

FROM URBAN BARRIER TO URBAN CONNECTOR

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**HOW TO INTERVENE TO DISSOLVE THE EXISTING BARRIER OF
THE FORMER MILITARY BASE
IN ORDER TO CONNECT YONGSAN TO THE GLOCAL NETWORK**

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INTRODUCTION

After the Truce agreement following the Korean War (6.25.1950), Seoul, the capital of Korea has brought boasting of the rapid development with abundant human resources. It expanded to the point where Seoul houses 40% of the nation's entire population. This gives the competitiveness of Korea but at the same time, it has taken place at a rate that has left little time for critical reflection or adaptation. Also, even though Seoul in Korea is situated in between China and Japan. It has been a place where both those different cultures meet and economically connect each other in northeast Asia. They need their identities to improve a continued geographical condition. It would be to say a turning point regarding questions such as, where does Seoul stand now? Where is it heading?

In addition, during the last half century, the interchanges between South Korea and North Korea have started the engine nowadays and it is looking ahead to the future. Moreover, the MOA (Memorandum of agreement) regarding the relocation of The Yongsan military base, where the U.S military have located in Seoul for almost 60 years, was accorded by the Korean and U.S. government in 1990. Although Yongsan has been the cultural, economic, and symbolic place to be a good profitable centre for Seoul, the military base has become a big obstruction intercepting the access of the flow of transportation, economic production, and Seoul citizens. In addition, the closed situation of Yongsan raises problems such as the infringement of the urban plan and property rights, unbalanced development, environmental pollution, and the defamation of the national image. Moreover, the constructions of the War Museum, Yongsan Family Park, and the National Central Museum without the long-term master plan have caused more confusion about the adequate development goals and objectives. Like this, the movement away from military facilities has been a hot issue in recent years. Meanwhile, the process of military base relocation and the role of planning in the transition to civilian uses are very much a topic of debate in Korea.

The surroundings in Yongsan are getting ready for change with the arrival of a most advanced international office area in the form of the city airport terminal, convention center, and staying hotel facilities for foreigner. Moreover, the government of Seoul is considering making a national park for Yongsan. With Yongsan located in the center of the Han River, the government is considering planning the Han River logistics, tourism, and passenger transportation hub as an economy solution to Seoul's growth as a top global port and tourist city with the construction of the Kyung-in canal connecting with the west sea. The area known as Yongsan is in a logical location connected with urban network of Seoul through the Han River.

From this point of view, Yongsan's redevelopment gives rise to the necessity to investigate the potential practical use and urban spatial value. With the urban infra-establishment, it needs to set up the direction of transformation of restored Yongsan in the long run. Therefore, on the basis of these preconditions, the goal of the graduation project could be to find out how to transform Yongsan following the military base relocation in the Han River. I would like to research the problems on several different levels. From the investigation, I presume that the reorganization of the view and strategy would be proposed for the spatial strategy involving a great deal of planning land use, economic value and to organizational restructuring to lead to the urban transformation of related to reciprocal relations between global and local objects for Yongsan in centre Seoul.

METHODOLOGY

The Strategy sets out the vision and key-issues as well as identifying desired outcomes and strategies to address the networked space in Seoul. This part also provides an overview and methodology of the implementation plan and the context. The Strategy develops through the research and analysis undertaken in the context.

The Context forms the background research and sets the context of how and why the Strategy was developed. It contains relevant background material – demographic analysis, background studies, legislative framework, literature reviews, and an inventory of current resources and assets.

The Implementation plan contains the action plan, roles and, agreed levels of the vision of open networked space of Yongsan. It works as the 'toolkit' of how to implement the strategy.

Look at the process of the project methodology;

For the proposal, I researched the city profile of Seoul to understand general context and managed the urban structure estimated by the geographical network, interface network, technical network, production network, and household network. The problem statements summarized by each spatial structure level with regards in SWOT give the distinct recognition of the current Yongsan situation. It is reconsidered to make a hypothesis for the vision. In addition, the scientific methodology, which used to lead the research question in the respect how to intervene Yongsan, visualizes the next design goal for the vision and strategy, which divided into reshaping identity, urban environment, urban renewal, urban network, urban economy, and urban integration. It would bring the strategic process to be with the objective of making decisions and to execute actions based on rational criteria and principles of subsidiary.

From the observation of research analysis, I hang the hypothesis by problem statements on the vision. The vision supports the strategy of each level divided for the arguments. Above all, the base of the theory could be the structure of the vision. The concept would be also the frame of the design. The networked space mentioned on the theory part is not only just open space but also the gateway to combine the meaning by connector in glocal network. It plays an entire role to connect to the global network and a specific role to enhance the local cohesion.

In the meantime, for the following spatial strategy, it can apply to the way to approach consideration of environmental, social, cultural, territorial, politico-institutional, and physical problems interconnected with common residents and the regional factors on a local scale as well as a global scale. Lynch Kevin said the way to analyze the city image in the circumstance introducing five visual composition factors in terms of node, landmark, path, edge, and district. From his objections, it can be penetrated with the following respect that urban-view is important to show the identity of environment in Yongsan.

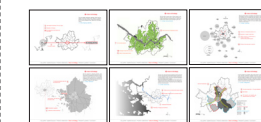
METHODOLOGY

City profile of Seoul

- History
- Demography
- Economy
- Society

Spatial structure

- Geographical
- Interface
- Technical
- Productions
- Household



Problem statements with regards to SWOT recognized by each spatial structure levels.

- Geographical level
- nature level
- Interface level
- Technical level
- Productions level
- Household level

Problem statements

In order to strengthen competitiveness in the economic networks, Seoul should connect the global networks to the local structural cohesion networks.



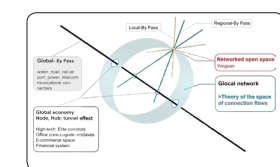
Connectivity have hindered since the Korean War because Yongsan, central of Seoul used to be military base.



That has caused the big obstruction and interrupted the flows of transportation, economic production and balanced development for almost 60 years.

Theory

Global network
local network
Glocal network



Analysis

METHODOLOGY

METHODOLOGY

Background of Yongsan

- U.S. troops stationed in the world
- U.S. troops stationed in Korea
- Relocation of U.S military base
- History of Yongsan

Regional context connected with global and local network

- Seoul master plan
- Rapid electronic railway
- New airport railway
- Development of The Han river
- Green network
local context connected with global and regional network

SWOT analysis

Research questions

Yongsan Military Base: From Barrier to Connector
How to transform Yongsan, Military base from barrier to connector in order to make a Logistic International Hub on the Han River?

Strategy
Vision
Program
Evaluation for feasibility
Study of case: view

Level 0_ Green & Ecological park

International high-tech office zone

Residential zone

Commercial zone

Green zone

Yongsan military base

Level1_ Waterfront

Level2_ Gateway connection for utilitarian axis

Level3_ Gateway connection for green axis

Synergy effect

Level 0 Sustainable environment

Level 1 Waterfront

Level 2/ Level 3 Gateway connector for the utilitarian axis and for the Green axis

Strategy planning

Intervention / Implementation

Reach & Routing

Existing situation

Relation planning

Accessibility

Typology /Land use

Problem & function

Design planning

Intervention / Implementation

Type 1- orientation/problem

Type 2 - essential link/problem

Type 3 - New amenity/problem

Stakeholder

The fundamental role for Government
The contribution of the private sector
The civic community as the director

Relevance

Evaluation Achievement

City Profile Of Seoul

- History
- Demography
- Economy
- Society
- Spatial Structure**
- Geographical Structure
- Interface Structure
- Technical Structure
- Productions Structure
- Household Structure
- Problem Statements**
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- Theory
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- Opportunity
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- Research Questions**
- Strategy & Vision
- Study Of Case

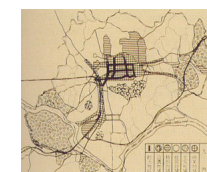
P1,2

P1
P2
P3,4
P5

CITY PROFILE OF SEOUL

History

The Paleolithic age-Goryeo
The prehistoric remains unearthed in Amsa-dong (village), Gangdong-gu (district) date back to Neolithic Age of about 7,000 ~ 3,000 years ago. With the introduction of bronze ware from about 700 B.C., people gradually began to spread from the river basin toward inland areas.

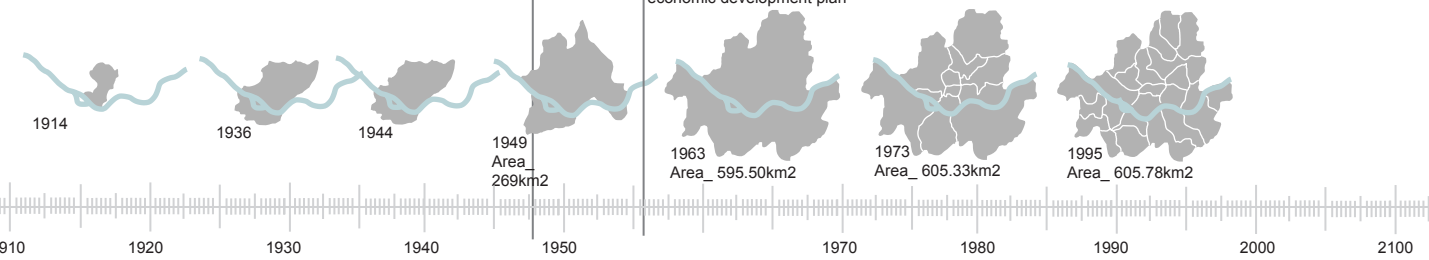


1952_ Seoul urban plan

Truce agreement
Seoul started laying foundations a new from early 1960s through 1970s to develop into a modern city. In July 1971, the development-restricted Zones(Green Belt) were designated for the first time and a total of 1566km³ of Green Belt was established to curb the disorderly expansion of the city

1960
The nationwide five-year economic development plan

Korea
Area_ 99,899 km ²
Population_ 48,500,000(2006)
Density_ 487 per km ²
GDP_ \$24,500 (Per capita, 2007)
Seoul
Area_ 605.33 km ²
Population_ 10,356,000(2006)
Density_ 17,108 per km ²



Joseon Kingdom
Lee Seonggye, the King Taejo (founder) of Joseon Kingdom, toppled the Goryeo Kingdom and opened a new state on July 17, 1392, after he succeeded in withdrawing the expeditionary forces from Wihwa-do Island. The construction of Hanseong(seoul) in early Joseon period was carried out and right after the relocation of the capital, administrative districts inside the city walls were divided into 5bu's and 52bang's, the former corresponding to current administrative unit of 'GU(district) and the latter the 'dong(village). Thanks to its location near the Hangang River, Seoul began to play a key role in national commerce and trade from the 17th century.

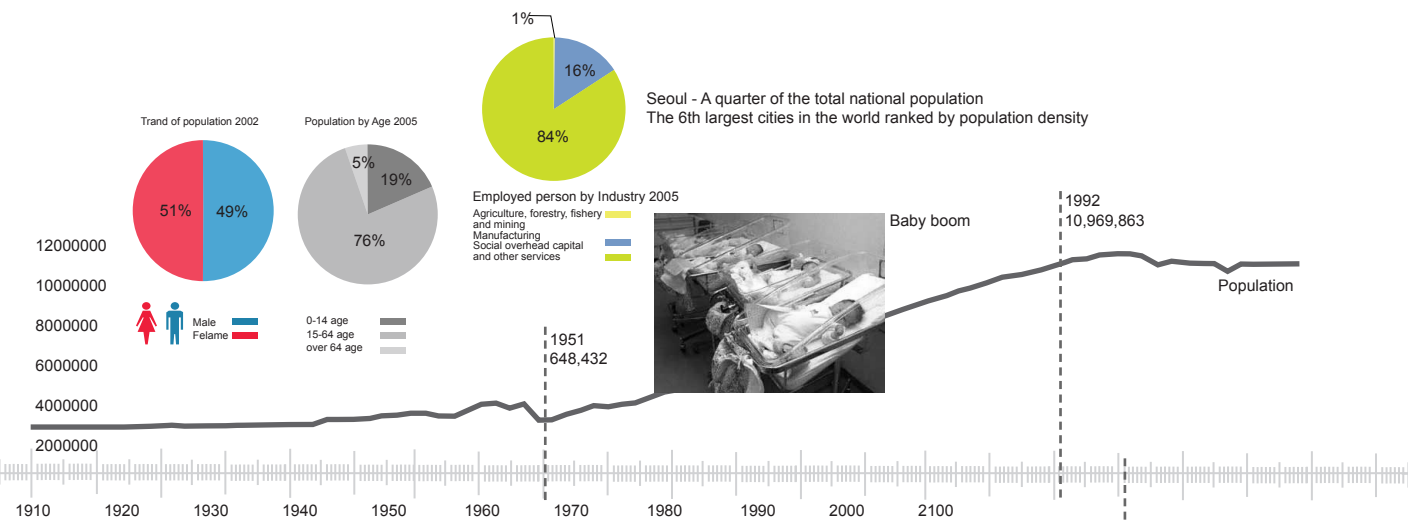
Japanese Occupation
The Joseon Kingdom had to adopt the open-door policy upon the conclusion of GangWha-do(island) Treaty with Japan on February 24, 1876. And along with the import of Western civilization modernization process started in every field. Wireless telegraph system was set up between Seoul and Incheon, Uiju and Busan, in 1888. Railroads were opened in 1899, and the nation's first electric streetcar was also put in service between Seodaemun and Hongneung on April 8, 1899. In the year 1943, right before the National Liberation, 'GU(district)system was adopted to establish seven'Gu's

National independence
Upon the National Liberation on August 15, 1945, Gyeongseong was renamed 'Seoul, a pure Korean word to mean 'national capital'. Seoul was separated from Gyeonggi-do Province.
Korean war(25.6.1950)
When the Korean War broke out on June 25, 1950, the Government had to move to the temporary capital of Busan City in 1951 but announced the return to Seoul On August 1, 1953. The Korean War left the early development efforts of Seoul into nothing but a pile of debris and destroyed urban infrastructures.

-Present
The 1980s set another spur on the growth of Seoul as an international city as it was Joseon, in September and November, 1981, respectively, to host the Summer Olympics and the Asian Games. In addition, the Comprehensive Hangang Development Plan was implemented to improve reservoirs and waterways, make riverside parks, and construct urban expressways along the river.
In 2006, Municipal Government of Seoul is bracing for the future with its 4 year master plan to evolve into a clean and attractive global city.

CITY PROFILE OF SEOUL

Demography



Seoul - A quarter of the total national population
 The 6th largest cities in the world ranked by population density

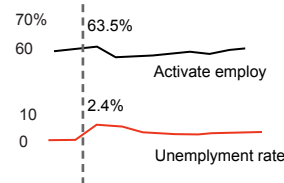


While Seoul's geographical area of 605.41km² is only 0.6% of the national total size, its population is 21%, reflecting the city's high population density. Seoul has a population of 10,297,004 as of the end of 2005. This accounts for about a quarter of the total national population. As for the proportion of male to female excluding foreigners, women (5,173,266) slightly outnumber men (5,123,738). The number of foreign residents in Seoul as of the end of 2005 is 129,660 or about 1.3% of Seoul's total population including 77,881 Chinese, 11,487 Americans, and 6,710 Japanese. There are people of more than 90 different nationalities currently residing in Seoul. In addition on that, Combined with the neighboring suburbs, where an additional 13.2 million people reside, it forms a huge market with 23.48 million consumers (48% of the total population) which means that Seoul possesses the characteristics of a vast consumer market. And paying attention point in demography graph is after the Korea war in 1950. At that time, there are the baby boom in Korea. From the starting point, population of Korea increased quickly. And capitalistic economy of Korea through 1980 and 1990 made high density.

Density-Trend of Population

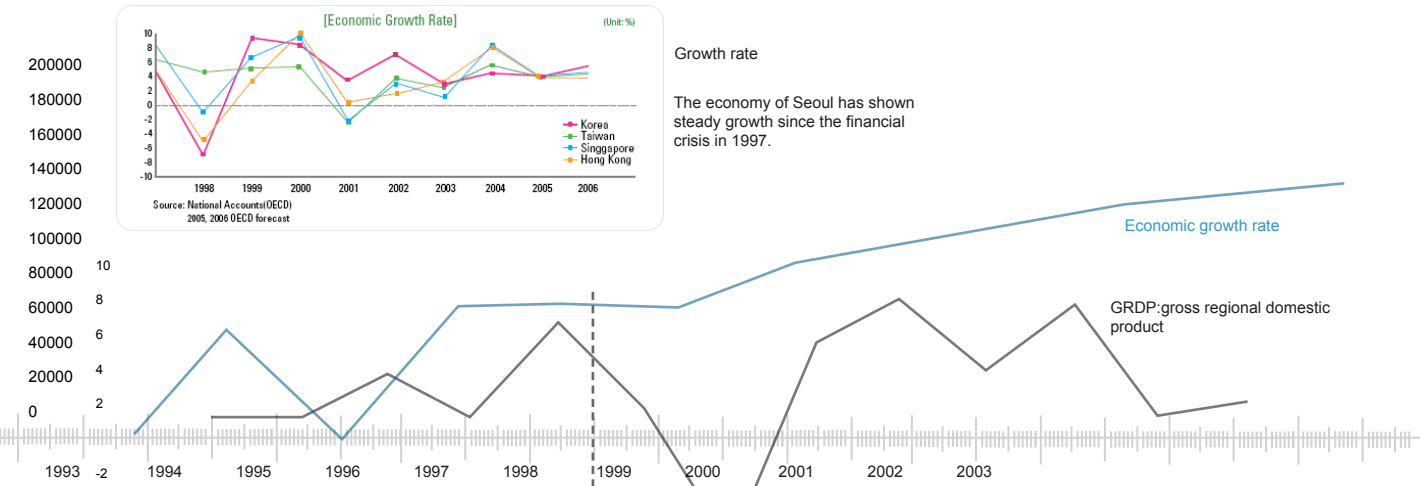


Active population-rate

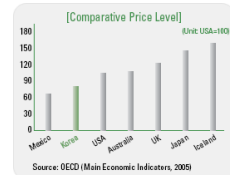


CITY PROFILE OF SEOUL

Economy_Korea



The economy of Seoul has shown steady growth since the financial crisis in 1997.



Now
 In 2004, the inflation rate of Korea was little bit higher than that of other OECD member countries, standing at 3.6%. However, the purchasing power parity of the nation (US=100) was 84, lower than others.

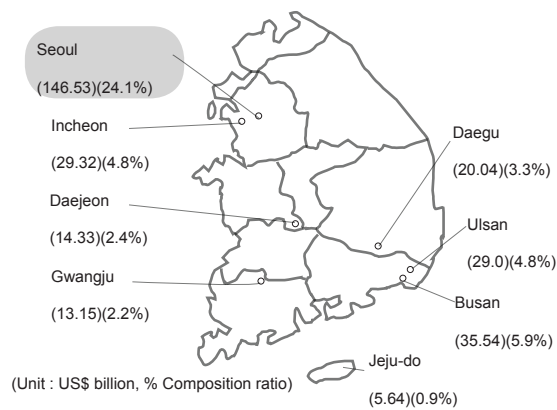
The Gross Domestic Product (GDP) of the Republic of Korea as of 2004 is US\$ 681.5 billion, the 10th largest in the world. Given that its GDP in 1980 stood at a mere US\$ 63.8 billion, it is easy to see the unprecedentedly rapid economic development Korea has achieved.

Country	1980*		1990*		2000*		2004**	
	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
USA	1	27,700	1	57,600	1	97,600	1	117,335
Japan	2	10,600	2	30,400	2	47,500	2	46,884
Germany	3	8,930	3	18,700	3	18,700	3	27,967
UK	5	5,360	6	8,900	4	14,400	4	21,255
France	4	6,820	4	12,200	5	13,100	5	20,181
Italy	9	4,400	5	11,800	7	10,700	6	18,805
China	11	1,800	11	3,550	6	10,800	7	16,454
Canada	7	2,650	7	5,740	8	7,140	8	9,958
Spain	9	2,210	9	5,100	11	5,820	9	9,930
Korea	29	638	15	2,640	12	5,120	10	6,815
Mexico	10	1,940	16	2,630	10	5,810	11	6,785
India	12	1,820	12	3,170	13	4,570	12	6,610
Australia	14	1,660	13	3,110	14	3,890	13	6,176
Brazil	8	2,350	10	4,520	9	6,020	14	5,987
Russia	-	-	8	5,170	17	2,900	15	5,827

Source: *World Bank, WDI Online DB ** IMF, WEO DB

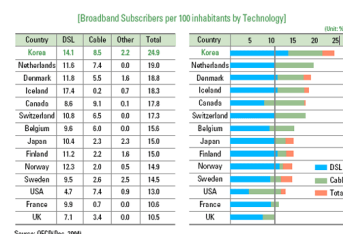
CITY PROFILE OF SEOUL

Economy_Seoul



Korea has rapidly emerged as one of the world's leading ICT (Information & Communication Technology) powerhouses. Its outstanding technological edge and competitiveness enabled Seoul to rank top in the UN Global e-Government Survey. Korea's e-Government program was exported to Moscow, Russia in 2004, and Hanoi, Vietnam in 2005. Three out of ten Seoul residents and more than half of those in their teens and twenties have wireless access to the Internet. Such rich experience in hightech ICT products will facilitate the adoption of even more advanced ICT products. In this regard, the city of Seoul is aggressively pushing forward with wireless public services and the introduction of a ubiquitous network.

Communication technology



Rank	Cities of Assessment	Country
1	Seoul	Korea
2	Hong Kong	Hong Kong
3	Singapore	Singapore
4	New York	USA
5	Shanghai	China
6	Rome	Italy
7	Auckland	New Zealand
8	Jerusalem	Israel

- GRDP US\$146.54 billion(24.1%)
- Venture companies 3364(37%)
- Bank deposits US\$ 262.4 billion(50.2%)
- Income Tax US\$3.12billion(46.5%)
- Corporate Tax US\$12.35 billion(59.3%)

GRDP

As of the end of 2003, Seoul's GRDP was US\$ 146.53 billion, or 24.1% of the national GDP of US\$ 608 billion. When the city's metropolitan areas are included, the figure increases to US\$ 293 billion, or 48.2% of the nation's GDP. In terms of the industrial sector, the relative portions of the finance, real estate, telecommunications, wholesale and retail industries in Seoul are higher compared to the national average for other regions.

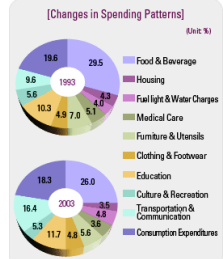
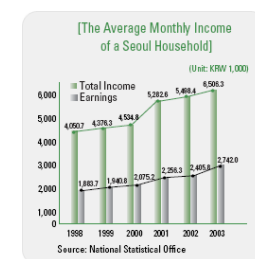
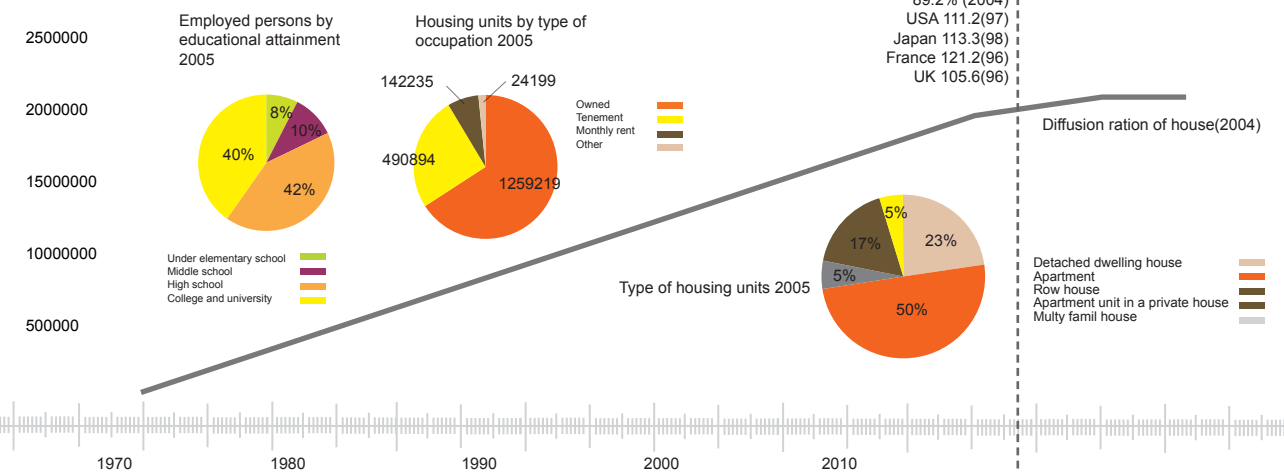
Exports and Import

[Exports (2004)]			[Imports (2004)]		
Export	Amount (US\$ Million)	Portion (%)	Import	Amount (US\$ Million)	Portion (%)
Total	29,924	100%	Total	48,382	100%
Agriculture/Fishery Products	700	2%	Agriculture/Fishery Products	404	0%
Mineral Products	2,020	7%	Mineral Products	4,401	9%
Chemical/Industrial Products	1,980	7%	Chemical/Industrial Products	5,140	11%
Plastic, Rubber and Leather Products	1,511	5%	Plastic, Rubber and Leather Products	1,052	2%
Textile	6,392	21%	Textile	4,130	9%
Daily Living Supplies	572	2%	Daily Living Supplies	1,314	3%
Steel & Metal Products	827	3%	Steel & Metal Products	3,270	7%
Machinery	3,071	10%	Machinery	3,758	8%
Electrical & Electronic Products	6,990	23%	Electrical & Electronic Products	19,407	40%
Others	119	0%	Others	1,090	2%

Exports by Seoul in 2004 stood at US\$ 29.924 billion, 11.7% of the nation's total, while imports were at US\$ 48.382 billion, 21.5% of the national total. These figures also represent a 7.8% and a 15.3% increase over the previous year in exports and imports, respectively. The major export items for 2004 were electrical and electronic products, indicating the country's ICT industry growth, as well as growth in textiles and machinery. Electrical and electronic products, machinery and petrochemicals were the main import items.

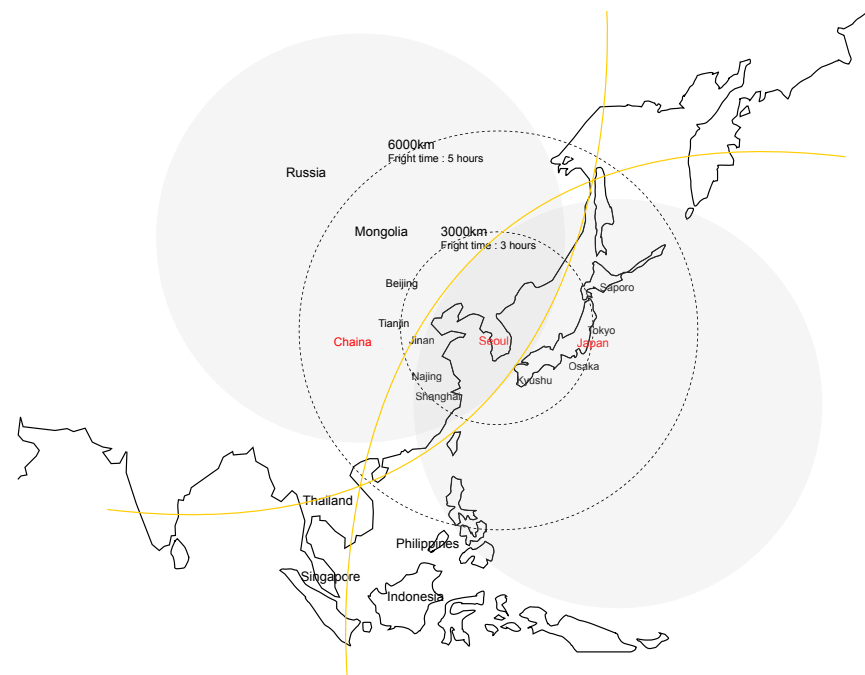
CITY PROFILE OF SEOUL

Society



Seoul shows the High educated employed persons from the date of employed persons by educational attainment. Although 1997 financial crisis, there has been a significant change in labor market. The government and businesses have taken a hard line to change the rigid labor market. Fundamental labor related laws and principles have changed. The average monthly income of a Seoul household has risen by approximately 1.5 times since 1990. As individual incomes have improved, the pattern of consumption has changed. People have gone beyond maintaining basic standards of living to put more focus on boosting quality of life. Moreover, from the diffusion ratio of house, although the rate is growing more than the past, the supply show low figure (84%) than other country such as U.S.A(111.2%), Japan(113.3%) France (121.2%) and UK(105.6%). in compare with the average figure(120-130%), it said that Seoul has supersaturated population and shortage of the housing supply.

SPATIAL STRUCTURE
Geographical Structure



Korea is located between China and Japan. Its geopolitical position has enabled Korea to traditionally act as an intermediate hub for cultural exchanges and trade.

In this regard, Seoul is a superlative location for doing business with China which is the largest market in the world, and Japan which is the world's 2nd biggest economy. Northeast Asia is home to 25% of the earth's population and generates 22% of its GDP forecasted to increase to 30% by 2020. Seoul boasts a wide array of transportation networks. Forty three cities with populations of a million or above are within a three-hour flight from Seoul via Incheon International Airport. Incheon Port is also in close to Seoul. This will turn Seoul into a land bridge between Northeast Asia and Europe and an international hub of business and logistics.

GEOGRAPHICAL STRUCTURE

Spatial structure

P1

P2

P3, 4

P5

There are 29 organizations under the direct control of the Seoul Metropolitan Government: University of Seoul, Seoul City Official Training Institute, Research Institute of Public Health & Environment, Seoul Emergency Operations Center, Fire Academy, Cheongwadae Fire Brigade, Fire Aviation Corps, and 21 fire stations.

The 'gu'(districts include 25 autonomous 'gu's and 522 'dong's) was upgraded in 1988 from just one of the administrative sub-organizations of the City Government to an autonomous district eligible for a corporate entity, which means it performs both autonomous administrative works and those commissioned by the City.

Each autonomous 'gu' is composed of bureaus, offices, and divisions, and operates a community medical center under one mayor and one vice-mayor. Each 'gu' has a number of 'dong,' which provides convenient services closely related to the residents' daily life.

The Seoul Metropolitan Council (SMC), the legislative body, representing about 10.3 million Seoul citizens, has currently interface serving a four-year term in office.

And government offices including economy-related ministries were relocated from Gwanghwamun, Seoul, to the 2nd Government Office Complex in Gwacheon, Gyeonggi-do. To the same end, new satellite towns have been developed in Seongnam, Bucheon, Gwacheon, Bundang and Ilsan areas.

Spatial structure

P1

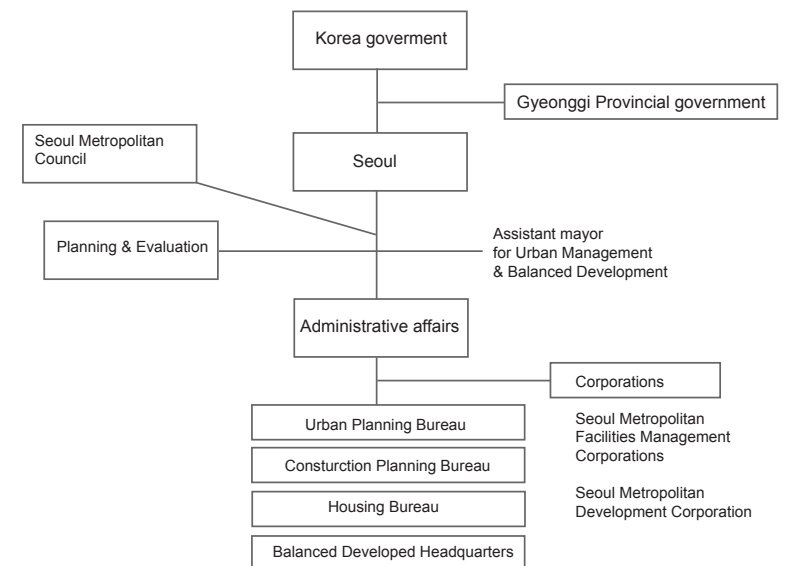
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P3, 4

P5

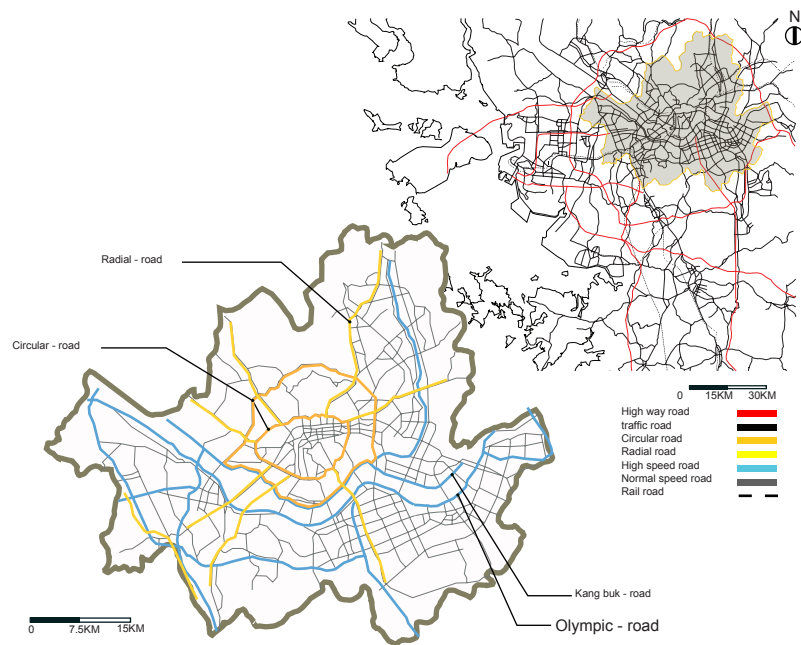
INTERFACE STRUCTURE

SPATIAL STRUCTURE
Interface structure



SPATIAL STRUCTURE

Technical Structure



In national scale, the connection of Seoul with other cities has the network such as the airport, port, highway, and railway from diagram on the left. Since the ancient formation, Seoul has started along the river and the road is involved with the Han river. Also, as keeping up the growth, The transportation has been expanded into the satellite city. In line with, nowadays, the main roads of Seoul can be classified with three roads, circular road, Kang-buk road and Olympic road running across the middle of Seoul along with the Han river. And each radial road is connected with these circulated roads. Moreover, high speed traffic road is covered around the river and the railroad along with the Jung-rang stream flowing in the northern part of the Han river runs across the river and connects to Inchoon, Anyang Kumpo and Suwon. These roads play a role as the commercial network way of Seoul and at the same time, connection network with surrounding other cities. It means that with the high population and rapid economic development, the technical network has grown gradually. The extension of network has led the metro map connected to the satellite city. It shows the relation of the technical network between Seoul and periphery area as well. With the more expecting development to periphery area, it would be prospected to produce more connection to support the infra basic structure

Spatial structure

P1

P2

P3,4

P5

From the land using distribution chart, the commercial area can be divided into a triple location connected with Jongno, Myongdong and Youido. Jongno was the center of traffic from early on and a commercial hub where Yugujeon, which is the famous market for six specialty products, was located. And Yeouido is a sand island in the Han river. Its appearance was changed by a city government development project, and it is now the center of commerce where the 63 Building, the tallest in Korea, stands. Also, Myongdong was the representative residential area in the Chosun Era. It is now the bustling center of commerce and finance. Chungmuro, which was once called Jingogae, is now a mecca for the movie and printing industries. These three places are the representative commercial area for the productivity of Seoul. And these areas is readying to plan the revitalization of Downtown in Seoul as a center for Economy and tourism such as the street of history and culture, the street of culture and tourism, the forested street of culture, and the street of design and fashion which means an important industry engine that boosts the economy by injecting energy into the market and creating jobs. Also, in the Han river related with these plans, Seoul is considering the river development industry with a kyung-in canal connected with West see to improve Seoul economy. the economic revival of Seoul is expected with business in North-east Asia including China. Moreover, that shows that the Han river which is involved with the main commercial factors of Seoul, would have a big future potentiality to grow the global economic aspect.

Spatial structure

P1

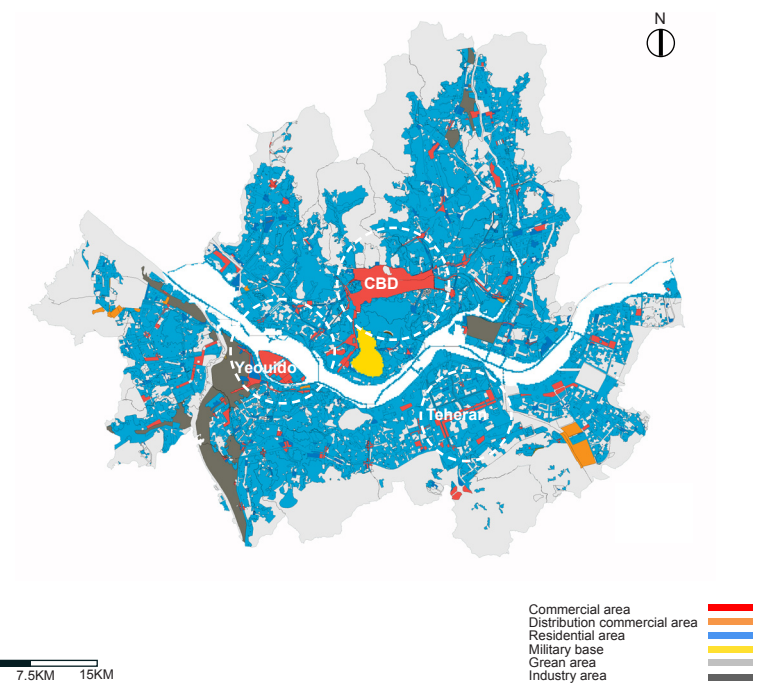
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P3,4

P5

SPATIAL STRUCTURE

Productions Structure

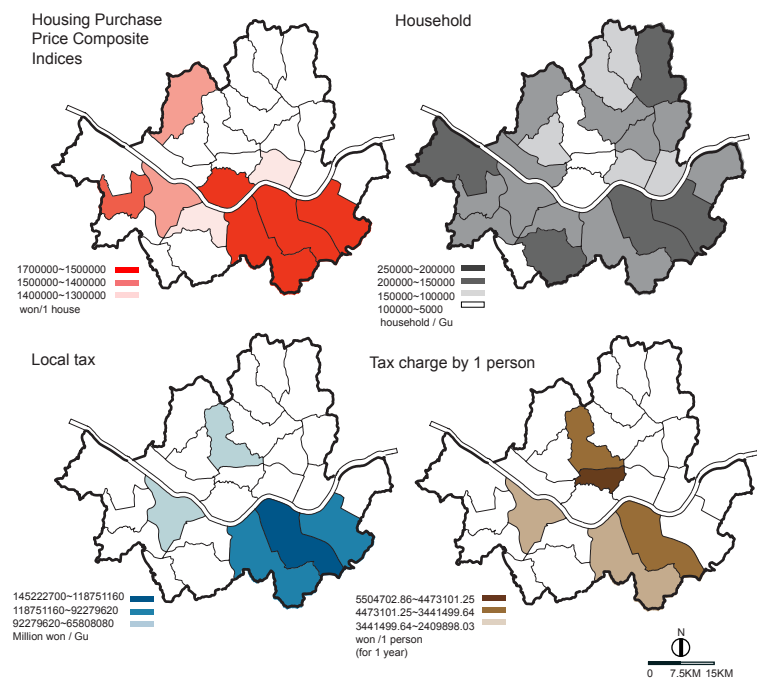


PRODUCTIONS STRUCTURE

Commercial area
Distribution commercial area
Residential area
Military base
Green area
Industry area

7.5KM 15KM

SPATIAL STRUCTURE
Household structure



From the income distribution chart and rates statistics of Seoul, it reckons that both the northern part of the river(Gangbuk) and the southern part of the river(Gangnam) show the different aspects, which means not only geographical division, but also a social bisection of Seoul along lines of the economy, culture, and class. In addition to the diffusion of finance and local taxes, Gangnam shows a higher noticeable figure more than other districts. It has been considered the unbalanced development causing the disproportion problem of local differences.

In this regards, Seoul have a new town plan for a re-development project for existing towns in Gangbuk, the relatively underdeveloped the northern part of Seoul in order to solve problems, wherein private sector-lead development had so far concentrated on housing, without due consideration for urban infrastructure, creating a resultantly abusive development pattern. The project goes ahead with the construction of a total of 33 new-town designated by 2015. Additional districts will be designated with run-down housing in need of planned refurbishment every year.

Besides, with regarding already pointed factors that Seoul has problems about the supply of housing from the society aspect of the city profile, Seoul is getting ready for a plan in terms of construction of public rental houses for low-income households. Seoul city will build 100000rental houses by 2012 for the stable housing supply for low-income families.

HOUSEHOLD STRUCTURE

Spatial structure

P1

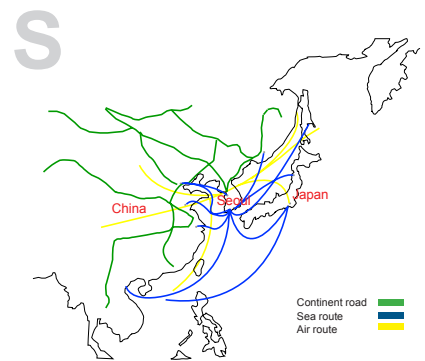
P2

P3.4

P5

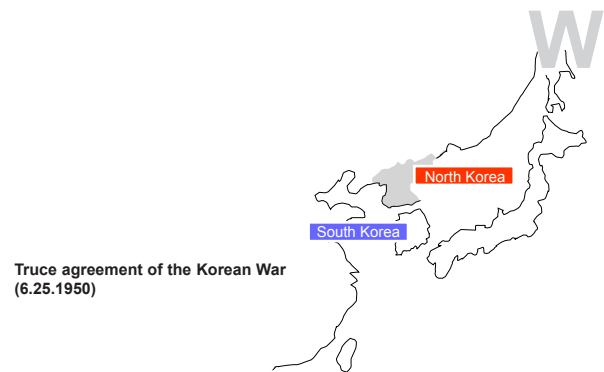
PROBLEM STATEMENTS

Geographical level- swot

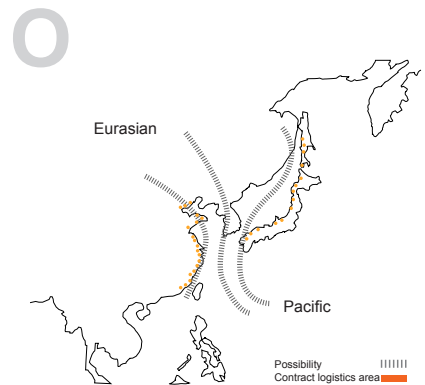


Intermediate Hub between China and Japan

Thanks to its geographical location, Korea serves as a gateway to Northeast Asia, and has an advantage in becoming a global city. It is easy to witness that Korea's capital fits the role as a bridge between the Pacific countries and Eurasia, and this proves the possibility of becoming a network city.

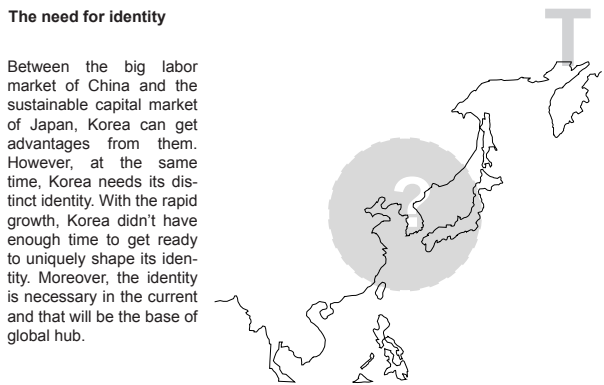


Truce agreement of the Korean War (6.25.1950)



Possibility of Unification

Even though North Korea and South Korea have been separated since the truce, unification of North and South for the coming future can have a big opportunity. Actually, When the inter-Korean railways such as Seoul-Wonsan Line, Seoul-Sineuiju Line, Yangyang- Anbyeon Line are restored, Seoul will be directly connected to Siberia and Mainland China through the land, that would lead Seoul, Korea to grow and connect between Eurasian continent and the Pacific.

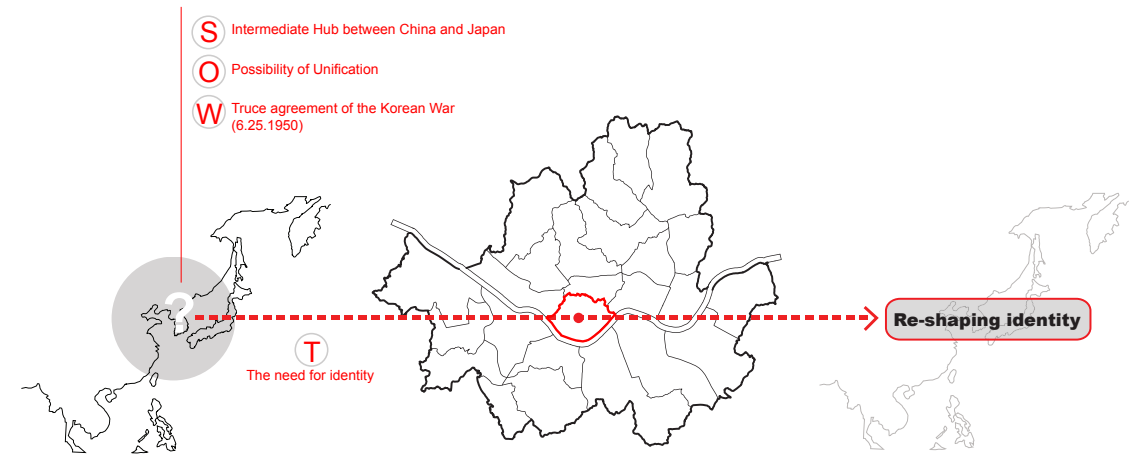


The need for identity

Between the big labor market of China and the sustainable capital market of Japan, Korea can get advantages from them. However, at the same time, Korea needs its distinct identity. With the rapid growth, Korea didn't have enough time to get ready to uniquely shape its identity. Moreover, the identity is necessary in the current and that will be the base of global hub.

PROBLEM STATEMENTS

Geographical level- swot

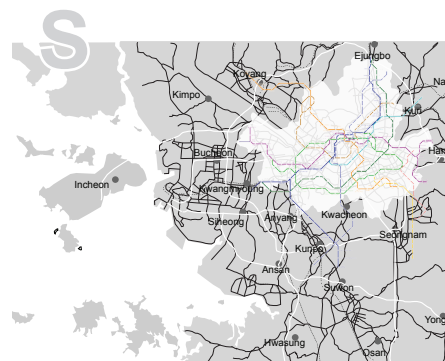


From the strength, opportunity, weakness, Korea have the question to take their identity. Seoul needs the re-shaping identity for the center of Korea. It should be the transformation by insuring substantial vision restored from the global aspects.

>> Re-shaping identity

PROBLEM STATEMENTS

Technical level-swot

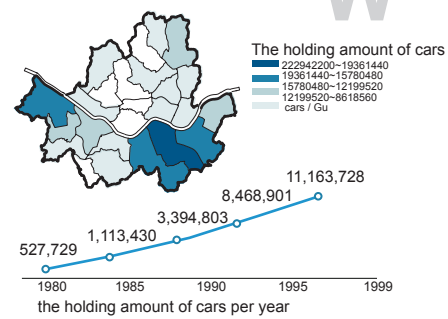


Connction with the periphery area

It has an merit that satellite cities around Seoul were connected with each other on the metro map. Examining the current network circumstances of Seoul linkage among other cities within the nation has tremendously improved since the express train was open to traffic.

Traffic congestion

An amount of internal traffic and public transportation are still in danger zone. There is serious traffic jam because of overcrowding. It is inefficient that the flow of vehicle with various speed & purpose moves through the conventional road. Moreover, the high number of traffic vehicles (285600 cars) gives questions to solve for the congestion.



W

The holding amount of cars
 222942200-19361440
 19361440-15780480
 15780480-12199520
 12199520-8618560
 cars / Gu

PROBLEM STATEMENTS

Technical level-swot

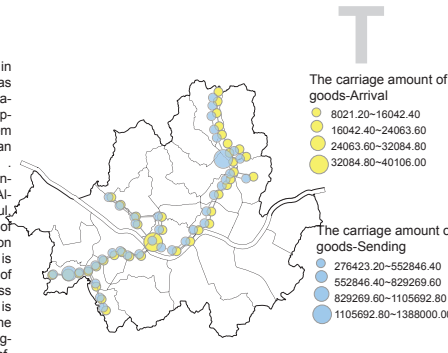


Kyung-in canal

The government is considering to plan the Han River for the Hub of the logistics, tourism, and passenger transportation considered the economy solution in terms of the stage for Seoul's growth as both a top global port and tourist city with the construction of the kyung-in canal connecting with the west sea.

Insufficiency of traffic networking

Seoul have been damaged in basic fundamentals such as traffic, industries to take comparative advantage together with the appropriate condition of traffic system because of closure of Yongsan central Seoul with military base. Yongsan is big obstruction to connect each place inner Seoul. Although the area is center of Seoul, it stolen the real center location of CBD and cuts the flow of connection with other districts. Actually, CBD is located in adjacent upper place of Yongsan. Hangang flow across alongside Yongsan. However, it is difficult to find the connection line with the important factors in Yongsan. Moreover, insufficiency of traffic networking of Yongsan, central Seoul is the question to solve in present time.

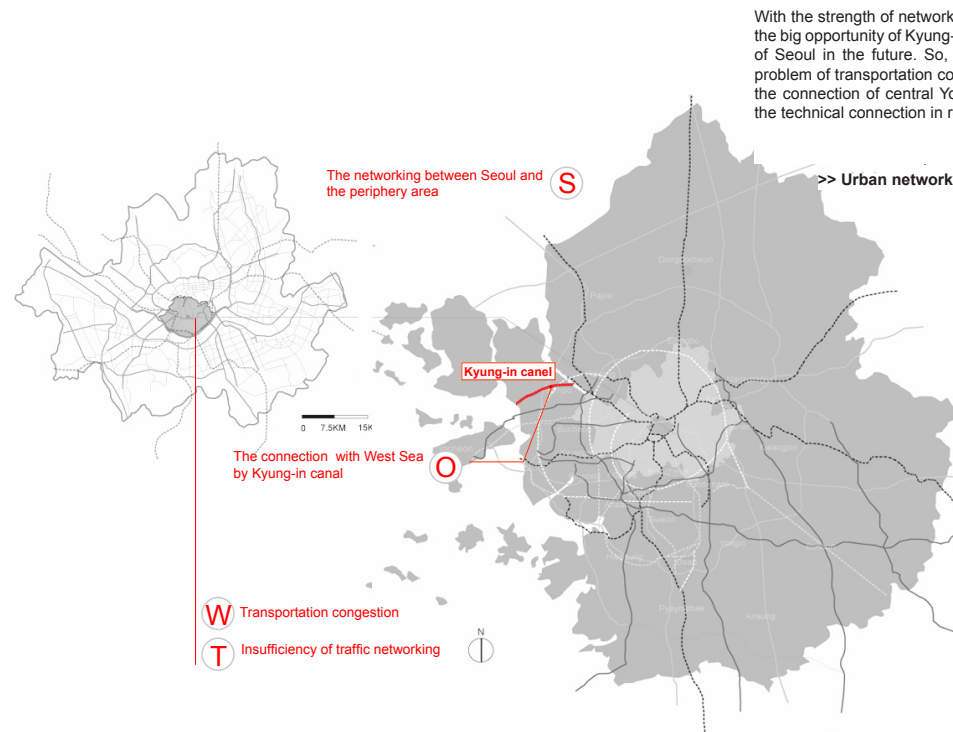


T

The carriage amount of goods-Sending
 276423.20-552846.40
 552846.40-829269.60
 829269.60-1105692.80
 1105692.80-1388000.00

PROBLEM STATEMENTS

Technical level-swot

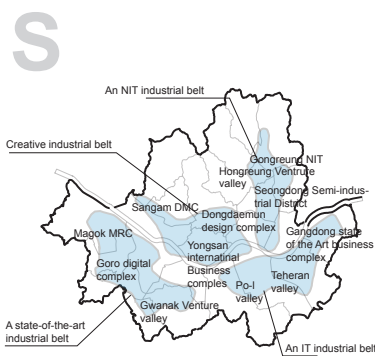


With the strength of networking periphery area, Seoul has the big opportunity of Kyung-in canal. It would be the vision of Seoul in the future. So, Seoul needs to consider the problem of transportation congestions and insufficiency of the connection of central Yongsan as these possibility of the technical connection in respect of Urban network.

W Transportation congestion
 T Insufficiency of traffic networking

PROBLEM STATEMENTS

Production level- swot

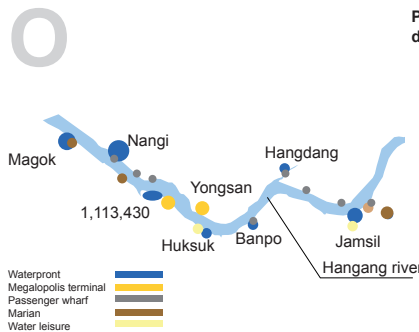


Fostering and accumulating Seoul-based industries.

Given conditions and business environments of Seoul have to be utilized to the maximum level so as to promote national economy. Strengthening competency of the Seoul-based industries requires intensification of knowledge of existing industries as well as formation of infrastructure for new venture-capital industries. Creation of four industrial belts. The government of Seoul is planning to enhance Seoul's industrial competitiveness by building a creative industrial belt in the downtown area, a state-of-the-art industrial belt in the southwestern area, an NIT industrial belt in the northeastern area, and an IT industrial belt in the southeastern area on a mid and long-term basis.

Shortage of infasturcture for convention holding

The economy index and low competency of Seoul reveals the inferiority of the infrastructure needed for high standard of living as well as foreign investment. The city needs expansion of convention facilities to hold international business affairs and international finance.

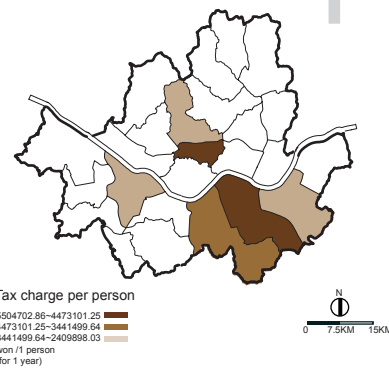


Potentiality of Hangang and downtown

Seoul will be able to the Han river as a hub of logistics, tourism, and passenger transportation when the water traffic connects with the West Sea. It can be considered the economy solution in terms of the stage for Seoul's growth as both a top global port and tourist city. Also Yongsan, center of Seoul attract vibrant economy and abundant cultural assets by revitalization of downtown Seoul.

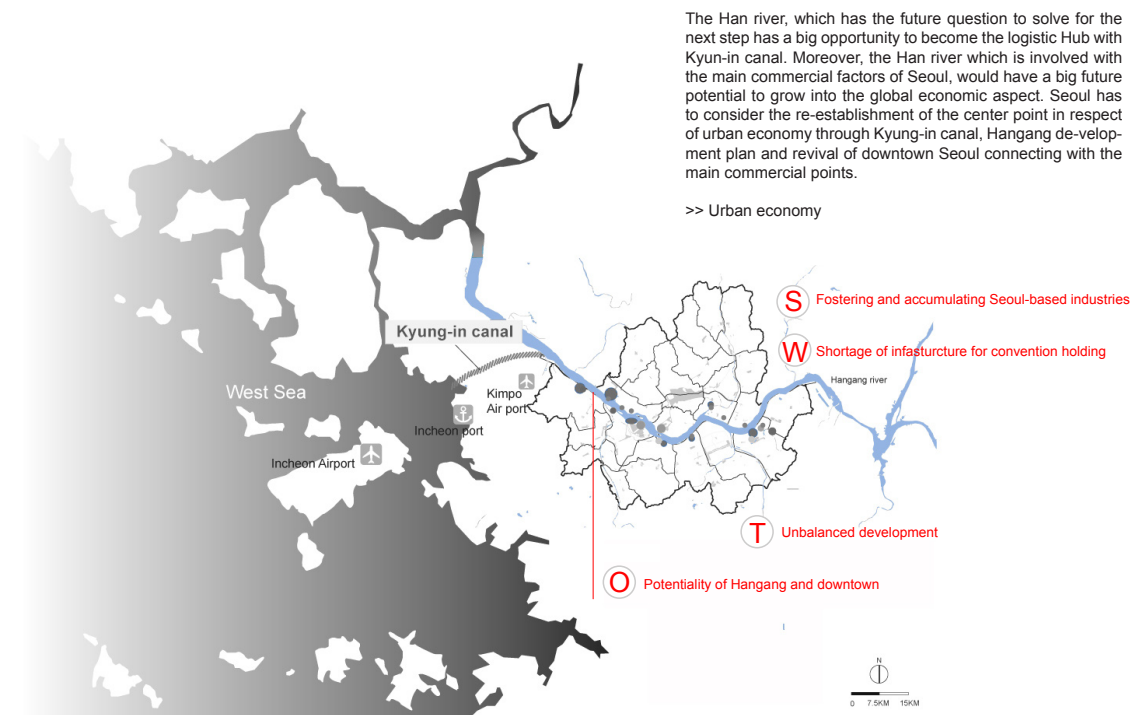
Un-connection of central Seoul: Un-balanced development

Seoul have three big commercial areas such as CBD, Youido (National assembly building, Broadcasts, large enterprises), Myongdong (IT, global finance). However, Yongsan, the center of the three areas have not been played a role until now because it used by military base for the past 60 years. Although the location is important in Seoul, the reason of military base makes the un-connection of central development. Also, it brings the un-balanced development of Seoul.



PROBLEM STATEMENTS

Production level- swot



The Han river, which has the future question to solve for the next step has a big opportunity to become the logistic Hub with Kyun-in canal. Moreover, the Han river which is involved with the main commercial factors of Seoul, would have a big future potential to grow into the global economic aspect. Seoul has to consider the re-establishment of the center point in respect of urban economy through Kyung-in canal, Hangang development plan and revival of downtown Seoul connecting with the main commercial points.

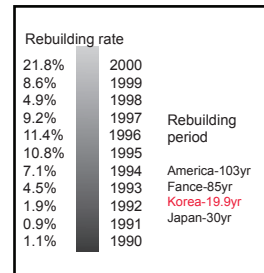
>> Urban economy

PROBLEM STATEMENTS
Household level- swot

PROBLEM STATEMENTS
Household level- swot

S

High reconstruction

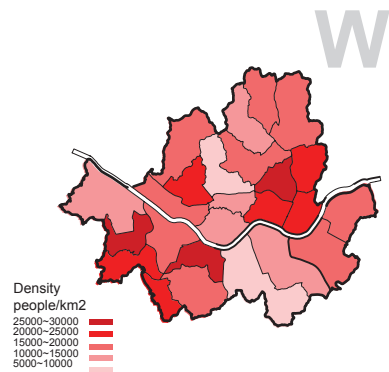


The high reconstruction

The high reconstruction rate of Seoul plays a important role in space infrastructure that constitutes a city. That is to say, Seoul is a city of high frequency in constructing new buildings. It is true that such a fact has been the target of criticism for diminishing regional characteristics of the city. However, the appearances of numerous programs constantly altering in a densely packed area shows a rather high adaptability to latest trends or infrastructure. Thus, this will serve the city's potential.

High density

Seoul, the capital of the Republic of Korea, has an urban population of 10.28 million, or 21% of the total national population. Combined with the neighboring suburbs, where an additional 13.2 million people reside, it forms a huge city with 23.48 million population (48% of the total population). The heavy concentration of population in Seoul, however, have caused various urban problems from the increased demands for housing, transportation, and education.

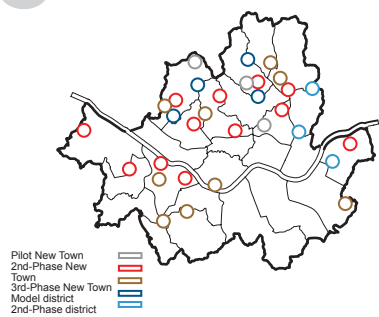


W

O

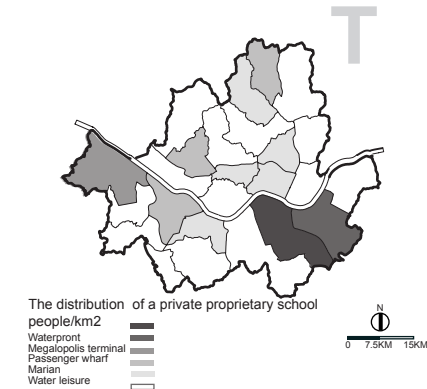
New town Development

Seoul is considering the Implementation of New town Development Plan. The New Town Project can be defined as a redevelopment project for existing towns in Gangbuk, the relatively underdeveloped northern part of Seoul

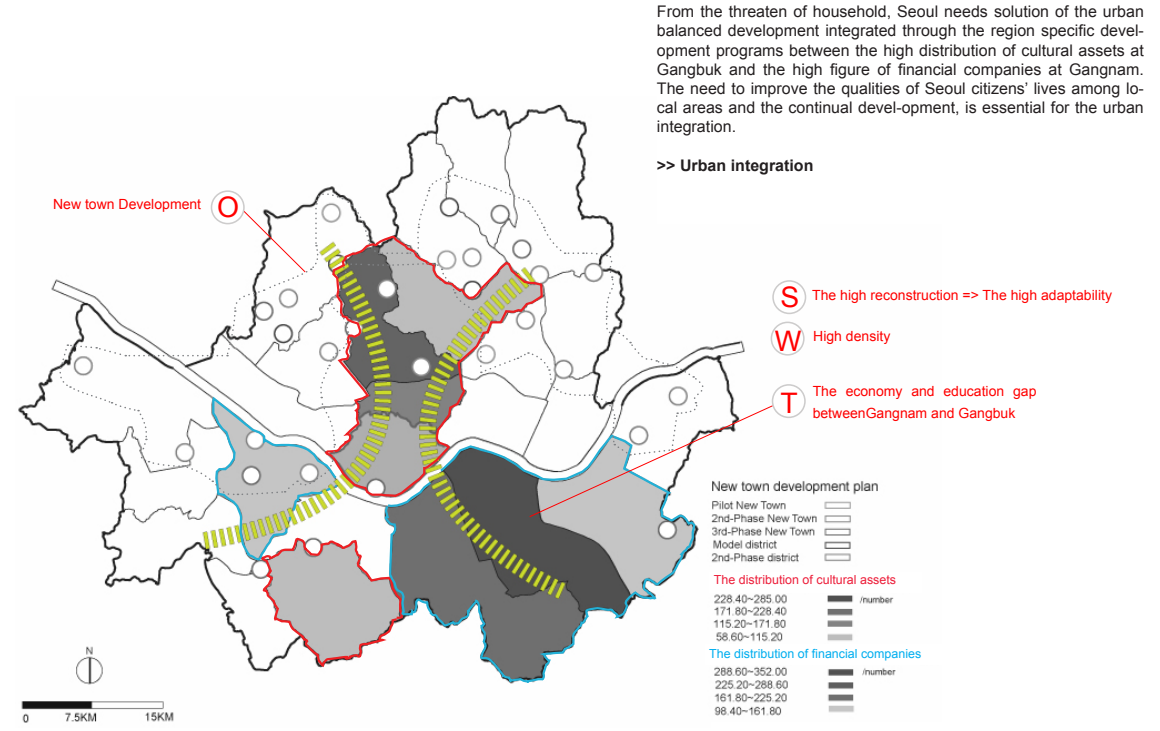


Gangnam and Gangbuk

Seoul has the big educational and economy gaps between Gangnam(south of the Han river) and Gangbuk (north of the river)area as seeing Housing Purchase Price on the left side, so that citizens are trying to move to Gangnam for these reasons. Addressing the disparities between different areas in Seoul has been an urgent assignment on the desk of the Seoul Metropolitan Government.



T



From the threaten of household, Seoul needs solution of the urban balanced development integrated through the region specific development programs between the high distribution of cultural assets at Gangbuk and the high figure of financial companies at Gangnam. The need to improve the qualities of Seoul citizens' lives among local areas and the continual development, is essential for the urban integration.

>> Urban integration

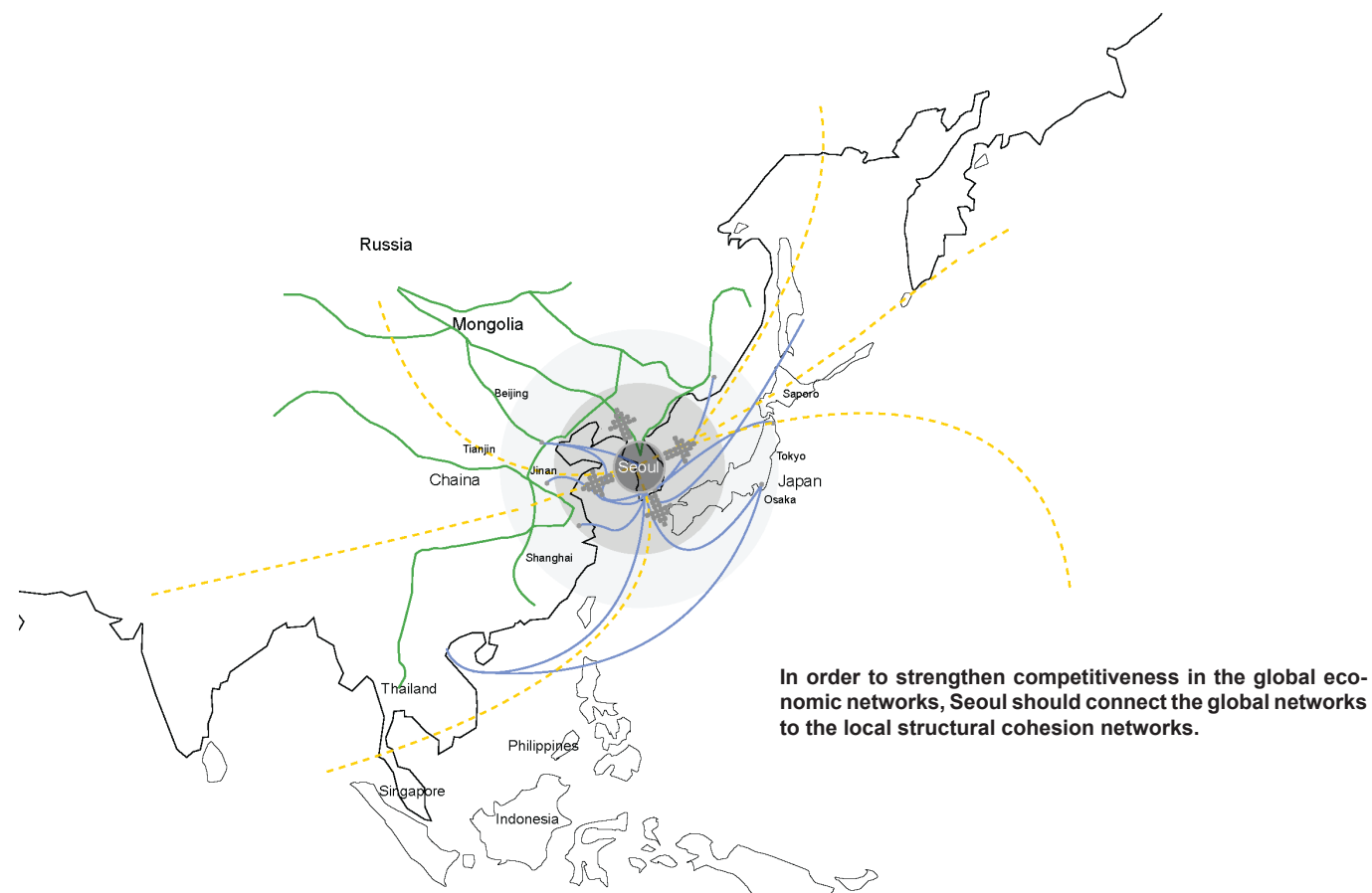
- S The high reconstruction => The high adaptability
- W High density
- T The economy and education gap betweenGangnam and Gangbuk

New town development plan
Pilot New Town
2nd-Phase New Town
3rd-Phase New Town
Model district
2nd-Phase district

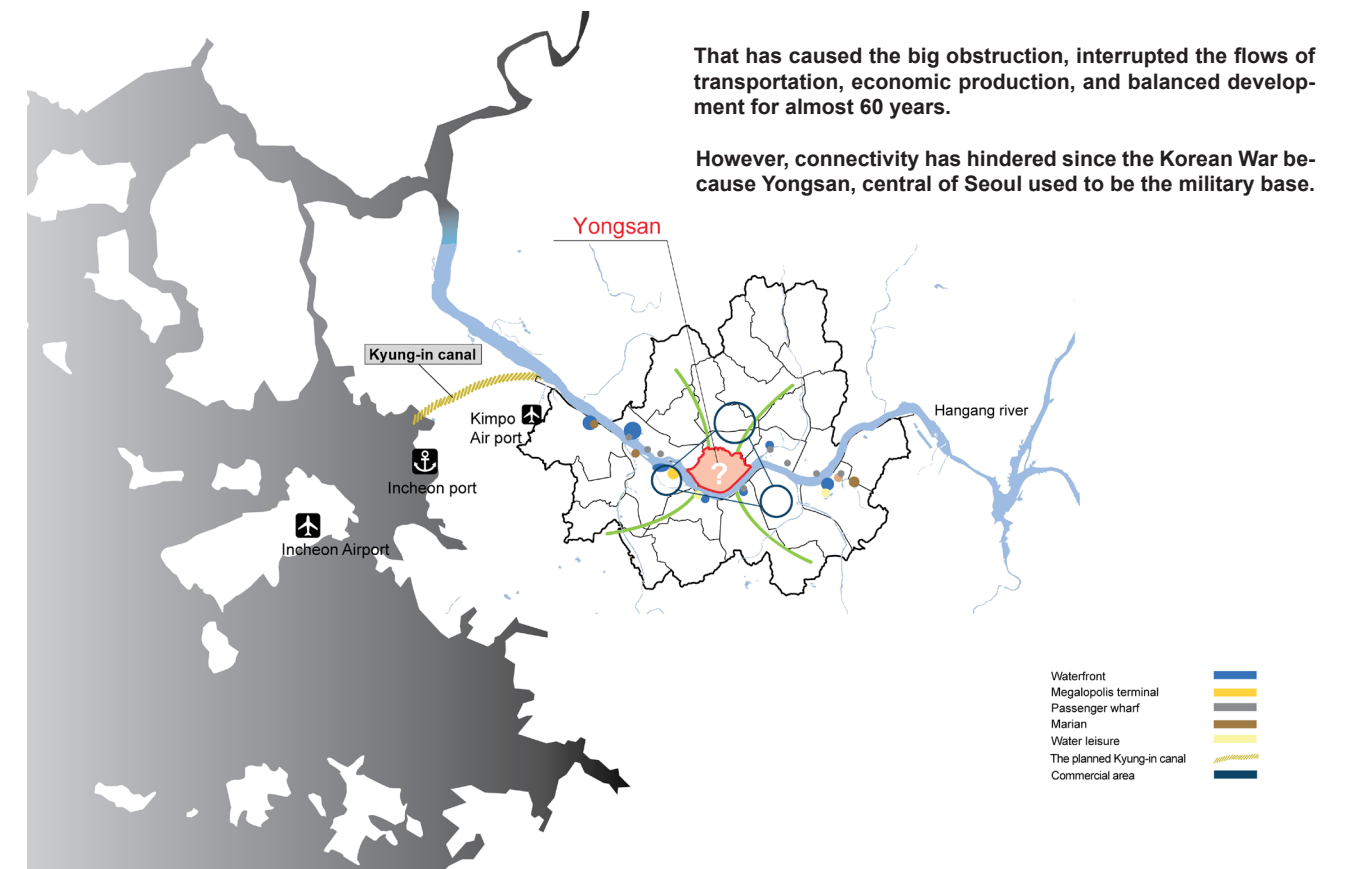
The distribution of cultural assets
228.40~285.00
171.80~228.40
115.20~171.80
58.60~115.20

The distribution of financial companies
288.60~352.00
225.20~288.60
161.80~225.20
98.40~161.80

GLOBAL LEVEL



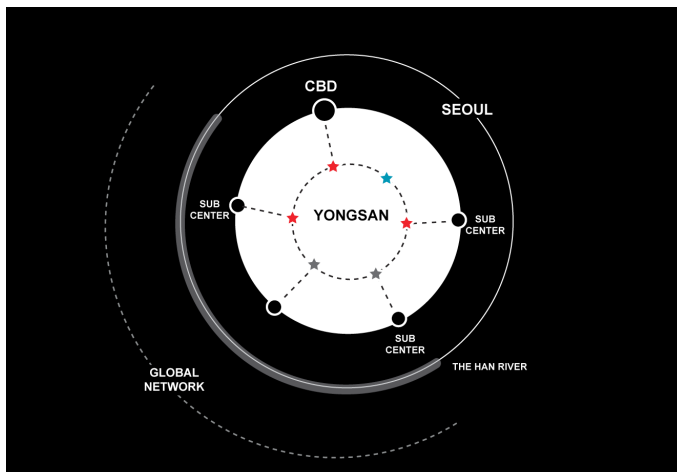
REGIONAL LEVEL



RESEARCH QUESTIONS

“FROM URBAN BARRIER TO URBAN CONNECTOR”

The vision argues that the connection between Yongsan and the rest of the urban network will promote more balanced development.



The vision focus on economic and technology flows backed by green environments boosting quality of life and business

From the analysis in terms of regional and local context in global and glocal, SWOT analysis, I recognize that Yongsan limited on the military base has made a lot of backing situation, though it could be the central point of Seoul in global network. So the argue of the vision could be found under the terms of from Barrier to connector. Yongsan connected with global network is also situated in glocal network included the regional and local place. Therefore, in this circumstance, Yongsan needs the open networked space, which destroys at the wall from barrier for connecting into the global.

RESEARCH QUESTIONS

Spatial structure

P1

P2

P3,4

P5

RESEARCH QUESTIONS

- Geographical level
- Intermediate Hub between China and Japan (S)
- Truce agreement of the Korean War (6.25.1950) (W)
- Possibility of Unification (O)
- The need for identity (T)
- nature(Ground) level
- Good environment & Topographical location (S)
- Shortage of Green Park inner Seoul (W)
- Effort for Green space of Seoul (O)
- Environmental pollution (T)
- Interface level
- Switchover of metropolitan policies to Gu (S)
- Problems of the speculative investment (W)
- Relocation of Yongsan, central Seoul (O)
- Different positions (T)
- Technical level
- The networking between Seoul and the periphery area (S)
- Transportation congestion (W)
- The connection with West Sea by Kyung-in canal (O)
- Insufficiency of traffic networking (T)
- Productions level
- Fostering and accumulating Seoul-based industries (S)
- Shortage of infrastructure for convention holding (W)
- Potentiality of Hangang and downtown (O)
- Unbalanced development (T)
- Household level
- The high reconstruction => The high adaptability (S)
- High density (W)
- New town Development (O)
- The economy and education gap between Gangnam and Gangbuk (T)

Research questions

Evaluation aspect

- What is the reshaping identity in Seoul?
- How to balance development through urban renewal in Seoul?
- What is the integration to reduce the gap between Gangnam and Gangbuk?
- What is the real value of Hangang regards to Yongsan for fostering the economic effect?
- How to intervene Yongsan into international hub of the Han river?

Spatial aspect

- How to restore Seoul environmental qualities?
- How to network with other specialized districts by using transportation linkage?
- How to connect central Yongsan with Hangang and downtown for logistic accumulating?
- How to use existing Yongsan military base?

Management aspect

- How to make the strategic plan for economic connection of central Seoul?
- How to control different positions of interface for transformation ?
- Which is the appropriate management approach to transform?

BACKGROUND OF YONGSAN

U.S. troops stationed in the world



- ① Iceland
- ② England
- ③ Belgium
- ④ The Netherland
- ⑤ Germany
- ⑥ Portugal
- ⑦ Spain
- ⑧ Italy
- ⑨ Greece
- ⑩ Turkey
- ⑪ Korea
- ⑫ Japan
- ⑬ Singapore
- ⑭ Australia
- ⑮ Canada
- ⑯ Greenland
- ⑰ Bermuda
- ⑱ Cuba
- ⑲ Manama

There are 298 U.S troops stationed in 18 countries with 23 ten thousand (Germany 68950, Italy 10790, England 9400, Japan 38450, etc). Spatially, in East-north Asian, Korea and Japan arranged with 10 ten thousand persons oversea.

U.S TROOPS

Spatial structure

P1

P2

P3, 4

P5

Spatial structure

P1

P2

P3, 4

P5

Korea-U.S military headquarters

Ground army : combat base

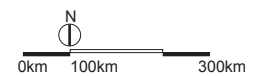
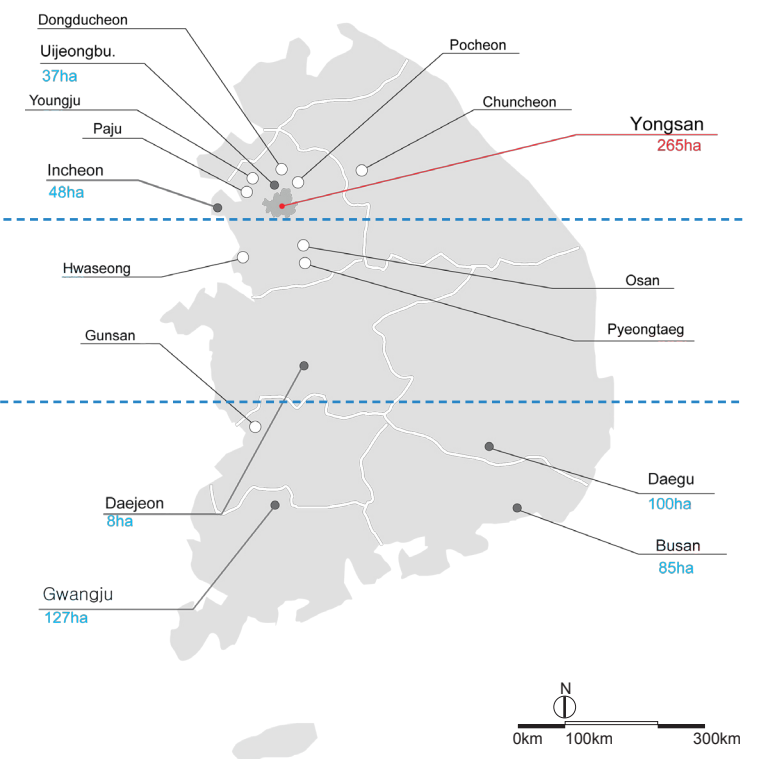
Air base

Supply[commissary] base

Civilians of military are almost 2300 persons. There are five ten thousand persons including Soldiers on service and almost 1200persons family in Korea. In addition, Yongsan military base is for the Korea-U.S military headquarters. The north part of Kyungi-do is for Ground army: combat base. Pyeongtaeg and Kyunsan are for the Air base. Daejeon and Busan are for the Supply [commissary] base.

BACKGROUND OF YONGSAN

U.S. troops stationed in Korea



BACKGROUND OF YONGSAN

History of Yongsan

The supply base of Mong-go	The army post of Japanese	The army post	The army post of U.S.A	The army post of U.S.A
Mong-go invasion of Korea from 1231 to 1273	Japanese Invasion of Korea from 1592 to 1598	The Sino-Japanese War in 1884 Russo-Japanese Wars in 1904	The restoration of independence in 1945	The Korea war in 1950



1231-1272 Mong-go invasion of Korea: The supply base of Mong-go
 1592-1598 Japanese invasion of Korea: The army post of Japanese
 1884 The Sino-Japanese war: the army post
 1904 Russo-Japanese Wars: the army post
 1945 The restoration of independence: The army post of U.S.A
 1950 The Korea war: the army post of U.S.A

Even though northeast Asia expects to be the region where the fastest growth and development would take place, Yongsan, central of Seoul, undergone as army base during 1 centenary has had a difficulty of finding out their identity because of that historical background. Therefore, for the current situation of Korea, it needs the re-shaping identity for the center of Seoul. It should be the transformation by insuring substantiality restored from the historical aspect. In addition, Re-shaping identity of Yongsan would be base on the structure for improving the geographical hub.

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

The cost of the relocation

	Total	construction	site	management
Cost	300	237	14.3	43.3

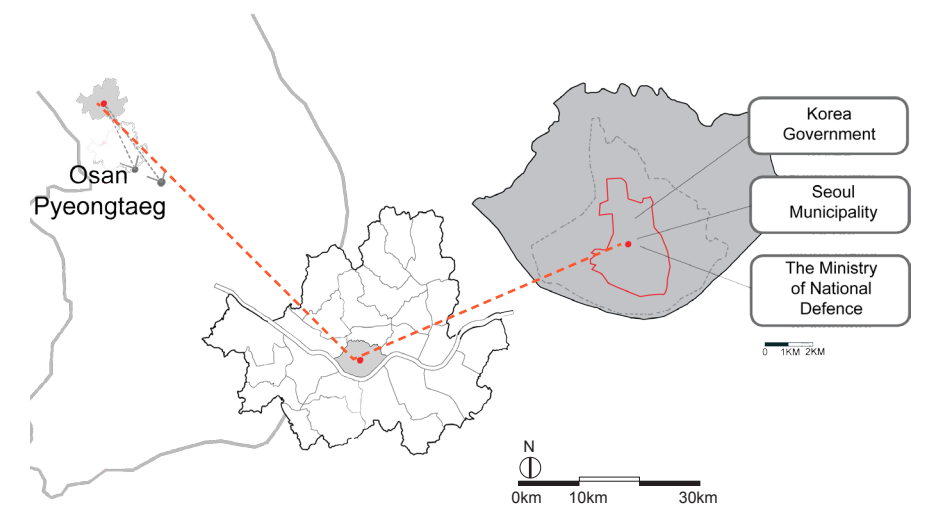
The process of the Negotiation

1997 an electoral commitment of a president
 06.1990 consultation of a relocation of Yongsan military base to Pyeongtaeg and osan
 06.1991 losing situation of Yongsan golf-links in military base
 05.1993 Reappraisal of the relocation of Yongsan military base
 03.1995 A report of new construction of apartment for staff of assembly in Yongsan
 02.2003 Re-determination of the relocation of Yongsan military base
 04. 2003 the first negotiation of Future of ROK-U.S. Alliance Policy Initiative (FOTA)
 05.2003 SouthKorean-U.S.A summit talks
 07.2003 The negotiation of the relocation until 2006 by the third negotiation of Future of ROK-U.S.Alliance policy initiative (FOTA)
 11.2003 The negotiation of the relocation of UN command in Korea and the breakdown of the negotiation of the relocation
 01.2004 Resumption of the sixth negotiation until 2008 by Future of ROK-U.S. Alliance Policy Initiative (FOTA)

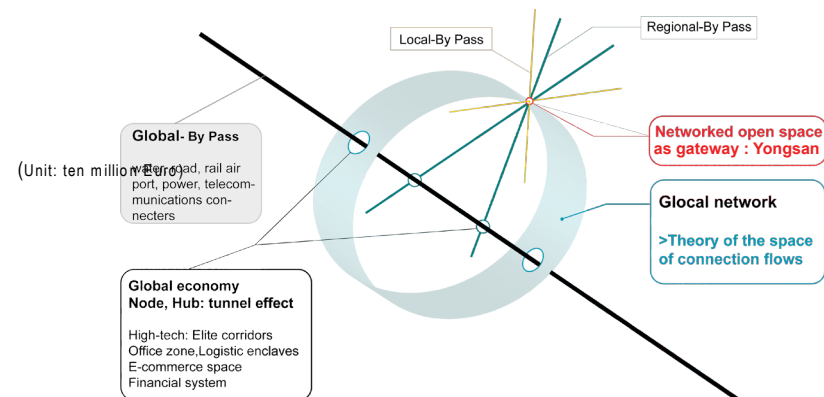
RELOCATION

BACKGROUND OF YONGSAN

Relocation of U.S military base



How to transform the Networked open space connected by the glocal network between the global and local structural cohesion networks

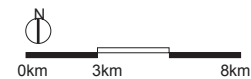
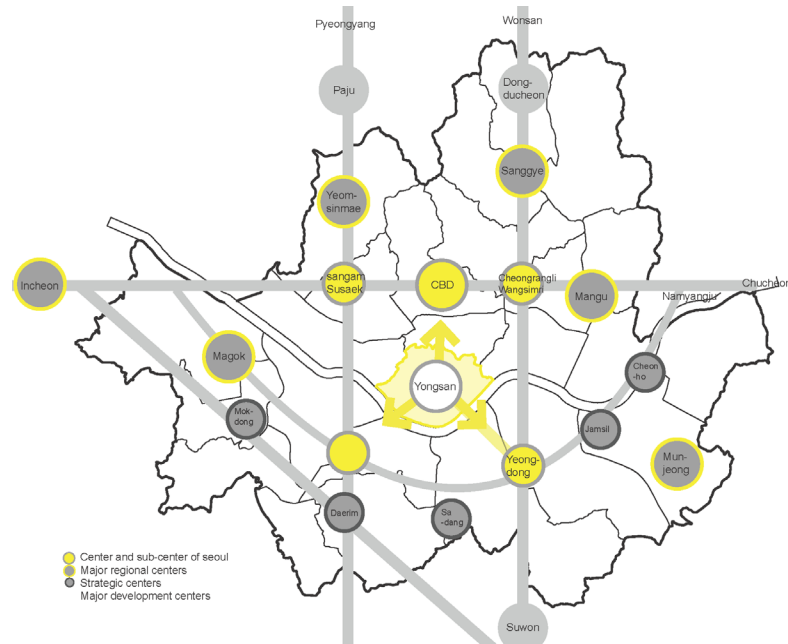


The age of transition relates to the global processes. With respect to these phenomena, we naturally not only have to consider the connection between the global and the city but we also have to think about the glocal network required to connect a global bypass and regional, local bypass providing links as well. Logically such, the interconnections become the pathway to the intervening space to the glocal links. Both the networked glocal space and the global system have been transformed due to the combined effect of the internationalizing network society.

This brings me to my next pointed. The global bypass and the regional, local bypass provide a way of connecting the global network and the local network. From the Networking of the Globalization situation organized thorough the global bypass, it connects Global node hub using the tunnel effect. These factors are linked by the glocal network. In addition, at the same time, the infrastructure organized between the global networks and the local structural cohesion network create the economic effect of supporting the business system and the quality of the living environment.

Besides, the glocal network combined with the global bypass in the networked society plays a role making a networked open space to connect the regional, local bypass. The glocal networked to connect the global networks will connect the networked open space. It is located by between the global axis and the local axis. In addition, it provides a connection between these axes by organizing an infrastructure, which is indicated as the global bypass, regional bypass and local bypass. The space networked with the global system and local cohesion structure is transformed in a city and global from work.

REGIONAL CONTEXT
Seoul master plan



Yongsan as a new sub center of a metropolis

Even though Yongsan is located in the center of Seoul, Yongsan has not played a proper role since the Korean War because of Yongsan, military base. Besides, from the city profile of P1, it estimated that Seoul has a problem regarding the unbalanced development of the city between Gangnam (the south part of the Han River) and Gangbuk (the north part of the Han River). In addition, Seoul has the congestion problems of cities with fast economic development. Therefore, because of this, Seoul needs to balance its development through region-specific development programs. Regarding away these lines, Seoul is considering the following master plan. It is not worth that Yongsan has a central role as a connection point for the balanced development of the city. It also shows that Yongsan is located in the gateway linked to the urban other functions of the city.

Seoul master plan

Balanced development through region-specific development programs

Downtown area

- It will manage each district in a systematic manner by carrying out the Downtown renovation project in line with the Yongsan urban sub-center and national Historical Park.

Northeastern region

- For balanced regional development, we will transform the Sanggye, Mia, and Mang-u Districts into sub-urban centers of the metropolis and build necessary infrastructure in the areas.

- It will expand cultural and welfare facilities in each region and push for local specific projects.

Northwestern region

- It will develop the Sangam urban sub-center and Yeonsinnae district, turn them into the enter of the Northwestern region and create an environmentally friendly residential environment, and nurture region-specific projects there so that they can serve as centers of the Northwestern part of Seoul.

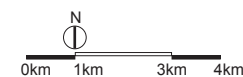
Southwestern region

- It will push forward a balanced development of this region focusing on the Yeongdeungpo-Yeouido, Mok-dong, and Guro districts. State-of-the-art industrial infrastructure will establish in the Magok District and Guro Digital Complex to help them serve as logistical hubs.

Southeastern region

- It will formulate systematic redevelopment plans for run-down buildings and apartments. We will secure the strong competitiveness in terms of international business, IT and venture businesses based on the infrastructure of this region.

YONGSAN

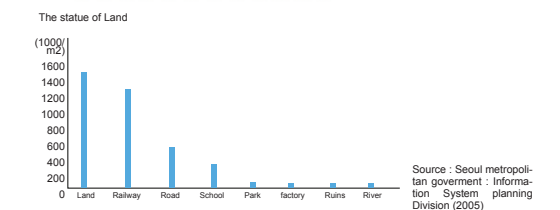
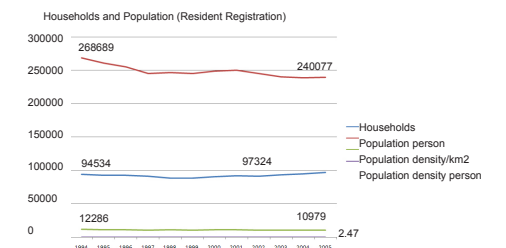


Size: 2186ha (Yongsan-si)
U.S Military base: 267ha

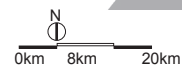
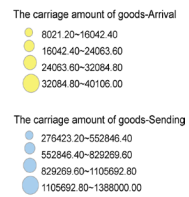
Population : 268689
Household : 94534

Skyline
(the number of layers)

1 floor : 48%
2 floor : 44%
4-6 floor : 9%
7 floor~ : 1%



REGIONAL CONTEXT
Rapid electronic railway



The carriage amount of goods - the carriage of goods along the railway is shown in following figure in the right diagram. Yongsan has a high goods transport level in terms of arrival figures. Nevertheless, Seoul has been damaged in basic way such as regarding traffic, industries because of closure of Yongsan central Seoul with military base. Yongsan is big obstruction to connecting areas in Seoul.

Rail way - There is the Gyeongbu(the eastern part of Korea) Railway line and the Honam(the western part of Korea) Railway Line and Yongsan station which passes between those lines.

Rapid railway - The rapid railway (Gyeongbu-Honam) has Yongsan central station. It anticipates that Yongsan will be an essential spot and a center for the future transportation.

Metro line- Metro lines no.1, no.4 and no.6 pass through Yongsan. Moreover, it is anticipated that the place will be to have a good access.

REGIONAL CONTEXT
New airport railway



The new airport railway will provide a key link between Incheon International Airport and downtown of Seoul, bringing widespread economic, environmental and lifestyle benefits. The new airport railway is a response to growing air traffic and the need for the diversification of transport provision. It is composed of two parts such as phase 1 (40.3 km) and Phase 2(20.7 km). When Phase 2 is completed, it will connect Incheon International Airport with Gimpo International Airport, the Gyeongui line, the Incheon and Seoul subway systems and KTX, integrating transport networks to serve the whole country. Above all, these lines include Yongsan station. The global physical network connects directly to Yongsan.

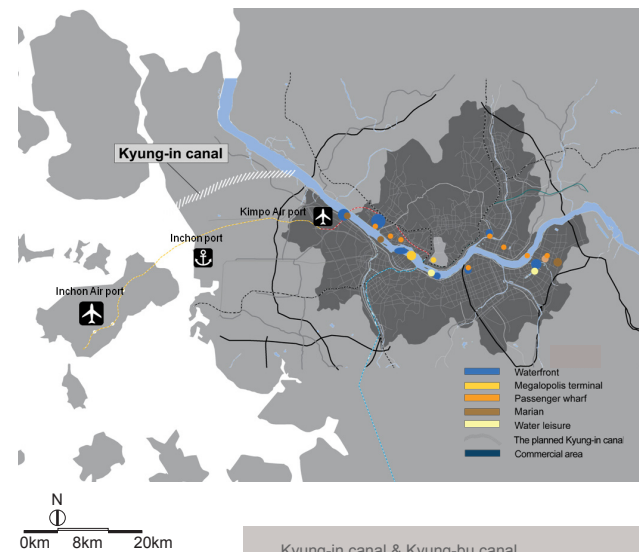
Project Goal	
Project Goal	To accommodate growing surface transport demand in line with the development of Incheon International Airport and to enhance the resilience of airport surface links
Alignment	Incheon International Airport~Gimpo International Airport~Seoul Station Ph-1 : Incheon International Airport~Gimpo International Airport Ph-2 : Gimpo International Airport~Seoul Station
Concession Period	30 years from Phase 2 completion
Total Investment	13,949 billion
Project Type	BTO(Build-Transfer-Operate)

* Based on a constant price as of June 30, 2002

Express Train	Service Frequency	Journey Time
2001 Incheon Int'l Airport~Gimpo Int'l Airport	Every 60 mins	28 mins Commuter train : 33mins
Ph-2 IncheonInt'l Airport ~Seoul Station	Every 60 mins	40 mins Commuter train : 50mins
2020 Incheon Int'l Airport ~ Seoul Station	Every 60 mins	40 mins Commuter train : 50mins

REGIONAL CONTEXT

Development of the Han river



Potentiality of Hangang and downtown

Even though Seoul has big opportunities because of the Han River, flowing through the middle of the city, these factors have not been considered during past days. With the global age, Seoul is considering the plan to develop the Han River as a logistics, tourism, and passenger transportation hub when the water traffic connects with the West Sea. In addition, the bottom of the diagram shows the plan for revitalizing the development of the Han River. It considers the economy solution in terms of the stage of the Seoul's growth both as both a top global port and tourist city. In addition, Yongsan in the center of Seoul would be the place to attract a vibrant economy and abundant cultural assets through these Han River developments.

Kyung-in canal & Kyung-bu canal

Kyung-in canal
Actually, this project has been discussed since 1965. It has now become a project. According to the plan, the width is 110m and depth is 3m. If it were complete, the goods would transfer directly to Seoul using barges and small vessels. It contributes to decreasing the amount of carriage and at the same time, to mitigating the over-load of Kyung-in high way. Also, the volume of freight could be a crucial role in transportation between the new Incheon airport and Seoul accessibility. The other factors are the effect of tourism and the avoidance of flood damage.

Kyung-bu canal
Recently, Seoul has a plan for Kyung-bu canal which will connect the whole of Korea. In addition, the Yongsan River connects with Honam canal. Moreover, the Kum River would combine with the Kyung-bu canal connected with the Han River and the Nakdo River. In addition, after peace has been

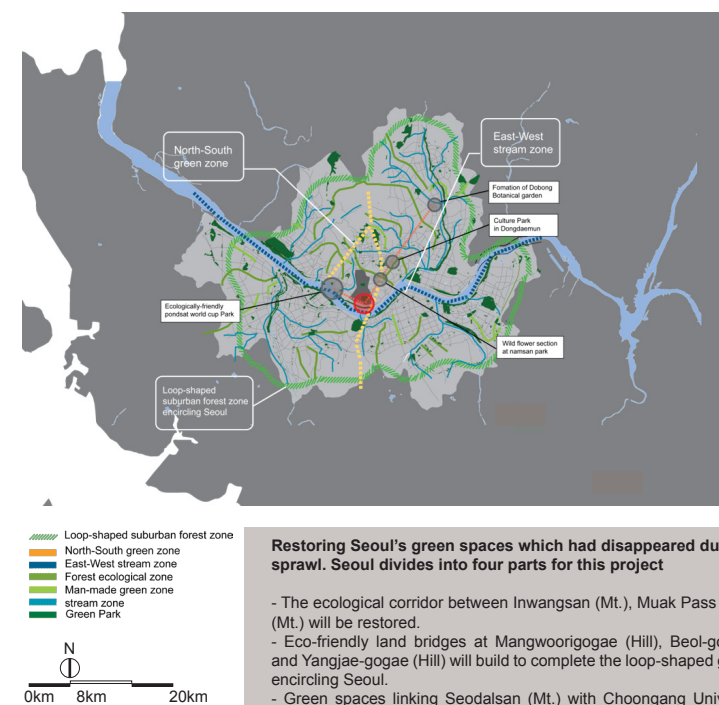
established with North Korea, Kyung-bu canal would have a path network throughout the whole of Korea. The whole distance is expected to 550~660km. the average depth is 6m and the width is 100m. The construction period will continue for four years.

The main advantage of the Kyung-bu canal is the epoch-making reduction of the physical distribution cost. In addition, even though there are many problems to be solved, there are positive factors behind controlling flood damage and introducing the new system of transportation to Korea.

Above all, Yongsan is located at the juncture of the transportation path. With Kyung-in canal and Kyun-bu canal, it is expected to be the global business-networking area of Korea.

REGIONAL CONTEXT

Green network



Green restoration

Seoul is considering restoring Seoul's green spaces, which have disappeared due to the urban sprawl. In view of the city's high density, bad environment, and Shortage Park analyzed by P1, Seoul urgently needs to get a green space for its citizens. Therefore, in these respect, Seoul's restoration plan pays attention to the importance of this kind of project. The plan grandly composed of two axes in terms of the north-south green zone and the east-west stream zone. Besides, the surrounding areas circulate with loop-shaped suburban forest zones encircling Seoul. Yongsan is the crossing point of these axes. This explains why Yongsan is a place that should have a role in connecting the green network of Seoul. In addition, it symbolizes the meaning necessary and sufficient conditions for Yongsan to have green space.

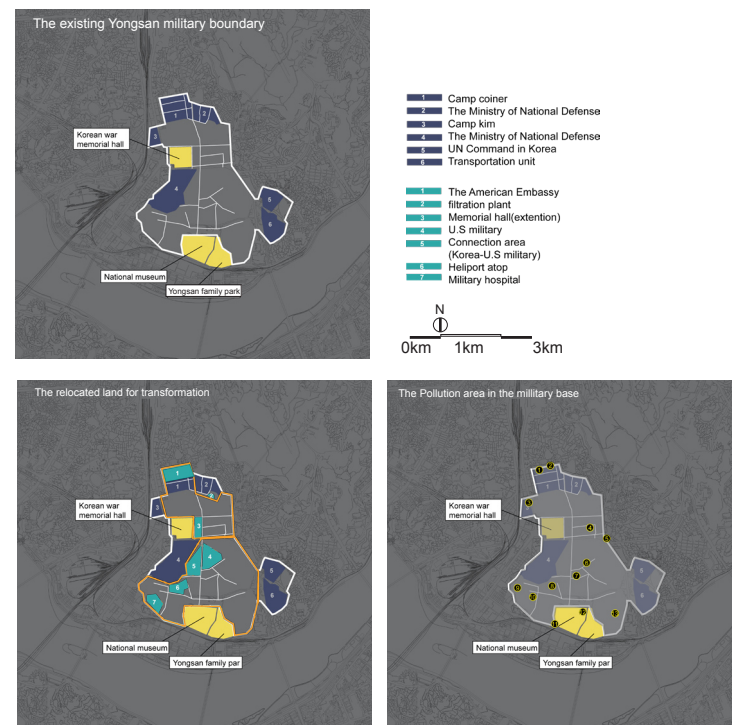
Restoring Seoul's green spaces which had disappeared due to urban sprawl. Seoul divides into four parts for this project

- The ecological corridor between Inwangsan (Mt.), Muak Pass and Ansan (Mt.) will be restored.
- Eco-friendly land bridges at Mangwoorigogae (Hill), Beol-gogae (Hill), and Yangjae-gogae (Hill) will build to complete the loop-shaped green zone encircling Seoul.
- Green spaces linking Seodalsan (Mt.) with Choongang University and Umyeon (Mt.) with Bangbae Park will be restored.
- Making Seoul a nature-friendly city through restoration of streams
- A 43-acre space will additionally designate as an area for observation, protection and habitat of migratory birds at Jungnangcheon (Stream).
- Ecologically friendly restoration of retarding basins
- Eleven retarding basins sized 78 acres in total, including one in Magok-dong, will be restored to the extent that their storage capacity can't be undetermined. Bird observation decks will also install.
- Installation of downtown greenways
- Linking Dongdaemun with Naksan as a green space corridor
- Dongdaemun Stadium will turn into a downtown history/culture park linked with the Cheonggyecheon (Stream), Namsan (Mt.) and Naksan (Mt.) as a green zone.

- Formation of green spaces on the Gwanghwamun-Sungryemun sidewalk
- A pleasant sidewalk environment will create from the Sungryemun Deok-sugung (Palace), Cheonggyecheon (Stream), Gwanghwamun to Gyeong-bokgung (Palace) section by 2008. Cultural facilities and open-air cafes will build so that Sejongro Square will serve as a recreational area where citizens can enjoy shopping and festivals. Green spaces will install on the sidewalk linking Daehak-ro (Street) with Namsan (Mt.)
- People will be able to take a pleasant walk along the green way linking Daehakro with Namsan. A green space will install on the sidewalk by 2008 to increase accessibility to Namsan.
- The Dongdaemun-Jangchung-dong-Namsan (Mt.) sidewalk
- The sidewalk in this area will turn into a favorite path for lovers and family members.
- The sidewalk along "Sopa-gil" between Myeog-dong and Namsan will be expanded and a green space will be made there.
- The creation of the North-South green zone will complete by linking the Yongsan U.S. base with Namsan.
- 3) Long-term monitoring of urban ecological systems
- Some 50 places, including Bukhansan (Mt.) and Namsan (Mt.) will continuously monitor to cope with changes in the urban ecological system.

REGIONAL CONTEXT

Yongsan military base



From the left-handed diagrams, it can be seen that the existing Yongsan military boundary is composed of Camp coiner, the ministry of National defense, camp kim, the UN Command in Korea, the transportation unit and other facility for the military base.

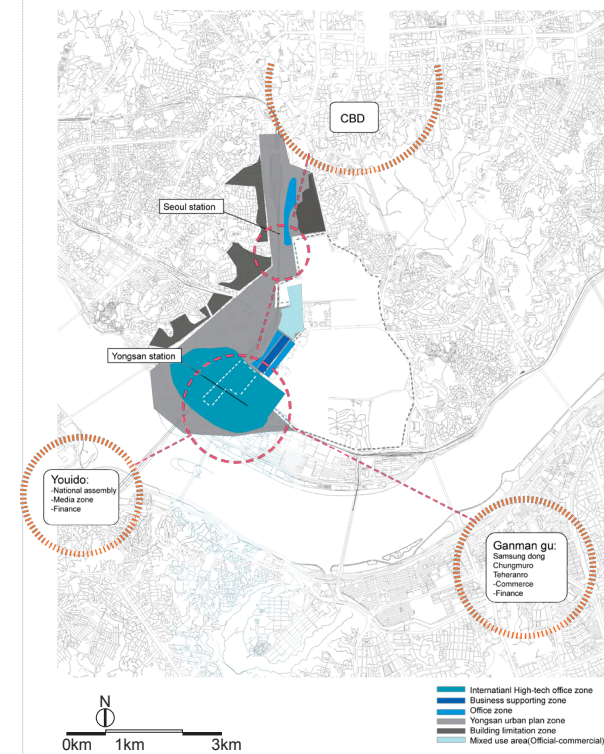
It is divided by a main post (81ha) which is organized by the military facility and the south post(194ha)which is also supported by a hospital and residential area, inside the military base, there are the historical facilities such as the Korean war memorial hall, the national museum and the Yongsan family Park.

Although Yongsan military base is relocated, some military facilities will remain on that site. The orange line of the diagram(the relocated land for transformation) indicate that boundary in the future plan and it combines the remaining military facilities such as the American Embassy, the filtration plant, the U.S military connection are of a Korea-U.S military, the heliprot atop and the military hospital inside that area.

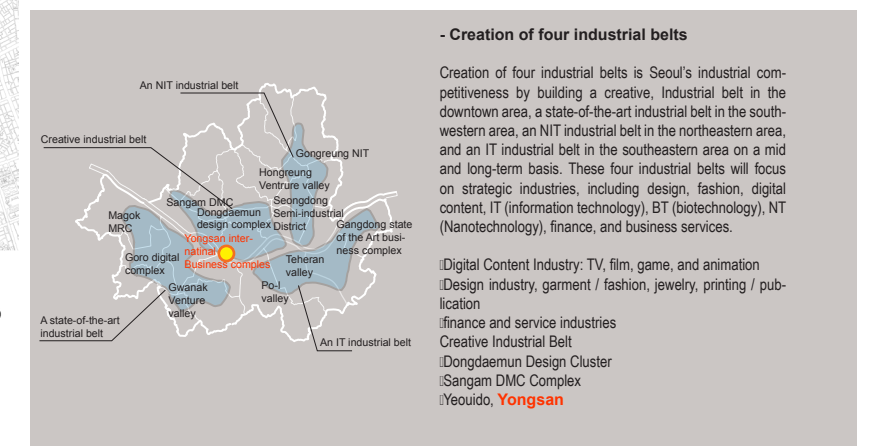
Besides, the military base has a big pollution problem caused by the military equipment under ground. These problems pollute of drinking water in the surrounding residential area. At the same time, it is necessary to transform the Yongsan military base.

LOCAL CONTEXT

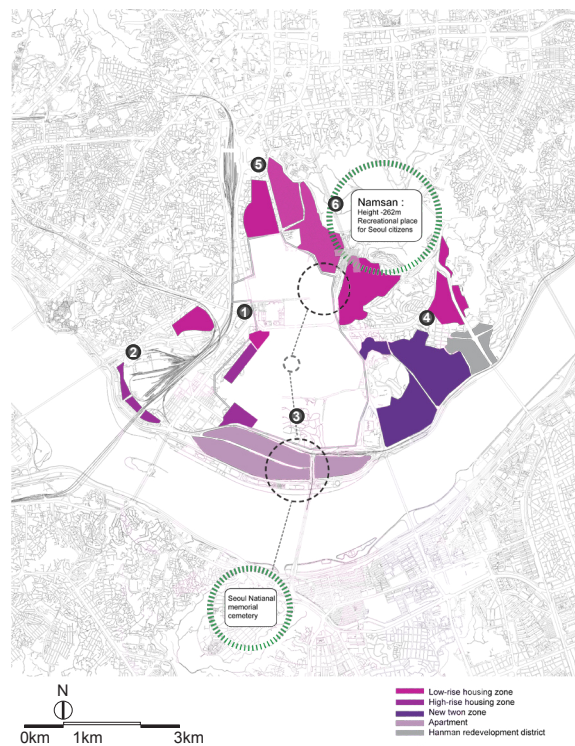
International high-tech office zone



Seoul maintains that the land use-program constitutes a high-tech office zone to prepare for the demanding of the information office which has steadily increased and has strengthened the international economy. It envisaged as as office zone along the Hangang road between CBD and Yongsan by admitting the shortage of office space caused by the expansion of CBD office function. This area is included in the creation of four industrial belts as shown in the bottom diagram. In the creative industrial belt, Yongsan regarded as an important place networked with global flows. Therefore, the area composed of a high-tech office zone is not only there to share their CBD functions but also to have the motive power of Yongsan transformation.



LOCAL CONTEXT
Residential zone



1 The residential area of Yongsan station(6ha) : commercial-residential mixed house (40 floors)

2 Ichon(do) and Wonhyo(do) high rising apartment(15.8ha)
The boundary residential area will be changed to the high-rising apartment in time. Agreeably, the large-scale hotel and commercial-residential mixed housing is developing in Yongsan. In addition, around the high-tech office zone, there are the plans for 40 floors of mixed housing. Along the Hangang road, skyscrapers (30~40 floors) are being planned. Above all, these plans make the high land prices in Yongsan to bring speculation in real estate.

3 Seobinggo high rising apartments (82.6ha)
The Seobinggo residential area is crowded with old houses is derived forward remodeling and reconstructions. Indeed, this area is provides a connection between Yongsan family park and Hangan terrace land on the Han river. The current situation doesn't make full use of the function of connector. With the transformation of Yongsan, these factors have to be considered principally in the view of the international hub linked to the high-tech office zone in Yongsan.

4 Hanman new town area (109ha)
The Hanman area (109ha) in the new residential town area includes 14000 households. This area plans to provide middle story apartments in low a housing town. With the development has the side effect such of slum development because of the infiltration of commercial facility and it cause of dwelling environment the change for the worse.

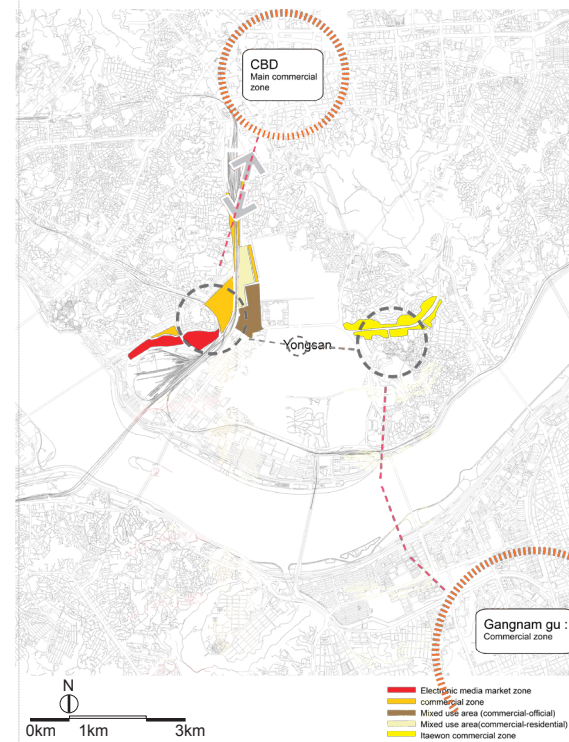
5 Huam-do
Actually, Huam-do doesn't have a development plan. It has a good view of Mt.nam and U.S military base. Therefore, these things make the Huam-do residential area a good environment as well; it requires a well-matched reform measures.

6 Yongsan 2-do
Yongsan 2-do is located in the green pathway in between Mt. nam and the U.S military base. Therefore, the forestation of this area has the important role to connect the green axis of Seoul. It needs the efforts for green environment related to the residential environment.

The boundary reflects friction between new development and limited development cause of the military base that has been there for quite a while.



LOCAL CONTEXT
Commercial zone



The large-scale complex district near the station in the triangular land
Size: 173052 square meters

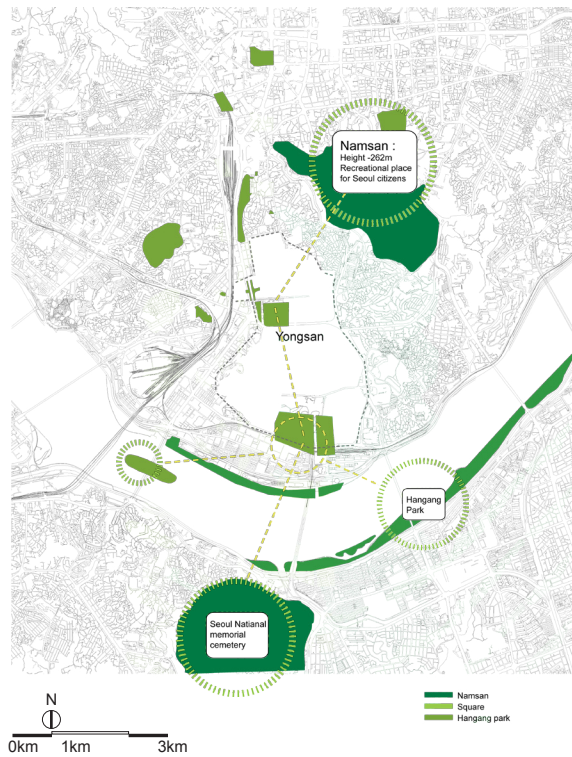
This is a place which consists of a group of large-sized skyscrapers in a lot near the triangular land and also a junction for the lines 4 and 6 where the subway crosses the main arterial roads of Hangangro, baekbumro. The lot is individually developed and connected to the underground via the subway concourse without any special linking-relation. In addition, the huge lot near the intersection provides an open-space on the front facade. The main reason for introducing is the business function, the cultural-commercial meeting function which can be harmonized with the business function and the dwelling function, linked by the business building.



Itaewon
From the society-cultural point of view: the aggravation of the educational environment for teenagers, an inflow of consumer culture, transmission of decadent amusement culture.
In the environmental aspect: soil pollution, the illegal landfill, spilling the wastewater, oil pollution, noise pollution.

Since the Korean War, this place has thrived as entertainment area for the U.S armed forces and the U.S. military base located nearby. Afterwards, Shopping and sightseeing for foreign tourists was prospered in this district. Near the U.S. military base in the past, the shopping, entertainment and hotel business for foreigners and the military campsite town that was just behind the commercial and amusement zone for the U.S. armed forces in Korea. After the mid-1970s, the appropriate shopping center built up in earnest, doing business with foreigners. The crime committed by the U.S armed forces, The environmental pollution in the U.S. military base(the heavy-metal pollution by the lack of the sanitation facilities, spilling industrial water, the abandonment of food waste and scraped construction materials, spilling agricultural chemicals in a golf course and so on)

LOCAL CONTEXT
Green zone



Not only the advantage of Mt.nam and Nodeul Islet but also the cultural assets of memorial hall, museum, national memorial cemetery and the terrace land on the Han river is the good environment condition of Yongsan location.



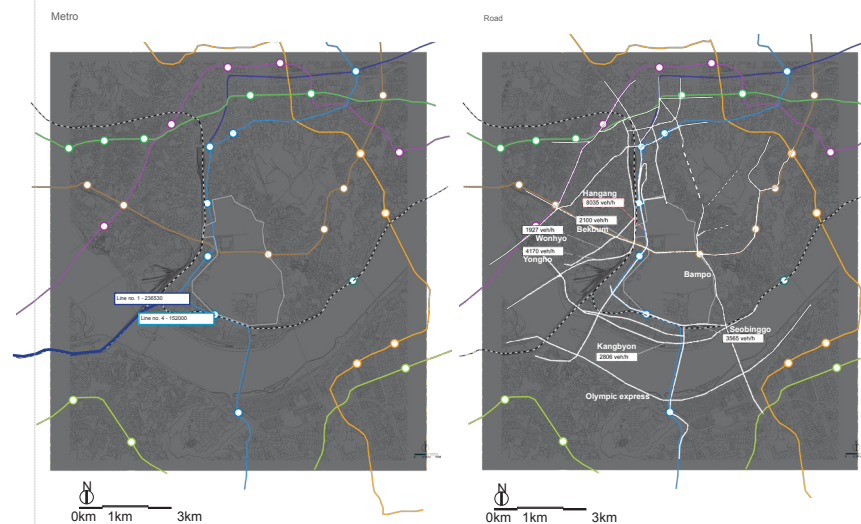
The rehabilitation of Mt.nam

Mt. nam suffered damaged from the historical background and military base started the rehabilitation project (1991-2000). In addition, continually, the plan consider since then in terms of increasing by changing the current car-oriented transportation system into a pedestrian-friendly street network. A new environmentally friendly public transit introduces to improve park users' satisfaction and to minimize pollution incurred by cars. In addition, the connecting pedestrian network proposes for improving the quality of pedestrian environment. With this rehabilitation project, Yongsan has a big opportunity to make green axis. Above all, the connection brings the cohesive power related in urban environment of Seoul.

A cultural complex on Nodeul Island

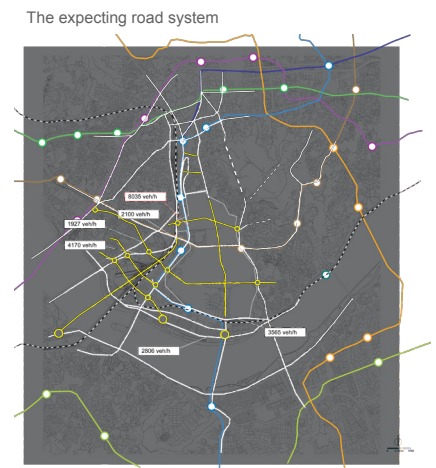
- It will redesign Nodeul Islet sitting at the center of Seoul as a landmark that will serve as a representative cultural image of Seoul.
- A place of "reconciliation between citizens from Gangbuk and Gangnam" on Jamsugyo (Bridge)
- Jamsugyo under the Banpodaegyo (Bridge) will turn into a pedestrian-only passageway for people from Gangbuk and Gangnam to meet together.
- It will decorate Jamsugyo with various exhibits for visitors to enjoy and build magnificent artificial waterfalls along both sides of Banpodaegyo, so that they serve as new attractions.
- It will build a "floating garden" consisting of a botanical garden and a cafe on Jamsugyo, the lowest bridge on the Hangang.

LOCAL CONTEXT
Technical connection



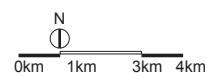
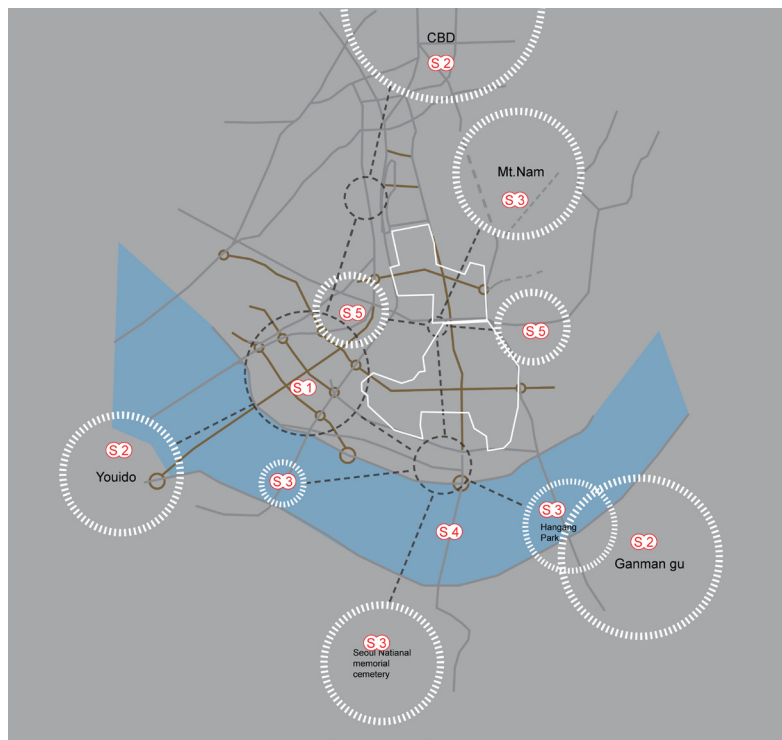
From the upper map, it shows that the no 1 metro line has a high amount of Transportation passing connecting with CBD and Gangnam (the southern of Seoul). Besides, even though the no.4 metro line has a connection line, it couldn't have a straight pass line cause the inaccessibility caused by the military base.

Yongsan has a main axis of transportation that the north-south principle road such as Hangang road, Banpo road and Wonhyo road connect to the Olympic road. In addition, Bekbum road has an east-west transportation axis. These roads are the main crossing places to connect with two axes.



Actually, Hangang road don't have a connection with the western part of Seoul such as Mapo, Shincheon. It means that, in Gangbuk (the north part of Seoul), the transportation system is interrupted by the east-west part. This is the essential transportation problem to solve and the obstacle of flow in Seoul. Therefore, as shown in the upper map, the yellow line is not the existing roads, which need urgently as the connector road of Seoul. Already, with the transformation of Yongsan, these kinds of plans have considered. Above all, these factors would support to economic values of Yongsan.

SWOT ANALYSIS
Strengthen



STRENGTHEN

S1- the high-tech office and Rapid railway, air rail way

In order to connect Yongsan to the international hub in global, the high-tech office and Rapid railway, air rail way linked to Yongsan are the principal advantage of the competitiveness. It gives the global conjunction to Yongsan and at the same time, it plays a role with the connection of local cohesion in glocal network.

S2-Surrounding commercial area

Yongsan has surrounded with the main commercial area of Seoul such as CBD, Gangnam, and Youido. These aspects bring Yongsan a big strengthens of the accessibility. Following this, the closure space, which means the military base, has an assignment to relate to surrounding area due to establish the foundation of Seoul infra.

S3-Surrounding green space

With good economical facility and internal transportation, Yongsan has good environments in terms of Mt. nam, which is the recreation area for the Seoul citizen, the terrace land on the Han river. In addition, Nodel Island, which considers to the art gallery concept, gives Yongsan the good location of green axis.

S4-The Han River.

The Han River across the middle of Seoul has a big geographical position of the city. Even if it has not developed during past days, nowadays it tries to make a development with growing of the Seoul. In the global age, it has the most worth of Seoul to network a global economy and to bring the active power for the local point included in Yongsan of Seoul.

Spatial structure

P1

P2

P3,4

P5

W1- A lack of organic relation of existing factors.

Although the transformation is still under the scheme, already the effort to make the historical places in regards of Yongsan used to be only military base during the past is in progress. Thus, the Korea war memorial hall and national museum built inside Yongsan military base. These buildings have the meaning of the historical character of a Korea people. However, without the considering of the whole area, these places don't have organic relation. On the now situation, these factors will have to consider on respect in the overall program of Yongsan.

W2- bad environment & residence

From the observation of local context (residential area), the boundary has the problems with new development and old housed limited construction. Even if Hanman residential area were included in the new town development, the friction would be the weakness to improve.

W3- the problem of Itewon (commercial area supporting the military base)

Itewon, which is the appropriate shopping center, built up for doing business with foreigners after the mid-1970s. With the closed Yongsan space, Itewon has been belonging to the U.S military base. Above all, in the society-cultural aspect this place bring aggravation of educational environment for teenagers, an inflow of consumer culture, transmission of decadent amusement culture to Yongsan. It needs to recover these bad environments for the residential area. In the view of society, it is significant problems to solve.

Spatial structure

P1

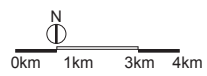
P2

P3,4

P5

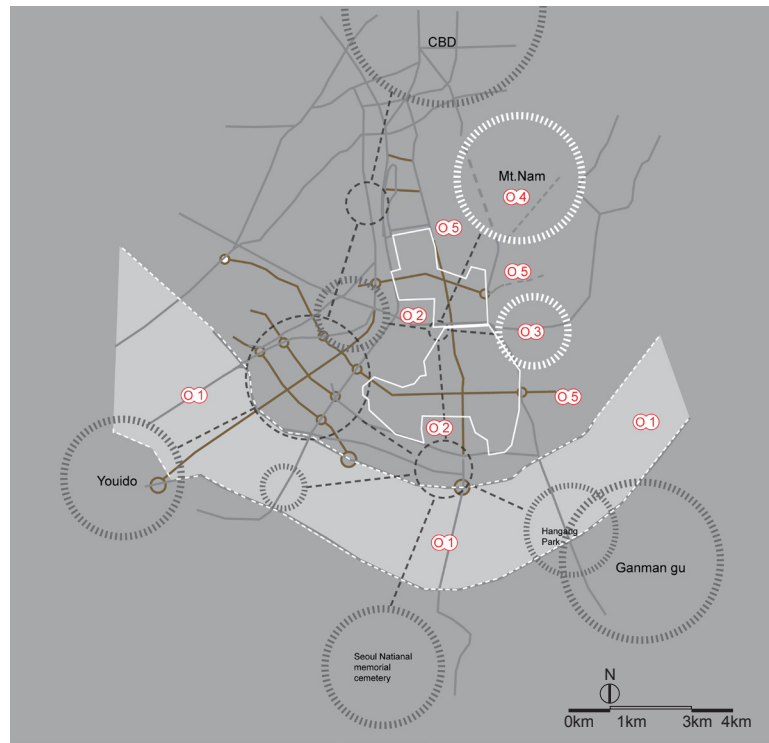
WEAKNESS

SWOT ANALYSIS
Weakness



SWOT ANALYSIS

Opportunity



O5 New town development

To improve the old houses falling behind other developing, Seoul plans the new town development project. The surrounding area of Yongsan (Hanman) is belonging to that project. In addition, Huamdong and Yongsan2dong consider re-managing. Anything at all, these projects is for the balanced development of Seoul divided for southern part and northern part in the gab. In this respect, the transformation should need to consider the balanced integration that Yongsan have to.

O1 Development of the Han River.

From the potentiality of the Han River of the regional context, now Seoul manages lot of intensive plans to develop the Han River. There is port terminals connected with West Sea with the several impact factors in the center of Seoul. Following this, it gives Yongsan crucial attraction connected to international global network. In addition, the transformation of Yongsan needs to have a perspective related with these movements to improve the economic factors.

O2 Memorandum museum and hall

In the weakness, it notices that these building don't have a relationship. However, these existing statues will be the base to put the historical memorandum meaning on this area. Thus although these things don't have the affiliation, if these factors could be improved, the opportunity will be applied as strong point on the structure

O3 New development of Itewon commercial area

Even though Itewon has many problems brought by U.S military, it meets another challenge to improve from the relocation of military base. New Managing of the system and programing with the applicable concept will lead to the alteration on this area. Besides, there are the programs to manage as the international street using the existing situation. These plans are the opportunity to have a correlation with Yongsan.

O4 Restoration of Mt.nam

Already, Mt.nam had a restoration plan from 1991 to 2000. Moreover, the effort has continued since then. It may appear that Mt. nam get better attraction if the transformation of Yongsan would start. In other words, Yongsan also have a deep relation with Mt. nam. Above all, it is not worth that the new environmentally friendly public transit of Mt.nam introduced to connect pedestrian network is a same line of Yongsan' network structure.

Spatial structure

P1

P2

P3,4

P5

T1 Disconnection with the terrace land on the Han River.

With the development of the Han River, the land along the river has a big challenge. However, this area combined to progressive factors doesn't make a full use for the Seoul environment. Although the places have the location close by residential area, actually, it doesn't have a good accessibility between areas. Seoul citizen also couldn't enjoy these kind of the advantages caused of disconnection. Moreover, the reconstruction of the high-tech office zone combined with port terminal on the Han River gives the terrace land of Yongsan the plus connectivity.

T2 Disconnection of south-north road and east-west road

From the road analysis part, it is recognized that Yongsan doesn't have connection road in between south-north road and east-west road. It is needless to say that made the obstacle on the center of Seoul transportation. In the respect of transformation in Yongsan, this aspect would be the first consideration.

T3 Disconnection with the Green space

The strengthen map shows that Yongsan has a good green environment. Nevertheless, the green space couldn't have linked in terms of pedestrian way and the flow of green axis because of the losing situation of Yongsan. It is necessary to find the green axis of Seoul on the Yongsan.

T4 Disconnection with the commercial areas

Actually, if Yongsan weren't the military base, that area would be the crucial point area of Seoul with surrounding main delta commercial area (CBD, Teheran in Gangnam, Youido). The geographical location of Yongsan has to network with these main commercial areas.

For enhancing the economical value, first of all, these connections are the share for Yongsan.

Spatial structure

P1

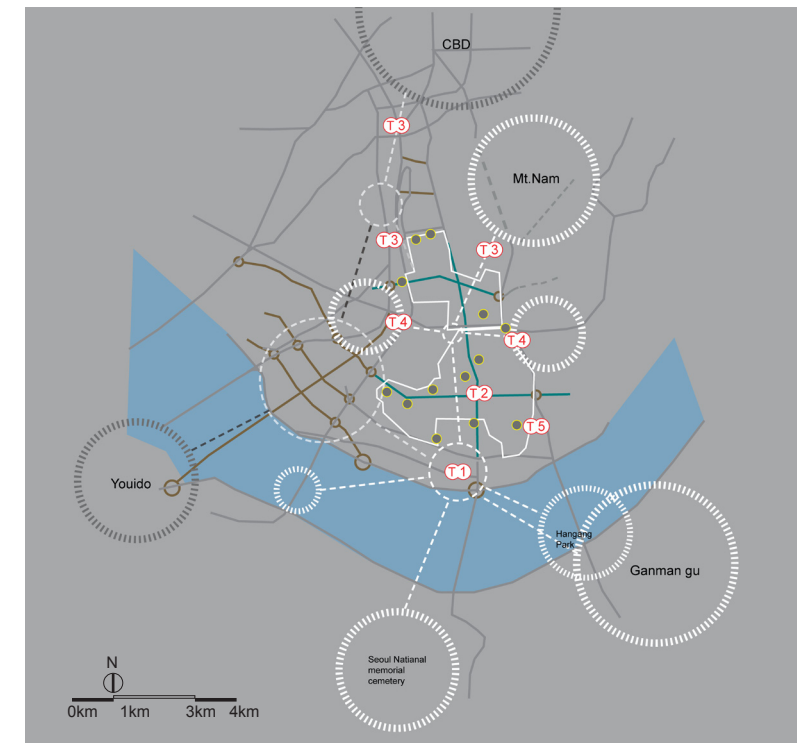
P2

P3,4

P5

SWOT ANALYSIS

Threat

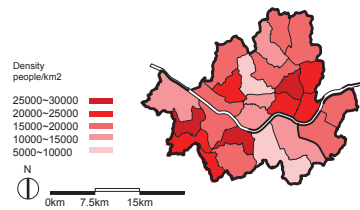
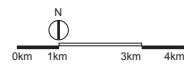


T5 Environment Pollution by U.S military base

Another problem of military is the pollution of those places. Yongsan contaminate badly because of the military equipment. Above all, with regards of the networking green axis, Yongsan has to work out. In addition, following this, it needs the negotiation of Korea-U.S standpoint about these problems.

THREAT

VISION
Level 0



Level0
Green & ecological park
Shortage of green park

***Environmental pollution**
Particulate matter in the air
Seoul(58) ██████████
New York(21) ██████
Praise(22) ██████
Tokyo(29) ██████

***Park size per person**
Seoul 4.0 ██████
Tokyo 5.2 ██████
New York 14.1 ██████████
Berlin 23.9 ██████████

Yongsan needs an open networked space to connect a global and local in glocal network. Yongsan as the open networked space is required to obliterate the barrier that has closed during half a century. It plays a leading role of the connector between global and local, and the connected glocal place will get back a networked essential function to Yongsan.

The Open Space Strategy is a comprehensive document that consists of four levels. The level 0 is for the green & ecological park on the ground.

From the general analysis of Seoul, it shows that Seoul has a bad environment such as the serious pollution, the shortage of park, and the high density.

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

Also from the spatial structure analysis, it is not worth that Yongsan is the crossing place between south-north green axis and east-west green axis. In this regards, to present the solution about these aspect, Seoul needs the green places for the quality of life combined with the glocal network. Yongsan is the space to carry out that need. The green & ecological space improves the sustainable environment for the local citizen and spatial green intervention based on typology. In addition, from the date, it proves the economical effect the city at large. For the program of green space, the Open Space Network in Yongsan relates to open space that is publicly accessible such as national parks, urban parks and reserves, beaches and waterways, conservation parks, sports grounds/courts and paths and trails. Also, the Open Space Network can be important in setting the open space identity and character for the area.

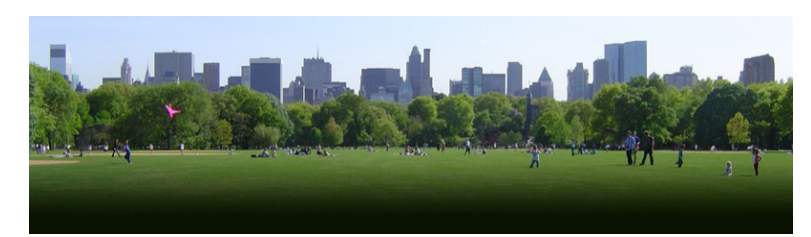
STUDY OF CASE
Level 0 - green & ecological park



Central park_ new York



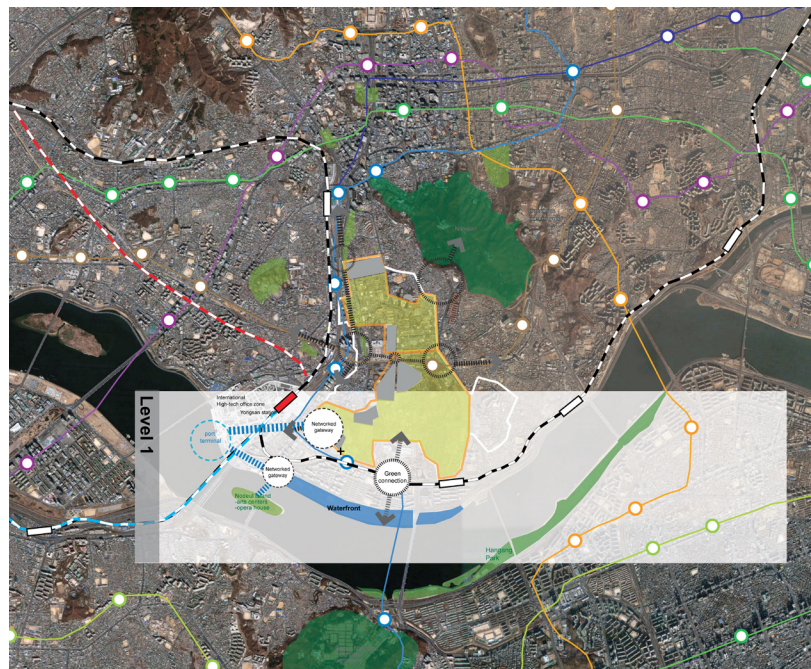
Chicago waterfront



VISION-LEVEL 0

VISION-LEVEL 0

VISION
Level 1



+Level 1 : Waterfront
- Gateway connected with Yongsan park

Coming up the opportunity of the Han River, the port terminal connected with the high-tech international office zone has a great deal of weight on the transformation of Yongsan. In addition, the terrace land on the Han River not to make a full use by local people needs to consider the connection path with residential area to improve the accessibility. Therefore, in the regards of level 1, I suggest the vision that Yongsan is to be the connector to opens the entrance from the terrace land on the Han River. Actually, the water space of the Han River has inaccessibility by the bad access of pedestrian way.

Therefore, the meaning to construct the pedestrian way and green line in terms of networking Yongsan high-tech office zone, Yongsan Family Park and the Han River, composes it. The path connected with port terminal brings the synergic effect in the crossing point of global by pass and the economical values to support the quality of environment.

VISION-LEVEL 1

Spatial structure

P-1

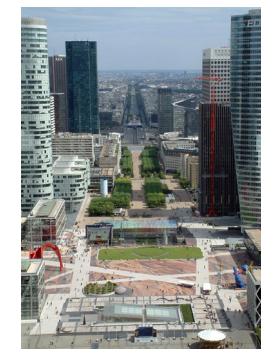
P-2

P-3, 4

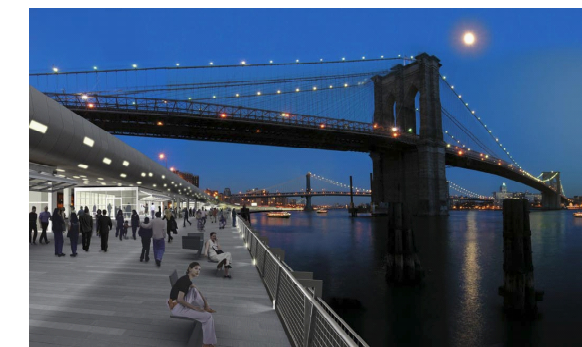
P-5

STUDY OF CASE
Level 1 : waterfront

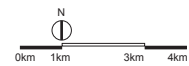
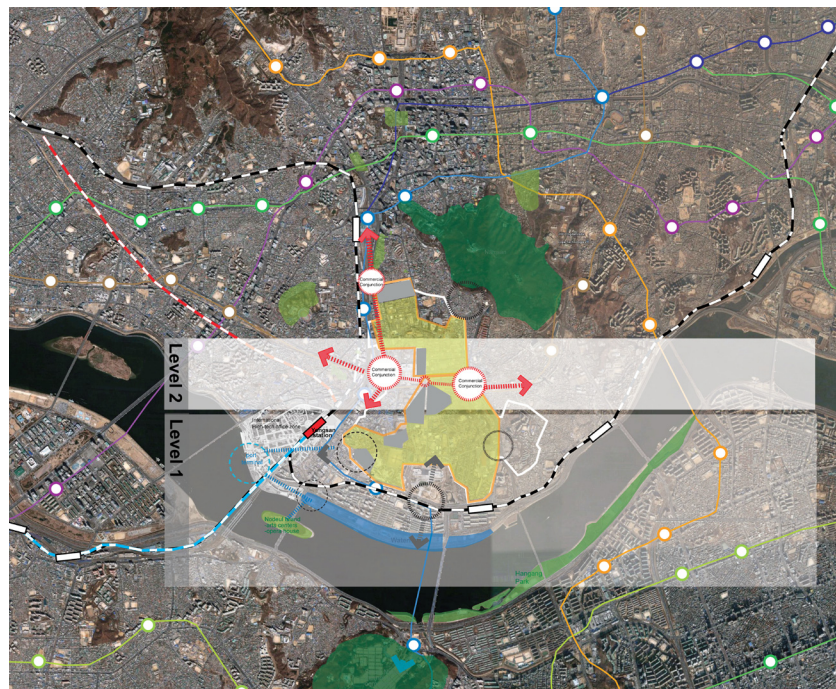
La Défense



Transforming the east river waterfront
The city of New York



VISION
Level 2



+ Level 2 : Gateway connection for utilitarian axis (west-east area)

To link the west-east area of Seoul, Yonsan has to the networked gateway of this utilitarian axis. The boundary of Yongsan caused the disconnection path of the main commercial areas (CBD, Gangnam). The transformation of Yongsan should have to consider these aspects. In reality, the entrance of the existing commercial area (Itewon) has the high density of movement by car and people and at the same time, it is the turning point to the Mt. nam. In addition, the delta commercial zone has a small park in front of memorial hall and it is composed of the mixed building such as office, commercial, residential functions. As this circumstance, these area need the enough parking lot and the arrangement of the intersection way.

Therefore, the vision on the level 2 is to organize a pedestrian way and space connected between noksapheong (the entrance of Itewon) and the delta commercial zone along the Hangang road. This connection is not only a commercial line but also a connection of west-east part of Seoul. Beside, this network flows to the existing commercial main factors and it comes together to induce the user of the high-tech zone to the kind of commercial zone.

VISION-LEVEL 2

Spatial structure

P1

P2

P3.1

P5

STUDY OF CASE

Level 2: gateway connection for the utilitarian axis

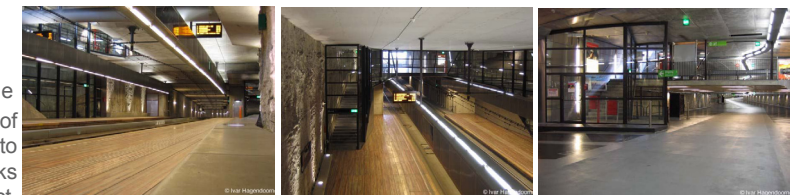


The connection using the underground space between commercial area

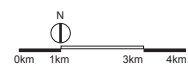
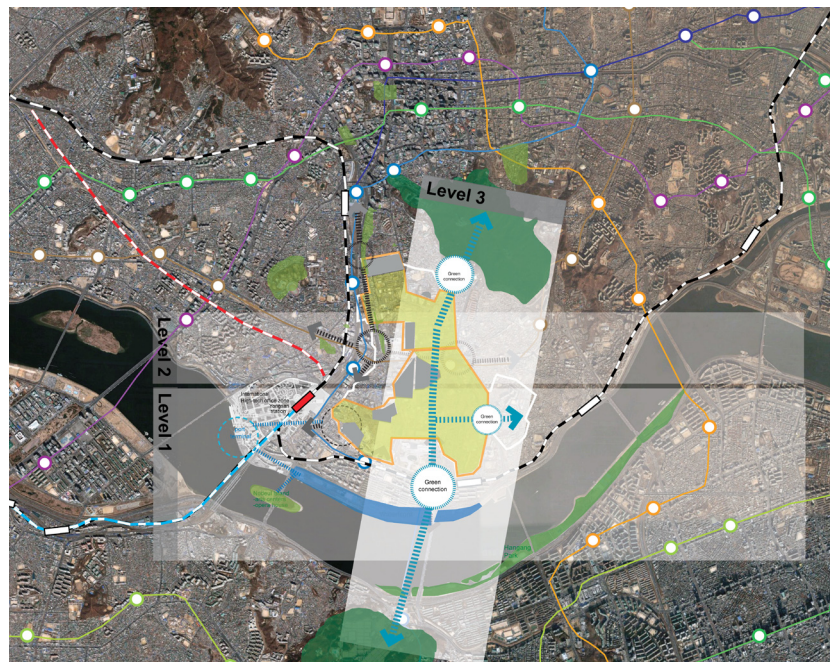


Souterrain tram tunnel, Netherlands, the Hague

This loop-road will connect to a number of - largely underground - parking garages and to a subterranean service road that brings trucks to the heart of the shopping district.



VISION
Level 3



+ Level 3 : Gateway connection for green and historical axis

The vision of level 3 is to make the green and historical axis. With the surrounding green park, Seoul has Mt. Bukhan on the northern part and Mt. Gwanak on the southern part. In the middle of Seoul, there is Mt. Nam, the recreation area for the citizen. In addition, inside Yongsan, there is an important historical facility such as the Korea war memorial hall, the national museum. In addition, over the Han River, there is the green area for the Seoul national memorial cemetery. Besides, the Han River has the cultural complex on Noddeul Island and Hangang Citizen Park of the terrace lands of the river. Like this, as it was mentioned by the strength of green environment earlier, Yongsan has the good green conditions.

This connection is not only to make a green park for inside space but also to link one green axis of the city. Thus, the gateway on line of green axis has to relationship of one another's position. It also needs to have the spatial correlation based on the historical meaning. Above all, it has to lead the networked green place on the connection way of the both residential area and commercial area to improve the local cohesion. If it seems like that the level 0 is the base on of the transformation, the level 3 is to make the connection of a green flow. This area will support the high-tech zone networked with global. At the same time, it presents the green access to enhance the quality of environment.

VISION - LEVEL 3

Spatial structure

P1

P2

P3,4

P5

STUDY OF CASE
Level 3: Green connection

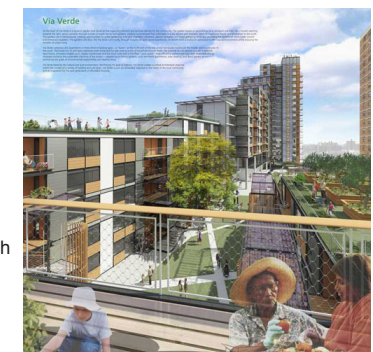


The view from one of Via Verde's "Green Roofs."



Sustainable residential development on brownfield land

Old Market Quarter in Chippenham is a highly accessible residential neighbourhood which offers new, sustainable and healthy ways of living in a town centre environment.



"There's a reason why people like to be in parks and gardens and trees," said Jonathan F. P. Rose, president of Jonathan Rose Companies. "We grew out of nature. How can we make this very urban building but also give people a connection with nature?" He said the team decided to "wrap the building with a garden," beginning with a contemplative space and moving "from very private to increasing levels of communality."
-from The New York Times.

- Visions
- Synergy Effect
- Strategy Planning
- Intervention
- Reach & Routing
- Implementation
- Relation Reasoning
- Problem
- Accessibility
- Typology
- Land Use
- Design Planning
- Type 1- Orientation
- Type 2 - Essential Link
- Type 3 – New Amenity
- Stakeholder
- Relevance

P3,4

VISION&SYNERGY EFFECTS

Spatial structure

P1

P2

P3,4

P5

Level 0 Sustainable environment

From the level 0 of the visions, it could be getting this following synergy effect of green & ecological park. Although Seoul has a good environment and topographical location with the Han River, surrounding mountainsides and Mt. Nam in the centre, unfortunately, 72% of parks in Seoul are located in the suburbs or on mountainsides. So they are not readily accessible by the citizen. Environmental pollution owing to the fast economic growth in the past and an increasing number of vehicles on the road continues to threaten. However, Seoul makes efforts for Green space with the Restoring Seoul's green spaces and the four parts for green space which had disappeared. In this situation, moreover, the level 0 of visions which is for the sustainable environment has an important synergy effect which creates green axis connected between southern part and northern part for purifying urban environment of Seoul. It brings the restoration the urban circularity to provide the shortage park of Seoul and to make the breath of the city and to open ecological space for the quality of life supporting.

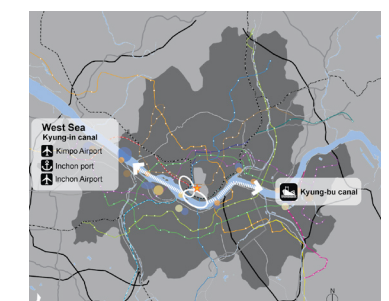
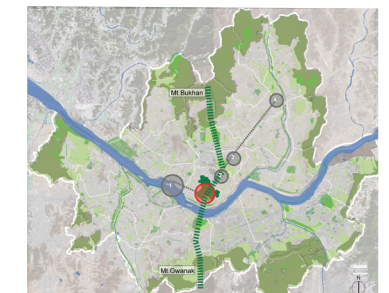
Level 1 International Hub connector: waterfront

The Han River, which has the future question to solve for the next step has a big opportunity to become the Hub of logistics, tourism when the water transportation is connected with the west Sea by Kyung-in canal. Moreover, that shows that the Han River which is involved with the main commercial factors of Seoul, would have a big future potential to grow into the global economic aspect and attracts vibrant economy and cultural assets by revival of downtown. But Yongsan, located in the center of Seoul has kept being in a military base's condition and it made the extinction of economic un-connection of central Seoul. Yongsan stopped with lots of problems needs to reestablish the center point of urban economy through Kyung-in canal, Hangang development plan and revival of downtown Seoul connecting with the main commercial points. In this circumstance, the level 1 of Visions has a role to improve the global network in a way of the waterfront. Besides, the visions produce the effects of the international hub connector in terms of the place marketing which is in running of Local bypass seamless connector to dominant consumption and business space

Level 2 :Gateway connector for the utilitarian axis

Seoul has the high reconstruction rate to play an important role that constitutes the high adaptability to latest trends served as the city's potential. However, Seoul has problems of the unbalanced land development by high density and limited land. Above all, out of those problems, the education and economy gaps between Gangnam and Gangbuk divided by the Han River is big problem. It brings the bad effect of the society form and development. Between the high distribution of cultural assets at Gangbuk and the high figure of financial companies, it needs solution of the urban balanced development integrated through the region specific development programs. The need not to only improve the qualities of Seoul citizens' lives, through the systematic and balanced development among local areas, but also develop those areas in such a manner of the continual development, is essential for the urban integration. So, it supposes to have following visions such as making gateway connector for the utilitarian axis and the green axis. Moreover, it provide these following synergy effects that Connecting of the west-east commercial line give rise to the urban local cohesion and connecting of the green axis consider the spatial intervention base on typology which play a role for the connection place for the balanced development.

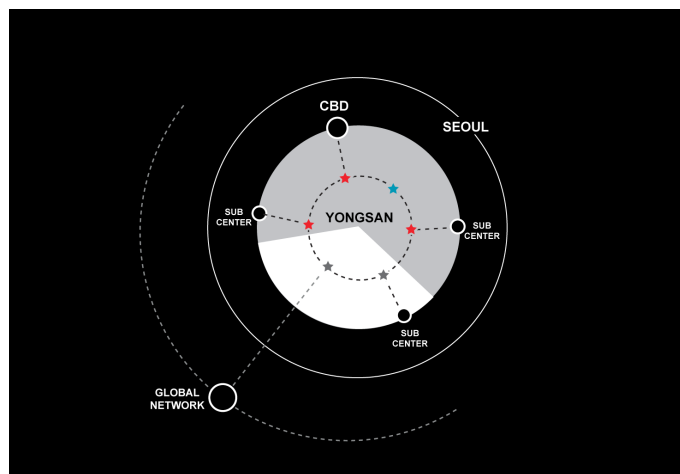
Level 3 :Gateway connector for the green axis



SYNERGY EFFECTS

“FROM URBAN BARRIER TO URBAN CONNECTOR”

HOW TO INTERVENE TO DISSOLVE THE EXISTING BARRIER OF THE FORMER MILITARY BASE IN ORDER TO CONNECT YONGSAN TO THE GLOCAL NETWORK?



From the visions and synergy effects, the vision argues that the Networking connection between Yongsan and the rest of the urban network will promote more balanced development. Seoul has been damaged in basic fundamentals such as economic and technological development, with considering the natural resource and the life support system because of the closure of Yongsan, central Seoul with military base. Yongsan has been a big obstruction to sever each place inner Seoul since the Korean War.

Under this circumstance, it turns out that these problems which are significantly necessary have to think about it and solve it on the current issue in Korea. Therefore, the level 0,1,2,3 of the visions substantially contribute to the left side of the diagram contained the concept of the project.

The concept focuses on the economic and technical flows supported by the green environments with the quality of life and business.

Seeing from the diagram, through the Han River connected with West Sea in terms of globalization, Yongsan expects to make a role of gateway to make entrance and connecting in between global network and local network. It could be the entrance of the central part of Seoul networked by glocal system from this concept. Previously, my project started with this step which has a motto “From urban barrier to urban connector”.

So, on the working process, I want to ask this question- How to intervene to destroy the existing barrier of the former military base in order to connect Yongsan to the glocal network?

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

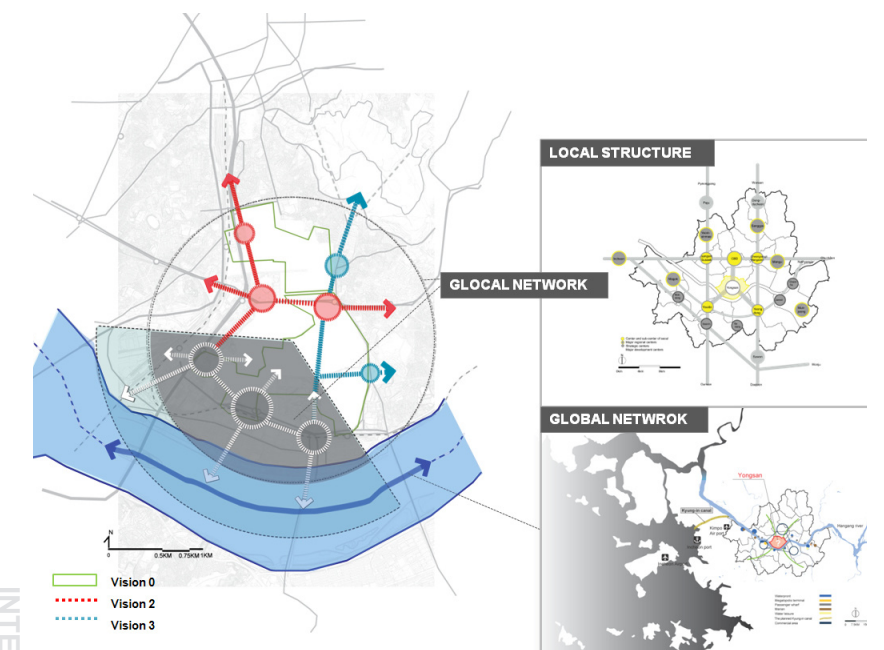
So, apparently, these visions have the meaning of connector to destroy the wall from barrier. Accordingly, Yongsan needs the open networked space as gateway of the city.

As you can see from the left side of the diagram, this area has a meaning of Intervention. Basically, from analysis of the P1 and P2, Yongsan has the global network line in the Han River bank which has a meaning of river development industry with a Kyung-in canal connected with West Sea and to improve economy and the expectation of the business in Northeast Asia including China.

At the same time, it has a surrounding local structure which combines the cohesion of living environment considering the balanced development.

With reasoning of the intervention location, the site for the design planning comes under the joint place between the parts attached from following visions in a way of the level 0(sustainable environment), 2(gateway connector for the utilitarian axis), 3 (gateway connector for the green axis) and the part linked up to the Han River which has an attribute to global network.

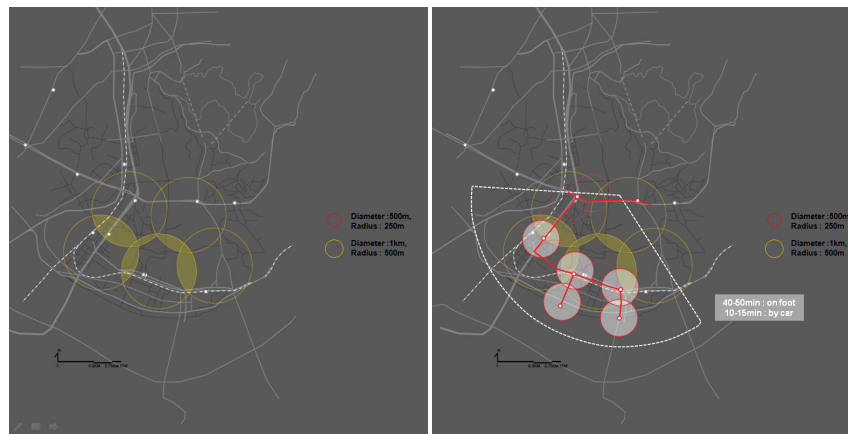
The area is the place to act of becoming involved in two networks with combining other visions of Yongsan in a matter.



INTERVENTION

STRATEGY PLANNING

Reach & Routing



And then from the reach diagram, it figures out this routing in a radius of 500m for pedestrian friendly by main location of theme. And it is in a radius of 250m combined with a joint point within the area. This routing has the range of almost 40 min on foot and ten min by car. It can image that people can easily walk around this area to move. Facing on the transformation of Yongsan, and international high tech office zone, this area anticipates increasing mover and busy circulation by demands of offices for employment. So, the boundary of pedestrian route requires to improve the environment for the people and to have a chance which could be a pedestrian networking to connect each theme. Also, from the reach map, I got these five spots on this location area. According to routing under the chosen location, these five spots would be controlled with the main intervention concept of project.

Moreover, considering the limited boundary of walker, the place images the moving of people without traffic line. Although there are a big traffic way and rail way, the arriving and passing from the transportation have to connect with walking passenger way. In the other word, the fast way to enhance the development is related to the slow way and at the same time, the slow way motivates to change for local cohesion.

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

Implementation

This route has the implementation of connector in line with other visions.

These five spots within the selected location are places to make the entrance to open up the way of enclosed existing urban plan. It has a meaning to attend on the relation and argument in between surrounding area for design planning.

On this account, it images the space structure experience of Yongsan on the visions with theme. From the left side of the diagram; they have this sort of theme on the site.

Vision 1 has a theme of the new Yongsan station and national museum. Vision2 has a theme of the Korean War memorial hall and Noksapyeong station. Vision3 has a theme of the Han River Park and Mt, nam to have a green axis.

Two visions (vision 1 and vision 2) have one big transportation conjunction and a historical point and one vision is connected by green line. With surrounding these themes, the circumstance experiences the view of pedestrian on the basis of the routing in a way of implementation.

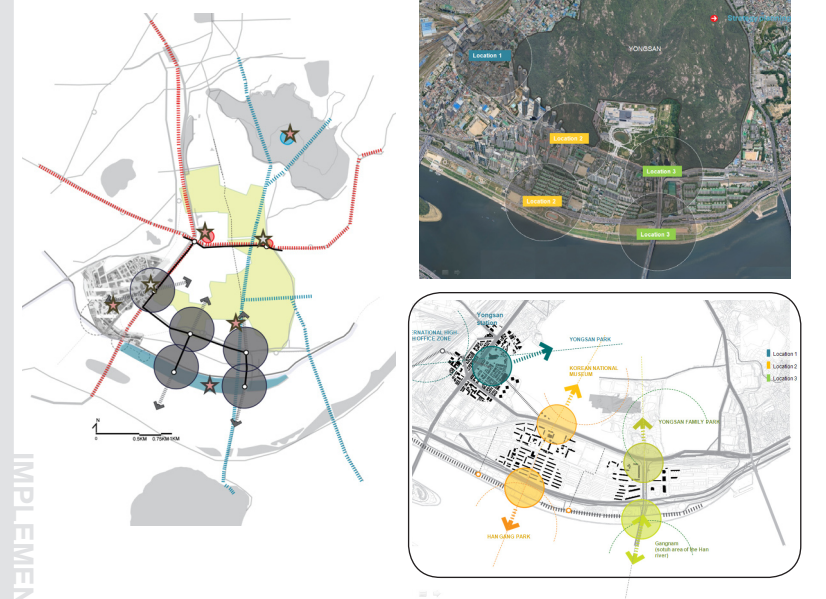
Relation planning

In this situation, the previous five spots play a role to connect a surrounding important strong place.

Type 1 is the introduction way from international office zone to Yongsan. Type 2 is the connector space for the Korean national central museum and Yongsan from residential area and the Han River bank. Type 3 is the place to induce residents, visitors to Yongsan, and workers of office zone to the park. Type 4 is the joint place to the Yongsan family park from residential area and green passage connected with the Han River Park. Type5 is the entrance to give visitor and mover the impression to have a direction of the park and Yongsan. Practically, these five spots have a common character of connection to open the interception and isolation circumstance

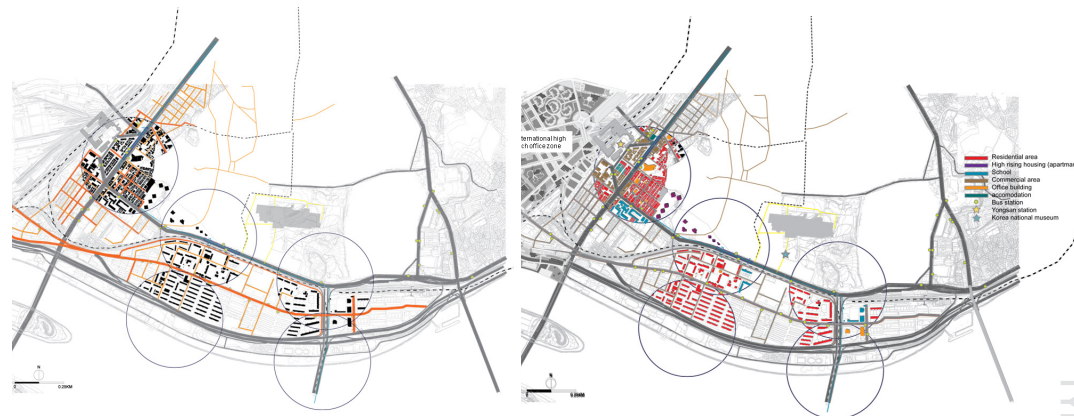
STRATEGY PLANNING

Implementation / Relation Planning



REACH & ROUTING

IMPLEMENTATION



A large percent of area is for residents. The plan of international high tech office zone and the relocation of military base are bringing up the transformation of this area. This issue affects the land-price and alteration of increasing demands for workers in this area. Already, the location 1 combines the residential space under the construction of a skyscraper with 40 floors. The existing Yongsan station has reconstructed with a shopping mall. With the Yongsan central station of the rapid railway and air rail way, it expects to bring a lot of commuters and active moving. In between the bin transportation line, the residential area distribute over the land. Moreover, the challenge of the Han River brings the new opportunity to direct to the global network. Now on day, new development and affecting take place on this place. It is presumed to bring out the change of typology and land use. Under this changing land use, the idea is much important to think about the management of the urban plan in a way of making intervention in glocal network.

TYPOLOGY/LAND USE

Spatial structure

P1

P2

P3,4

P5

The previous five spots come under these points on the 3d map of existing circumstances. Look at the zoom scale, the big transportation (number 1 line) is connected through the north area and south area of Seoul. The volume of traffic has high figure in this line because of a lot of workers to commute to CBD in rush hour. And these two roads (number 2 line), with 10 lanes are quite huge. It seems like a barrier to stop access between Yongsan and the Han River Park. Also, the railway connected to the Yongsan station cuts off the flowing of pedestrian circulation. Usually, in between two parallel roads, the line serves as a local road involved with a bus station for residents. Above all, there is only one pedestrian entrance to the park. During the half century since the Korean War, neighbouring area of Yongsan and residential area don't have any exchange relation. With closed Yongsan military base, it has been broken off among the heavy roads like a big wall. Even though there are surrounding good themes, this area has remained entirely stagnant on their poor accessibility because of Yongsan military base.

Spatial structure

P1

P2

P3,4

P5



ACCESSIBILITY

STRATEGY PLANNING

Problems



Location 1
Location 2
Location 3
Location 4
Location 5

How to dissolve the existing barrier of the former military base?

To observe this question, first, it needs to look at the existing problems of this site. Since the Korean War, the boundary of Yongsan military base caused the stagnation of the centre of Seoul. The place gets winded with the disproportion of the development in Yongsan. Facing with the transformation of Yongsan, the existing space is confronted with a lot of problems unconnected with surrounding area because of the poor accessibility by the big road and railway.

The left hand diagram is the captured picture of these spots to observe the current situation. These observations draw out the problems as regards coming under each type and arrange using the table.

It shows that following factors which are insufficiency of milestone, barrier, broken link, blockages, disconnection, inaccessibility, and solidity of pedestrian, shortage of public space and community space and poor surrounding for pedestrian are in common. These factors are the problems to solve in design planning.

So a main object of the project is to dissolve these barriers of the location to intercede with the local and global network.

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

Type 1 - orientation/problem

First, even though it is possible to see the skyscraper in front of Yongsan station, the first visitors to Yongsan have a difficulty to have an orientation after stepping out of Yongsan station because of conjunction of streets.

Second, Yongsan station is a passage to connect between the international office zones and the commercial meeting place. However the existing commercial area and the reconstruction of Yongsan station mall don't have natural flowing for pedestrian with shortage of public space.

Third, the biggest problem is the disconnection between metro and Yongsan station. Seriously, people to use transportation of Yongsan feel uncomfortable.

Forth, there is a big construction of the mixed residential and commercial housing which has 40stories. Although the longside of the skyscraper faces to the future Yongsan Park, the surrounding for the local resident is poor and has a lack of community space.

Type 2 - essential link/problem

First, this area has lots of different levels and these levels cause the problems to interrupt the access. It seems like a barrier to disturb the integration of the closed areas; residential area, future Yongsan Park and the Han River Park. Even though the huge road makes a role for the fast connection line of the city, it only reflects on the car without considering of the pedestrian.

Second, the existing situation has inaccessibility to the residential area from road because of the railway. In actuality, the circulation from the metro to railway station doesn't have connection line directly. Also, there is only one pedestrian entrance to the Han River Park. The surrounding environment of the passage is so weird and poor for the pedestrian and visitor who want to enjoy the Han River and sports facility of the Han River Park.

Third, the surrounding circumstance of residential area falls behind with shortage of community space. They have not only a disconnection outside of the residential area, but also weak life environment by the confusion of pedestrian way and car way.

Type 3 - New amenity/problem

First, there is a big traffic line such as high level road and over head railway.

The street under the road has threatened for pedestrians and others to move easily and safely. The blockage causes the poor circumstance for the resident by making the shaded lot.

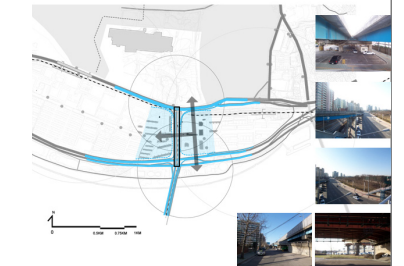
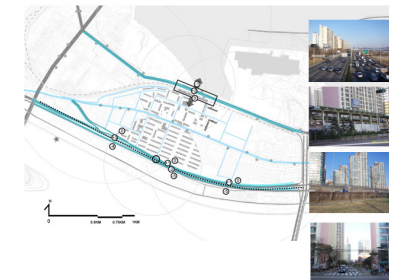
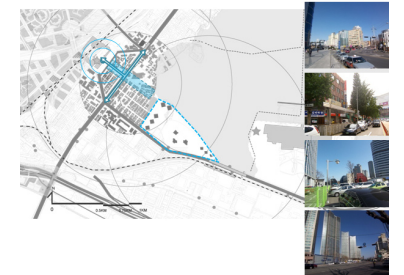
It makes the blockage and conjunction of traffic and disconnection between Yongsan family Park and the Han River Park.

Second, there are no amenities which would allow for more recreational stay in the area. Currently the predominant land use along this portion is parking lot. Even though there are unoccupied lands for the golf practice range and empty shopping space, these places don't make full use of public space for the people with no relations. Moreover it needs to consider the community space to fill the isolated identity.

Third, the part of the entrance from the Don jack Bridge has weakness of the signpost to the urban centre of capital. The conjunction of the railway and car way of the bridge makes the heavy atmosphere for the visitor and mover as well as under the bridge.

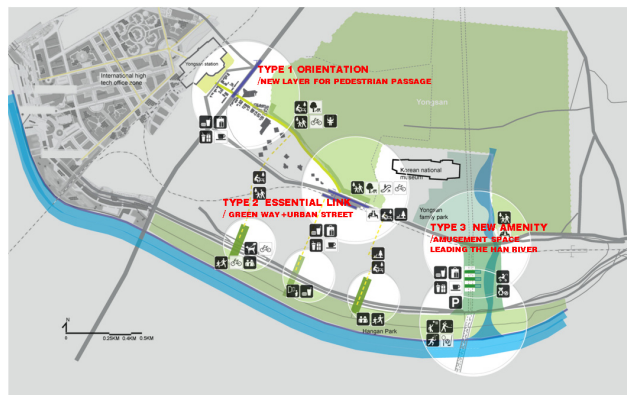
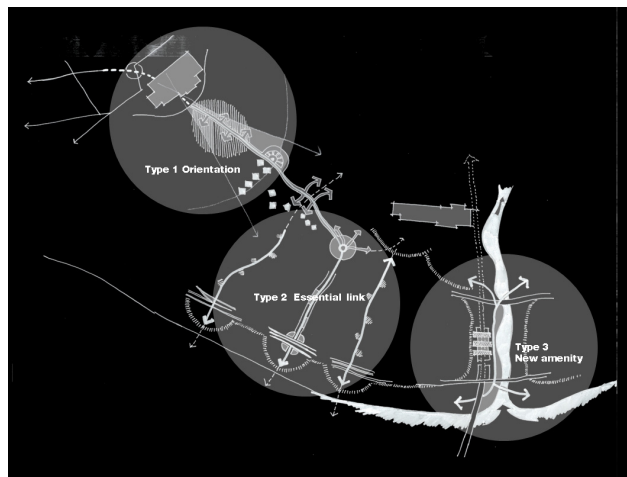
STRATEGY PLANNING

Problems



PROBLEMS

DESIGN PLANNING
Concept/Functions



To allow the motive for the design, I plan the functions to each type considering problems and current situation.

Type 1 has to have an orientation functions from Yongsan station to the park introduced by international high tech office zone. In the future, these areas will be expected as more active places by the new developing and increasing demands of Yongsan central station.

So, it will be the main point for outsider to visit Yongsan. Therefore, it needs to make a milestone to point out the direction of Yongsan to make up for the current insufficiency of orientation. Type 2 and Type3 have a common problem which is the barrier by road and inaccessibility by closed district plan. So they have to consider the essential link from broken link for the pedestrian regarding transportation networking. And then, type 4 and type 5 need to insert new amenities as a part of a connector element. With surrounding green space and empty space, it could be the open public space along the road line to revitalize the recreation

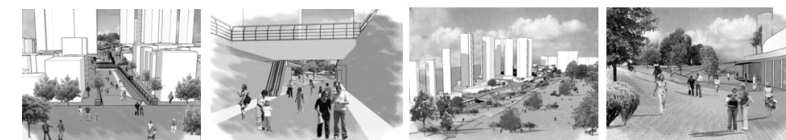
Spatial structure

P1

P2

P3.4

P5



TYPE 1- ORIENTATION

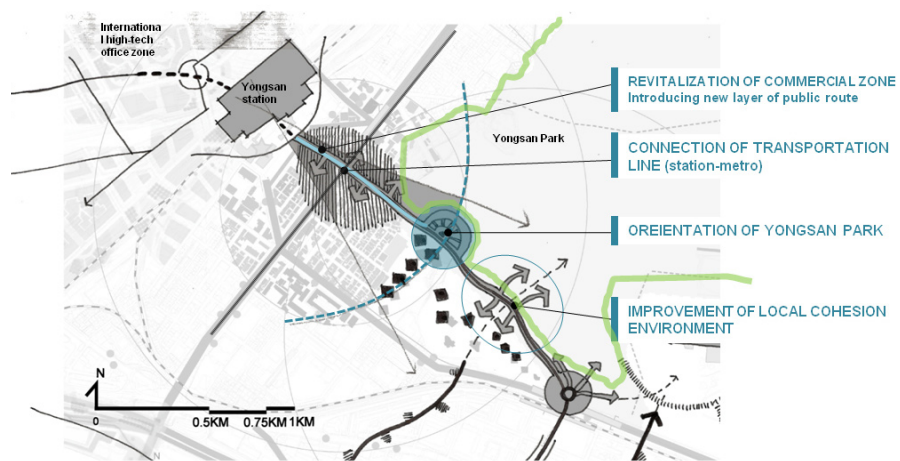
Orientation

ORIENTATION

P4

DESIGN PLANNING

Type 1 - Orientation



First, for the revitalization of the commercial zone through Yongsan station, the design planning suggests the introducing a new layer of public route. The shopping street in another layer of underground provides the real flowing for the pedestrian to use shopping street. In addition, two layers of façade and street make a revitalization of commercial area and public space.

Second, the understanding need of this space has been taken to connect physically or visually providing views of the outside to link the metro and Yongsan station with surrounding shops.

Third, to cover weakness of the orientation from Yongsan station, the design provides the beginning of the green image of the future Yongsan Park to allow people the orientation.

Fourth, to consider the mixed residential and commercial surroundings for the local people, it provides the integrated joint place in between the residential area combining commercial use and the future Yongsan Park. It creates the passage from Yongsan station to ichon metro station and at the same time it is permeated into the commercial and cultural space with the green connection bridge and green access route.

It has a meaning to reconcile the interruption of the existing barrier of the Yongsan military base

ORIENTATION

Spatial structure

P1

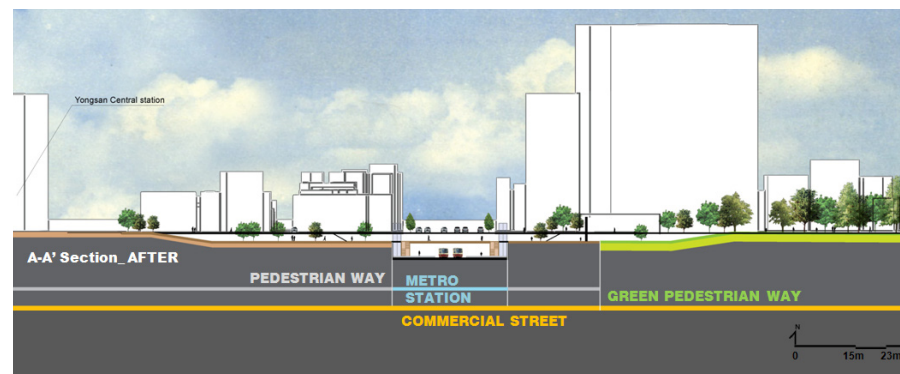
P2

P3.4

P5

DESIGN PLANNING

Type 1 - Orientation



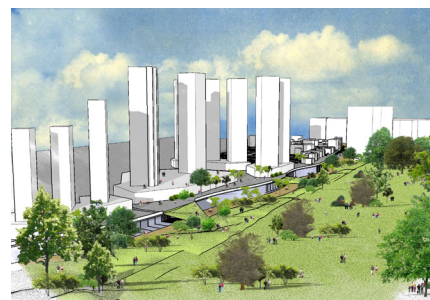
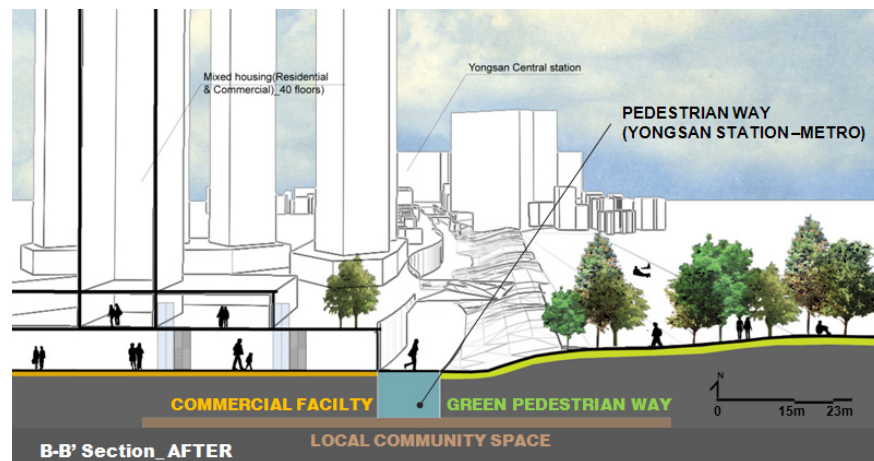
Orientation to yongsan park
Introducing new layer for pedestrian



Commercial facility + shopping street
Providing the real flowing for the pedestrian

DESIGN PLANNING

Type 1 - Orientation



Commercial facility
Of mixed residential building



Green Connection Bridge
Green access route



TYPE 2- ESSENTIAL LINK

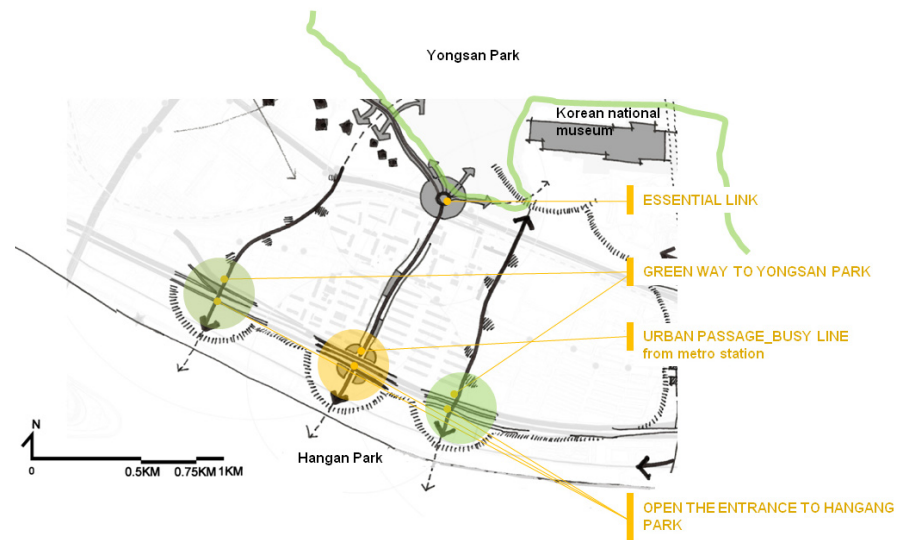
Essential link

ESSENTIAL LINK

P4

DESIGN PLANNING

Type 2 - Essential link



First, to convert the broken link into the essential link, I'm planning to deal with the connection part using the transportation conjunction. The place has the community functions in line with this passage and a number of - largely underground - parking garages. It makes circulation line connected with railway, metro and bus station. The circulation line provides the orientation to Yongsan Park for passengers on the underground metro station. It accepts active moving to open the door of the existing inaccessibility.

Second, to improve the accessibility between Han River Park and the future Yongsan Park, the design planning introduces the two kinds of the concepts. The way of green is the first. The urban passage of busy line from metro station is the second. The green concept plan is to introduce a new layer of public open space by covering of the existing road depending on the level in patches. The stretch establishes focal points that enhance the length of the space and at the same time link the City to the Han River Park. It suggests the green connection bridge on the different level road to give the Inspiration of green way to Yongsan Park with the deformation of natural shapes. Also, the space between layers of bridge has a function of the advertisement to the driver.

The urban passage of a busy street provides the need facility on the basis of the area within the city limits. It applies the shop street gallery to insert the commercial facility for the improvement of the pedestrian environment. This would include enhanced lighting and new materials in order to create an environment that attracts people at all hours of the day and night.

Moreover, stronger connection to the surroundings creates public space in the way that reveals the underlines the importance of the urban edge for local communities.

Spatial structure

P-1

P-2

P-3, 4

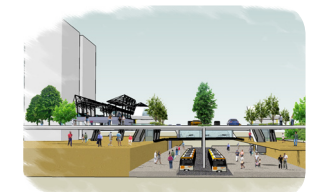
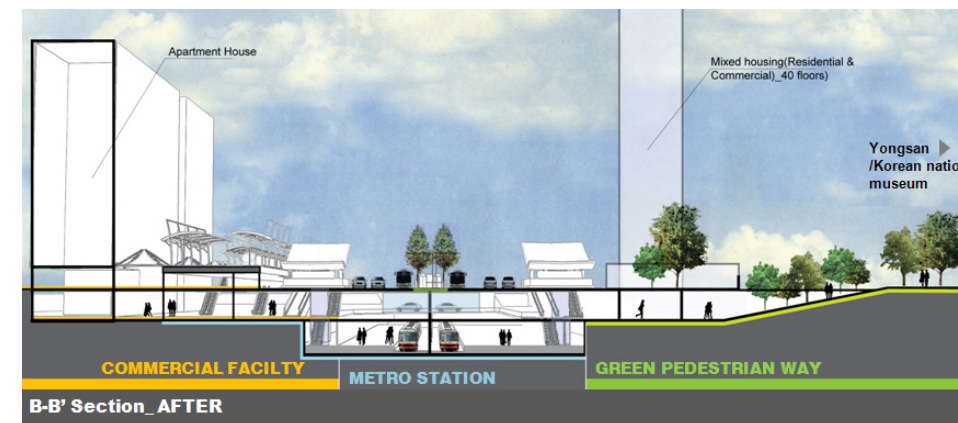
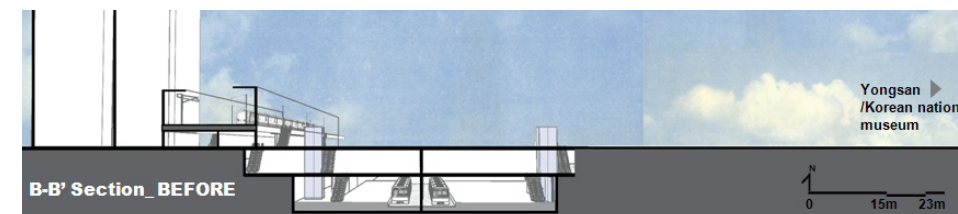
P-5

ESSENTIAL LINK

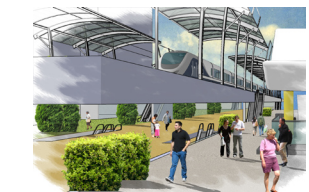
DESIGN PLANNING

Type 2 - Essential link

BROKEN LINK >> ESSENTIAL LINK



Neighborhood meeting place: weekend market
Betterment of residential environment



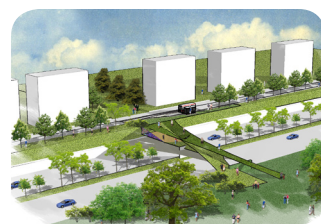
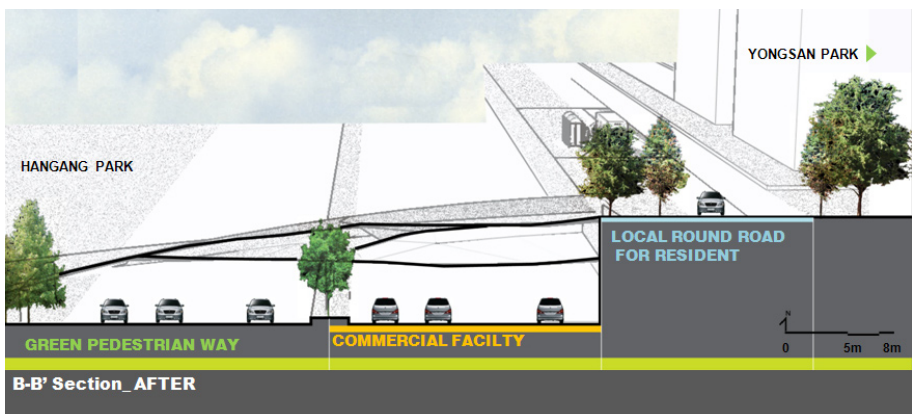
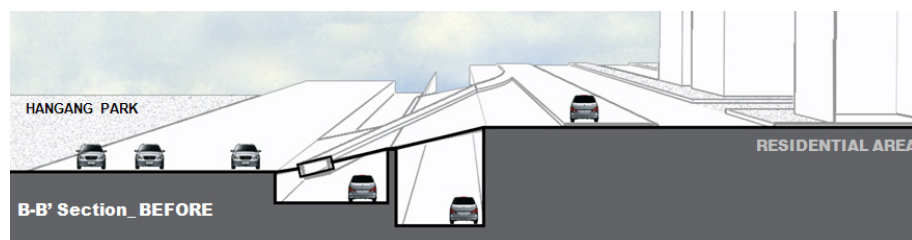
Improving the accessibility to the residential area
Insert the community space



Connection line underground
Active moving with urban transportation connection

DESIGN PLANNING

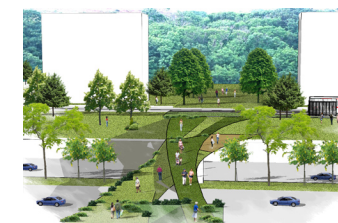
Type 2 - Essential link



Green way to the yongsan park
Green Connection Bridge



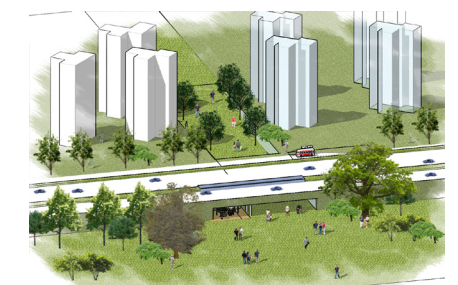
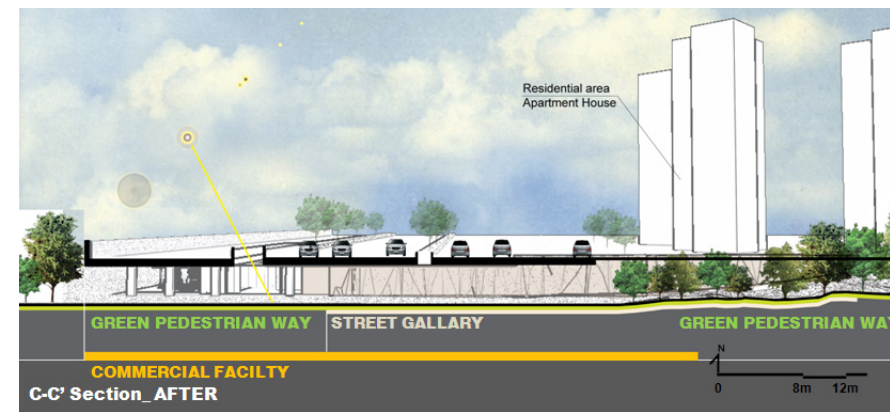
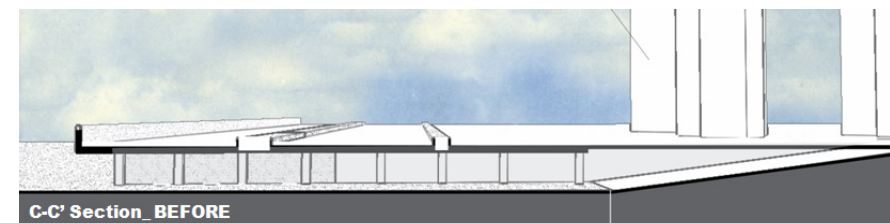
Providing the advertisement function to the driver
Putting the commercial use & facility



Inspiration of green way to yongsan park
Deformation natural shapes

DESIGN PLANNING

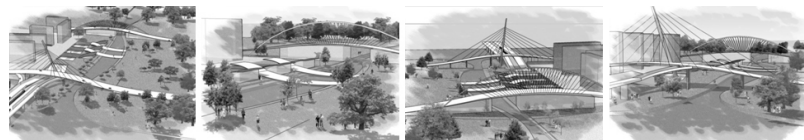
Type 2 - Essential link



Improving the environment of pedestrian
Insert the commercial facility
Shop street gallery



Inserting the lighting
Direction to the metro station and yongsan park
Facility for pedestrian



TYPE 3- NEW AMENITY

NEW AMENITY

P4

NEW AMENITY

Spatial structure

P1

P2

P3,4

P5

First, to eliminate the bad environment under the overhead road, the design planning is organized by the removing of the existing over headed rode. From this suggestion, the current blockages under the road will open this site up and turn into another exciting space. And the collapsing of the road attends the change of the other road linked with it. The new road from CBD to Gangnam (the southern part of Seoul) will be constructed on the place through the future Yongsan Park. So, the idea is that the connected road from that organizes into the underground level. It combines the parking lot for the visitor and driver. And the parallel road is hanged by multi level road inserting the facility box space under the road. Besides, the entrance point planned by the multi level road achieves the role of landmark from the structure of the hanging bridge.

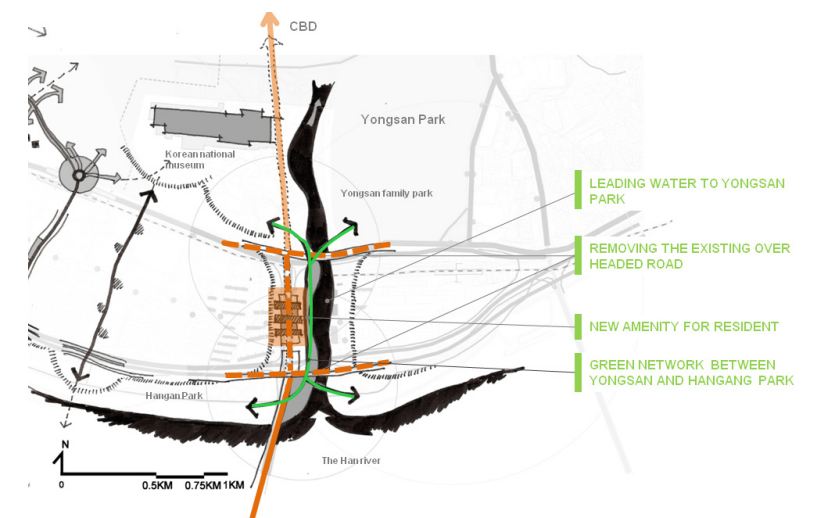
Second, to make the amusement park and introduce the watercourse, it leads water to the designed place. The water branch goes to the future Yongsan Park. It would have the symbolic meaning to come into the transformation of the future Yongsan Park jointed with the Han River.

Third, the pavilions and activities are planned to bring the lively street life from Yongsan to the Han River Park. New amenities such as pavilions, public access to designated pedestrian and bike lanes will provide a mix of activities for residents and visitors. These new spaces will also enhance established links into adjoining neighbourhoods and create further commercial, cultural and social opportunities along this line

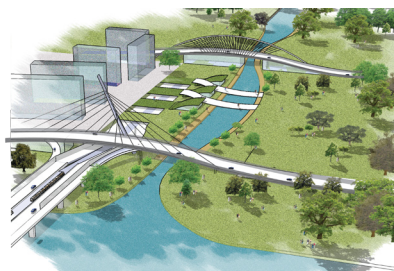
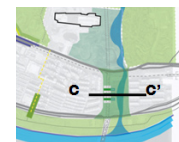
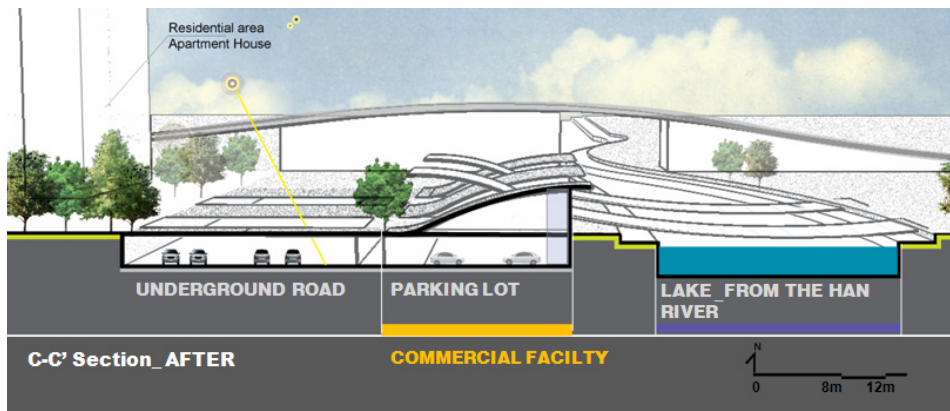
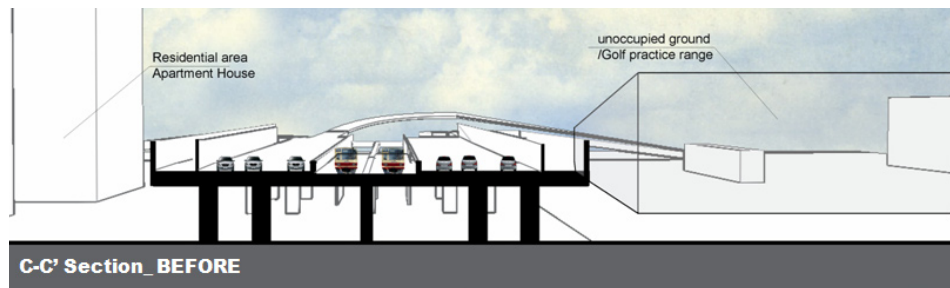
The layout of the new amenities consists of a recreation zone along the edge with seating and planting, for the pavilions and outdoor activities.

Through a set of appropriate urban interventions, it is intended to revitalize connector between Yongsan and the Han River for a fuller enjoyment of the extensive public realm.

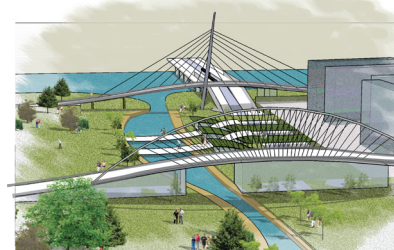
NEW AMENITY



DESIGN PLANNING
TYPE 3-NEW AMENITY

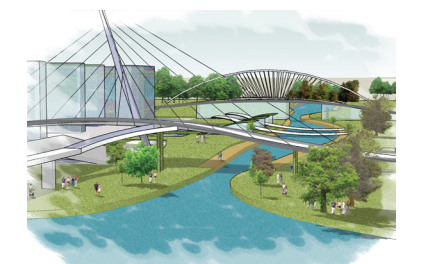
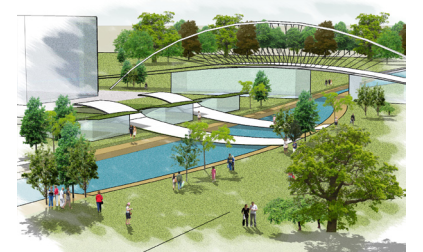
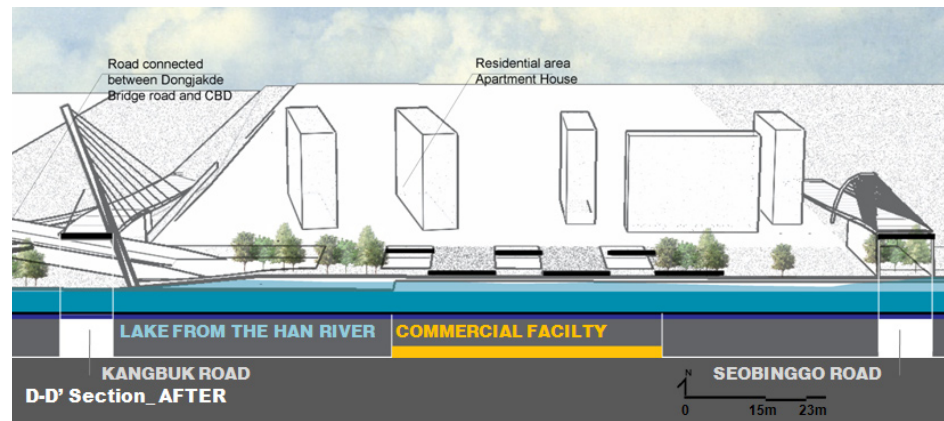
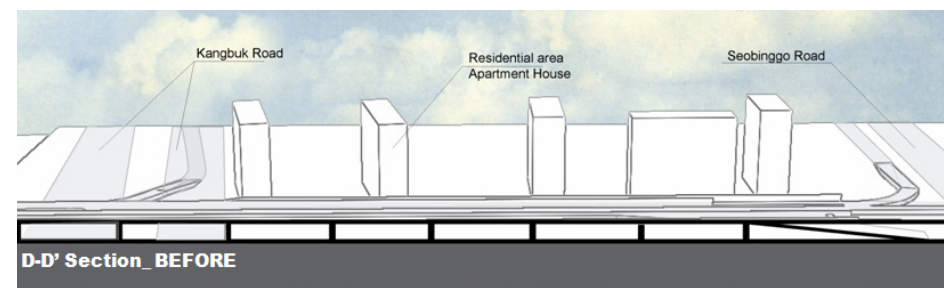


Underground road
Inserting the lighting for driver
Controlling the pollution
Saving the cost of the construction



New amenity
Recreation facility

DESIGN PLANNING
TYPE 3-NEW AMENITY



Land mark to urban green space
Leading the han river to yonsan park



The project doesn't deal with the construction of buildings. The role of the project focuses on making the intervention of the closed relation because of the former military base. But the surrounding areas are planning a lot of huge project such as development of residential area, reorganization and Yongsan transformation.

In between these big projects, my design proposal defines to make an intervention as the gateway to open the door of the existing stop flowing. So, in a view of stakeholder, my project is prospected to get cooperation from them. At the same time, it supports those big projects to progress without a trouble and it could be the stepping stone to move on the perfection.

Taking these aspects, it is supposed to have the following stakeholder system in terms of PPP (public and private partnership). Public Private Partnerships bring public and private sectors together in long term partnership for mutual benefit. PPP are an effective way of financing, managing and operating roads while minimizing taxpayer costs and risks. Governments are seeking ways to finance much-needed infrastructure projects and trying to deliver better services.

STAKEHOLDER

Spatial structure

P1

P2

P3,4

P5

Spatial structure

P1

P2

P3,4

P5

Delivery of needed urban revitalization not only does the private sector take on much or all of the responsibility of financing new roads, but governments can use the funds generated through upfront concession fees or revenue sharing agreements to invest.

In current situation of Korea, they don't have general PPP institution. But there are other governances to deal with the government project taking the private company management. So the idea of stakeholder is to turn over those roles of PPP to public enterprise. Besides, following each part of PPP, it adds the evaluation paradigm of the citizen considering the local environment. Hearing opinion is important to expect to bring the implementation plan on the location.

The fundamental role for Government

Government retains the responsibility and democratic accountability for deciding between competing objectives, defining the chosen objectives, and then seeing that they are delivered to the standards required and ensuring that wider public interests are safeguarded.

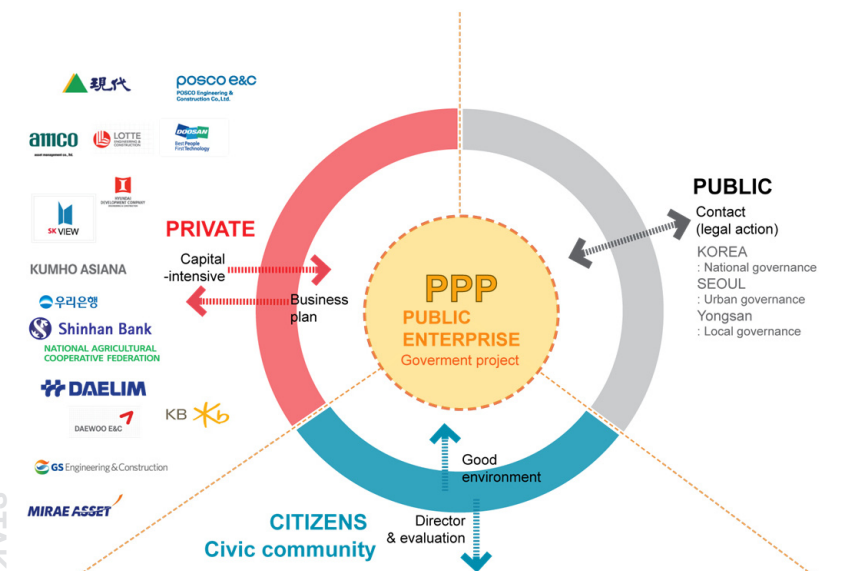
The contribution of the private sector

Private sector organizations operate in a fluid and fast moving environment. The realities of the private sector market-place exert a powerful discipline on private sector management and employees to maximize efficiency and take full advantage of business opportunities as they arise.

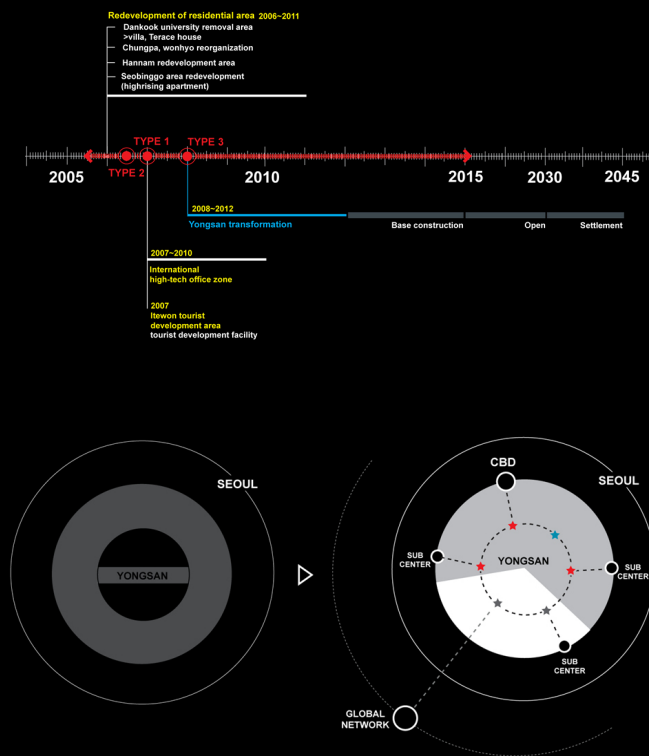
The civic community as the director

The citizen takes a role of community consultation feedback, considering the process of the project. The main goal of the project is to improve the local environment connected by global network. This condition is not only the supporting quality of life but also strength the economic value. Therefore, it is essential to put the civic community part as the owner of the project.

STAKEHOLDER



RELEVANCE



EVALUATION

The timetable of the transformation project of Yongsan with the surrounding redevelopment has shown this following progress. My project suggests putting the starting step in between huge projects. As I mentioned earlier, my project deals with the boundary of Yongsan function as an implementation with other visions to make an entrance between global and local in Yongsan. So, it supposes that setting the project in between surrounding organizations is a part of the making intervention. It plays to intercede on the existing barrier caused by the former military in Yongsan.

With these evaluations, the project has the following relevance for;

- *Making the entrance to open up the enclosed existing urban interception
- *Connecting to the surrounding
- *Considering the vital urban edge for local communities
- *Making the revitalization for the extensive public realm

Interventional design for Yongsan means response to environmental issues, social responsibility and economic development globally networked. In a broad sense, the project represents the intervention considering as it enhances city life and encourages people to live in the dense urban area of Yongsan. Seoul has the most extensive public transportation system, the most ethnic and cultural diversity, the strongest economic engine and densest land use in Korea.

Spatial structure

P-1

P-2

P-3,4

P-5

Spatial structure

P-1

P-2

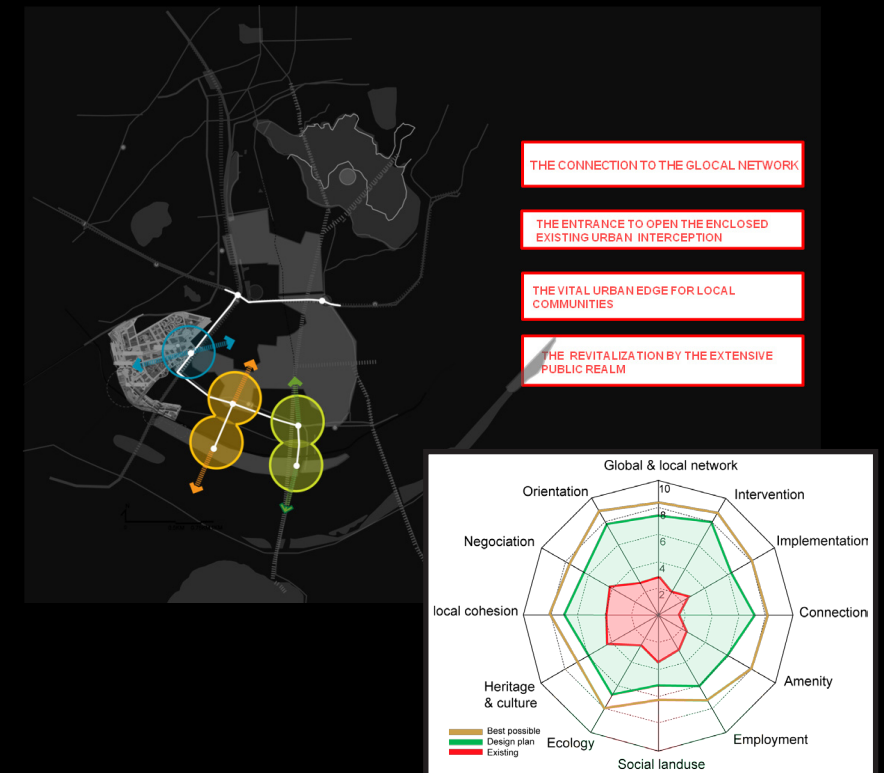
P-3,4

P-5

However, the connectivity is hindered since the Korean War because Yongsan, central of Seoul used to be a military base. That has caused the big obstruction and interrupted the flows development for almost 60 years. In this circumstance, the relocation of the Yongsan military base has shown the current metropolises of Korea. Yongsan needs the future proposal of the urban form of Korea in transformation. All of these factors make it arguable that How to intervene to dissolve the existing barrier of the former military base in order to connect Yongsan to the glocal network. By implementing the project on the Yongsan planning framework will be put in a place as an example for future intervention projects on the left hand diagram of the achievement of the project which contracts with the intervention design.

I think that Yongsan is an exemplary model of economic, social and sustainable development for the intervention. It will encourage and improve the unique qualities that are already in a place which focuses on the urban proposal created by Urban Spatial intervention.

ACHIEVEMENT



RELEVANCE

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Spatial structure

P.1

P.2

P.3.4

P.5

