeal. However, Fukuoka had the Prefectural Hospital run by Dr. Harutoyo Omori who is said to have carried out the first successful caesarean section in the country. Additionally, about 90,000m² of land for a construction site and a donation of 250,000 yen for construction fees was approved by the prefecture, and so at last, the establishment of the Fukuoka College of Medicine, Kyoto Imperial University of Medicine was confirmed. Fukuoka College of Medicine, Kyoto Imperial University was established in 1903.

Later, in 1911, Fukuoka Prefecture succeeded in attracting an Industrial University, and together with the medical university, the Kyushu Imperial University, the fourth Imperial University in the country was established. Originally, Fukuoka City did not have any key industries and its character as a city was vague. As the Imperial University, an institution of higher education became located there, it developed as more of an intellectual city than an industrial one.

3.2. Incorporation of Hakozaki Town, Kasuya District into Fukuoka City, And the Landscape of a Fishery Village

In May 1906, municipal area expansion survey items were studied by the Investigation Committee for Municipal Administration, and the expansion of the municipal area was decided as the most urgent matter. Hakozaki Town, Toyohira Village, Chiyo Village, Kego Village, Katakasu Village, Sumiyoshi Village, Torikai Village and Nishijin Town were decided on as target areas but despite negotiations, it mostly failed to materialize ([Fukuoka City Bureau of Public Works, 2006](#)).

The issue of the incorporation of Hakozaki Town and Fukuoka City remained for over thirty years from the time of the Russo-Japan war in 1907-8 to 1940, and the Hakozaki side was careful not to accept the incorporation ([Fukuoka City Office, 1965](#)). As a consequence, Mr. Yamazaki, the mayor of Hakozaki Town at that time said that the reason for incorporating Hakozaki and Fukuoka, governed by then Mayor Kuse, was of unilateral benefit to the city by increasing its population and engulfing university departments other than the Medical College of Kyushu University, and as Hakozaki existed as an independent municipality, it was unable to incorporate for such a reason ([Fukuoka City Office, 1965](#)). After that, the time came to redevelop and improve Hakata Bay as a national policy to be an important place for transport by sea and air with the continent, as well as for the military and industry, and thus, good reasons for Hakozaki Town to incorporate with Fukuoka City were provided ([Fukuoka City Office, 1965](#)). Largely attributable to this reason, Hakozaki Town was incorporated into Fukuoka City in 1940. On the other hand, I will touch on the landscape of the fishing village of Hakozaki as it was. Photo 3 is a scene of a fishing village near

Hakozaki beach in the early 1920's (picture postcard) (Masuda, 2004). It shows fishermen drying fishing nets in the foreground, and a cluttered settlement is seen in the background. Such a scene could no doubt be seen anywhere along the coastline before the coast was reclaimed.

Photo-3. Scene from a fishing village, Hakozaki Beach in the early 1920's (Postcard) , Reproduced from (Masuda, 2004)



3.3. Effect of Air Raids on Fukuoka

Due to a 2-hour air raid in June 1945, 37% of the Fukuoka municipal region was destroyed by fire and burnt to the ground [Photo 4] (Fukuoka City Office, 1959). The area of damage was as much as 3.78km², 12,865 houses were destroyed and 60,599 people suffered including 902 deaths, 1,078 injured, and 244 missing. The Prefectural Offices, City Hall and police stations were undamaged, but many buildings like the Western military-affiliated facilities, government and municipality offices, schools, companies, factories, shopping streets and private houses were bombed and burned. On the other hand, the Hakozaki area was not hit by the air raid and remained undamaged. With post-war street name revisions, the area became Hakozaki 1 - 7 cho-me, and Hakomatsu 2 - 4 cho-me (Inoue, 1983).

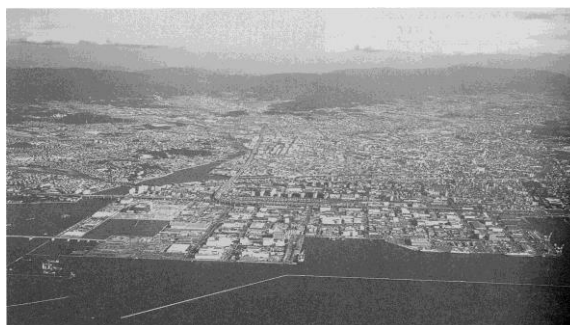
Photo-4. City centre burned and destroyed by Fukuoka air raid, Reproduced from (Fukuoka City Office, 1959)



3.4. Drawing up of the Hakata Port Five-Year Improvement Plan and Completion of the Hakozaki Pier

The Fukuoka City Port Authority drew up the Five-year plan of the Third Hakata Port Improvement Plan to start from 1968 based on a port plan from 1960 which they adjusted and modified for various changes which had come up (Fukuoka City Port Authority, 2000). Improvements in the Suzaki and Hakozaki piers, timber yard, and navigation channels and berths were concentrated on, aiming to develop the area as the entrance to not just Fukuoka City, but also to the Kyushu economic area. After the Hakozaki area reclamation obtained a license for public waters reclamation on the 11th of September 1969, work began with a groundbreaking ceremony on the 7th of October of the same year. Construction was divided into three construction areas, and on the 14th of November 1973, with a total completed reclamation area of 2,847,665m², the Hakozaki Pier was completed [Photo-5] (Fukuoka City Port Authority, 2000). Due to this reclamation, the demarcated fishery rights area that the Hakozaki Fishery Cooperative Association held was about 7,001,000m², of which the targeted water area for compensation was about 3,767m². Negotiations for fishing rights were deadlocked at one time, but eventually the Hakozaki Fishery Cooperative Association agreed to accept 2,800,000,000 yen compensation from Fukuoka City (Fukuoka City Port Authority, 2000). With that, the cooperative association gave up a part of their fishing rights.

Photo-5. Aerial photo of Hakozaki pier around 1999. Reproduced from (Fukuoka City Port Authority, 2000)



3.5. Process of Creation of the Ordinance-Designated City, Fukuoka

Fukuoka City has developed as the center for politics, economics and culture in Kyushu since the beginning of the city in April 1889. In order to respond to the rapidly increasing administrative demands and to improve civil services, Fukuoka City advocated the need to become an even larger city and to actively push forward big city administration policy and aimed to become an ordinance-designated city based on the Local Autonomy Law (Fukuoka City Bureau of Public Works, 2006). At the time of city designation, one of the conditions was to provide borough and ward offices so that business could be carried out (Fukuoka City Bureau of Public Works, 2006). So, Fukuoka City set up a borough investigative committee in April 1962, and at the end of discussions in December 1964 it was decided to designate five boroughs. General branch offices would be stationed in each borough which would then start practicing local administration. After that, from June to July 1969, the prefectural assemblies in Kanagawa Prefecture, Hokkaido and Fukuoka

Prefecture decided on a memorandum concerning the promotion of the ordinance-designated cities, and on receiving the agreement of the three prefectures, the national government made a cabinet decision on designating Sapporo, Kawasaki, and Fukuoka cities as ordinance-designated cities. The cabinet order came into effect based on the Local Autonomy Law in August the same year (Fukuoka City Bureau of Public Works, 2006). Then, in order to change over to an ordinance-designated city, discussions on transferring office work such as public welfare, hygiene, and construction began between prefecture and municipalities. Those discussions were completed by March, and along with Kawasaki and Sapporo, Fukuoka City started as an ordinance-designated city on the 1st of April 1972, and the five wards, Higashi, Hakata, Chuo, Minami, and Nishi were born (Fukuoka City Bureau of Public Works, 2006).

3.6. City Planning Roads, Hakata-Hakozaki Line

The Hakata-Hakozaki line was decided on as a city planning road on the 20th of April 1949, and is a main road with a current length of 1,201m, width of 6.2~10.0m, starting from Maidashi 5 cho-me and ending in Hakozaki 6 cho-me (Fukuoka City Bureau of Public Works, 2006). The main land use zones are commercial, category I residential, and category II residential. This planning decision had a great effect on the formation of the Hakozaki streetscape, as the construction of wooden houses was restricted.

4. PRESENT HAKOZAKI AND TRANSFORMATION OF THE COASTLINE

4.1. Relocation of Kyushu University and Hakozaki

Today, the relocation of the Hakozaki campus of Kyushu University in Hakuzaki is about to start. Factors for relocation include aging facilities, the increasingly crowded campus and worsening aircraft noise. Under these circumstances, the need for an integrated campus was discussed, and the relocation of three campuses to the Motooka and Kuwahara areas in Nishi Ward, Fukuoka City was decided on by Kyushu University in 1991 (Kyushu University New Campus Transfer Plan, 1991). In contrast, there are concerns for the future of the Hakozaki area because of the various effects bound to be felt along with the relocation of the university, such as vacant properties and a decline in land prices, a subsidence in local businesses, reduction in public transport users, a decline in population and an aging society (Kajigaeshi and Tamura, 2010).

4.2. Streets of Hakozaki Area

One characteristic of the present Hakozaki area is the number of narrow, less than 4m in width, roads remaining [Figure 4][Photo 6]. This is a reminder of the former fishing village of Hakozaki, and except for the main street called 'Amiya Tatesuji' whose view down to the sea is ensured, most of streets are in an interlocking shape like a labyrinth to keep out the sea breezes. As for the seascape, the berths where fishing boats used to anchor were pushed back to the end of the pier which is reclaimed land now, and exist between the elevated motorway and the port freight line [Figure 5] (Fukuoka Chikuzen Coastal Fisheries Promotion Association, 1998). Furthermore, paying attention to the place names, there are fishing related town names like 'Amiya-cho (Fishing

net shop town)' still in use. The Hakozaki branch of the Fukuoka City Fishery Cooperative Association is in the same area, and that indicates that the town used to be a fishing center.

Figure-4. Situation of Hakozaki streets (by author)

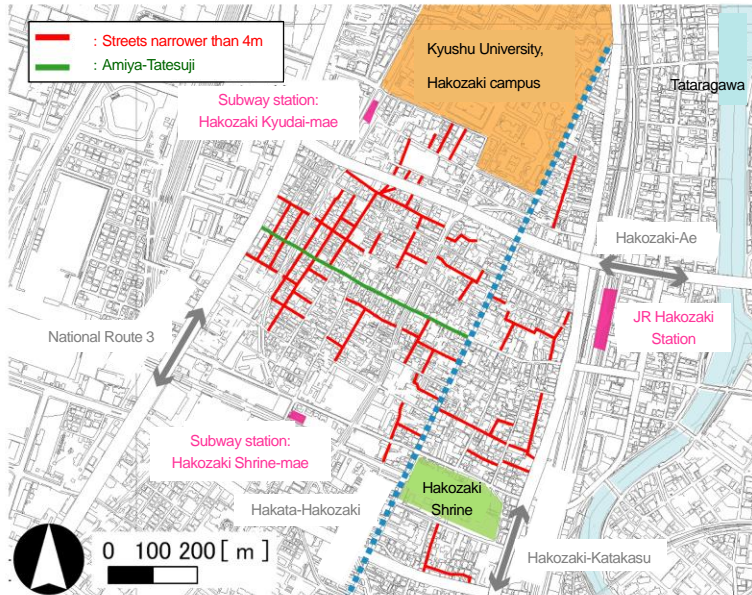
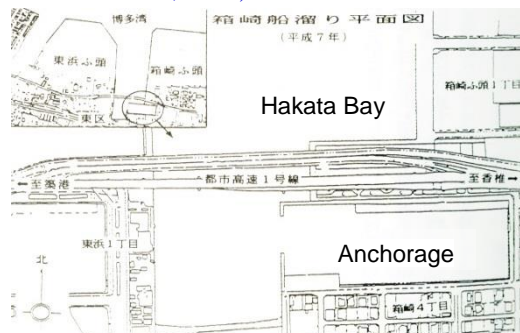


Photo-6. Example of a Hakozaki street (by author)



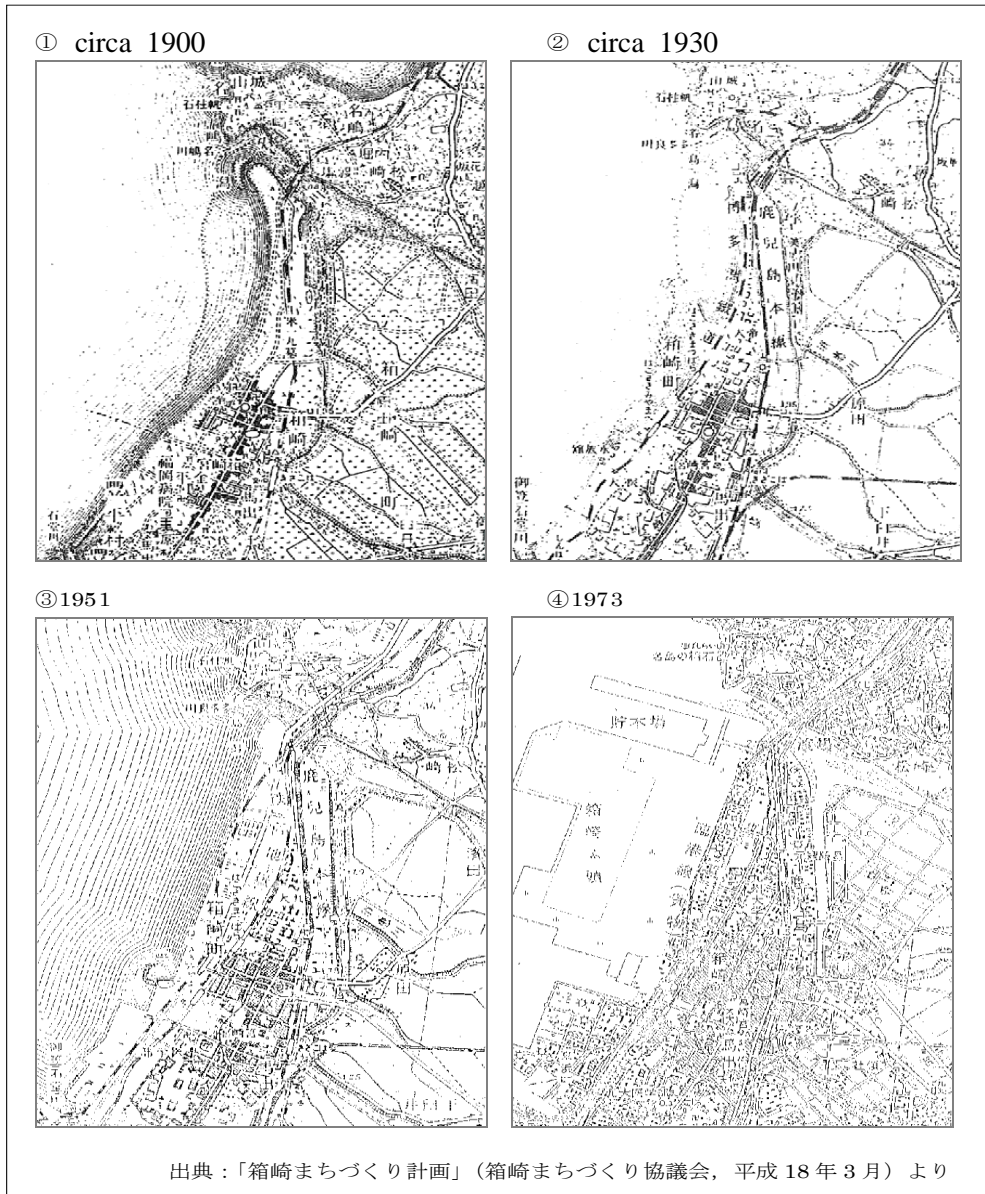
Figure-5. Plan of anchorage (additions by author), Reproduced from (Fukuoka Chikuzen Coastal Fisheries Promotion Association, 1998)



4.3. Transformation of Hakozaki's Coastline

Figure 6 shows the transformation of the Hakozaki coastline (Noguchi and Kajigaeshi, 2009). This tells us that there was a sandy beach along the coast of Hakozaki until the early 1930's; that the sandy beach was reclaimed as the railway network was developed; and moreover, a large-scale change in the coastline was brought about by the construction of the pier. In short, the Hakozaki area twice experienced large changes in the coastline because of the reclamation of the sandy beach and then the construction of the pier. On the other hand, it can be confirmed that the residential area in Hakozaki area receded from the waterside.

Figure-6. Transformation of the Hakozaki coastline (partially edited by author) Reproduced from (Noguchi and Kajigaeshi, 2009)



5. SPATIAL AND SOCIAL EFFECTS BROUGHT ABOUT BY MODERNIZATION

5.1. Decline of Fisheries Because of Reclaiming Land for Hakozaki Pier

As described above, large-scale pier development by land reclamation took place in the Hakozaki area. As direct effects, the fishing rights water area of Hakozaki diminished, and the fishermen gave up fishing rights because of the compensation paid to the Fishery Cooperative Association. In short, spatial transformations due to land reclamation in modern times and later separated the Hakozaki people's lives from the waterside, resulting in livelihood changes because of the decline of the fisheries.

5.2. Changes in Activities at the Waterside Brought About By Coastline Changes

On the other hand, land reclamation development in post-modern times has had a great effect on changes in the coastline. As described above, Hakozaki used to be a sandy coast with pine groves, but the former coastline was developed into roads along with the development of Fukuoka City. Furthermore, construction of the pier due to the reclamation which started with the national road progressed and the coastline was moved towards the sea without any system. As a result, the former scene of activity in which people manually unloaded goods from small anchored boats was greatly changed to unloading containers from large tankers using machinery. In short, with the coastline changes that accompanied modernization, activities on the waterside have changed from a human scale to a social infrastructure scale.

5.3. Relationship between Compensation for Fishing Rights and the Streetscape

As previously described, the fishermen received a large amount of compensation for their lost fishing rights in the Hakozaki area. Thereupon, some of the fishermen moved out of Hakozaki, and many of those remaining rebuilt their houses. Thus the traditional streetscape of the former fishing settlement was lost.

5.4. Conservation of Old Streets Due To Delays in Urban Development

As described previously in the topographical character paragraph, Hakozaki was a place where it was easy for people to gather, and the *Ujiko* (parishioners) that support the Shinto ceremonies of Hakozaki Shrine have continued from generation to generation. For those reasons, it can be ascertained that there are many people who have lived in the area for a long time. On the one hand, Kyushu University was invited to set up in the Hakozaki area in post-modern times, and it was important for the administration of Fukuoka City of the time to merge with Hakozaki which had Kyushu University. However, the merger discussions took a long time. On the other hand, as mentioned above, Hakozaki was not affected by the Fukuoka air raid during the war, and so war damage reconstruction was not undertaken either. The city development of Hakozaki is presumed to have been delayed largely because these three situations overlapped. As a result, improvement works were limited to the main road that runs through the Hakozaki area, and former street networks mainly consisting of narrow streets that came from the fishing village and port town were preserved.

6. CONCLUSION

As discussed so far, by organizing the historical transformation of Hakozaki, the relationship of the events that affected spatial and social changes in post-modern times could be understood. What particularly needs to be mentioned is that it can be said that modernization created the coexisting situations of 'preservation' and 'loss' in both the spatial and social aspects. Thus, there is significance in pointing out one aspect of reading the transformation process by modernization of a port town and the discovery of the present situation of the Hakozaki area as a result of this study, has the potential to suggest that it can be seen as a 'miniature copy' of Japan's port towns.

On the other hand, it cannot be denied that the Hakozaki area clarified in this study can be understood as a 'special case' as well. This is because the history of the formation of a municipality involves various elements, and it is hard to imagine that similar events would happen in another place with different conditions and surrounding situation. Therefore, in order to refine the analysis, continuing to collect references and study other examples are challenges for the future.

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