

BUSAN ADOPTS A NEW MASTER PLAN

BACKGROUND

The Busan metropolitan city aims to leap into a maritime city that serves as the center of international exchange in the 21st century. With this goal, Busan city has come out with a revised master plan that specifies guidelines and directions to urban development and management with a plan period from 1998 to 2021. As an upgraded version of the Busan City Master Plan established in 1996, it is a comprehensive plan that deals with social and economic aspects of the city in terms of population, industries, regional development and finance as well as physical infrastructure.

The total area to be covered by the plan reaches 950.82km² including all urban planning districts within the city, harbors and fishing port areas. The population of Busan city was about 3.84 million as of 1998 and expected to increase to 4.5 million by 2021. The increase of population is expected to be rapid in the first half of the plan period and stable from then on.

In order to leap into the center of international exchange by 2021, the plan targets three subordinate goals at the improvement of the quality of life, the strengthening of competitiveness and the fostering of culture. Basic directions corresponding to each subordinate goal has been also set up as follows: the enhancement of living and welfare conditions for the improvement of the quality of life; preparation of footholds for harbor logistics, trade and finance, and information and tourism to strengthen competitiveness; and promotion of traditions and preparation of art centers for the fostering of culture. For efficient implementation, various policy strategies and policy tasks are also provided in the plan.

The plan puts emphasis on the following critical issues: mapping out a blueprint of what Busan should be like in the 21st century; providing directions for a systematic and sustainable urban devel-

opment; creating an urban spatial structure with multiple sub-centers; distributing and adjusting urban functions uniformly; implementing the 3 largest new millennium projects such as the West Busan Region Development Project, Centum City Project and East Busan Region Development Project; and suggesting ways for the use and management of potential deregulation zones to be free from greenbelt zone regulations.

The plan has been laid out in due consideration of its constraints and potentials. One of the constraints is its geographical location that is characterized as 'mountains in the rear and water in the front' according to the theory of geomancy, which is considered to have hindered the expansion of the city. Usable land resources are running out with the designation of natural environment preservation zones and green belt zones. Manufacturing industries are increasingly relocating from Busan to neighboring cities and thus creating an extraordinary phenomenon of outgoing travelling to workplaces at rush hours. Urban infrastructure is insufficiently furnished as evidenced by its low sewerage provision rate and serious traffic congestion.

Despite these constraints, Busan city still has potentials. Located at the southeastern tip of the peninsular, it has advantages for harbor logistics by linking sea and land transport modes. The development of the West Busan Region is considered in this context. It



has also a potential to grow into a trade center with the increase of trade volume between Northeast Asian countries. Its rich natural resources can be exploited for the development of tourism and resort industries, especially with the East Busan Region development. The highly-educated and affluent economic activity population adds to its potentials.

Development Project to strengthen the function of harbor logistics. It consists of 4 districts such as Buk-gu, Sasang-gu, Saha-gu and Gangseo-gu and had a population of 1.05 million as of 1998, which is expected to increase to 1.5 million by 2021.

- The Central Busan Region, which plays a central role in the economies of Busan and South Gyeongsang province, is aimed to become a center of the southeast coast economic belt. For this, management functions such as finance, trade, logistics, information and education will be strengthened in this region. It consists of 8 districts such as Jung-gu, Dong-gu, Seo-gu, Yeongdo-gu, Busanjin-gu, Suyeong-gu, Yeonje-gu and Nam-gu and had a population of 1.71 million as of 1998. The population is expected to increase to 1.6 million by 2021.
- The East Busan Region has a good natural environment with mountains, sea, coast and temples. It is aimed to become an environment-friendly and maritime sight spot by being connected to the South Coast Tourism Belt. It consists of four districts such as Geumjeong-gu, Dongrae-gu, Haewoondae-gu and Gijang-gu and had a population of 1.08 as of 1998. The population is expected to increase to 1.4 million by 2021.

The division of Busan metropolis by the plan

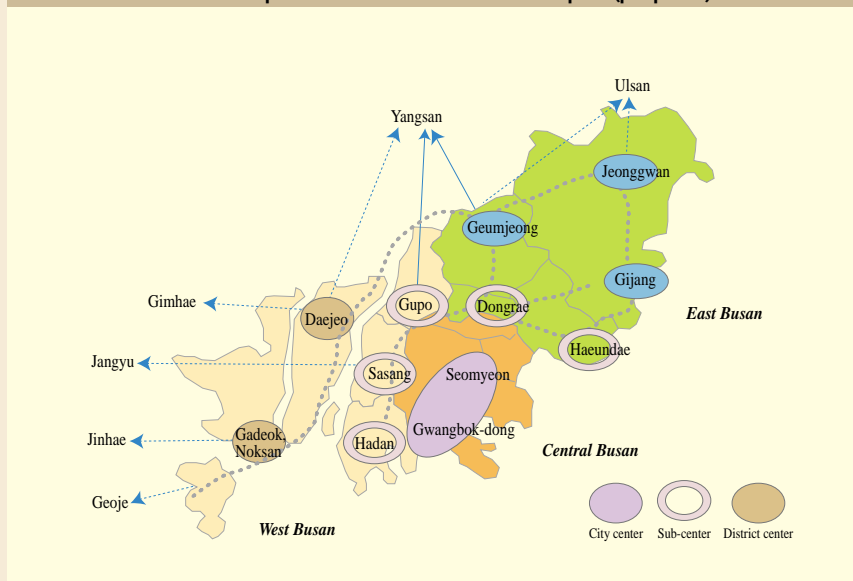


URBAN SPATIAL STRUCTURE OF BUSAN

The plan divides Busan city into three parts such as East Busan, Central Busan and West Busan by the south-north mountain ridge axis and waterside green zone axis. Under these regions, there are 15 districts (*gu* in Korean term).

- The West Busan Region accommodates 88% of the national container transportation and is expected to play an important role in placing Busan as a gateway city in Northeast Asian region. Busan goes ahead with the Busan New Port Development Project and West Busan Region

The urban spatial structure of Busan metropolis(proposal)



Busan city designated 10 strategic industries such as film, tourism, logistics, auto parts, footwear, and textile and fashion industries and took them into account when designing the urban spatial restructuring.

The significance of the plan lies in that it has restructured the city's urban space in a new format consisting of 1 city center, 5 sub-centers and 5 district centers. According to the plan, Gwangbok-dong and Seomyeon together form a single city center and roads will be built as circular roads radiating in all directions and green space will be designated along the south-north mountain ridge and waterside. The plan is highly evaluated in that it simplifies the urban spatial structure and distributes urban functions uniformly across the city. In addition, it makes it easy to build roads in a radial shape. However, one short-

coming is that the city center extends too long.

Another notable feature of the plan is citizens' participation. The participation of citizens was encouraged in the planning stage. Citizens' opinions were collected through an internet website (<http://www.pusan2021.or.kr>), questionnaire survey and public hearings. Officials of the city also carried out research works in collaboration with local universities such as Pusan National University and Dong-a University and held meetings of research council with civil groups acting in Busan when establishing sectoral plans. In addition, corporations doing business in the Busan area were surveyed and interviewed in terms of business environment to reflect their needs and requests.

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ULSAN METROPOLIS'S MASTER PLAN IS ABOUT TO BE COMPLETED

BACKGROUND AND OBJECTIVES

Ulsan metropolis has revised its master plan to restructure its urban space according to the partial lifting of greenbelt zones that were strictly regulated for the last 30 years. The plan with a plan period of 2001 to 2021 is significant in that it is the first metropolitan plan established according to the revised Urban Planning Law in 1999. It is also noteworthy that it passed through an environment impact analysis. Community representatives, experts in academic circles, environmental organizations and relevant government officials participated in deciding the best solutions to readjusting green belt zones and selecting settlement areas to be released from greenbelt zone regulations. The plan was designed on the assumption that the metropolitan population would increase from current 1.027 million to 1.5 million by 2021. Changes in population distribution and land use thereby were also considered.

The plan has three objectives. Firstly, the greenbelt zones designated around the Munsu Mountain in the middle of the city generated a dual spatial structure with the coexistence of urbanized areas and lagging areas. The dual spatial structure will be restructured in consort with the city's directions to urban development and for environment-friendly land use. Secondly, the knowledge-based industry will be developed and the transition of industrial structure to ter-

tiary industry will be promoted so that the city can leap into a hi-tech industrial city. Thirdly, an international trade harbor will be established so that the city can enhance its competitiveness to serve efficiently the Pacific Ocean Rim as a logistics center.

URBAN SPATIAL RESTRUCTURING

The plan suggests an urban spatial structure consisting of 1 city center and 4 sub-centers, 7 living zones - 3 in downtown areas and 4 in the surrounding areas of the 4 sub-centers, and 5 district centers in suburbs. City centers and living zones are designated following development axes, transport axes and green space axes.

The plan has three urban development axes: the east-west axis(Bangeojin- downtown-Eonyang-Milyang-Daegu), auxiliary south-north axis(Yangsan & Busan-Samnam-Eonyang-Dudong) and main south-north axis(Gijang in Busan-Woongsang-Onyang-Onsan-downtown-Nongso). As an inter-regional transportation network, Busan-Ulsan-Pohang expressway will be newly built in addition to existing Seoul-Busan expressway and Ulsan expressway. Two expressways for urban areas will be newly built in addition to the existing east-west expressway. Donghae-Nambu railway will be double-tracked and the