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A DESIGN PROPOSAL FOR AN ARRIERE-PLAZA OF YOUNGDEUNGPO STATION THROUGH RECODING YOUNGDEUNGPO PARK

Abstract. The study departs from reconsideration of the Youngdeungpo Station's urban identity, which, in the advent of Consumer Society, has been combined with a department store to exist as just a fragment in the extent of Youngdeungpo consuming place. By attempting to emphasize the role of the Youngdeungpo Park in a situation of an absence of a significant landmark like a station square, and to record the landscape of the Park to a landmark, the study purposes to recover and revitalize the chrono-spatio identity of the Youngdeungpo Station, which will be closely aligned with the discursively developed Youngdeungpo area.

Keywords : Yeongdeungpo Station, Yeongdeungpo Park, Recode, reactivate

1. Introduction

1.1 Background and Purpose. Yeongdeungpo Station had its identity as a hub of Yeongdeungpo Industrial District developed on the outskirts of Seoul. In the advent of a consumer society with postindustrial era, however, the station has been absorbed into the department store to act only as a passage linking to the space of consumption spread around it, and resulted in fragmenting the areas already divided by the railways. Moreover, a mass population influx has not only increased population density but also expanded the city space to incorporate existing industrial facilities and sites into urban core, which have been filled with large residential and commercial complexes. As previous industrial complexes have been separately developed in high density, city blocks of Yeongdeungpo are isolated from each other to exist like islands.

Among those urban restoration projects, the development of Yeongdeungpo Park



Fig. 1. Yeongdeungpo city blocks(left) and Figure& Ground(right)



Fig. 2. Archipelago, Berlin and Yeongdeungpo

is considered a peculiar case. It is an objectification of the void that the site, originally a beer factory complex, has been converted into a figure in the figure/ground map by high density surroundings. Even though this anti-objectivity provide an opportunity to be public sphere, Yeongdeungpo Park has played a role only of a buffer zone between the Station and the residential blocks around. It also takes a approach based on Ungus' comparison of urban organizations to the archipelago with the aim of turning the Berlin city, which was cut off by World War II, into a continuous city, in view of the lack of

continuity in parks and public spaces from the Han River to Yeouido and Yeongdeungpo. What the study aims at is, therefore, recovering the spatiotemporal identity of the Yeongdeungpo Station, as a landscaped landmark in the metaphoric Urban Archipelago, by recomposing the Yeongdeungpo Park and by implying a role of 'Station plaza'.

1.2 Scope and Method of the Study. Selecting the Yeongdeungpo Park and the triangle lot to the north, the study attempts to highlight the Park's landscape to a landmark replacing the Yeongdeungpo Station that has been degenerated just into a department store, to explore a possibility new concept of 'station park' that functions not only as a public space but also as a local social platform with various cultural programs corresponding to the station as well as surrounding urban fabrics of the site, and to investigate how to improve the Park to be an exchanging platform like an ocean by which all the fragmented blocks are pieced together

The study is proceeded as follows:

- 1) deriving the concept of the project from the reason for the site selection and an analysis of circumstances
- 2) deploying programs inspired from humanity and socio-geographical analysis on the site and surroundings, in close relation with surrounding urban fabrics
- 3) adopting a design strategy from a case studies
- 4) proposing the design results applying the design strategy to the site

2. Site Analysis

2.1 Problem-posing and Potentials. Island-like blocks and complexes running from Yeouido to Yeongdeungpo cause the absence of consecutiveness in the urban space. Increased of density due to frequent alteration of use in urban blocks of Yeongdeungpo, in particular, has gradually deleted its local identity. It is, in addition, Yeongdeungpo station consolidated into department stores and large shopping malls across the street, underground shopping malls throughout the station and entertaining districts that have degenerated Yeongdeungpo into space of consumption.

Although the Yeongdeungpo Park is adjacent to the Station, it, just as a green field, does not engage in the surrounding area not to play a role of a public space. The Station-front open area is again deprived of its significance as a public open square by the department store. Presuming that the isolated site is linked to Yeongdeungpo Station and adjacent city fabrics, the study attempts to expand the site to a mediation field for residents as well as visitors, and to make the Park a landmark of Yeongdeungpo, which will replace the Station.

2.2 The Site Reading

2.2.1 Macro Perspective. As industrialization began around 1900s in Korea, the Gyoung-In Line, the first railway connecting Seoul and Incheon, passed Yeongdeungpo which also became the junction of the Gyoung-Bu Line. It is the geographical location that had Yeongdeungpo developed to an industrial park since early 1900s. As most factories which were actively operated until the 1960s and 1970s, has been removed due to post industrialization and city expansion, however, today's Yeongdeungpo has grown to be an unplanned and disorderly city due to sprawling development on the empty lots.

The present situation of the Yeongdeungpo Station shows the radical changes occurred in the area. As mentioned above, the station covered by a department store and

the isolated Park has not only reduced the local identity of the area no identity but also separated the city into several pieces.

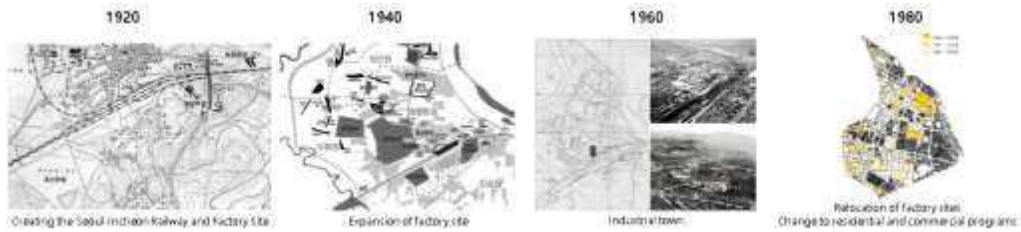


Fig. 3. *Yeongdeungpo's post - industrialization process*

2.2.2. Micro Perspective. Used as a Gyeongseong Cooking Factory, Showagirin Brewery Factory, and OB Beer Factory since the early 1900s, the site has been renewed, in the advent of postindustrial era, to be the Yeongdeungpo Park since 1999. Adjacent to Yeongdeungpo station with a large floating population, creating an open space was a proper decision to the site area. It is, however, focusing on the internal circulation system of the park rather than the openness toward the community, which has caused difficulties in accessibility.

Isolated by the railways and eight-lane traffic road, underpass and the retaining wall to the south of the site, programs with symbolic characteristics are need to be developed in order to link the Park with the neighboring community.

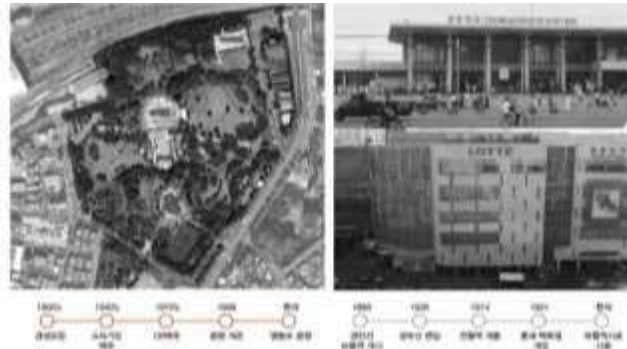


Fig. 4. *Yeongdeungpo park(left) and station(right)*

3.Design

3.1 Design Concept. Avoiding any consumption oriented tactical alternatives and reexamining the railway station of the symbol of industrial age in the periodic perspective, it is a prime concern how to rehabilitate the Station to be the urban landmark. The design attempts to introduce the notion of landscape in pre-industrial age rather than urban artifacts, to make the fragmented urban blocks clustered, and to give the city spatial continuity like urban archipelago. Accordingly, the study intends to pave the way enabling the Yeongdeungpo station to serve as a platform for cultural exchanges, which meets the epochal demands.

3.2 Case study. Following cases Illustrates how to link disconnected urban blocks through the metaphors of the urban archipelago and to make a park harmonize with the city.

3.2.1 La Villette park_Rem Koolhaas. It is the case similar to the given site. As Paris was expanded in the advent of the post industrialization, the city has regenerated the outskirts of Paris, the district of slaughterhouses, into a park. Surrounded by a railway to the north and the city beltway to the east, the park has been zoned with the programs

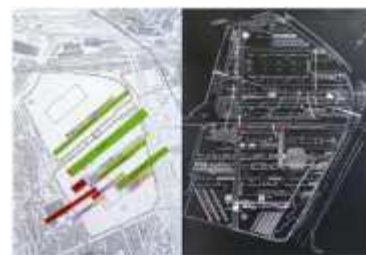


Fig. 5. *La Villette park-Rem Koolhaas*

parallel to the existing water-path axis to have horizontal landscape and several plazas in the area where city blocks met the park.

3.2.2 Hill_Riken. This project intends to respond to the two different urban fabrics by an insertion of symmetrical landscape centering around the infrastructure, and to make the city look consecutive by giving a sense of formal unity. It also minimized the physical connection by a bridge while introducing a gentle slope to be used as a rooftop garden over the infrastructure.



Fig. 6. Hill_Riken

3.3 Design Strategy

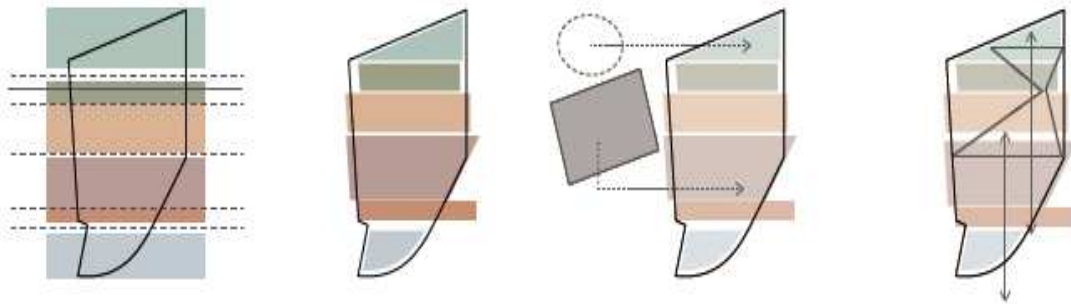


Fig. 7 design process diagram

① deploying the programs horizontally parallel to the railway axis and providing some area with a gently sloped landscape in response to the railway

② providing the border area between dense city blocks and the site with plazas and programs to maintain a close links with the city and reorganizing the landscape intervened with the surrounding city block.

③ inserting various daily programs below the landscape facing the railway while providing the city walkway connected with the station with cultural programs corresponding to the surroundings.

④ developing a cultural platform with diverse programs for both visitors and the residents; that includes, a music hall, performance preparation facilities, sports center (indoor swimming pools and other sports facilities), exhibition halls (lecture and multi-purpose halls)

4 Design Process

4.1 Zoning and planning



Fig. 8. park program zoning diagram



Fig. 9. site plan



Fig. 10. plan

4.2 Section planning In response to the railway, the landscape facing the railroad is designed as a green space that the roof which people can reach, forming a ramp for a view of the city. Above the railway, access is made through an indoor connecting passageway and an outdoor walkway connected in the direction of station, and the elevation facing the railway is planned by glass to view the railway.

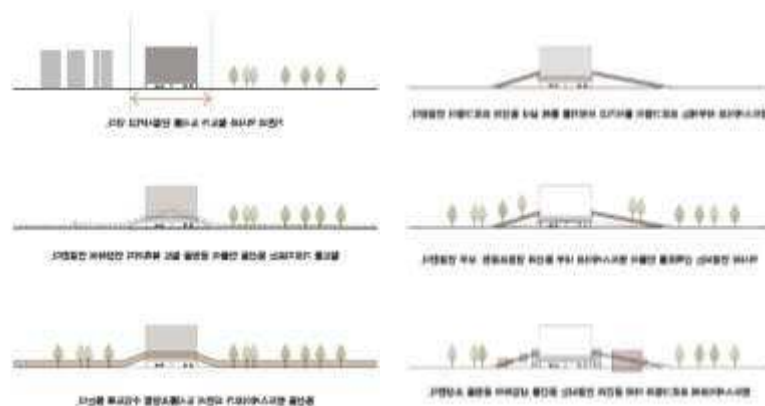


Fig. 11. section diagram

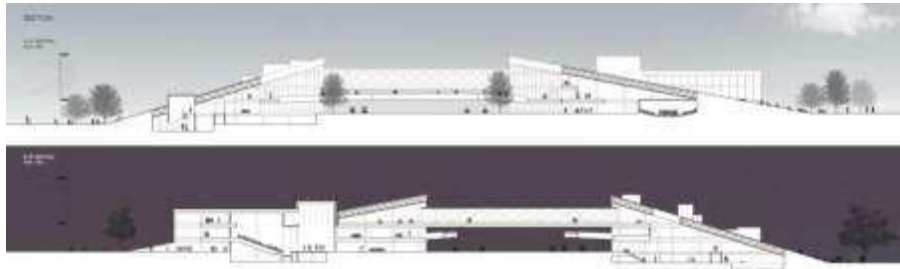


Fig. 12. Section

4.3 Model Images & Perspective



Fig. 13. Rendering image



Fig. 14. Rendering image

Conclusion. The study intended to seek a solution how to improve the spatio-temporally fragmented urban blocks dispersed in the Yeouido/Yeongdeungpo area to a consecutive urban fabric like urban archipelago, and how to reorganize the present Yeongdeungpo Park to make the Yeongdeungpo Station found out, which has been encroached on its value of a landmark by neighboring consumption space. It is, in other words, a strategic proposition to recode the site area as a place of giving a consecutiveness to Yeongdeungpo city by reexamining the role of the Yeongdeungpo Station that has lost its identity of a landmark in the post-industrial and consumer society causing human alienation and severance. As a consequence, the study learned the fact that an introduction of the park as a new concept of landmark restoring the identity and collective memory of Yeongdeungpo area, which can be not only a Station plaza embracing the epochal changes but also an open space associated with the surrounding urban fabric, would be able to develop a cultural platform that can be shared by both residents and visitors.

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**ПРОЕКТНОЕ ПРЕДЛОЖЕНИЕ ДЛЯ ARRIERE-PLAZA
НА СТАНЦИИ ЁНДЫНПО В СВЯЗИ С ВОССТАНОВЛЕНИЕМ
ПАРКА ЁНДЫНПО**

Абстракт. Исследование начинается с переосмысления городской идентичности станции Юнгдунгпо в городском хозяйстве, которая, с приходом общества потребления, при наличии потребительских ассоциаций с универмагами, существует лишь как часть потребительского рынка. В попытке подчеркнуть роль парка Юнгдунгпо при отсутствии ориентира, например, площади, и преобразовать ландшафт парка в ориентир, проектом предлагается восстановить и возродить хроно-пространственную идентичность станции Юнгдунгпо, которая будет тесно связана с непоследовательно развитым районом Юнгдунгпо.

Ключевые слова: Станция Юнгдунгпо, Парк Юнгдунгпо, перекодировка, возобновление