Wuhan Yangtze Riverfront
The best time to plant a tree was 20 years ago. The next best time is now.

CHINESE PROVERB
2. 寻找长江主轴经典图

征集展示长江主轴最新最美的长江文化、生态特色、发展成就和城市文明的摄影作品，包括自然风光、城市景观、地标建筑、基础设施、人文环境、重大事件、重要活动等。投稿作品必须是今年最新拍摄的。
65,000 public feedbacks gathered through on site tours, mail and email surveys, comments and messages on the website/social media platform.

I grew up in Wuhan. The port culture and all the historical heritage affect my life. The riverfront park should demonstrate our local culture.

I’m concerned about the highway idea. It will impact the riverfront landscape and bring noises. It also gives me a feeling of depression.

Riverfront urban design should take public facilities like libraries, museums and the ones for the elderly as top priority.

I always go to the riverfront park with my little grandson. I hope the park will be more and more ecological, and provide an educational value.
Shanghai’s Suzhou Creek
New York may be the city that never sleeps, but Shanghai doesn’t even sit down.

PATRICIA MARX
AMERICAN WRITER
A SHIFTING DELTA REGION

Prior to the Tang Dynasty, Suzhou Creek (also known as the Song River and the Wusong River) was one of three major waterways flowing from Taihu Lake to the East China Sea.

1279 AD
When silt blocked the mouths of the Lou and Dong Rivers, the Wusong River (Suzhou Creek), cutting off thriving inland cities from vital shipping routes, became the main link to the ocean.

Since 1403 AD
In the early Ming Dynasty, annual flooding of the Wusong River from seasonal monsoon rains became so extreme that a new channel was dredged, allowing the Huangpu River to replace the Wusong River (Suzhou Creek) as the primary link to the sea via the Yangtze.

CONTEMPORARY URBANIZATION

1944
Near the end of World War II, Shanghai’s population was rebuilding, and Suzhou Creek was an important shopping corridor, positioning the city for growth.

1973
As China began to open up its economy to the world, Suzhou Creek was the livelihood of commerce in the city, supporting a variety of factories, industrial piers, and passenger wharves.

2016
Today, the creek is an awkward remnant of Shanghai’s past, weaving through the modern city without telling its story.

3.3 million residents

5.6 million residents

24 million residents
1840 Suzhou Creek was mainly used as a transportation corridor, with little development along its banks.

1855 At the end of the Opium War in 1842, a flood of expatriates began to settle Shanghai along Suzhou Creek.

1900 Industry sprouted alongside the creek, taking advantage of the waterway to transport goods.

1920 Thousands of migrant workers began moving to Shanghai, seeking jobs in the city's thriving factories.

1925 As the city continued to grow around the creek, the waterway became even more congested and polluted.

1932 Slums and transient housing sprouted on the banks of the creek, contributing raw sewage into an already polluted industrial waterway.

1949 With automobiles still a rarity in the newly founded People's Republic of China, Suzhou Creek was the primary artery in the city.

1989 As Shanghai modernized, the factories moved away but many of the poorest residents of the city still lived in shanty towns alongside the creek.
2004 Tributaries were cleaned prior to commencing large-scale dredging.

2011 Dredging of Suzhou Creek nearing completion. 16.4 kilometers of the river were cleaned, removing nearly 1.3 million cubic meters of polluted mud and marking the first time the river was dredged in over 50 years.

Suzhou Creek by the Numbers

1 Barge used to re-oxygenate the creek, helping to bring back aquatic life

400,000 Cubic meters per day
Capacity of a new wastewater treatment plant

800,000 Population of the adjacent Jing’an District

876 million $US Dollars spent on water quality improvements from 1995-2014
Roadways and private development parcels line Suzhou Creek’s edge, preventing public access to the waterfront.

Connections from residential courtyards are barred entry due to walls, fences, and the lack of a contiguous public edge.

Cobbled parking lots, a lavae wall, and city-owned parcels are opportunities for public landscape and waterfront access.

At few places where landscape do exist alongside the creek, dense plantings and hedges create visual barriers that block water views.
EXISTING OPEN SPACE AND LAND USES

The severe lack of public open space along the creek is a manifestation of the vast physical and social gaps that remain in Shanghai’s urban fabric.

13.5 Ha
- Burecheng Park
- Jiuzi Park
- Huchewan Park
- Jing’an Sculpture Park

Commercial + Business: 36%
Green Open Space: 12%
Infrastructure + Utility: 11%
Cultural: 2%
Residential: 28%
Amenities: 11%

1 Children’s Playgrounds
2 Seasonal Garden
1 Educational Historic Marker
CONCEPT: Placing new public landscapes into existing neighborhoods creates a dialogue between the waterfront and the city.

CONNECTIONS: Previously inward-looking communities are connected to the waterfront with new public landscapes and pedestrian corridors.

GUIDELINES: New developments facing the waterfront will have setback requirements that promote public uses along the waterfront.
EXISTING CONDITIONS
The waterfront is currently blocked by industrial and infrastructure uses, lacking visual and spatial access or connectivity.

PUSH
Remove parking lots and under-utilized development to provide space for public landscaping and cultural program along the waterfront.

BRIDGE
Create physical connections across the area to encourage pedestrian flows between both banks.

PULL
Engage internal blocks with pedestrian connections to enhance the sense of orientation to the water. Where physical access isn’t possible, create visual corridors between buildings.

EXTEND
Provide additional open space that reaches into existing neighborhoods and valorizes the energy of the waterfront beyond its immediate banks. Increase development densities to compensate for the added public realm.
The new plan offers 2x the total area of existing open space, diversifying the public realm with + 9 additional open space typologies.
Connections to existing public transit stations located in interior blocks are indicated with wider pedestrian rights-of-way and more generous waterfront public space. These public plazas are also opportunities to accommodate cultural events and public gatherings along the creek.

Previously fragmented parks within adjacent blocks are linked to form a contiguous public realm that follows the alignment of the creek but also weaves into the neighborhoods to encourage urban discovery.

Larger parcels along the creek that have previously been identified for new development are reorganized to offer a more generous public with larger setback requirements, and elevations which provide physical and visual connections to the waterfront from interior communities.
**TYPICAL EXISTING EDGE CONDITIONS**

**EDGE MODIFICATION STRATEGIES**

**SAMPLE EDGE CONDITION MODIFICATIONS**

- **Existing Condition**
- **Elevate**
- **Raise**
- **Float**
- **Retreat**
- **Open**