

Spatial Planning

Spatial planning in Korea has been greatly advanced with the development of the national territory since 1960. Spatial planning is the standardized and refined framework that is utilized to maximize the efficient use of Korea's territorial land and water bodies. Spatial planning is also a key component in the Comprehensive National Territorial Plan (CNTP), regional development plans, and comprehensive city/county plans. The intent of spatial planning is to seek balanced approaches to land development, to enhance the competitiveness between regions, and to pursue the

environmentally-friendly management of land.

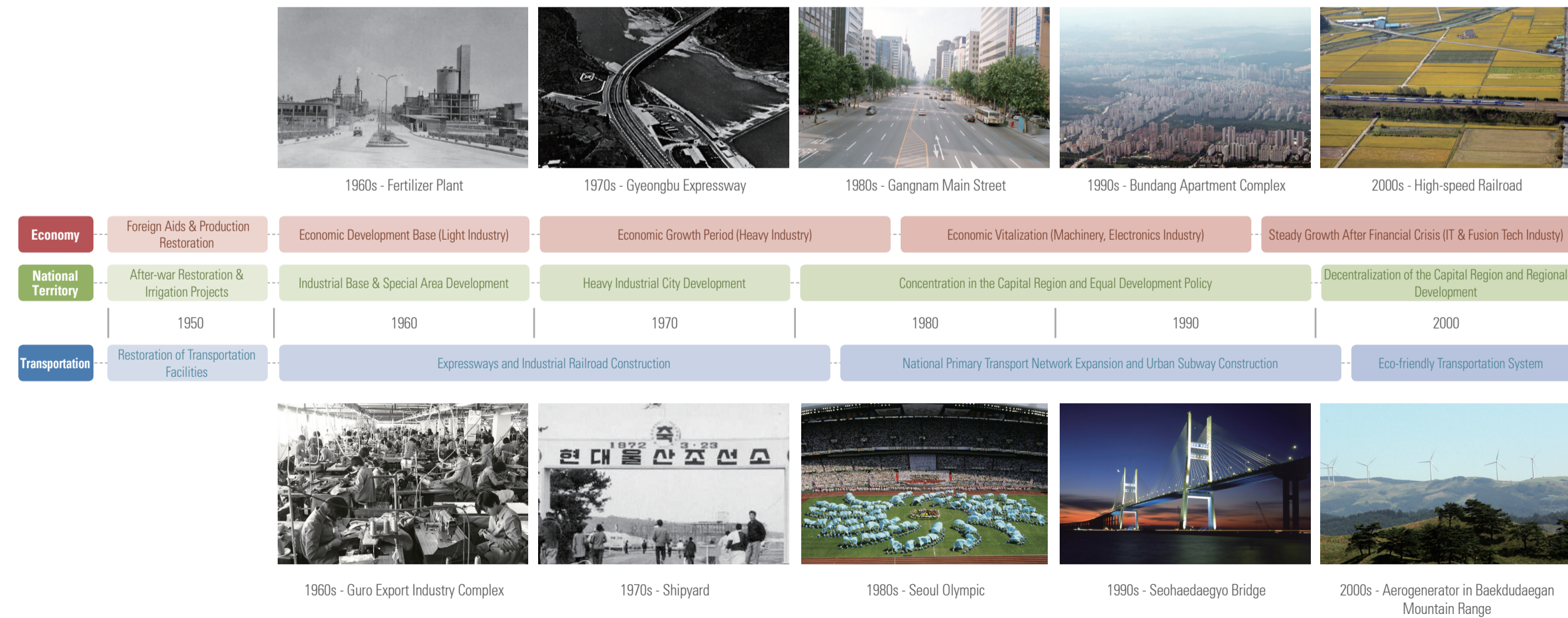
More specifically, the CNTP is a master plan to efficiently manage territorial land resources in a manner that is compatible with the basic direction and underlying strategies of national policies. The first CNTP (1972-1981) was implemented in 1971; it was followed subsequently by the second CNTP (1982-1991), the third CNTP (1992-2001), and the fourth CNTP (2000-2020). With the rapid economic growth and urbanization in Korea the national development progressed in an unbalanced manner, and in order

to narrow the development gap between regions, various regional development plans have been carried out. Plans such as Enterprise City, Innovative City, and Multifunctional Administrative City have been designed and implemented. More recently, a five-year regional innovative development plan has been executed with the aim of promoting local economic self-reliance through regionally specialized development. Additionally a district development promotion plan has also been applied to areas that remain significantly underdeveloped. A culture and

tourism development plan has also been prepared to help foster more distinctive regional development projects.

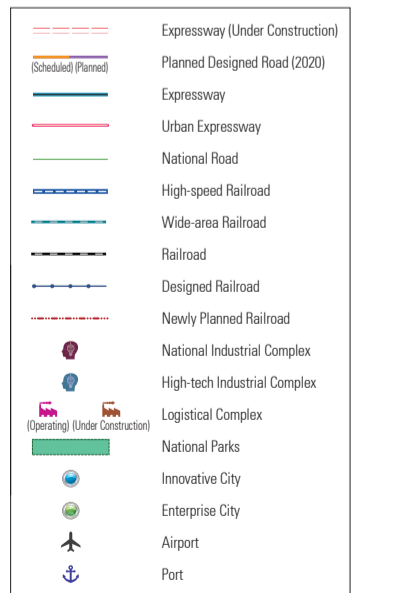
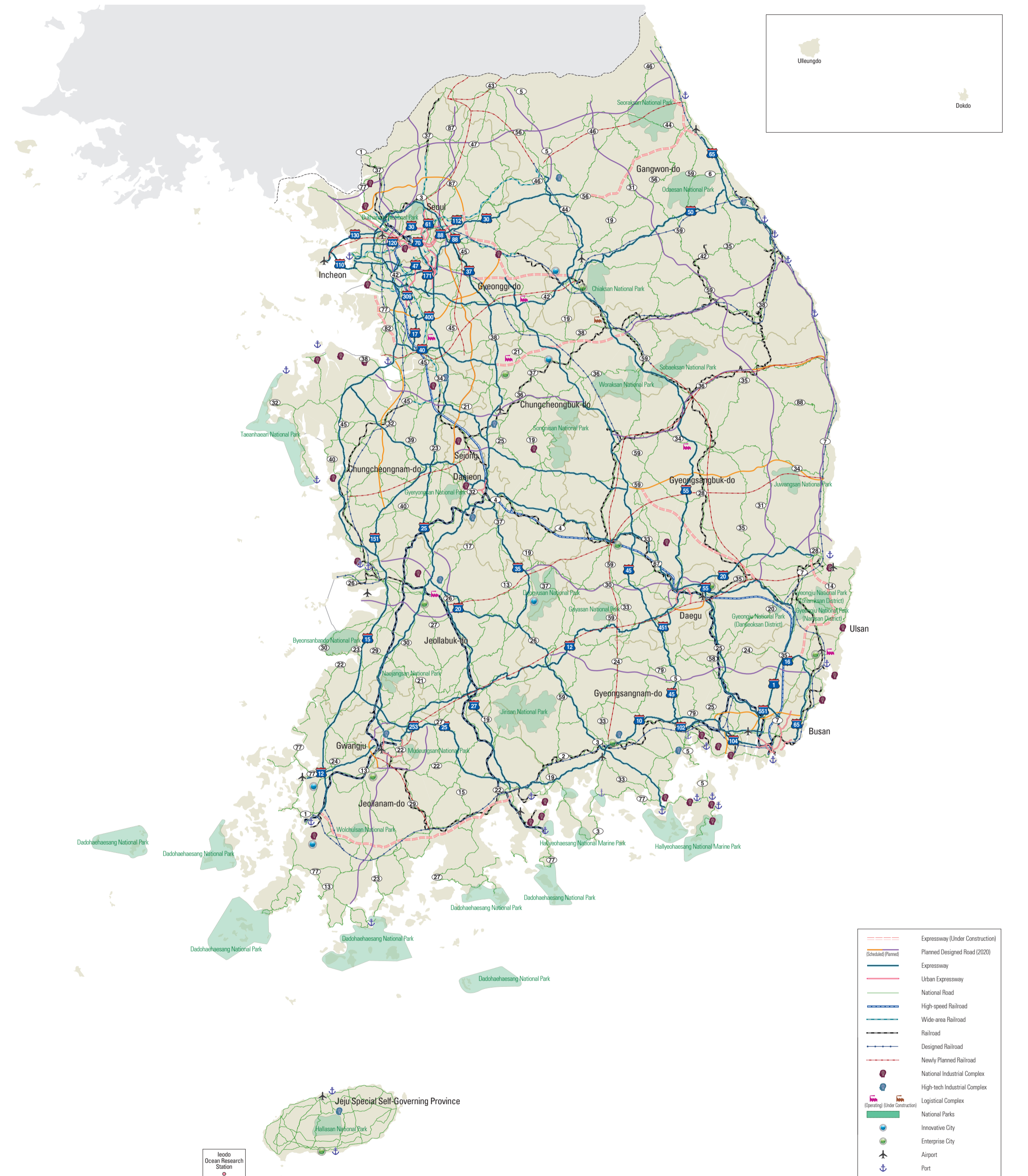
Another crucial element of Korea's spatial planning system is the urban planning system, which was designed to be compatible with the CNTP. The urban planning system encompasses area-wide regional plans, city/county master plans, city/county management plans, and district unit plans.

Changing Economic and Social Conditions and the Land in Korea

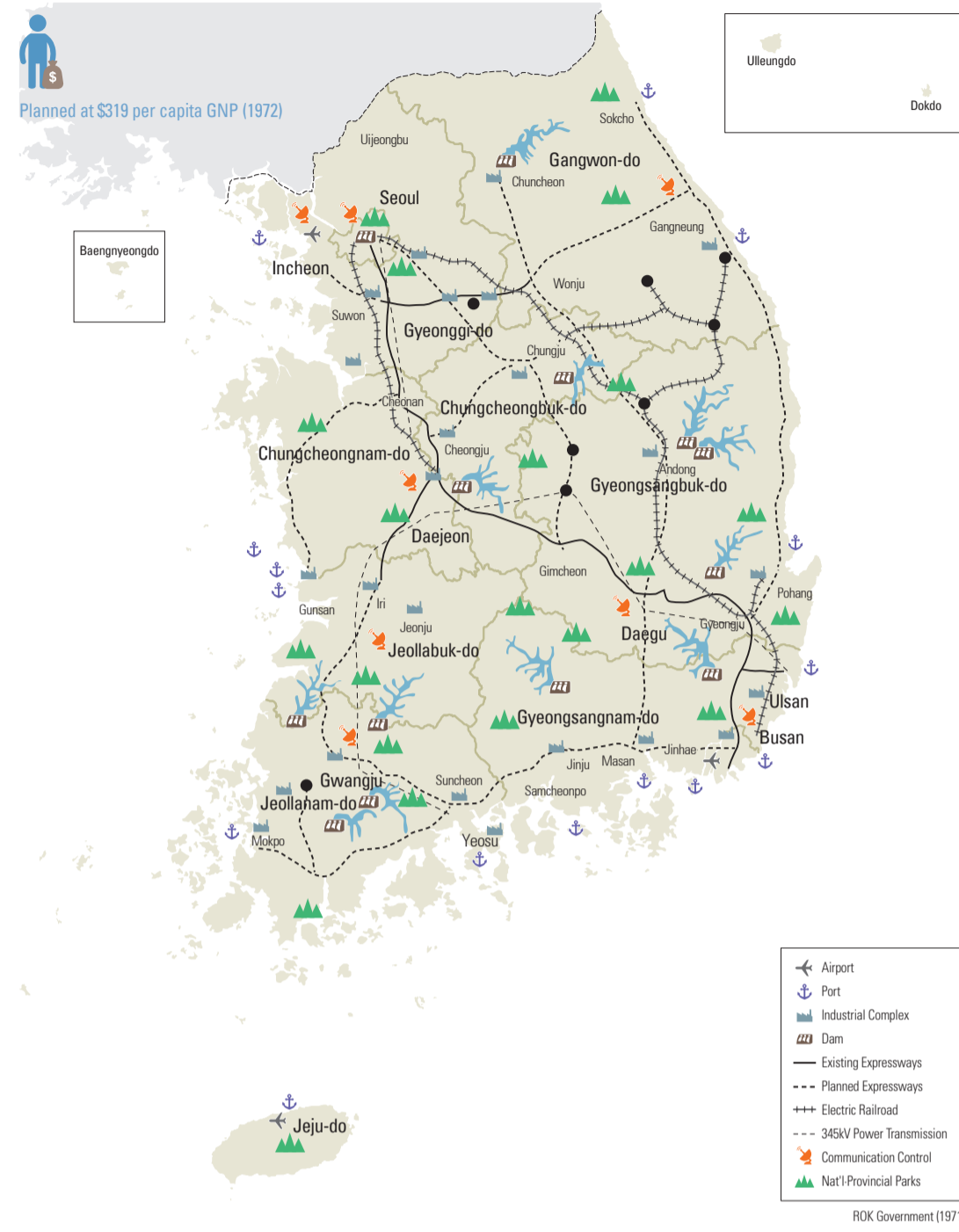


National Territorial Planning

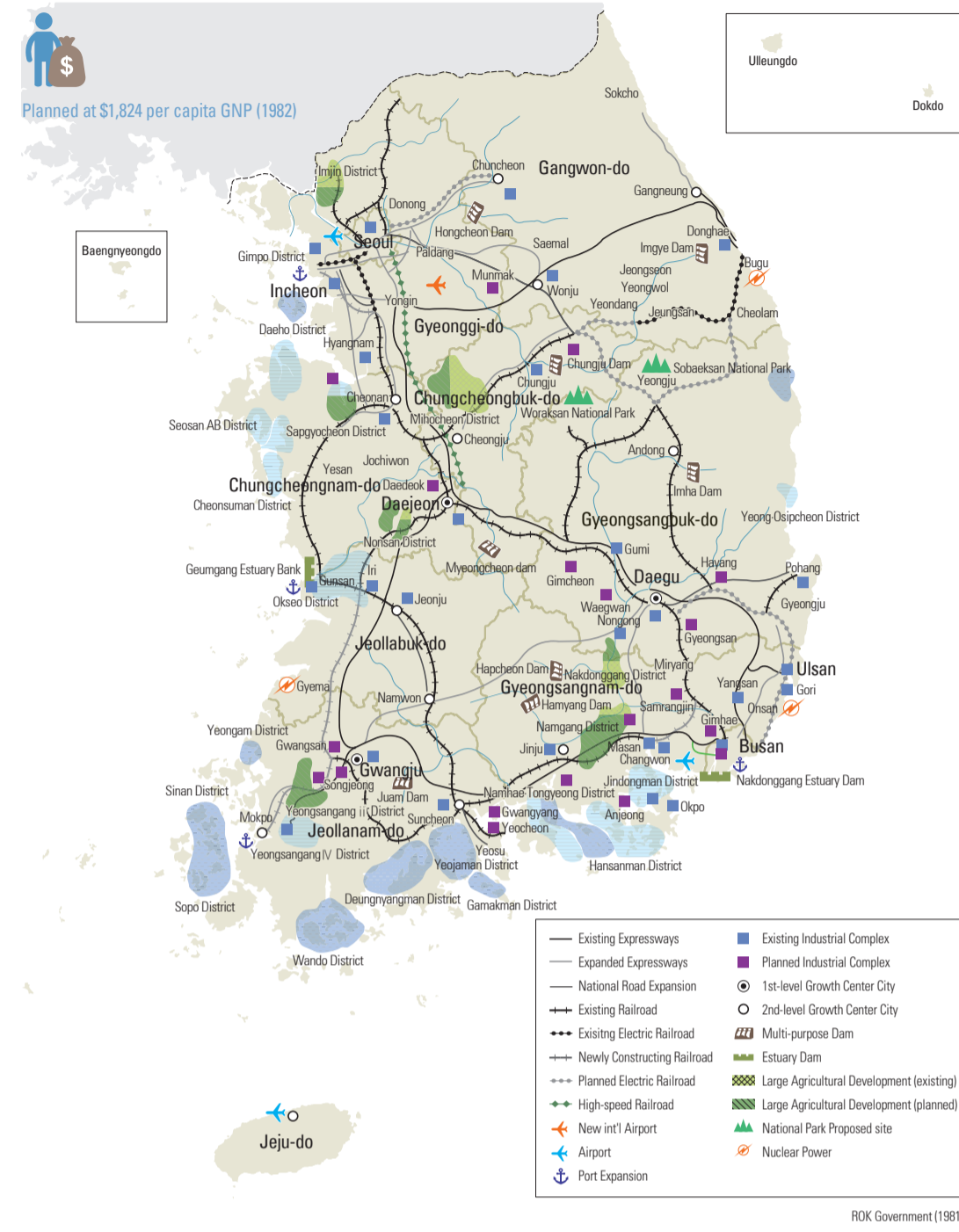
4th Comprehensive National Territorial Planning



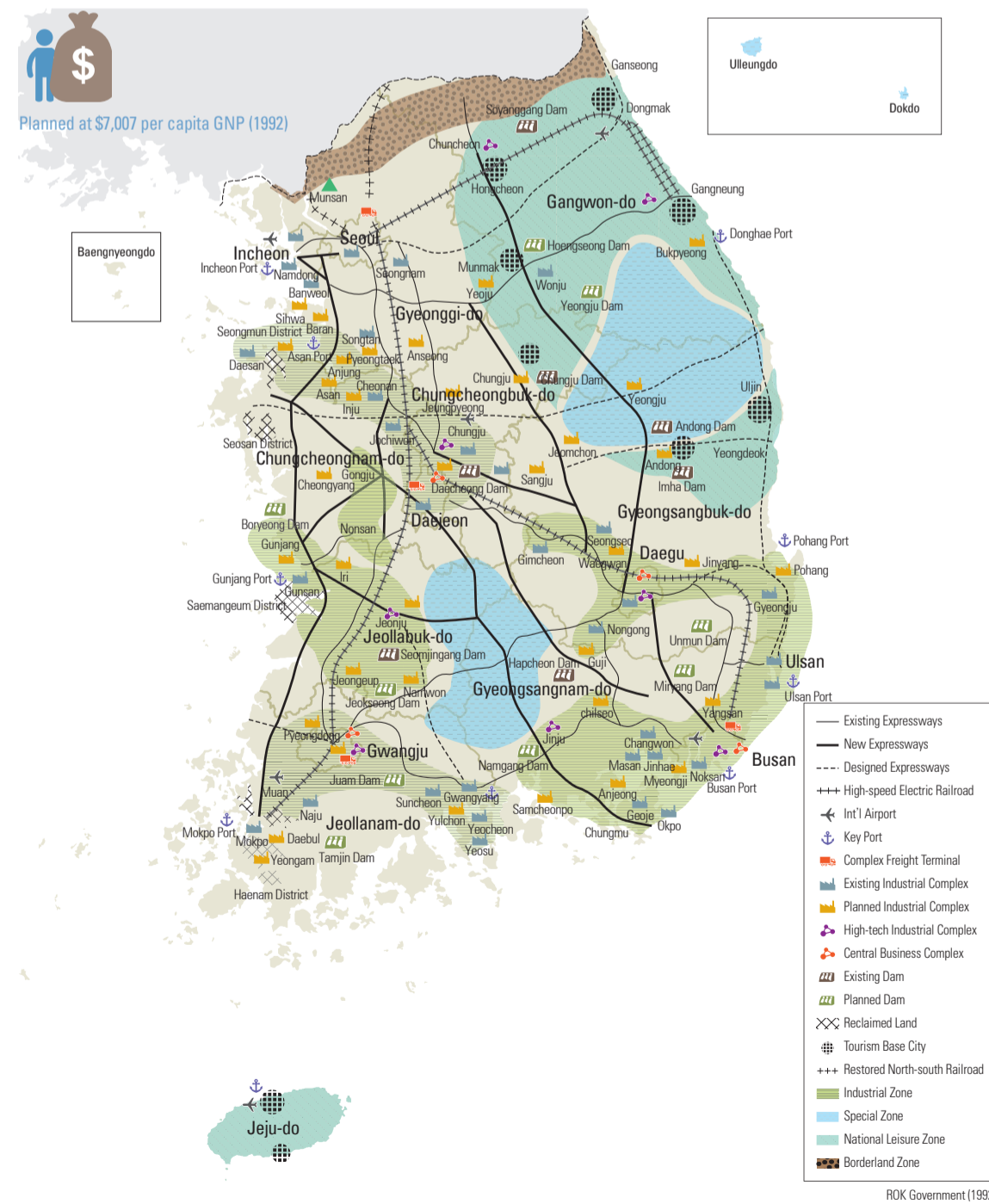
1st Comprehensive National Territorial Planning (1972-1981)



2nd Comprehensive National Territorial Planning (1982-1991)



3rd Comprehensive National Territorial Planning (1992-2001)



The goals of the First Comprehensive National Territorial Plan were straightforward and focused primarily upon cultivating the effective use of the national territory, expanding social overhead capital, developing natural resources, protecting the environment, and improving the quality of life. These goals were aimed at fostering economies that could in turn facilitate the accumulation of wealth, a process that relied upon a nationally-led growth pole development strategy to assist in developing smaller regions. The plan's main development strategy was predicated upon investing in large-scale industrial complexes, building supply chains for the transportation, communication, and energy industries, and strengthening the economic status of backward regions.

The Second Comprehensive National Territorial Plan aimed to implement a multi-pronged spatial plan to redefine the nation's territory for development in a manner that would help to achieve regional and life zone balance. This Plan specifically controlled the growth of two big cities, Seoul and Busan, expanded social overhead capital to backward regions, and further fostered the development of those as of yet undeveloped regions by designating them as promotion areas. In order to facilitate more balanced development and settlement in specific local areas, the Plan dispersed or relocated medium-sized industrial complexes to those areas deemed to have potential for growth. It also established industrial areas in regions that possessed favorable geographical conditions for development, and it pursued economic growth by

connecting and integrating existing concentrations of industries to intra-regional industries.

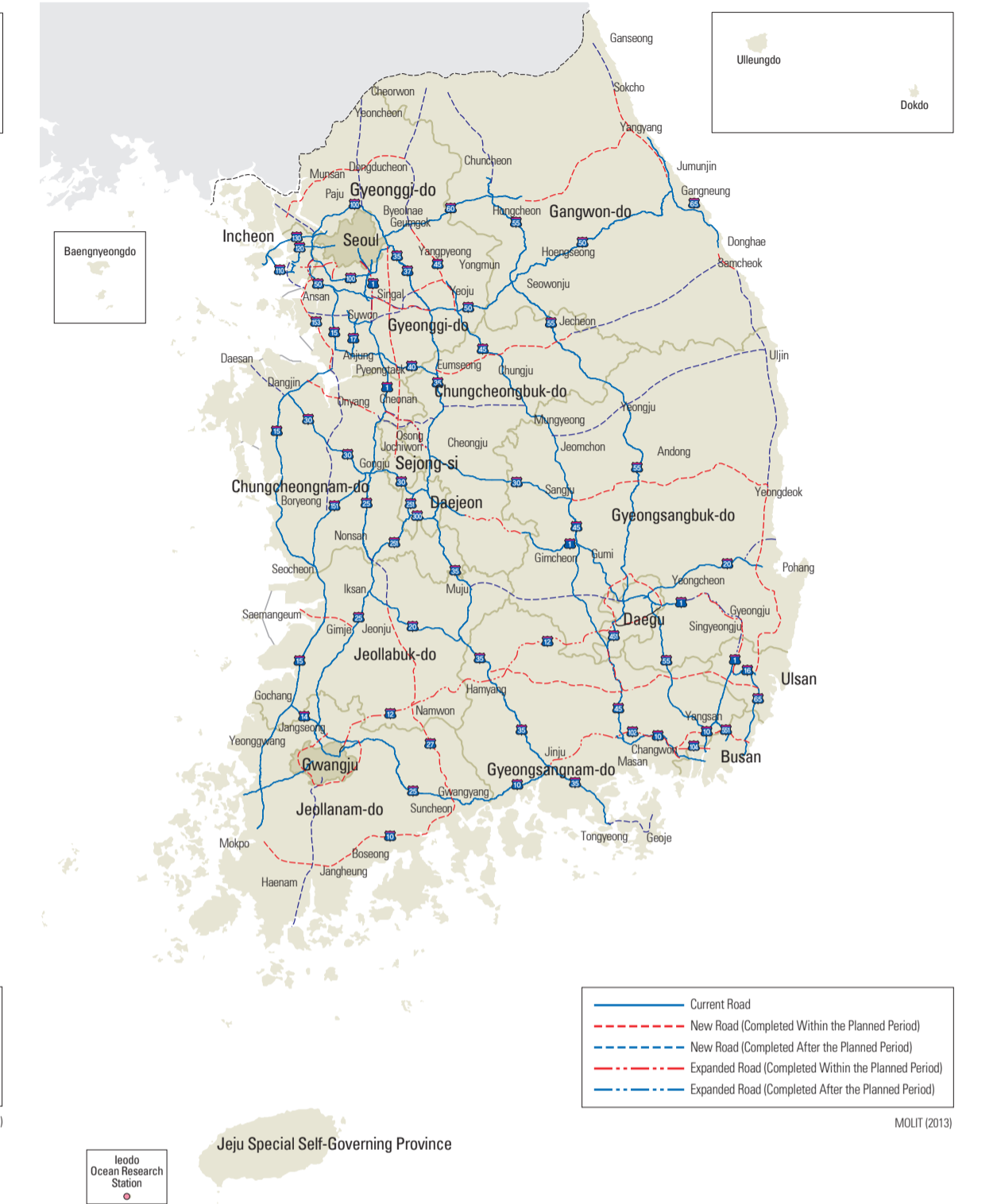
The Third Comprehensive National Territorial Plan applied multi-pronged development and regional economic bloc development strategies with the intention of continuing to invigorate underdeveloped regions in Korea. Specifically, the Third plan reduced the degree of concentration of industries in metropolitan areas, increased small and medium-sized industrial complex development in underdeveloped regions, and regulated new industrial complexes in metropolitan areas. It also attempted to spur the voluntary relocation of major companies to the provinces to help foster the redistribution of the population away from the congested urban centers. The plan also focused on upgrading the industry-related infrastructure of the southeast coastal industrial belts. It also contained revised environmental legislation, and it expanded express transportation networks between metropolitan areas and the more newly developed industrial areas.

The Fourth Comprehensive National Territorial Plan reflects the integrated national territory of the twenty-first century. It seeks to realize a globally-oriented national territorial structure and to promote globally competitive cities based on "Wide Area Economic Zones." To achieve this goal, the Fourth Plan established a national supra-economic network of regional axes which linked wide area economic zones as well as the coastal areas with inland areas and further linked the three coastal areas and the border area between South and North Korea.

National Railroad Network Plan (2011-2020)

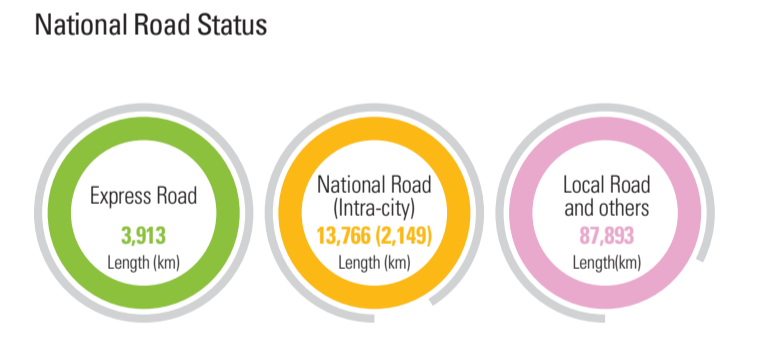
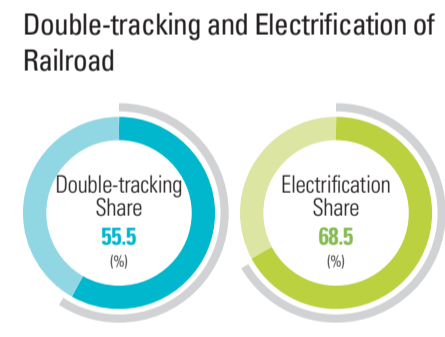


National Principal Road Network Plan (2011-2020)

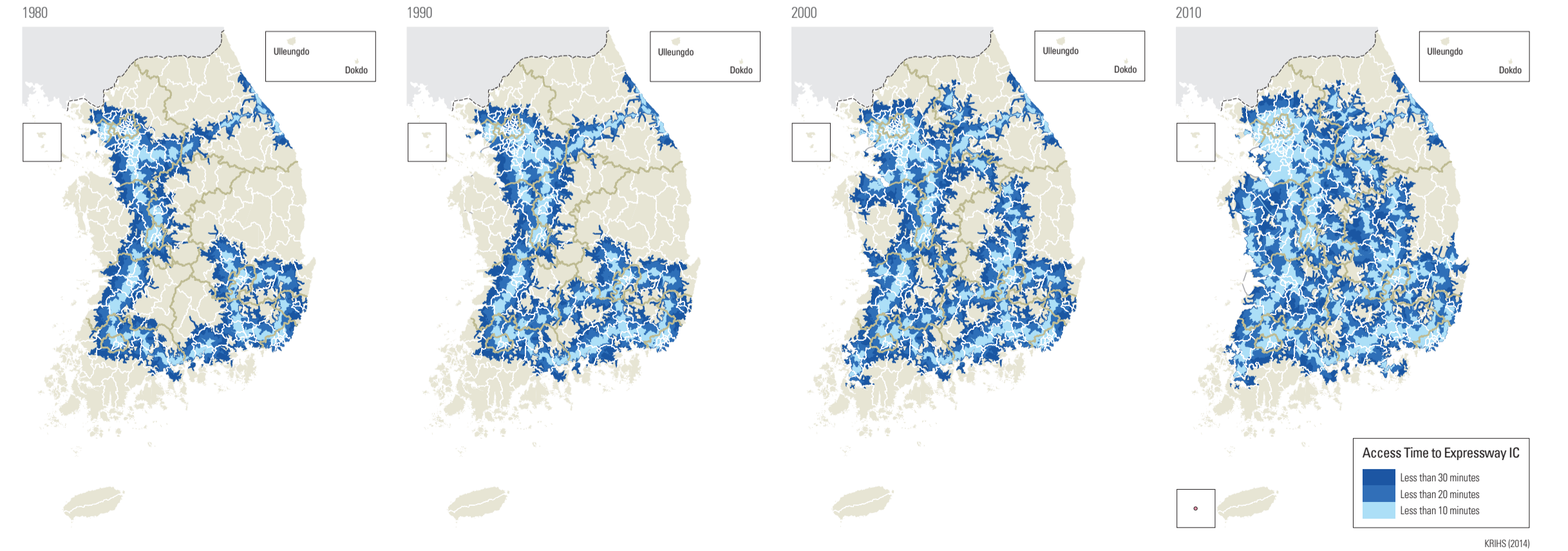


Until 2000, the focus on improving the nation's transportation infrastructure resulted in major road construction projects that linked key nationwide routes. After 2000, the focus shifted toward maximizing traffic efficiency and improving the overall balance in regional development. Continued investments in the national transportation infrastructure have provided the foundation for increasing Korea's

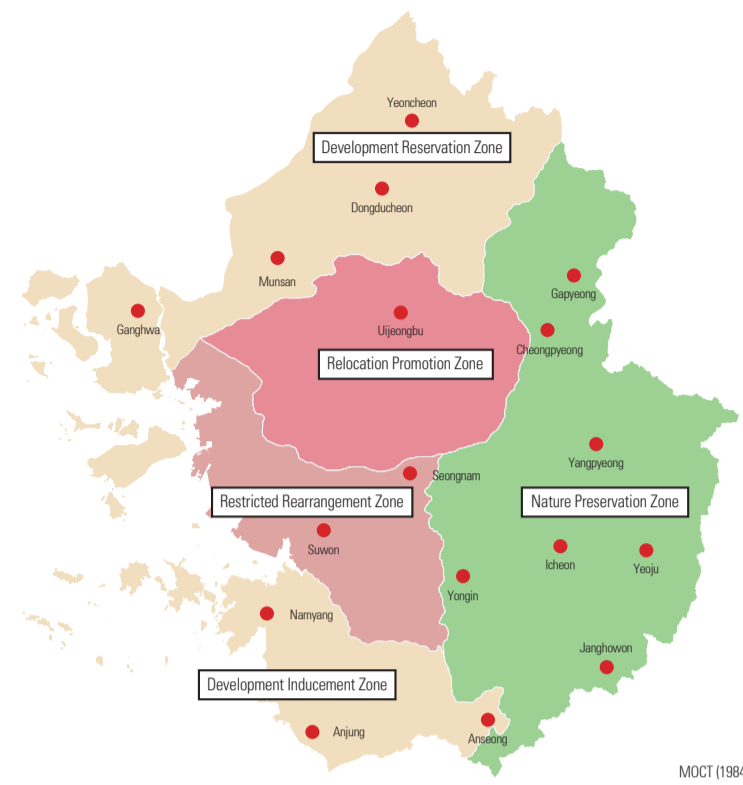
overall transportation capacity. The framework of a national level arterial road system has now been established. As for railroad efficiency improvement, people can now travel from one side of the country to another within a quarter of a day after the Gyeongbu High Speed Railway began operation in 2004. International air travel has also been greatly facilitated after the Incheon International Airport opened in 2001.



Regions Accessible to Expressway IC Less than 30 Minutes

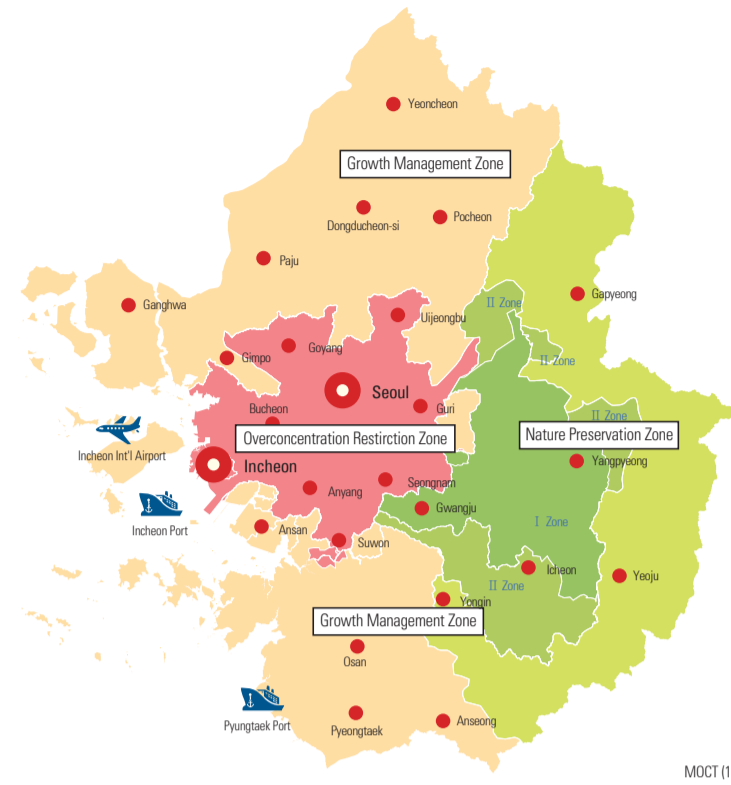


1st Seoul Metropolitan Area Readjustment Plan (1982-1996)



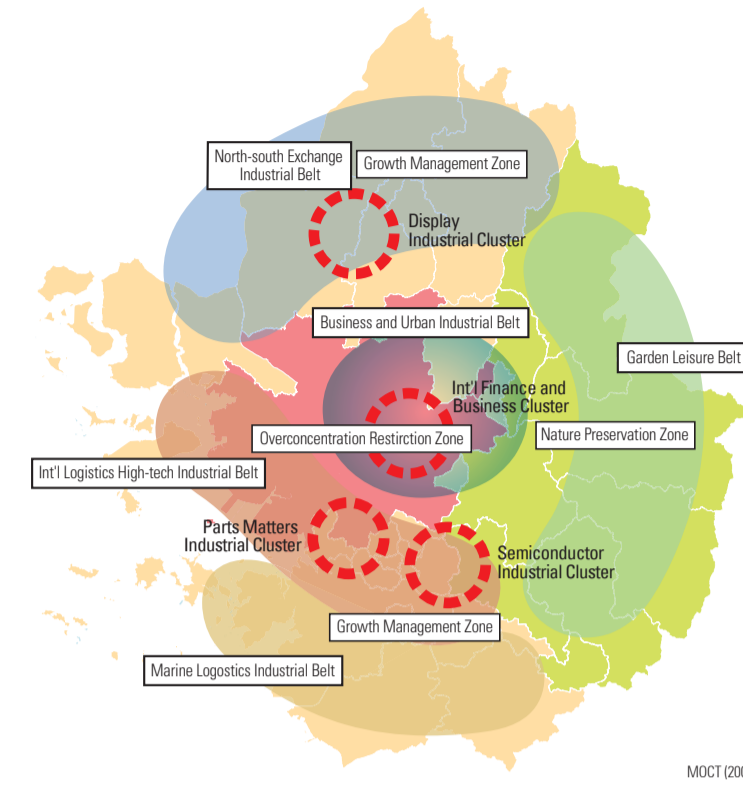
MOCT (1984)

2nd Seoul Metropolitan Area Readjustment Plan (1997-2011)



MOCT (1997)

3rd Seoul Metropolitan Area Readjustment Plan (2006-2020)



MOCT (2006)

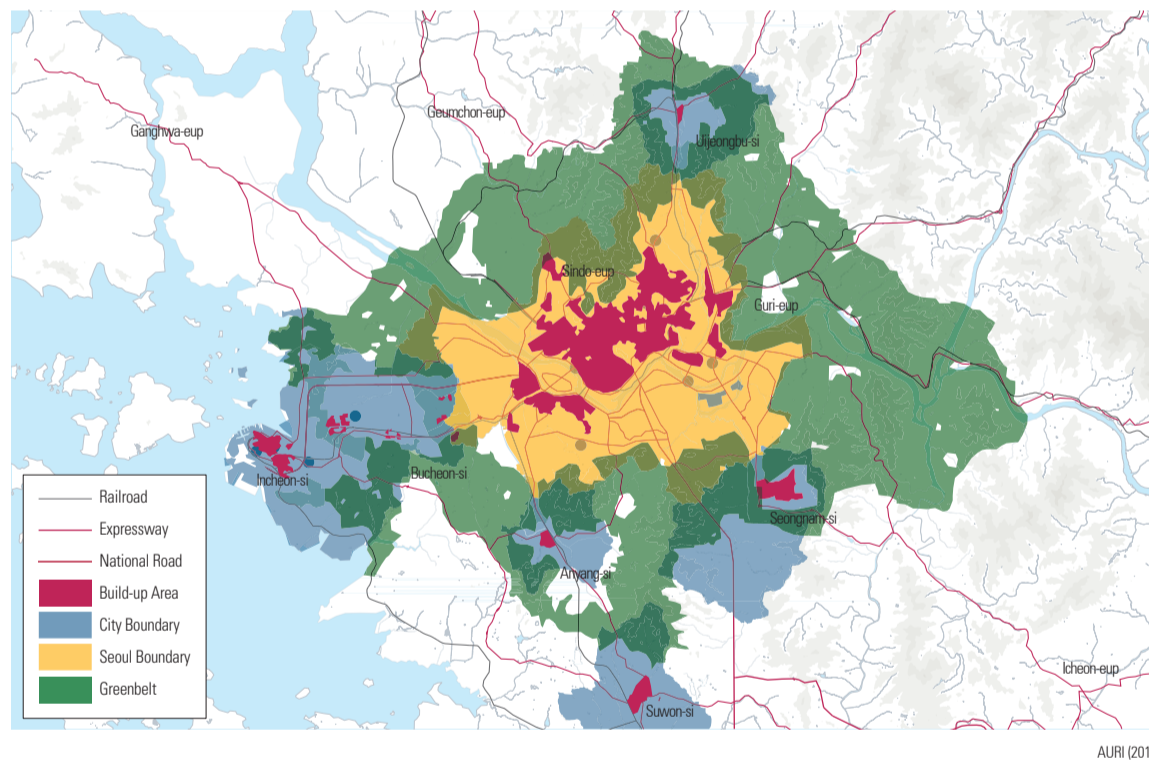
The First Seoul Metropolitan Readjustment Plan introduced strong regulation with the intention of controlling the excessive concentration of population and manufacturing industries in the Seoul metropolitan area and encouraging the selective functional distribution of both for a more balanced development of the region.

The Second Seoul Metropolitan Readjustment Plan had much more concrete aims such as the reorganizing of the Seoul metropolitan area, improving regional self-sufficiency, augmenting the capital's response to globalization, providing adequate infrastructure for potential reunification, implementing environmental conservation efforts,

and increasing the focus on quality of life issues. The Third Seoul Metropolitan Readjustment Plan set forth the goals of population stability, high global competitiveness, and the strategic development of the Seoul metropolitan area along with continuing to balance the development of the Seoul metropolitan area with that of other

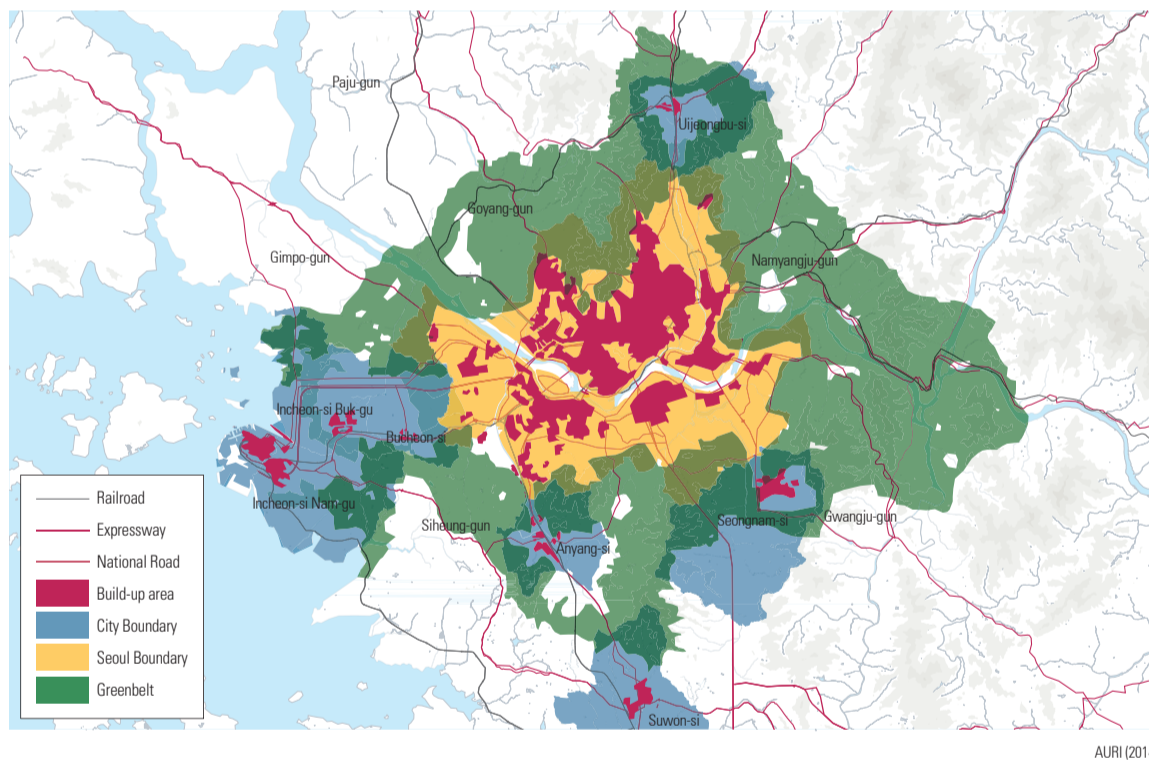
regions. Third Plan focused on the transition from a Seoul-centered spatial structure to a multi-pronged approach to development nationwide, specifically with regard to the wider dissemination of specialized industrial specialty belts across different regions.

Seoul Metropolitan Spatial Structure (1970s)



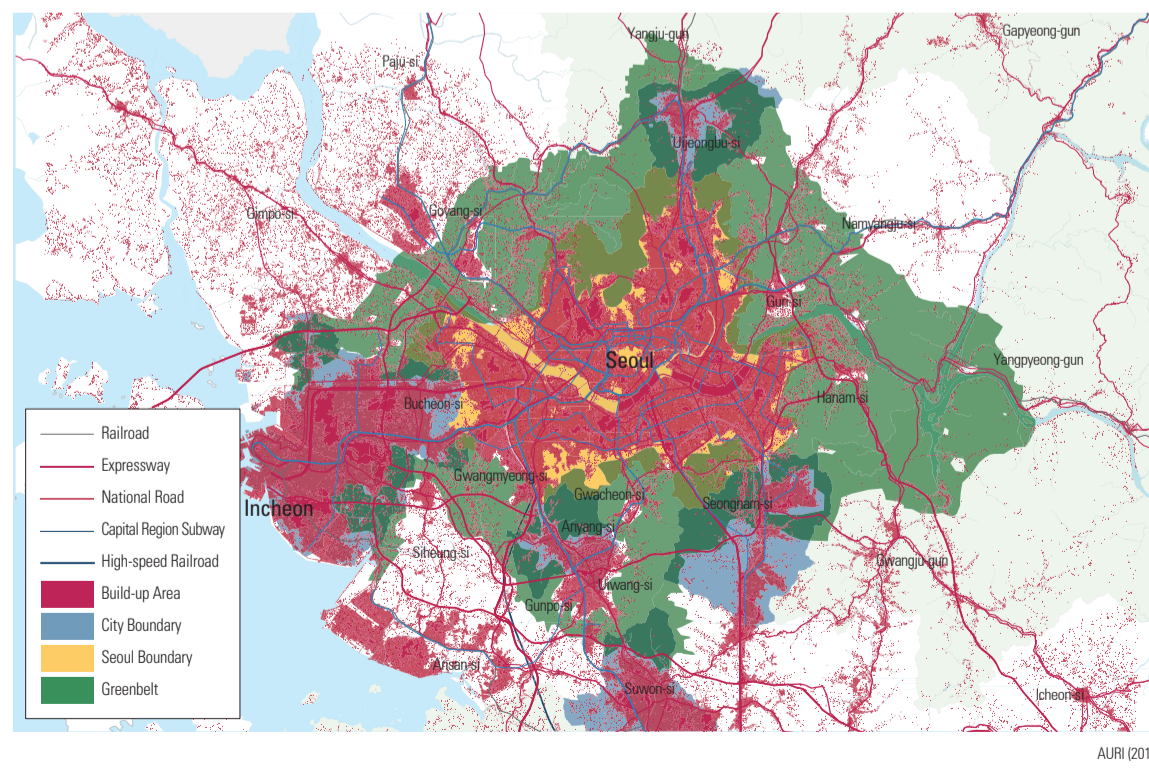
AURI (2014)

Seoul Metropolitan Spatial Structure (1980s)



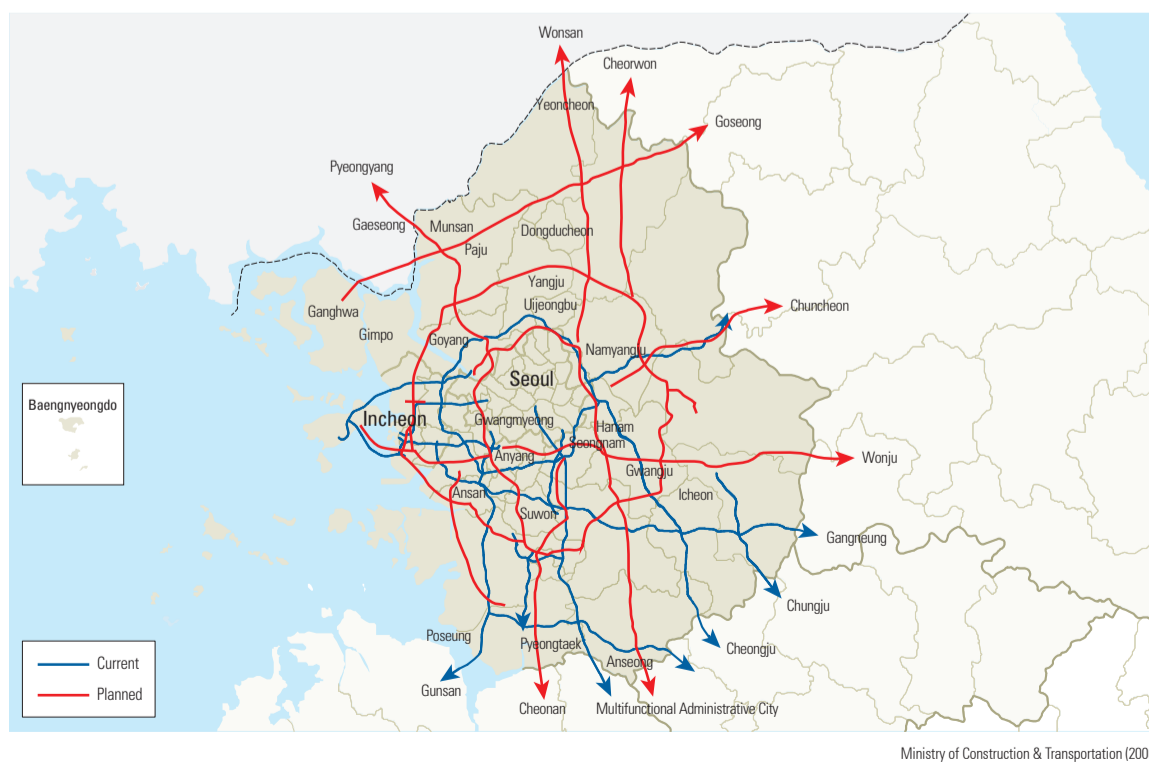
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Seoul Metropolitan Spatial Structure (2000s)



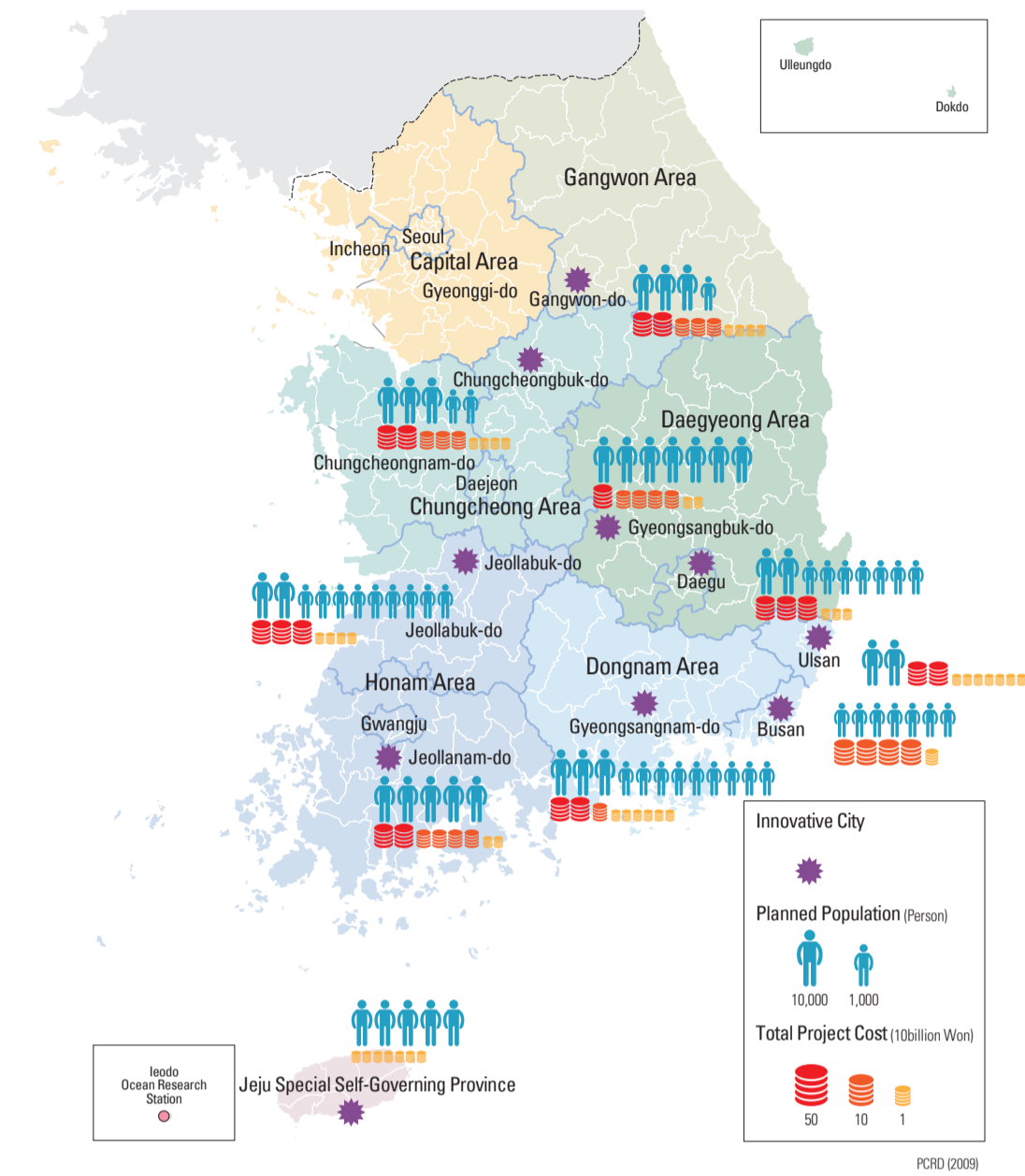
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Current and Planned Principal Road Network in the Capital Region



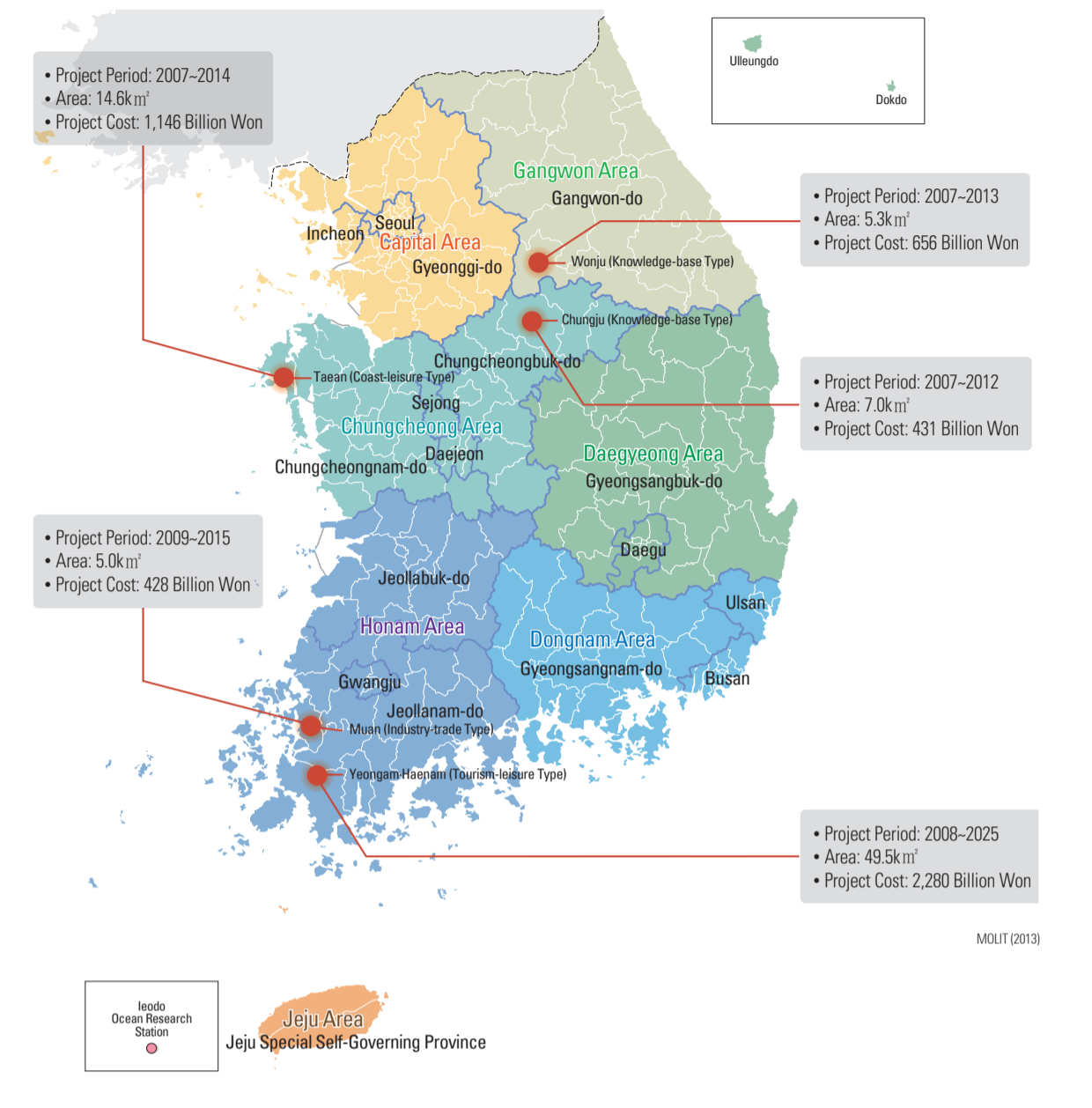
Ministry of Construction & Transportation (2006)

Current Status of Innovative City



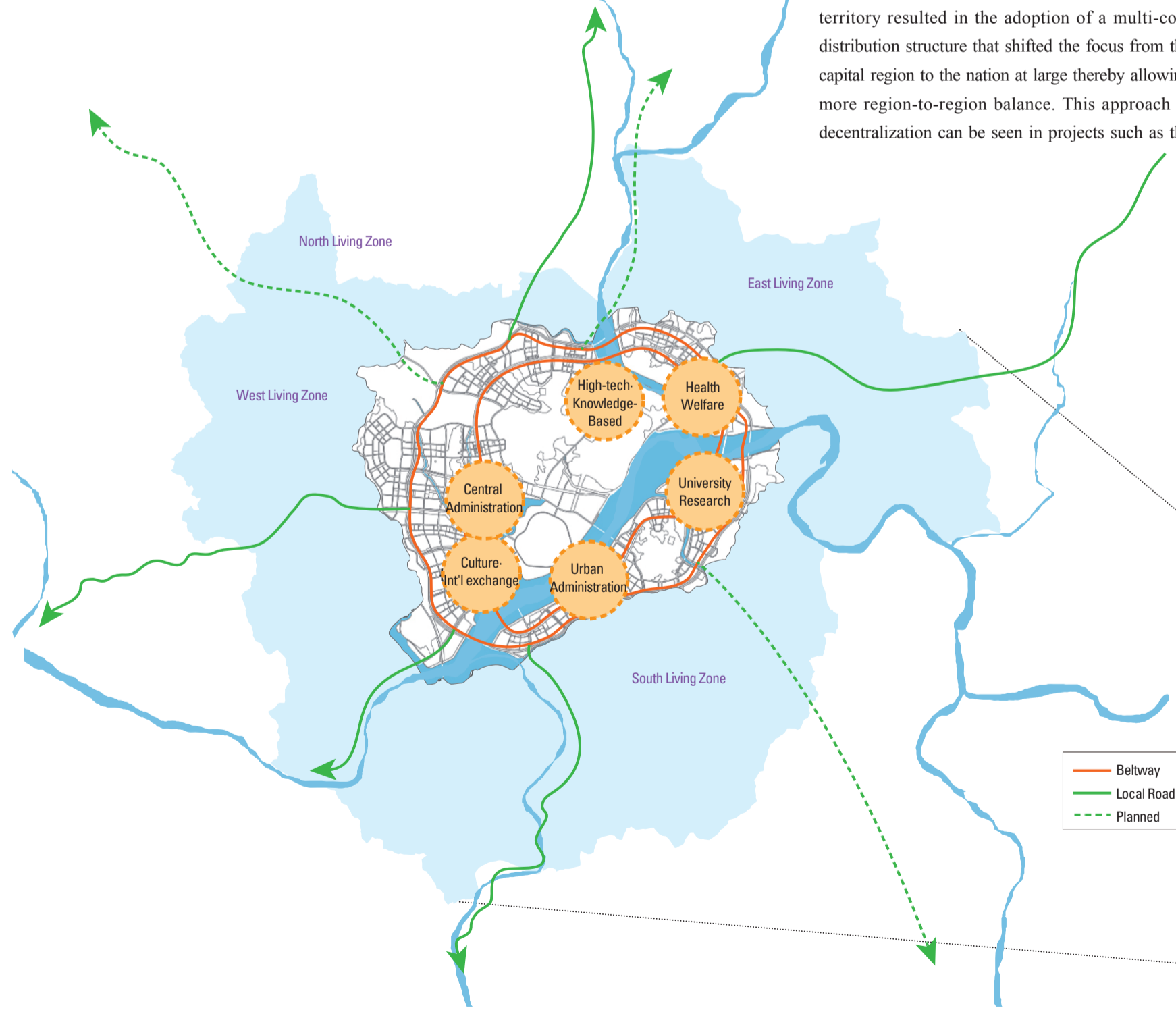
PCIB (2009)

Current Status of Enterprise City



MOU (2013)

Sejong Urban Development Plan by Living Zone



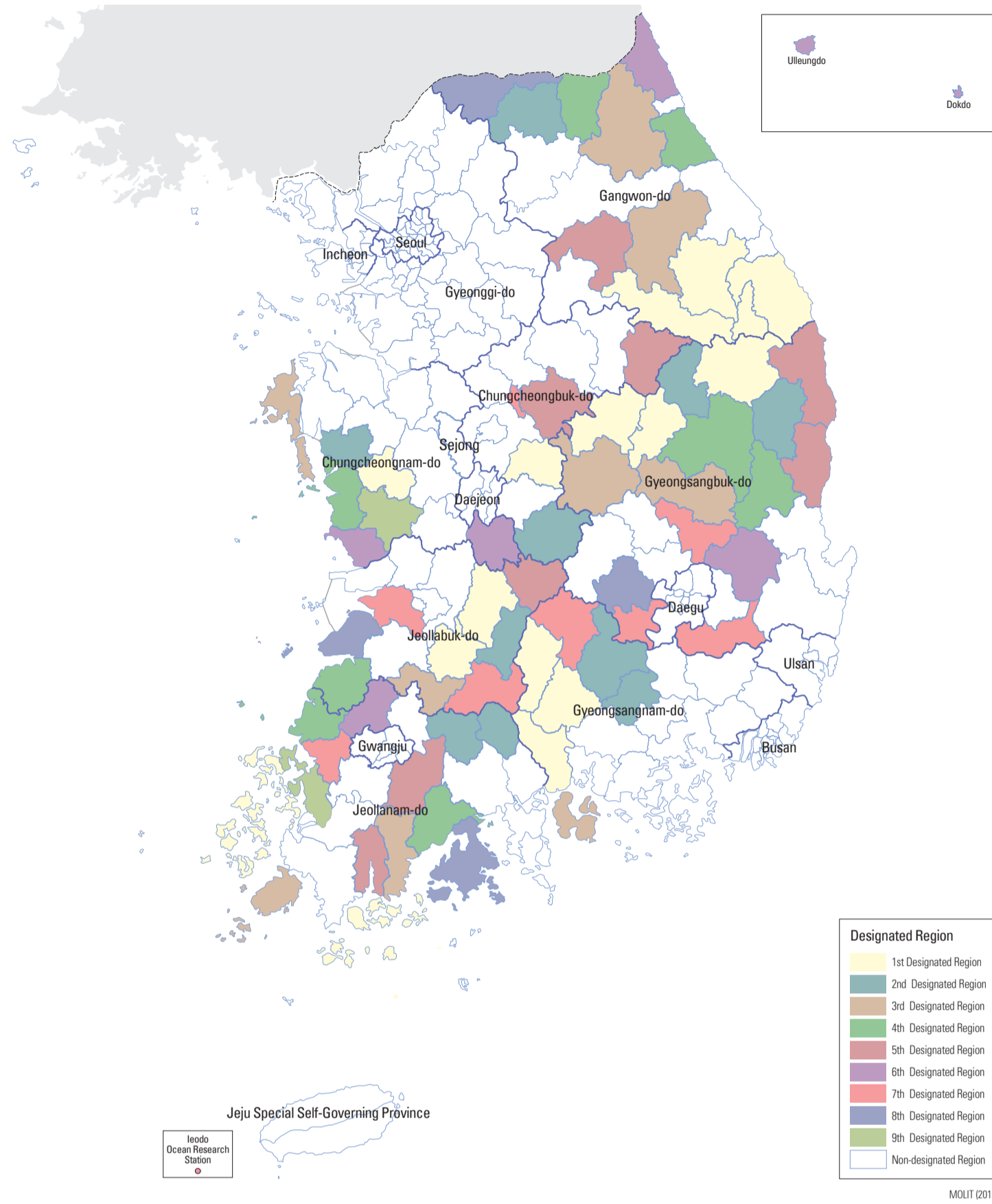
A new approach to developing Korean national territory resulted in the adoption of a multi-core distribution structure that shifted the focus from the capital region to the nation at large thereby allowing more region-to-region balance. This approach to decentralization can be seen in projects such as the construction of multiple "Enterprise Cities" in the late 2000s that were part and parcel of the government's attempts to foster five mega-regional economic zones and two individual economic zones in the hopes that such a broader distribution of development initiatives might help to create competitive agglomeration economies. The main strategy was to attract private investments and to expand the growth potential in each mega-regional economic zone.

The Park Geun-hye government established a new regional development policy that created what was called the "HOPE Area," in which all basic daily services are integrated into a single living area. Here HOPE refers to the first characters of four policy visions such as Happiness, Opportunity, Partnership and Everywhere. The new policy was designed to establish autonomous development plans based on local conditions and aims at improving the quality of life for local residents no matter where they are located, in the rural areas, the rural-urban transition zones, or the core of the cities.

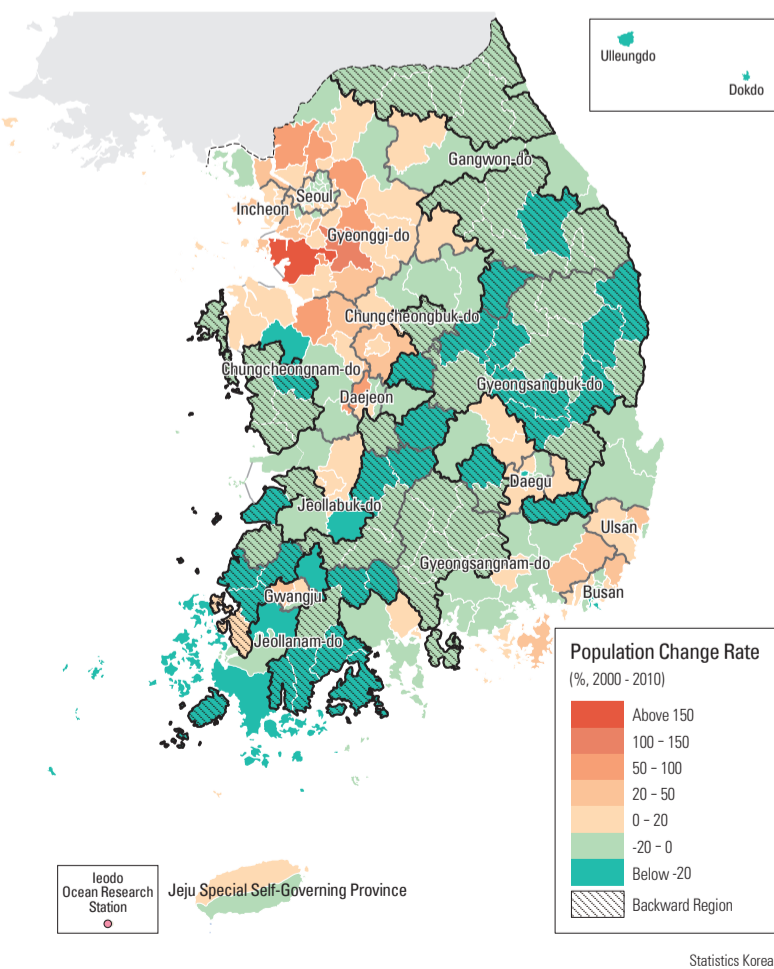
MACC (2013)

Regional Planning

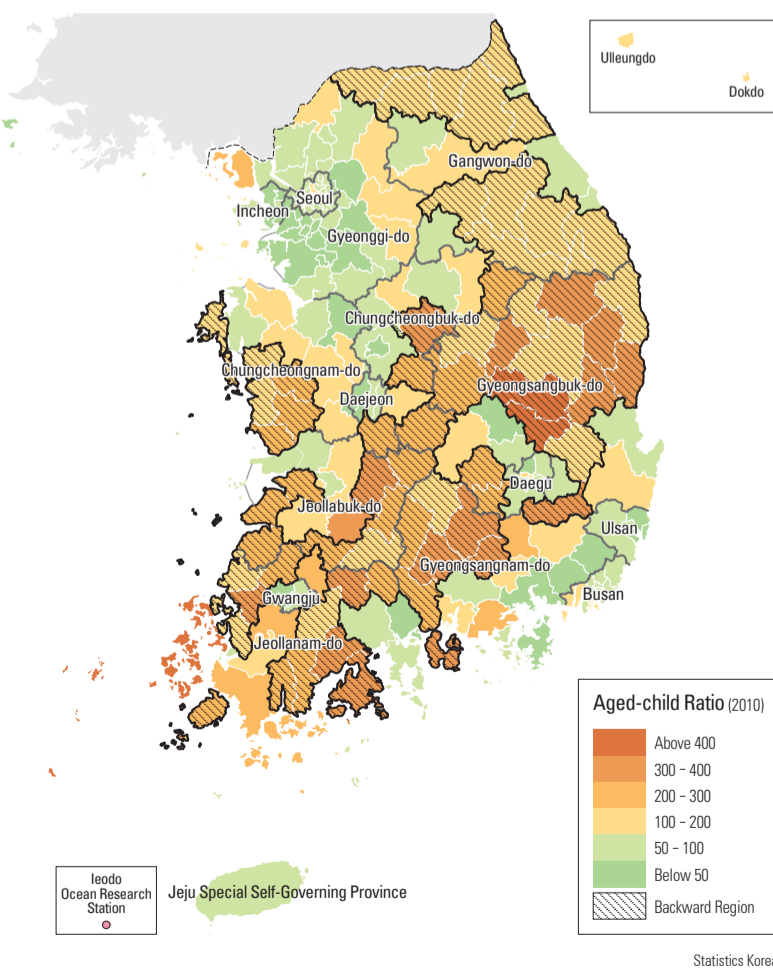
Designation Status of Growth Promotion District



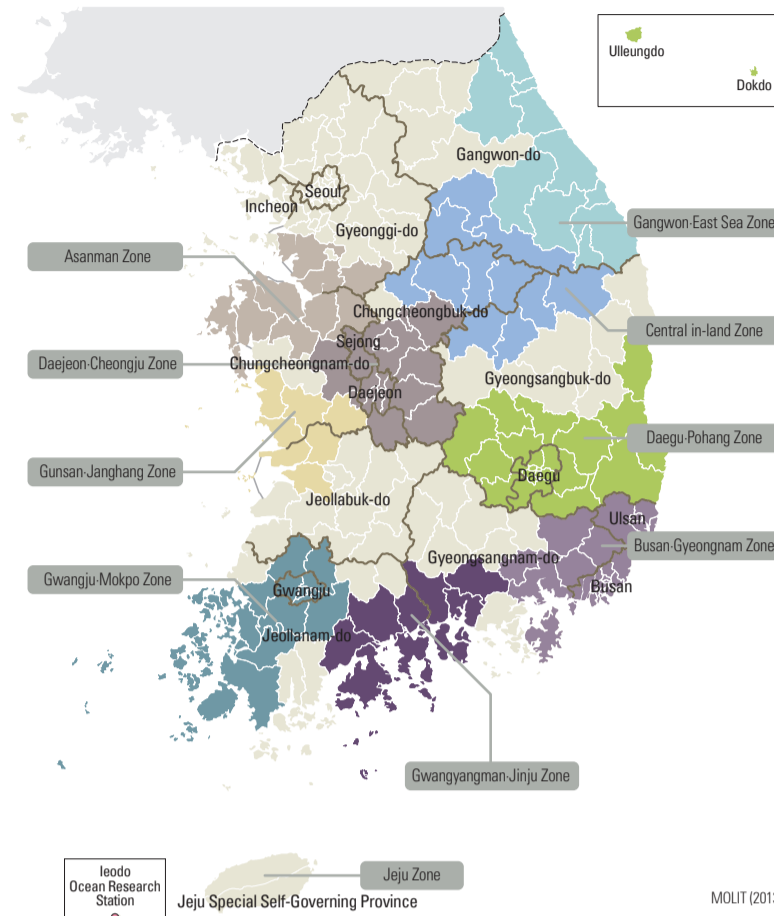
Annual Average Population Change and Backward Region



Aging Index and Backward Region



Designation Status of 10 Wide-area Development Zone

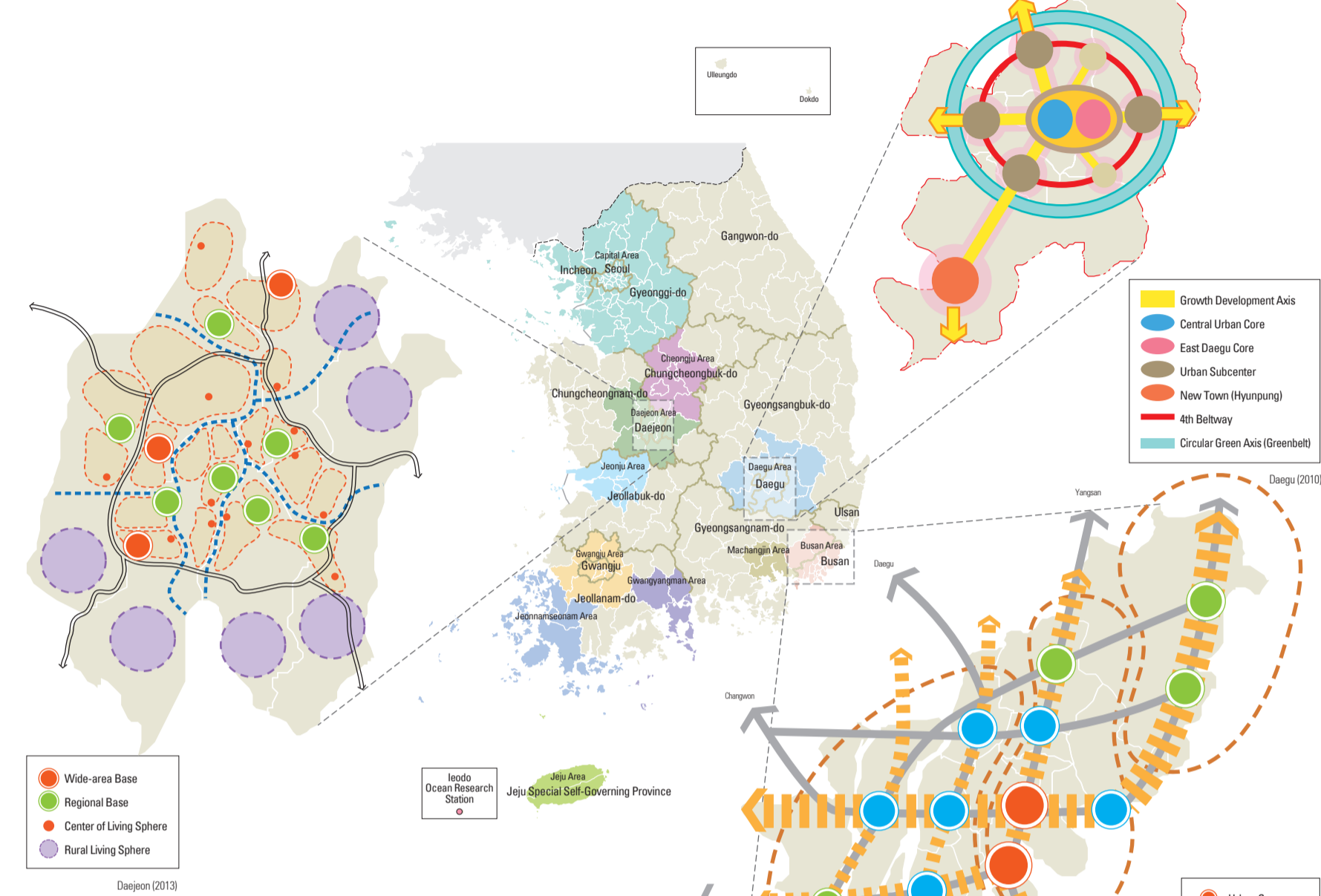


The most recent development plan also identified and designated districts for further development. The districts targeted for accelerated development were provided more support for infrastructure with the intention of strengthening their competitiveness by improving the potential for higher wages and a better overall quality of life. These newly identified districts were classified into three types based on an assessment of current key indicators. Depending on their classification, each district was then developed according to a model tailored to its current status: the backward area model, the balanced development model, and a city-rural-integration model. As of July, 2013, fifty-two districts and 70 cities were designated as befitting the backward area model. The balanced development model was assigned to the regions in which intensive development was needed to attract more private capital. Newer areas close to Bay Asan and cultural area of Baek-je have been designated according to the balanced development models. The city-rural-integration model was assigned when it was deemed necessary to link development of rural areas with neighboring city areas as a means of broadening the region's economic foundation. Gangneung-si was also designated in 1998, followed by Chuncheon-si in 2001, and Jecheon-si in 2004.

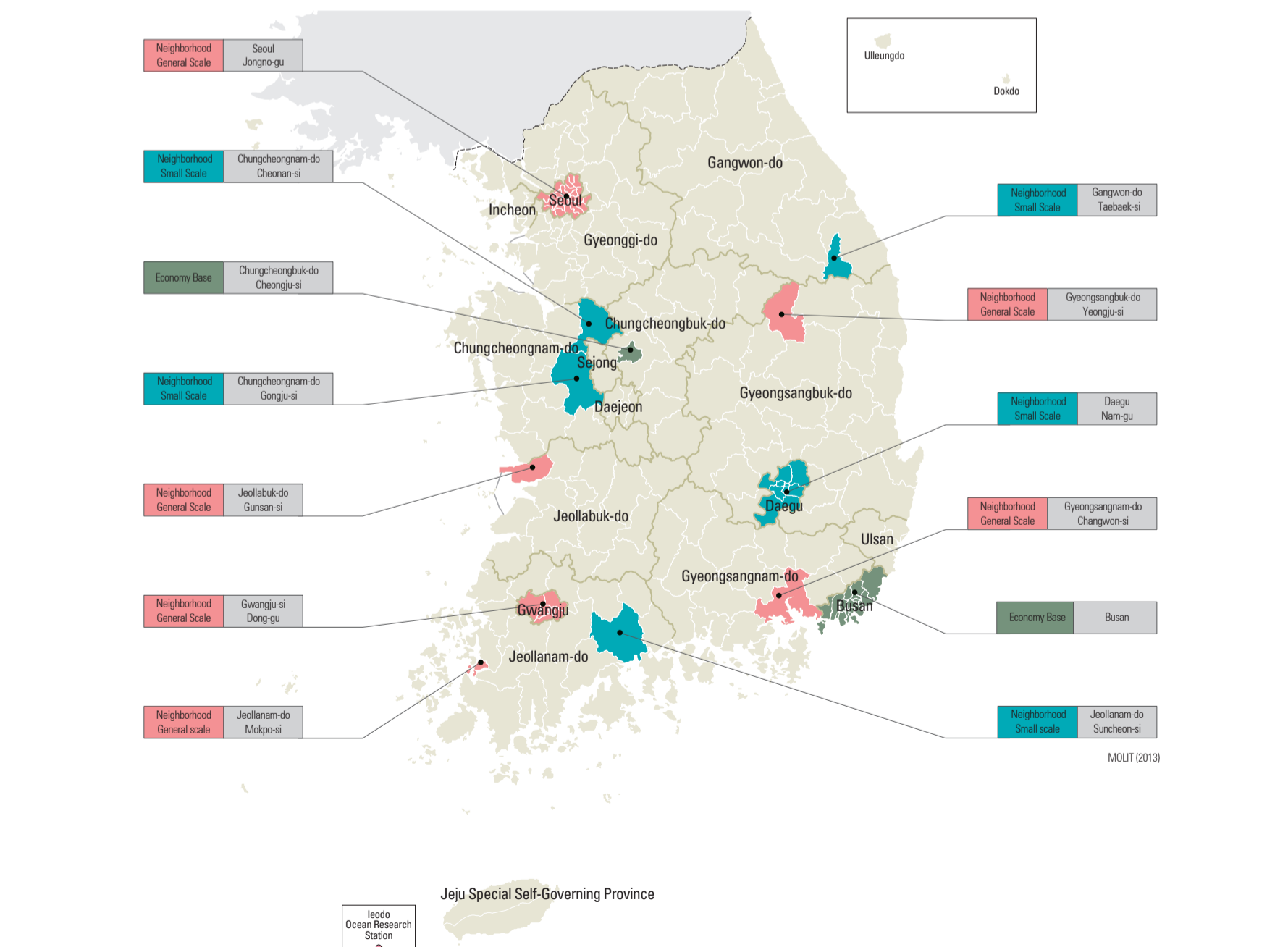
The Korean government systematically proceeded with the top 10 wide area development plans with the goal of establishing self-reliant local economies and promoting the larger cities outside the capital area as well as newly industrialized areas within the capital area.

Urban Planning

Wide-area Urban Planning Rights and Capital City Plan



Urban Revitalization Leading Regions



The area-wide regional plan presents the long-term 20-year development direction for area-wide regions comprised of two or more local governments. In 2013, 11 area-wide regional plans were established.

The city/county master plan is a comprehensive plan that presents the basic spatial structure and the long-term 20-year development direction for each city and county. The city/county master plan specifically focuses on land use, transportation, the environment, the landscape, safety, industry, information and communications, health, welfare, security, and culture.

The city/county management plan is a tool for rational management of the city/county's jurisdictions. It is designed to be consistent with the area-wide regional plan and the city/county master plan. It covers urban development, location of land use, designation of zones and districts as well as other urban issues.

The district unit plan is established for the purpose of rationalizing land use, improving both functionality and appearance, and ensuring environmental protection in the target regions of the city/county plan.

In order to cope with the physical, social, and economic deterioration of the inner-city, the central government announced the national urban regeneration policy guidelines in 2013. The target areas were selected by three specific indices: decrease in population, decline of industry, and deterioration of housing and overall community condition. Based on these criteria the government has currently designated 13 regions that are a high priority for development according to urban regeneration policies. Those priority regions have been categorized into one of two types: economic revitalization or community restoration. The projects are currently financed by the urban regeneration fund with the expectation that individual pilot projects will result in positive ripple effects throughout the region.

New Town Distribution



Ilseon



Bundang



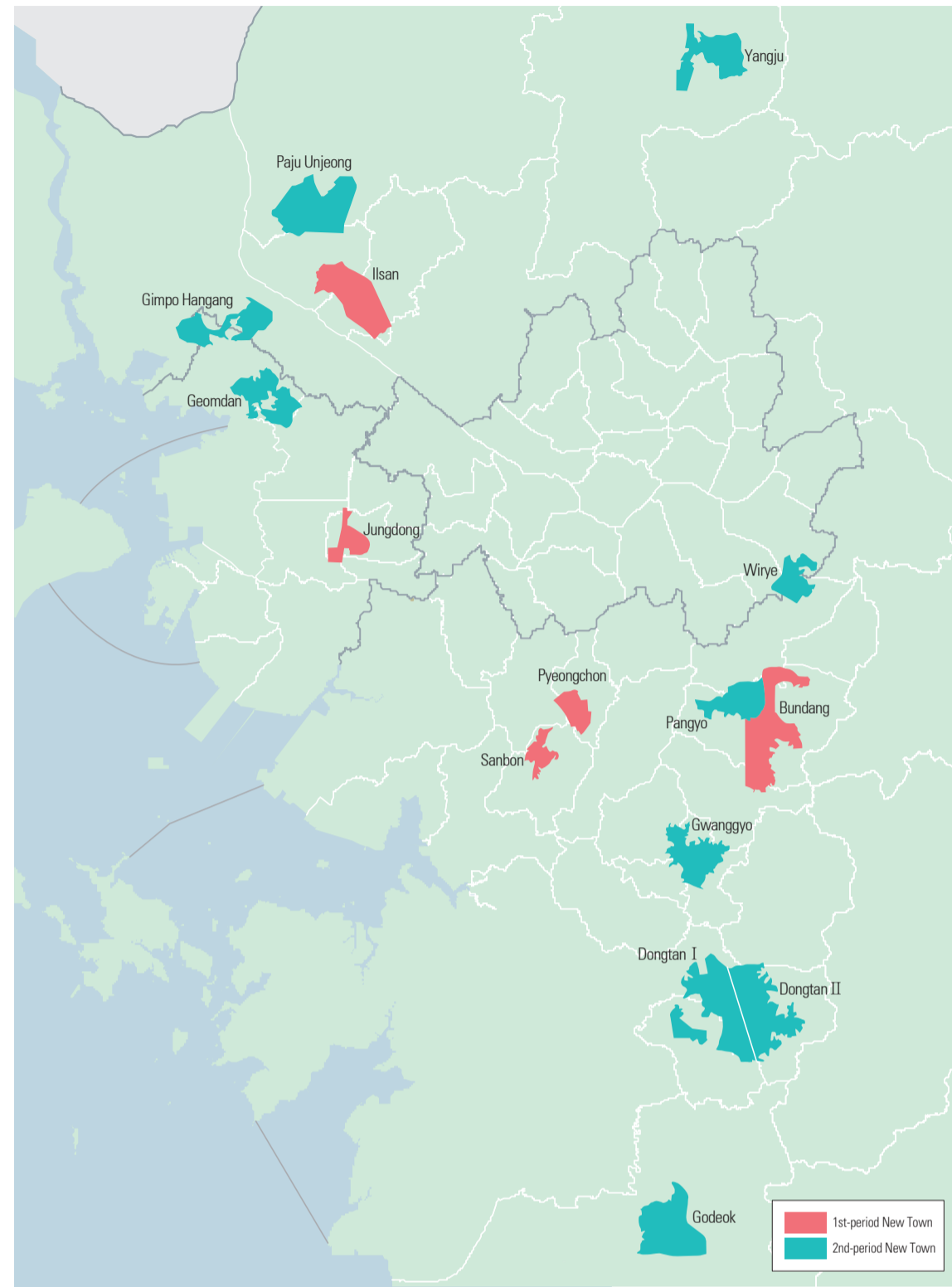
Jungdong



Pyeongchon

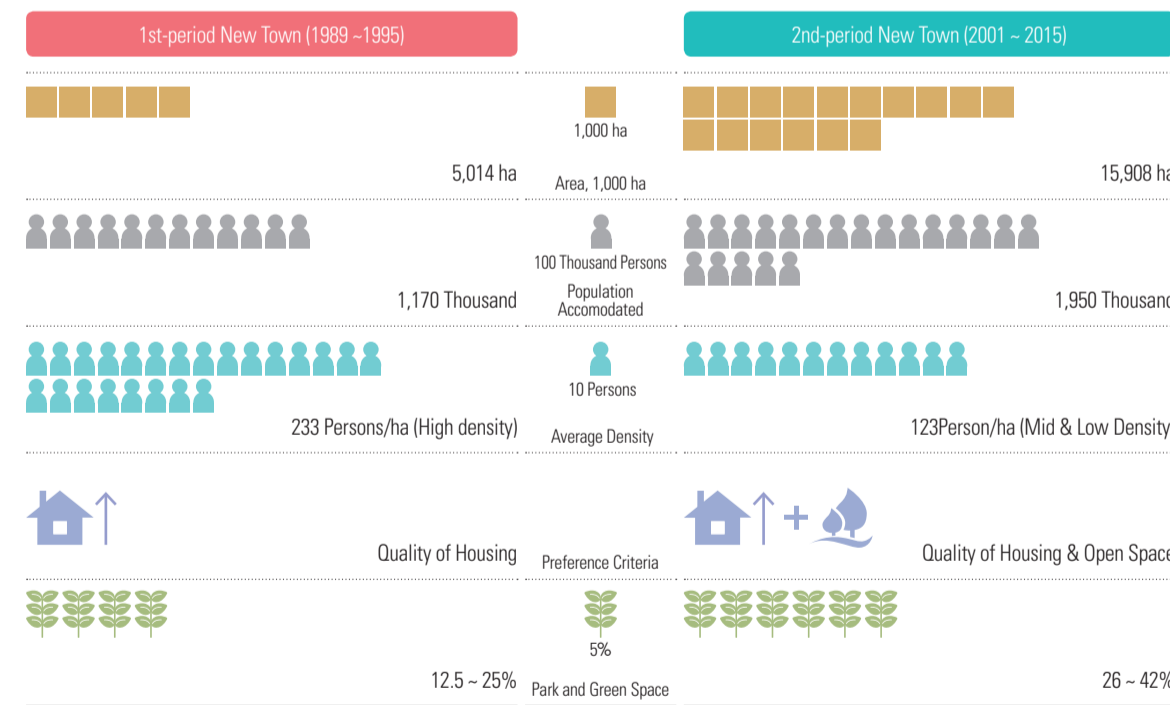


Sanbon



Ministry of Land, Infrastructure and Transport (2014)

Comparison of 1st-period and 2nd-period New Town



The construction of new, entirely modern towns in Korea began in earnest after the 1960s. This new town policy was centered upon two goals: first, the development of the national territory and its regions, second, the resolution of urban problems.

During the 1970s, the industrial cities were constructed in maritime regions with the primary goal of promoting heavy chemical industries. The construction of Changwon-si as a newly industrialized city with population of 300,000 led to the use of the term "New Town." In the 1980s

new towns in large cities were constructed in both Mok-dong and Sanggye-dong with primary goal of providing adequate housing. Five new towns in the capital area associated with this First Stage New Town Development were also constructed as a part of a plan to facilitate population dispersion by building two million homes. Daejeon-Dunsan and the Gyeryong area were constructed to facilitate the partial relocation of administrative functions out of Seoul and into the greater metropolitan area. Bundang, Ilseon, Pyeongchon, and Sanbon were all

also First Stage New Towns. By the 1990s, there were many criticisms of these simultaneously developed large-sized new towns, and the policy trend shifted toward the development of small-sized communities that were dispersed through the outer lying areas of major metropolitan communities. Unfortunately, this attempt to redress the problems of First Stage New Towns was hindered by many serious obstacles, not the least of which included the lack of suitable infrastructure. By the turn of the last century,



Pangyo



Gimpo Hangang



Dongtan 1



Paju Unjeong



Wiryu

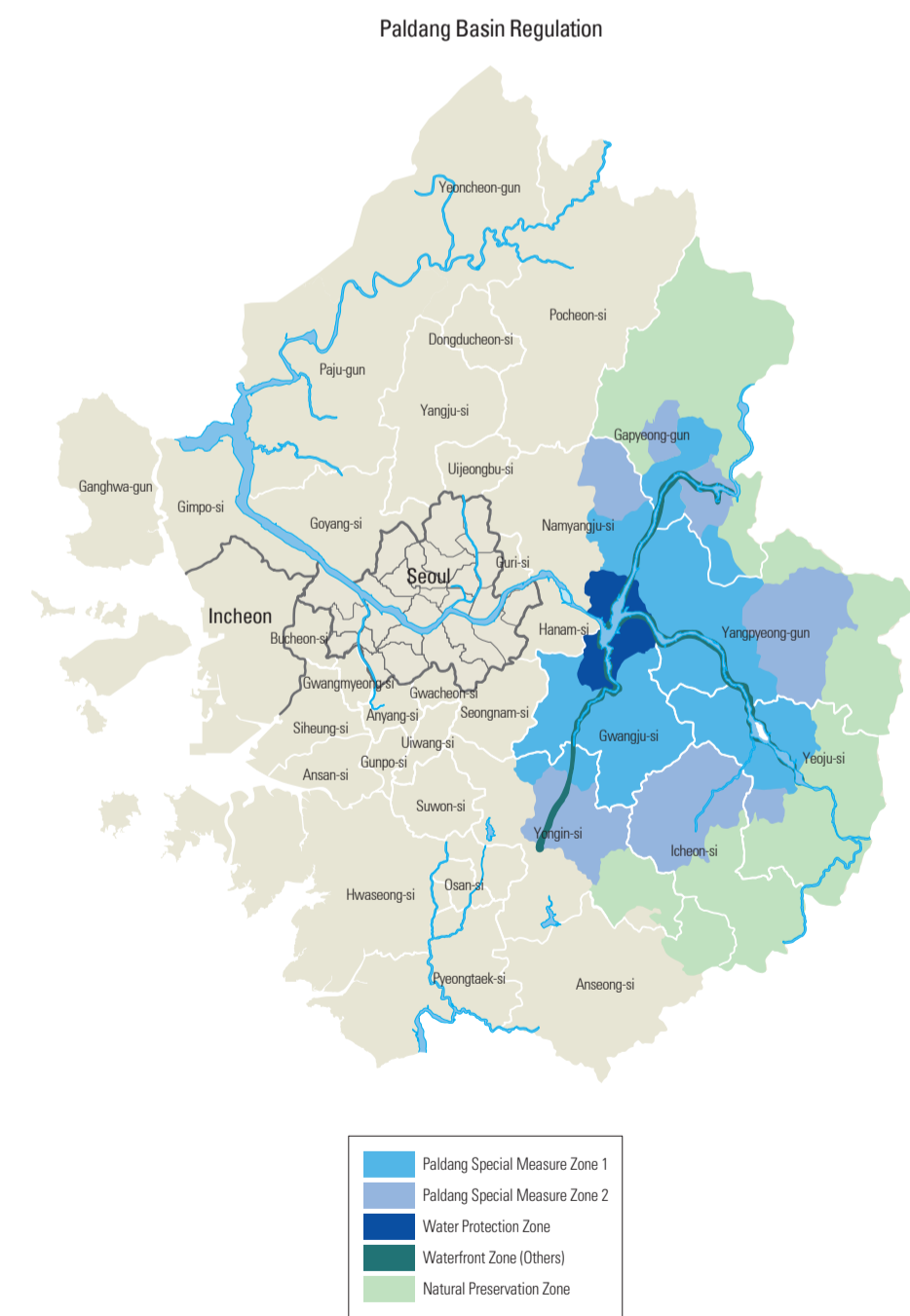
Land Regulation in Gyeonggi-do



Regulation Zone



Regulation of Military Installations Protection Zone



Paldang Basin Regulation



Greenbelt Regulation

Gyeonggi-do (2014)

Second Stage New Towns were constructed according to the concept of planned cities. The goal of these was to redress the problems created by the past approach to development and to supplant the smaller-sized dispersed development model with a more idealized model. Pangyo, Dongtan, Gimpo Hangang, Paju Unjeong, Yangju, Wiryu, Godeok, Geomdan, Asan, and Daejeon-Doan are all examples of planned cities.

The Regional Regulation portion of the Seoul Metropolitan Readjustment Plan divided Seoul into three regions: an overpopulation control area,

an urban growth management area, and a nature conservation area. Among the regulations included in the Readjustment Plan are the prohibition of new

large company complexes, the prohibition of new large universities, restriction on large development projects, and stricter regulation of existing

industrial sites.