#10 Visionary Cities
Who design the Cities?

Urban Design

Kwon, Young Sang

Seoul National University
Department of Civil and Environmental Engineering, Urban Design Major

#1. Visionary Cities

미래

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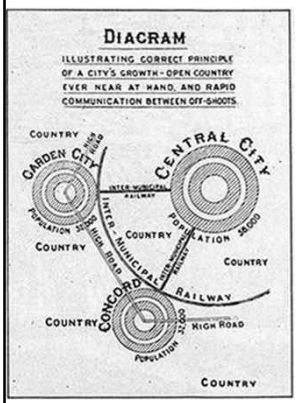

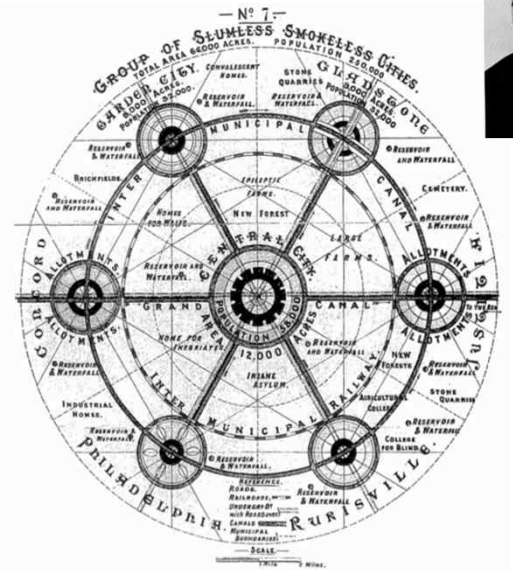

Garden City (1898), E.Howard (1950~1928)

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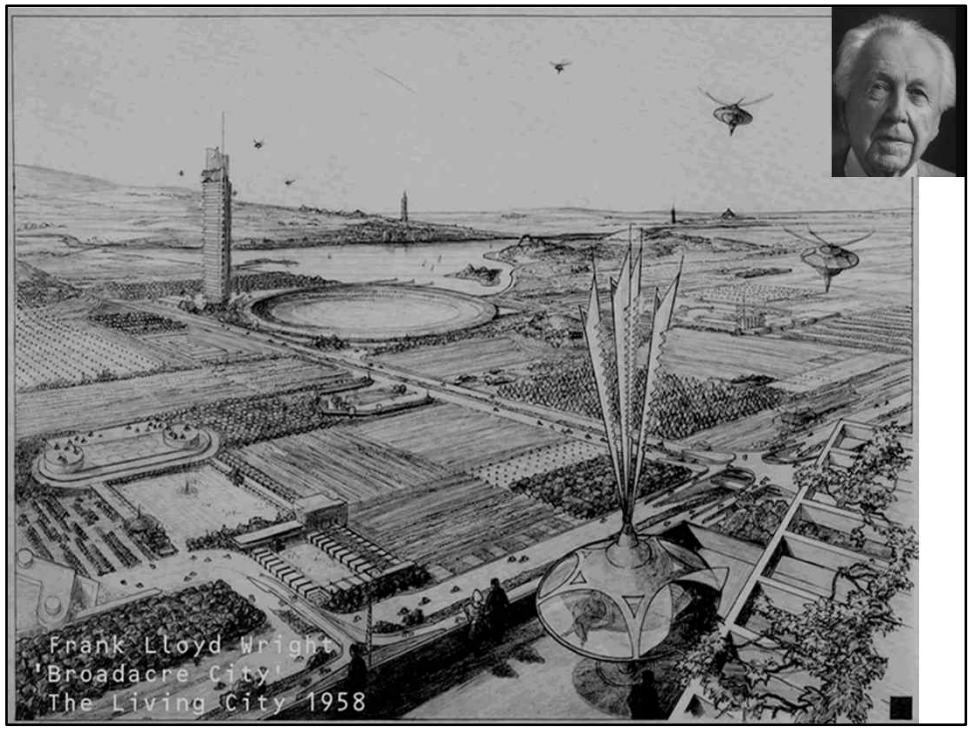
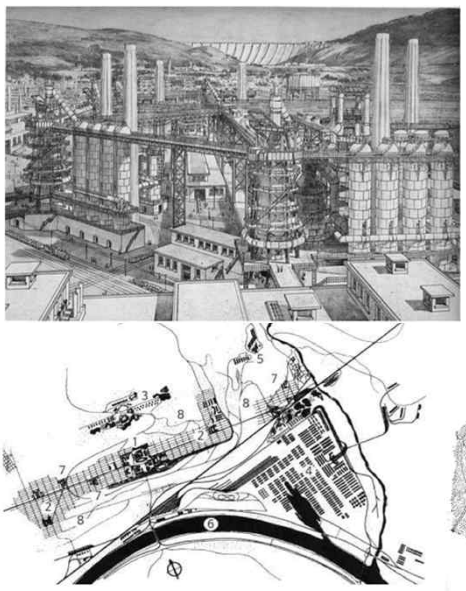
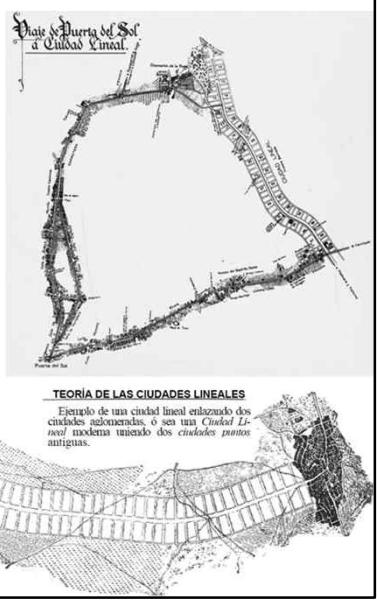


Tony Garnier, Cite Industrialle, 1904



Soria Y Mata, Linear City, Madrid



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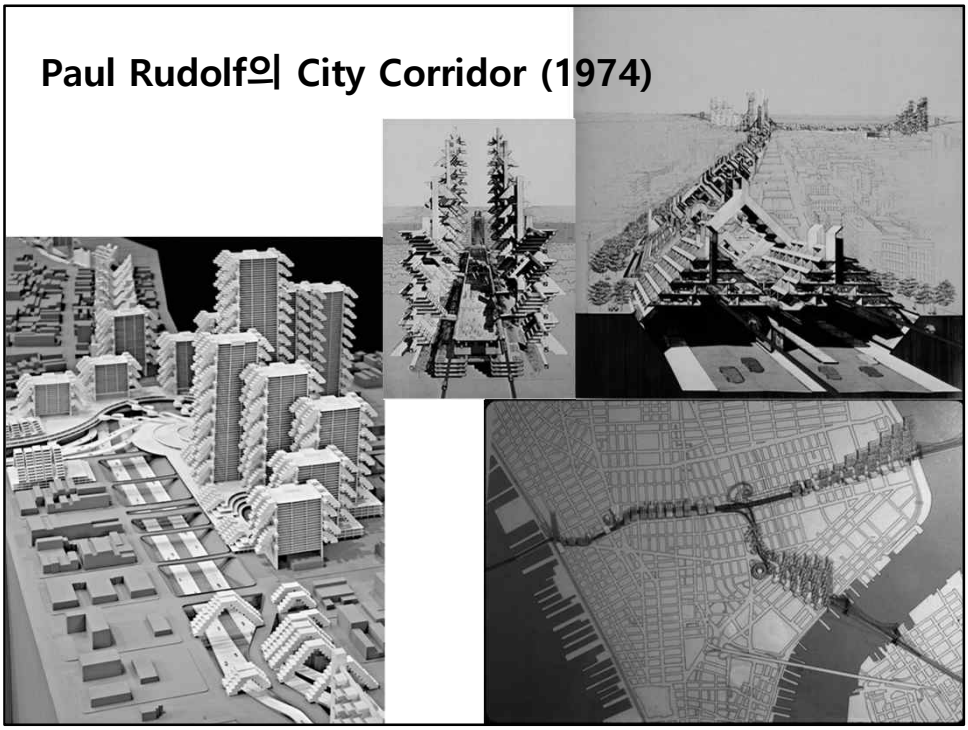
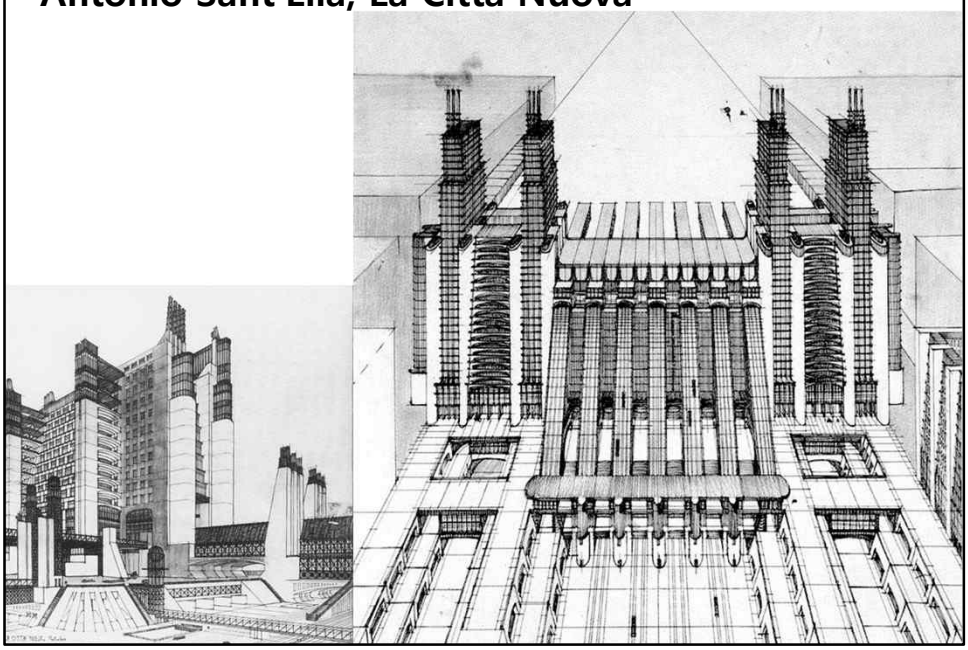
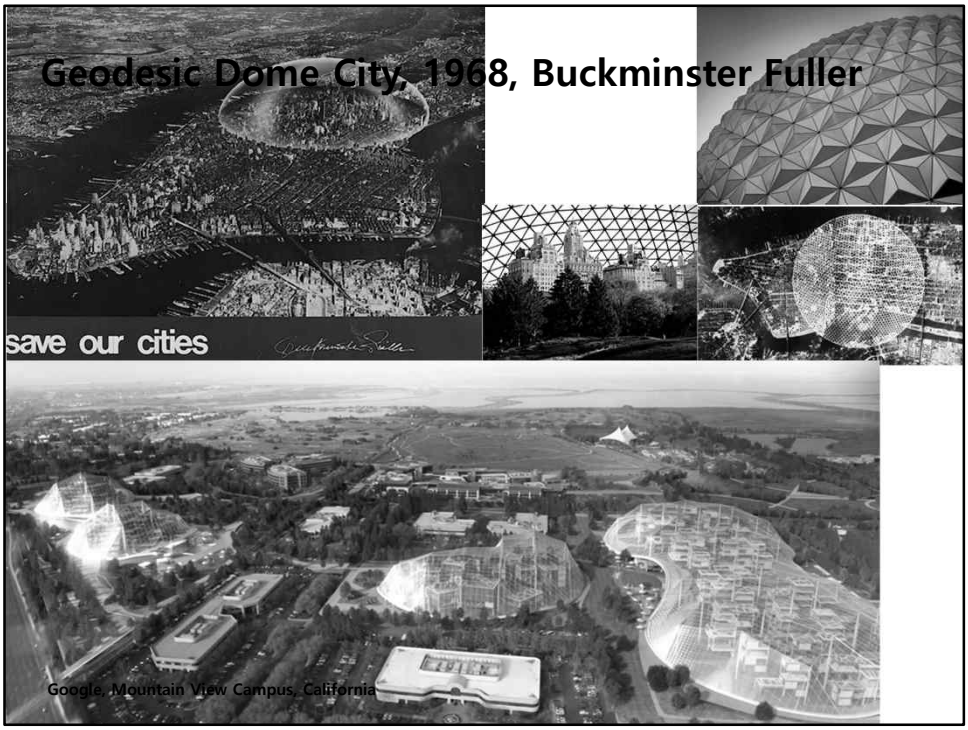
Paul Rudolf의 City Corridor (1974)



Antonio Sant'Elia, La Citta Nuova



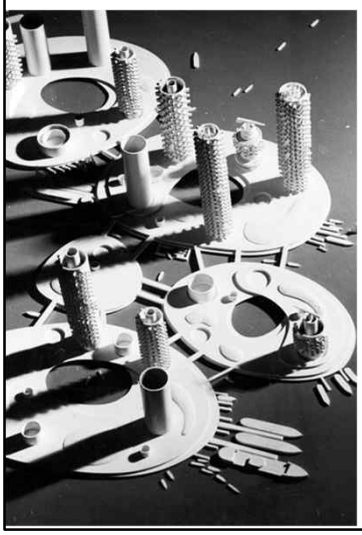
Geodesic Dome City, 1968, Buckminster Fuller

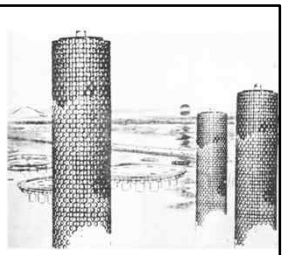


Google, Mountain View Campus, California

Metabolism, 1960: Proposal for new urban planning

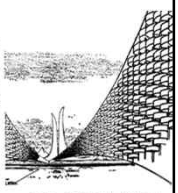
Kikutake Kiyonori, Marine City, 1963.





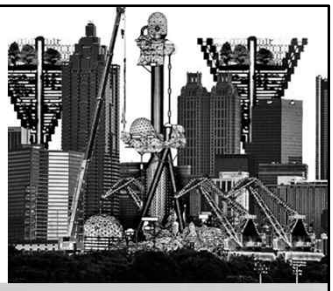
<그림5> 키쿠다케의 '해상도시', 1958 (출처 : 참고문헌 11)

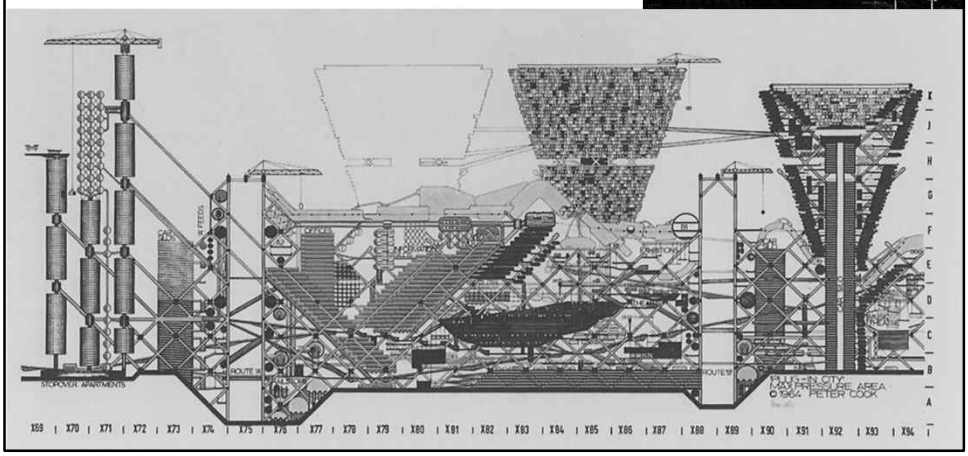
<그림6> 키쿠다케의 '해양도시 우나바라', 1960 (출처 : 참고문헌 11)



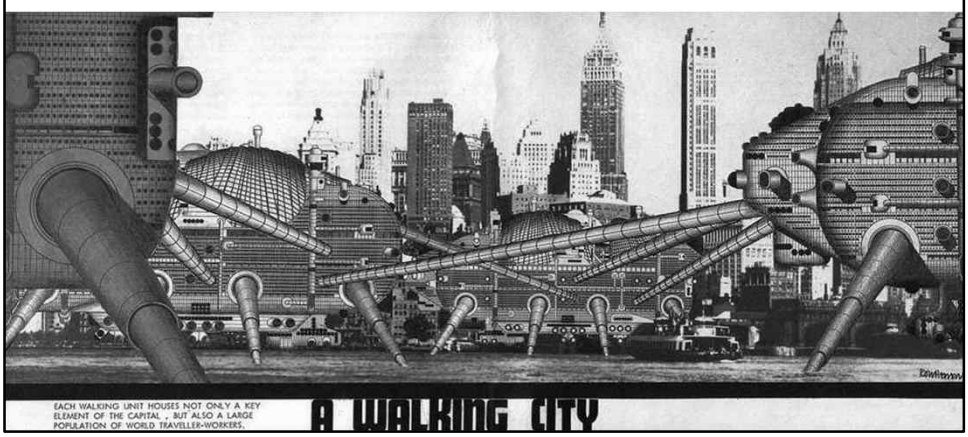
<그림7> 키쿠다케의 '해양도시 우나바라', 1960 (출처 : 참고문헌 11)

Archigram, Plug-in City

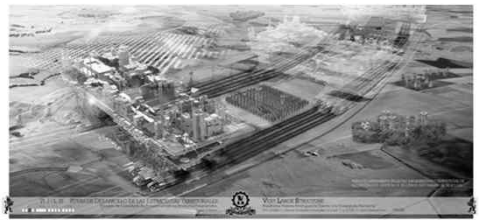


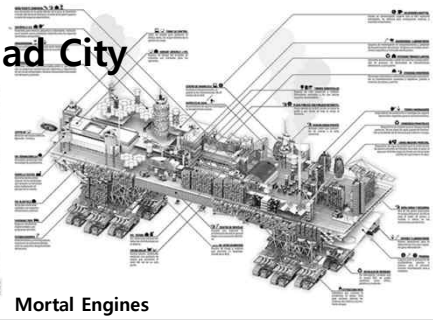


Archigram, Walking City

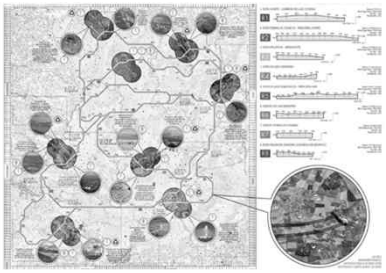


Manuel Dominguez, Nomad City





Mortal Engines

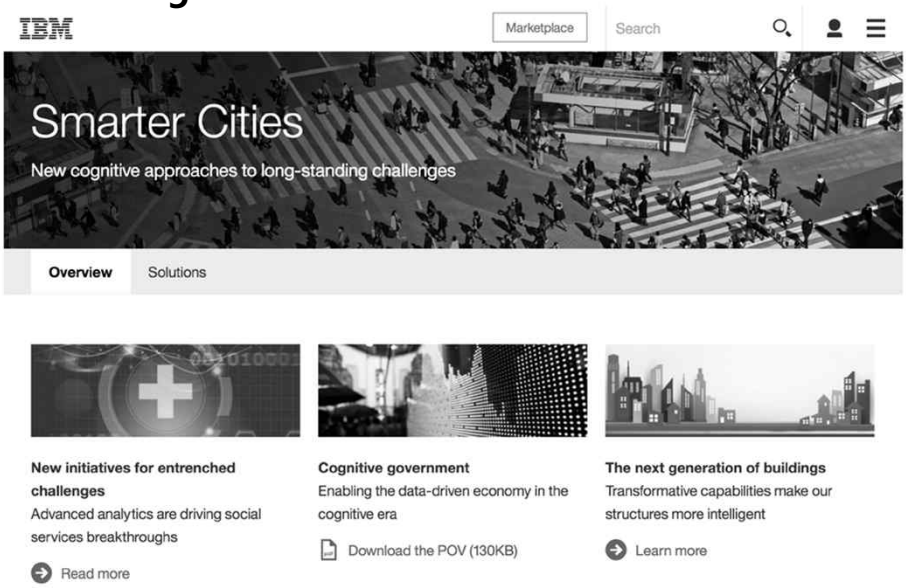


Technological Visions

정보화 신도시: Digital Media City,
서울 상암새천년 신도시

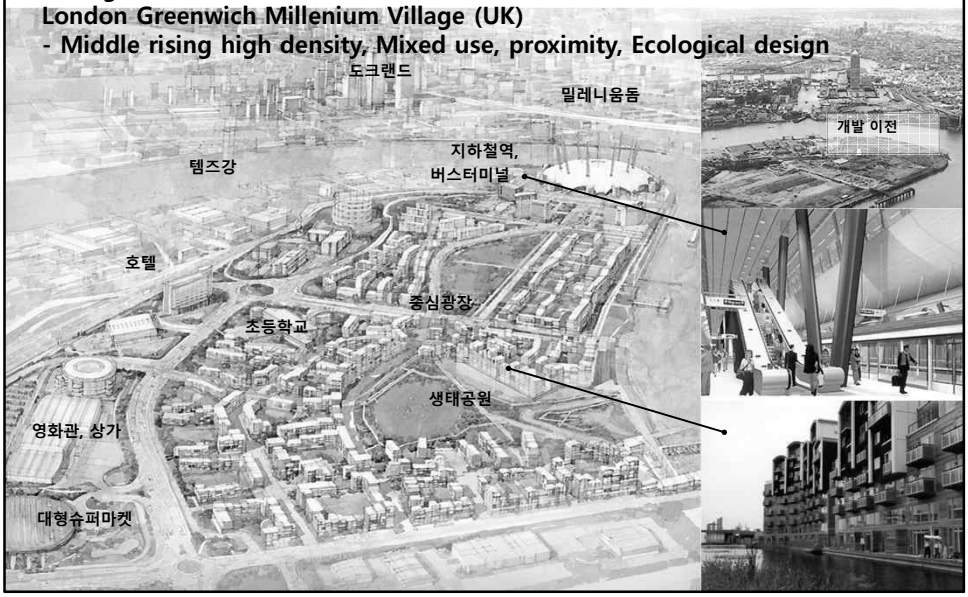
Technological Visions

Technological Visions



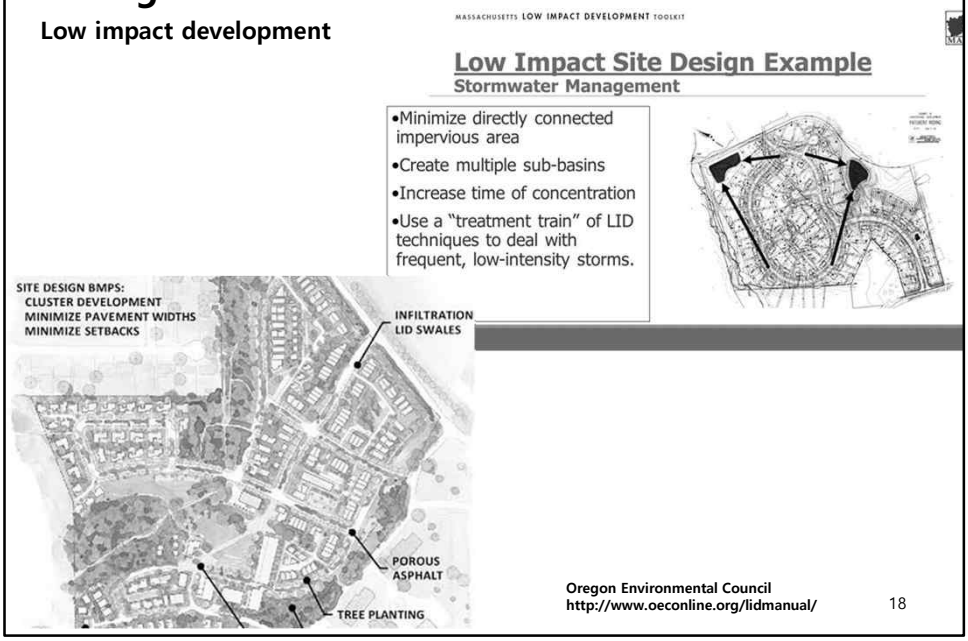
Ecological Visions

Ecological Urbanism
London Greenwich Millenium Village (UK)
- Middle rising high density, Mixed use, proximity, Ecological design



Ecological Visions

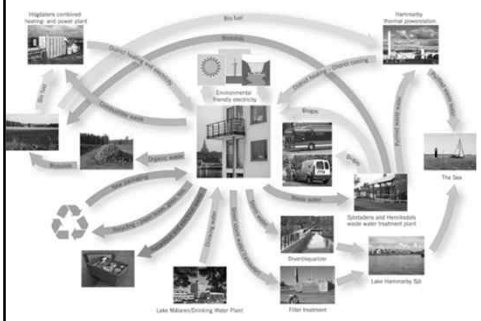
Low impact development



Oregon Environmental Council
http://www.oeconline.org/lidmanual/ 18

Ecological Visions

Harmmarby Sjostad



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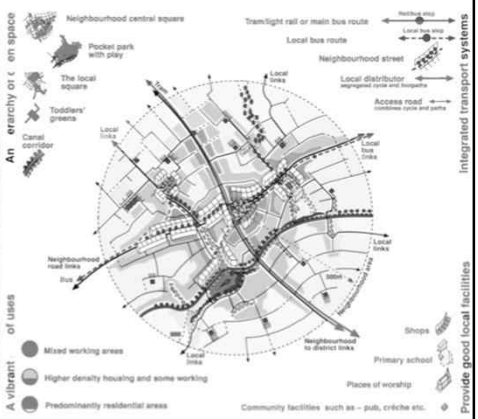
Ecological Visions



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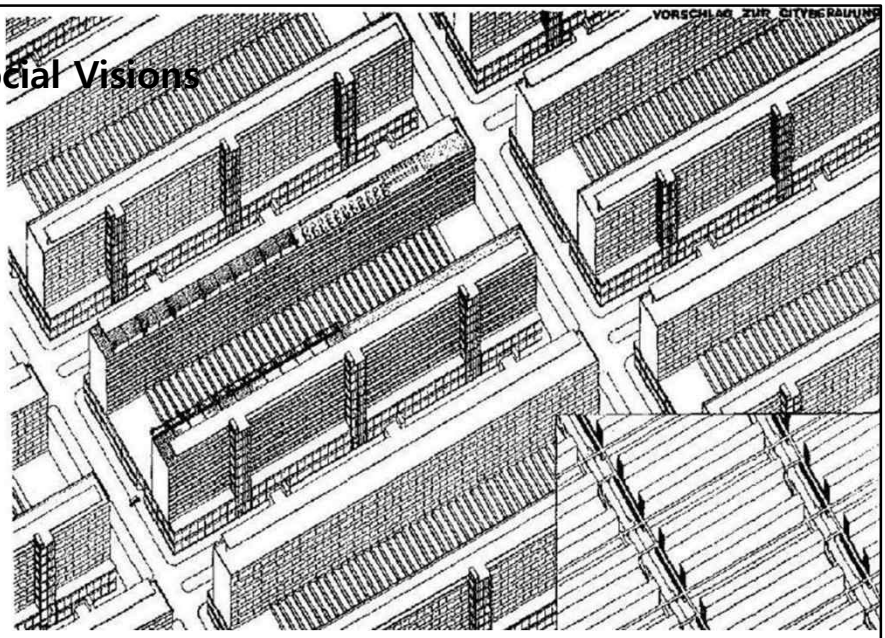
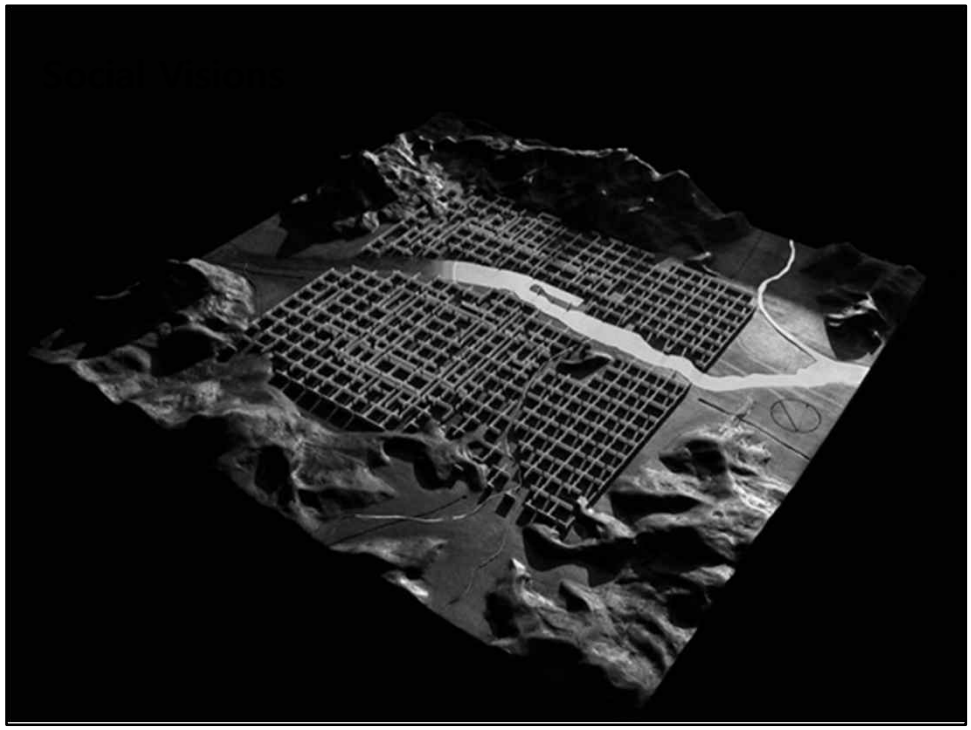
Social Visions

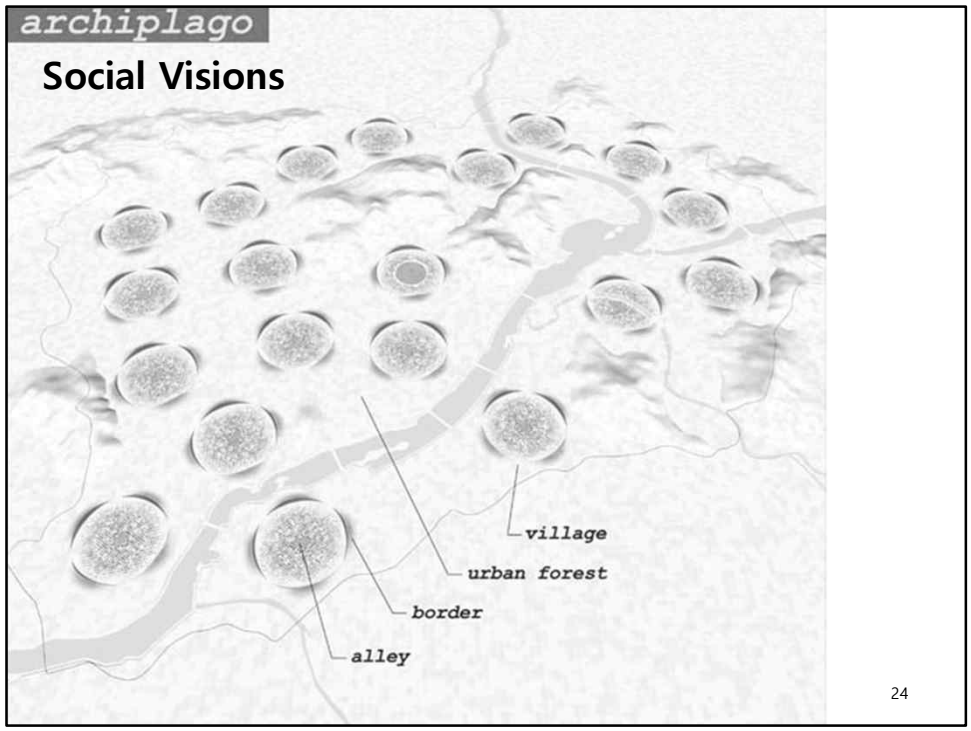
Claude Nicolas Ledoux, Ville de Chaux, 18th century 쇼우 이상도시계획안

Social Visions



Ludwig Hilberseimer Ideal city




archiplago
Social Visions
village
urban forest
border
alley
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Paul Waddel, UrbanSim: Modeling Urban Development for Land Use, Transportation and Environmental Planning, JAPA

UC Berkeley, CED

SPECIALIZATIONS
Urban Economics, Land Use and Transportation, Urban Simulation,
Urban Informatics, Visualization.

UrbanSim: Modeling Urban Development for Land Use, Transportation and Environmental Planning

Abstract

Metropolitan areas have come under intense pressure to respond to federal mandates to link planning of land use, transportation, and environmental quality; and from citizen concerns about managing the side effects of growth such as sprawl, congestion, housing affordability, and loss of open space. The planning models used by Metropolitan Planning Organizations (MPOs) were generally not designed to address these questions, creating a gap in the ability of planners to systematically assess these issues. UrbanSim is a new model system that has been developed to respond to these emerging requirements, and has now been applied in three metropolitan areas. This paper describes the model system and its application to Eugene-Springfield, Oregon.

Introduction

The relationships between land use, transportation, and the environment are at the heart of growth management. The emerging concern that construction of new suburban highways induces additional travel, vehicle emissions, and land development, making it implausible to 'build our way out' of congestion, has reshaped the policy context for metropolitan transportation planning (Downs, 1992). Recognizing the effects of transportation on land use and the environment, the Clean Air Act Amendments of 1990, the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) mandated that MPOs integrate metropolitan land use and transportation planning. These legislative actions have led to subsequent legal challenges to the traditional approach to transportation planning that ignores these feedback effects (Garret and Wachs, 1996). The passage of the Transportation Equity Act for the 21st Century (TEA21) in 1998, as the successor to ISTEA, softened these planning requirements somewhat, but significant pressure remains to better coordinate metropolitan planning of land use, transportation, and the environment.

Requirements for improved and better integrated land use and transportation models have emerged not only in response to this federal legislation, but also from state growth management programs that promote closer linkage of land use and transportation planning. Pressure for change has also come from the community of practicing and academic planners and advocates for the environment and alternative modes of transportation that have become frustrated with the state of the practice, as exemplified in the Portland LUTRAQ project (Blizzard, 1996). In response to the growing concern regarding the limitations of current land use and transportation models, the Travel model Improvement Project (TMIP) was formed as a collaborative effort by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency.

In 1995, TMIP hosted an international conference on land use modeling to convene practitioners, researchers, and consultants, to assess the state of the practice and to make recommendations for new model development to address limitations in the current practice. Recommendations put forward at this conference included moving fairly quickly toward random utility-based models; using a clear behavioral basis describing the principal actors and choices involved in urban development and transportation; placing greater emphasis on the use of models for policy analysis, planning, and sensitivity testing; recognizing the varying temporal and geographic scales relevant to different processes in urban development; moving to disaggregate models and data; drawing on multiple

TABLE 1. Comparison of Operational Model Characteristics

Characteristic	DRAM/EMPAL	MEPLAN and TRANUS	CUF-2	UrbanSim
Model Structure	Spatial Interaction	Spatial Input-Output	Discrete Choice	Discrete Choice
Household Location Choice	Modeled	Modeled	Not Modeled	Modeled
Household Classification	Aggregate, 8 categories	Aggregate, User-Defined	Not Represented	Disaggregate, Income, Persons, Workers, Child
Employment Location Choice	Modeled	Modeled	Not Modeled	Modeled
Employment Classification	Aggregate, 8 categories	Aggregate, User-Defined	Not Modeled	Disaggregate, 10-20 Sectors
Real Estate Development	Not Modeled	Modeled	Modeled	Modeled
Real Estate Classification	4 Land uses	Aggregate, User-Defined	7 Land Uses	24 Development Types
Real Estate Measures	Acres	Acres Units Floorspace	Acres	Acres Units Floorspace
Real Estate Prices	Not Modeled	Modeled	Not Modeled	Modeled
Geographic Basis	Census Tracts or Aggregates	User-Defined Zones (2-300)	Grid Cells	Grid Cells
Temporal Basis	Quasi-dynamic, Equilibrium (5-10 year steps)	Cross-Sectional, Equilibrium	Annual, Dynamic	Annual, Dynamic
Interaction with Travel Models	Yes	Yes	No	Yes
Modular Model Structure	Partial	No	No	Yes
Software Access	Proprietary	Proprietary	NA	Open Source

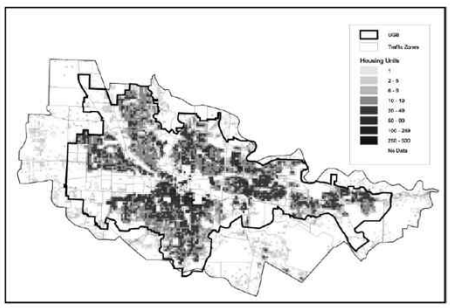

FIGURE 6. Housing Units by Grid Cell in 1994

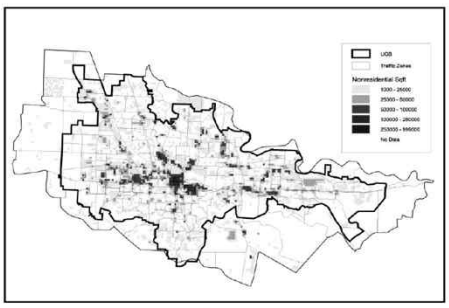

FIGURE 7. Nonresidential Square Footage by Grid Cell in 1994

The Compact City Fallacy

Michael Neuman

The world has been urbanizing for centuries (United Nations 2001; United Nations Centre for Human Settlements [1996] 2000). While some scholars note a decline in the significance of space and distance as the result of telecommunications advancements and globalization (Cairncross 2001), other thinkers point to the continuing, if not increasing, importance of proximity and multiple benefits of urban agglomeration economies (Sassen 2001; Scott 2001; Castells 1996, 2001; Mitchell 1999; Hall 1998). In between these two poles, what occurs is massive migration to metropolitan areas and decentralization within metropolises. Concentrating people and activities in urban areas confers advantages, yet given the choice and resources to exercise it, many locate in the sprawling metropolitan periphery instead of the denser urban core. This paradox between urban desirability and suburban livability is one theme of this essay.

Despite many great efforts over the generations, this paradox has yet to be adequately resolved. Recent attempts to halt sprawl and improve urban livability have been made by compact city, smart growth, healthy community, and new urbanist advocates. To the extent that these advocates have been successful, it is because they have tapped into widespread dissatisfaction in American community building in the last several decades and have provided alternatives. However, how effective are these options in attaining a deep-seated shift in community building toward truly sustainable communities?

Another promising approach, sustainable urban development, runs counter to the principles of the compact city in one fundamental respect: the primacy of process over form. This article assesses available empirical evidence as to whether compact cities represent a form of sustainable development. It also analyzes the theoretical underpinnings of sustainability. By examining factual evidence and intellectual foundations regarding sustainability, we place ourselves in a better position to accurately judge whether compact cities are more sustainable than noncompact cities.

This article is organized into six sections. The first section, titled The Compact City, reviews empirical evidence surrounding the question of whether contemporary compact cities are sustainable. While there is ample literature on compact cities, it is deficient in two ways. First, there is no accepted definition for the compact city, despite its common usage. Second, the little evidence that does exist regarding the sustainability of compact cities is equivocal. This first section remedies the first deficiency with a preliminary characterization of the compact city and goes on to weigh the factual evidence on its sustainability.

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Abstract

The problems of urban sprawl have long been recognized. The classic response to sprawl has been compact settlements of one form or another. Yet the profession's modern origins stem from responses to overcrowding. Relieving crowding by letting in more light and air led to less compact urban form. This paradox remains unresolved despite recent compact city, smart growth, healthy community, and new urbanist efforts. This article reviews empirical data of whether compact cities are sustainable. Then, after reviewing current debates on sprawl and the compact city, it outlines the intellectual origins of sustainability and analyzes whether its theory supports the compact city hypothesis: compact is more sustainable than sprawl. It concludes that conceiving the city in terms of form is neither necessary nor sufficient to achieve the goals ascribed to the compact city. Instead, conceiving the city in terms of process holds more promise in attaining the elusive goal of a sustainable city.

Keywords: *sustainability theory; urban planning; urban form; compact city; urban sprawl*

Michael Neuman, AICP, is an associate professor of urban planning at Texas A&M University, where he teaches courses and conducts research on city structure and function, infrastructure, planning theory and history, and institutions of governance, along with interdisciplinary studios in sustainable urban design. He is founder and chair of the Sustainable Urbanism Certificate Program and established the interdisciplinary Barcelona Program at Texas A&M.

강명구, 2012. 콤팩트시티형 도시재생을 둘러싼 사회적 후생과 개별적 이해간의 근원적 갈등에 대한 이론적 탐색

한국지역개발학회지 제24권 제4호 2012.11/24(4): 27~40

콤팩트시티(압축도시)형 도시재생을 둘러싼 사회적 후생과 개별적 이해 간의 근원적 갈등에 대한 이론적 탐색*

강 명 구**

Three Inherent Conflicts over Compact City: Social Welfare vs Individual Interest

Kang, Myounggu
Associate Professor, University of Seoul

Abstract: Compact city is an idea that has increasingly been core of urban regeneration strategies in recent years. The critical essence of the compact city includes dense and proximate development; walk, bike and public transportation systems oriented development; and eco-friendly green development.

However, it is very hard to accomplish the compact city idea on earth because of inherent conflicts. This paper discusses theoretically the causes of the conflicts. I argue that there are three faces of inherent conflicts over compact city - personal, social and spatial conflicts. First, as income increases, an individual tends to prefer more space, higher privacy, and private transportation (Ellwood & Polinski, 1979; Crotte et al., 2009). The idea of compact city is discord with personal inclination. Second, when a city is compressed to build the city compact, it hence raises housing and real estate price. Real estate price burden decreases the utility of middle and low class (Helsley and Strange, 1995). Society confronts conflicts between landlords and tenants; old and young generation. Third, compact city recommends further concentration of development in a few established areas. This leads to the center-periphery issue - the spatial conflicts between a few established centers and many less developed peripheries within a city, region, or country.

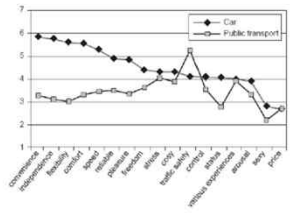
Up until now, urban expansion is a natural process which is accord with personal interest. Yet, compact city is an attempt of contracting cities opposing individual inclination. Therefore, to make cities compact successfully, developing supplementary policies to mitigate adverse effects are in need and building consensus of citizens on the ideal of compact city is crucial.

Key Words : 압축도시(Compact City), 내재적 갈등(Inherent Conflicts), 지속가능성(Substantiality), 도시재생(Urban Regeneration), 행태(Behavior)

* 이 논문은 2012년도 한국연구재단의 기초연구사업 지원을 받아 수행된 것임 (NRF-2012-042916)
** 서울시립대학교 도시공학과 부교수 (주저자, mk@uos.ac.kr)

2.4. 대중교통 vs. 개인교통

같은 맥락에서 대중교통 또한 압축도시 이상과 개인적 행태 특성이 상충한다. Crotte, Noland, Graham (2009) 의 연구에서도 보이듯이, 개인이 부유해질수록 대중교통 보다는 자동차와 같은 개인교통을 선호하는 행태를 보인다. 이러한 개인적 선호는 압축도시의 고밀복합 이상과 상치되고 대중교통 중심으로 만들어 가고자하는 방향과 상충하게 된다.



출처: Steg(2003)

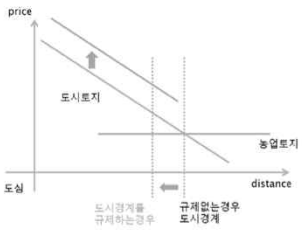
〈그림 4〉 대중교통과 자동차간 매력도 비교

3. 사회적 차원의 갈등

압축도시는 미개발지(green field)를 최대한 보존하고자 한다. 이는 기개발지(brown field)를 우선적으로 (재)활용하는 도시재생을 권고하고 있다. 이러한 규제는 특히 그린벨트와 같은 도시 성장의 경계를 설정하여 그 경계를 넘어서는 개발을 제한하거나 개발 총량을 억제하는 방식으로 나타난다.

이렇게 개발을 억제하는 경우, 주거비 및 부동산 비용의 부담을 증가시켜 도시노동자의 효용을 감소시키게 된다 (Helsley and Strange, 1995). <그림 5>에서 보이듯이 도시토지에 대한 수요가 있음에도 불구하고 토지의 이용을 제한하는 경우 기존 토지의 가격은 상승하는 효과를 가져온다. 미국 Oregon 주의 Potland 주변의 도시성장경계(Urban Growth Boundaries: UGB)의 효과를 실증적으로 검증한 연구에서도 UGB는 도시토지의 가격을 상승시키는 것으로 나타난다 (Knaap, 1985; Phillips & Goodstein, 2007).

김경환(1998)은 한국의 개발제한구역 관련 연구에서 개발제한구역이 도시용 토지의 공급을 제약함으로써 토지 및 주택가격 상승에 영향을 주고 있음을 주장하고 있다. Cheshire (1997)의 영국을 대상으로한 연구에서도 개발제한구역이 가용토지 공급을 제한함으로써 토지가격 및 주택가격을 상승시키는 영향을 끼치며, 그 부담이 특히 상대적으로 소득이 낮은 계층에게 귀착이 되고 있음을 보이고 있다(김경환, 1998 에서 재인용).



〈그림 5〉 도시개발 규제로 인한 토지, 주택 및 부동산 가격에의 영향

김찬호, 이창수, 우윤석, 2013. 지속가능한 신도시개발을 위한 한국형 압축도시모형 정립에 관한 연구, 국토계획

【 논 문 】 대한국토·도시계획학회지 「국토계획」 제42권 2호 2007.4

지속가능한 신도시 개발을 위한 한국형 압축도시모형 정립에 관한 연구

Study on Compact City Model for Sustainable New Town Development in Korea

김찬호* · 이창수** · 우윤석***
Kim, Chan-Ho · Lee, Chang-Soo · Woo, Yoon-Seuk

Abstract

Since 1970s, there has been significant overdemand for residential and urban land use in this country due to lack of enough housing supply. Korean government has propelled new town development policy as an alternative to meet the overdemand problem, and nowadays 2nd-era new towns are being developed in various locations by the government. However, as a conception of environmentally friendly development becoming dominant, which insists new towns should be developed with lower urban density, land site shortage problem emerged, and thus long reserved Green Belt area is being discharged to be developed for housing supply. Considering this unenvironmentally-friendly situation, it is necessary to make new town development more efficient and economical in terms of urban land use. This study tries to establish Korean-Compact city model to be applied to new town development in Korea. The Compact city has emerged as a counter strategy against low density urban sprawl to achieve more economical use of space, and thus more sustainable urban form. For this purpose, this study scrutinized main concept and elements of compact city suggestion first. Also, future demand of land site for new towns is estimated to compare it with the capacity of available land site. Then Korean-Compact city model is derived considering Korean situation and characteristics, and the model is simulated to Bundang new town, to find it valuable to achieve more sustainable and efficient urban development. As a conclusion, legal arrangement directions and policy implications are suggested to realize the model.

키 워 드 · 압축도시, 신도시, 밀도, 지속가능성
Keywords · Compact City, New Town, Density, Sustainable Development

Ⅰ. 서론

1. 연구배경 및 목적

1970년대 이후 급속한 경제성장으로 보다 나은 주거에 대한 수요가 급증함에 따라 서울을 비롯한 수도권과 대도시의 부동산 가격 앙등에 따른 사회적 문제가 발생하였다. 정부에서는 주거문제 해결을 위한 대안으로 1980년대 제1기 신도시 건설을 추진하였고, 2000년대 들

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** 본학회 정회원, 경원대학교 도시계획학과 교수
*** 본학회 정회원, 숭실대학교 행정학부 조교수

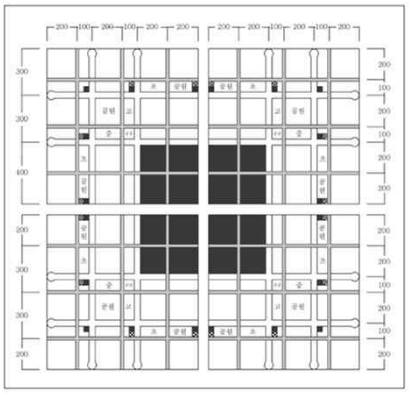


그림 5. 한국형 압축도시 모형

표 11. 신도시와 압축도시의 토지이용 비교

구 분			기정신도시 1기 신도시	기정신도시 2기 신도시	압축도시
면적(ha)			1003 (420~1964)	831 (368~1185)	800
수용인구(천인)			234 (116~390)	89 (64~154)	120
토지이용비율(%)	주택용지		34.4	25.4	15.0
	상업용지		7.7	9.7	7.5
		상업업무	7.7	9.7	-
		주상복합	-	-	7.5
	주상복합		-	-	7.5
	학교 · 공공시설		57.9	64.9	77.5
		도로	20.7	15.9	10.0
		공원 · 녹지 등	18.7	37.0	55.0
		학교 · 기타 등	18.5	12.0	12.5
인구밀도(인/ha)	총밀도		231	107	150
	토지이용별 인구밀도	상업용지	-	-	800
		주거용지	672 (525~893)	366 (237~451)	600

표 12. 압축도시 적용사례 분석

구분			본 연구의 압축도시 모형	분당 적용 사례 압축도시 시뮬레이션	분당 적용 사례 실제 분당신도시계획
총면적(ha)			1,963.9(100.0)	1,963.9(100.0)	1,963.9(100.0)
공공용지(ha)	공원 · 녹지 · 하천		1,080.1(55.0)	936.4(47.7)	218.0(26.4)
	도로		196.4(10.0)	197.6(10.1)	387.1(19.7)
	학교 · 공공용지		245.5(12.5)	243.2(12.4)	259.9(13.2)
	소계		1,522.0(72.5)	1,377.2(70.2)	865.0(59.3)
상업주거용지(ha)	상업용지	주상복합용지	147.3(7.5)	97.1(4.9)	-
		상업업무용지	-	63.4(3.2)	163.9(8.4)
		소계	147.2(7.5)	160.5(8.2)	163.9(8.4)
	주거용지		294.6(15.0)	426.2(21.6)	635.0(32.4)
	소계		441.9(22.5)	586.7(29.8)	798.9(40.8)

#2. Who design the Cities?

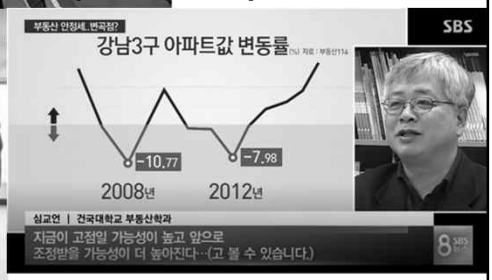
Role of Urban Designer

Matthew Carmona, University College London, 2009

1) 전과정 설계자(total designer) 2) 마스터플랜 수립자(all-of-a piece designer) 3) 비전창출자(vision maker)-개념제공자(concept provider)	전문업역으로서 도시설계를 하는 사람들 • 건축, 도시계획, 조경 전문가, 부동산개발업자
4) 인프라설계가(infrastructure designer)	기술적으로 지원하는 사람들 (엔지니어, 인프라)
5) 정책수립자 (policy maker) 6) 지침설계가 (guideline designer) 7) 도시관리자 (urban manager)	정책과 제도를 만드는 사람들 • 정치가, 공무원(정책입안) • 기업가, 회계사(투자, 개발)
8) 도시이벤트촉진자(facilitator of urban events) 9) 지역사회운동가(community motivator or catalyst) 10) 지역보전운동가(urban conservationist)	도시지역을 가꾸고 활용하는 사람들 • 지역주민단체 • 주민과 거주자

33

#2. Developer / 건설회사, 디벨로퍼, 금융사

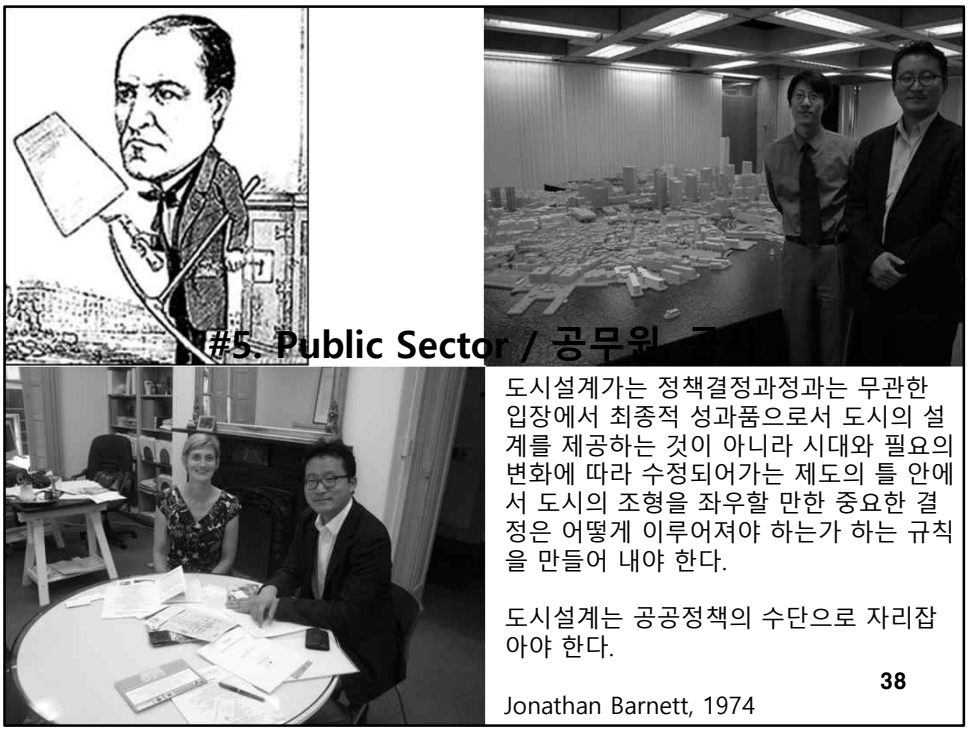


35

#3. Coordinator / MA, MP

36

#4. Researcher / 교수, 국책연구기관 연구원



#5. Public Sector / 공무원

도시설계가는 정책결정과정과는 무관한 입장에서 최종적 성과품으로서 도시의 설계를 제공하는 것이 아니라 시대와 필요의 변화에 따라 수정되어가는 제도의 틀 안에서 도시의 조형을 좌우할 만한 중요한 결정은 어떻게 이루어져야 하는가 하는 규칙을 만들어 내야 한다.

도시설계는 공공정책의 수단으로 자리잡아야 한다.

38

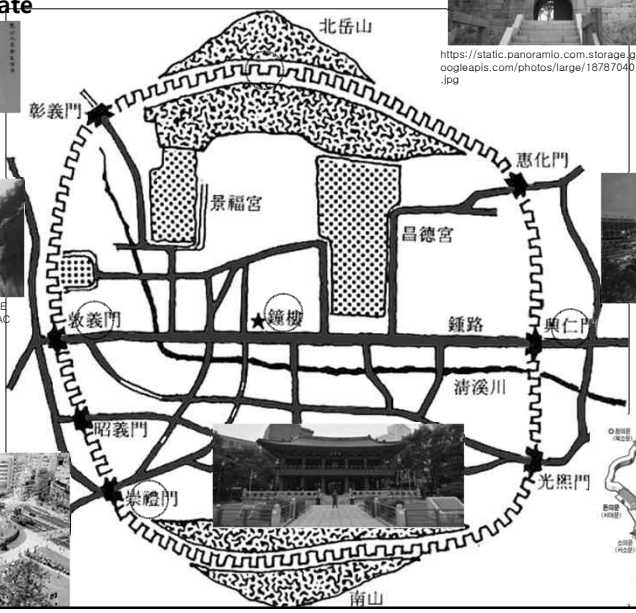
Jonathan Barnett, 1974

AD 1392~1897, Joseon Dynasty

Wall and Gate

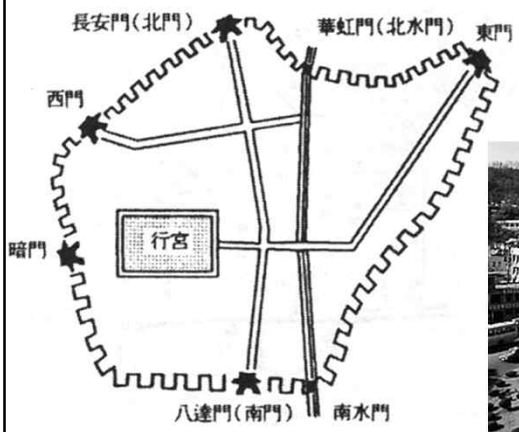
https://static.panoramio.com.storage.googleapis.com/photos/large/18787040.jpg

https://ko.wikipedia.org/wiki/%EB%8F%88%EC%9D%98%EB%AC%B8



http://img.hani.co.kr/imgdb/resize/2005/1219/02907345_20051219.JPG

AD 1794~1796, Hwasung



Daehan Empire (1897~1910)

Ducksu Palace

설계스튜디오에서 행한 만리롱 재개발을 위한 써베이

1970s

건설부 주택도시및지역계획연구실(HURPI)

1963-68

- 오스왈드네글러(Oswald Nagler), 윤장섭 등
- 건설부는 1965년부터 1968년까지 부설연구소 주택,도시및지역계획연구실 (HURPI ; Housing, Urban and Regional Planning Institute)을 설치하고 미국인 도시계획가 오스왈드 네글러(OSWALD NAGLER)를 고문으로 하여 윤장섭 등이 참여하여 연구가 진행
- HURPY는 1968년도에 해체되고 대신에 1969년도에 국토조사단이 설치되었다가 1978년도에 국토개발연구원이 설립되면서 통폐합

설계과제 200만 인구를 위한 도시의 주거지구 모델.

HURPI 관계자들: (앞줄),손정목,Nagler,윤장섭,Mrs.Nagler (뒷줄) ,강실,강홍빈,김진균. 강위훈,권태준 김문규,우규승 / Source: 김진균

1970s

대한주택공사/주택문제연구소/주택연구소
1962/1963/1968

- 박병주, 주종원, 여홍구
- 공공기관은 1962년 대한주택공사가 창립되고, 같은 해에 주택문제연구소가 설립되었으며, 1963년 대한주택공사 단지연구실을 중심으로 박병주, 주종원, 여홍구 등이 참여하여 작업이 진행되었다. 1968년에는 주택연구소로 개칭

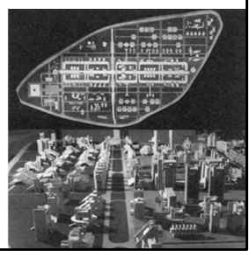
Ju, Jongwon

1970s

한국종합기술개발공사
1965

- 1965년 한일협정체결이후 받도록 된 대일청구권자금을 활용하여 각종 항만과 댐 등의 사회기반시설을 설계하고 시공하는 일이 시작되었다. 그런데 그 당시에는 이런 일을 감당할 만한 대형민간기술용역업체가 없었음
- 당시 공화당정부의 김종필은 박정희대통령과 의논하여 한국 대만의 국영기술용역업체와 닮은 조직을 만들기로 하였다. 이렇게 하여 국영기업체로서 만들어진 것이 한국종합기술개발공사임
- 한국종합기술개발공사에는 건축가 **김수근**이 1968년부터 부사장으로 재직하면서 1968년에 여의도최초의 계획안인 여의도개발마스터플랜을 수립

https://i.ytimg.com/vi/91R6lQGV270/maxresdefault.jpg



1970s

KIST부설 지역개발연구소 도시설계연구본부
1977~1981

- 제3공화국, 신행정수도이전계획안 수립목적
- 강홍빈, 임창복, 황기원, 안건혁, 정석희, 정석채, 이우성, 염형민, 오병호, 양윤재, 이강수, 이우석, **김진애**, 신혜경 등 참가
- 여천, 창원, 온산, 구미국가산업단지(산단), 반월, 창원
- 신행정수도건설이 무산되면서 국토개발연구원과 통폐합(1981)

http://file2.nocutnews.co.kr/newsroom/image/2018/08/19/20180819094953889062_0_795_445.jpg

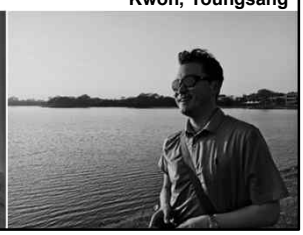
1970s

국토개발연구원 (국토연구원)
1978~

- 1978 국토개발연구원 설립안 대통령 재가
- 1978.9.13. 1대 노융희 원장 취임
- 1978.12.5 국토개발연구원 육성법
- 1981 한국과학기술원(KIST)부설 지역개발연구소를 통폐합하면서 안건혁, 정석희, 염형민 등 흡수
- 1999 국토연구원으로 명칭 변경 (정부출연 연구기관 등의 설립운영 및 육성에 관한 법률)
- 국토종합계획, 신도시계획 등 국토도시연구의 중추역할

Ahn, Kunhyuk

Kwon, Youngsang



1970s

Gangnam District Development Plan, Seoul, 1973
Superblock, 600~1000m

Sohn, Jungmok

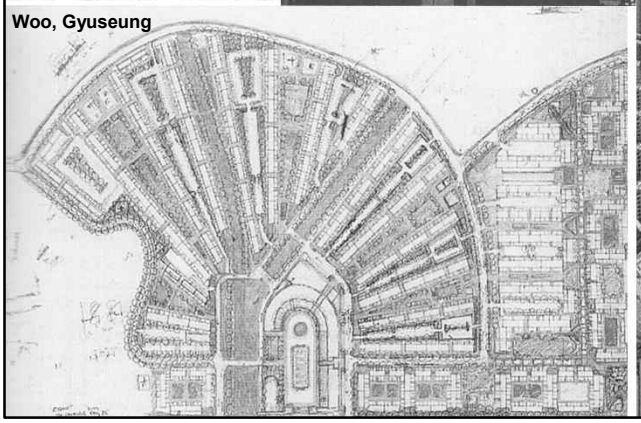
http://blog.khan.co.kr/news/2016/09/10/1-20160511010013036000987 41

47

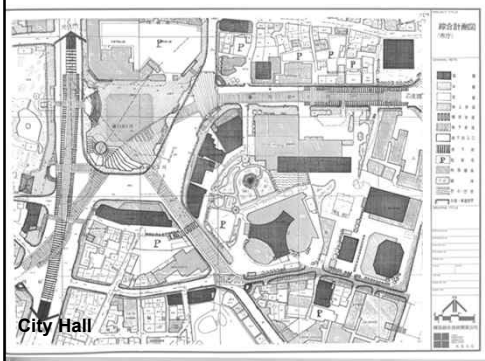
1980s

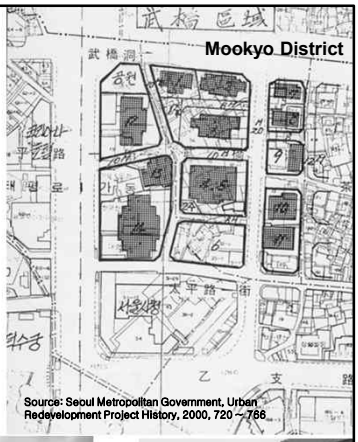
Olympics Village, 1985

Woo, Gyuseung



1980s

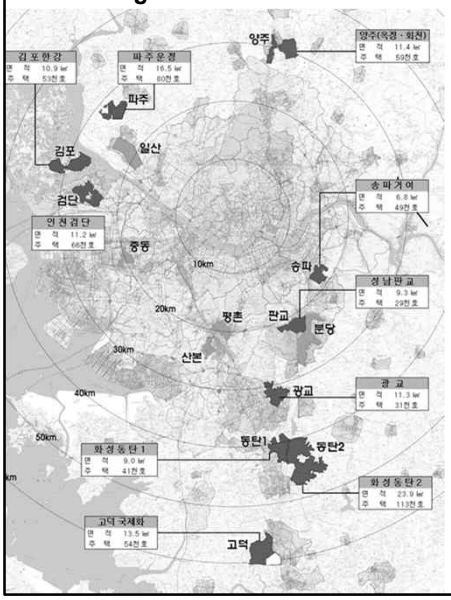




Source: Seoul Metropolitan Government, Urban Redevelopment Project History, 2000, 720～786

1990s

Bundang Newtown

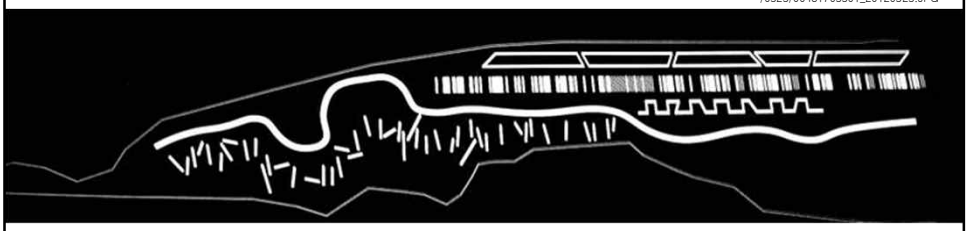


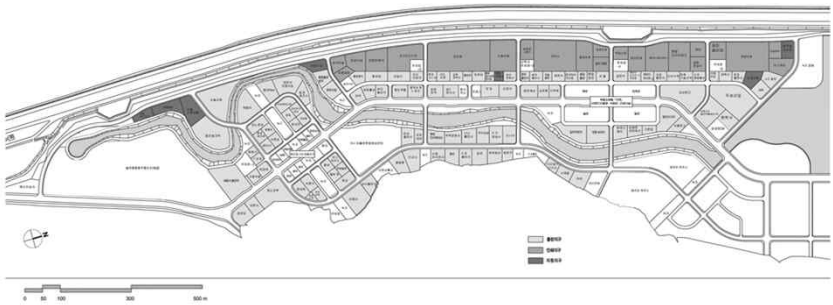
1990s

Paju Publishing City / Heyri Art Valley

Min, Hyunsik

http://img.hani.co.kr/imgdb/resize/2012/0525/00431705501_20120525.JPG



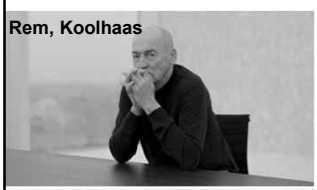


1990s

Songdo New Town

- 1979, Basic Plan for Shared Water Reclamation
- 1997, Yushin Corporation, Daewoo E & C
- 1998, International Design Competition, OMA winner

Rem, Koolhaas



https://www.ft.com/__origami/service/image/v2/images/raw/http://prod-upp-image-read.ft.com/38daa518-2165-11e8-a895-1ba1f72c2c11?source=next&fit=scale-down&quality=highest&width=800

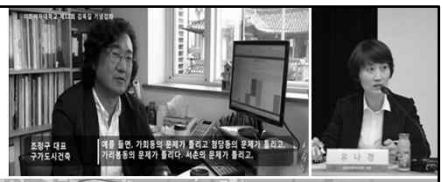
2000s

Sejong City (Multi Functional Administrative City

KRIHS

2000s

Urban Regeneration, Seochon



한옥마을 조성

옥류동천 복원

공원 조성

54

#11 Epilogue

Urban Design

Kwon, Young Sang

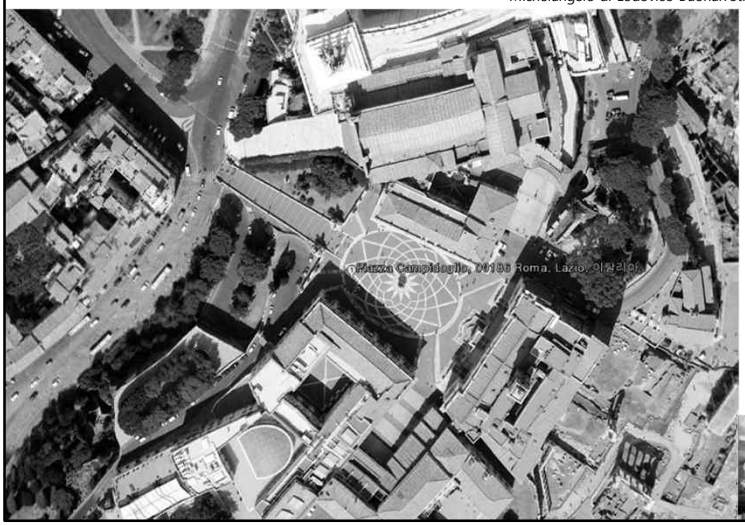
Seoul National University
Department of Civil and Environmental Engineering, Urban Design Major

#1~2. Urban Design in History

Renaissance

Age of Genius
Piazza Campidoglio, Roma, Michelangelo

Michelangelo di Lodovico Buonarroti Simoni, 1475-1564



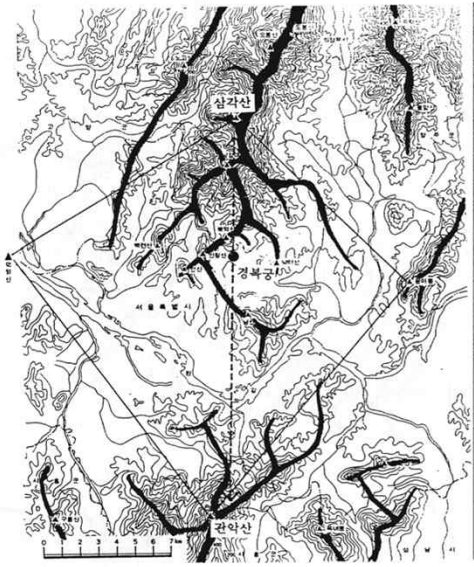
https://upload.wikimedia.org/wikipedia/commons/thumb/0/01/Louis_Sullivan_circa_1895.jpg/187px-Louis_Sullivan_circa_1895.jpg

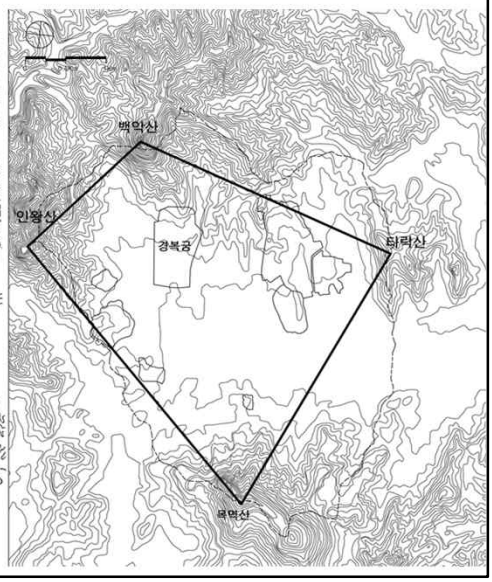
Form follows function

Louis Sullivan

AD 1392~1897, Joseon Dynasty

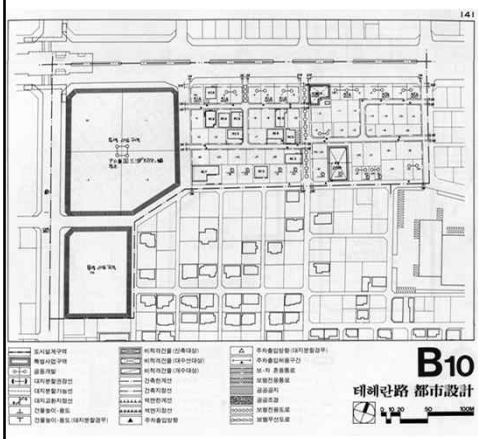
Seoul / Inner Territory, Outer Territory 內局과 外局





Gangnam District

Teheran Street, 1984



#3~4. Urban Form and Publicness

Kevin Lynch

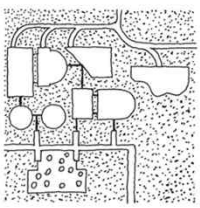
A Theory of Good City Form

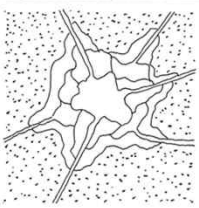
- 3 Normative Theories
- Cosmic, Practical, Organic Form

The cosmic city: a spatial diagram of ocial hierarchy.

The practical city: a functional onstruct of interrelated parts.

The organic city: an indivisible, living rganism.

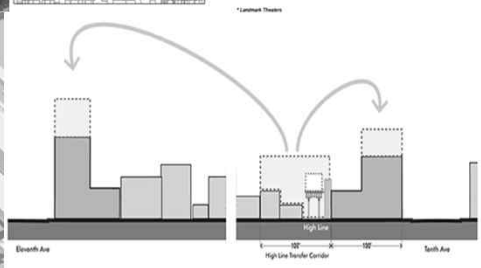




Bilbao Effect

Why the good landscape is important?

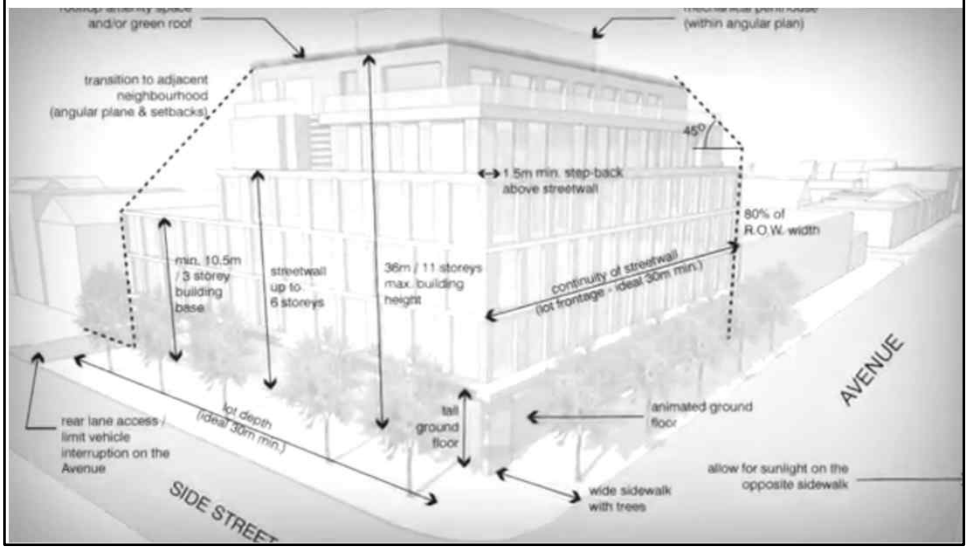
Highline



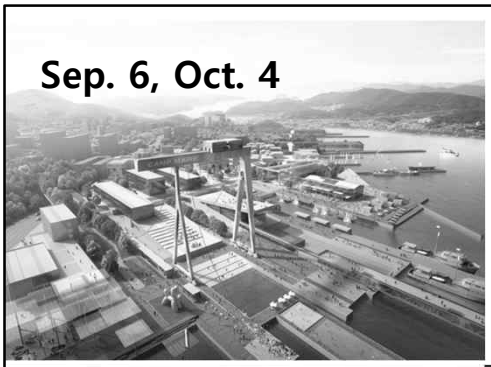
Special Purpose District

64

Code & Guideline



Sep. 6, Oct. 4



SMU Office of Research & Tech Transfer

Setting the pace of public-private partnerships

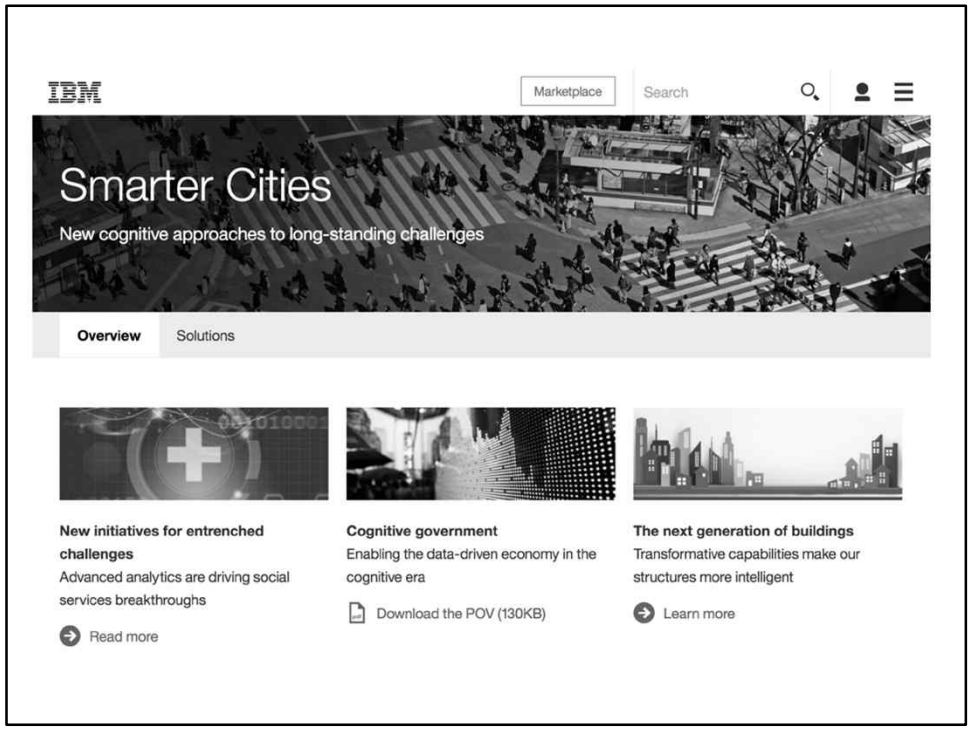
Above (left to right): Professor Steven Miller, Vice Provost (Research), SMU; Mr Tan Kok Yam, Deputy Secretary, Smart Nation and Digital Government Office; Ms Jyoti Shukla, Director, The World Bank; Associate Professor Kwon Young-Sang, Associate Professor of Urban Design, Department of Civil and Environmental Engineering, Seoul National University; Dr Katharina Lange, Executive Director, Executive Development, SMU

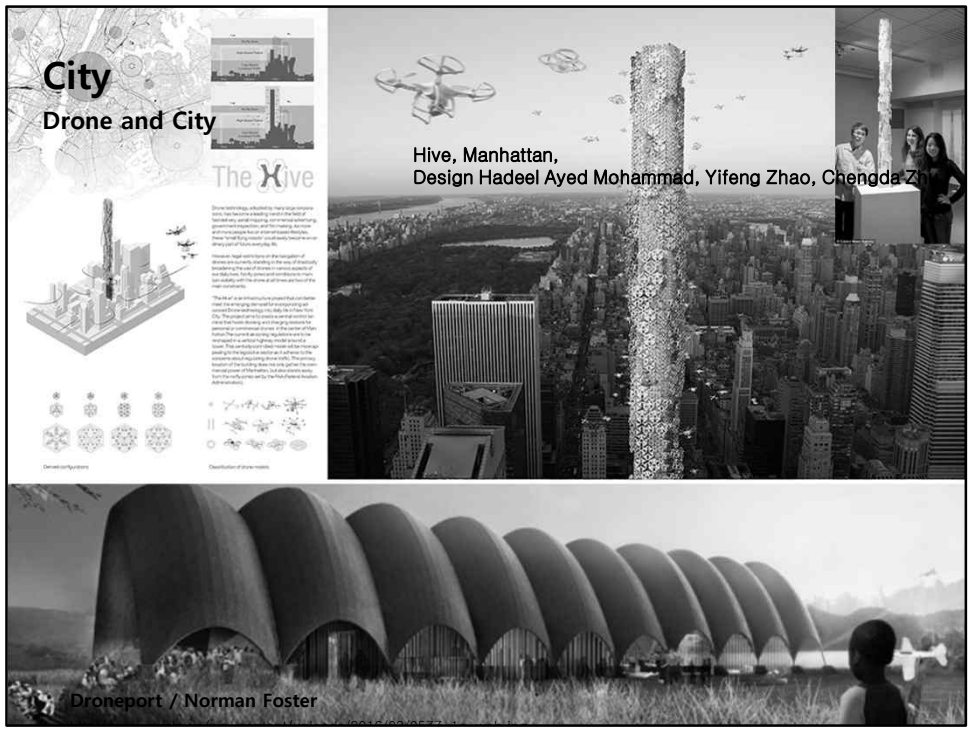
Smart city collaborations between the public and private sectors require a careful balance of speed, innovation and risk management.

#5~9. Current Issues in Urban Design

Cheonggyechon

SDGs


IBM
Marketplace
Search
Smarter Cities
New cognitive approaches to long-standing challenges
Overview
Solutions
New initiatives for entrenched challenges
Advanced analytics are driving social services breakthroughs
Read more
Cognitive government
Enabling the data-driven economy in the cognitive era
Download the POV (130KB)
The next generation of buildings
Transformative capabilities make our structures more intelligent
Learn more


City
Drone and City
The Hive
Hive, Manhattan,
Design Hadeel Ayed Mohammad, Yifeng Zhao, Chengda Zh
Droneport / Norman Foster

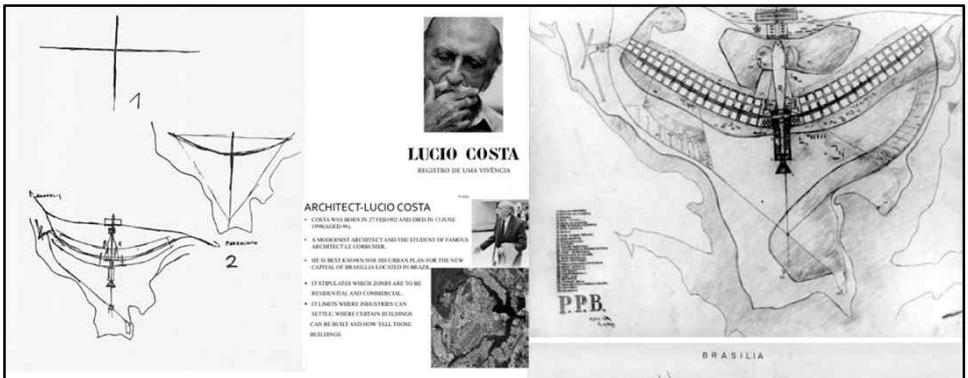
Antique, Taste

Meat Packing, NY

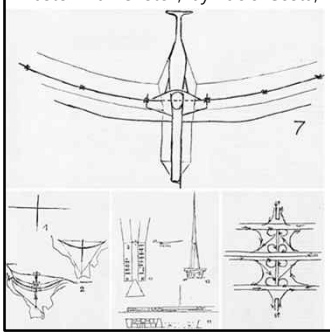
http://techgenmag.com/wp-content/uploads/2015/07/Masdar-City-feature.jpg

http://file.news.joinsland.com/2012/12/20/13306841b6e17.jpg

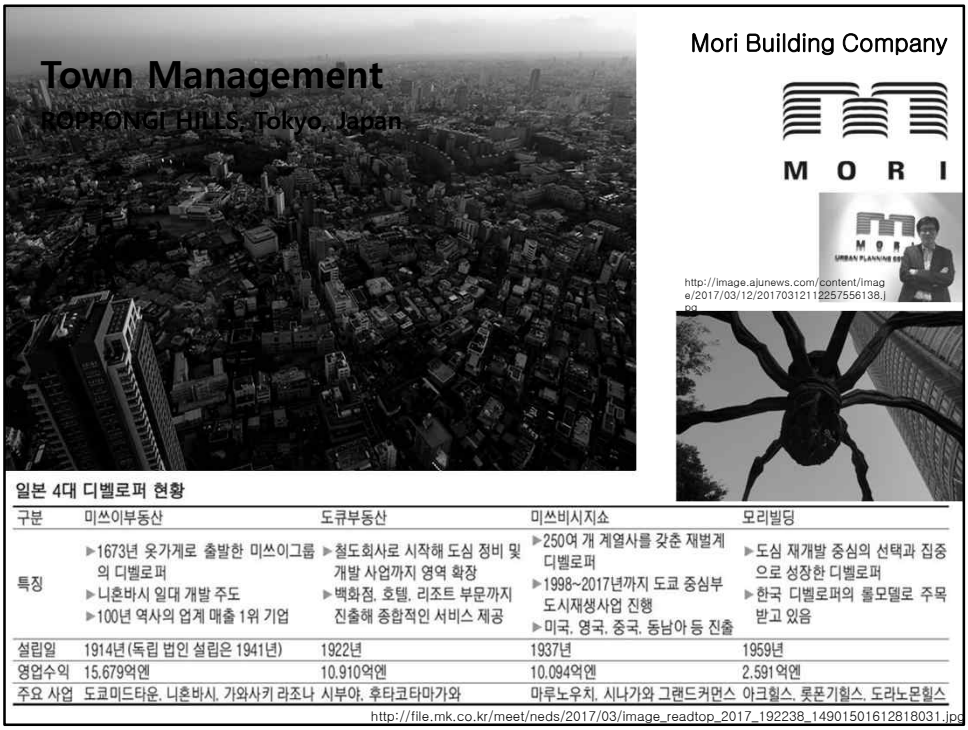
http://www.prc-magazine.com/wp-content/uploads/2011/08/Meizhouwan-Port-and-New-City-Putian-Fujian-China-copyright-RTKL.jpg



Master Plan Sketch, by Lucio Costa, 1957



https://i.pinimg.com/originals/72/39/0a/72390ab3310e10b07ad280dcb5eaf7f9.jpg



일본 4대 디벨로퍼 현황

구분	미쓰이부동산	도큐부동산	미쓰비시지쇼	모리빌딩
특징	▶1673년 옷가게로 출발한 미쓰이그룹의 디벨로퍼 ▶니혼바시 일대 개발 주도 ▶100년 역사의 업계 매출 1위 기업	▶철도회사로 시작해 도심 정비 및 개발 사업까지 영역 확장 ▶백화점, 호텔, 리조트 부문까지 진출해 종합적인 서비스 제공	▶250여 개 계열사를 갖춘 재벌계 디벨로퍼 ▶1998~2017년까지 도쿄 중심부 도시재생사업 진행 ▶미국, 영국, 중국, 동남아 등 진출	▶도심 재개발 중심의 선택과 집중으로 성장한 디벨로퍼 ▶한국 디벨로퍼의 롤모델로 주목받고 있음
설립일	1914년(독립 법인 설립은 1941년)	1922년	1937년	1959년
영업수익	15.679억엔	10.910억엔	10.094억엔	2.591억엔
주요 사업	도쿄미드타운, 니혼바시, 가와사키 라조나 시부야, 후타코타마가와		마루노우치, 시나가와 그랜드커먼스	아크힐스, 롯폰기힐스, 도라노몬힐스

http://file.mk.co.kr/meet/neds/2017/03/image_readtop_2017_192238_14901501612818031.jpg

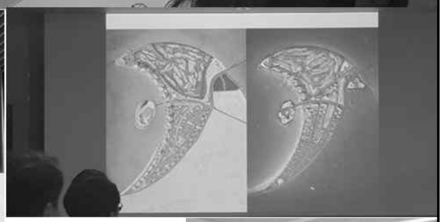
Nov. 8

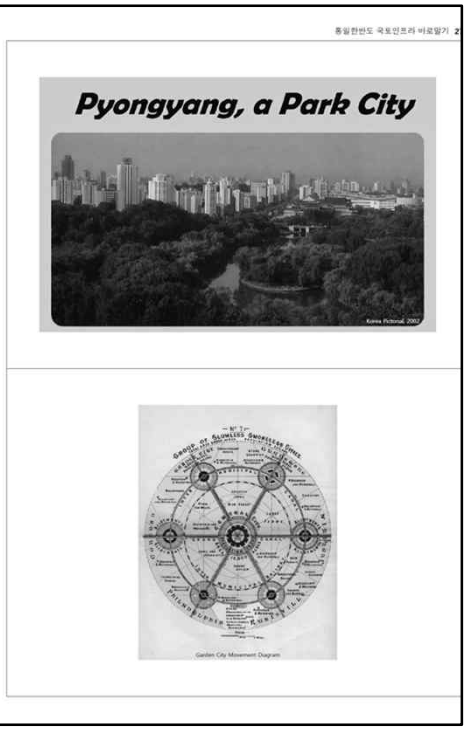

베트남 도시 및 산업단지 개발 세미나
Seminar on Urban and Industrial Park Development in Vietnam


베트남
도시 및 산업단지 개발 세미나
Seminar on Urban and Industrial Park Development in Vietnam
2018년 11.08 (목) 14:00~17:00
서울대학교 39동
프로그램
등 록 13:30~14:00 세미나 등록
주제발표1 14:10~15:00 – VSIP Project – Viglacera Project
휴 식 15:00~15:10 Coffee Break
주제발표2 15:10~16:00 – Hemaraj Project – Deep C Project
질의응답 및 토론 16:00~17:00
주 최: 주한베트남대사관, 베트남 응이안성 투자청, 서울대학교 건설환경공학부
주 관: 한국해외투자연구원, 이엠파트너스, OCS도시건축
참가기업: VSIP, Deep C, Viglacera, Hemaraj, 소리언스건설 등

Nov. 13


HAEAHN





Final Exam (Graduate)

- 아래 10개 문항 중 5개가 시험에 나오며, 수강생은 이 5개 중 3개를 풀면 됩니다. (90min)

- 본인이 생각하는 도시설계 및 도시학의 역할과 영역에 대해 논하시오
- 근대시기 시카고를 중심으로 활동한 미국의 도시설계/건축분야 설계가, 관련이론에 대해 논하시오.
- 1980년대 한국에서 시작된 도시설계분야의 중요한 이슈에 대해 설명하시오.
- 도시형태와 공간구조에 대한 논문을 쓰려고 한다. 서론에서 반드시 포함해야 하는 이론을 기술하시오
- 한국의 도시설계 제도 중 지구단위계획의 변천, 역할, 한계에 대해 기술하시오.

- Compact City 개념이 현대 도시설계에 주는 의미에 대해 기술하시오.
- Smart City의 요소 기술 중 하나를 선택하고, 이 기술의 현재 수준, 앞으로의 기술발전방향, 이 기술에 의해 변화될 도시공간에 대해 설명하시오.
- 새로 진행하는 도시설계프로젝트 대상지에 역사적 자산이 있다. 이 자산은 보전해야 할지 철거해야 할지 아직 가치판단이 내려지지 않았으나, 철거하는 쪽으로 시장의 정책방향이 정해졌다. 본인의 논리와 이론을 구축하여, 시장과 시민들에게 설명할 계획의 방향을 제안하시오.
- 스마트시티 시범도시로 선정된 세종시 5생활권을 다시 설계하려고 한다. 하나의 생활권을 정해서 계획안을 개략적으로 제안하고, 기존계획과의 차이점을 설명하시오.
- 서울대 전철역 주변 샤로수길에 젠트리피케이션 징후가 나타났다. 이를 막을 수 있는 도시설계적 방안에 대해 기술하시오.

Final Exam (Graduate)

- **Five out of the ten questions below are in the test, and students are required to solve three out of five questions. (80min)**

- **Discuss the roles and areas of urban design and urbanism that you think**
- **Discuss related theories of urban design / architecture design in the United States, centering around Chicago in modern times.**
- **Describe important issues in urban design that began in Korea in the 1980s.**
- **I am going to write a paper on urban form and spatial structure. Describe the theory that must be included in the introduction**
- **Describe the evolution, role, and limitations of the District Unit Plan in the Korean urban design system.**

- **Describe the significance of the Compact City concept to contemporary urban design.**
- **Select one of the elemental technologies of Smart City and describe the current level of this technology, the direction of future technology development, and the urban space to be changed by this technology.**
- **There is a historical asset in the new Urban Design Project site. This asset has not yet been judged whether it should be conserved or demolished, but the policy direction of the market has been set for demolition. Build your own logic and theories and suggest directions to plan to explain them to the mayor and the public.**
- **We plan to redesign the 5th Community in Sejong City, which was selected as a smart city pilot project. Set a single life zone, propose a plan roughly, and explain the difference from the existing plan.**
- **Signs of a gentrification appeared in the SHAROSU STREET(샤로수길) around the SNU station. Describe urban design options to prevent this.**