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Figure 8.24 Lujiazui: transportation links.

Oriental (or Eastern) Pearl Television Tower. An underground pedestrian network would unite these three parts of Lujiazui. A central avenue would link the waterfront and the central park. The major transportation interchange would also be located on the central avenue.

Today the road network consists of two major components: the central avenue and a ring road. The central avenue is the powerful coordinating element of Lujiazui. It is a two-way arterial boulevard, consisting of eight lanes and includes a road divider planted with grass and trees, and with a continuous water feature along it. Not only is the avenue to be the major road transportation route but also a visual corridor linking the three sub-districts of Lujiazui. It has grade-separated interchanges connecting it to the

roads that serve the interiors of the sub-districts. The ring road has six lanes and bounds the central area of Lujiazui (Figure 8.24).

The most visible landmark of Lujiazui is the Oriental Pearl Tower, an over 400-metre (1260-foot) high spire. Symbolizing the resurrection of Shanghai as a leading player in world trade, the tower is comprised of 11 red spheres – two large ones and nine smaller ones of up to 50 metres in diameter supported on 9-metre diameter columns. The Shanghai World Financial Center (Shi Mao) was planned by Kohn Pederson Fox to be 488 metres in height topping the Petronas Towers in Kuala Lumpur. Construction on the building was started in 1997 but Asia's economic crisis halted work on it. Concerns about terrorist activity notwithstanding, the Mori Building Company of Tokyo has (at