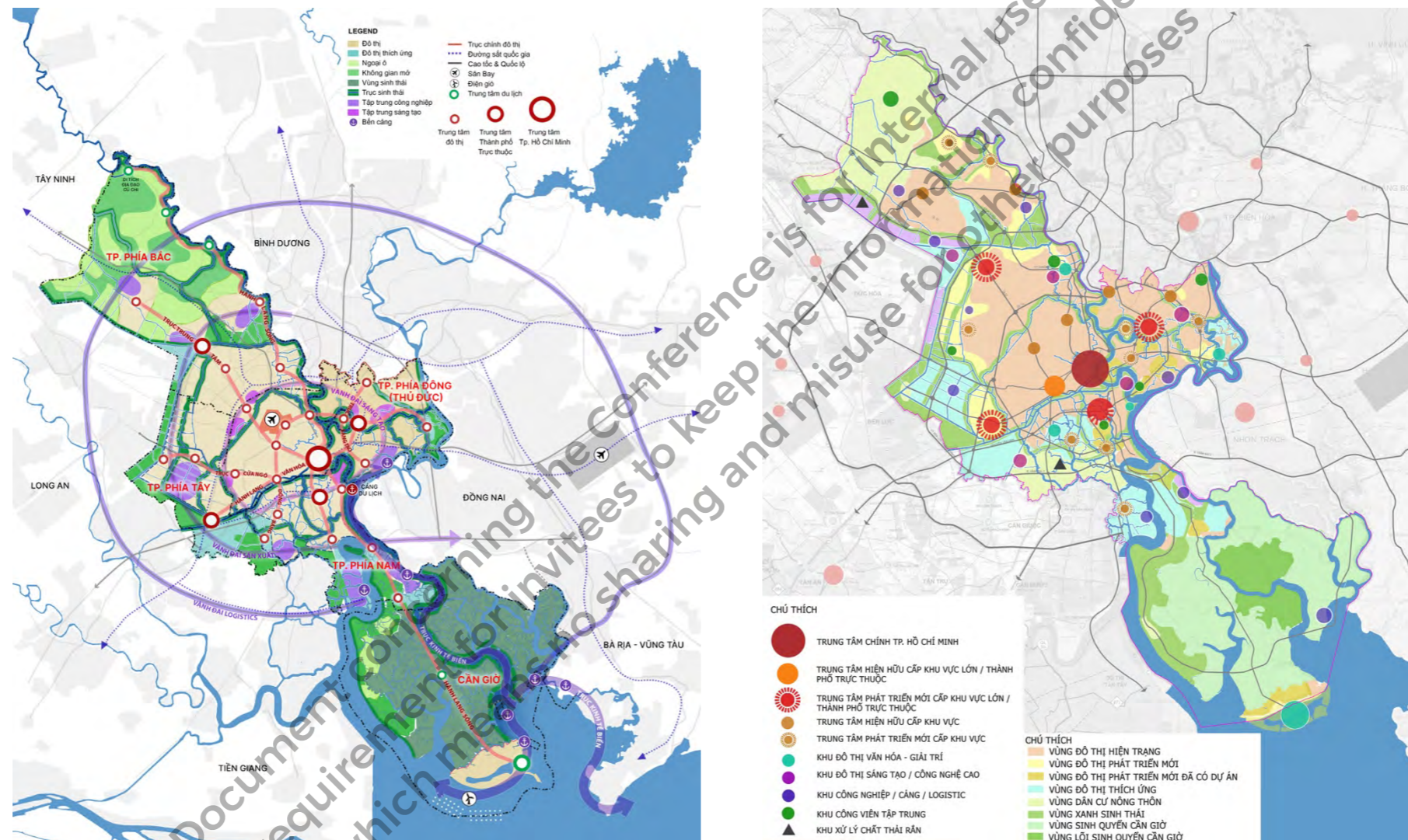


Ho Chi Minh City's Master Planning Revision 2040 vision to 2060

A polycentric city with ecological spatial diversity, Converging resources and urban quintessence by the Saigon River and 4 development axes, Spreading economic opportunities along 3 ring belts and maritime economic corridors



November 2023

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REPORT CONTENT:

- I- Review the approved planning contents and the planning implementation situation**
- II- Inter-regional, national and international relationships - promoting the role and position of Ho Chi Minh City**
- III- Population projection**
- IV- Urban spatial development orientation and urban design**
- V- Orientation for technical infrastructure planning and climate change responses**

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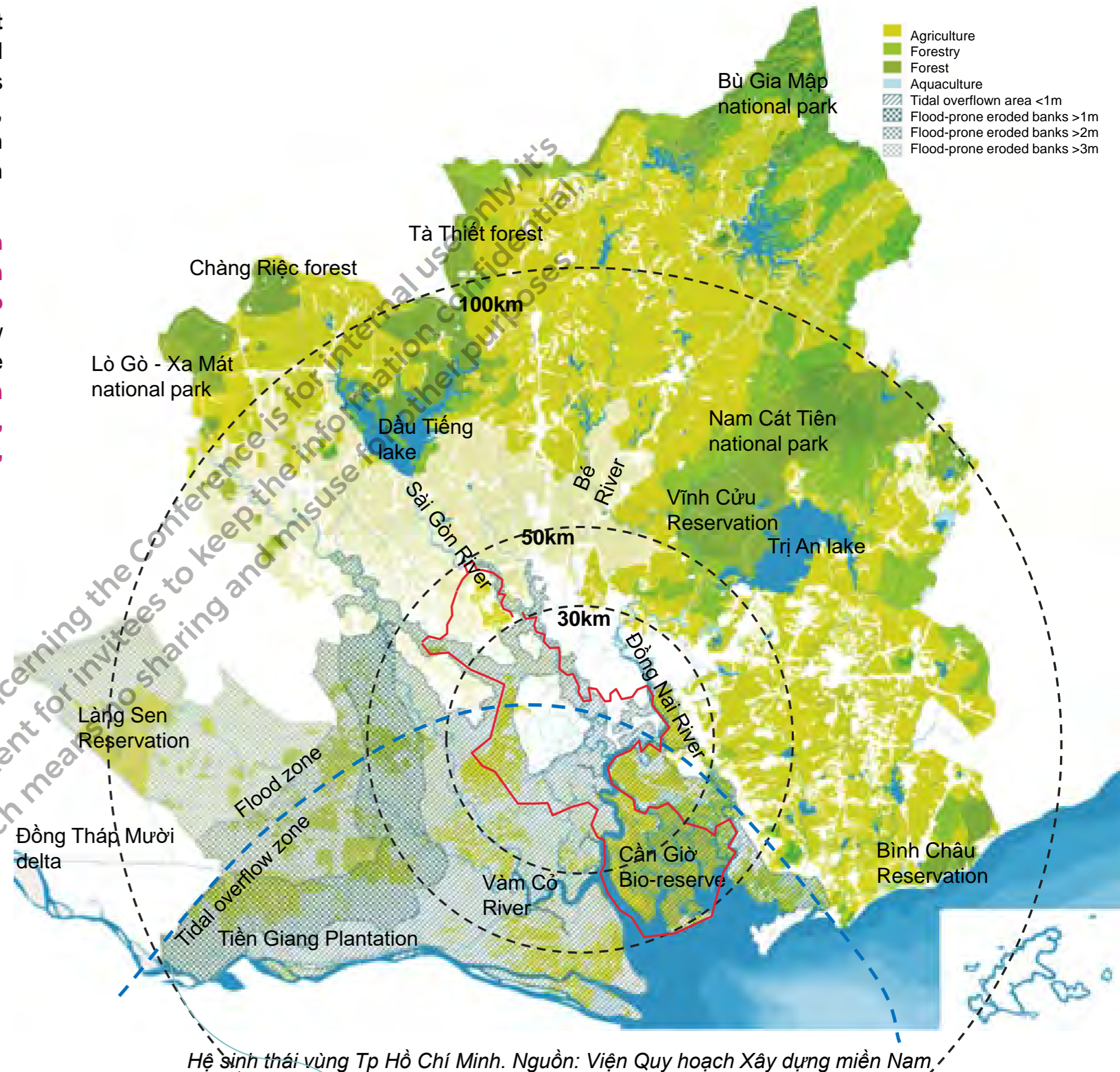


- (1) Development model: Current Polycentric city Models is infeasible;
- (2) Development Orientation: Strong development towards the Southwest (different from projected), East and South; Development toward the North-West is not as expected.
- (3) Scale of urban built areas: In the period of 2007 - 2019, the area of urban construction land increased by about 13,900ha - only nearly 50% of the total planned land area is expected to increase in the period of 2007 - 2019);
- (4) Population growth and distribution: Population increased corresponding to the planning projection, however, the population's distribution is different from the orientation: strongly distributed in the Southwest (150%) and decreasingly in the Central
- (5) Some new urban developments planned on existing residential areas are difficult to implement, causing great impacts on people's lives;
- (6) Large-scale mono-functional areas have not been feasible either because of either in-appropriation to the urban operational structure or finance issues (applied to urban parks and public building projects);
- (7) Transport connection: The urban main road network and inter-regional connections are slowly implemented. Many urban trunk roads are planned on the basis of expanding existing roads with dense population and built fabric along sides, causing difficulties in the implementations. Besides, there is the lack of comprehensive hierarchical movement network where collective road and local streets are not well connected and support the overloaded main urban trunk roads.
- (8) The issue of climate change has not been mentioned; The existing Master Plan allocates some developments into flood prone without clarifying the appropriate development models to ensure flood discharge and ecological connectivity;
- (9) Water supply: low loss rate; the target achieved is lower than planned (114/ 200 liters/person/day-night);
- (10) Power supply: Meets quantitative development requirements, but lacks clean electricity;
- (11) Wastewater drainage: only 3/12 basins have invested in wastewater treatment plants, treated 6.5% wastewater planned by 2025;
- (12) Solid waste treatment: Landfill technology causes air and smell pollution, negatively affecting urban areas;
- (13) Cemetery: well complies with the planning orientation

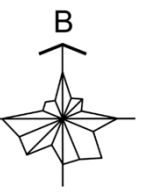
2.1- REGIONAL LINKS: Ho Chi Minh City is the confluence of ecosystems & main rivers

Ho Chi Minh City is located at the transition point between different ecosystems and topographical areas with various flood risks: mountainous forest areas in the northeast and low-lying plains in the southwest, between the high upstream area in the north of the Saigon River and the mangrove forest area in the south in Can Gio, where two major rivers flow into the sea.

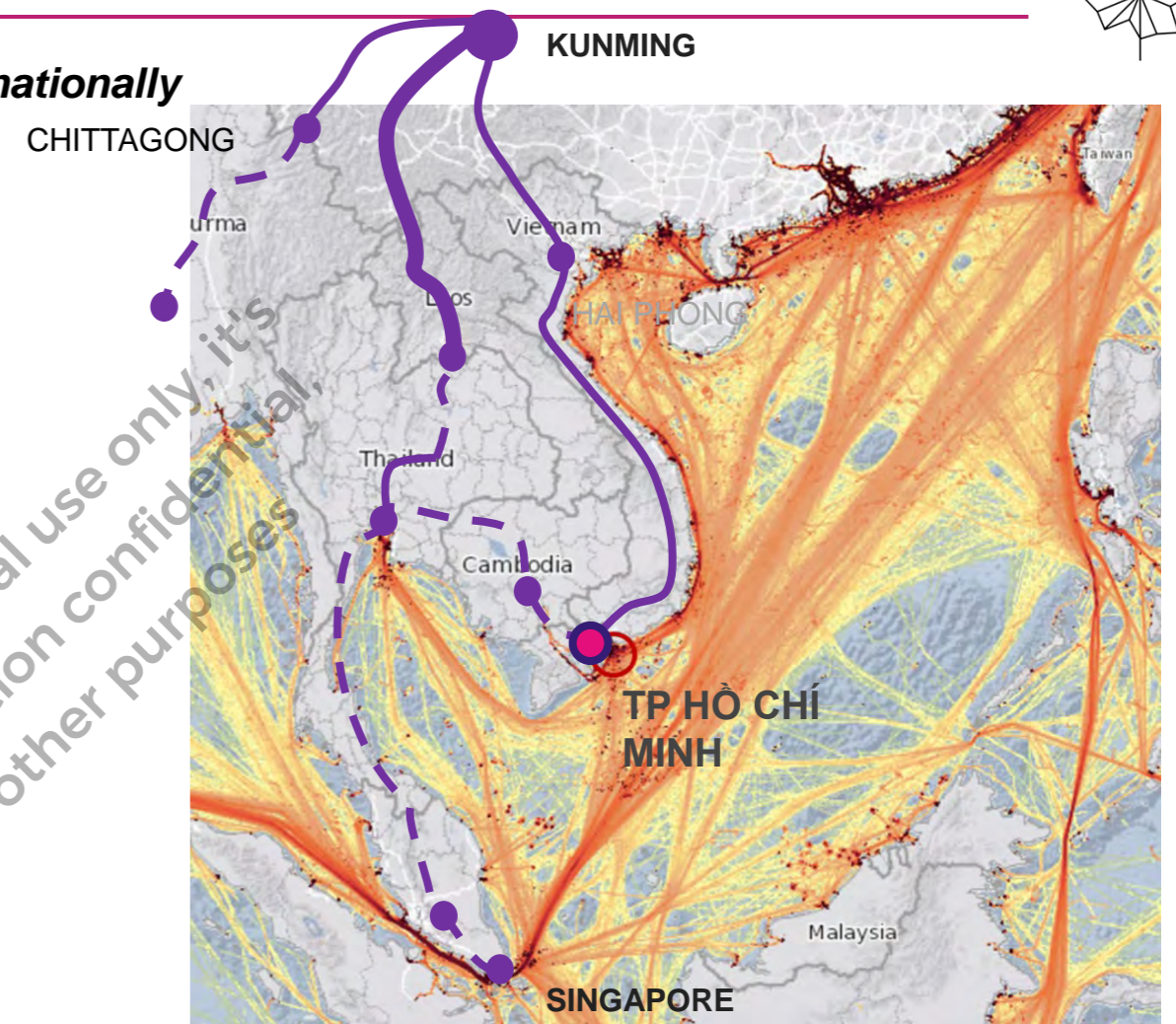
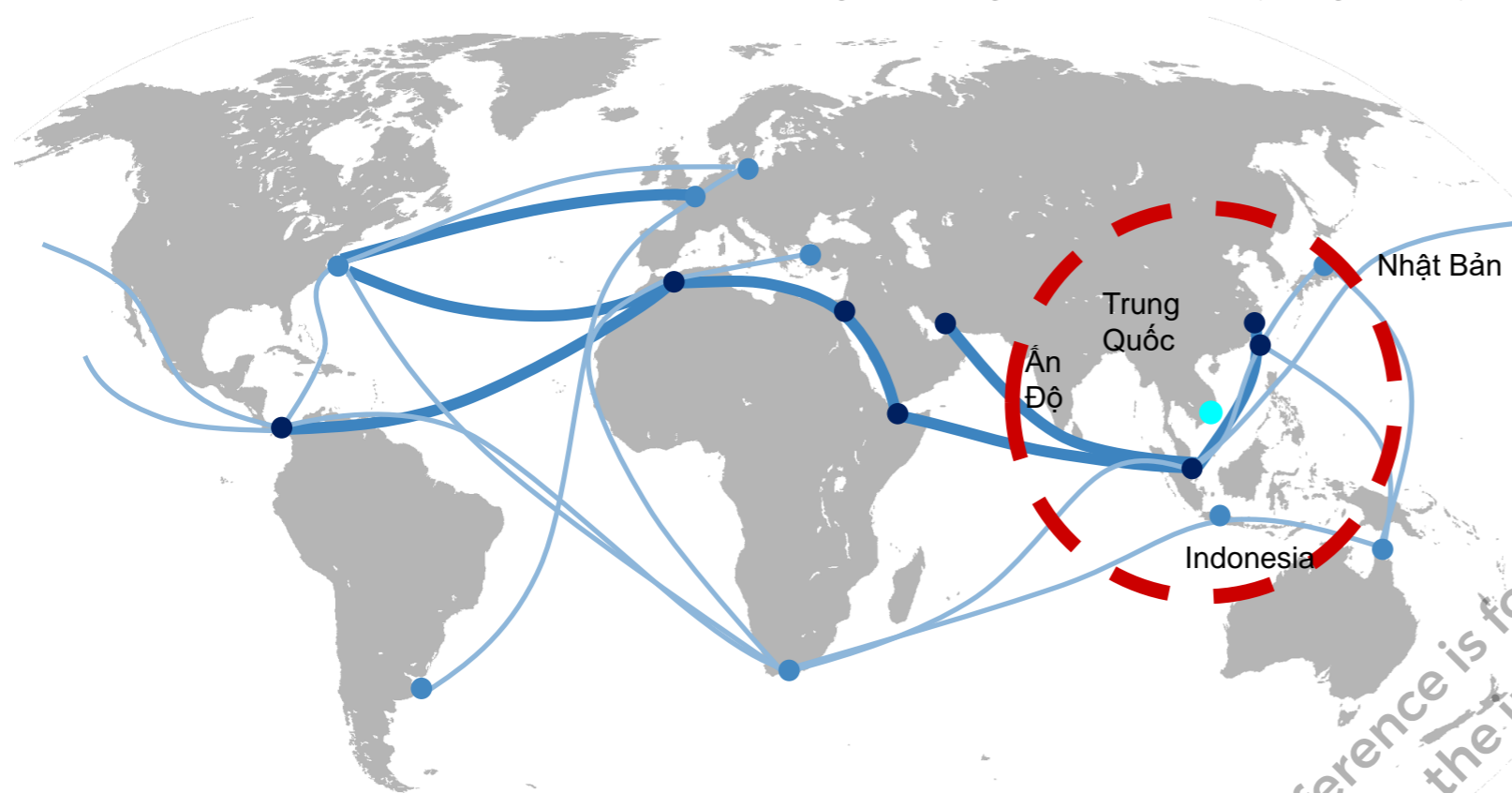
With its important position in the ecosystem, **Ho Chi Minh City must play a role as a connecting point between ecological areas, serving as a natural buffer to regulate the flow of water:** the upstream floodwaters flow down, seawater rises, and rain pours from the sky. At the same time, it should serve as **a model for urban development suitable for ecological characteristics, diverse landscapes, and adaptive to climate change, especially in low-lying areas.**



2.2- REGIONAL LINKS: Ho Chi Minh City is the economic center and logistic gateway of the region and the country



Motivation: favorable location for shipping and logistics not only regionally and internationally



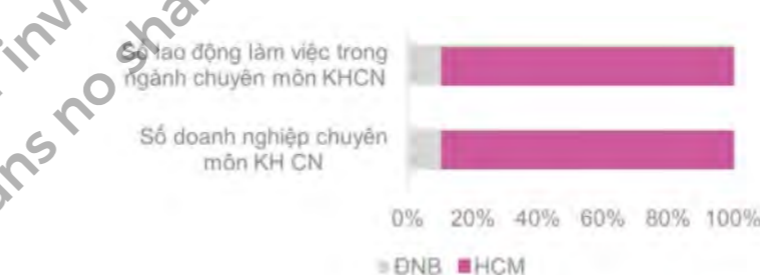
With its strategic location and favorable conditions for production, consumption, and maritime transport, while also serving as a logistics gateway for the region and the country, the role of Ho Chi Minh City needs to be exploited as an export center and to support the comprehensive planning of the national port, expanding the port of Ho Chi Minh City through infrastructure provision. The logistics potential helps to strengthen its role as an international maritime center, serving the Southeast Asian continental region. By combining multi-modal logistics, it connects highways and railways to Cambodia and Thailand.

Ho Chi Minh City has an advantage in the quality of its workforce, especially in the high-tech industry. Ho Chi Minh City not only revitalizes the industrial sector but also drives the main economic forces:

- Hub service: connecting regional and international business centers
- Trade and services: service infrastructure
- Real estate: improving urban quality and increasing supply

=> Ho Chi Minh City needs to be planned as an economic center of the region, an investment attraction center, a startup center, a center for science and technology, and a key tourist destination in the region.

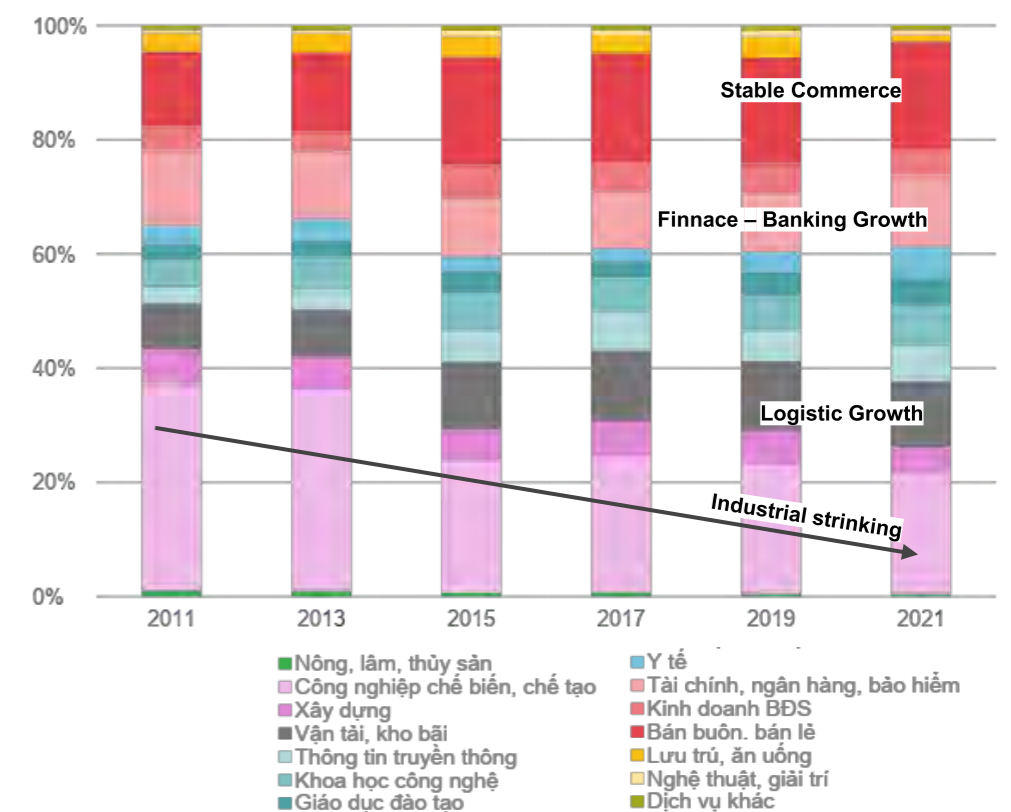
68% The region's workforce and businesses with expertise in science and technology are concentrated in Ho Chi Minh City



96% (2021) Tourism revenue of the Southeast region is contributed by Ho Chi Minh City



Industries ratio toward HCMC GRDP



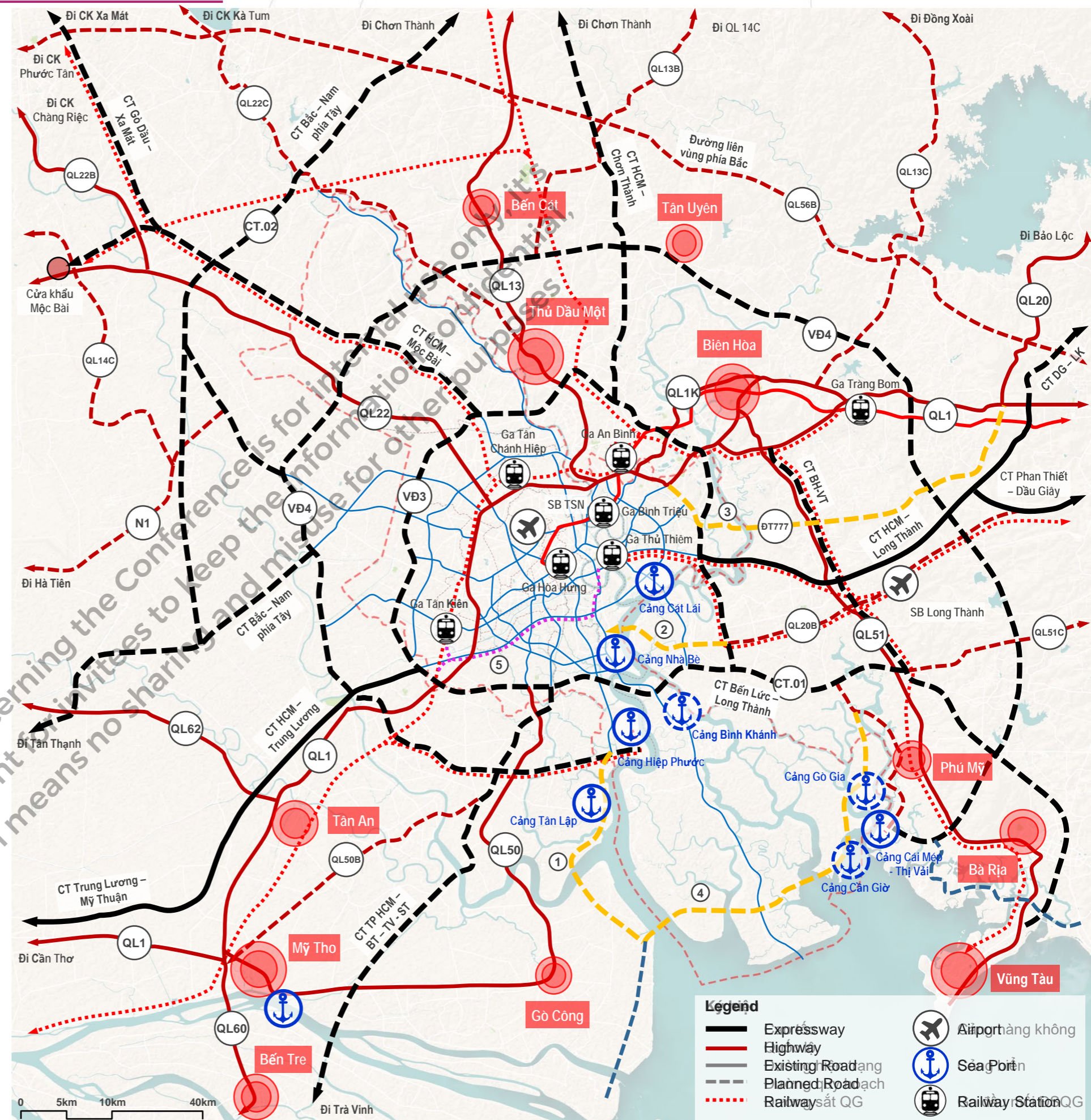
2.3. REGIONAL LINKS: Increase regional traffic links to promote the central position of Ho Chi Minh City

Road:

1. Extending the dynamic axis to the South, parallel to National Highway 50, and connecting to the coastal road in Tien Giang according to the National road network plan
2. Adding a connection to Long Thanh Airport from the center of Ho Chi Minh City to Phu My 2 Bridge.
3. Supplementing the connection to the East, Dong Nai (DT777) to National Highway 20 to reduce the load on National Highway 1 and the Long Thanh - Dau Giay expressway.
4. Connecting the coastal road from Go Cong (Tien Giang) through the Soai Rap estuary to Can Gio, and extending to the Ben Luc - Long Thanh expressway (Dong Nai) via the road to Phuoc An port to support the planned seaport clusters in Can Gio..

Railway:

5. Connecting the Ho Chi Minh City - Can Tho railway with the Ho Chi Minh City - Nha Trang railway through the elevated section along Nguyen Van Linh Street, Highway Hanoi - Ring Road 2. In the future, the route from Hoa Hung - Binh Trieu - An Binh will be converted into an urban railway.



THREE PROPOSALS FOR THE CITY DEVELOPMENT VISION:

Vision

1- CONFLUENCE CITY

Where nature harmonizes, talents converge & opportunities spread

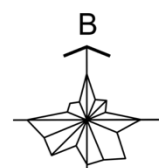
CONFLUENCE CITY

A city full of vitality, where nature, opportunities, and conveniences spread to every living space within a 15-20 minute radius.

A place where businesses, entrepreneurs, and tourists can connect from the seaport, airport to the mangrove forest within 15-20 minutes.

2- DYNAMIC CITY, CONVERGENCE, AND SPREAD

3- Ho Chi Minh City develops on par with major cities worldwide, becoming the economic, financial, and service center of Asia; It is an attractive global destination; with distinctive economic and cultural development, a high quality of residents' life; the nucleus of HCMC and the Southeast region, and the driving force of the whole country's growth; magnet for international financial institutions and economic conglomerates. (NQ 31-NQ/TW)



CONFLUENCE

HO CHI MINH CITY DEVELOPMENT VISION TO BECOME
CONVERGING REGION AND SPREADING STRENGTH
NATURE, CULTURE, SOCIAL AND ECONOMIC

STRATEGY
ORIENTATIO
NS

STRATEGIE
S

ECOLOGY CONFLUENCE

Confluence the nature power, Promote Sustainable Development and Adaptability

Reclaim space, restore, and connect the entire regional ecosystem and green infrastructure.

Leverage the power of nature as a foundation for development

Enhance ecological characteristics in urban design space.

CONVERGING ELITE

Confluence talent and human resources, create a bustling and unique metropolis, an attractive destination and living environment for citizens.

Provide urban space for living and working for the working population

Provide living and working space for certain elite groups and entrepreneurs.

Establish modern business districts, integrated with regional transportation systems and international gateways, to attract businesses based on specific value chain themes.

SPREADING OPPORTUNITIES

Confluence the economic strength of the entire region, becoming an international trading and innovative economic center, flexible to seize every opportunity.

Enhance regional connectivity to expand the hinterland, affirming the role of the regional center

Directly connect the city's industrial zones to strategic international logistics locations, tightly integrating with the global supply chain while restructuring the industrial land fund in the inner city to capitalize on every opportunity for the economic transformation of higher value.

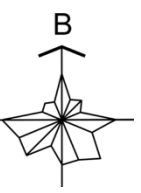
Create specific breakthroughs for suburban centers to act as a driving force in attracting resources for the entire region, positioning the city as a conductor.

ENVIRONMENT

SOCIAL

ECONOMIC

3.2- CITY POPULATION FORECAST HO CHI MINH CITY



=> **The proposed selected option is option 1 - the low option:**

The forecasted population growth rate tends to decrease compared to the growth rate in the previous period:

✓ Taking into account the impact of Covid on the city's population scale

✓ The city's orientation towards restructuring the economy towards the digital economy, knowledge economy, reducing labor-intensive industries; policies to attract high-quality, highly educated population instead of attracting a large influx of immigrants as in previous periods.

✓ In line with the direction and forecast of the General Planning of the City according to Decision 528

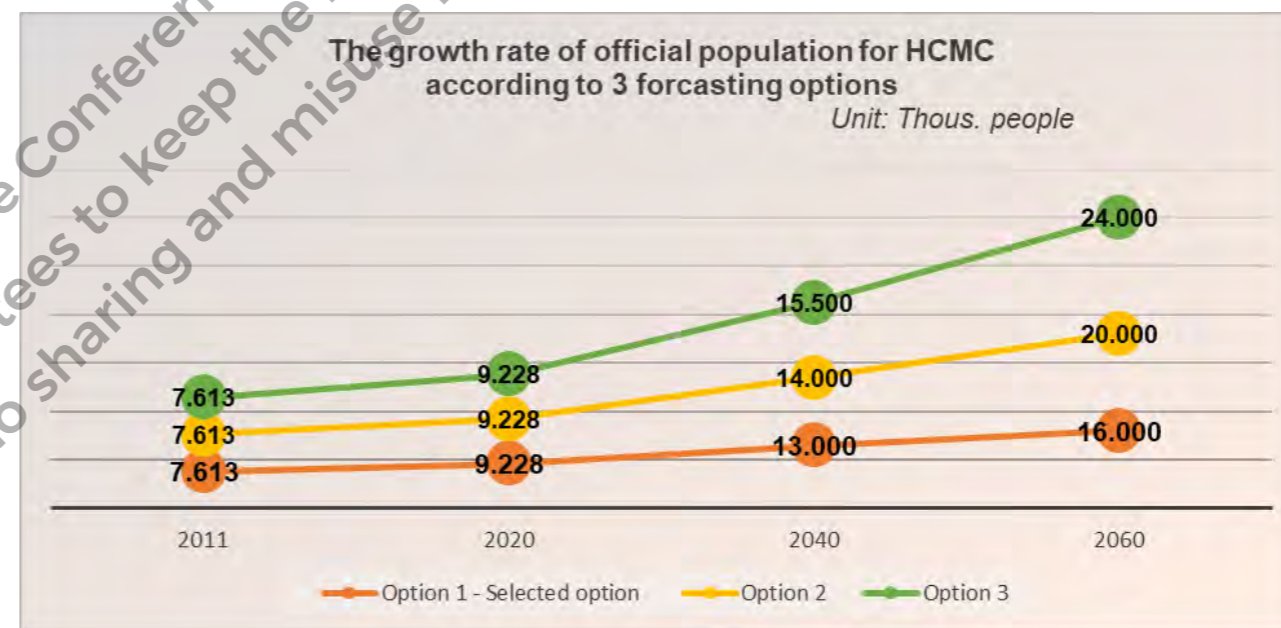
=> **The official population scale of the city by 2040 is about 13.0 million people; by 2060, it is about 16.0 million people.**

- The natural population growth rate is maintained at the average level of the pre-Covid period (about 0.75 - 0.85%)
- The mechanical population growth rate gradually decreases due to the policy of not attracting a large influx of immigrants, reaching a balance by 2060.
- The unofficial population accounts for about 15 - 25% of the total population of the city.
- The converted population accounts for about 6 - 7% of the total population of the city.

=> **The total population of the city by 2040 is about 17.6 million people; by 2060, it is about 23.0 million.**

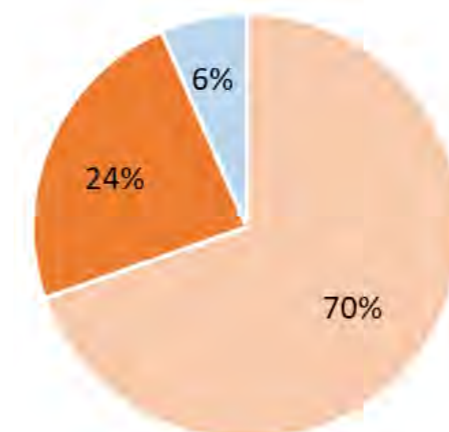
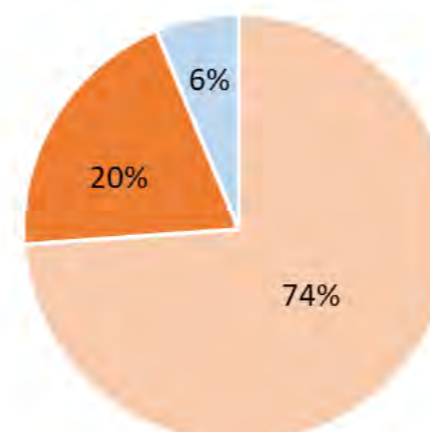
Board. City population forecasting plans. Ho Chi Minh until 2060
Unit: thousand people

No.	Content	Population existence				Population forecasting					
						Option 1 - Selected option		Option 2		Option 3	
		2011	2020	2021	2022	2040	2060	2040	2060	2040	2060
	Total population		13.128		12.067	17.600	23.000	20.000	25.000	22.500	30.000
	Calculated Population		11.828		11.067	16.500	21.500	18.500	23.400	20.900	28.400
1	Population in official statistic	7.613	9.228	9.167	9.367	13.000	16.000	14.000	20.000	15.500	24.000
2	Population not counted in official statistic		2.600		1.700	3.500	5.500	4.500	3.400	5.400	4.400
3	Converted population (from tourists, inter-provincial labours...)		1.300		1.000	1.100	1.500	1.500	1.600	1.600	1.600



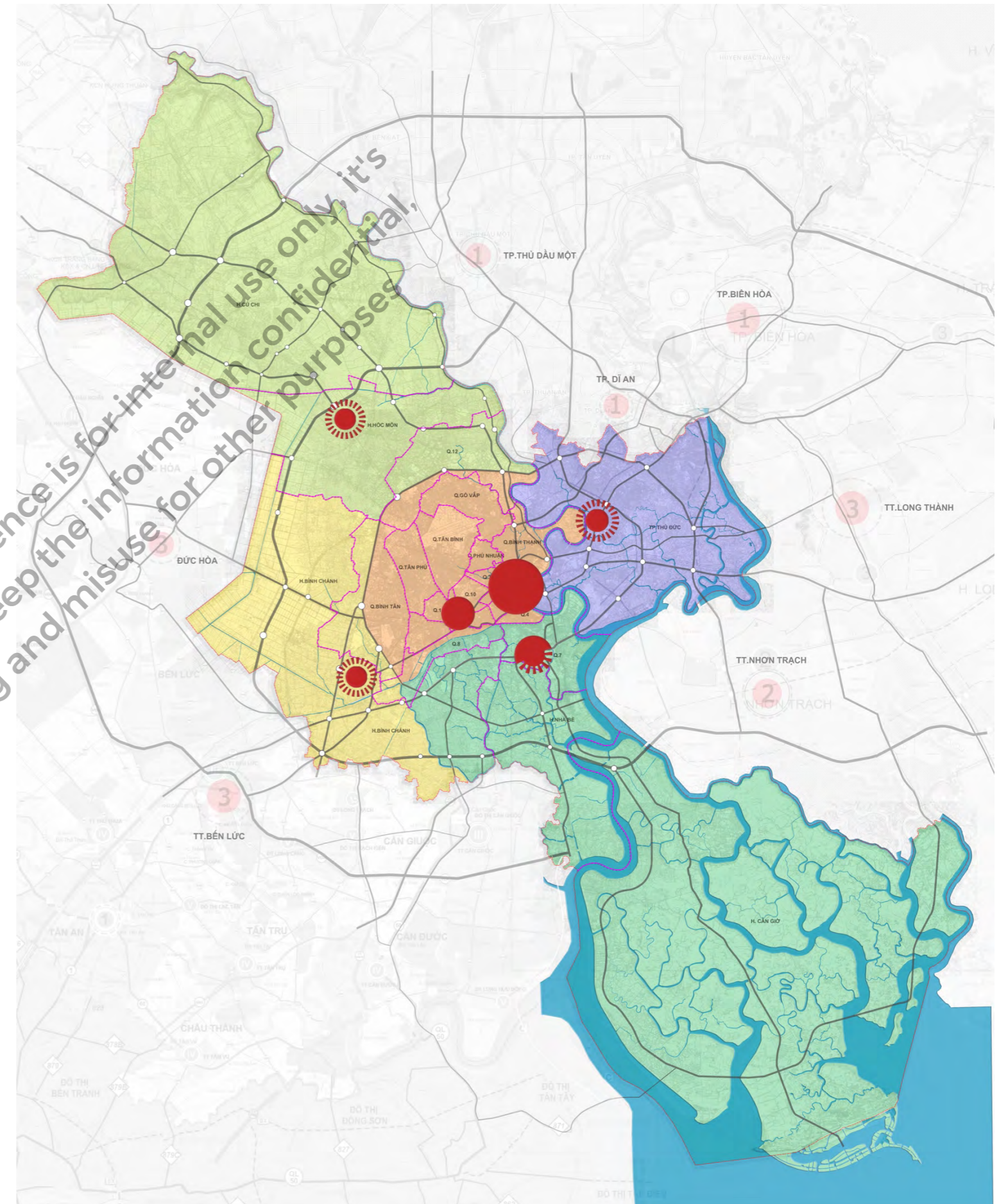
Population structure of Ho Chi Minh City according to three population factors - 2040

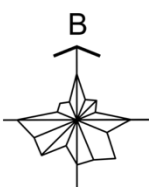
Population structure of Ho Chi Minh City according to three population factors - 2060



- Population in official statistic
- Population not counted in official statistic
- Converted population (from tourists, inter-provincial labours...)

*) The Northern City Center is: Bắc Hóc Môn area, Nam Củ Chi - conveniently accessible to Ring Road 3, National Road (QL) 22 and Moc Bai - Ho Chi Minh City expressway.



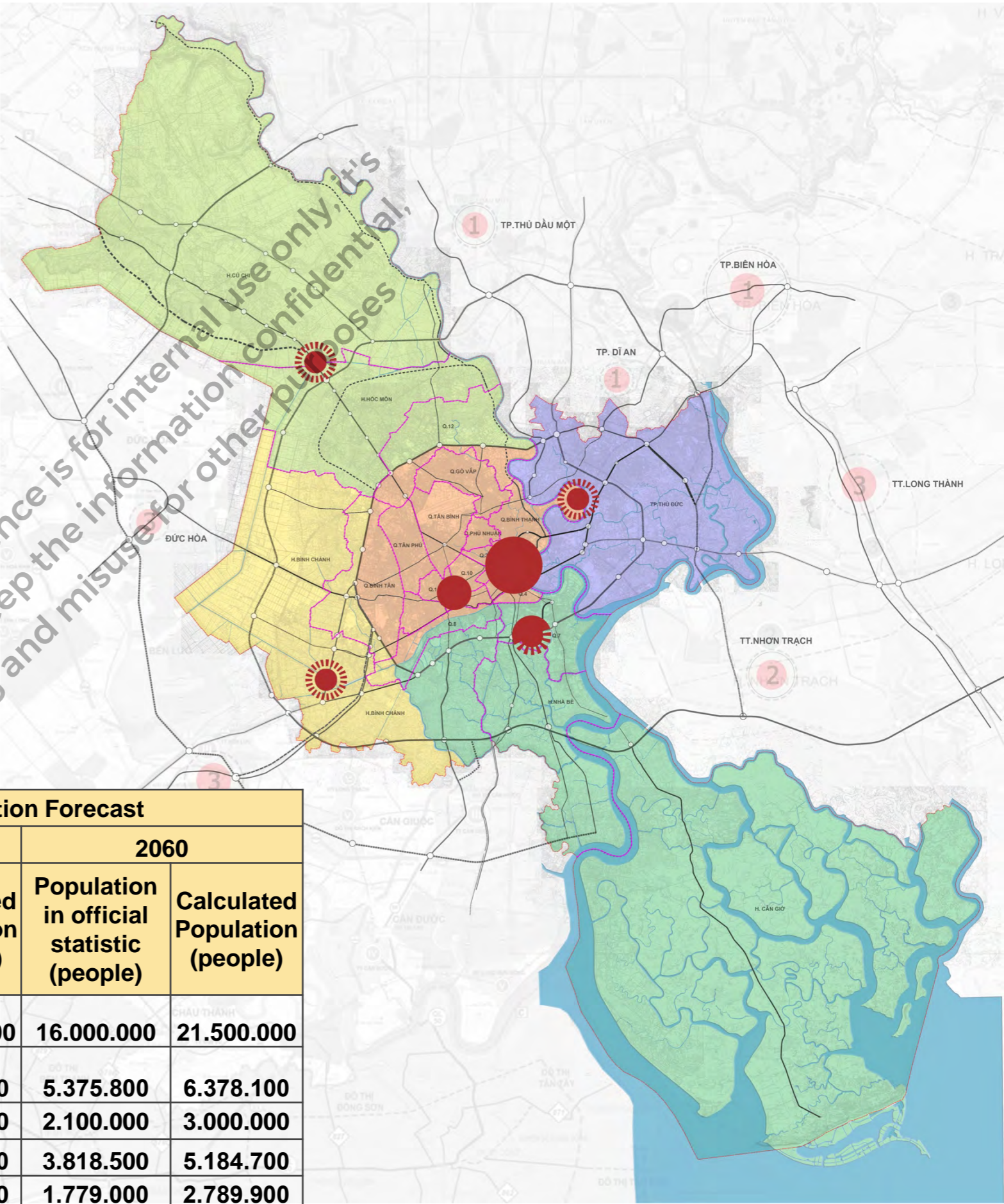


4 - Western City - with a population scale of about 2-3 million people: Industrial urban area, commercial services, technology and healthcare services, pharmaceutical biochemistry center, education and training...

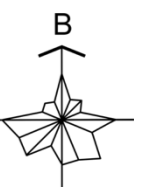
*) The Western City Center is organized in the Tân Kiên area and vicinity.

5 - Southern City - with a population scale of about 3-4 million people: High-tech urban area, water ecology (adapted to climate change), knowledge-based economy, culture and arts, exhibitions, fairs, entertainment, ecotourism, industry, logistics, maritime economic center...

*) The Southern City Center is organized in the expanded Phú Mỹ Hưng (Saigon South) area, extending south to the central urban area attached to the public park area previously planned for golf course development.



No.	Urban Area	Square (ha)	Existing population		Population Forecast			
			2022		2040		2060	
			Population in official statistic (people)	Calculated Population (people)	Population in official statistic (people)	Calculated Population (people)	Population in official statistic (people)	Calculated Population (people)
	Total		9.367.066	11.723.445	13.000.000	16.500.000	16.000.000	21.500.000
1	Central Urban Area	17.598	4.462.143	5.040.449	5.182.900	6.053.200	5.375.800	6.378.100
2	Thu Duc City	21.159	1.213.664	2.071.490	1.678.200	2.200.000	2.100.000	3.000.000
3	Northern City	57.955	1.587.757	1.868.221	2.591.700	3.272.200	3.818.500	5.184.700
4	Western City	22.757	1.015.234	1.015.234	1.421.780	1.932.000	1.779.000	2.789.900
5	Southern City	89.472	1.088.268	1.728.051	2.125.420	3.042.600	2.926.700	4.147.300

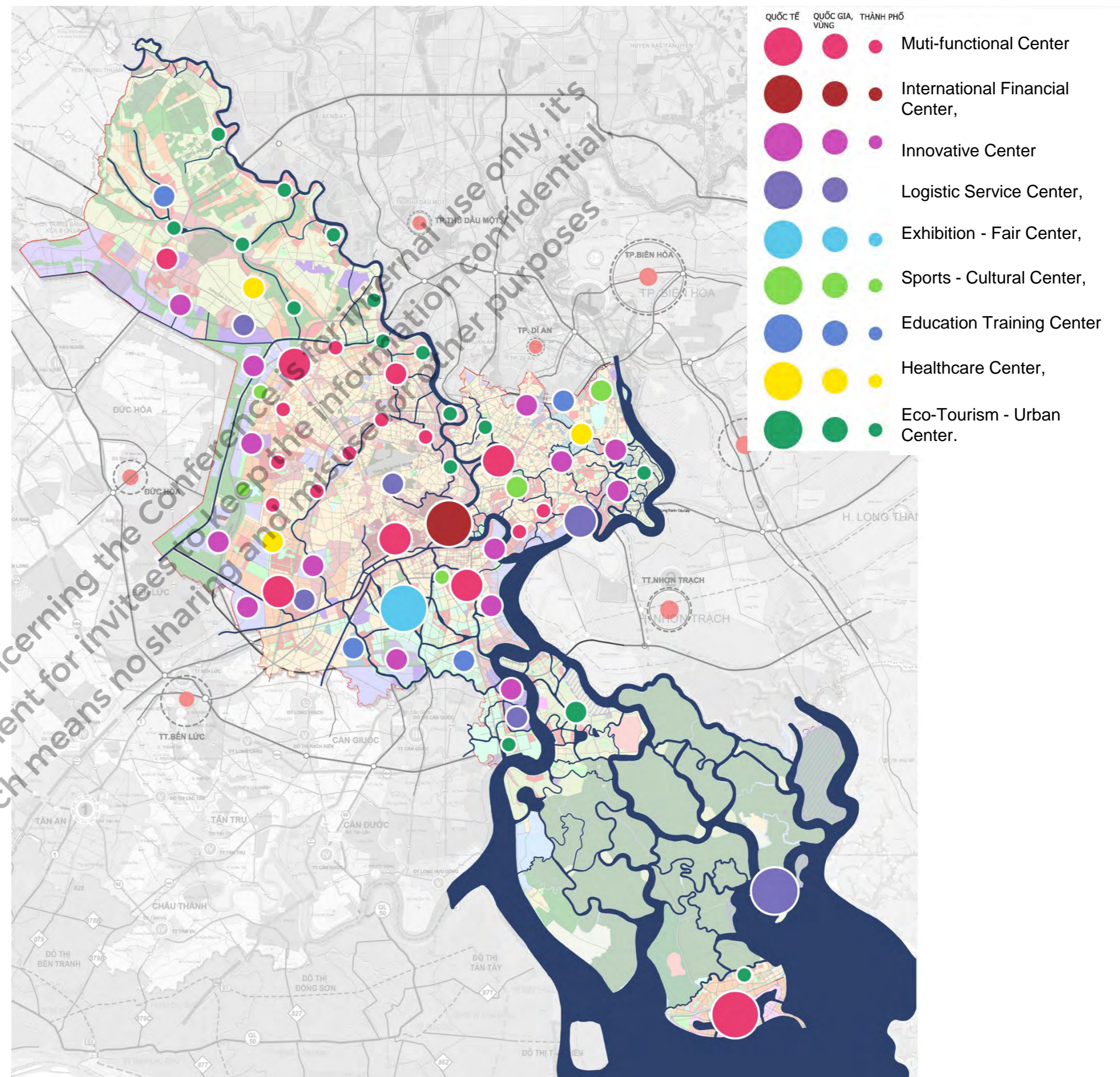


Specialized centers are organized in both the central urban area and other urban areas in the City. Although geographical location, inter-regional relationships and current conditions are different, each urban city is oriented to develop according to the main characteristics of each urban area, but the nature and goals need to be different achieved is that each urban area is a multi-functional urban area that as a whole can meet the needs of high-quality, on-site employment and living environment for a large part of the population, minimizing dependence into the main central area and pendulum traffic demand between areas in the City.

-At the same time, urban areas interact with each other in Ho Chi Minh City to create a diverse, bustling, high-quality and highly efficient socio-economic ecosystem, leading and connecting development of Ho Chi Minh City region as well as surrounding areas (Mekong Delta, Central Highlands, South Central region and the whole country).

- In particular, Thu Thiem, the international transshipment port, and the Can Gio tourism - science and technology urban area are three international centers; Other types of services all aim at high quality, attractiveness to provide services at an international level.

Fig: System of multi and mono functional centers – Maximize roles of regional center



4.5- IDENTIFYING AREAS WITH POTENTIAL FOR ADJUSTMENT TO IMPROVE VALUE AND URBAN DEVELOPMENT

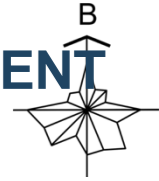


Figure: Current land use status in 2019
(source: Department of Natural Resources and Environment)

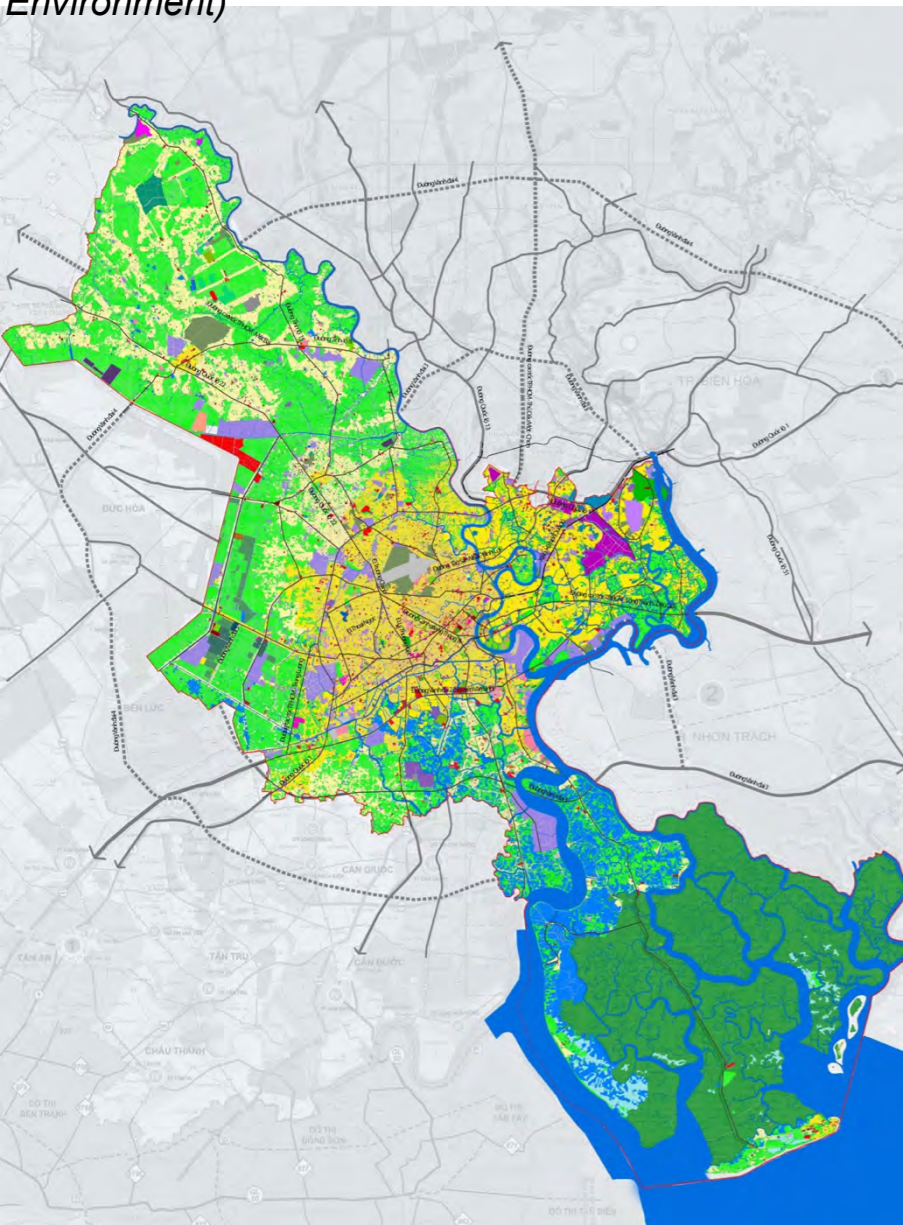
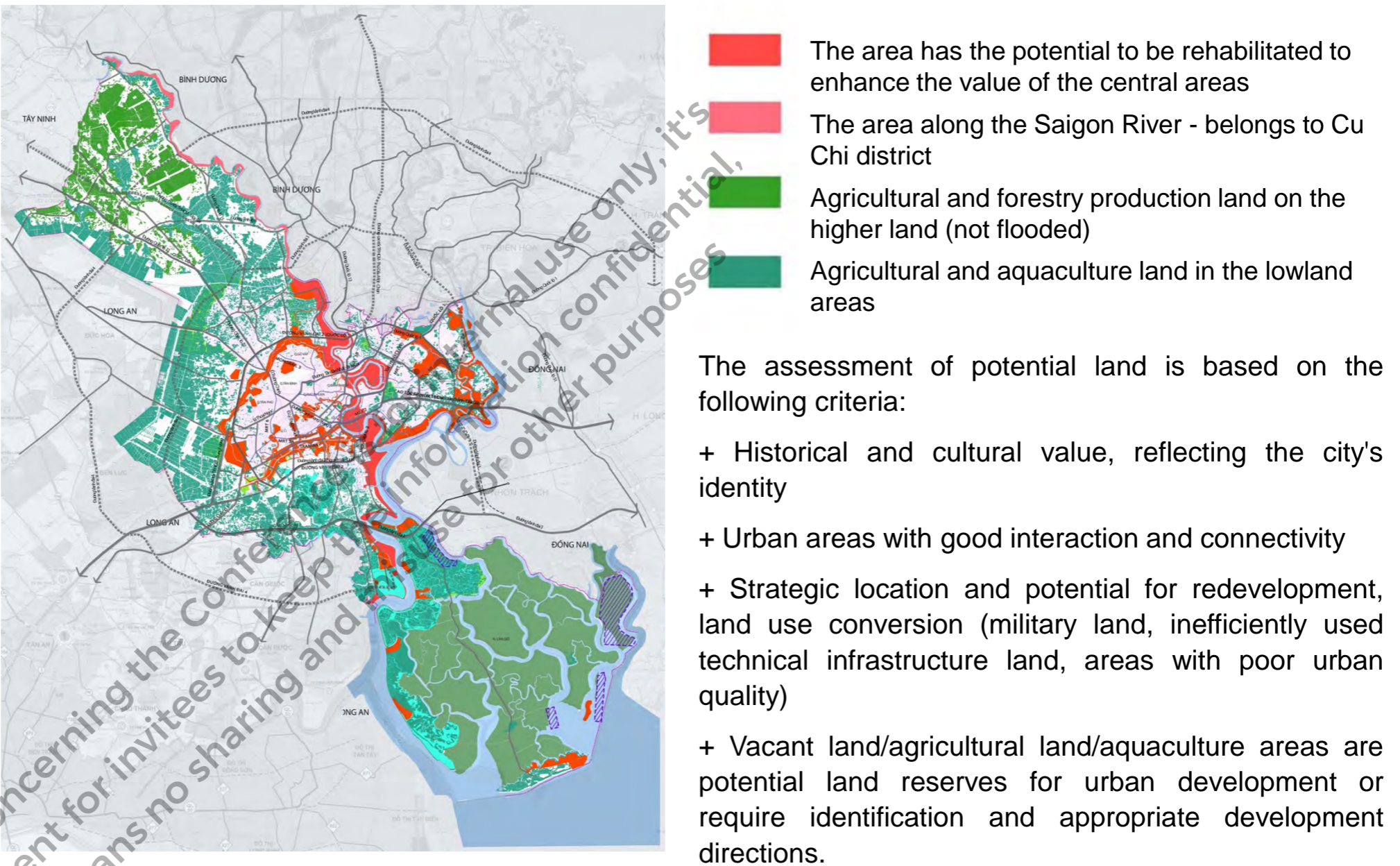


Figure: Identifying potential land funds (for details, see Appendix Assessment of current status and development strategies for district areas)



From the identified potential land map, it can be seen that:

- In the central area, there is limited space to create significant development momentum. However, the land reserves in the central area have much higher value compared to suburban areas, both in terms of financial value and the ability to provide services to a large population in the area. Therefore, appropriate solutions need to be selected to fully utilize the valuable resources in this area (prioritizing the addition of suitable job centers in line with the knowledge-based economy, creative economy, and public green spaces).
- Most land reserves for urban expansion are located in low-lying areas or areas with high ground, but are far from the city center (such as the North Củ Chi area).
- Peripheral areas need to be developed to support the core area, with controlled and coordinated development (to avoid uncontrolled development or uniform spaces without users). In addition, it is necessary to supplement transportation and technical infrastructure to connect key areas to enhance land use efficiency.

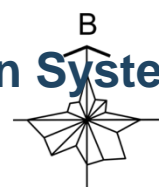


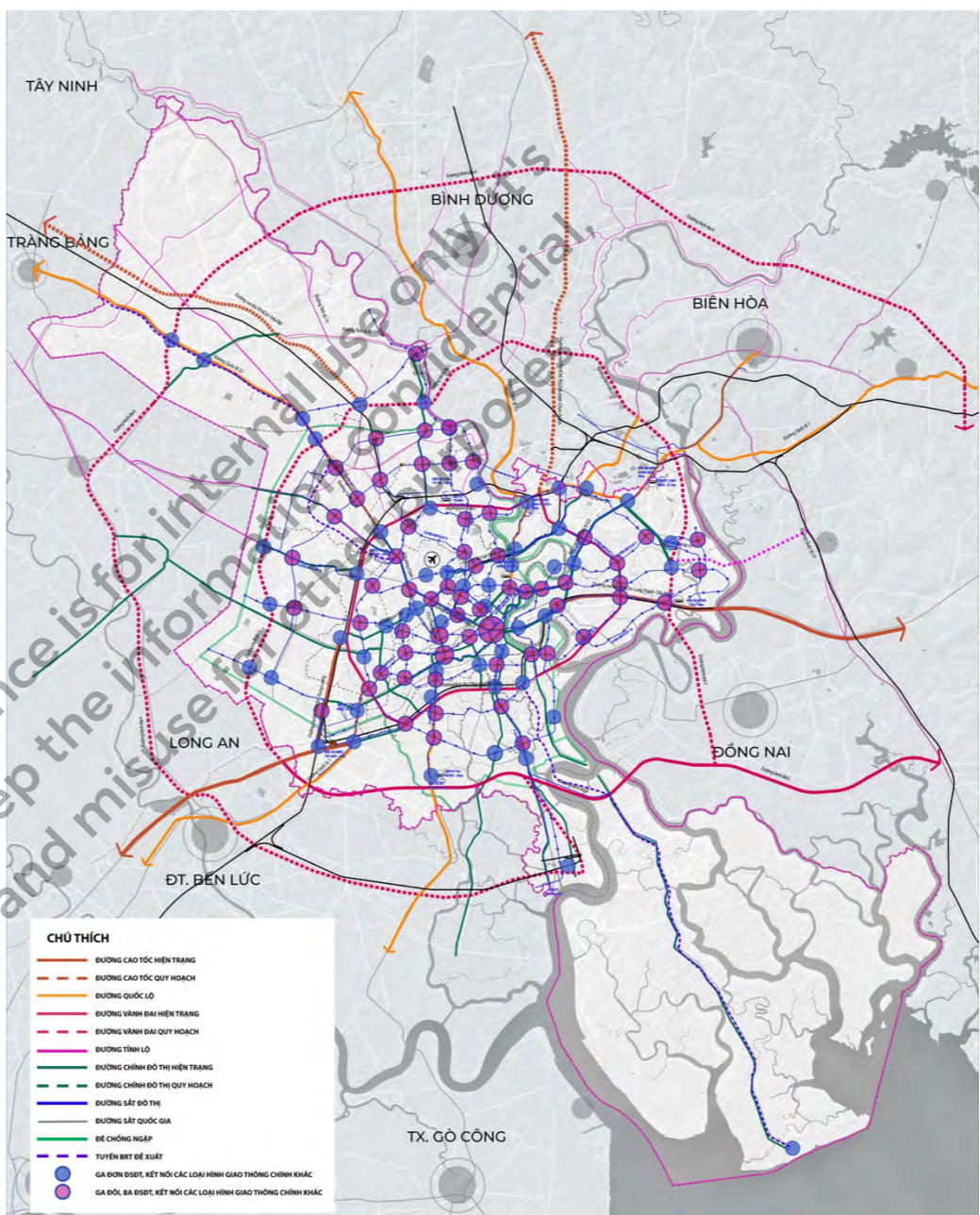
Figure: Organization of a large-scale public transport system

Figure: System of potential TOD points



Legends

- | | | | |
|--|--------------------------------|--|----------------------|
| | Planned national railway lines | | Metro line 7 |
| | Metro line 1 | | Metro line 8 |
| | Metro line 2 | | Metro line 9 |
| | Metro line 3A | | Metro line 10 |
| | Metro line 3B | | Metro line 11 |
| | Metro line 4 | | Tramway/LRT |
| | Metro line 5 | | Inter regional metro |
| | Metro line 6 | | Proposed BRT line |



LEGENDS

- | | |
|--|---|
| | Existing Urban Expressway |
| | Planned Urban Expressway |
| | National Highway |
| | Existing Ring road |
| | Planned Ring road |
| | Provincial Road |
| | Existing Urban main road |
| | Planned Urban main road |
| | Proposed Urban railway lines |
| | Planned national railway lines |
| | Proposed Dike system |
| | Proposed BRT (bus rapid transit) lines |
| | One station of urban railway, connecting other main types of transport |
| | Double stations of urban railways or larger, connecting other main types of transport |

Organize urban development areas according to the TOD model (urban development linked to large-scale public transportation), in areas surrounding the train stations (within a radius of 500m from the train station) that are the intersection points of at least 2 large-scale public transportation lines. In which:

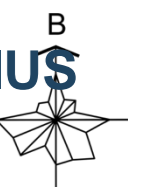
- Maximize the land use efficiency of convenient land reserves converted to suitable forms and functions for the TOD model;
- Encourage redevelopment and improve the land use efficiency of land reserves that already have existing urban functions, but still have potential for redevelopment to exploit the TOD model.

Maximize the diversity of ecological landscape, a spatial framework of urban development :

-

Figure : Spatial planning along the Saigon River – A continuous chain of public open spaces





Organize the City into about 60 living and working basins within a radius of about 5km (15-20 minutes travel):

Figure: Job centers

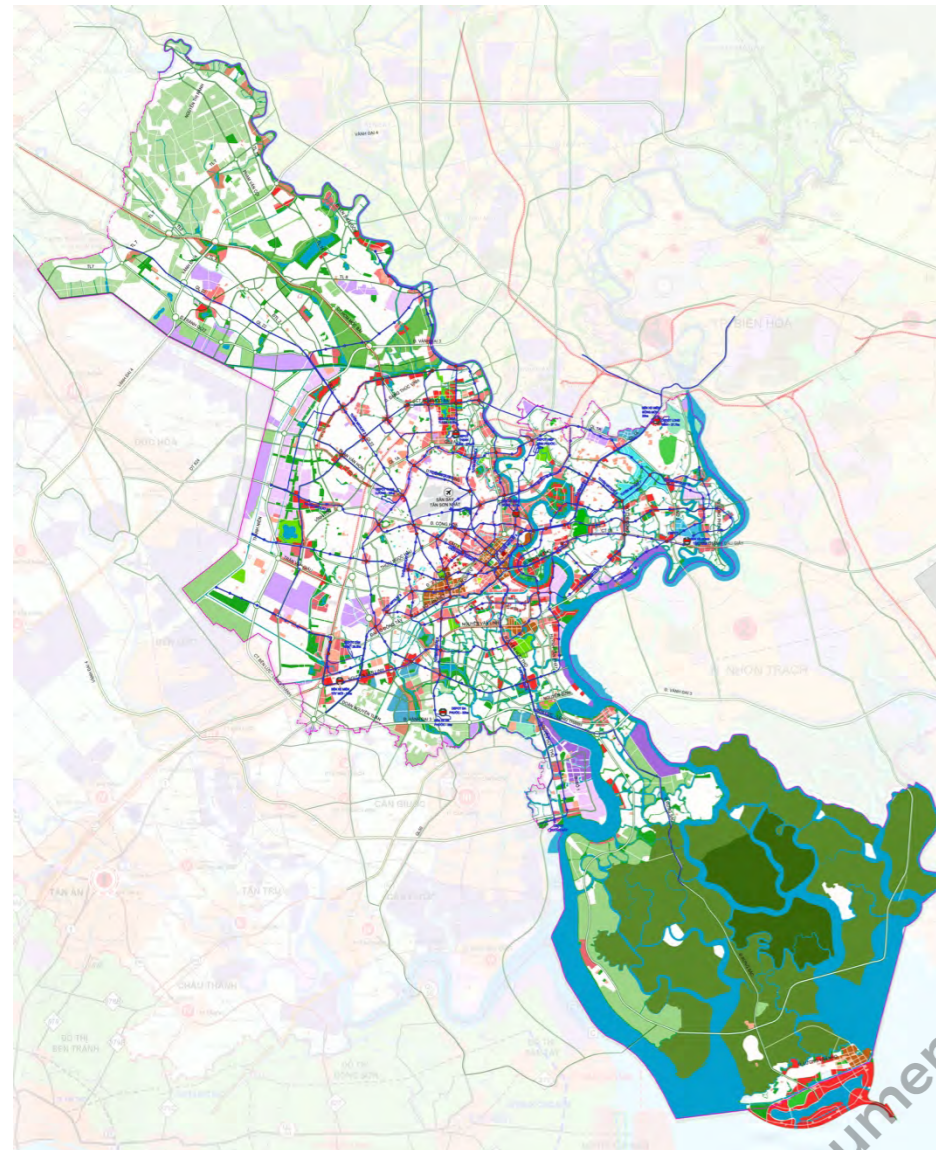


Figure: living and working basins

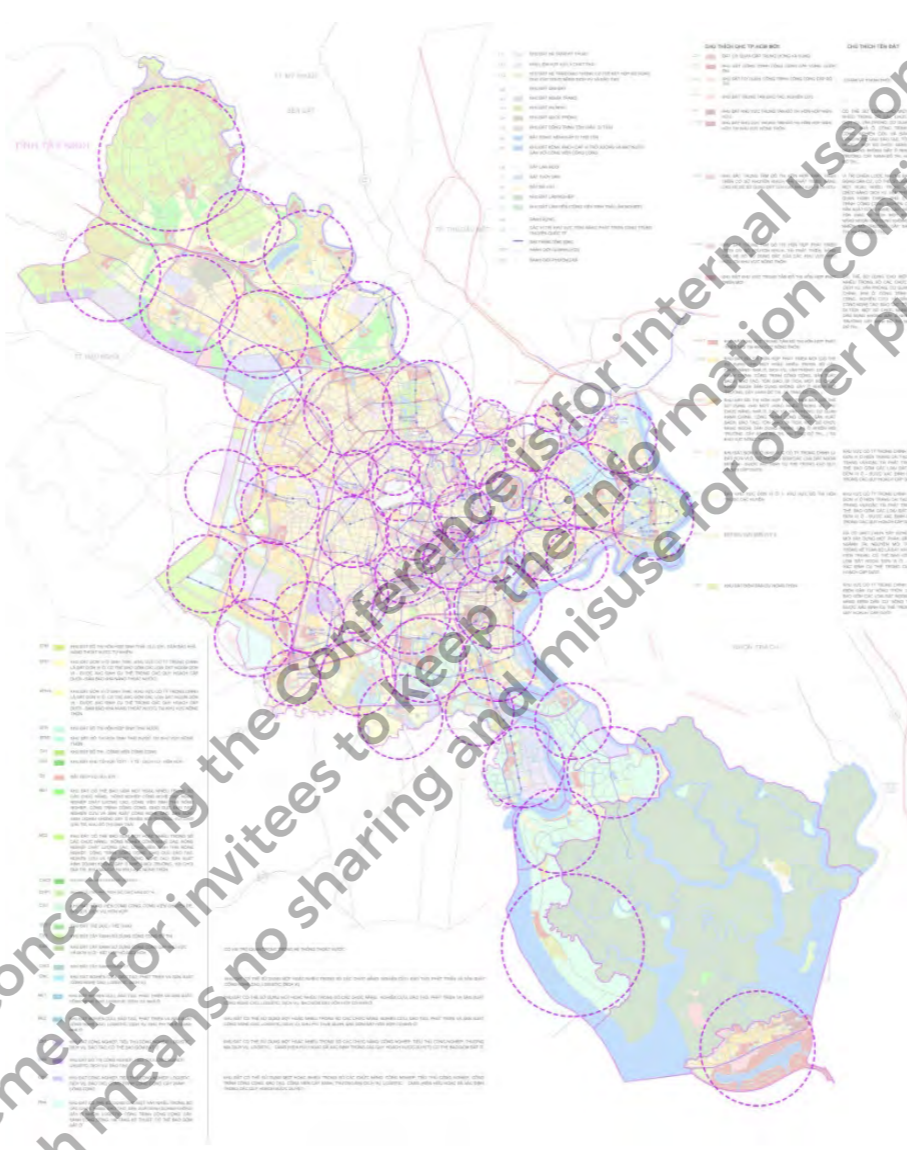
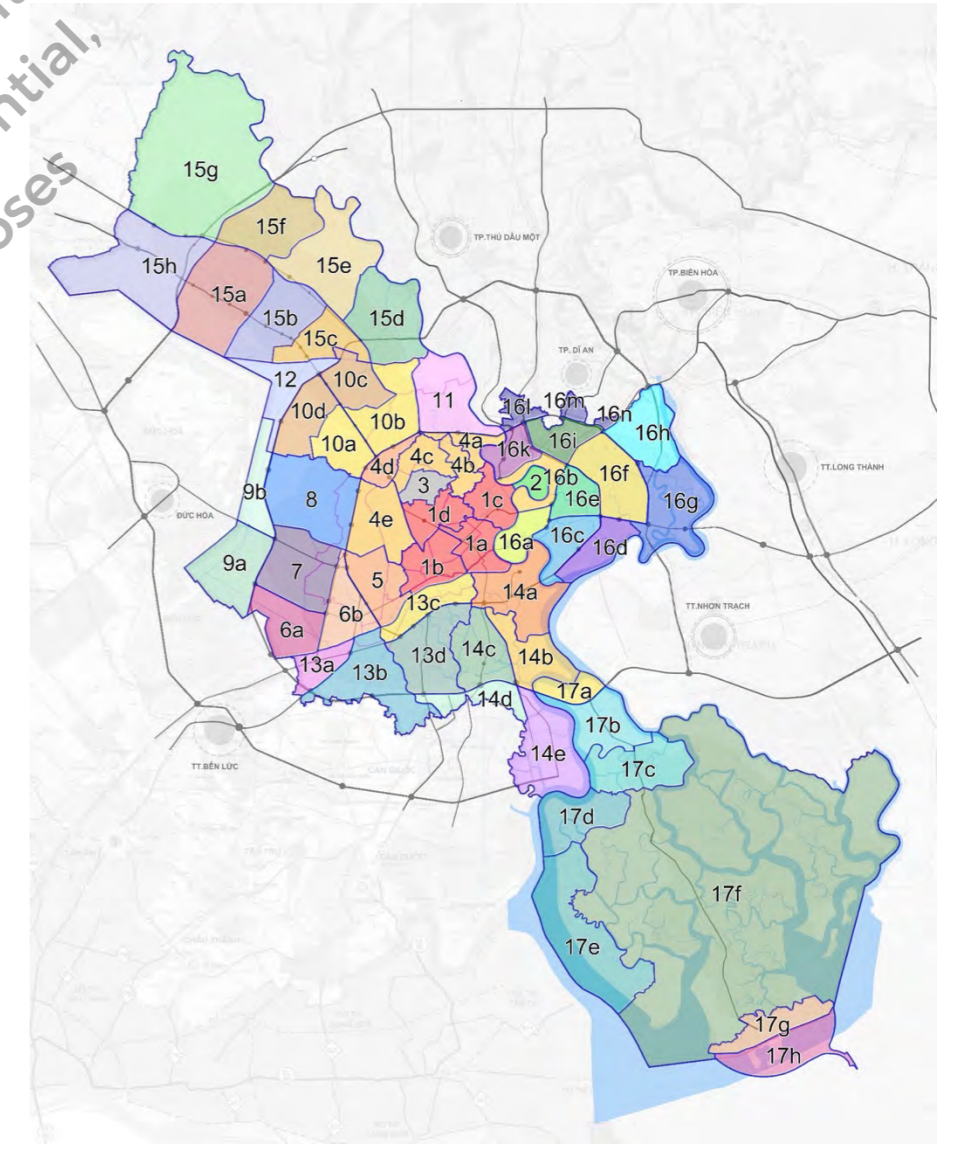
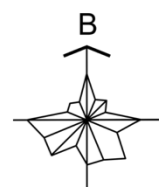


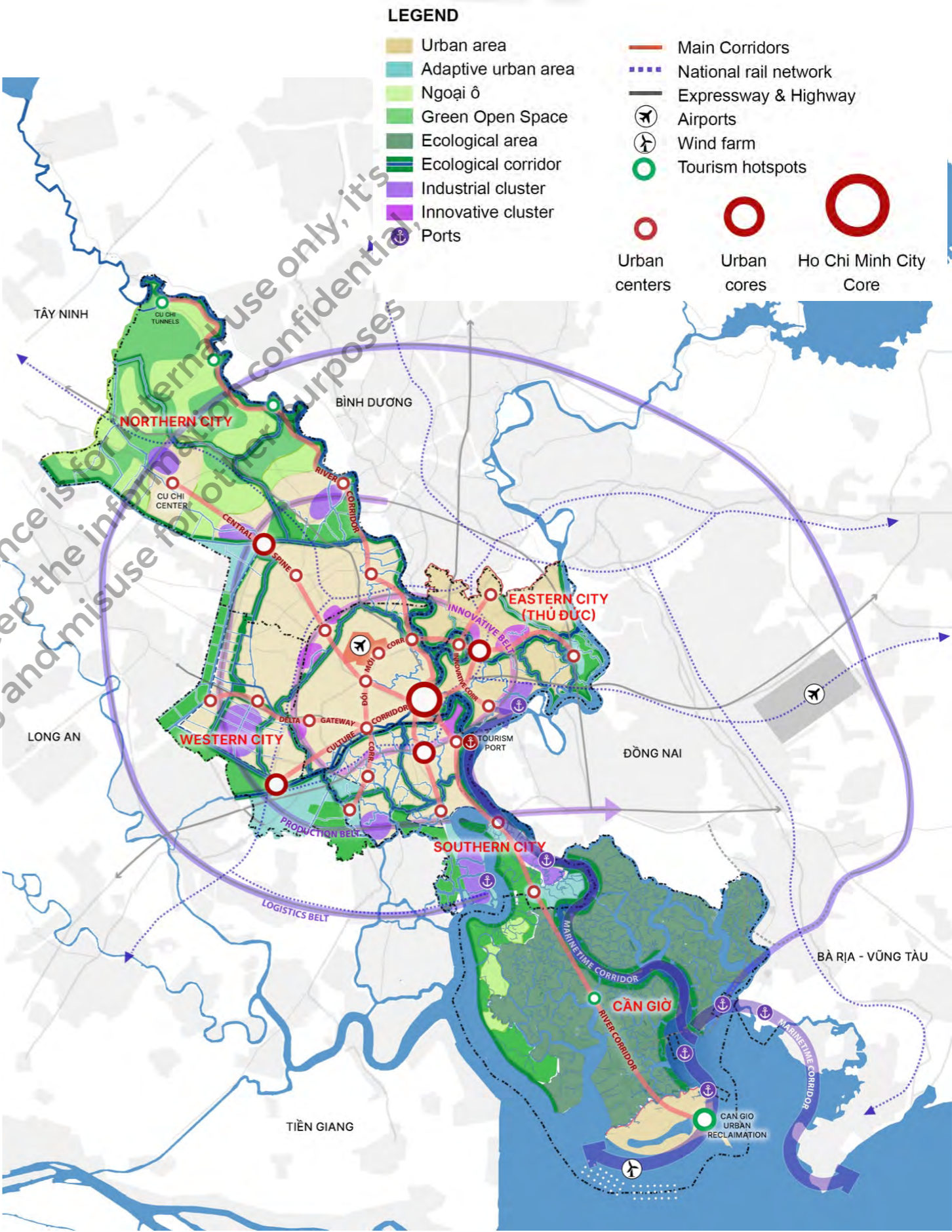
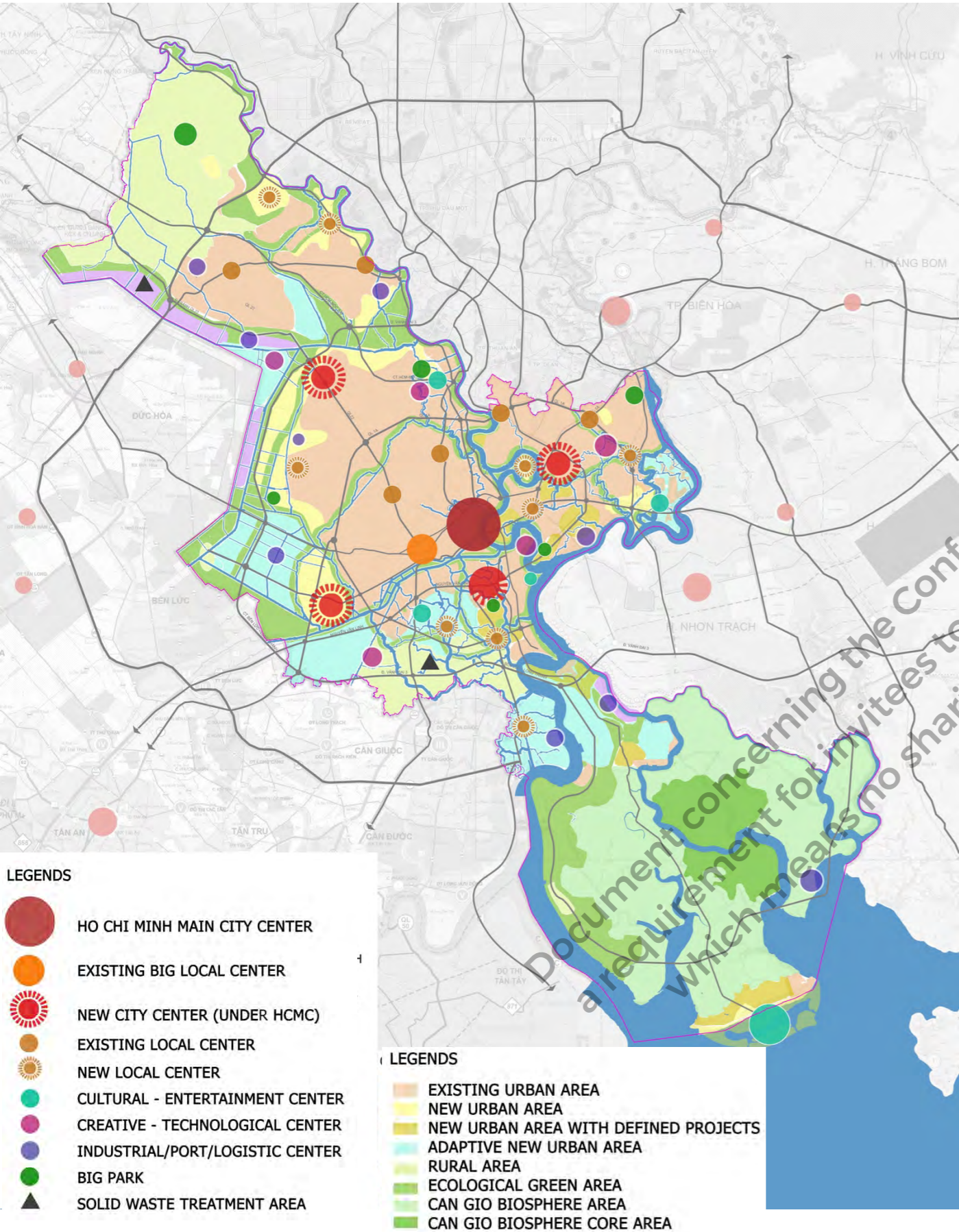
Figure: Diagram of river basin boundaries

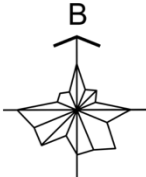


Exploit the potential and opportunities of urban areas to develop each region into living and working basins (within a radius of about 5km; rural areas with a larger radius), connected to commercial centers, services, and employment in each area or urban center (regional, national, international, and city roles). Connect urban centers and regions with large-scale transportation routes and main road and waterway axes.



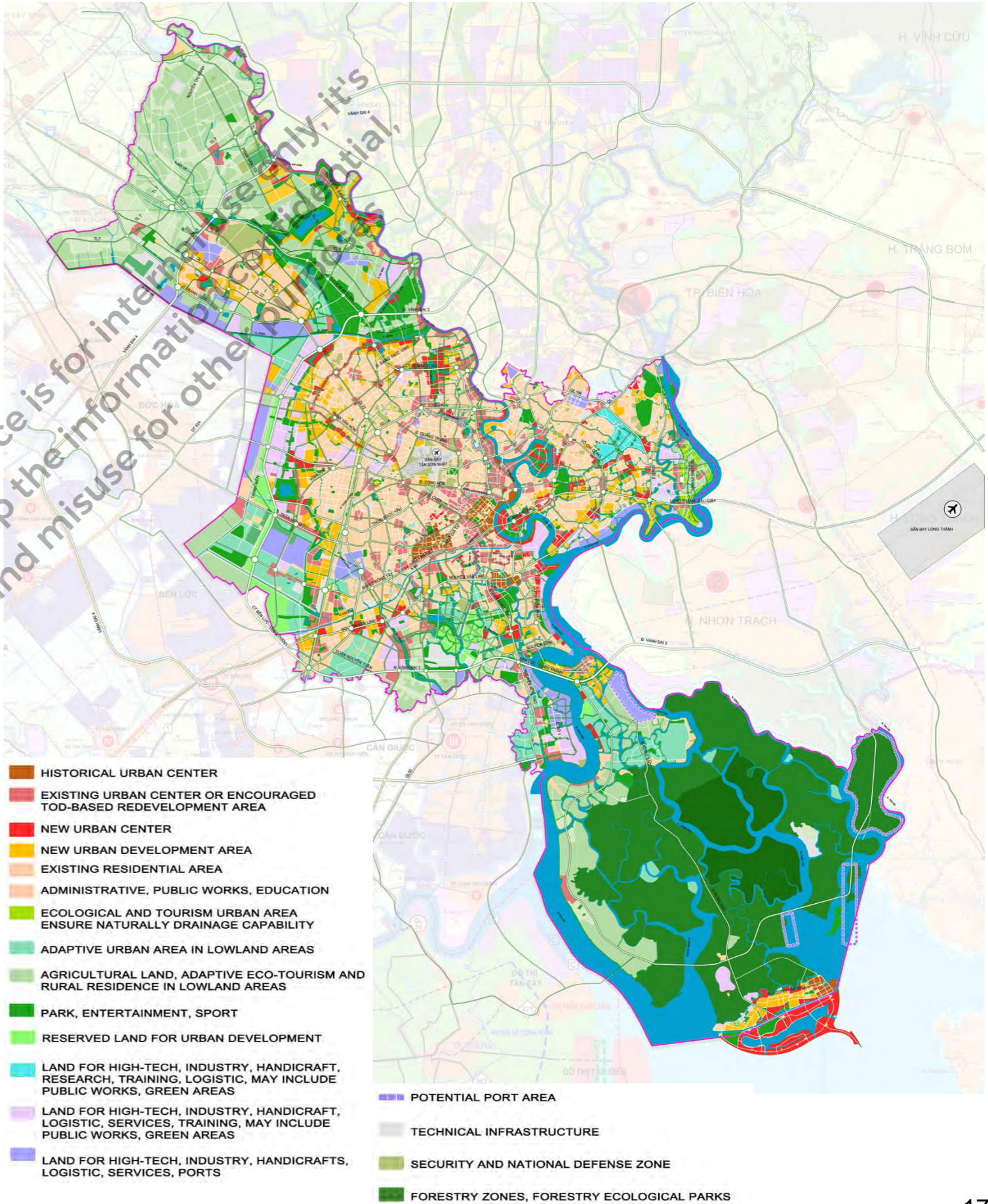
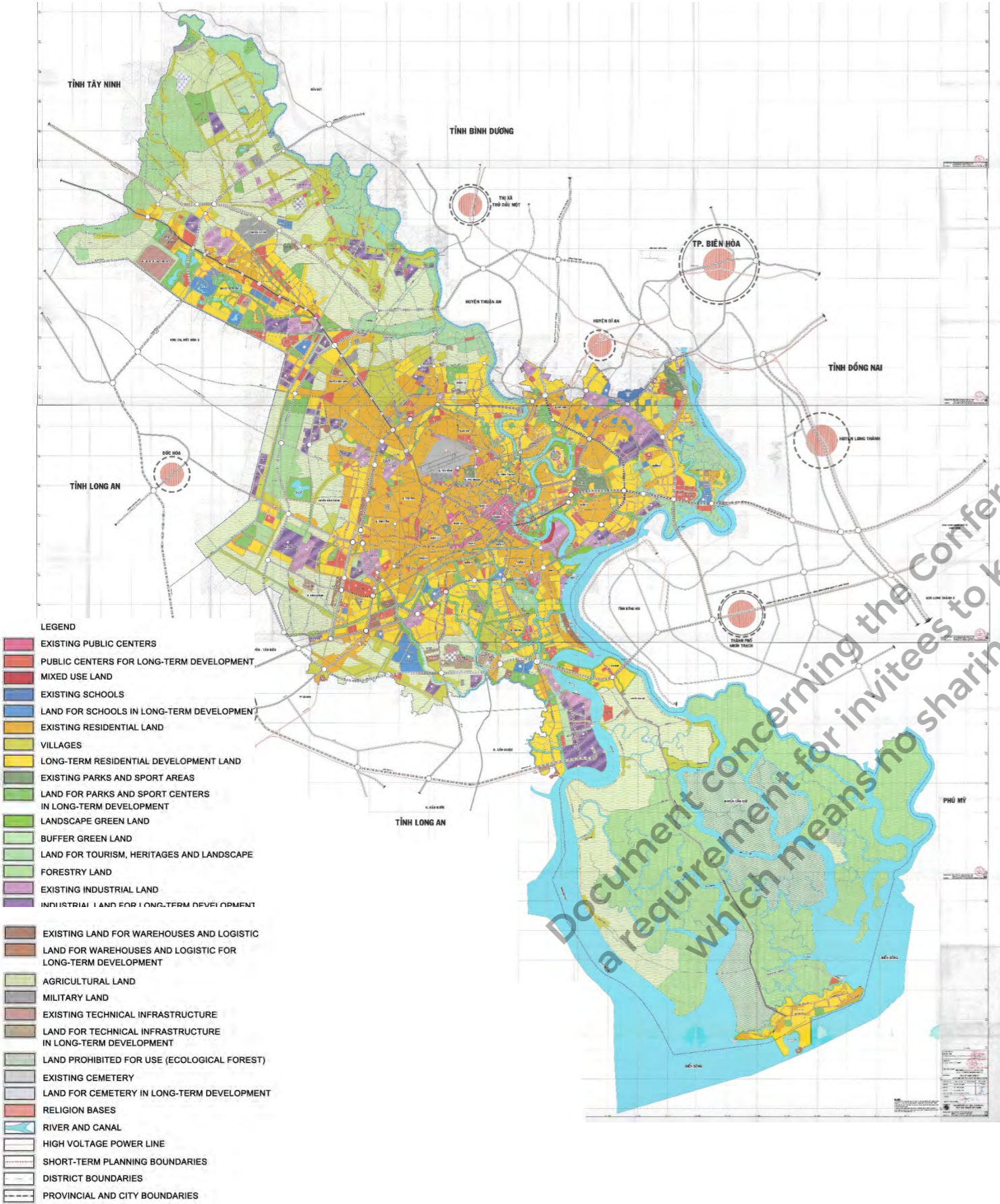
Planning structure diagram

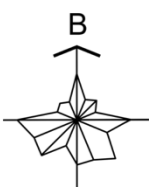




General planning has been approved – General planning 24

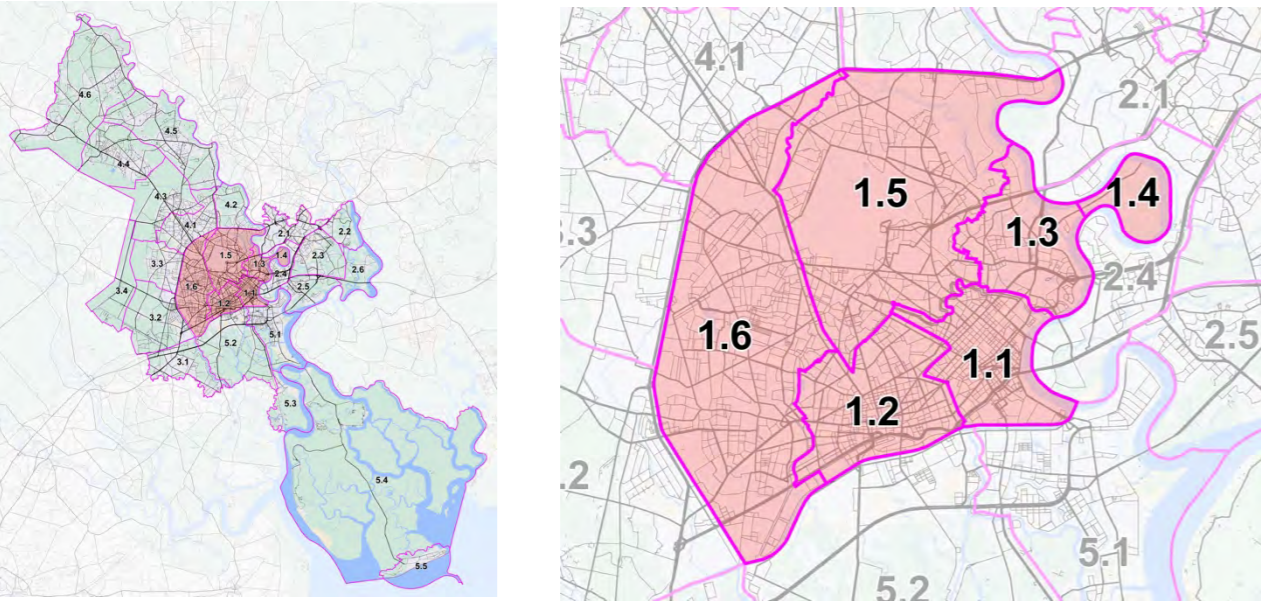
Diagram of spatial development orientation



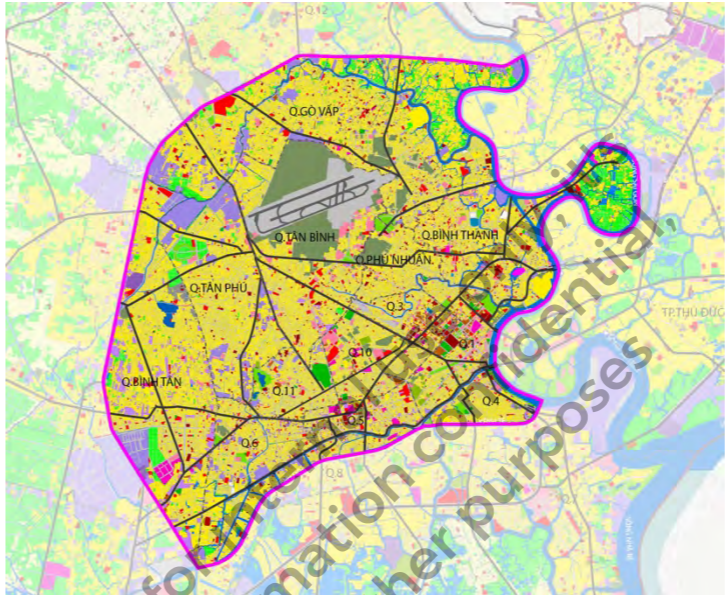


I. CENTRAL URBAN AREA – Current Situation Assessment

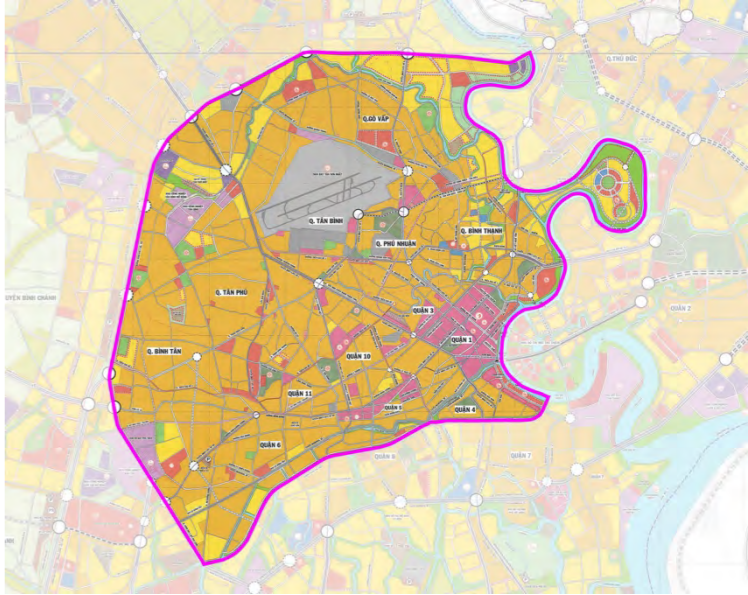
Location Central region



Current land use status in 2019



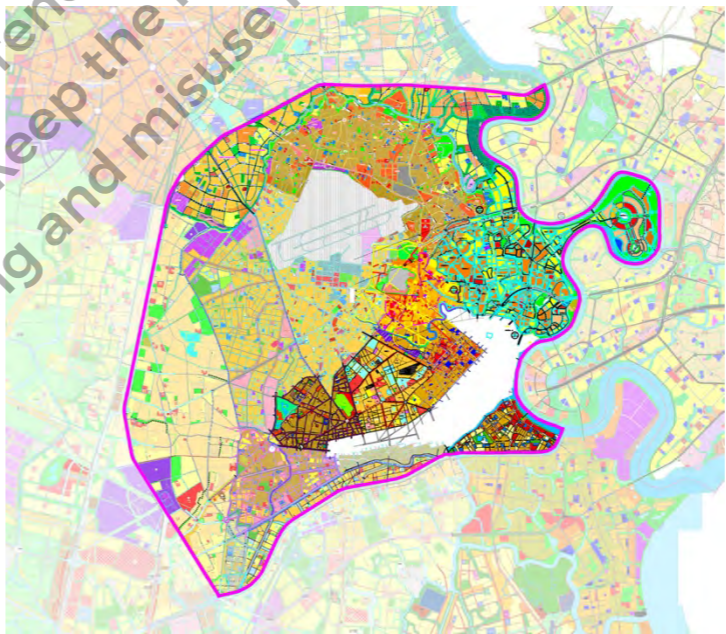
Central area in HCMC general planning (Decision 24)



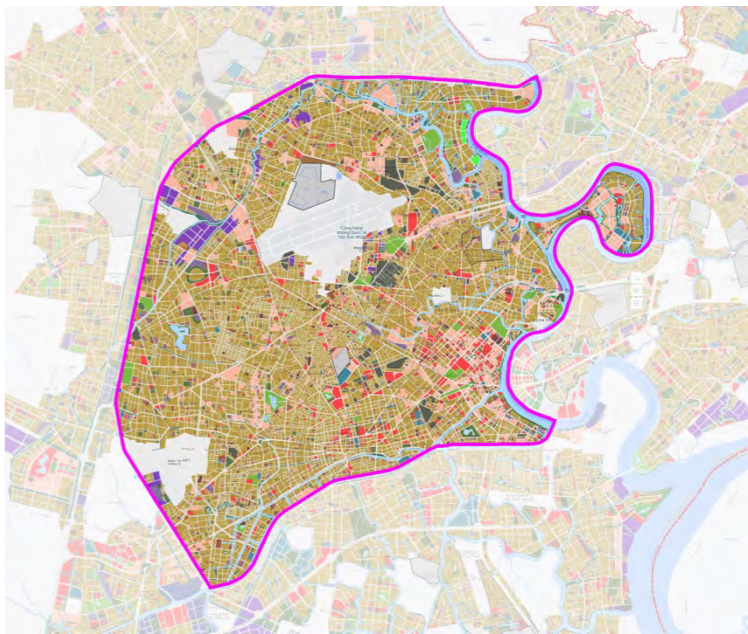
Urban core area of Saigon (Zone 1.1)

This area is the administrative and diplomatic center, characterized by the French architecture of Indochina, creating a unique urban space that is neither indigenous nor entirely French. It is considered the most attractive area of Ho Chi Minh City, especially for Vietnamese people and tourists. The structure of this area includes the French Quarter in District 1, a part of District 3 tightly integrated, from urban space, infrastructure to architecture, and the surrounding areas of District 3 and District 4 still retain many spontaneous characteristics. The true nature of the urban center is only found in the chessboard division of District 1. The surrounding areas are only urban residential areas, with some areas having the potential to become centers.

Central area in District planning

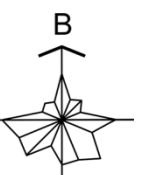


Central area in zoning planning



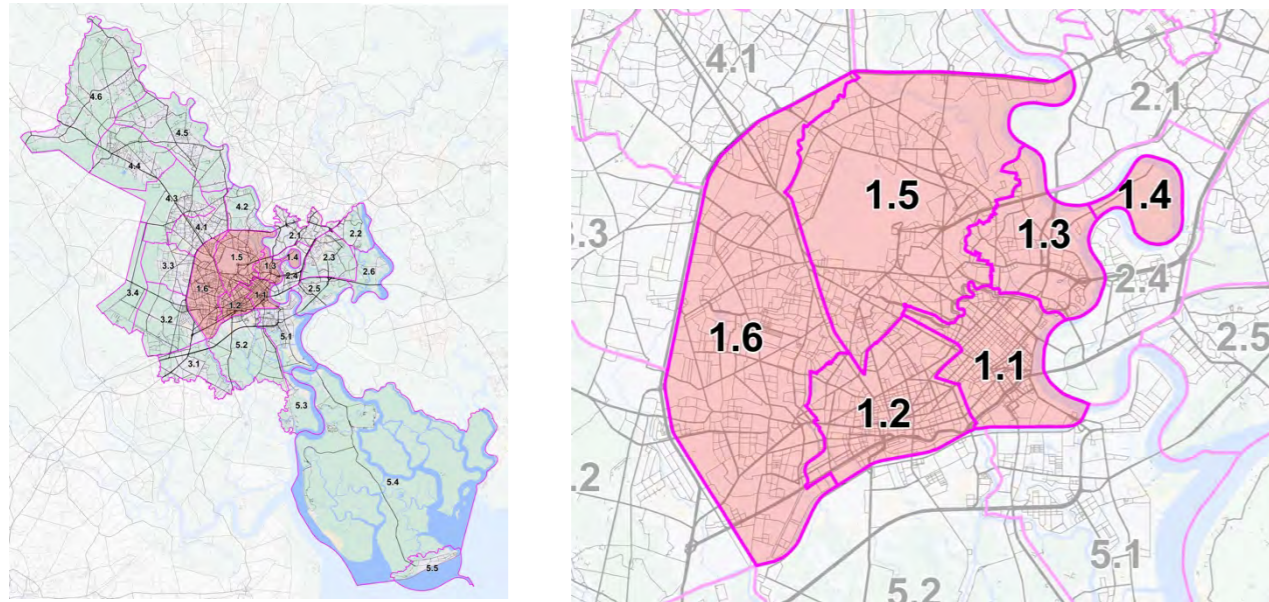
Chợ Lớn and its vicinity (Zone 1.2)

This area is one of the two historical centers of Ho Chi Minh City, characterized by its market streets, wholesale and retail trade services for the entire city and the whole country, as well as being a regional medical center and the cultural center of the Chinese community. It is very conveniently connected in all directions, by both waterway and land transportation, as well as public transportation. The urban structure converges in the center of District 5, spreading out to the surrounding areas, with an increasing proportion of housing towards the outskirts. The entire area can be seen as a giant market, with all streets being market streets, with convergence points being wholesale markets, specializing in nationwide distribution. Each street and each wholesale market specializes in a group of goods. The space is intricately intertwined with commercial and small-scale manufacturing spaces. In terms of land use, the entire area can be considered a high-density multi-functional urban center, with a high level of diversity and urban service density. The weakness of this area is the relatively limited green space, public space, modern urban services, and high-end housing. The true quality of the existing urban center is only concentrated in District 5. Other areas may find it difficult to become major centers like District 5, but it is possible to restructure some small areas into focal points (new development dynamic centers) to increase the attractiveness of the surrounding area.



I. CENTRAL URBAN AREA – Current Situation Assessment

Location Central region



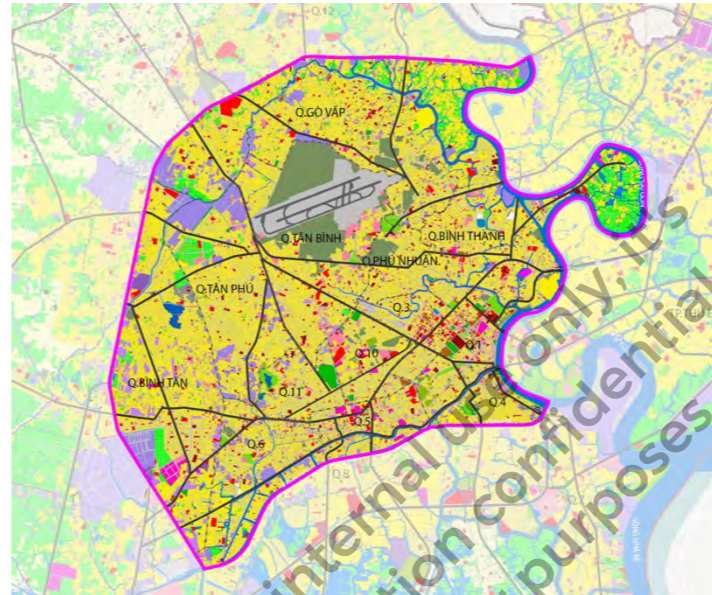
Binh Thanh area - Historical urban area of Gia Dinh and new riverside urban area of Saigon (Zone 1.3)

- This area is the third historical urban area after Saigon and Cholon, characterized by the spontaneous urban development from relatively old village structures. The urban structure consists of many small village cells that later developed and interconnected.
- This area is attractive for residential and combined work and service purposes for the middle-class, who desire a quiet and distinctive living space that is still very close to the city center and the airport.
- The previous deficiency of this area was the lack of high-end residential areas and modern livelihoods for medium-sized businesses. Recently, the high-density and modern development along the Saigon River in this area, particularly in the Vinhomes Central Park urban area and along the Ung Van Khiem route, has significantly supplemented this aspect, creating a very strong new impetus for the area, potentially making it one of the large urban economic areas of the city, equivalent to the two historical central areas.

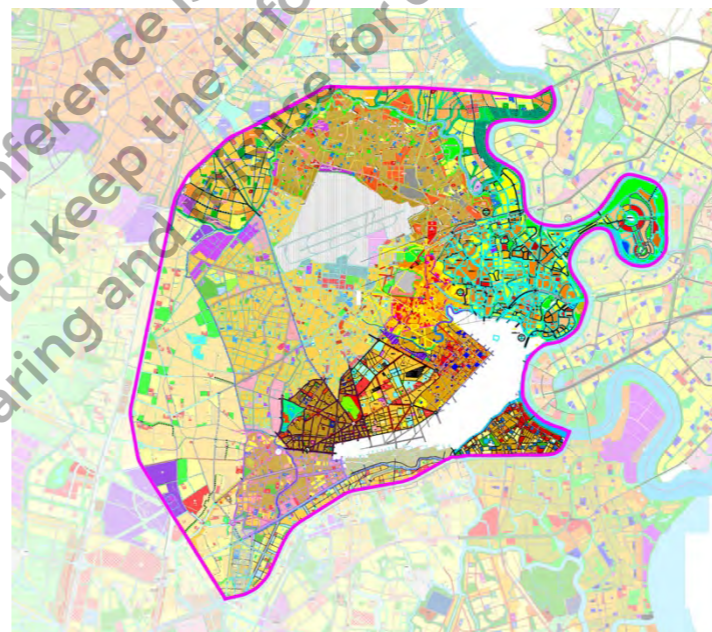
Thanh Da area - Urban center and internationally-sized waterlogged park (Zone 1.4)

- Thanh Da is an ecological landscape depression area remaining in the central area, along the Saigon River, right next to the urban center, making it a region of very high special value for the overall development strategy along the Saigon River.
- The current status of this area is relatively poorly connected and underdeveloped.
- The ecological depression area is still very large, but it is divided into small private plots, so the overall land use value and ecological landscape value are not high.

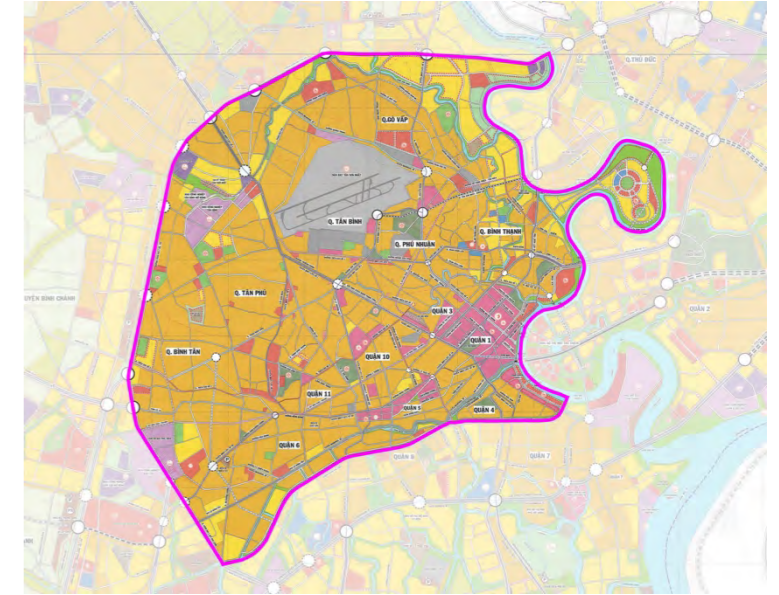
Current land use status in 2019



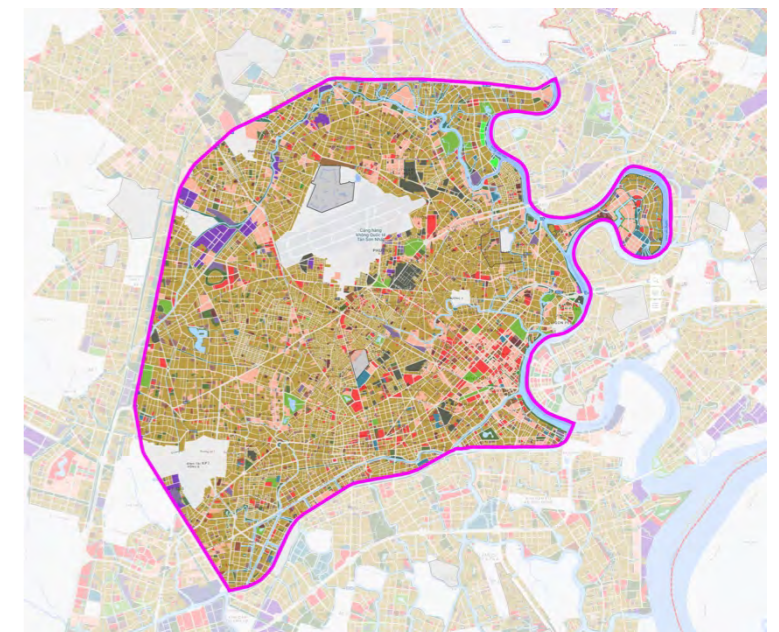
Central area in District planning



Central area in HCMC general planning (Decision 24)

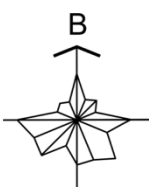


Central area in zoning planning



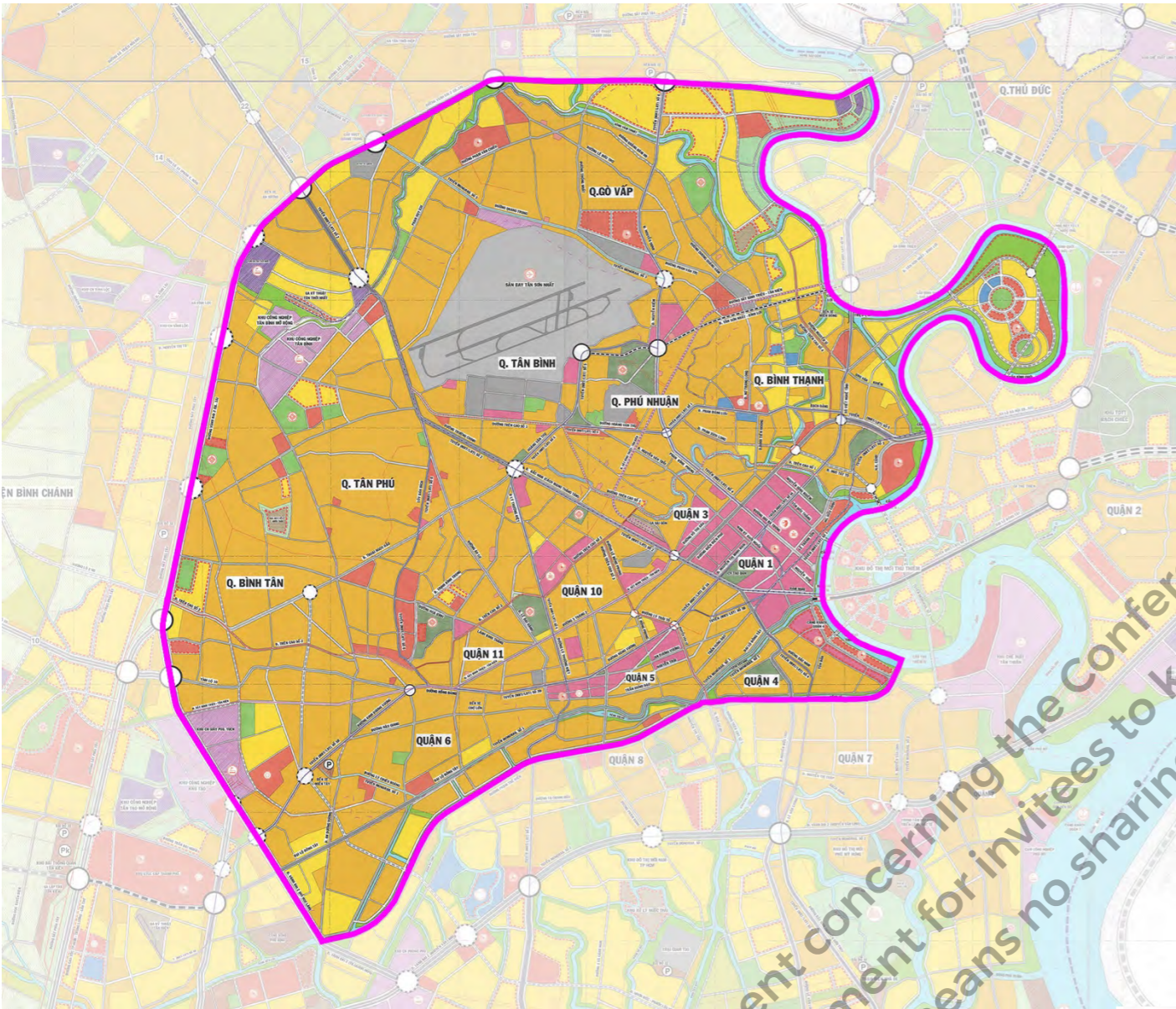
AIRPORT URBAN AREA (Zone 1.5)

- Phu Nhuan and Tan Binh Subregion - South of the airport:
- This area is newer in terms of residential land compared to the three areas mentioned above, mainly formed after 1975. The proportion of residential land in this area is greater than the three central core areas, with a large proportion of middle-class or civil servant residents.
- The urban structure includes areas of military origin around the airport, market streets around the main markets, and a structure of small alleys developed from old villages and newer areas, creating a dense grid pattern.
- Livelihoods in this area mainly consist of small-scale trading and services mixed with residential activities.
- The greatest advantage of this area is its proximity to the airport, although services related to the airport have not yet developed much, mainly focusing on convenient residential land near the airport.

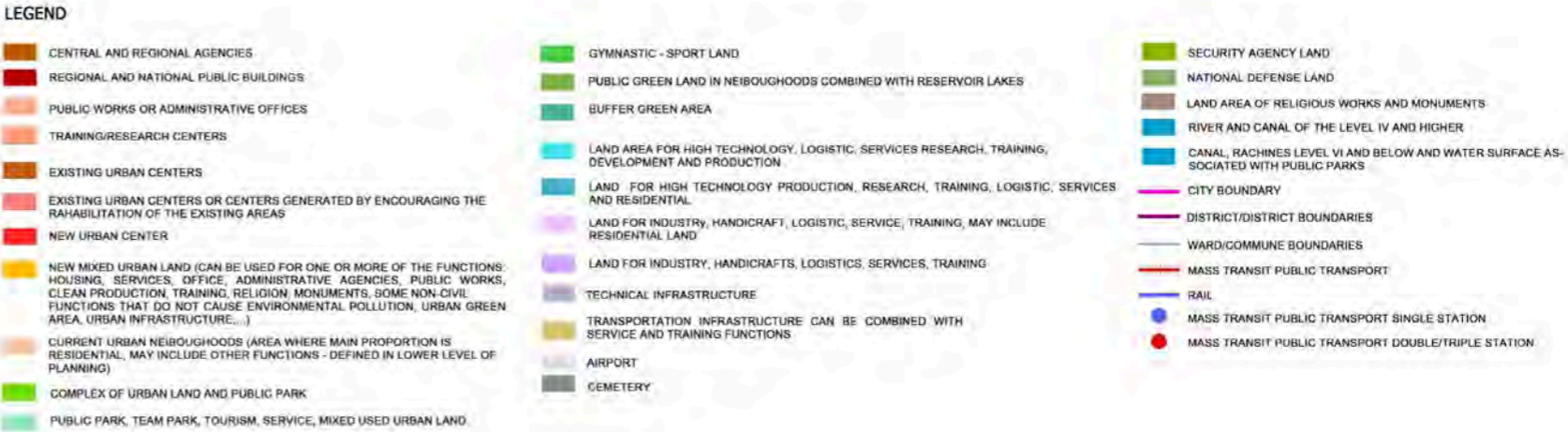
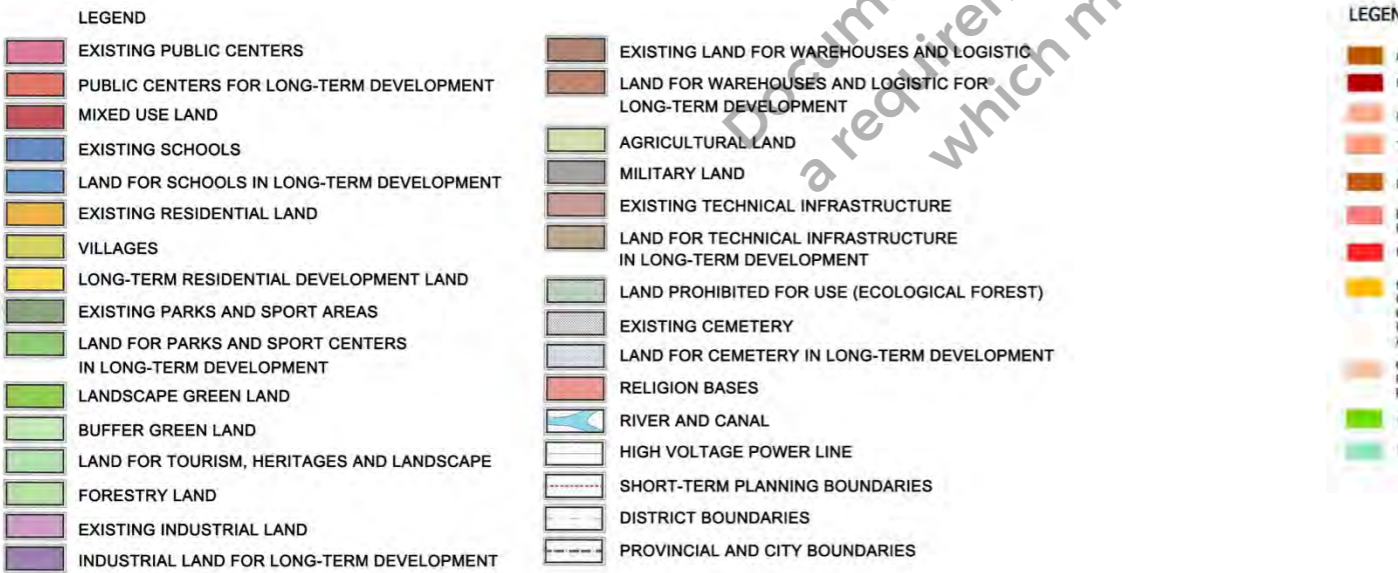
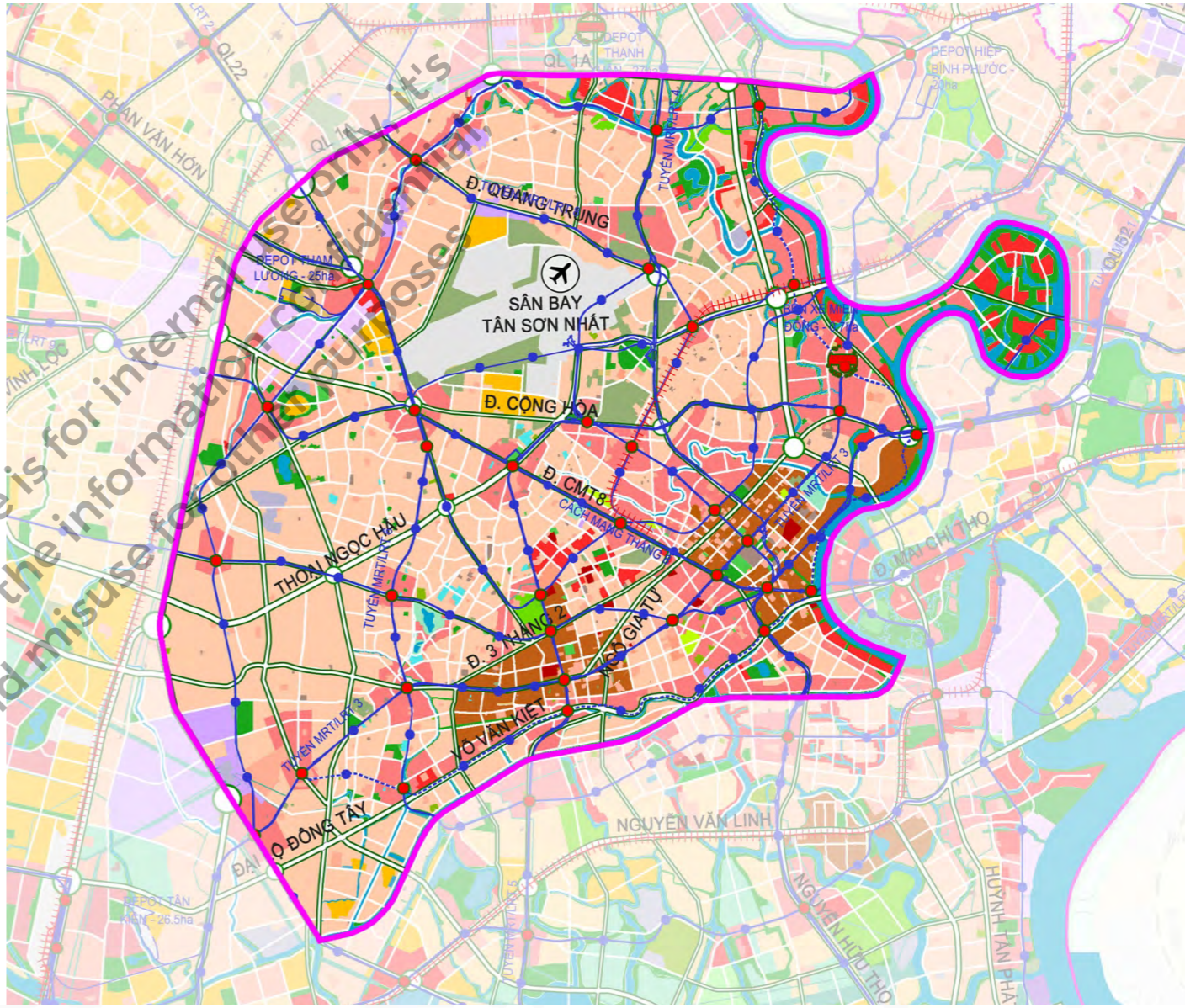


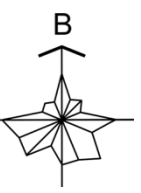
I. CENTRAL URBAN AREA – Development Orientation

Central area in HCMC general planning (Decision 24)

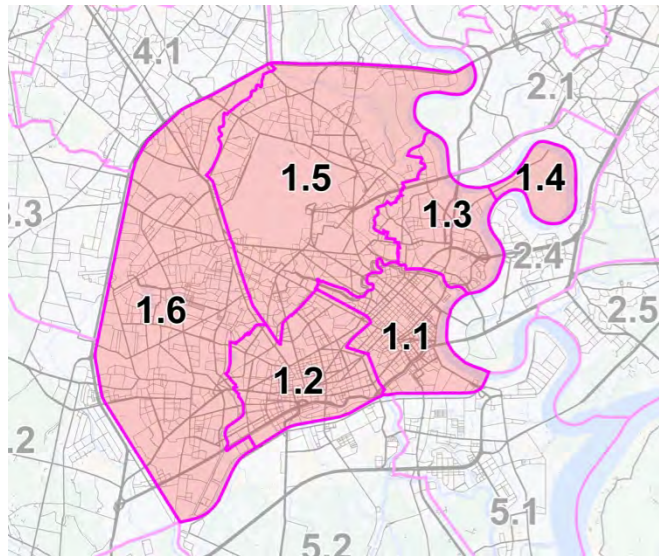


Orientation for land use planning until 2040





I. CENTRAL URBAN AREA – Development Orientation



Urban core area of Saigon (Zone 1.1)

The development orientation of this area will continue to be an iconic, administrative, diplomatic, "CBD", high-end commercial and service center, as well as a tourist destination and a place with the potential to attract elite groups and foreign tourists.

The core development strategy of this area lies in combining heritage preservation with the effective development of potential conversion areas, creating new development momentum for the core area - considered as "golden land". Basically, the central area of the Saigon urban core area needs to focus on preserving the old urban structure, compactness, increasing land use intensity, and building high-rise structures according to existing legal regulations.

Some areas on the outskirts of this area, such as the Cống Quỳnh area, the riverside area of Bến Nghé in District 1, the riverside area of Nhiêu Lộc in District 3, the Hoà Hưng industrial area, the Khánh Hội port area, and along Bến Vân Đồn and Bạch Đằng streets in District 4, are areas that can be redeveloped and upgraded on a large scale, as well as building high-rise structures to create new urban centers.

Other areas, such as the Nhiêu Lộc riverside area in District 1 or the western area of District 3, can be developed to be particularly attractive neighborhoods for tourists, if properly upgraded and managed for reasonable urban development.

Overall, this area is quite stable, with not much potential for development and change. However, special attention should still be given, as small changes can have a significant impact, either positive or negative.

The area of Chợ Lớn and its vicinity (Zone 1.2)

In addition to its general character as a market, this area has the potential to become a tourist destination of international stature, in the form of a Chinatown that is still quite vibrant and rich in cultural identity. It serves as a hub for trade and international interface with the entire Han cultural community in Asia. Therefore, playing the role of a hub for trade and international interface with the entire Han cultural community in Asia is the main orientation. Even the healthcare and education centers are currently strong points of this area, and should also be oriented towards the types and investments from the Chinese and traditional medicine culture, because the city will have new healthcare and education centers in other areas, with different characteristics.

The urban structure here already has excessively high density, and its functions are currently very effective, so there are not many options for upgrading.

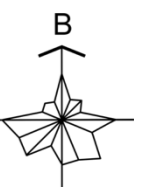
Strategic areas that can be upgraded, renovated, and create more attractive and effective new spaces include: the military land area in District 10, low-density healthcare and education areas in both District 10 and District 5, the Phú Thọ racetrack area, Đầm Sen water park, and the areas along the Tàu Hũ and Đôi canals. When upgrading and renovating these areas, the main goal should be to not increase land use, but to add commercial and service spaces, green public spaces, especially commercial service facilities such as shopping centers, exhibition centers, etc.

Area of Binh Thanh - historical urban area of Gia Dinh and the new urban area along the Saigon River (Zone 1.3.)

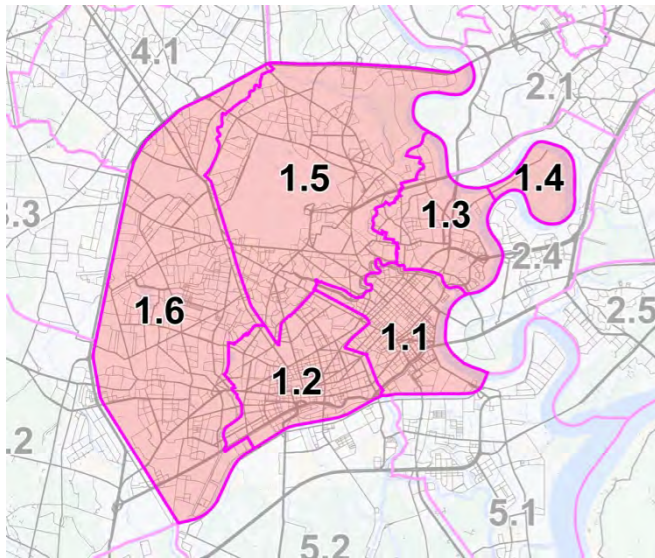
The key point of this area is to strengthen the connection between the old and new areas, to leverage the strengths of both, complement each other, and enhance green spaces, public spaces, as well as internal connections within the old area. This can be achieved by focusing on restructuring along the main canals, namely Van Thanh canal, Cau Bong canal, to create infrastructure links and ecological landscape spaces in the North-South direction.

Area of Thanh Da - Urban center and international-scale water park (Zone 1.4.)

- The strategy is to develop Thanh Da into a particularly attractive international destination, forming a triangle with the historical urban center and the modern CBD of Thu Thiem.
- The general nature of this area is a wetland park that is internationally attractive, including high-density urban centers, elevated floors to minimize building density, and wide-ranging landscape views.
- The most important thing is to restructure the entire area into an ecological depression, a place to preserve the wetland ecosystem with an attractive and interconnected landscape, rather than dividing it into individual private plots.
- This is also a place to develop and showcase ecological environmental treatment techniques, followed by creating water and land connections, convenient public transportation to the city center, Thu Thiem, and the airport. Finally, it will develop multi-functional urban centers, including administrative functions, high-end residences, hotels, commercial services, especially for tourists.
- This will also be the area with the most important, highest, and most beautiful architectural highlights of the entire city, as it is set on a large green foundation, so it has the potential to stand out more than the central area and Thu Thiem (in terms of spatial layout, the Thanh Da area will integrate built-up areas with ecological spaces - almost "embedding" urban clusters in an ecological green background, rather than separating parks and built-up areas).



I. CENTRAL URBAN AREA – Development orientation



URBAN AIRPORT AREA (Zone 1.5)

e.1. - Sub-area of Phu Nhuan and Tan Binh - South of the airport:

- The strategic direction for this area is to enhance the role of the airport city, including services for aviation, tourists, businesses, offices, and to develop the role of the textile industry hub into a national and regional fashion service center, utilizing the dispersed human resources of the textile industry.
- In terms of space, this area is already small and densely populated, so there is limited potential for intervention.
- The key point is to restructure some important nodes, associated with the airport and Tan Binh market, to create new, modern, high-rise multi-functional commercial service spaces, where the residential function is secondary, mainly focusing on ensuring in-place resettlement.
- Additionally, improving and upgrading the space in some areas to be more distinctive, especially in the unique alley areas of Phu Nhuan district, to facilitate deeper access for tourists and residents to urban spatial structures, making it easier to develop tourism, fashion services, and trends.

e.2. TAN SON NHAT AIRPORT - CENTRAL AIRPORT

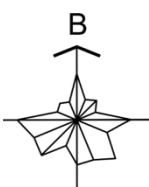
Urban area between two rivers - District 12:

The overall vision is to develop this area into a high-end riverside urban area, which could become an attractive living space and destination in the north, serving as the urban gateway to the east connecting with Binh Duong, with potentially higher quality than Phu My Hung or Thao Dien.

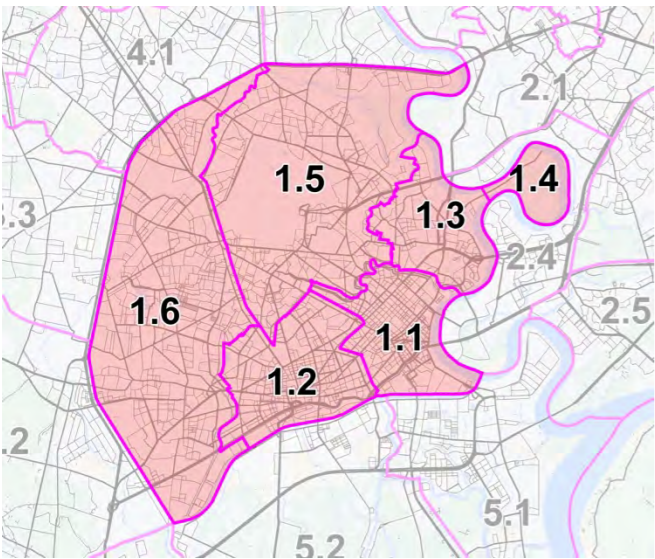
To achieve this, the most important thing is to preserve and develop the ecological landscape on both sides of the Saigon River and Vam Thuat. Next is to create green corridors along the existing waterways, like green fingers connecting the Saigon River and Vam Thuat. This structure will create a uniquely attractive and distinctive green infrastructure and landscape for this area, unlike any other area in the city, providing the foundation for sustainable development. Based on this, supplementing water, land, and public transportation connections along the green infrastructure. The urban development structure includes a high-density urban area, multi-functional commercial services along Beltway 2, and high-end low-density urban areas running along the green fingers between the two rivers. Along the two rivers will be prominent architectural works, public spaces, and high-end tourism.

East, North Gò Vấp - Northern Airport Urban Area:

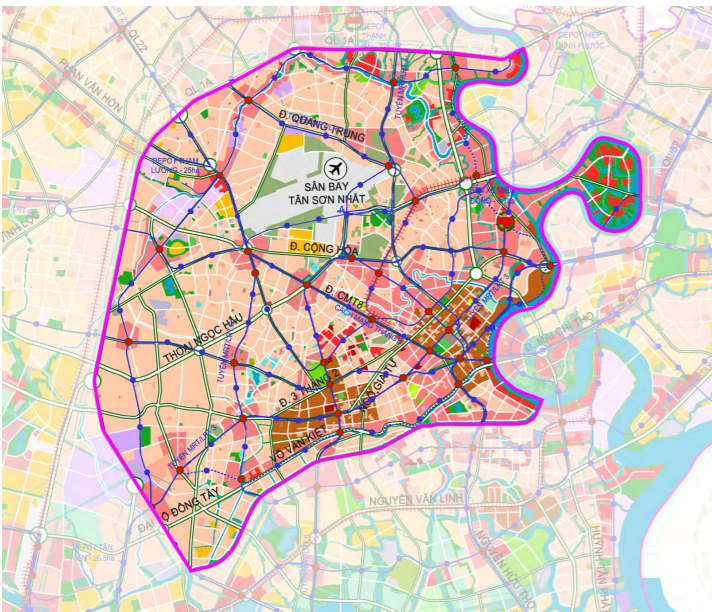
- The general direction of this area is a relatively independent urban area, providing more local job opportunities to minimize commuting, while enhancing connections between this area and employment centers in Thu Duc and the historical city center.
- The most important solution is to develop a backbone infrastructure along the Vam Thuat River, combined with the other side of the Vam Thuat River in District 12 to create a riverside urban central strip, connecting quickly to the riverside development corridor along the Saigon River and adding a North-South route leading to the city center. Restructuring of the public land areas along the Vam Thuat River, especially the Gò Vấp Park area, to create high-density multi-functional urban centers. Enhancing connections across the Vam Thuat River. If an additional airport terminal can be opened to the north, this area could become a new airport city, with potential for tourism, services, and airport logistics.



I. CENTRAL URBAN AREA – Development orientation



Landuse Planning Orientation until 2040



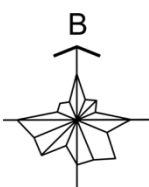
Industrial Urban Area (Area 1.6)

4d, 4e - Northwest Industrial Urban

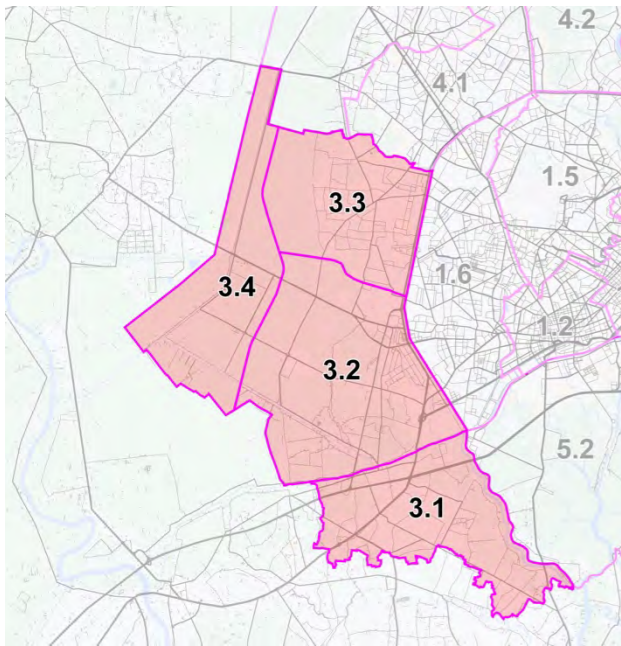
- The urban structure of this area has nothing special to become a significantly attractive area. Tan Phu District has a longer stable history, with some Catholic communities around the church, with a relatively tight structure. The main livelihood of this area is the Tan Binh industrial cluster, but this cluster also leans towards labor-intensive industries, which will need to be restructured in the future.
- During its development, this area has gradually shifted towards commercial services, creating more jobs for the people. However, there is still a large daily flow of people from this area to the city center for work, causing overload on the already heavily congested North-South connection, known as the CMT8 route.
- The development direction for this area mainly involves adding some mixed-use commercial service centers with high density, especially in the An Suong intersection area, restructuring the Tan Binh industrial cluster to create new livelihood sources.
- On the other hand, enhancing connections to the airport and the city center to increase the attractiveness of this area. A strategic direction with the potential to improve the quality of this area is to connect the Vam Thuat River to the Xang and Lo Gom canals, transforming the riverside area into a green corridor, while also concentrating public spaces and services.

5- Southwest Industrial Urban

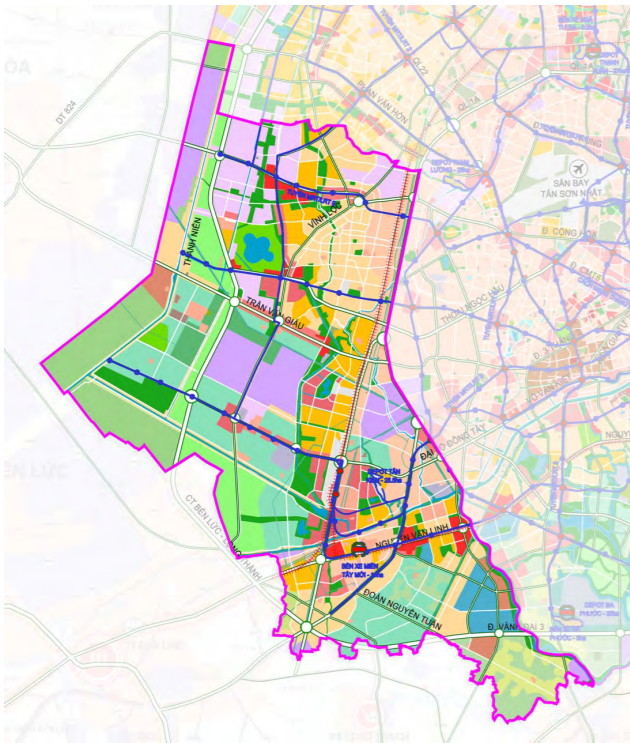
- This area is a town with a unique industrial character, with the main driving force being the Tan Tao Industrial Park, the largest industrial park in Ho Chi Minh City. The inter-regional connections of this area are very good, connecting to the city center, the airport, and the western region. These conditions allow expectations for significant future growth, with a high immigration rate.
- However, the internal connections of this area are very poor, especially the North-South connections. These connections are planned to be improved, but their feasibility is low due to the lack of available land. Therefore, this area can be divided into 4 different sub-regional living basins, and the issue is to create relatively complete living basins for each sub-regional basin. Overall, the urban structure of this area is not too bad, but it is evenly distributed and thin, with little hierarchical structure, thus not promoting diversity, resulting in low urban service quality and few urban livelihood sources. Along with weaknesses in social infrastructure, green space, and public space, overall, the living environment quality in this area is not high, not befitting a city center like Ho Chi Minh City, and there is no preparation for further development in the future.
- The main directions are to increase the complexity, independence, and diversity within each sub-regional basin. Restructuring key points, adding high-density, high-rise multi-functional urban areas. On the other hand, focus on the two main driving forces, which are the industrial park and the CBD around the Tan Luan - Route 7 and the inner belt road, creating a truly attractive urban center.



II. WEST CITY – Development orientation:



Orientation for land use planning until 2040



Southern area of Nguyen Van Linh Street (Zone 3.1)

With the current structure, it is basically only possible to gradually increase the density in place. Creating large hubs is less feasible. In this area, there is only one area at the beginning of Nguyen Van Linh Street, with An Phu Tay area and Binh Dien wholesale market, which has relatively large land, good connectivity, and can become a central point of the area, with a versatile nature, supplementing the livelihood for the area.

For the existing area, it is possible to add one or two new secondary roads, passing through the gaps between the existing roads, connecting Nguyen Van Linh Street and Ring Road 3, which can support the process of increasing urban density. The nature of the existing area in the future will basically be an urban area with the main proportion of residential areas, and average density.

Western main area - Tan Kien (Zone 3.2)

Basically, the new urban area Tan Kien is a large Transit-Oriented Development (TOD), centered around Tan Kien station and major road intersections. The main characteristic here is a high-density residential area with affordable housing for a large influx of people migrating from the western provinces. It features high-rise urban structures combined with high-density on-site commercial services. The main source of employment is in the surrounding industrial areas.

The urban structure is relatively free-form, with low building density (footprint) and large green areas. It is particularly important to utilize the existing canal system to create water storage and flood drainage areas, and to avoid extensive construction.

Surrounding the urban area, industrial clusters and functional areas such as healthcare and regional education are located along Ring Road 3, creating a job hub around the central core (in zone 7, west of zone 6a).

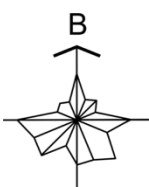
Northwest area (Zone 3.3)

The development strategy for this area includes creating a medium-density urban area of higher quality than the current area to the west, to attract a higher-skilled workforce. This area will be primarily connected to Ring Road 3. This new urban area may be structured with a green ecological landscape core along the water channel. This urban area will also be a Transit-Oriented Development (TOD) hub on the main axis of Ring Road 3. The nature of this new urban area may be similar to the districts in zone 7.

For the existing area, it is possible to create several small service hubs, linked to TOD, to provide additional services and employment. Establishing one or more new large-scale industrial zones, similar to Vinh Loc and Tan Tao, to create employment opportunities for both the new and existing urban areas. The nature of these industrial zones should be of higher quality than Vinh Loc and Tan Tao, potentially requiring a higher green area ratio and smaller footprint. Good connectivity from the new industrial zones to both the new and existing urban areas.

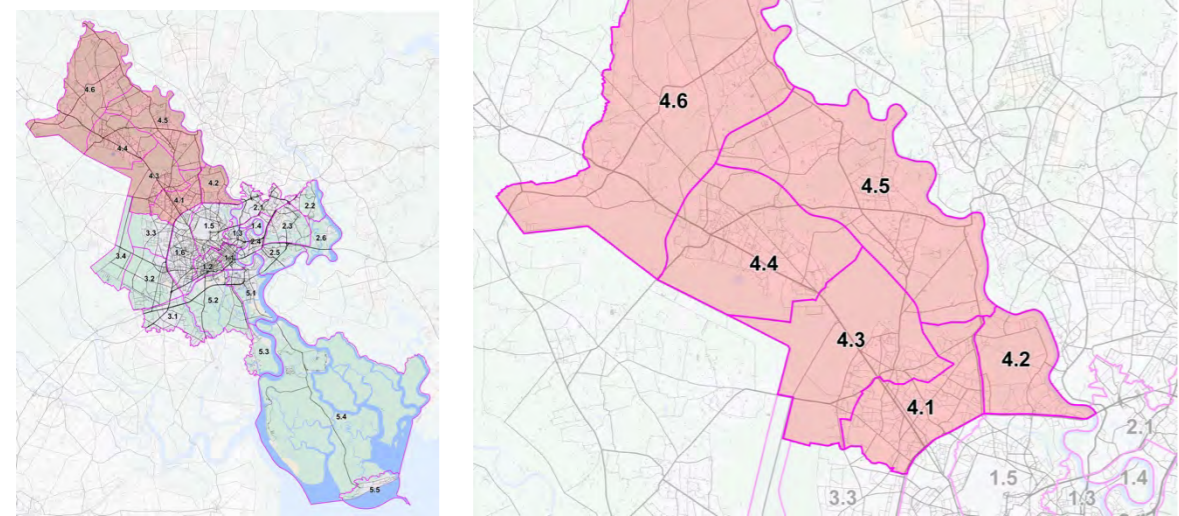
The area outside the embankment (Zone 3.4)

The main orientation of this area is a low-lying area to support flood drainage. In case it is necessary to add industrial zones, with the purpose of connecting to the industrial areas of Long An and providing additional employment for the people, it is possible to create industrial zones in the form of islands, with a relatively small land area, ensuring that flood drainage support is the top requirement. Intertwined with the low-lying area for flood drainage support, it is possible to combine agricultural, tourism, ecological functions, etc., with a small allowable building density.



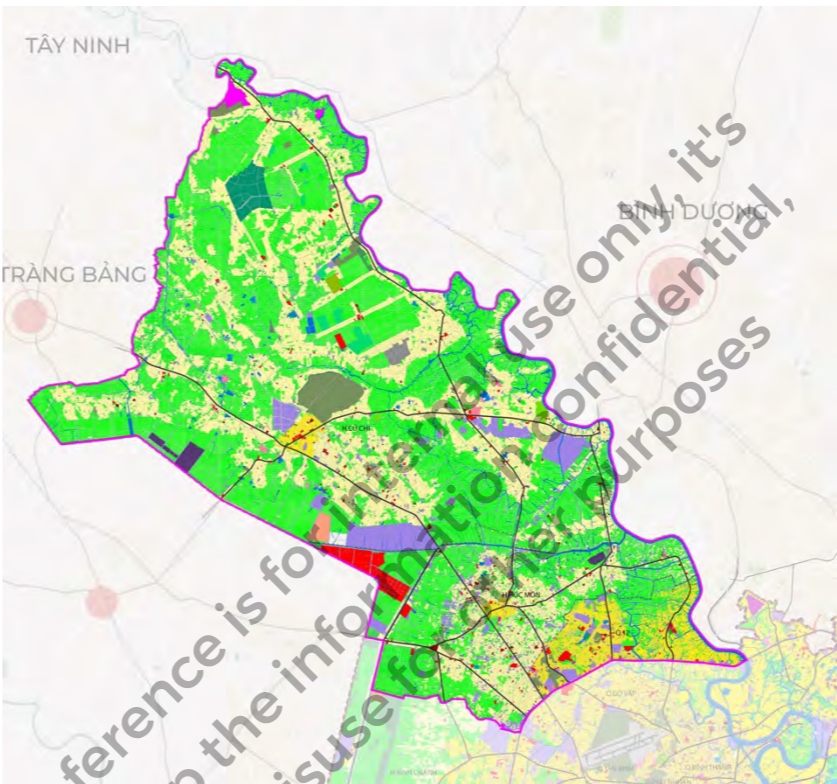
IV. NORTHERN CITY – Current status assessment

Vị trí TP. phía Bắc

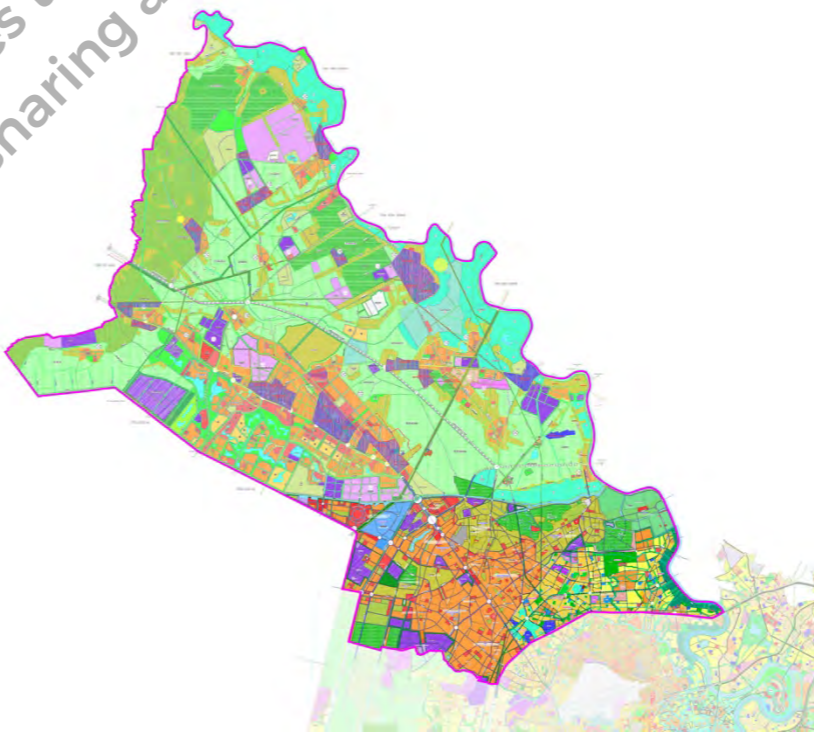


The Northern city includes Củ Chi District, Hóc Môn District, and the northern part of National Highway 1 in District 12. Hóc Môn has an excessively dense population and construction, mainly residential, with a very low proportion of commercial, service, and manufacturing land, resulting in very few employment opportunities. In the short and medium term, it is difficult to create a new urban center large enough to become a new dynamic force in the center of Hóc Môn. Củ Chi has a lot of land, but its location is far away, making it difficult to create a large dynamic area sufficient to be the center of a city of millions of people. Therefore, merging these two areas into one city, with the city center in the middle, connecting the north and south, east and west, at the intersection of Ring Road 3 and the Trans-Asia axis, provides new development land, along with strategic projects in education, training, and technology nearby, while also being able to connect with the densely populated areas of both Hóc Môn and Củ Chi.

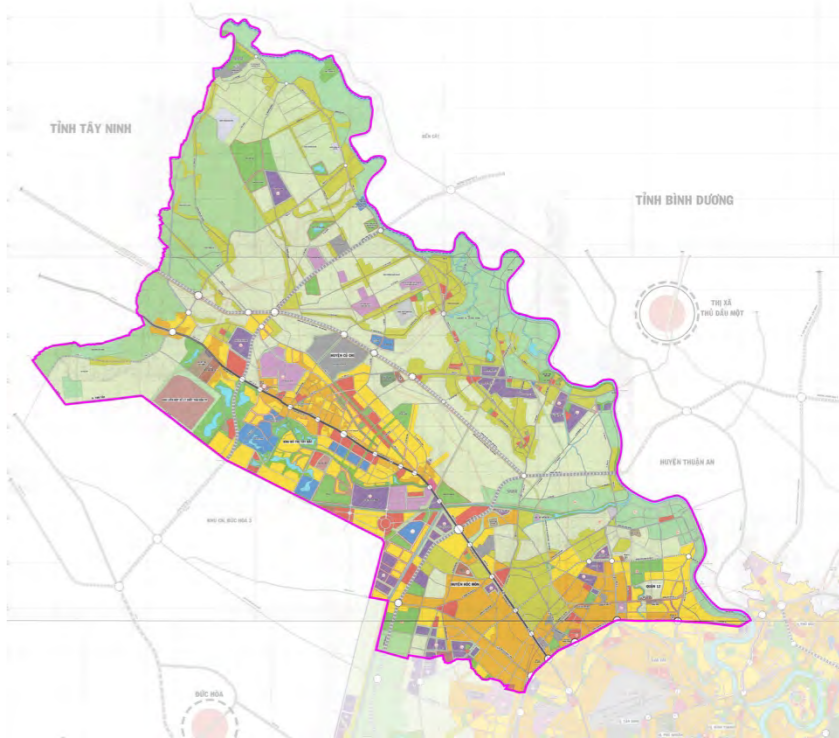
Hiện trạng sử dụng đất năm 2019



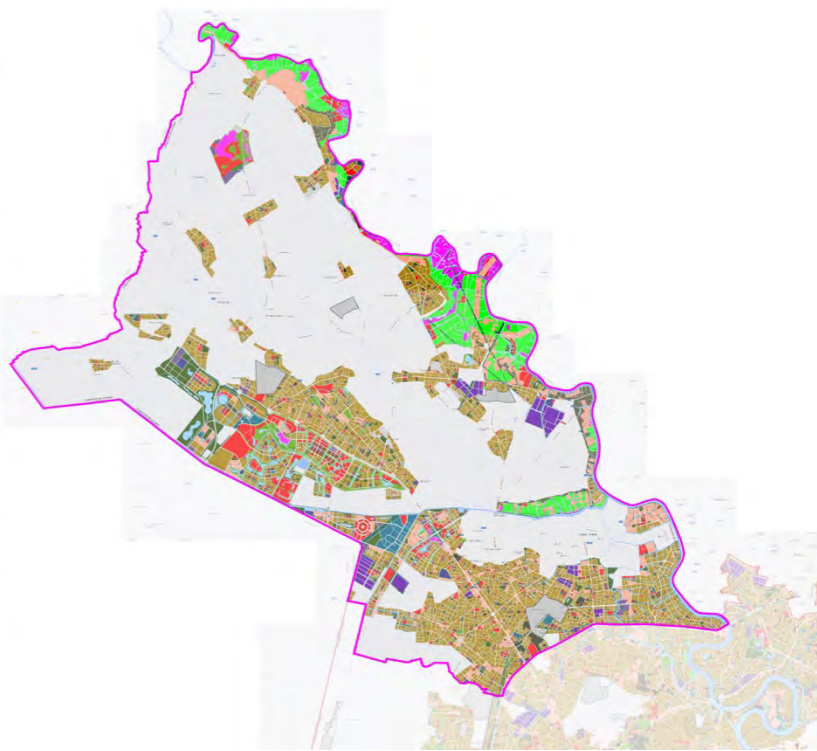
The Northern city in HCMC General Planning

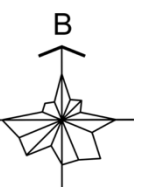


TP phía Bắc trong QHC TP.HCM (QĐ24)

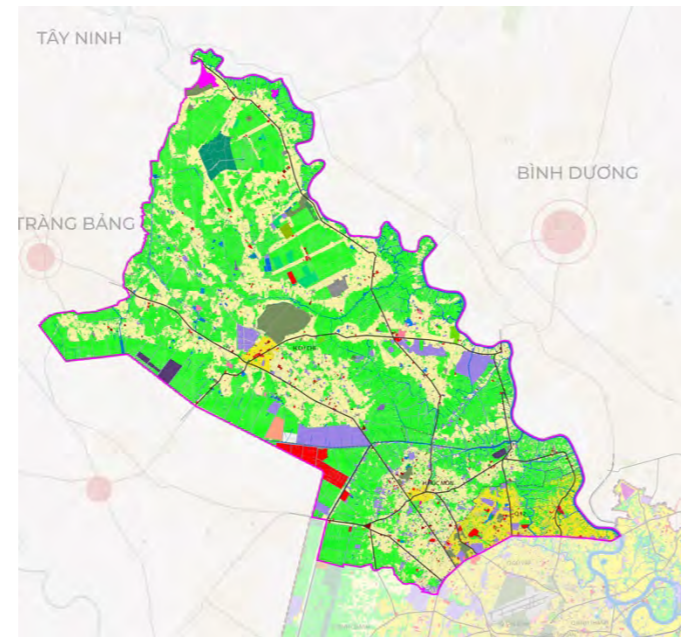
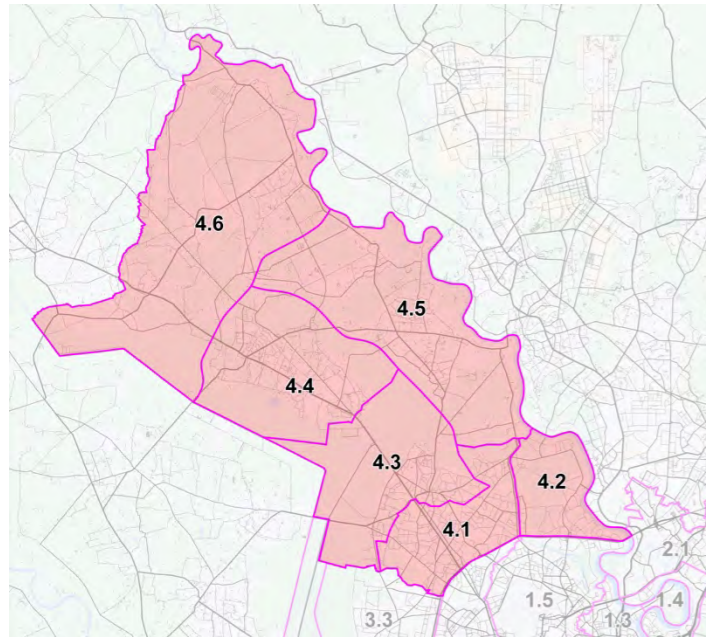


The Northern city in zoning planning projects





IV. NORTHERN CITY – Current Status Assessment



Zone 4.1. Hoc Mon Urban Area

- This is an existing urban area, with a very dense population, mainly residential. The notable feature of the urban structure in this area is that it is connected from many old settlement areas, each with a small center, with a radial structure. Therefore, the structure of this area is a multi-center urban area, with many small centers, each about 3km apart, and with natural convergence.

Zone 4.2. Ecological Urban Area - New Urban Center

- This area currently has a rural character, with a much sparser population structure than the western area, and has a very attractive natural ecological structure, with the Saigon River to the east and the Vam Thuat River to the west. This is a traditional garden landscape area, with many craft villages, ornamental plant cultivation, and ornamental fish.

Zone 4.3. Central Urban Area

Currently, this area has a lot of vacant land and is a low-lying area. There are already some key projects in this area (named).

Zone 4.4. Northwest Urban Area: 15a, 15b

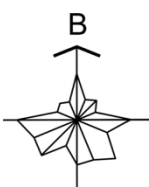
- The structure is linear, including the urban area along the Moc Bai corridor and the industrial area in the western strip, connecting to the industrial zone of Long An. Currently, this is the main urban and industrial area of Cu Chi. The issue here is that the current connection in this area is not good, so compared to other areas to the east and west, it does not have a competitive advantage and has not developed well. The second issue is that the industrial zone planning is entirely in the low-lying area and flood escape corridor, but there is no proper urban design direction to ensure the functionality of this green corridor.

Zone 4.5. Northeast Urban Area

- The current situation in this area is mainly agricultural, with many traditional handicraft villages. There is a fairly concentrated urban area, close to the central area of Cu Chi, in the Hoa Phu, Tan Thanh area. However, this area is only a suburban urban area without any special values. To the south of this urban area is the Southeast Industrial Zone, providing livelihoods for this area.

Zone 4.6. Northern Urban Area Ecological agricultural town

- The current situation is that this area still has many forests, although they are artificial forests in Cu Chi. In addition, there are highland structures such as forest gardens, farms, and grasslands, creating a different artificial landscape ecosystem from the low-lying nature of the southern area. This area also has the Cu Chi tunnel historical site.



IV. NORTHERN CITY – Development Orientation:

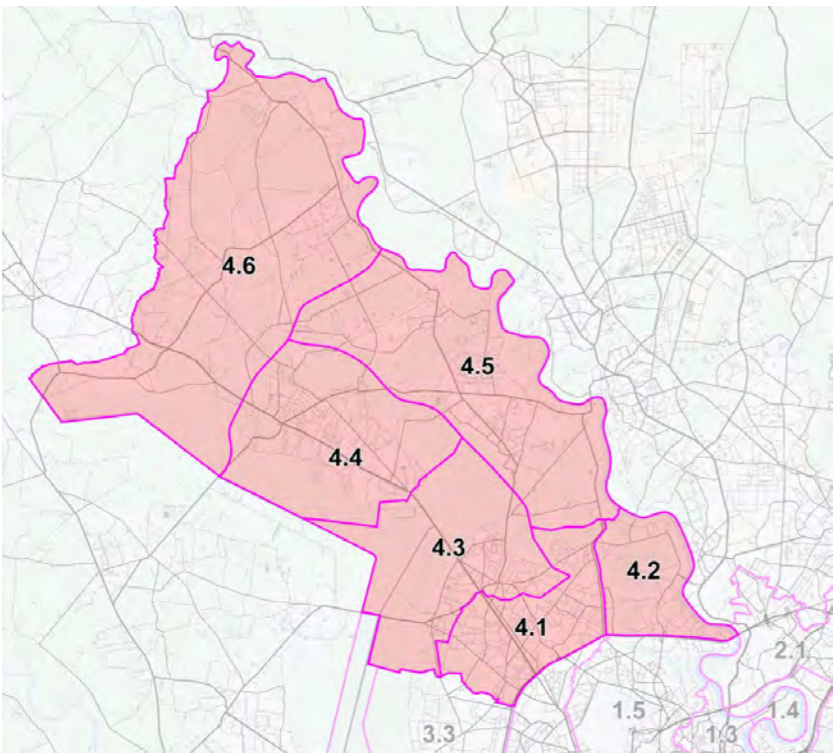
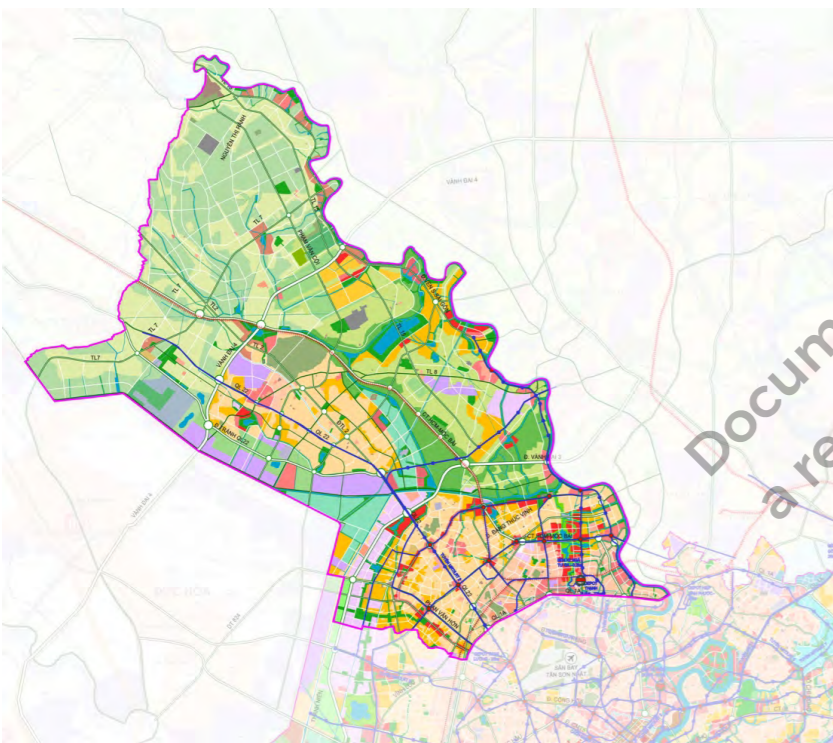


Figure: land use planning orientation until 2040



4.1. Hoc Mon Urban Area

- The main orientation of this area is to encourage development at existing focal points, through legal sanctions as well as additional infrastructure and public transportation connections, to create a network of small central points, serving as focal points for urban living sub-regions. On the other hand, it aims to enhance connections between these sub-centers along horizontal and vertical routes.

4.2. Ecological Urban Area - New Urban Center

- In the future, with enhanced connectivity through Ring Road 3 and along the Saigon River, as well as a strategic focus on connectivity and development in the river corridor, this area, along with the lower area belonging to the central region (4a), has the potential to become a highly sophisticated ecological urban area at the eastern gateway of the city, attracting people from the eastern provinces. This could be envisioned as a place where high-quality human resources, entrepreneurs, and company headquarters choose locations for production activities across the entire eastern region. It can also be envisioned as a "hub" providing high-quality human resources, technology, and services for the eastern region.

The most important strength of this area is the structure of the two rivers on both sides and the green network connecting the two rivers, along with a large agricultural land reserve (over 600 hectares), with the potential to form a small ecological urban area - an important new employment center and urban area in the northern part of the city, including the central urban area at its core, combined with a very unique urban structure, consisting of green belts intertwined with high-end urban areas, low density, and a few small central points along the Saigon River.

4.3. Central Urban Area

- In the future, there will be significant changes, namely the embankment along the Xang Canal, Ring Road 3, Moc Bai Highway, Public Transportation, and the Railway, which will make this area the most important TOD hub in the northern part of the city.

As a result, the orientation here will be a "hub" TOD, with a multi-functional nature, mainly focusing on commercial services, high technology, healthcare, education, culture, sports, public green landscapes, etc. The area of this hub will be smaller than other city centers, but with high compression and density, as it is built on reclaimed land, and must ensure a large proportion of green corridors and flood drainage. It is primarily for commercial and production functions, and residential settlement is not encouraged in this area.