

An aerial photograph of a river delta, likely the Ayeyarwady Delta in Myanmar, showing a complex network of waterways and land. The image is overlaid with a semi-transparent blue filter. The text is positioned on the left side of the image.

# **POST WATETRFRONT CITY**

World Architectural Workshop 2009 in Lianyaungung

Introduction	02, 03	5. Subject and sites	26
1. Outline of lianyoungang	04	Subject	27
Geographical and essential information	05	Site1	28-30
The history of Lianyungang port	06	Site2	31-33
Resources and Industries	07	6. Logistics	34
2. Waterfront development	08	Schedule and accomodention	35
The waterfront development example in the world	09		
History of international waterfront	10		
The main harbor cities in China	11		
The feature and development of harbor city higher rank 5 city	12		
3. Splne of the Eurasia continent	13		
The main container port in the world	14		
New Eurasian Continental Bridge(NECB)	15		
Container terminal	16		
Port in Lianyungang	17		
4. City planning and the prospects	18		
"One Center with Three Poles"	19		
Background	20		
Traffic network	21		
City planning and view	22		
The plan of the new city area	23		
Technological development area and Industrial estates	24		
that develop in the area			
Old urban city planning	25		

## WAW 2009 @ China, Jiangsu province, Lianyungang city

### Theme: Post-Waterfront City Living and Design in Future China

The economical boom of the last decades and the related escalating development in China is an extraordinary phenomenon, both in scale of urban development and the concerns regarding habitable space expansion. The Waterfront of the Yangtze river delta in Jiangsu province, one of the largest and main vein for the transportation throughout China shows distinctive examples in these regards. Along its shores, there are several population of five-million-and over cities such as Suzhou, Wuxi, Hangzhou and Nanjing. Together with Shanghai, these belts have been the center of power, growth and consumption zone in China, however the impact of water environmental issues they generate, affects the rest of China's territory simultaneously.

Despite the rapid and vast evolution in the region, water over-consumption and pollution issues have become a growing and controversial social concern throughout China today, in sharp contrast to the positive growth generated by the industrial expansion. Standing on these concerns, WAW2009 will focus on this Yangtze river delta region, where the water issue and waterfront design is crucial concerns, more specifically focus on the provincial northern port city of Lianyungang, given it is a unique example where Historical Heritage and contemporary rapid developments are cross-counteracted as a future melting spot.

### Lianyungang City Outlook

Unlike the provincial capital city of Nanjing and largest metropolitan of Shanghai, Lianyungang is a relatively smaller scale of provincial northern port city in Jiangsu with population of 700,000 in the city area, however the Haizhou, former city name of Lianyungang is one of the four ports opened in the 17th century as a node of international commerce in Qing Dynasty, and also has a long history of trading port in the Eastern China Seafront since ancient time.

Currently Lianyungang is developing as a container terminal and distribution port connected with NECB : New Eurasian Continental Bridge as an Eastern gate going westward to its terminal at the Rotterdam Europort in the Netherlands. At present the Chinese

government has clearly stated its intention to build an economic belt along this NECB in the 9th Five-year plan of National Economy and Social Development and Long-range Goal for the year 2010 and on the China's 21st century agenda. The significance of this vision would be summarized as the shift from the eastern coastal development to the inland axis evolution. The recent rapid growth in China is needless to say concentrating on not in the inland but mostly in the seafront coastal cities. Such as Hongkong, Shanghai, Macau and Qingdao, the former western settlement city became the front port of the international trading activities in the 20th century eventually have led the serious disparities in economic power nowadays. Contrast to the coastal wing development, the inland spine for future evolution is expected.

In this aspect Lianyungang city obtains an ideal location and a potential infra feature. Regarding the intersection of new container terminal seaport in the coast and NECB of land bridge as the inland axis, the most quick distribution route from Far East Japan to the England via Rotterdam could be established running over China, Central Asia and Europe through this bridge. Thus Euro-Asian continental route covers more than 30 countries, so far 14 countries and regions have joined the international transport through the NECB including Japan, South Korea, Hongkong, Russia, Germany and USA. Since the transport distance of the NECB is 2700km shorter than that of the Siberian Continental Bridge, its transport advantages are praised by many investors at home and abroad. For this advantage the gate city Lianyungang as the cross-point of coastal wing and inland spine would become one of the most potential development core for the future development in China.

## WAW 2009 Design SITE Outlook

Booklet p18-25 shows the existing urban planning scheme of Lianyungang city toward 2030. You can find two oppositional design feature between old and new district. The old urban area Haizhou district located on the Southwestern relatively higher ground holds historical and cultural heritage back to the Ming Dynasty. New district called CBD : Central Business District planned on the existing salt and fishery farm area including Haizhou bay front and Lianyun district where vast artificial reclamation will be executed. In between two districts there exists Xinpu district where current Municipal city center and business, commerce and industrial district are located.

WAW2009 focuses on two Sites (p.27), one from Xinpu district and the other from CBD district. Because of the large development plan of CBD on the future reclaimed land, new city center will be moved from Xinpu to the bay front area soon or later. In this evolution the urban connection between Xinpu to CBD is essential matter forming an integrated new urban living corridor of two center without isolated impression. This requires a master plan not only for new traffic infra design but also for the generating a transitional ambience between old and new as a total cityscape design.

### SITE1 : SEH(Salt Export Haven) Urban Connector for LYG past and future

The area with vast salt farm is known as the largest salt manufacture field in China. The products from the area is called as "a salt from Huaguo Mountain" which appears in the ancient Chinese story of "Journey to the West" transported to inland by the railway and being obtained a great distinction. SITE 1 is the former main salt collection and distribution port adjacent to railway terminal with manufacturing factory. Although the limited production activities have been kept even today, renovation plan for the industrial-cultural heritage facilities regarding the salt manufacturing activities is expected including residential, commercial and office zone.

### SITE2 : CBD(Central Business District) Post Waterfront City living and Design

The area will be the future Central Business District of Lianyungang city. Since the SITE2 locates on the existing vast salt farm of Haizhou bay, the proposed urban design tries to reduce the environmental damage through the construction period as much as possible, examining the sustainable development based on water purification technology, hydraulics, amphibious living related design. Post Waterfront City living and design should be examined here beside the existing scheme.

## WAW2009 Design Target

### Master Plan phase

As the SITE feature mentioned above, Master Plan could be divided into 2 levels; level one is the Master Plan for the individual SITE of 1,2 and the level 2 is the inter-relation between two SITE of SEH and CBD referring new traffic infra design generating a transitional ambience between old and new as a total cityscape design and also the definition of Post Waterfront City vision by WAW participants are required.

### Architectural Design phase

In this phase detail architectural proposal design for each SITE of 1,2 are required. SITE 1 holds an unique Key-form structure of the existing salt manufacture haven. New renovation plan based on the existing industrial heritage are requested.

SITE 2 holds a free sphere for the potential Post Waterfront City Living and Design. To disregard the existing land utility plan due to proposing an optimum and innovative Post Waterfront City idea is basically allowed.

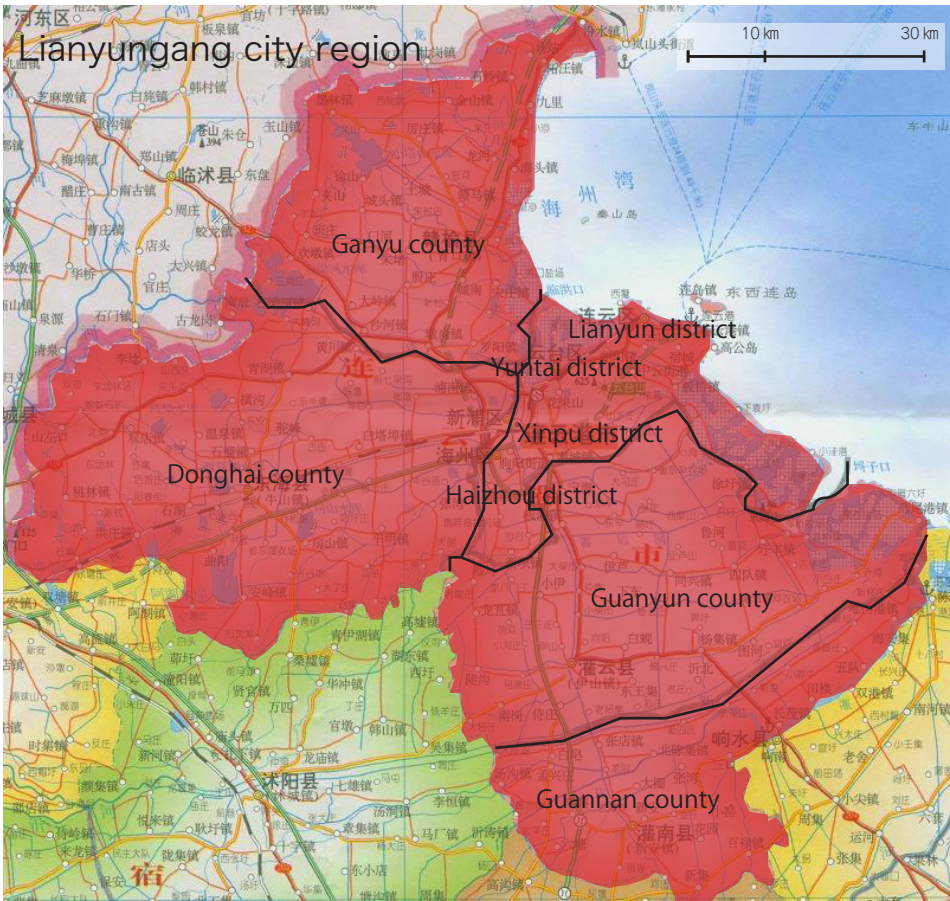
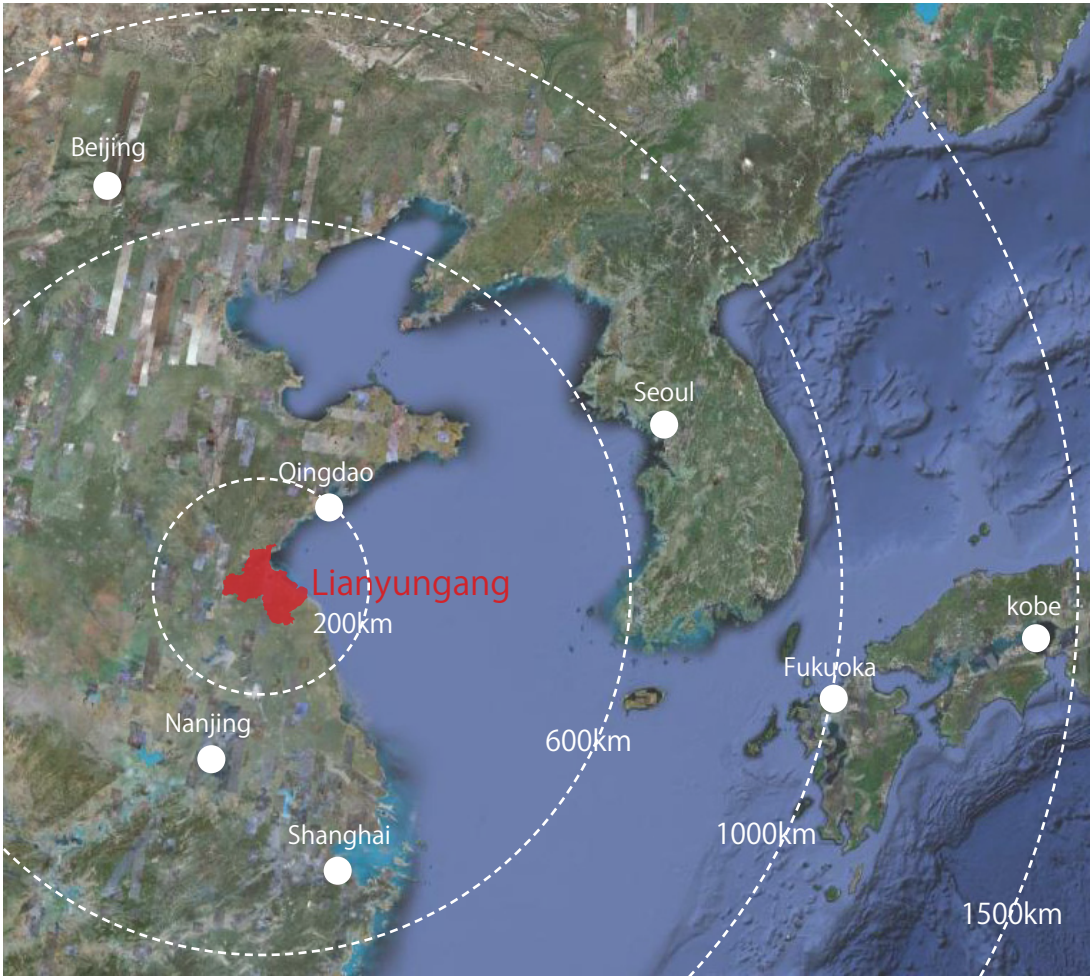
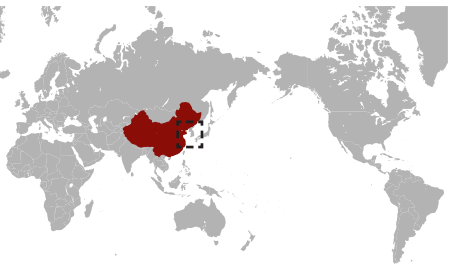
Post Waterfront City implies both meanings of the NECB hinterland connected Waterfront City and revised and elaborated idea for the Waterfront design of the 20th century. WAW2009 aim is not only for proposing the technologically advanced design that is economic, and sensitive to water environmental issue and human needs but also the optimum bridge between historical background and future perspective for the inland development gate of Lianyungang city.



# 1.Outline of Lianyungang

## Geographical information

Lianyungang is a prefecture-level city in northeastern Jiangsu province, People's Republic of China. Lianyungang is situated between 118° 24' and 119° 48' east longitude and 34° 11' and 35° 07' north latitude, is one of the first 14 Chinese coastal cities opening to the outside world, and is a rising centre of industry, foreign trade and tourism in east China.



## Essential information

Total area:	7444k m <sup>2</sup>
Population :	4,794,200 (2006)
(urban population:	about 700,000 )
Population density :	689people/k m <sup>2</sup>
(cf. Shanghai: 2,930 people/km <sup>2</sup> ,Beijing: 971people/km <sup>2</sup> )	
Average temperature :	14.1°C (Temperate zone)
The mean rainfall for the year :	883.6mm

## The history of Lianyungang port

<p>1084</p> <p>1368 - 1370</p>	<p>* Many rivers run into the sea to make natural ports. In Qin Dynasty, Haizhou -Lianyungang's past name- was regarded distinguished port. As the coastline shifted, the port was transferred.</p> <p>* In Han Dynasty, basic port was transferred to Guanyun county, and became important basic point of seaway in South-North Dynasty.</p> <p>The Imperial Court established Koguryo guesthouse in Haizhou to encourage foreign buisness companies.</p> <p>Hongwu Emperor of Ming Dynasty established three barrier in Haizhou for defense, registration of merchant ships, purchase of goods and levy of tax.</p>	<p>B.C.246 - First Emperor ascended the throne.</p> <p><b>Ancient times</b></p> <p><b>- the early modern age</b></p>
<p>1661</p> <p>1685</p> <p>1712</p> <p>1905</p>	<p>The Imperial Court executed sailing prohibition policy, strengthen the country's borders, and shut down Yuntai Mountain (Haizhou).</p> <p>The Imperial Court established barriers in Guangzhou, Xiamen, Ningbo, and Yuntai Mountain</p> <p>* The coastline changed strikingly by subsidence of accumulation in Yellow River.</p> <p>Yuntai Mountain connected to land, so the port was transferred to eastern side.</p> <p>The Imperial Court opened Dapu Port in Haizhou as trade city.</p>	 <p><b>Qing Dynasty</b></p> <p>1840 - Opium War      1856 - Arrow war</p> <p>1884 - Sino-French War      1894 - First Sino-Japanese War</p>
<p>1912</p> <p>1914</p> <p>1919</p> <p>1920</p> <p>1926</p> <p>1932</p> <p>1933</p> <p>1938</p>	<p>Central government concluded the treaty which the company made investment to construct the port and Qinlong railway(Gansu-Haizhou) with Belgium silver company.</p> <p>The outbreak of World War I interrupted the port planning.</p> <p>Haizhou was one of four second-class ports in "The International Development of China" by Sun Yat-sen.</p> <p>Central government concluded new contract -extended Longhai Railway to Haizhou and Xuzhou in eastern side- with Belgium silver company and Netherlands port company</p> <p>They had started the Haizhou-Xuzhou line of Longhai Railway(total distance : 198.3km).</p> <p>Constraction of Xinpu-Laoyao line in Longhai Railway had started.</p> <p>Netherlands port company had started port construction in Laoyao.</p> <p>Japanese army invaded Lianyungang.</p> <p>* 1940 - 45 Japanese army robbed Lianyungang of 4,990,000 ton supplies(this 88% is coal).</p>	<p>1912 - the Republic of China was formed</p> <p><b>the Republic of China</b></p> <p>1931 - Mukden Incident</p> <p>1937 - Second Sino-Japanese War</p>  <p>↑ Lianyungang in Second Sino-Japanese War</p>
<p>1948</p> <p>1961</p> <p>1984</p> <p>1994</p>	<p>A typhoon hit the pier, which was damaged terribly. Railway traffic was blocked with Huaihai Campaign.</p> <p>They named this city "Lianyungang".</p> <p>Central government appointed Lianyungang as one of the first 14 coastal cities opened to the outside world.</p> <p>Central government appointed Lianyungang as eastern bridgehead of New Eurasia Continental Bridge.</p>	 <p>↑ Lianyungang in the 1980's</p> <p>1949 - the People's Republic of China was formed</p> <p><b>the People's Republic of China</b></p> <p>1989 - Tiananmen Square protests</p> <p>1997 - Transfer of sovereignty of Hong Kong</p>



## Resources and Industries

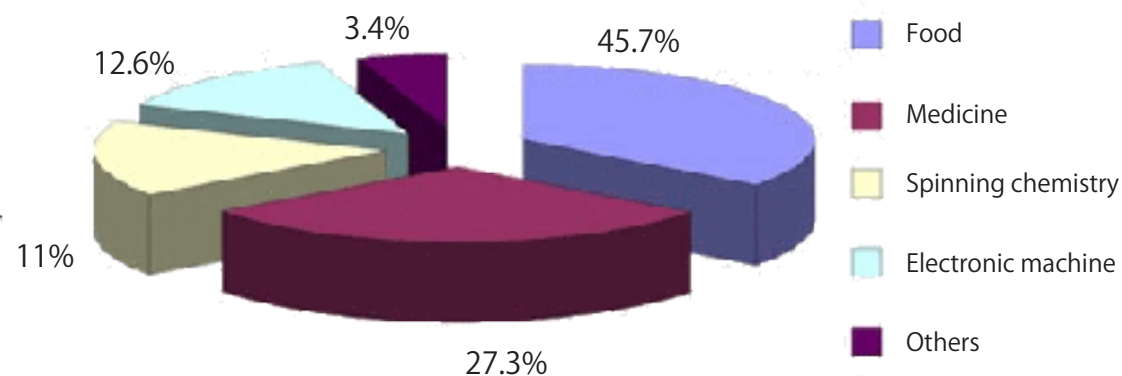


- Fishery resources : This city is one of four biggest salt farms in China. And Haizhou bay is eight biggest fishing farms in China, is major source of laver ,crab and shrimp.
- Mineral resources : Donghai is regarded as China's Crystal Town for its amount and quality of fine crystal. There are some 40 other minerals in the area such as phosphate, granite, quartz, crystal and serpentine.
- Agricultural resources : This city is majour farm of cotton, fruits, tea leaf, poultry and so on.



Lianyungang is rich in electricity, sites for factories and labor force, so pharmacy, chemical industry, textile, foods and electric machinery are basic industries. Especially, hi-tec industries -new pharmacy, new materials, new energy etc.- are concentrated in this area. As of 2008, 600 foreign-affiliated companies (from 38 countries and districts) have advanced to this city.

76 k m<sup>2</sup> -salt farms are lined up as extra development area , and it's available to correspond by reclamation in coastal area for expantion in the future.



the present industrial constitution in Lianyungang development area

## 2. Waterfront development



### The waterfront development example in the world

Waterfront development, in a wide sense, means real estate development such as amenity-oriented urban development in waterside areas (the ocean, a lake, and a river) and development of recreational facilities. The waterfront development as part of city planning is performed from the 1890s, and the flow is inherited till the present age, changing a place and a time. In the future, many cities will need their identity. In this time, for cities that have waterfront, it seems that it becomes still more precious resources when the cities produce their identity. This is a fact which that waterfront development is performed frequently also in recent years.



## History of International waterfront

Water was used the first method for transport. Therefore, our community has developed in the estuary, the bay and the important place in the canal and the river. However by the railway's having been developed in the 19th century geographically, and trading, and the necessity located in the waterfront has weakened in the city.

Time moved, we recognized the necessity of waterfront development again. And, now, it became "hot" real estate. In the rise of a recent concern concerning the reinvigoration of the waterfront, the city update plan of World War II is start. However, an original purpose of these plans was a redevelopment of a city commercial nucleus, and the waterfront development of the root where it sat was thought to be a stage after the overall activation by people's lives. It introduces the history of the waterfront development here.

### 1960's Regeneration of inner harbor



Cent Katharine Docks (London)

It was given priority in the use of the resource of Inner Harbor (history, culture, and natural environment), and the improvement of the environment of the waterfront. A public organization made the best use of the park maintenance and the surface of the water in the waterside were executed.

### 1970's Development of commerce and culture



Baltimore Inner Harbor (Baltimore)

We realized that development of waterfront was important in policy of new city and industry, and make use of the nature, history and culture in the waterfront, besides it's potential was used in development of real estate business. The corporation between public and private sector was important to achieve it's project.

### 1980's Mixed use



Battery Park city (New York)

This stage came to have the tendency to improve to the maximum development value of the charm of the waterfront. Therefore a strategic, complex compound of the land use became the center of development. Because it is large-scale development of the inner city type, the method for achieving the compound in the entire zoning is adopted.

### 1990's Sustainable development



London dock land (London)

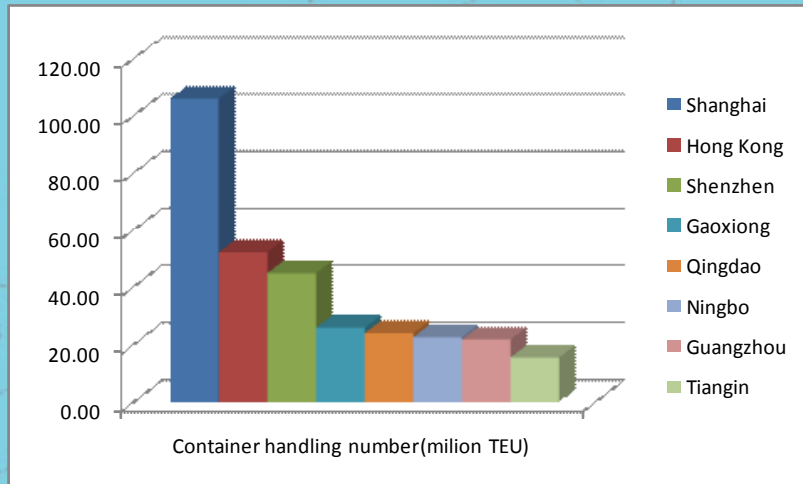
This stage is making to the network that connects individual base development, and makes from the point to the line and the surface. A public organization does the waterfront use to the entire city, and the municipality, the private organization do, and an individual project of the stroll road maintenance etc.

### 2000's ???



(Dubai)

The port function is rapidly developed as countries of Dubai and the east and Southeast Asia economy develop in succession. These regions have enhanced all the urban functions by enabling the enterprise in the foreign country economy to act of the home country free. Is new waterfront development in such a region any one?



### The main harbor cities in China

The container port in China occupies seven countries among ten countries of higher ranks in container port in the world in the 2007. Thus, in conveyance by marine business, it can observe that China's positioning is large with the time. Positioning on the geography of the main port cities in China has become as it is shown in a figure. What kind of status Lianyungang which is a subject this project acquires in these port cities is the theme which should attract attention.





## The feature and development of harbor city higher rank 5 city

It is a very important task to get to know the development project which run now and the feature of an adjacent city when considers the city. Development of each harbor city representing China is performed separately, and these cities seemed to proposed individuality each other. However, in fact, these become alike development which skyscrapers stand in a row on the coastline, and while forming an one compound city, and making function as amenity accompany. Probably, it is a point of argument how development of Lianyungang gives a difference with these cities, and gains an identity unique to it.

### Hong Kong *Special administrative region, The center of international finance, RDC*



In Hong Kong, extensive industries are developed. Main industries are trade and shipping function and, as relevant them, transportation, communication, business service, finance are also developed. Hong Kong takes advantage of the geographical dominancy as a local circulation hub (RDC).

### Kaohsiung *The Taiwan maximum and Asia leading container port*



Kaohsiung has harbor which is a container port of the scale which ranks second to the Hong Kong harbor, the Singapore harbor, and the Shanghai harbor. The great portion of oil consumed in Taiwan is imported, and it supports the heavy industry of the country.

### Shanghai *Band, The Landscape Planning for Traveling in Baoshui, Zhangjiabang*



Shanghai is the greatest economic city in China and this is also one of the Central Direct Control Cities. It had the sightseeing area called Wai Tan (band), and it located Shanghai international harbor. Now, A waterfront development plan called "The Landscape Planning for Traveling in Baoshui, Zhangjiabang" is advancing which put Shanghai Expo in 2010.

### Shenzhen *Special economic zone, Shenzhen-Hong Kong megalopolis design*



Shenzhen is the first city in China which specified as the Special Economic Zone. It fixes port facilities himself, and it comes to deal with the cargo exported via Hong Kong, and it is developing now with the vigor for which Hong Kong is pressed. A plan to merge with Hong Kong around 2020 is also formed, and the future trend is expected.

### Qingdao *Coast opening city, E conomic three major special features*



Qingdao is the largest city in Shandong, and it has the rich nature with beautiful coastline and the rows of houses of the Europe style. The harbor, the ocean, and sightseeing are preponderantly developed as three economic major special features.

### 3. Spine of the Eurasia continent



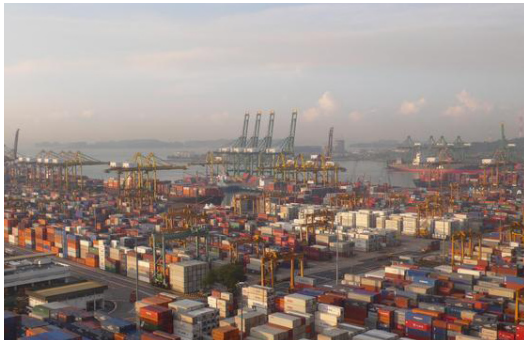
Shanghai

This port grew up rapidly in recent years, and it tries to invent the center of distribution in the future world.



Rotterdam

This is the biggest harbors in Europe that keeps growing up now, and a hub port in the west edge of the Eurasia land bridge



Singapore

By the IT infrastructure development in the 1980's, the port where convenience is high is manufactured, 60,000 containers a day.



Pusan

Pusan new port where it provided with the new container terminal to be constructed because of the container rapid increase.

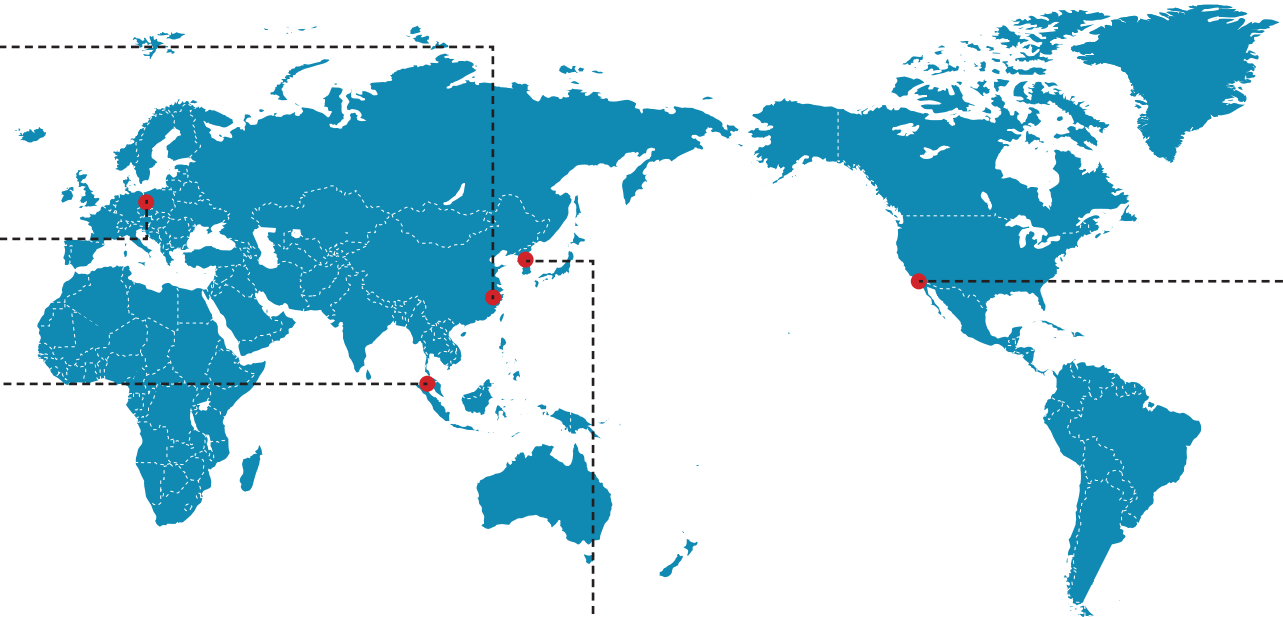


Los Angeles

It aims at the environmental symbiosis type harbors such as the vehicle exhaust emission reductions while the Mega terminal is planned.

## The main container port in the world

The center of the container transportation in the world is facing a big flexion point. It enters the 21st century, and the amount of handling of the container of east Asia has increased rapidly though distribution was done centering on Europe in Rotterdam etc. in the 1980's. Especially, Ningbo-Shanghai, Hong Kong, [fukaasa], Qindao, Kuangchou, and Tienchin are in the 20th place in container traffic volume world in 2007 China of Singapore that does [ohashi]. Development that stares at the future is advanced to the waterfront development of east Asia that grows up rapidly also in each port city.







## New Eurasian Continental Bridge(NECB)

Lianyungang is the eastern bridgehead of the NECB. The bridge starts from Lianyungang Port on the west bank of Pacific Ocean to the east, and goes westward to its terminal at the Port of Rotterdam in the Netherlands on the east bank of Atlantic Ocean to the west, covering a total length of 10,900 km, of which 4,131 km within the boundary of China.

Taking the railways of China, Central Asia and Europe as a land bridge, it spans the Euro-Asian Continent, covers more than 30 countries and regions. So far, 14 countries and regions have joined the international transport through the bridge, including Japan, South Korea, Hongkong, Russia, Germany and America. The transport distance of the bridge is 2,700 km shorter than that of the Siberian Continental Bridge, its transport advantages are praised by many investors at home and abroad. Since its officially opening in December 1, 1992, Lianyungang Port has been handling over 90% of its total TEUs in transit.



Japan (Kobe) to Netherlands (Rotterdam )	Distance(km)	added distance comparing with through Lianyungang Port(km)	added days comparing with through Lianyungang Port(day)
Through New Eurasia Continental Bridge	12,000	+0	+0
Through Siberian Continental Bridge	14,700	+2,700	+1
Through Suez Canal	20,000	+8,000	+7
Through Panama Canal	23,000	+11,000	+10
Through Cape Town	27,000	+15,000	+14

↑ Distances and durations from East Asia to Europe through New Eurasian Continental Bridge, or Siberian Continental Bridge and ocean lines



## Rotterdam

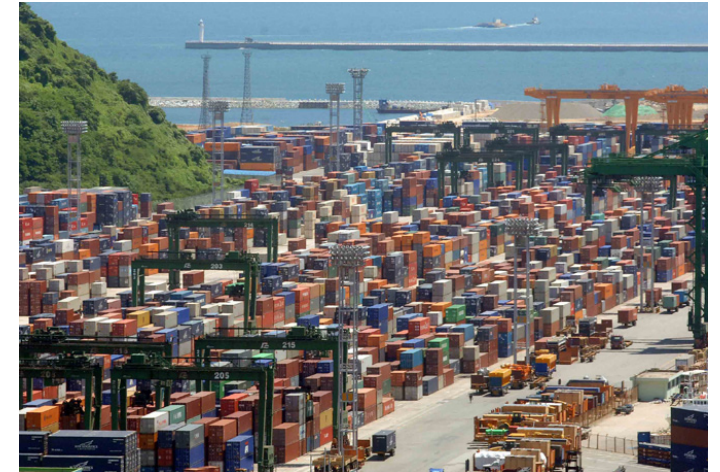
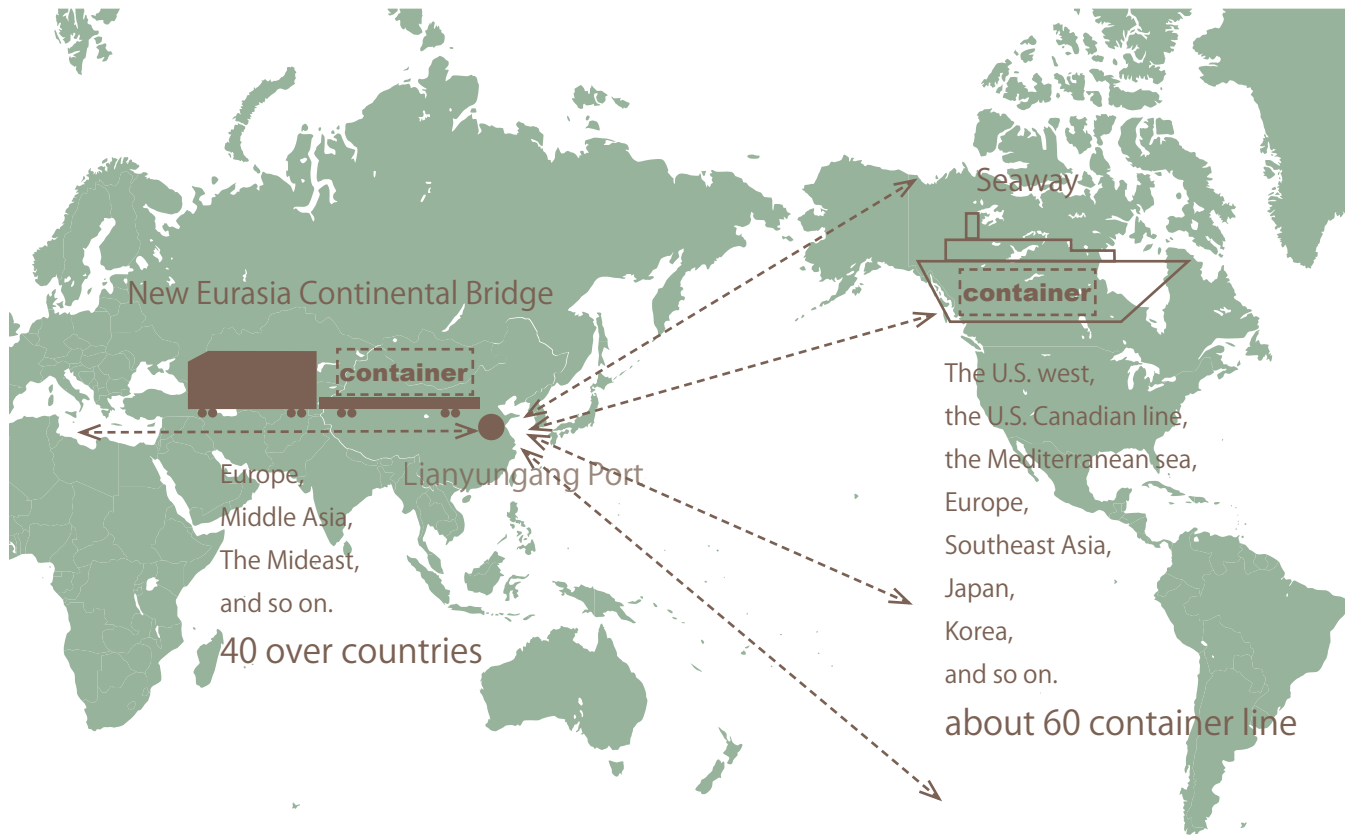
The port of Rotterdam is the largest in Europe, so called "Euro Port". the port is No.3 in the world for cargo volume, and the world's largest petrochemistry industrial zone in the world, so it has full facilities. The Europoort area is very heavily industrialised with petrochemical refineries and storage tanks, bulk iron ore and coal handling as well as container and new motor vehicle terminals.



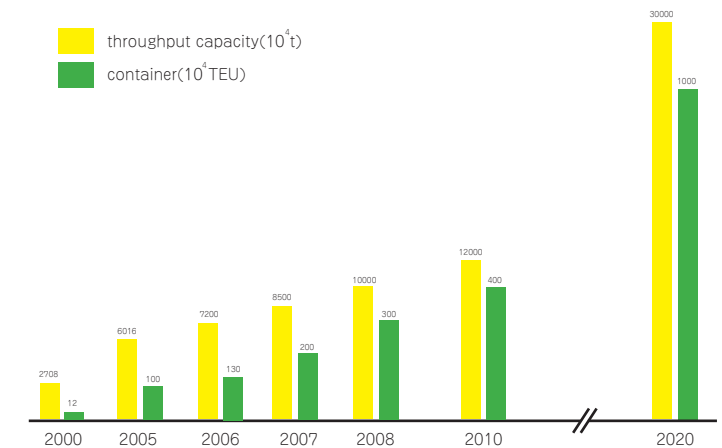
## Container terminal

Lianyungang Port has become an international trade cargo transport hub with complete port facilities. Lianyungang Port has trade and transport connections with nearly 1000 ports in more than 160 countries. It has 60-odd container-liners every month to and from Hong Kong, Japan, Korea, Europe and the west coast of the North America. At the moment, projects improving the 100,000-ton berth and constructing 3rd and 4th generation container terminals are underway.

Containers reached to Lianyungang by seaway are put on NECB, and leaves for Rotterdam. On the way, NECB stops Europe and Middle east countries and sends container more than 40 countries and districts. Thus Lianyungang is transit port for domestic transportation and basic port for foreign trade.



Cargo Throughput Capacity and Container Traffic of Lianyungang Port (2000 - 2020)



it is expected container transportation is increasing considerably in the future and Lianyungang is more important.



## Port in Lianyungang

- Distance of 5-10Km from development district and export processing zone
- The handling article with the main container, coal, ore, wood, food, miscellaneous goods, and chemical, etc. in the only Chiangsu province seaport that has the history for 75 years.
- There are 35 base and 16.5 meters, the maximum freight is 150,000-ton class and the container correspond to 70,000-ton class and the fifth generation container ship now.
- The amount of handling of the freight during half a year from January to June in 2007 had expanded 4,296 tons by comparison with 4,352 tons in 2004.
- The amount of handling of the container during half a year from January to June in 2007 had expanded 841,000 by comparison with 502,000 TEU in 2004.
- Freight is 100 million tons, and containers are three million TEU. the handling view in 2008
- 1,000 ports, and sea route for transport to 160 countries established, and international container regular lines of the world are 20 or more.
- Depth is enhanced to 18 meters, and the berth for the sixth generation container ship and 300,000-ton class further is mainly expanded.
- Location to the most important as well as Shanghai and Aoshima container port.

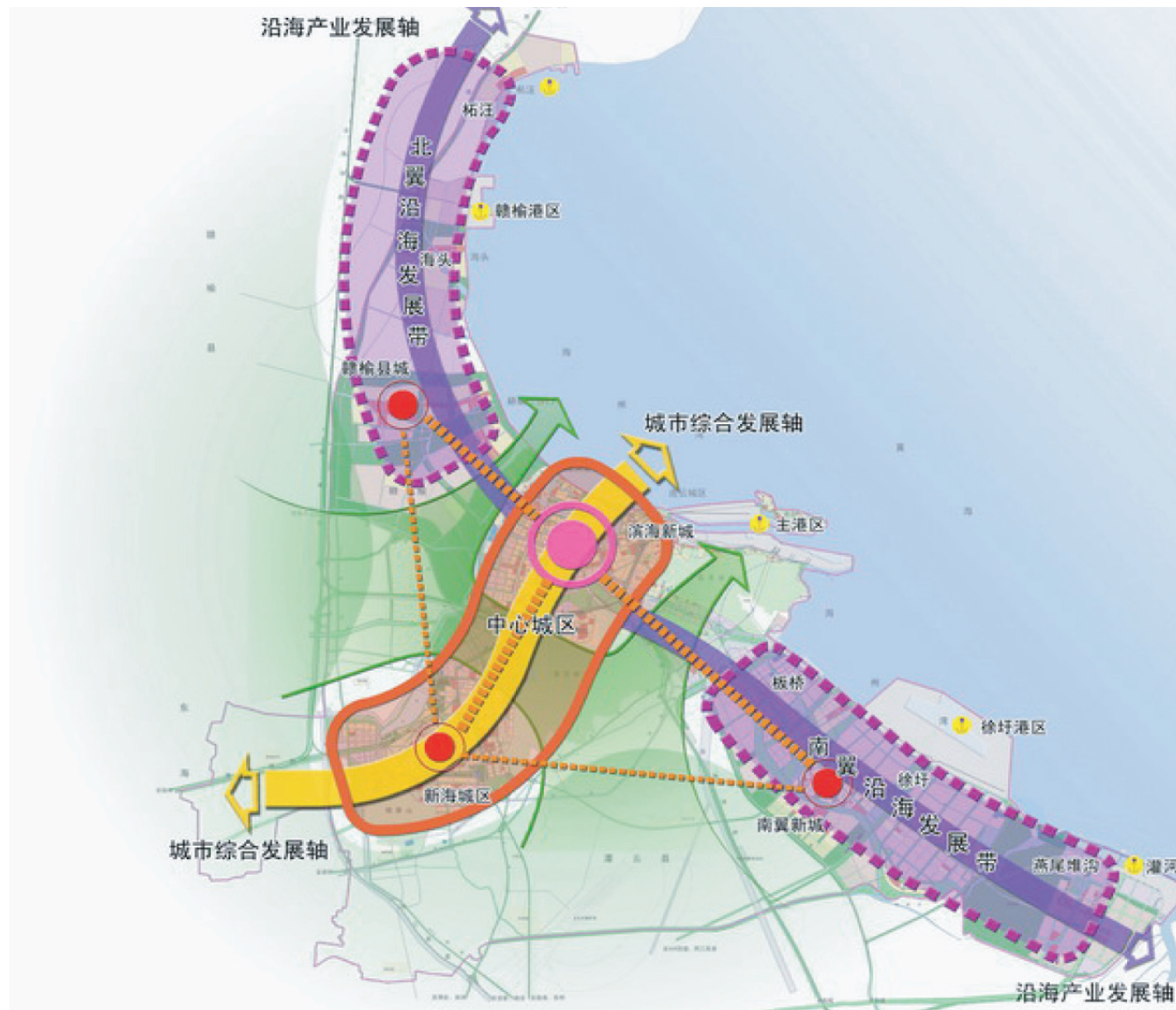
## 4. City planning and the prospects



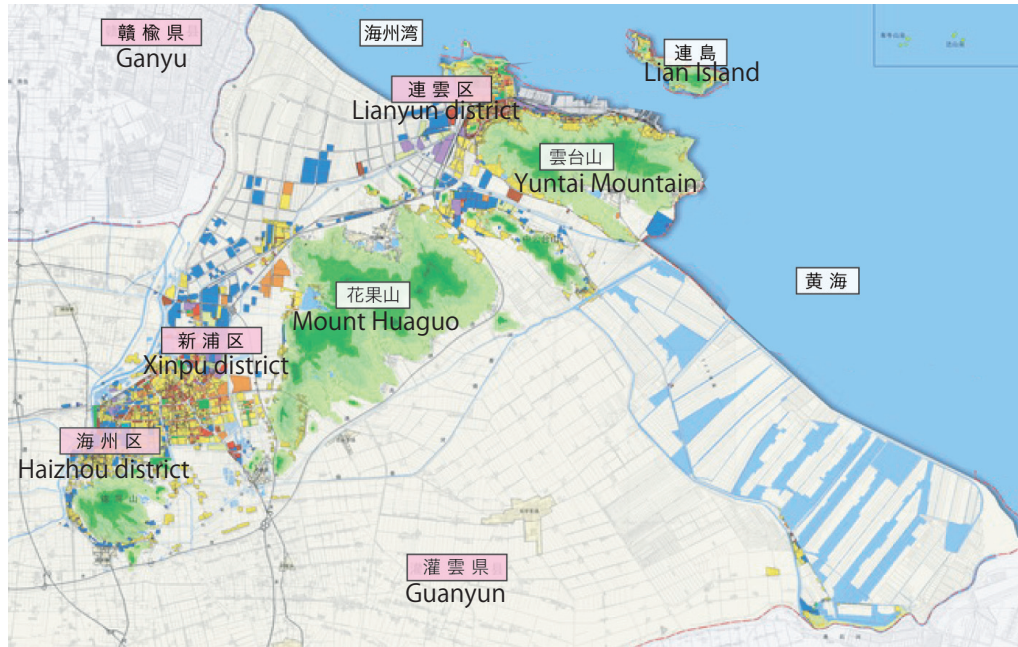
### “One Center with Three Poles”

In civil construction, according to the strategy of “Moving Eastwards and Embracing the Sea”, Lianyungang makes a new layout of “One Center with Three Poles”. “One Center” means building a Binhai New City covering 58 km<sup>2</sup> on the seaside wetlands. “Three Poles” indicate East District, Xinhai District and Ganyu District. Those three parts will be the center city of Lianyungang in the future. By 2010, population of center city will exceed 1.3 million. Planned construction land space is 160 km<sup>2</sup>.

In port construction, according to the strategy of “One Body, Two Wings”, the port gives priority to container and large amount cargo transit development in the main port area and at the same time, the north and south wings will also be developed to handle bulk and sundry cargo. The south wing will promote the development of Guanyun and Guannan and the north wing Ganyu. The port develops coastal industries with saltpan and wetland resources to realize interaction of port and industry. The goal is to double the port’s throughput and triple the container throughput by the end of the 11th Five Year Plan.



## Background



2008



2030

In 1912, it was changed into Donghai County. In 1933, a Donghai Administration was set up and in the same year, the terminal of Longhai Railway was finished. The place got its name as Lianyungang for it neighbored Lian Island and Yuntai Mountain. After this place was liberated, a Xinhailian special region was set up and in October, 1949 Xinhailian City was established. In 1961, the name was changed into Lianyungang after the port. By the end of 2006, under its jurisdiction there were four counties including Ganyu, Donghai, Guanyun and Guannan and three districts including Xinpudistrict, Haizhou and Lianyun. The Municipal Government of Lianyungang was located in Xinpudistrict.

The Lianyungang city enhances the industry development, ecology protection, and the maintenance of the place of residence, and aims at the international harbors city as the sightseeing spot furthermore.

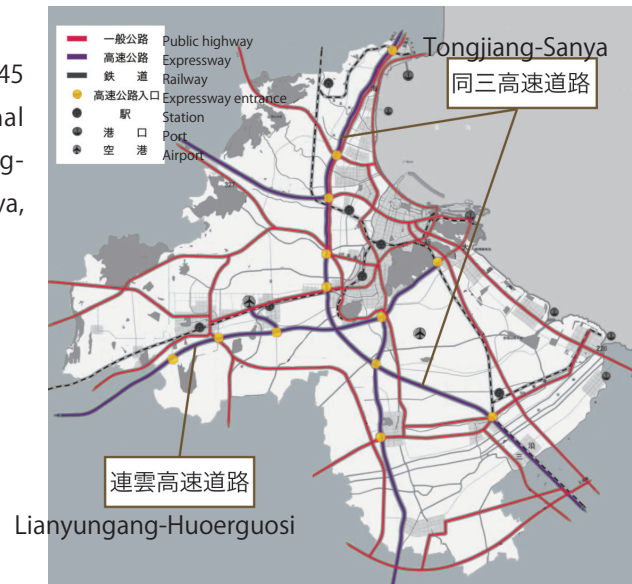
The downtown in the future is located in the place that shifts from a present downtown. The ideal way of the development of the old urban area in the future becomes a problem.



## Traffic network

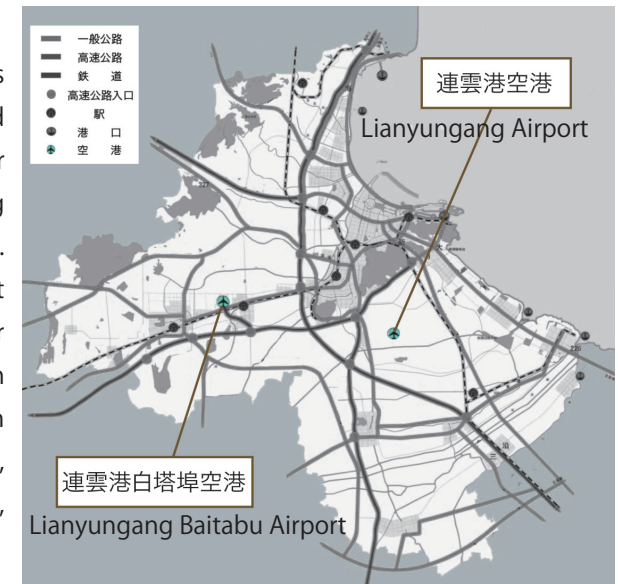
### Road

Lianyungang is one of China's 45 key highway hubs. Two national key expressways, Lianyungang-Huerguosi and Tongjiang-Sanya, intersect



### Airlines

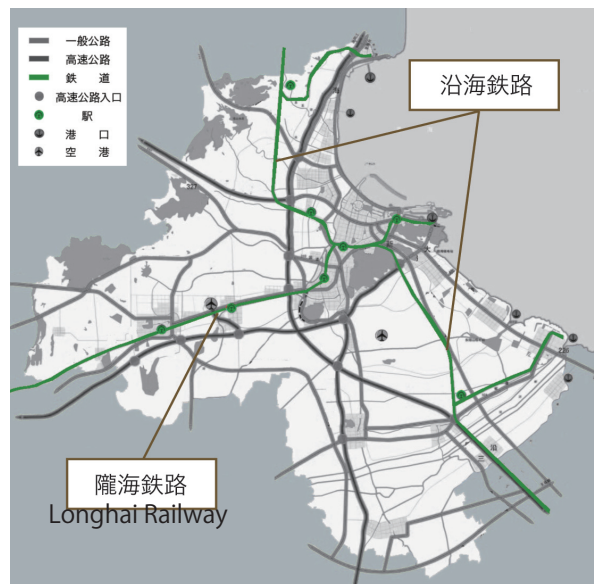
The Lianyungang Airport opens domestically a lot of routes and has opened about the charter flight to air mail and Hong Kong to Japan and South Korea. Lianyungang Baitabu Airport provides schedule passenger service to major airports in China, including Beijing, Shanghai, Guangzhou, Nanjing, Xuzhou, Ningbo, Guilin, Dalian, Shenyang, Guilin.



### Railway

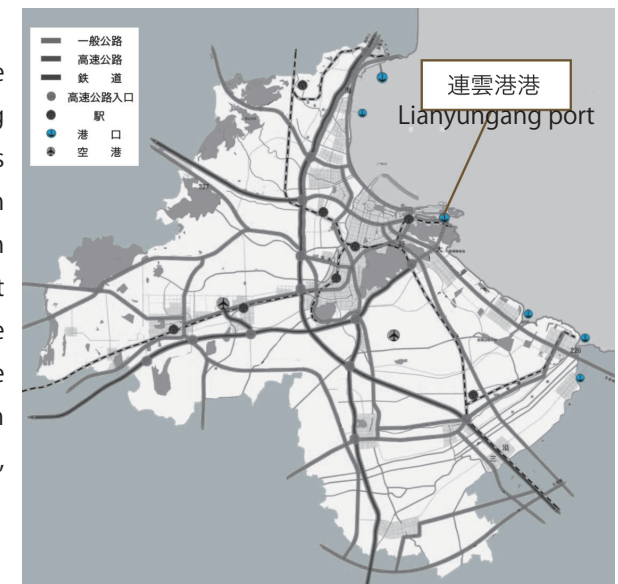
The transportation of a domestic freight and the traveler is carried to nationwide various places with two railways.

The transportation of the freight in foreign countries is carried to Central Asia and 30 Europe or more countries with the New Eurasia Land Bridge.



### Marine transportation

The port is scattered in the coast part of the Lianyungang city. The Lianyungang port is ten nationwide large foreign trade port, and the navigation trade with about 1000 of district ports is done as 160 in the world nations. It runs to the United States and Japan, South Korea, Europe, Southeast Asia, and the Mediterranean sea.





## City planning of Lianyungang city until 2030

New urban area and Business area aims at the one of international harbors city, and make reclamation.

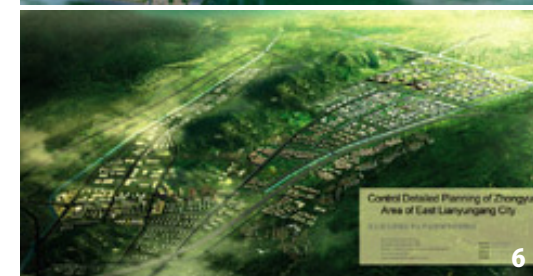
Old urban area has historical and cultural heritage most in Lianyungang City, and to preserve these is thought as an important plan. In the center, the function of commerce and the trade is strengthened, and all the accommodation space is updated.

Technological development district connects the two urban areas, and becomes a center development district in the Lianyungang city that develops as a port city.

## City planning and view



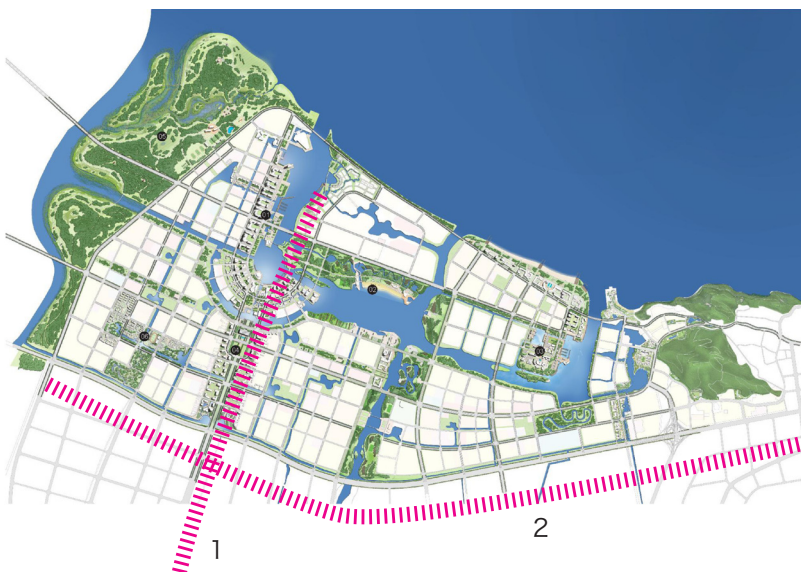
- New urban area
- Technological development area
- Old urban area





## The plan of the new city area

master plan

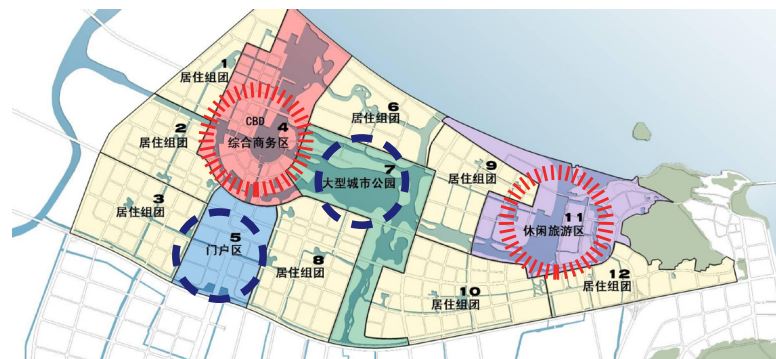


Two axes

1 : The axis becomes an important spectacle Main Street where three districts are connected.

2 : The axis has a public service facilities, and becomes an important avenue that connects both districts in east and west.

function distribution



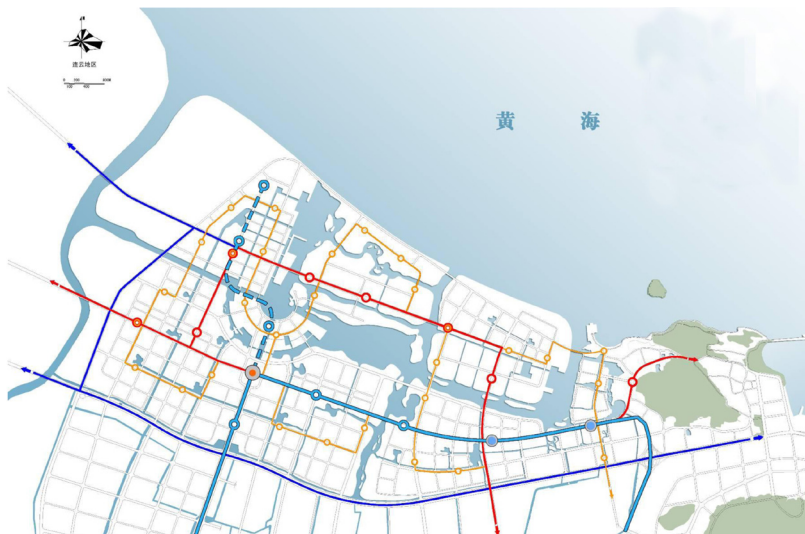
Two centers

The CBD in the west and the resort district in the east are developed as two centers.

Two nodes

A central park of the center in the city and the landmark in the west are developed as a node of the city

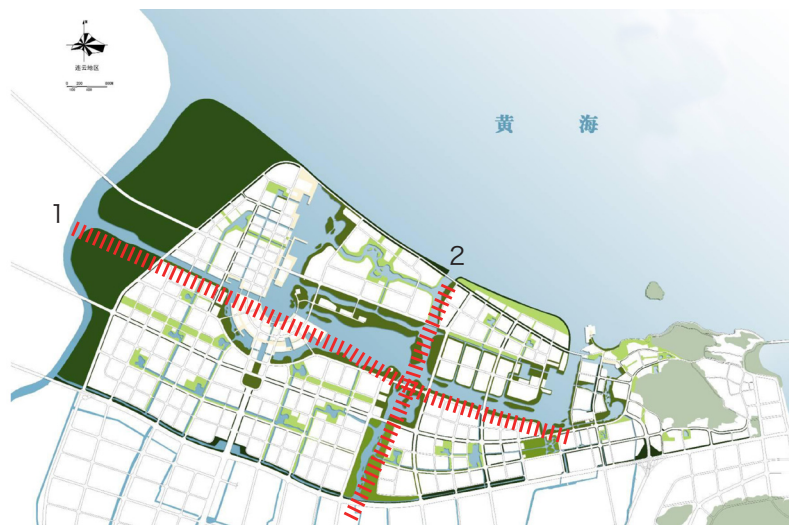
road arrangement



Two roads

It is planned so that a fast road may enclose the whole of the new city area, and general roads are arranged like the lattice in that.

tree planting plan



Two belts

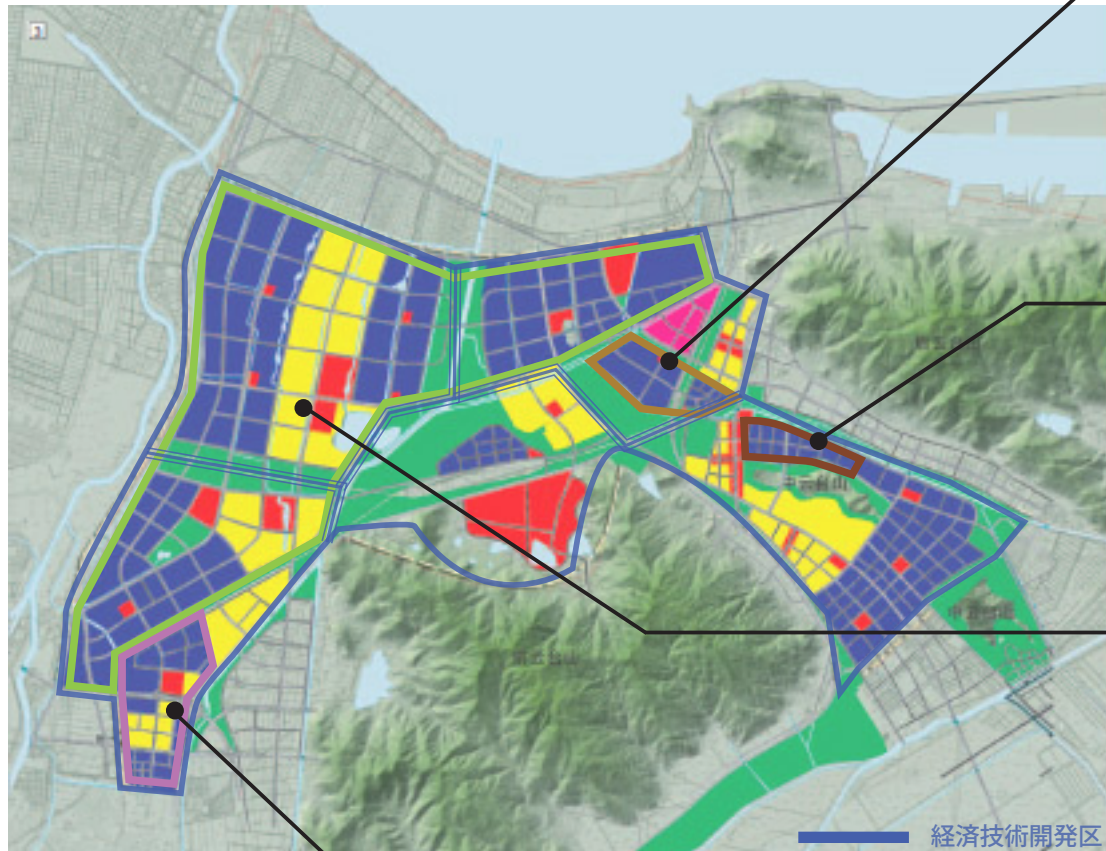
1 : The large lagoon is formed for ecology protection while making the best use of the existence water system.

2 : The spectacle is preserved by using of the water system and controlling architectural height. Each spectacle nodes are connected planning the sightseeing waterway.



## Technological development area and Industrial estates that develop in the area

This area is one of the first national class development districts authorized by State Council in 1984 and located in the east part of the Lianyungang city. This district plan is original planned on a concept "a lot of industrial districts in one area", and an export processing zone, a new medicine industrial district, a high-tech development district, and an inshore industrial district are established as the region intensively developed in area.



### 1. New medicine industrial district

It is established in 2001, now there is a manufacturing enterprise of seven companies that becomes the backbone of this district. In the district, the medicine industry and the relevant product are chiefly developed.



### 2. Export processing zone

The special economic area where the customhouse carries out unsociable management. A present management procedure is shortened, and a new customs clearance pattern that a chain of flows of the declaration, the examination, and the inspection complete it by one time is executed.



### 3. Inshore industrial district

This district is a salt farm zone which makes a low production amount of salt, and it is possible to use it directly as a building site of the project. And it has the key role in constructing the international harbors city.



### 4. High-tech development district

It is established in 1997, and it develops emphatically the industries such as an exotic material, electronic parts, and foods. The junction of two expressways is in the district, and a few expressways and railways are adjacent.





## Old urban city planning

Haizhou has been a historical city. Therefore how enhanced the urban function and preserved a historical landmark was asked in the city planning. The region in the old urban area that can be constructed concentrates on the southern part and most east parts, and the construction scale is  $83.9\text{km}^2$ . And the building site a person are  $122.1\text{km}^2$ . Then, the concept of the city planning was sustainable development, the preservation of three history districts and the harmony of communal facilities. The urban structure made a center district a core, and the city is planned by the bone union such as the main road. Industrial ground as West Xinpu and East Xinpu is improved, and the commercial trade function of a center district is strengthened. The entire city region consists of 2 centers and 5 function districts and 14 communities.

- 2 centers : Center of commerce on south road and center of government in Xingcheng
- 5 function districts : Haizhou, Chengzhong, Xingcheng, Huaguo Mountain, Industrial area
- 14 communities : Resident district divided depending on natural boundary such as roads and rivers and old community spirit

Nature and the history become tourist resources by the development of the old urban area, and the service industry related to the restaurant business and leisure improves. Moreover, the city space of a small scale is mended, and the identity of the city is reproduced.



- center of government
- center of commerce
- ▭ 14 communities



## 5. Subject and sites



### Master Plan phase

As the SITE feature mentioned above, Master Plan could be divided into 2 levels; level one is the Master Plan for the individual SITE of 1,2 and the level 2 is the inter-relation between two SITE of SEH and CBD referring new traffic infra design generating a transitional ambience between old and new as a total cityscape design and also the definition of Post Waterfront City vision by WAW participants are required.

### Architectural Design phase

In this phase detail architectural proposal design for each SITE of 1,2 are required. SITE 1 holds an unique Key-form structure of the existing salt manufacture haven. New renovation plan based on the existing industrial heritage are requested.

SITE 2 holds a free sphere for the potential Post Waterfront City Living and Design. To disregard the existing land utility plan due to proposing an optimum and innovative Post Waterfront City idea is basically allowed.

Post Waterfront City implies both meanings of the NECB hinterland connected Waterfront City and revised and elaborated idea for the Waterfront design of the 20th century. WAW2009 aim is not only for proposing the technologically advanced design that is economic, and sensitive to water environmental issue and human needs but also the optimum bridge between historical background and future perspective for the inland development gate of Lianyungang city.



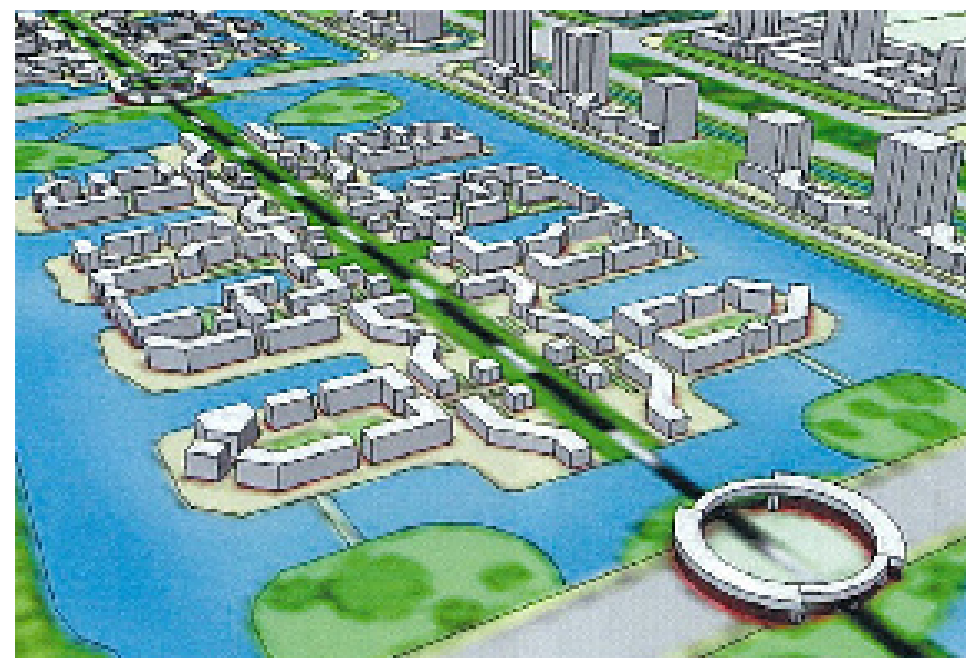
## Site1.SEH(Salt Export Haven ):Urban Connector for LYG past and future



land use

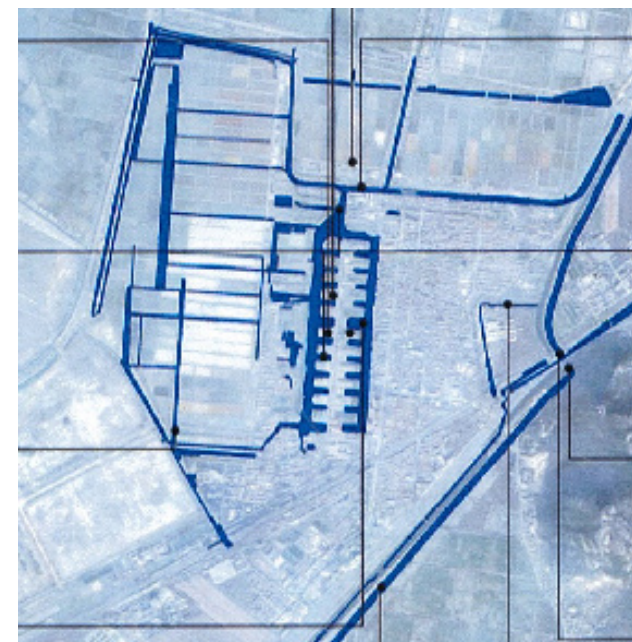
The area with vast salt farm is known as the largest salt manufacture field in China. The products from the area is called as “a salt from Huaguo Mountain” which appears in the ancient Chinese story of “Journey to the West” transported to inland by the railway and being obtained a great distinction.

SITE 1 is the former main salt collection and distribution port adjacent to railway terminal with manufacturing factory. Although the limited production activities have been kept even today, renovation plan for the industrial-cultural heritage facilities regarding the salt manufacturing activities is expected including residential, commercial and office zone.

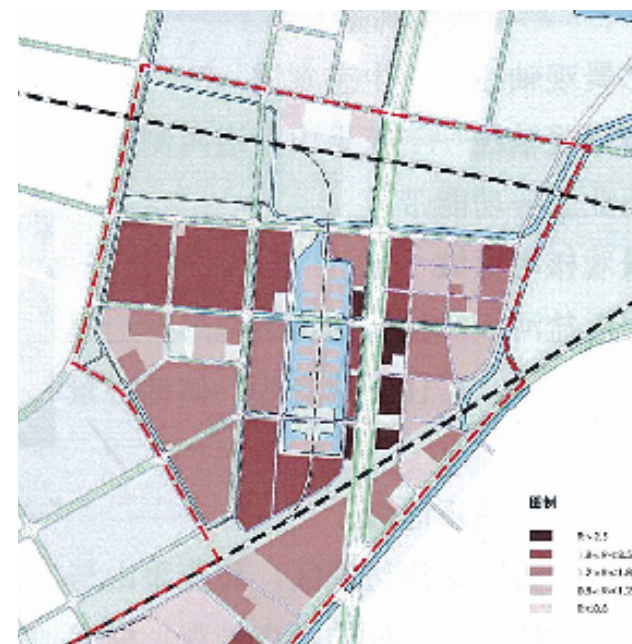




land use



drainage system



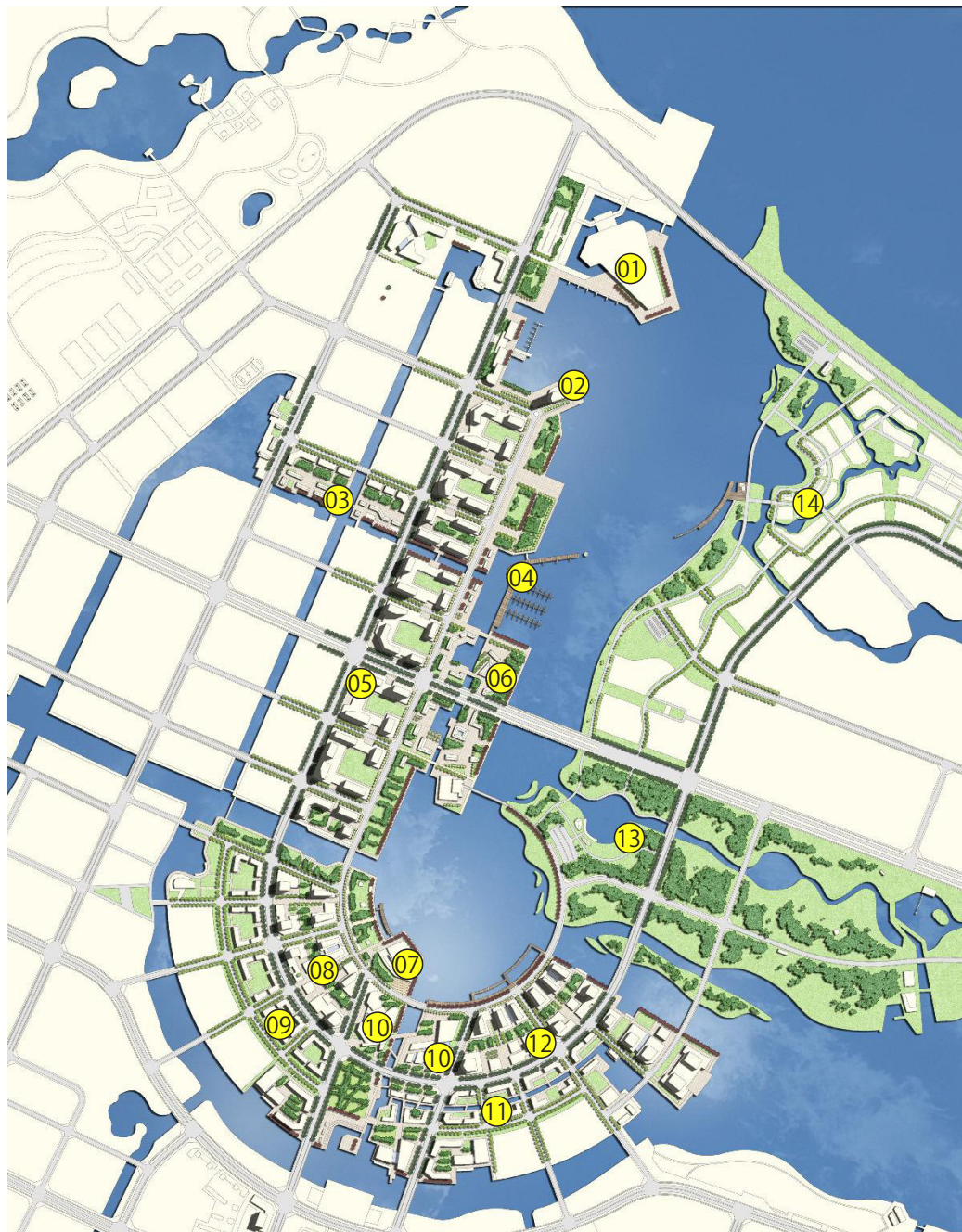
floor area ratio







## Site 2: CBD (Central Business District); Future Post Waterfront



The area will be the future Central Business District of Lianyungang city. Since the SITE2 locates on the existing vast salt farm of Haizhou bay, the proposed urban design tries to reduce the environmental damage through the construction period as much as possible, examining the sustainable development based on water purification technology, hydraulics, amphibious living related design. Post Waterfront City living and design should be examined here beside the existing scheme.



- |                                |                                  |
|--------------------------------|----------------------------------|
| 01 Conventional Center         | 08 Commercial & Office           |
| 02 Iconic Office Tower         | 09 Theme Commercial              |
| 03 Community Commercial Street | 10 Big Shopping Mall             |
| 04 Marina                      | 11 Water Front Commercial Street |
| 05 High-rise Office Tower      | 12 Financial Office              |
| 06 Low Density Bar Street      | 13 Theme Park                    |
| 07 Iconic Cultural Building    | 14 Community Commercial Center   |



Use district



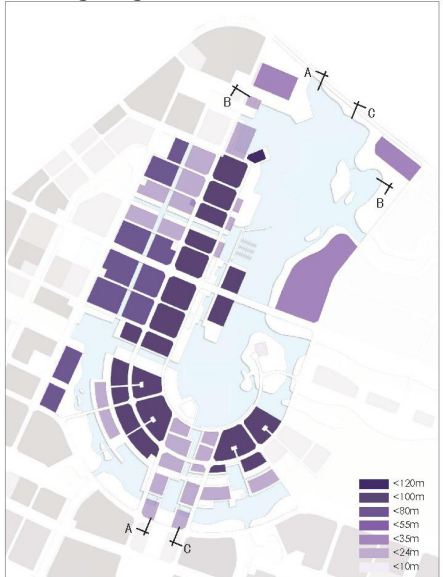
Ratio of building volume to lot



Road traffic



Building height restriction







## 6. Logistics



## Hotel

A hotel, a school building, and a hole in the Lianyungang Administration Institute University are used. the new university opened October, 2009. which has net environment, stay environment, and a meal equivalent. Now, during negotiation with this city administration and supported by the mayor and a city planning office, the price which a student bites overnight-stay twin room 3 plans 150 yuan from 200 yuan (20~30 dollars).

## Schedule

November 22 Arrival at Lianyungang from Shanghai  
 November 23 Guidance, Site investigation  
 November 24 WAW master plan phase start  
 November 28 Mid term review  
 November 30 WAW architectural design phase start  
 December 4 Final review @ Lianyungang city planning office museum  
 December 5 Open symposium  
 December 6 Dismissal

\* Australia and the France flight arrive at the Shanghai international airport (Putong).

\* Connection is in Lianyungang by a flight on the same day depending on time, but there is a flight every day only domestic airport, we needs to be moved (Hongqiao).

\* If the Shanghai inspection is included in a schedule, it is possible to arrive in Shanghai several days ago and to arrive in Lianyungang on November 22.

\* The Lianyungang facilities from Shanghai have main China Eastern Airlines.



Presentation Hall



Student Hotel



WS Buildings