

Towards A More Human-Centered City

2050 Seoul Grand Plan

Waterfront

Railway

Urban
Highway

17.05.2023
Inhee Kim

01

2040 Seoul Plan



– As Guideline for Spatial Planning –

Urban Masterplan



Highest statutory spatial planning



Legal planning to ensure
Effectiveness



Seoul in 20 years' time
Long-term plan

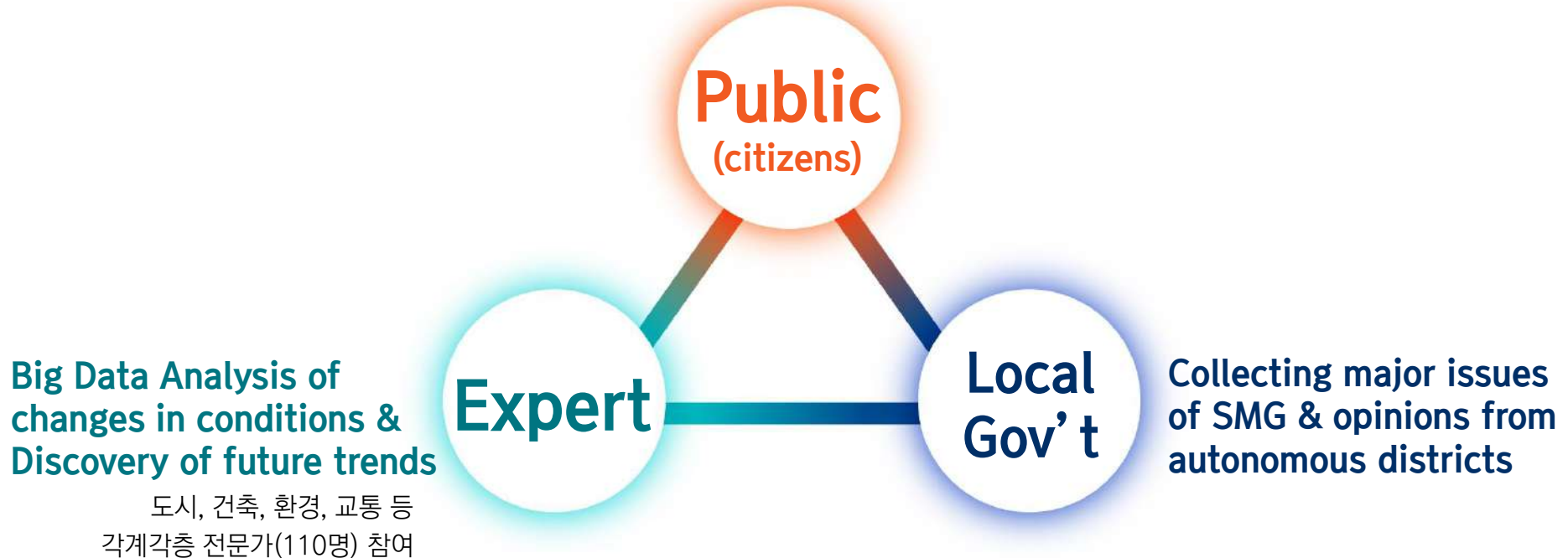
Offers a **developmental future vision** for the urban space
Based on **social demand** and **future predictions**



Discussion Structure in Drafting Masterplans

Proposed Future of Seoul / Survey & Workshop

Switch of role from direct decision-making to watchdog & prioritizing



Involvement of **diverse parties** for
better public acceptance of the plan



Voice of the Public

Core Values of Urban Space in Future Seoul

Quality of Life

Sustainability · Security
· Environment

초개인화 사회, '나'를 중심으로
형성되는 도시공간

34.4%

Sharing 4.9%

Innovation 5.1%

Urban Competitiveness

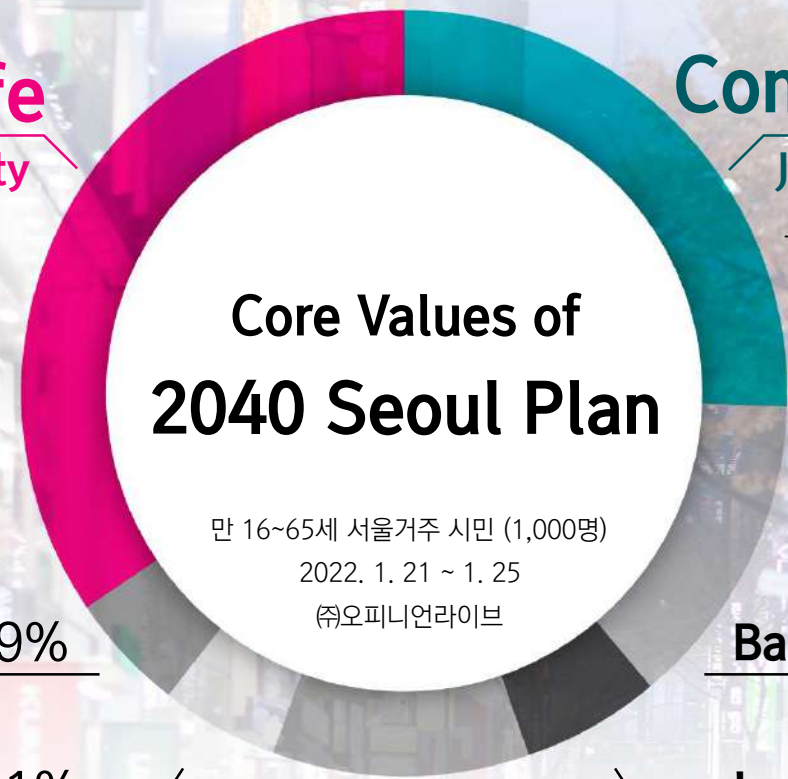
Jobs · Vitality · Diversity

도시 곳곳에 다양한 일자리 형성으로
도시경쟁력을 강화

25.8%

Balance 13.2%

Inclusiveness 5.8%



Core Values of 2040 Seoul Plan

만 16~65세 서울거주 시민 (1,000명)
2022. 1. 21 ~ 1. 25
(주)오피니언라이브

Goals of 2040 Seoul Plan

**Livable Seoul,
My Seoul**

Improved Quality of Life



**World City,
Everyone's Seoul**

Global Competitiveness

Global Standard SEOUL



6 Spatial Plans of 2040 Seoul Plan

Restructuring Urban Space

- 1 'Walkable Life Zone'
- 2 **Waterside-Centered** Urban Space
- 3 Future Growth Pole, **Innovative Centers**

Infrastructure for the Future

- 4 **Multi-Functioning** Infrastructure
- 5 **Future Transportation** Infrastructure

Planning System

- 6 **Transition of Planning** for a Multifaceted City

1 Walkable Life Zone

L 주거 W 일자리 P 여가



New Lifestyles

Spaces of Housing/Work/Leisure Increasingly Overlapping Due to Pandemic Influences and Forced Digital Transition

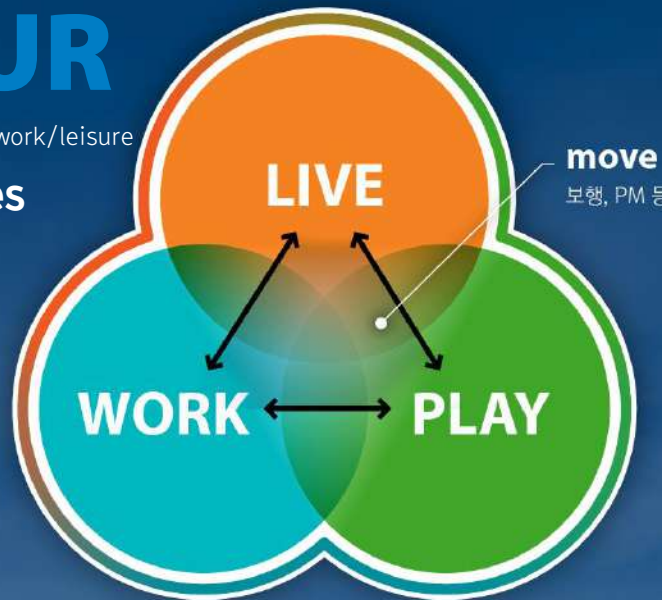
BIG BLUR

Overlapping spaces of housing/work/leisure

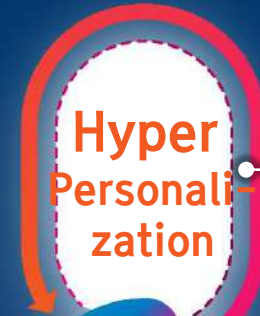
Blurring Boundaries



Before



Future Spaces of Activities



A lifestyle centered on "I"



즉시·정시·적시·적소

Real-time experience transcending time and space



New Lifestyles

Evolving Concept of Urban Spaces

to Accommodate Changing Lifestyles

Fading Restrictions Temporal & Spatial



Platform- & Project-Based Jobs
Flexible Working



Flexible working hours
on my choice

Work anywhere,
anytime

Housing Becoming the Center of Life



**Digitalization of
Lifestyles**



Complex spaces – work,
shopping, medical culture

Various daily activities
within the neighborhood
living area

Increasing Leisure Activities



Flexible & High Efficiency Jobs
Post-Work Society



Idle time increasing due to
reduced working hours

Increasing Leisure Demand
in the Living Area

Micro Seoul: Concept

Restructuring SOC facilities on 30 min. Walkable Zone

Walkable Life Zone

Micro Seoul



Micro Seoul: Origin of the Concept? Neighborhood Plan in 2018

Following the 2030 Seoul Plan,

Neighborhood plan was established in 2018

Regional Area



세분화



Neighborhood Unit



Seoul is divided into 5 Large Regional Areas and 116 Neighborhoods

Micro Seoul: Origin of the Concept? Neighborhood Plan in 2018

5 regional plans as a mid-level Plan btw. SeoulPlan & DistrictsPlan
 116 neighborhood plans realize a regional plans by **SMG & Districts**



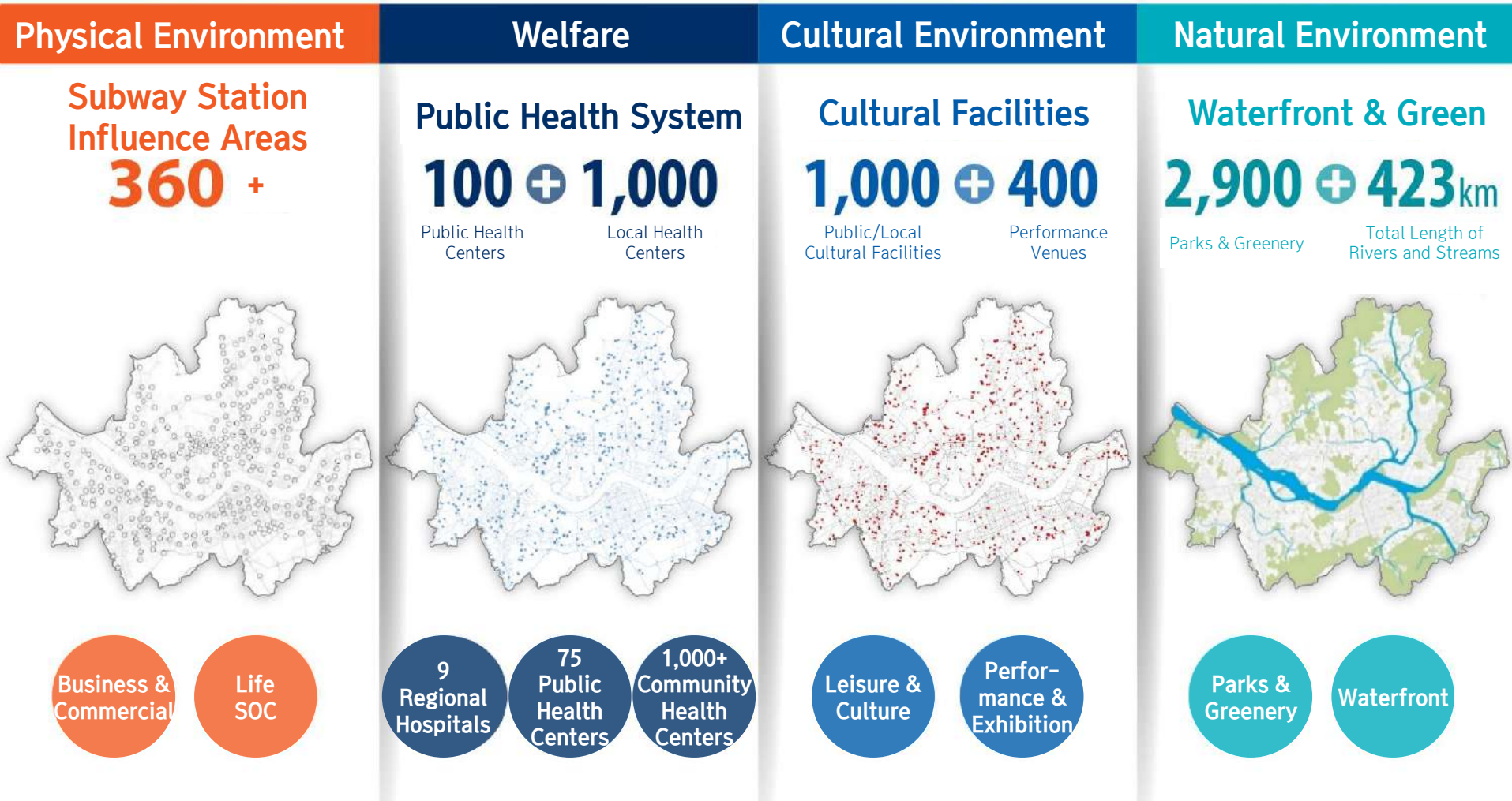
독산생활권

A Plan to enhance the self-sufficiency of each unit & induce regional balance

Micro Seoul: Implementation Strategies in 2023?

Status of various infrastructure facilities

Rich **Environmental Potentials** with **Insufficient Connection**

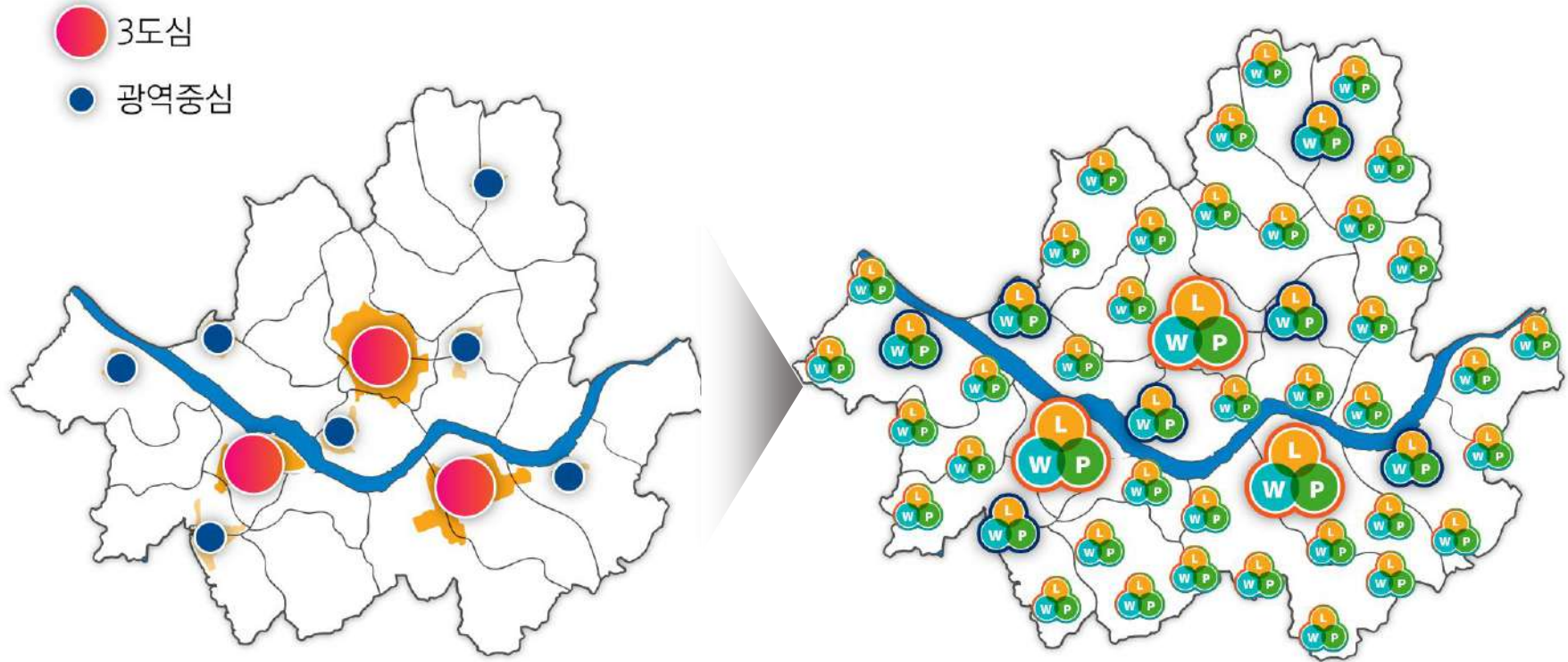


Relocation of various facilities and residents' needs on a neighborhood basis

How can we realize? : Reorganization of the administrative system

From One Seoul into over 100 Micro Seouls

contributes to diversifying local characteristics & reducing regional disparities.



Improved Quality of Life

‘나’의 생활환경 안에서 손 쉽게
업무, 쇼핑, 여가 등 다양한 도시기능 이용



Relieve Imbalances b/w Regions

서울 어디서나 모든 시민이
수준 높은 생활환경을 향유

Features of Micro Seoul

Self-Sufficiency

Urban infrastructure, natural resources, leisure, etc. available within **'my' life-zone**



Locality-Specific

Locality-Specific ecosystem based on the local characteristics



Safety & Resilience

Instant & flexible response to diseases, public health threats, natural disasters and other risks

Before

My Neighborhood, Walkable Life-Zone

Housing, Cultural Facilities, Natural Environment
Insufficient & Outdated Infrastructure

Improved Urban Infrastructure

Enhanced Urban Functions & Facilities

자족성

안전성

53 min. Average Travel Time from Home to Work
Long Commute

Commute Within the Neighborhood

Realization of Local Businesses

자족성

지역성

Areas Lacking Urban Infrastructure and Services
Imbalanced City

Cultural Facilities, Natural Environment, Workplaces, etc.

Reorganization of Urban Functions

자족성

지역성

Diversified & Complex Urban Disasters and
Unprepared Prevention System

Disasters, Diseases, Health Issues, etc.

Flexible and Instant Prevention System

안전성

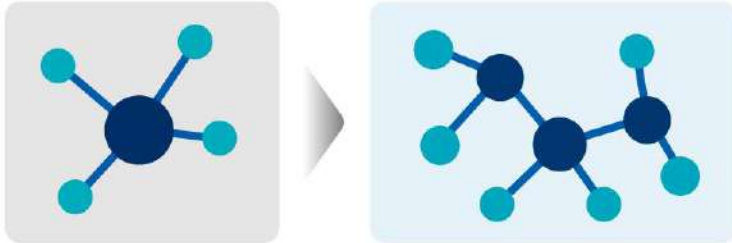
Responding to the climate change : Circulation City

Waste Treatment & Reutilization through

Multi-functional Resource Circulation Centers



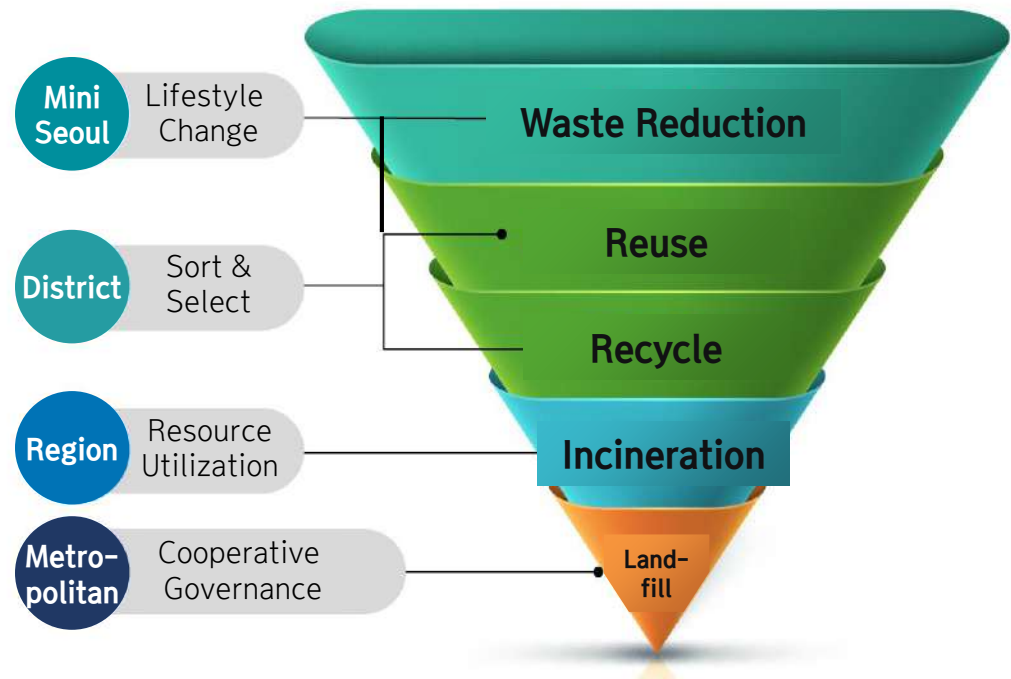
Decentralization to local Area



Multi-functional



Concept of Resource Circulation at Different Levels of Urban Space



Resource Circulation at All Levels of the City

2

Waterfront-Centered Urban Space



Why Waterfront?

Cultural, Leisure, Work Activities + Life
Incorporating Diverse Activities

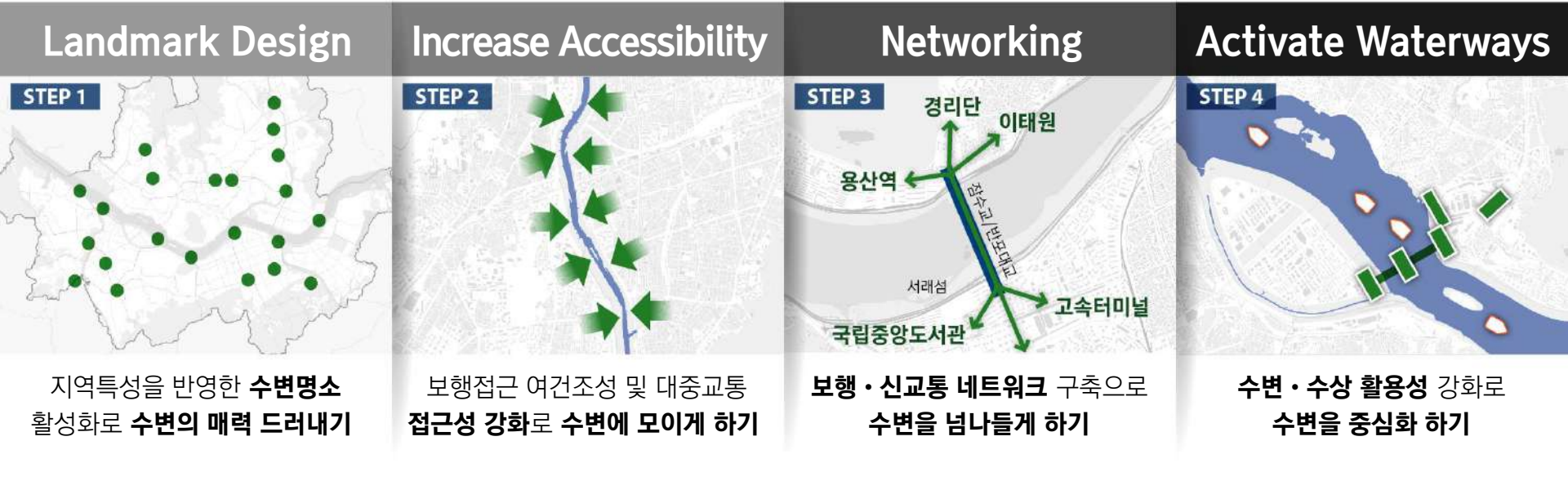


Seoul's Waterfront Areas with
Limited Access & Utilization



Strategies

Scale-Based Strategies for Waterfront Vitality



Waterside Space for Daily Life

Characterization of Waterfront Spaces

Waterfront Cultural Network

Waterside Vitalization: Creeks

Waterfront-Friendly Urban Spatial Planning

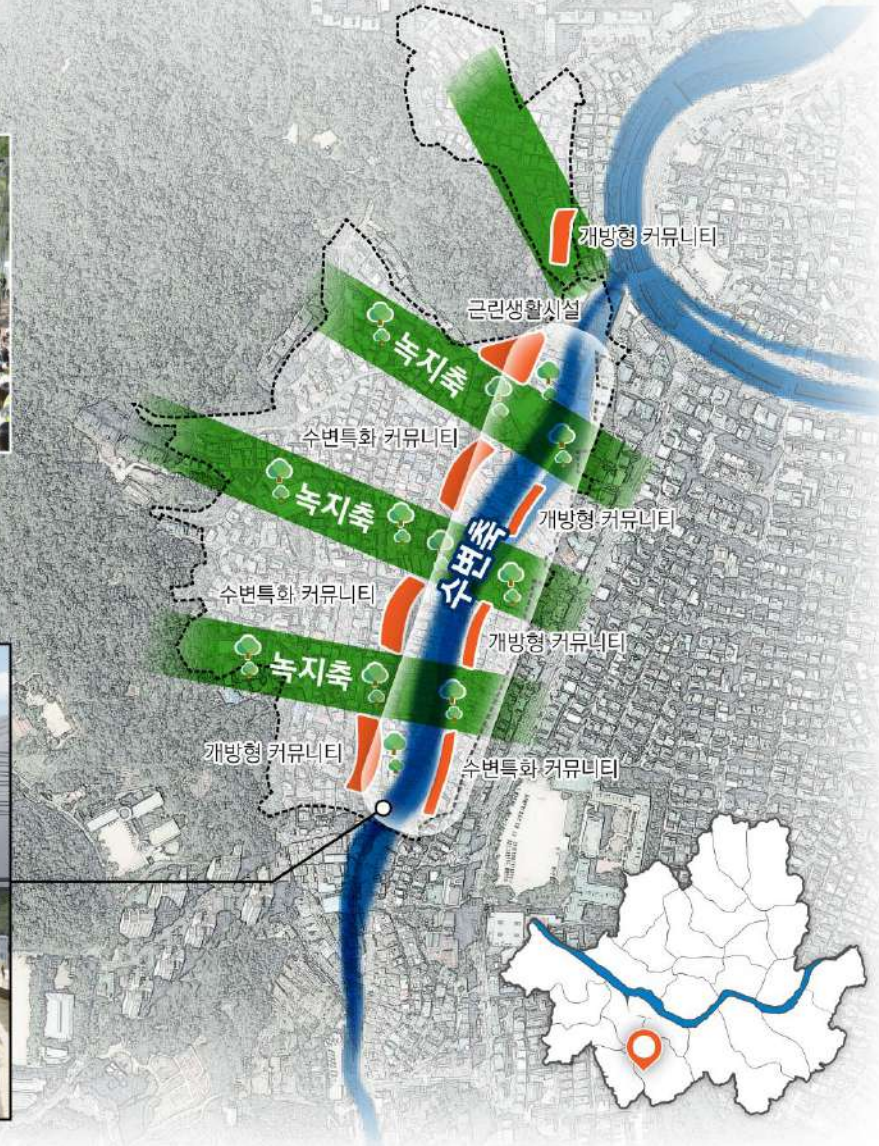
Terrace Cafes

Waterside Parks

Cultural Events



도림천 신림1재정비촉진지구



Waterfront Vitalization: 4 Streams

Waterfront Vitalization with Improved Accessibility & Waterfront Landmark Development



허드슨강 리틀아일랜드 조성, NY



주변지역 연결, 수변 접근성 강화



Waterfront Vitalization: Han River

Riverside as the **Business·Commercial·Touristic Center**

싱가포르 (싱가포르강)



Urban Space Integrated with Han River

Waterside Innovation to accommodate Diverse Urban Functions



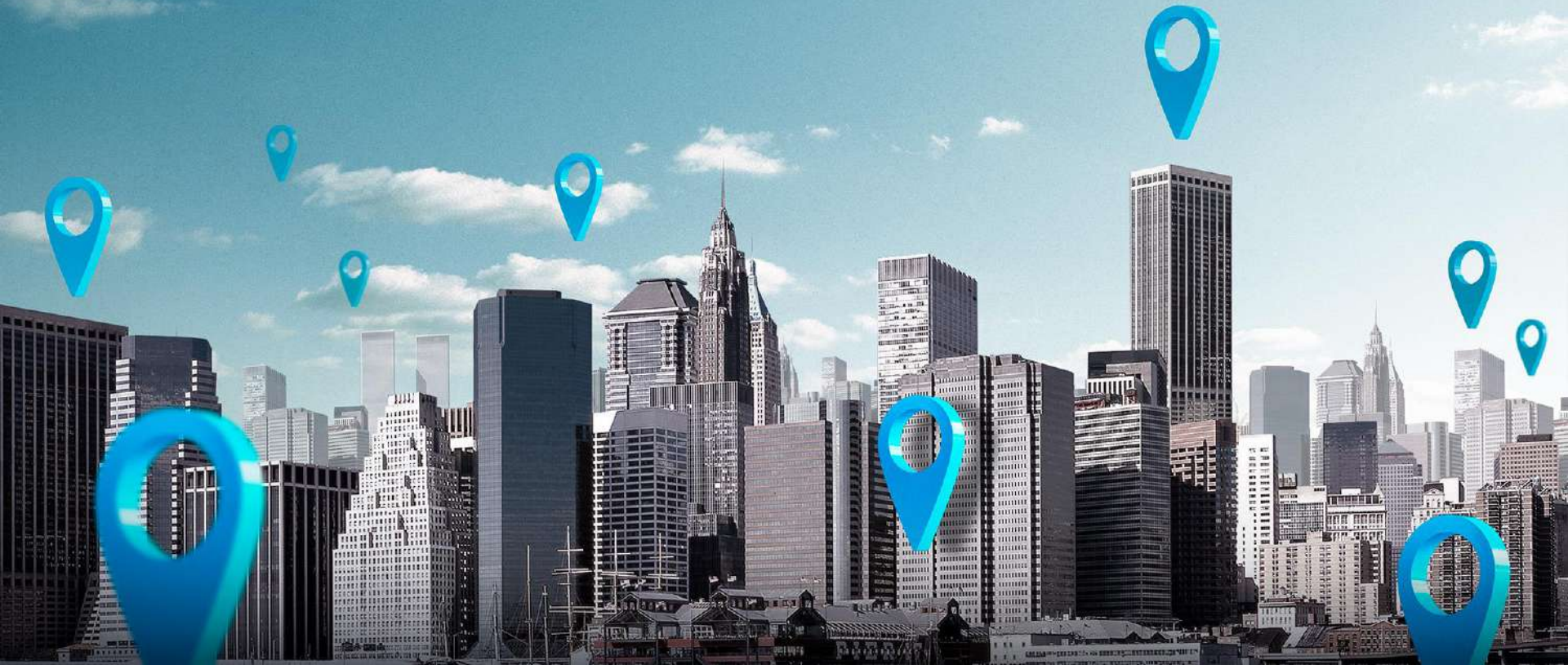
Urban Redevelopment Linked with the River

Deconstructing boundaries from the planning phase on



3

Future Growth Pole, Innovative Centers

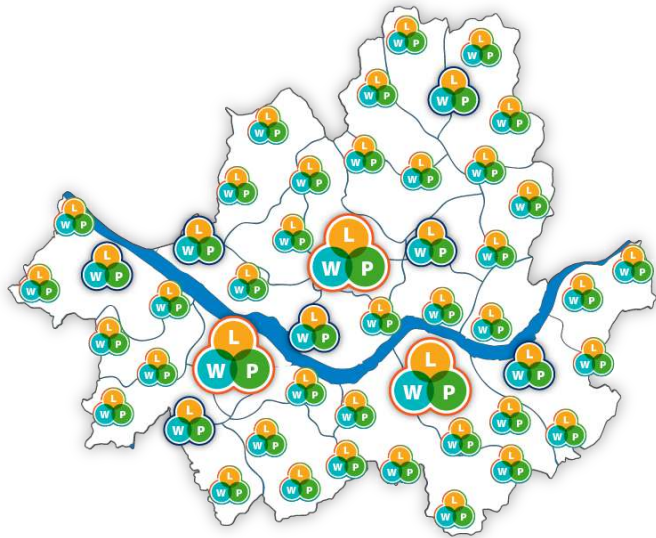


Central Place Innovation: Goals

Enhanced Urban Competitiveness with Advanced Central Places

Walkable Life Zones

Multifunctional Walkable Life Zone
Enhancing **Self-Sufficiency**



Advancement of Central Places

Deregulation for Central Places
Secure **Available Lands** & Improve **Connectivity**



Central Places: Status

Lagging Growth of Cores due to Low-Growth, Lack of Available Lands, Planning Regulations

도심의 활력감소 및 성장정체

- 낙후 정체된 산업기반
- 노후, 열악한 환경

서울도심
수도서울
상징

여의도
국제교류
거점

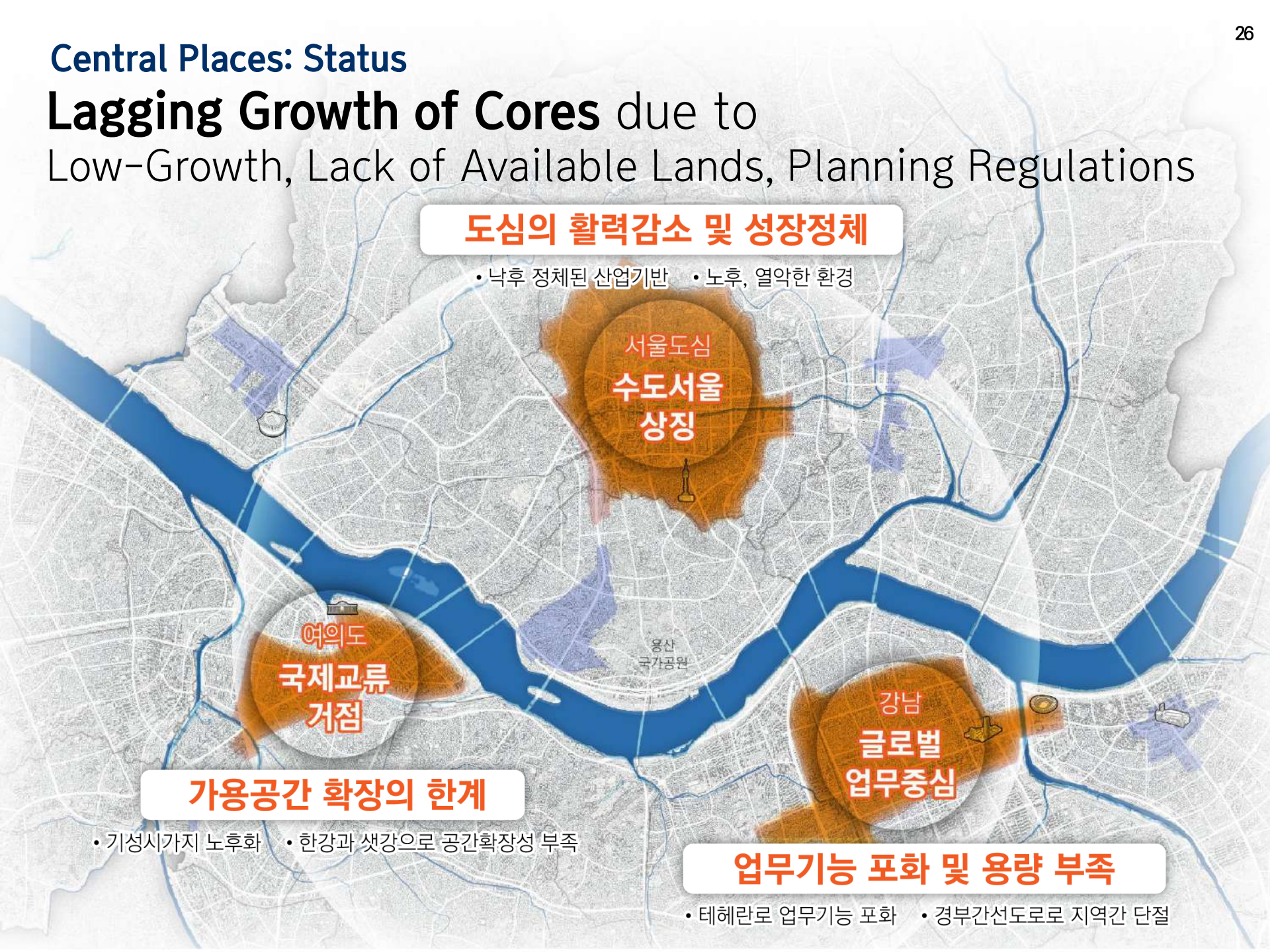
강남
글로벌
업무중심

가용공간 확장의 한계

- 기성시까지 노후화
- 한강과 샛강으로 공간확장성 부족

업무기능 포화 및 용량 부족

- 테헤란로 업무기능 포화
- 경부간선도로로 지역간 단절



Seoul's Core

Urban Vitality Decreasing with Preservation & Redevelopment Limitations

하늘 찌르자, 도쿄도심 살아났고, 90m 고도 제한에, 서울은...

서울시 조례 등 각종 규제로 중심업무지구로 꼽히는 광화문일대는 고층 빌딩이 들어서지 못하고 있다. 서울 사대문 안은 90m 고도 제한이 있다...

조선일보, 2020. 1. 9



넓은 인프라 놔둔채... 세운2구역 결국 난개발

세운재정비촉진지구는 40년 넘게 상하수도과 생활 인프라가 제대로 갖춰지지 않은 낙후 지역이다. 이번 사업시행인가를 신청한 곳들만 조각조각 가능해...

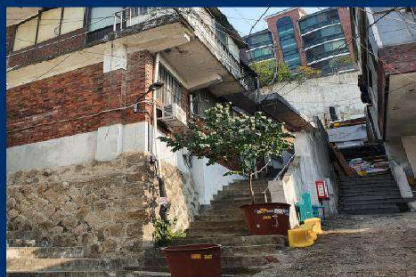
매일경제, 2021. 3. 23



“썩은내 진동하는데 뭘 벽화!” 도시재생에 울부짖는 창신동

2015년 서울시가 창신동을 도시재생구역으로 지정한 뒤 약 870억원 규모 예산을 투입했지만 주거환경이 더 나빠졌다. 더 이상 사업을 진행하는 것은 헐세 낭비...

땅집고, 2021. 11. 24



Policy Direction Transition in Need for Seoul's Urban Core

Limitations of Existing Policies



Seoul's Core

'4+1 Axes System' for Coexisting Future & Tradition



National Central Axis

History-Culture Tourism Axis

North-South Green Corridor

Integrated Cultural Axis

단절된 상업지역 통합연계
 동서축 종로를 중심으로 글로벌 상업벨트 조성, 도심부 전체 활성화

Global Commercial Axis

DDP
 패션·뷰티허브

광화문~시청
 도심 비즈니스허브

인사동~명동
 관광상업허브

세운지구
 신산업 허브

도심 활력 증진

- 역사 / 문화 / 관광 매력 증진
- 방문/상주인구 증대 위한 도심기능 확충

쇠퇴 상권활성화 적극지원

- 지역특성에 맞는 규제 완화 및 지원
- 상권활성화를 위한 공공지원 확대

신산업 활성화 기반 마련

- 세운상가 일대 혁신거점 조성
- 지상/지하 입체복합공간 조성
- DDP 주변 글로벌 패션 뷰티산업 허브육성

서울역
 용산·한강

Yeouido Yeouido-Yongsan Connection : Han-Centered Global Innovation Core



독일, 슐랑겐바더 슈트라세 (도로상부 개발)

수변여가문화 기능강화

여의도
국제디지털금융지구

수변점근로

수변점근로

영등포 지역
연계 강화

샛강과 올림픽대로 입체적 활용

상부 가용공간 확보로 영등포와 연계

신교통수단 등을 통한
지역간 연결성 강화

한강과의 연계

용산/여의도 간 기능 연계·확산

용산정비창 개발을 통한
가용공간 확충, 여의도의 공간부족 지원

용산

용산공원

노들섬(글로벌예술섬)

한강변 열린공간

여의도 배후지원을 위한 노량진 연계

노량진 수산시장, 수도자재센터 등 가용지의 적극적 활용

Gangnam

Expansion of Central Functions with New Available Lands

가용지 활용한 거점조성

경부간선도로 입체화에 따른 도로 상부 가용공간과 IC 부지 활용, 업무/문화 거점 조성



잠실 운동장



국제교류복합지구 연계

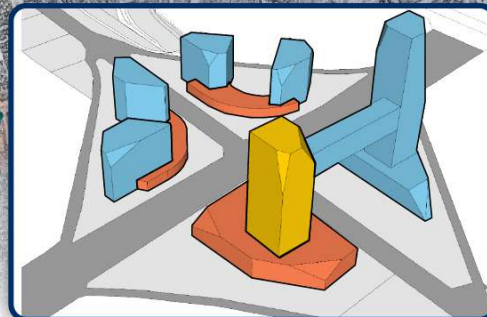
GBC, 영동대로, 서울국제교류복합지구 개발 강남-잠실 지역과 연계

테헤란로 중심축

경부간선도로 입체화 (가용지 확충 및 공간통합 연계)

서초 IC 가용지 활용

GTX-C



IC 부지 가용공간 활용 개념

경부간선도로 입체화, 동서 공간통합

상부 공간활용 및 일반도로화로 강남-서초 지역 연계

GTX-A

4 Multi-Functioning Infrastructure

Railroad Transition to an Underground System



Railroads Causing Various Problems in the Urban Space

Aggravating Problems of Neglected Spatial Severance

Growth Centered on Several Hubs

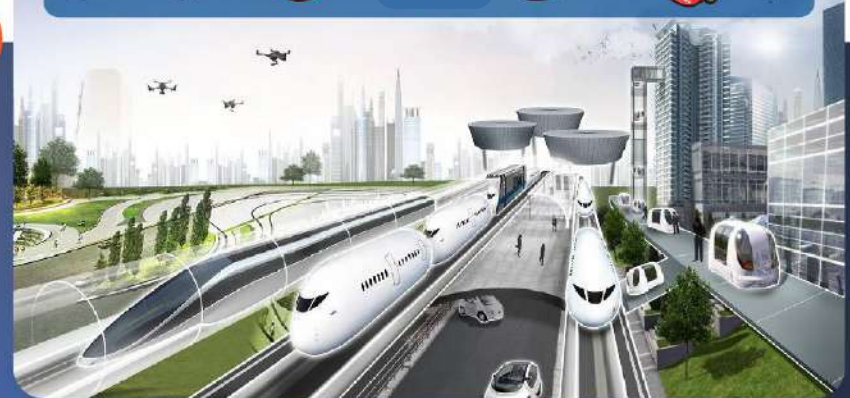
Efficiency-Driven Transportation Infrastructure



Spatial & Transportation Infrastructure Preparation for Future Transportation Modes



Tech
Advancement



Overcoming Local Spatial Severance Due to Transportation Infrastructures
Urban Spatial Preparation for the Introduction of New Transportation Modes

Interregional Railway

Step-by-Step Strategy:
Regional Reconnection

Usable Land

Underground Tunnels

STEP 1

From Small
Reconnections

단절된 지역 내 연결

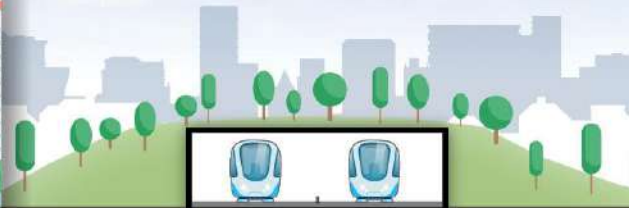


Overcoming
Spatial Severance
with Local
Reconnections

STEP 2

Expansion of
Usable Land

주요 역사들과 연계한
가용지 확충으로 단절극복



연결데크를 활용한 공간 연계

Deck Coverage for
Spatial Integration &
Usable Land

STEP 3

Long-Term
Underground Tunnels

구간 특성을 고려한
(단계적인) 철로 지하화



Long-Term Design
for Underground
Tunnels

Railroad: Potential

Located in Central Places – Potential Vitality Cores

Potentially Available Lands

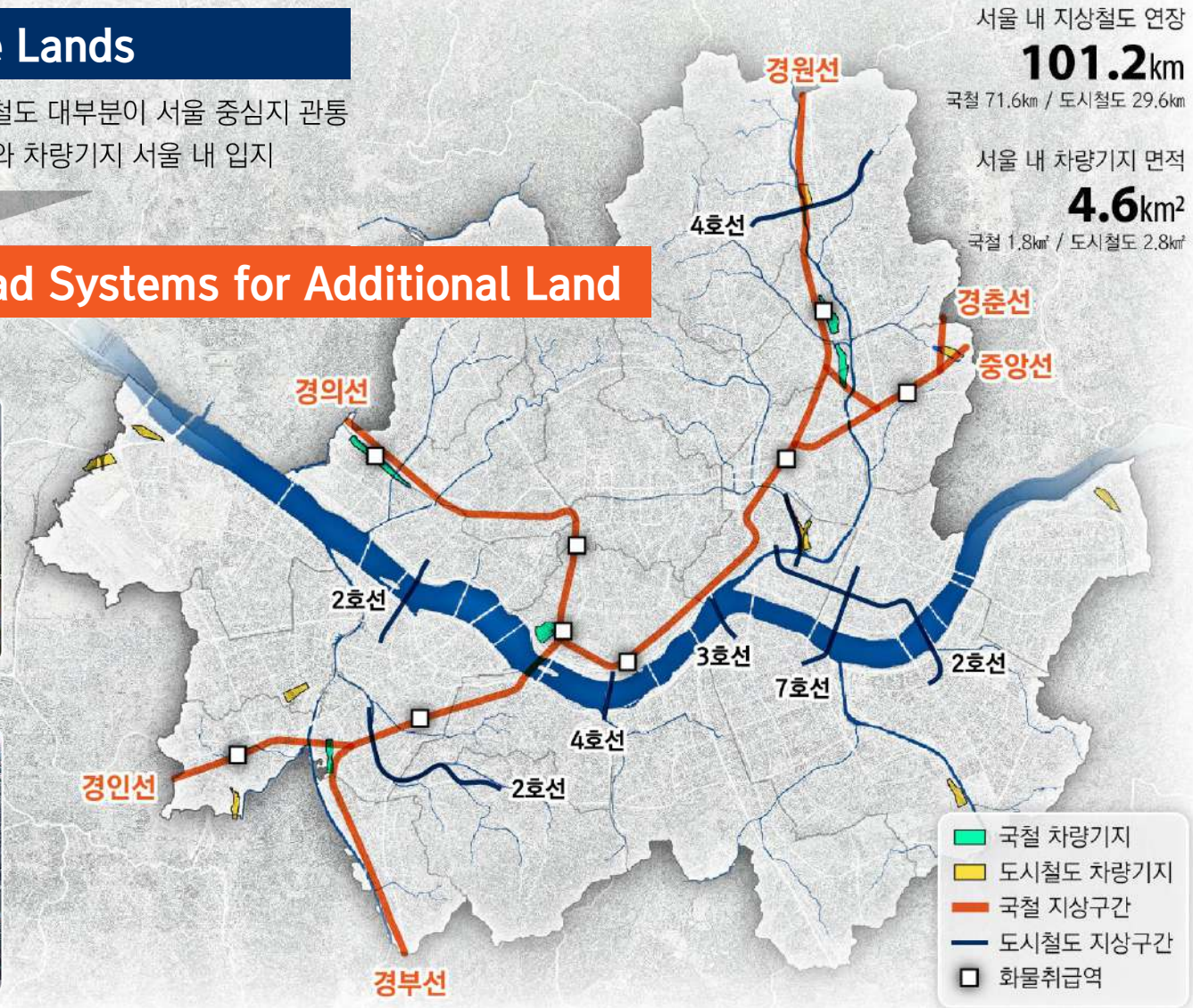
- 철도를 중심으로 성장한 서울, 지상철도 대부분이 서울 중심지 관통
- 101.2km, 4.6km²에 달하는 선로부지와 차량기지 서울 내 입지

Underground Railroad Systems for Additional Land

복합개발거점

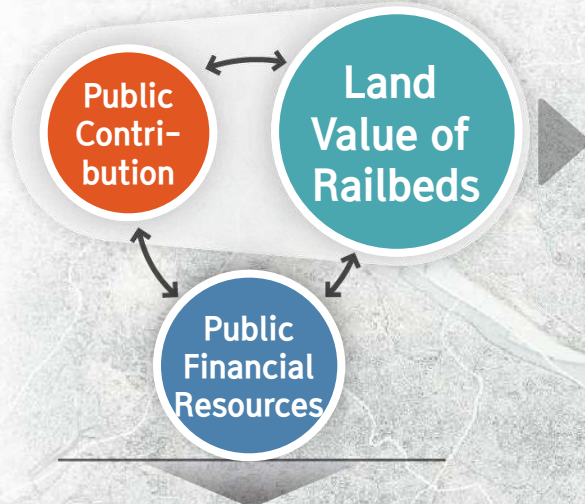


선형 여가문화공간



Underground Railroad System

Recreating the Urban Space of Seoul



Minimization of Public Financial Investment

by maximizing the high land value of railbeds in Seoul

Improved Feasibility



미래 100년 대비, 단절된 동서 지역 통합
서울의 미래 성장중심공간 조성



단계적 지하화 검토

Short & Mid-Term Strategy

Connecting Interrupted Urban Space and Create Available Land with Deck Installation*

* Where Applicable



데크설치를 통한 입체복합개발 사례

- 철로 상부에 데크 설치, 단절된 도시공간의 회복 도모
- 철로 및 주요 거점 역사 입체복합화, 주거, 여가, 녹지 등 토지이용 복합화

▶ 연계 · 시너지

차량기지 입체복합개발

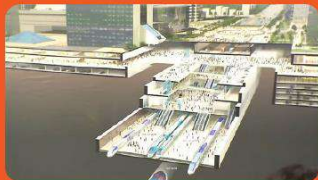
차량기지
데크설치 및 상부 활용
도시철도 차량기지



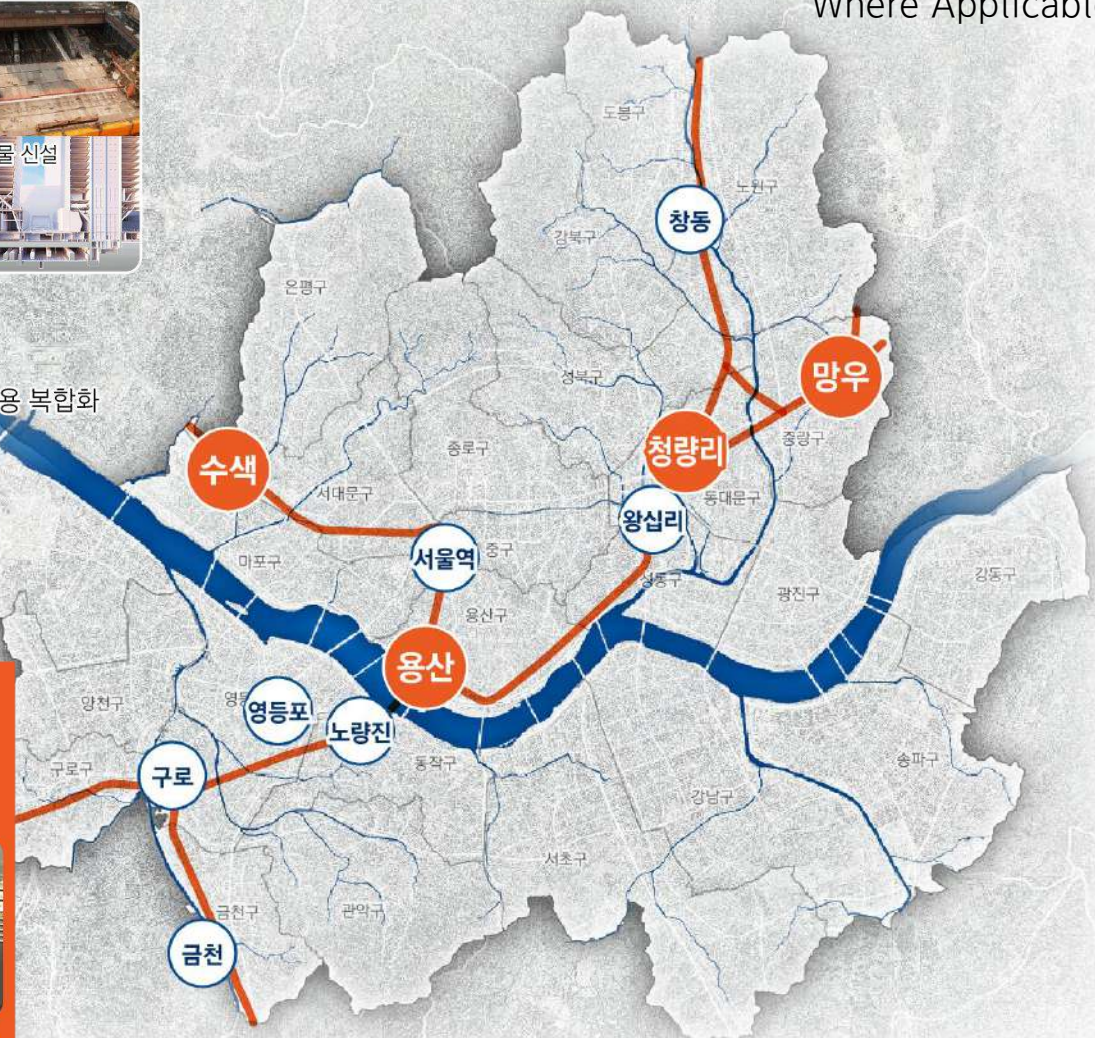
지역연계 및 활성화

역사 입체복합개발

역/선로 상부 입체복합개발
지역거점 역사
(창동, 청량리, 수색역 등)



주요거점 기능고도화



5 Future Transportation Infrastructure



Urban Changes Accompanying Future Transportation

Future Transportation Technologies



Self-Driving Cars

- 신규 도시공간 창출 및 도로 및 주차장 수요감소(30%)
- 교통정체 감소, 이동중 활동가능



UAM

- 공항, 수도권 광역 연결성 증대



New Infrastructure

For Safe & Secure Establishment of Future Transportation Technologies

Foundation for Self-Driving Cars

UAM Network

Mobility Hubs

3-Dimensional Logistics Network



Self-Driving Cars

Operation System for Self-Driving Cars in the City

Expansion of Testing Districts & Mobility Service Commercialization



- 상암에서 마곡, 강남, 여의도 등으로 자율주행 시범운영 확대
- 거점별 특성에 맞는 다양한 서비스 구현

Self-Driving Bus as a Public Mass Transportation Service



- 자율주행버스 노선설계 ▶ 도심을 중심으로 전역 연결
- 이용패턴 분석 통한 급행도입 등 시민이용 교통수단으로 정착

Gradual Expansion of Infrastructure for Smart Road Network



Seoul UAM Network

Prepare Foundations for Air Mobility Network in Time with Commercialization of Aircrafts in 2025

Commercial Routes Development

- 용산국제업무지구 ~ 김포공항 상용화 시범노선 운영

UAM Terminals

- 대규모 개발지구(용산, 잠실 등)
- 물길 주변



김포공항

국내·외 주요 도시와
서울 도심을 연결



용산

용산 재정비시 전략적 인프라 확보
대중교통 요충지



삼성·잠실

비즈니스 및 MICE산업
국제교류복합지구 연계

수서

○ UAM 터미널 우선 대상지역

○—○ 상용화 시범노선 운영 (2025)

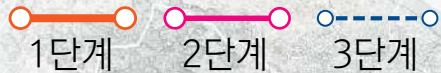
◀---▶ 단계적 광역 노선 확보 (~2029)

Seoul UAM Network

Gradual Expansion of UAM Terminals with Planning Assistance

Arterial Routes Along Main Streams

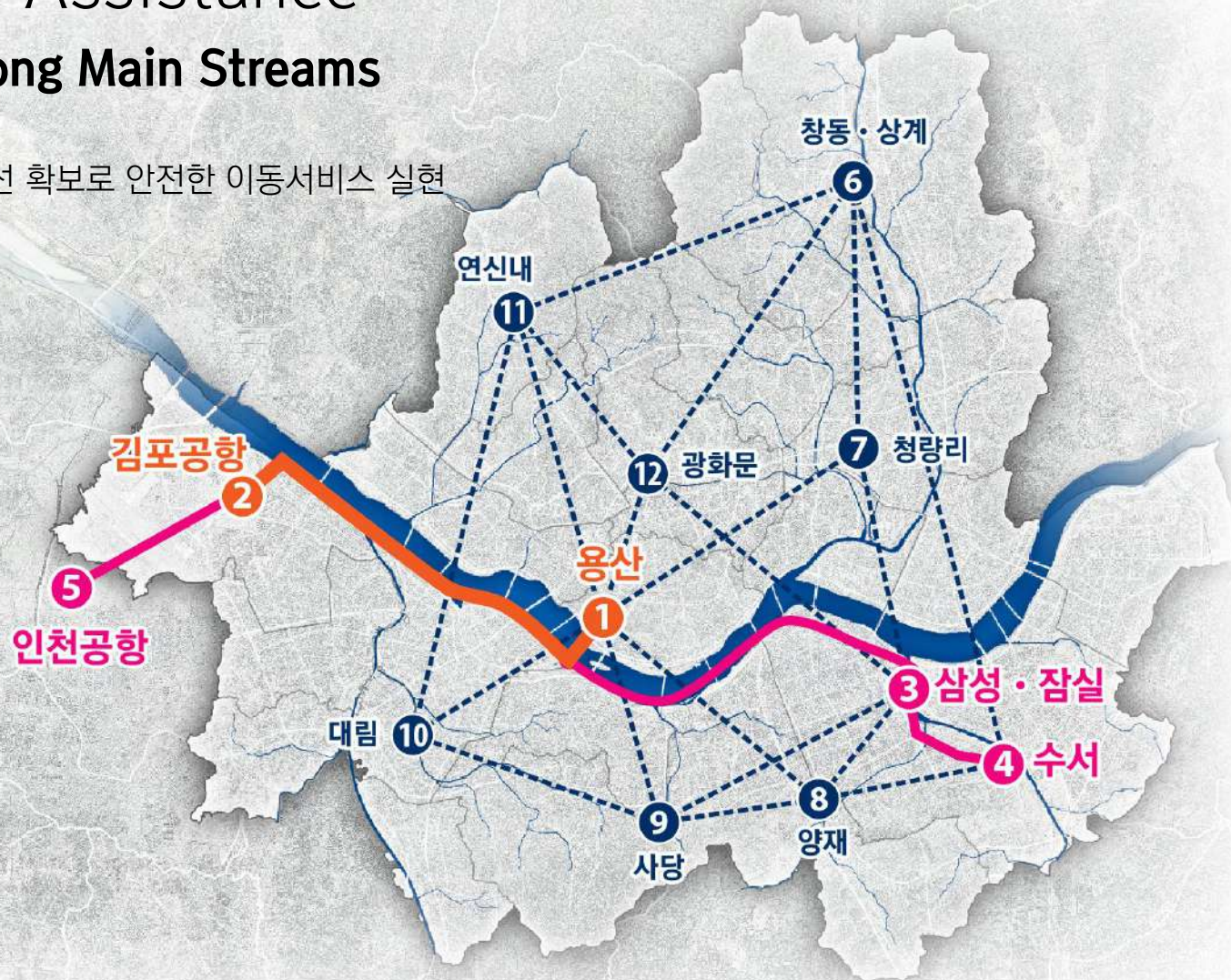
- 서울시 전역으로 확대
- 주요 지천을 중심으로 한 노선 확보로 안전한 이동서비스 실현



**민간 개발에 대한
도시계획적 지원방향**
(예시, 지속발굴)

용적률 인센티브 제공,
기부채납을 통한
UAM 인프라 확보

수요가 감소된
기존 도시계획시설 활용,
UAM 터미널 조성



Mobility Hubs

Mobility Hubs in Accordance with the Spatial Hierarchy

Accessibility & Transfer
between Transportation Means



Multi-functional Space

Offering Public Services,
Logistics, Commercial, etc.

Metropolitan Level

- GTX, UAM 등 연계
미래형 복합환승센터 구축
- 공공, 상업 등 도시서비스 제공
스마트 물류 플랫폼 구축



Regional Level

- 4개 권역 중심
간선통행거점, 물류거점 조성
- 공영주차장, 차고지 등
기존교통시설 입체화



Town Level

- 개인 이동장치 (PM) 등
주차 및 공유 교통시설 조성
- 소규모 주차장, 정류소 등
교통편의 서비스 접목



6 Transition of Planning for a Multifaceted City

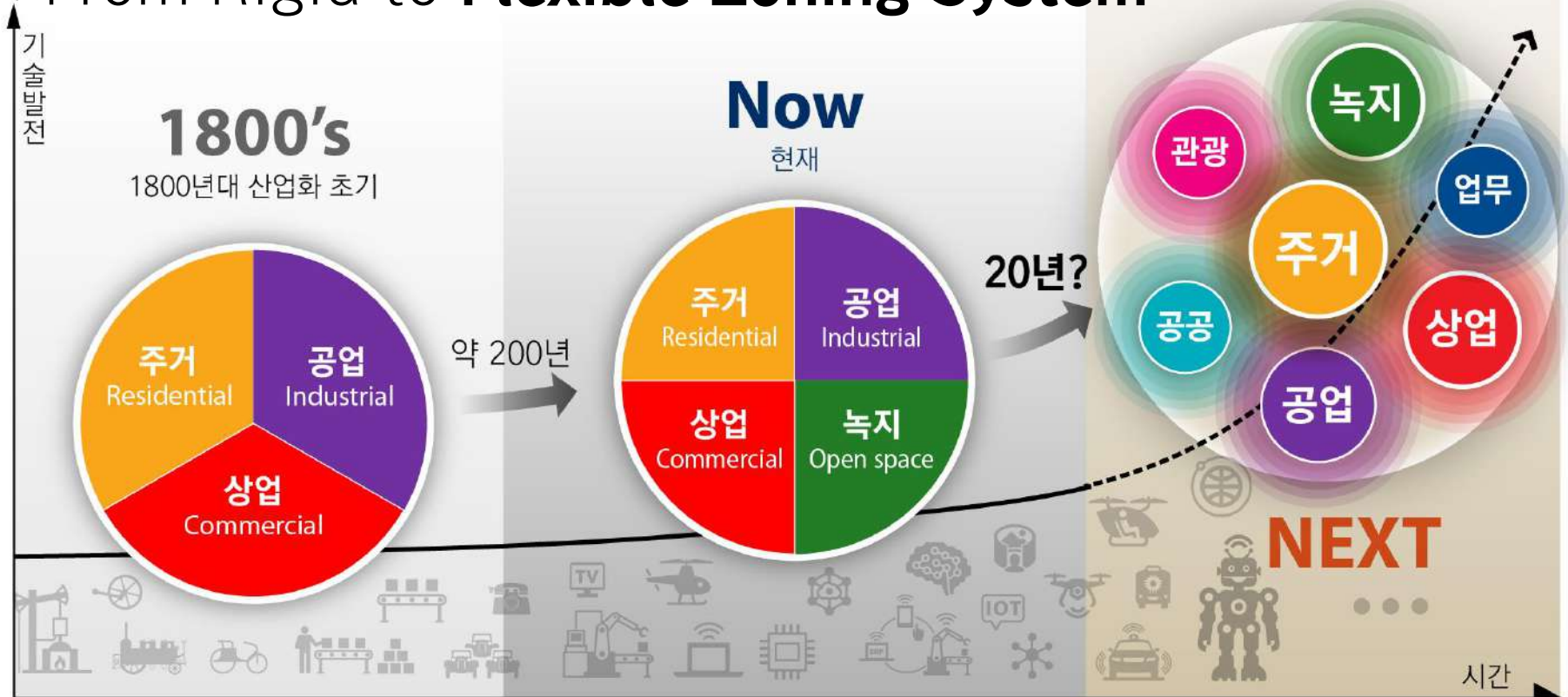
New Zoning System / Skyline Maintenance Standards



Zoning System

Age of **Integration** and **Convergence**,

: From Rigid to **Flexible Zoning System**



Euclid Zoning	Current Zoning System	Multi-functional
난개발 주거환경 악화 환경오염	한계 법체계상 자율성·유연성 한계 대도시vs소도시 일률규제 변화에 대응 어려운 고정된 허용용도	기술 융·복합 / 정보화 / 디지털화 라이프 스타일 다양화 언택트 시대

Zoning System

Paradigm Shift in Urban Planning: **Beyond Zoning**

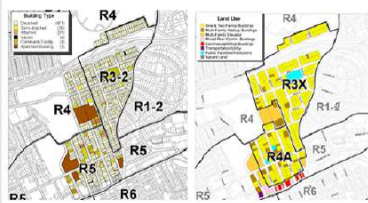
Seoul's New Zoning System : 'Beyond Zoning'

Autonomous Land-Use Adaptation



Multifunctional Arrangement

Flexible Urban Masterplan System
to Accommodate Fast-Changing Future Cities



Contextual Zoning, NYC

1-10 A/B/D/X
R7A
용도 밀도 맥락
R = Residential district
C = Commercial district
M = Manufacturing district

물리적 환경



PLAN Re:Code, LA

활동



Form Based Codes, Denver

2022~2024

Designing the New Zoning System

市 주도, Beyond Zoning 연구
정부 · 학계 · 전문가 공감대 형성, 공론화



Legal & Institutional Assistance

정부에 제도화 건의

2025~

Beyond Zoning

Step-by-Step Application
of the New Zoning System

Skyline Maintenance Standards

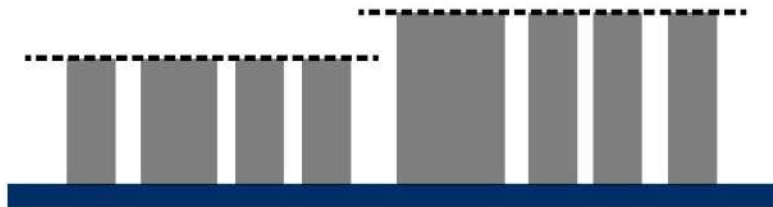
Landscape Diversity with the Lifting of 35-Story Height Limit

2030 Seoul Plan

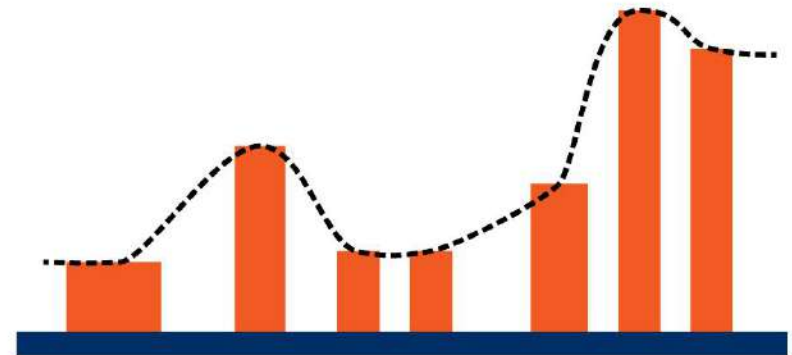
Uniform Application of Quantified Standard

정량적 층수기준

용도	도심·광역중심	지역·지구 중심	그 외 지역
상업·준주거	복합 : 51층 이상 가능 주거 : 35층 이하	복합 : 50층이하 주거 : 35층이하	복합 : 40층 이하 주거 : 35층 이하
준공업	복합 : 50층 이하 주거 : 35층 이하		
일반 주거	제3종일반 : 주거 35층 이하, 복합 50층 이하 제2종일반 : 25층 이하	제3종일반 : 35층 이하 제2종일반 : 25층 이하	



=



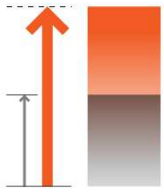
2040 Seoul Plan

For Various Open Spaces Flexible Height Limit

- Universal Regulation Lifted
- Considering Site characteristics,
Fitting Height Limits through
Committee Reviews

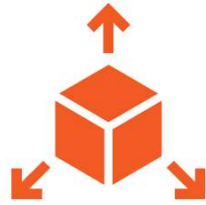
Seoul's Core

Relaxed Height·FAR Regulations for Urban Vitality



Height
Deregulation

Flexible
Height Standards



FAR
Deregulation

Mixed—use, Industrial Preservation
Incentive Systems



Diverse
Renewal
Tools

Fitting Renewal Methods
Renewal Assistance

Preservation ▶ **Active Redevelopment**

Tokyo_Marunouchi

제도개선, 규제완화, 도시재생특별지구 지정 등 국제비즈니스 도시의 핵심거점

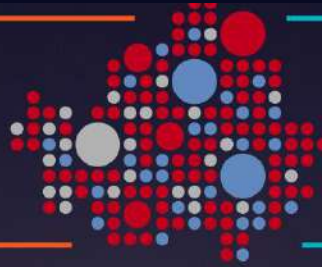


NY_Hudson Yards

민관협력 대규모 개발사업을 적극 활용, 공공성 높은 개발 추진

2040 SEOUL PLAN

Livable Seoul,
My Seoul



World City,
Everyone's Seoul

Improved **Quality of Life** & Enhanced **Urban Competitiveness**
As a Leading World City, **Global Standard Seoul**

02

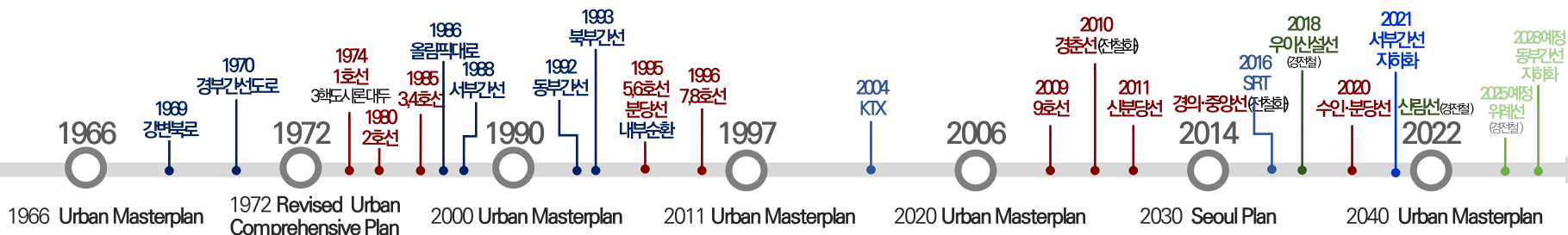
2050 Seoul Grand Plan

Spatial Structure for the Future Seoul

Chapter 01

Intro

7 spatial plans and 30+ road/railway plans over the last 60 years resulting in Seoul's Current Polynuclear Structure & Metropolitan Area



Age-Specific Physical/Social/Economic Circumstances

Quick & Proactive Measures leading to the Current Urban Structure

1970s

강북의 인구 및 중요 시설 집중
과밀, 주택부족, 슬럼화, 개인위생 문제 발생



Gangnam Expansion around Han River

New urban areas through
land readjustment, highways, etc.



1970 Seoul-Busan Highway



Road Network Plan 1972

1990s

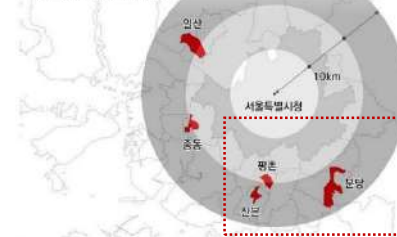
대규모 시가지의 형성과 중심지 개발
교통, 환경, 실업, 노동 등 새로운 도시문제 발생



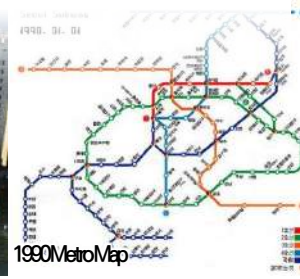
Gangnam-Centered Metropolitan Area

Outward expansion, urban renewal projects
& 1st gen. New Towns

1st Gen. New Towns



Tehran Street, 1990s



1990 Metro Map

2010~

인구 감소, 산업구조 변화, 기용지 고갈 등
도시재생 및 재정비 필요



Densification & Mixed-Use

Land Rezoning & other effective land use



상업DMC

창계천

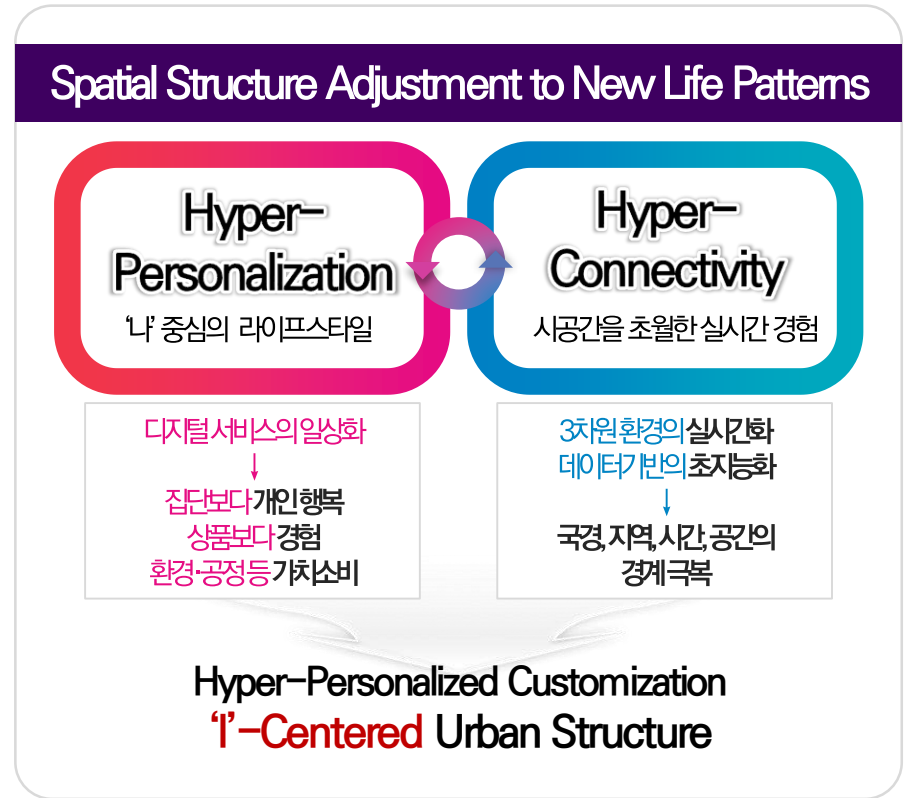
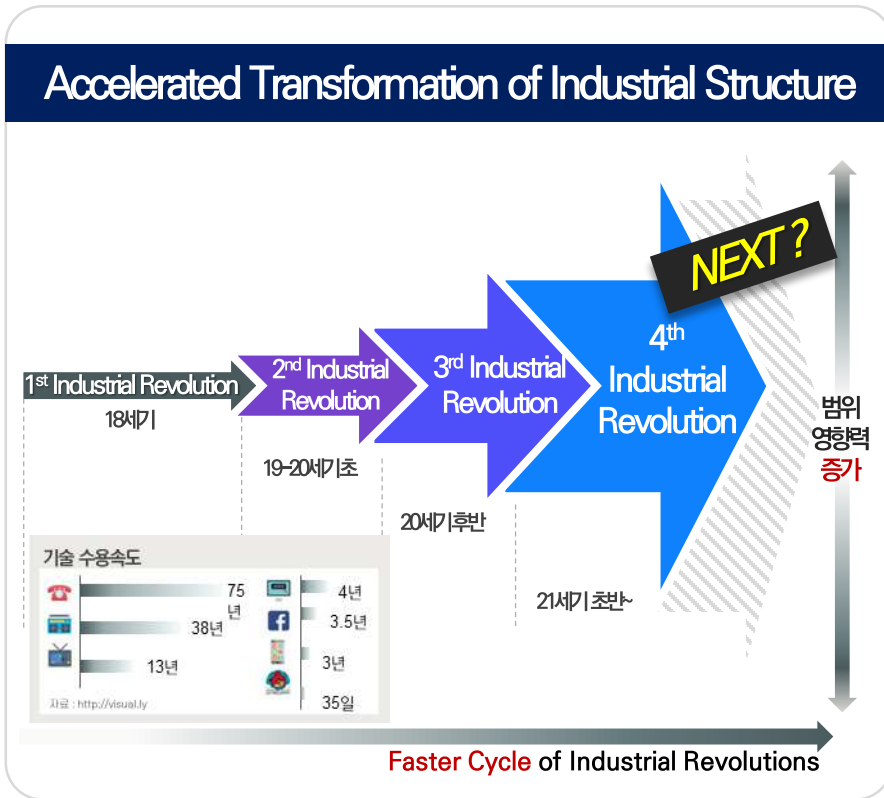


테우팜리스



아크로비스타

Faster Technological Innovation, Accelerated Social Change, Spatial Expansion to the Global Range
Is Seoul's Spatial Structure Ready for the 'New Normal'?



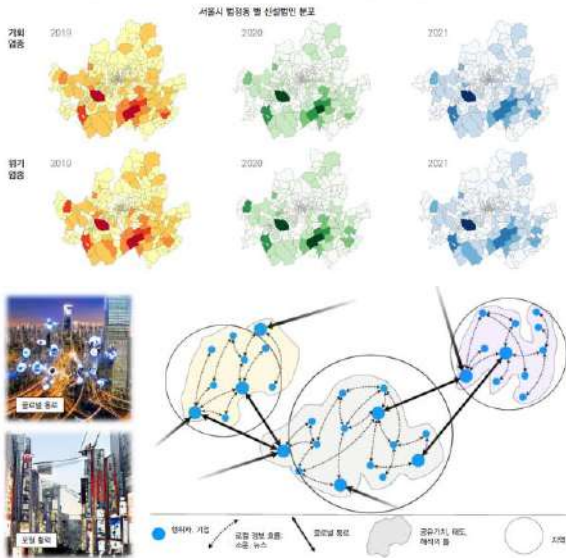
출처: 대통령직속 4차산업혁명위원회자료

출처: 전환시대, 서울 도시공간발전 전략(서울연구원개원29주년 기념 세미나자료)

Industry & Jobs City Centers & Neighborhood-Level Industry Empowerment with Smart, Global Networks
Entire City as a Workplace with no Spatiotemporal Limitations

Compliance w/ Int'l Standards & Global Network
Spatial Concentration of Growing Industries in Urban Cores

코로나 시기 창업은 업종을 넘어 도심과 거점에 집중
 스타트업 성장 관행의 국제 표준화 / 글로벌 기준에 부합하는 지역에서의 성장 기대



Combined Invisible Infra+Interface+Platform
**Smart City at the Fingertips
 Jobs at Every Corner Around Us**

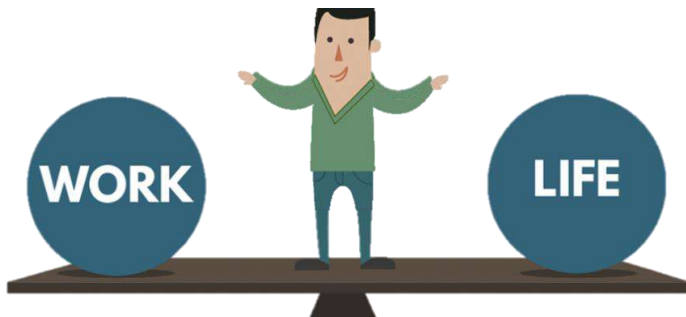
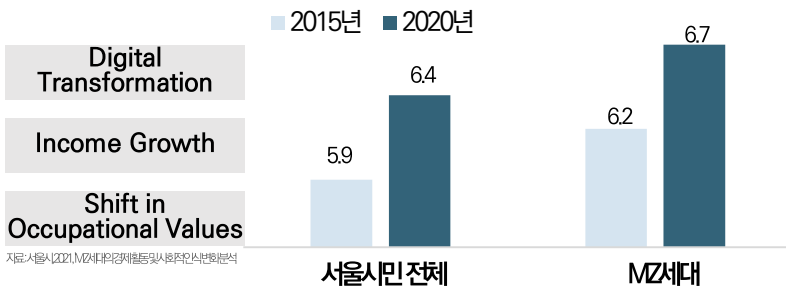


**Neighborhood-Level Workplace Location
 Various Neighborhoods**



Culture & Leisure Quality of Life as an Essential Value – Work–Life Balance, Well–Being and Leisure
Work Anywhere, Culture & Leisure Experience 24/7

Work–Life Balance, Well–Being and Leisure
 Quality of Life as an Essential Value



Growing Demand for Easily Accessible Open Space

- 재미있고 친숙한
- 일상 생활
- 공공 공간
- 쉽고 자연스러운 접근
- 안전한 보행, 자전거



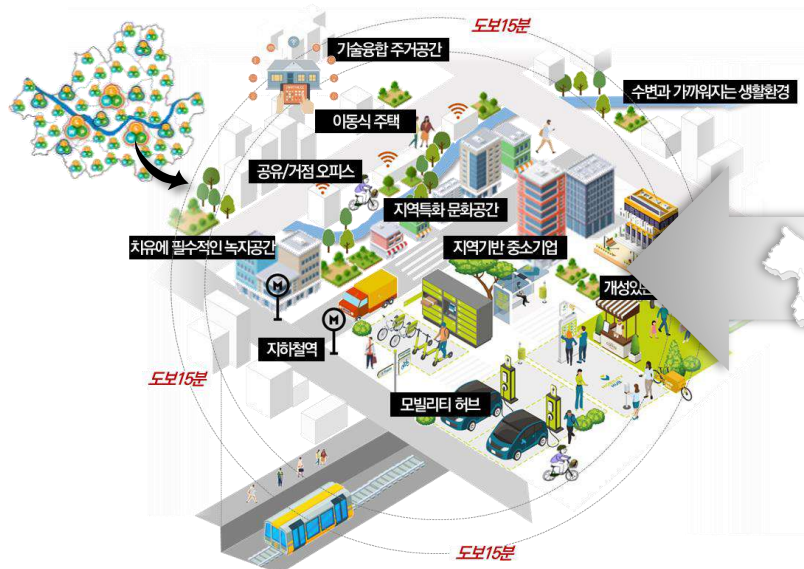
As a Platform to Bespeak the Diversity of Lifestyles
 Urban Open Space Gains Awareness

100 Walkable, Small but Smart & Compact Seouls in One Seoul 10 Mil. City to a Mega City Region with 25 Mil. Population

Over 100 Micro Seouls

행정 경계에 따른 독립된 체계
거점 위주의 기능적 관리의 한계 극복

Neighborhood Level Self-Sufficiency
and Resilience

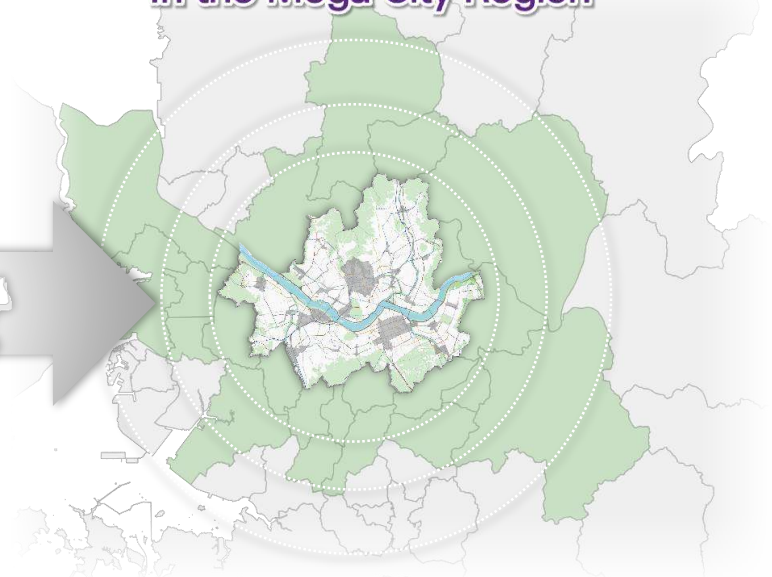


One Seoul

Global Megacity Seoul

경제활동 및 생활권의 광역화로 발생하는
광역적 도시문제 해결 및 국가경쟁력 제고

Diversity, Openness and Innovation
In the Mega City Region



Reflecting the New Trends – Digital Innovation, Hyper-Personalization, Localization and Sustainability

New Values and Directions for Improved of Quality of Life & Urban Competitiveness



Prognosis-Based, Adaptive, Proactive Measures

Urban Spatial Structure Reformation for the Future Seoul





Chapter

02

2050 Grand Plan

For the **Future of Seoul** & **Seoul of the Future**

2050 Seoul Grand Plan?

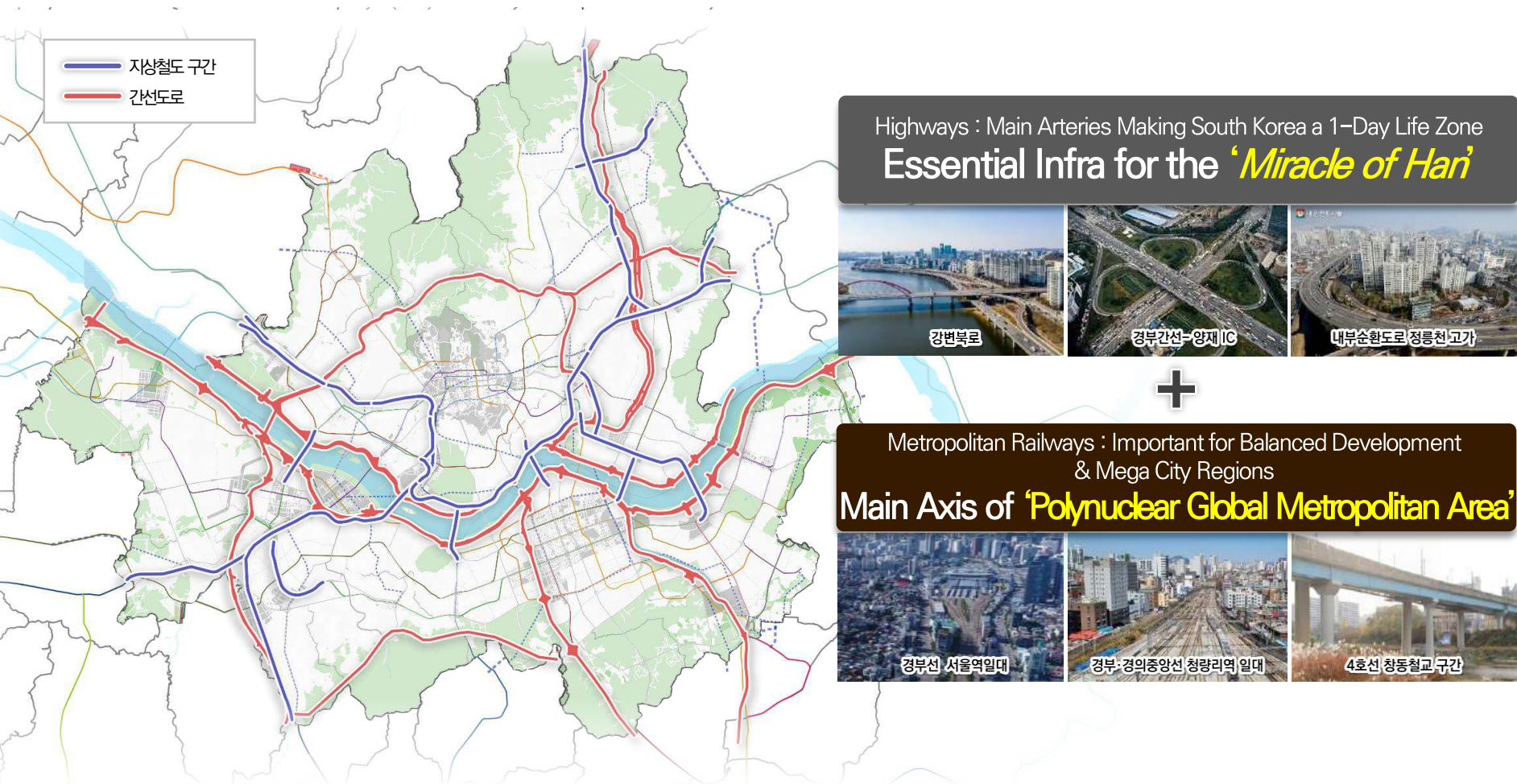
A **Fundamental** Plan to Overturn the Spatial Structure

An **Inclusive** Plan to Benefit Everyone

A **Bold** Plan for the Future Generation

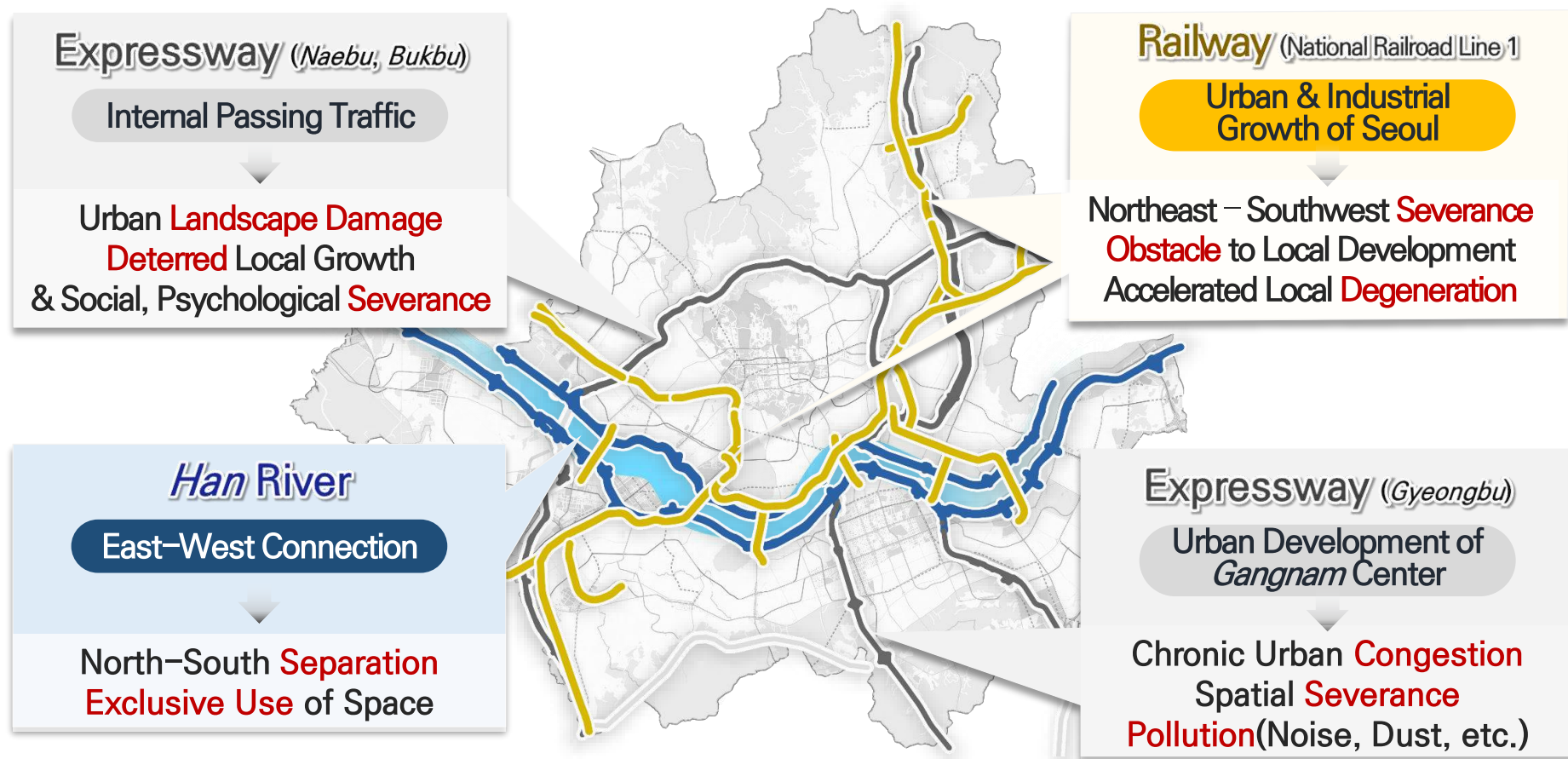
Gleaming People, Great Seoul

Main Infrastructure Including Urban Highways, Expressways, Railways and Metro Fundamental for the *'Miracle of Han'* and Growth in the 20th C.



21st C. – in Comparison to the Functional Effectiveness of the Infrastructure,

Side Effects Start to Emerge : North–South Severance, Spatial Discontinuity, Degeneration, Landscape Damage



For the **Future of Seoul & Seoul of the Future**
2050 Seoul Grand Plan



Strategy 1.

Waterfront Reconstruction

Global Competitiveness
Han-Centered Urban Structure
 for the **Future Generation**

Strategy 2.

Railway Regeneration

New Urban Regeneration in
 Underdeveloped Areas
 Integration of **NE-SW** Areas
 and **Local Renaissance**

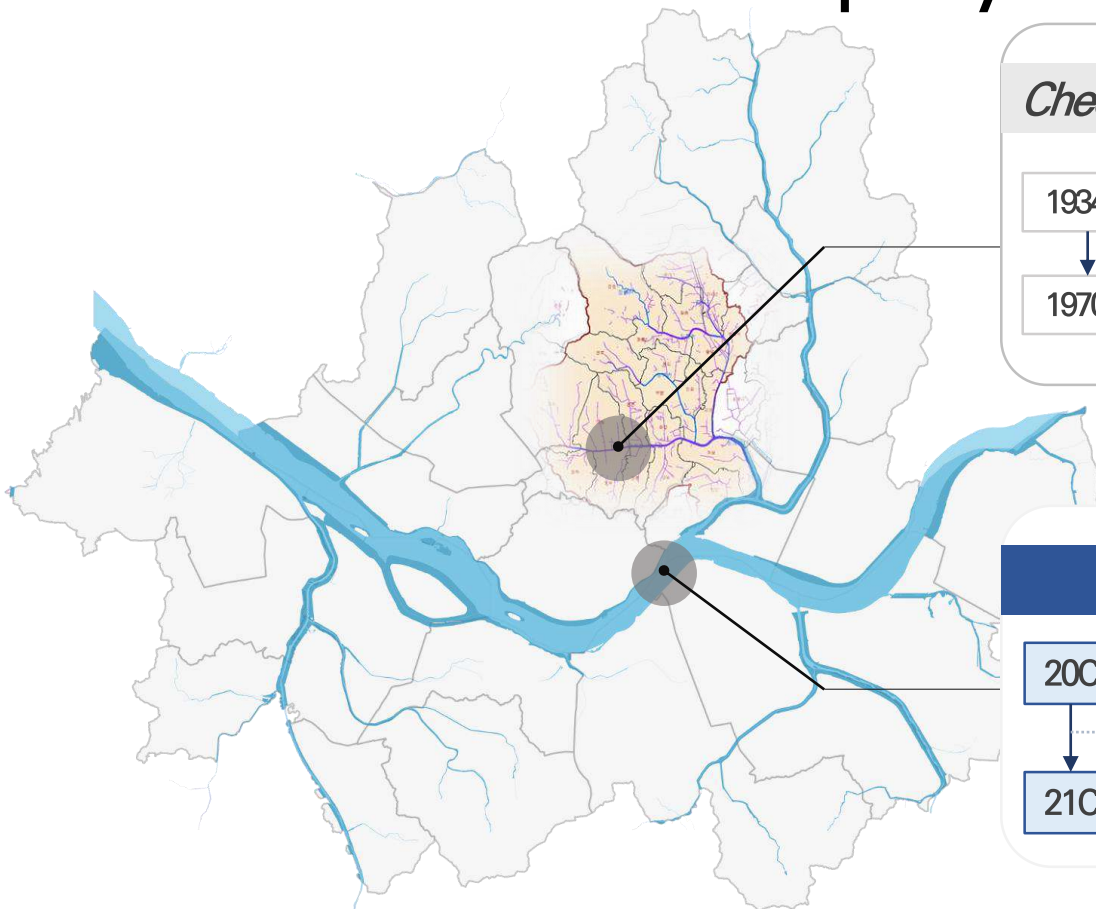
Strategy 3.

Urban Highway Transformation

Physical Reconnection b/w Areas
 for **Walkable Neighborhoods**
 Reviving **Localities &**
Local Business Areas

Gangnam & New Town Development in the 1970s: Downtown Seoul along *Cheonggyecheon*

Southward Expansion across the Han & North-South Disparity and Waterfront Left Unused



Cheonggyecheon-Centered Spatial Structure

1934년 Downtown Forms Around *Cheonggyecheon*

1970년 North-South Separation
Downtown along the Overpass



1990년대
강남+신도시 개발

Han-Centered Spatial Structure

20C *Miracle of Han* Gangnam-Centered
Structural Change

21C Great *Han*?
Han-Centered New Structure

강남-북 불균형
한강 배면 대응 (등 돌린 공간구조)



Cheonggyecheon Restoration Project Demolishes the Overpass & Brings Nature Back **Connects** Separated Spaces & **Integrates** the Downtown Area **Multifunctional** Land Use, Stronger Downtown, Revival of **Tourism**

1960~

Major Slum of Seoul along
Cheonggyecheon



1970~

Main East-West Road through Downtown
Cheonggye Overpass



2006~

Eco- & Pedestrian-Friendly
Cheonggyecheon Restoration



광장과 어우러지는
생태하천과 도시

보행자 중심의
교통환경 정비

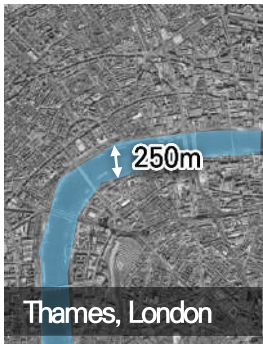
기업하기
편리하고 쾌적한
환경 조성

Han River, Massive Urban Space with a Width of 1km – More than Waterfront Leisure Area The Center of Seoul's Global Competitiveness

Leisure & Cultural Waterfront



Seine River, Paris



Thames, London

Strong Waterfront City with a Dense Land Use

– Commerce, Business, Residence & Culture



Victoria Harbour, Hong Kong



Marina Bay, Singapore



Hudson River, New York City



Odaiba, Tokyo

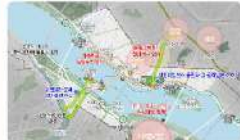


Restructuralization of Infrastructure Along Han Rive for **North-South Integration**
and **Han-Centered Urban Spatial Structure**

8 Cities Along Han River (4X2 Dual-City)

Han River

강남북 수변문화 네트워크 구축



수변문화명소 육성 및
강·남북 수변거점 연결



보행환경 개선



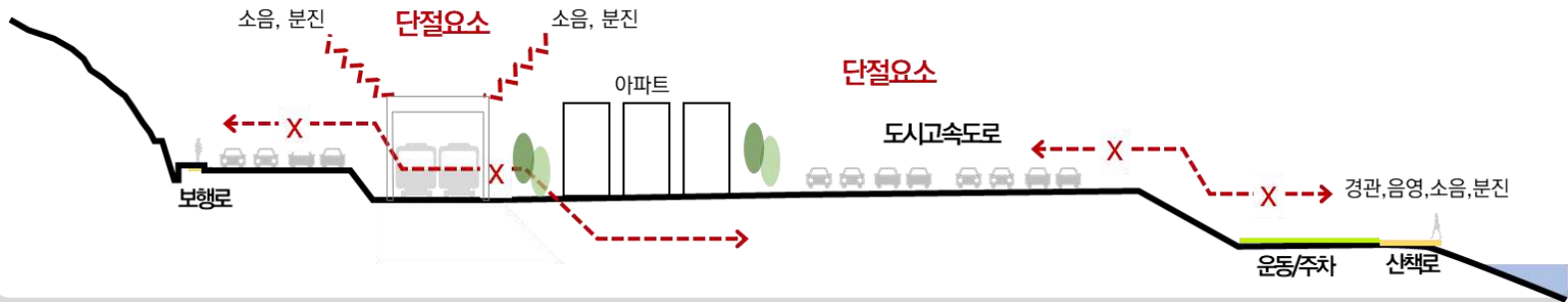
2050 Grand Plan

Strategy 1 Reconstruction of Waterways

한강의 공간구조를 완성해 강남북 대도시권 통합하여 글로벌 경쟁력을 확보
공공공간과 사유공간의 경계를 허무는 새로운 공유공간을 만들어 미래세대를 위한 공간재편

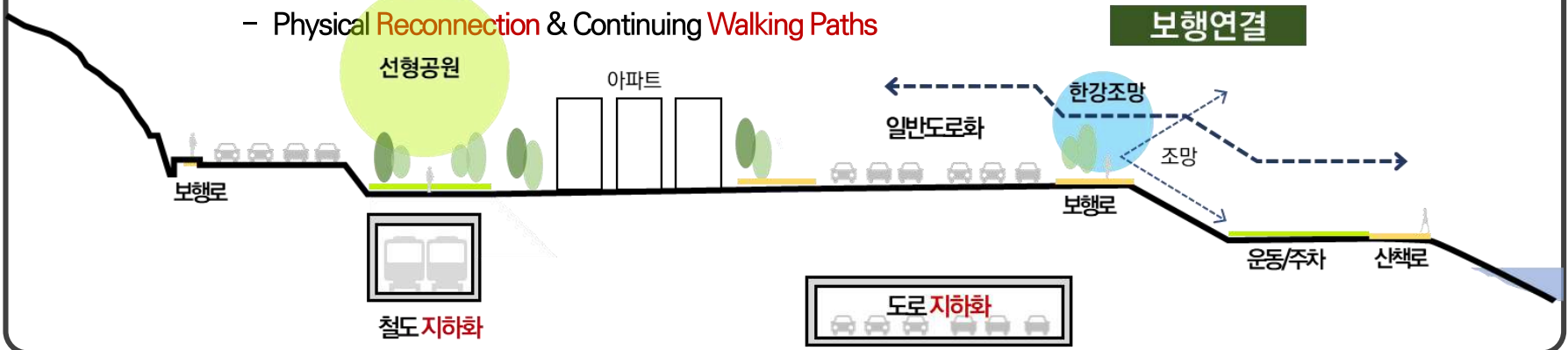
Before

- Gyeongui-Jungang Line, Expressways along the Han
- Spatial Severance & Walking Interruptions



After

- **Underground** Gyeongui-Jungang Line Tunnel & Partial **Underground Tunnels + Ordinary Roads**
- Physical **Reconnection** & Continuing **Walking Paths**



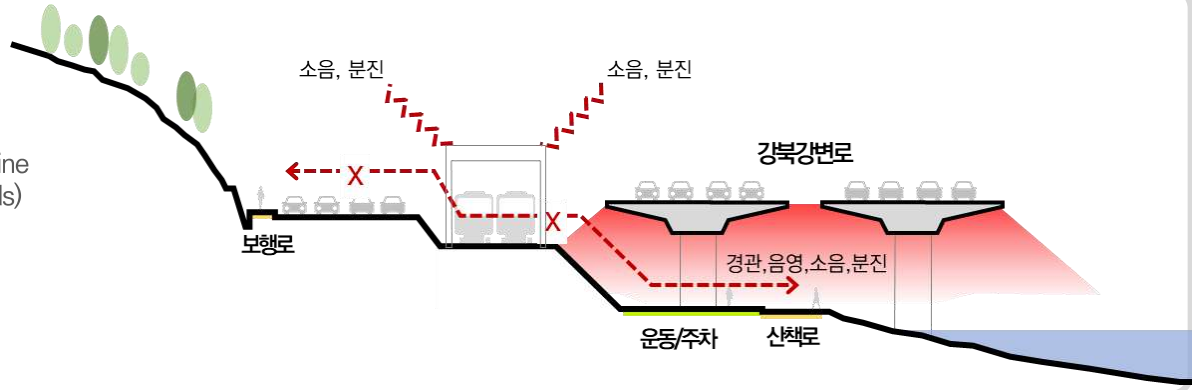
2050 Grand Plan

Strategy 1 Reconstruction of Waterways

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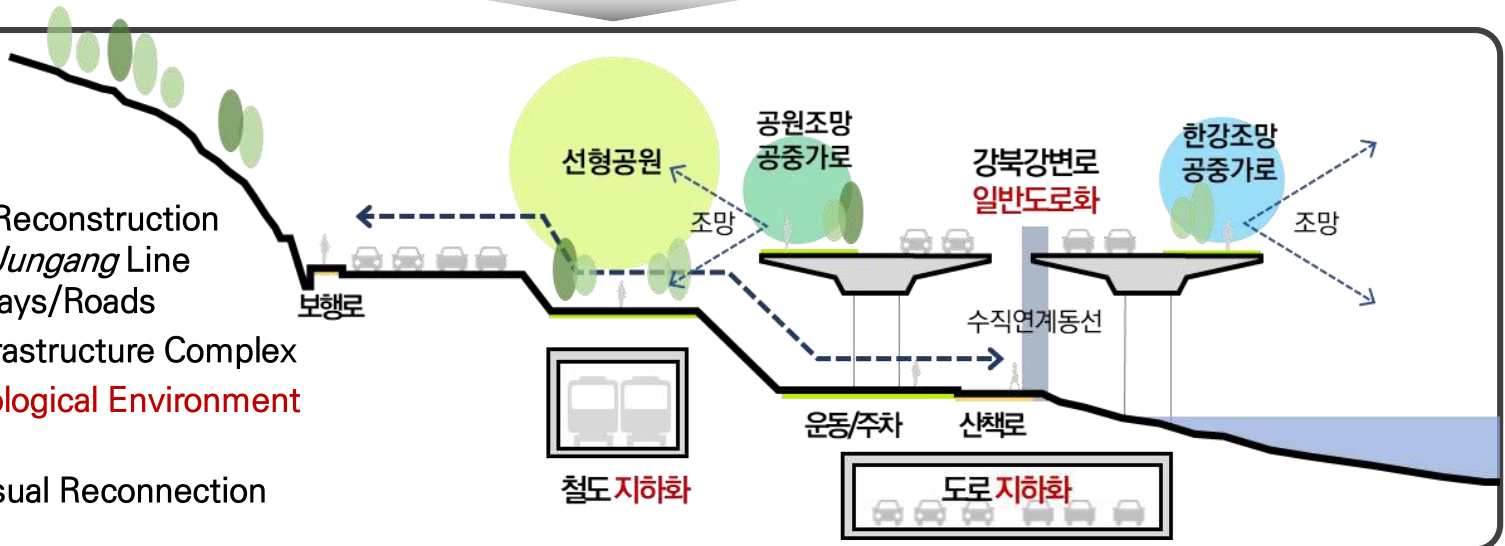
Before

- Gyeongui-Jungang Line, Expressways along the Han
- Waterfront Environmental Decline (Bridges & Bridge Upper Boards)
- Spatial and Visual Severance



After

- Underground Reconstruction of Gyeongui-Jungang Line and Expressways/Roads
- Multi-Use Infrastructure Complex
- Walking & Ecological Environment Restoration
- Spatial and Visual Reconnection



Before
이촌동일대

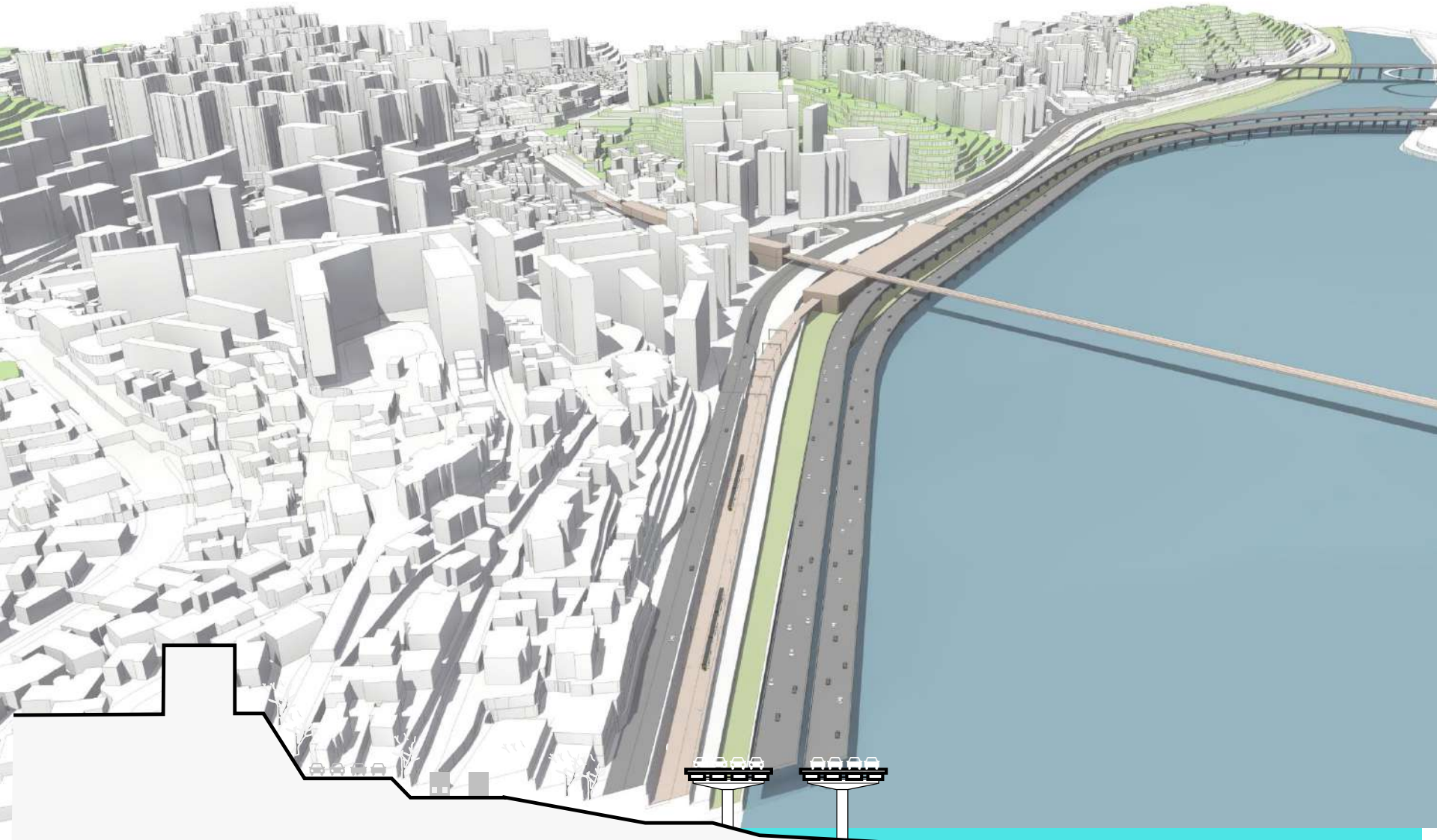


Image produced as part of the Master Plan.

After



Before
옥수동일대

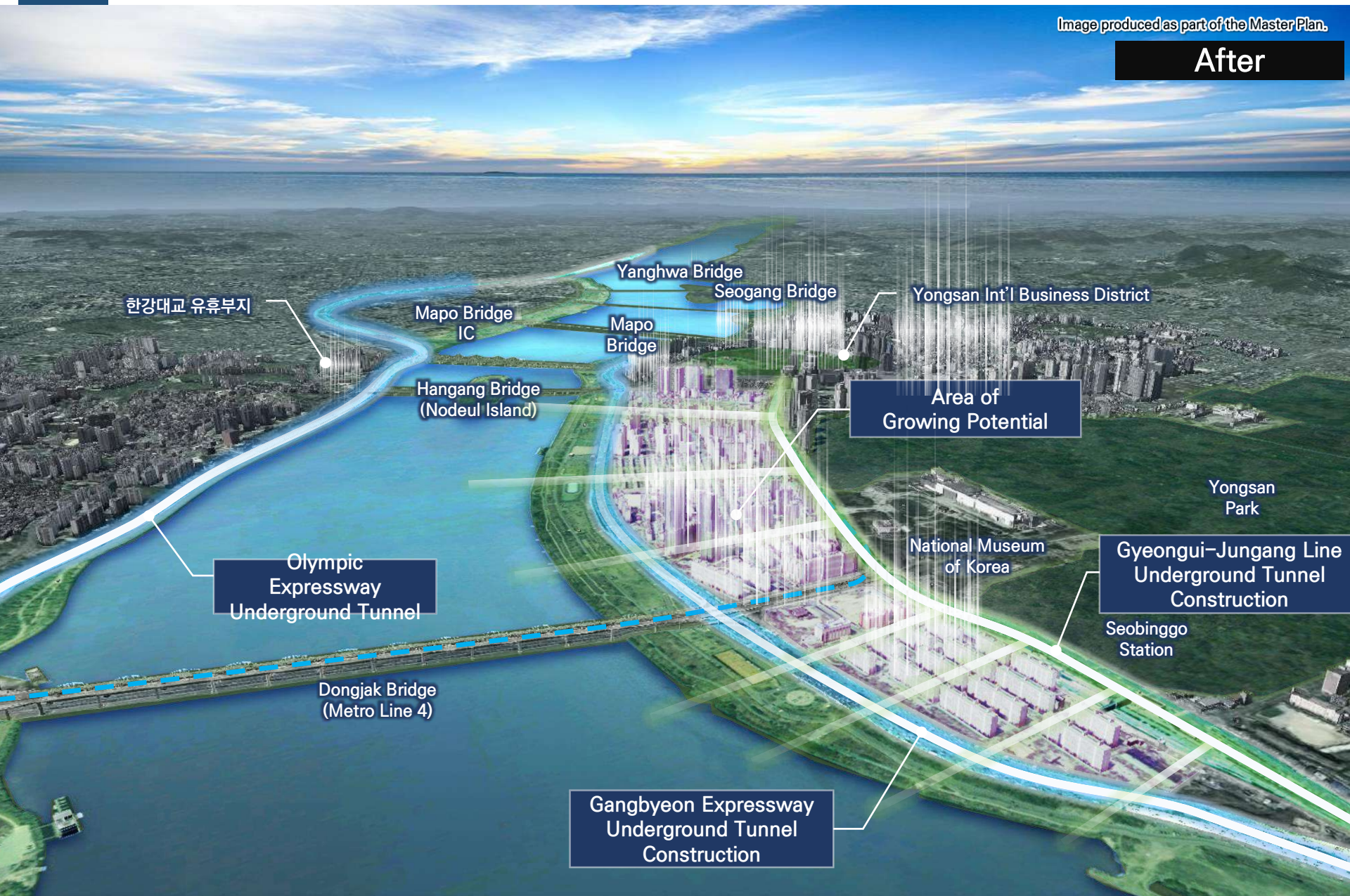


After
옥수동일대



Image produced as part of the Master Plan.

After



한강대교 유희부지

Yanghwa Bridge

Seogang Bridge

Yongsan Int'l Business District

Mapo Bridge IC

Mapo Bridge

Area of Growing Potential

Hangang Bridge (Nodeul Island)

Yongsan Park

Olympic Expressway Underground Tunnel

National Museum of Korea

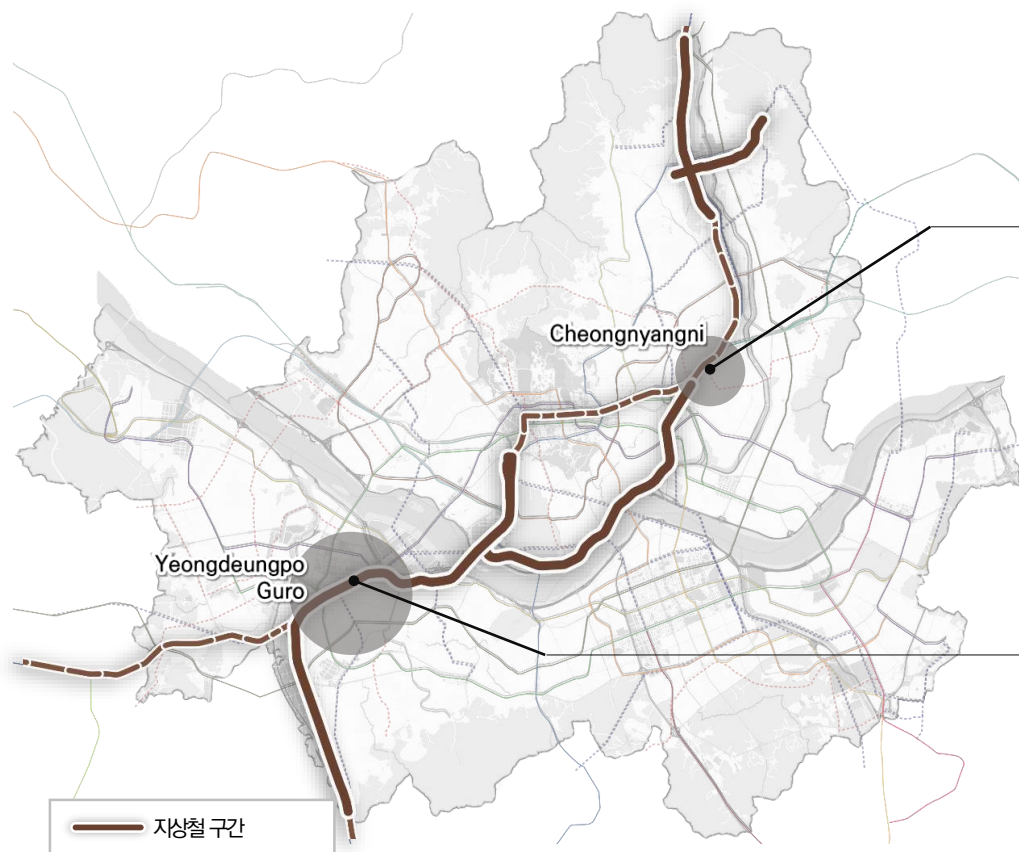
Gyeongui-Jungang Line Underground Tunnel Construction

Dongjak Bridge (Metro Line 4)

Seobinggo Station

Gangbyeon Expressway Underground Tunnel Construction

Areas Adjacent to the *Gyeongbu* Railway, Leading South Korea's Economic Growth in the 20th C.
Railways and Large-Scale Depots Leading to Spatial Separation
Interrupting Development & Causing Decline in the NE-SW Areas



Cheongnyangni: Urban Center of the NE Area
 (Retail & Business Center)



1980년대 이후 정체

Yeongdeungpo-Guro: Large-Scale Industrial Complex

1960-70년대
 경부선변공장지대



2000년대 이후~
 도시첨단산업단지



현재
 낙후된상업및주거시설



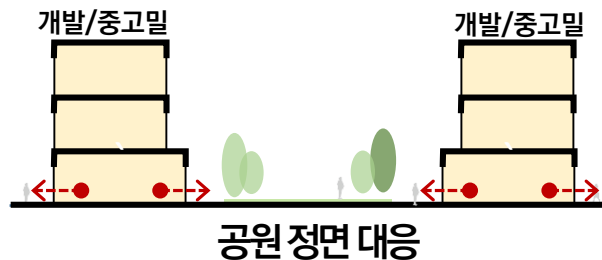
Following the Underground Reconstruction of *Gyeongui* Line, Closed Railway Provides Parks, Greenery, Walking Paths

2001



Gyeongui Underground Tunnel
Gyeongui Line Forest Park

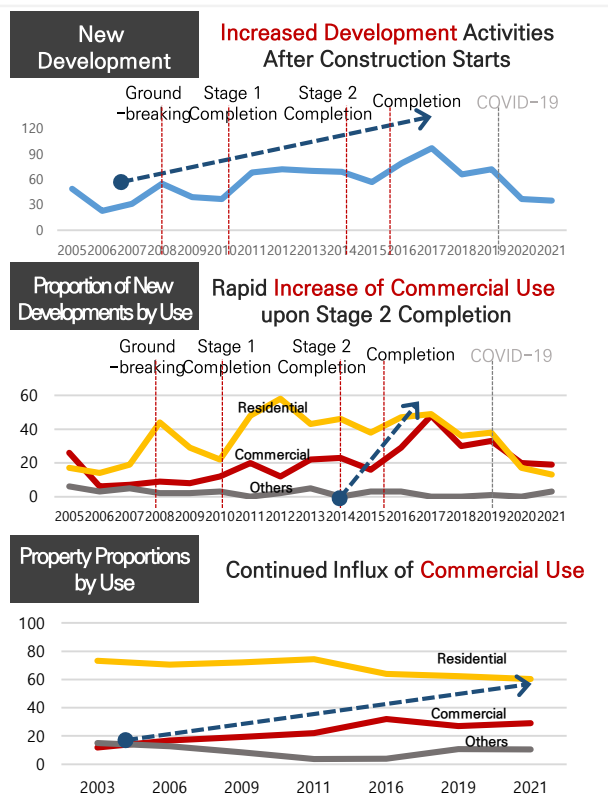
2019



Local Spatial Changes & New Added Value in the NW Area

Gyeongui Line Forest Park Case

Changes in Development Trend



*GIS기반 공통데이터 자료 분석

Development Potential and Impact

Official Land Value around Gyeongui Line Forest Park Rises by 231.9%
Seoul Average: 145.9% (약 1.59배상승)



색상	범례구분	개수	비율	비고
Dark Green	감소(0%미만)	15	0.2	
Green	110%미만상승	4	0.0	
Light Green	110%이상상승	571	7.0	
Yellow-Green	120%이상상승	642	7.8	
Yellow	130%이상상승	1,046	12.8	
Light Yellow	140%이상상승	1,437	17.5	
Yellow-Orange	150%이상상승	1,720	21.0	주거지역다수집중
Orange	160%이상상승	1,587	19.4	경의선숲길인근+상업시설집중
Dark Orange	170%이상상승	103	1.3	홍대입구역경의선숲길인근집중
Red-Orange	180%이상상승	87	1.1	
Red	190%이상상승	902	11.0	홍대입구역AK플라자인근집중
Grey	N/A	74	0.9	
합계		8,188	100.0	

구분	2011년 평균 공시지가(원/㎡)	2019년 평균 공시지가(원/㎡)	공시지가상승률	비고
서울시전체	2,591,789	3,781,072	145.9%	
경의선숲길인근	2,244,873	4,682,119	208.6%	-경의선숲길인근500m-
경의선숲길연접	3,134,804	7,269,196	231.9%	-경의선숲길면한필자-

경의선 숲길 차광시설

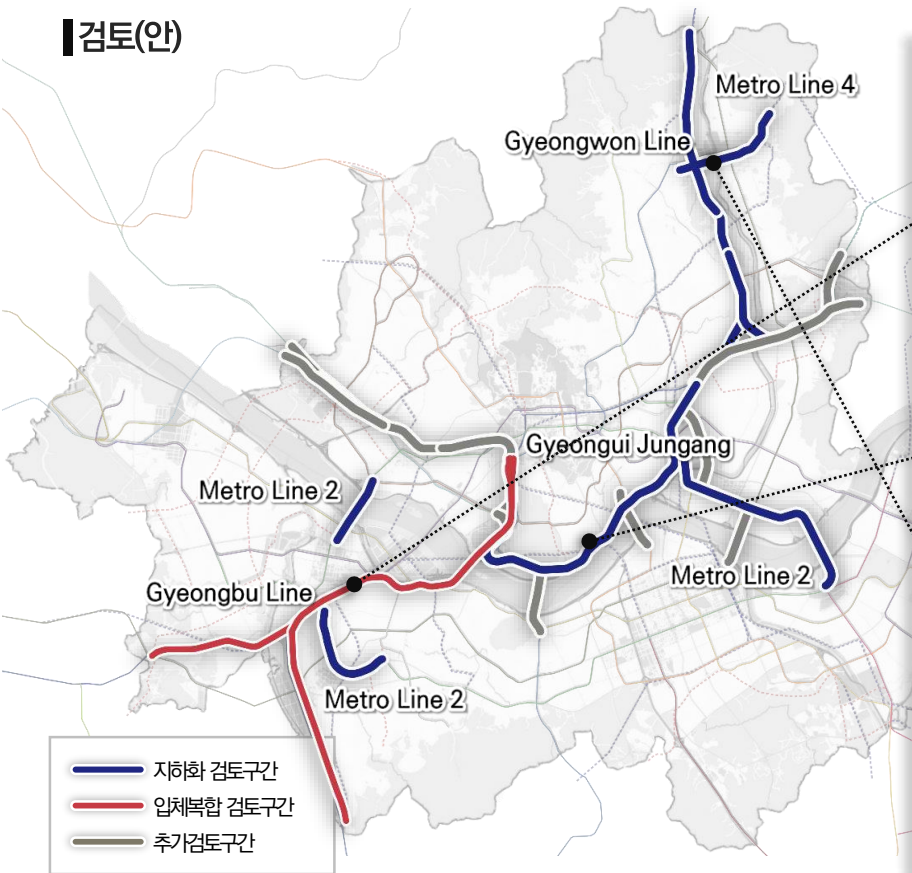
2019년 시점

*2020년 코로나이후 급격한 부동산 상승 현상은 분석에서 제외

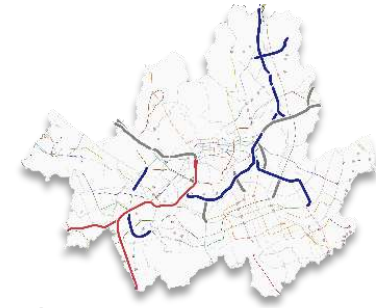
Freight Train Operation, Depot Relocation, Military Service Trains...

Short-Term Underground Reconstruction Unobtainable Due to Limiting Factors

검토(안)



기술검토		관련계획	입체복합 가능 여부	기타
경부선(1호선) 서울역-금천구청	KTX추가선로용량확보목적 대심도(지하30m)계획 (중앙정부)	전면지하화 장기추진	중단기 입체복합	회복철차운영불가, 군인입선 차량기지(구로)이전등 다양한제약요소존재
경원선(1호선) 창릉-도봉산	GTX-C(청동-도봉산) 실시협약중, 지상화로 변경	일부 구간 지하화 (창동 ~ 도봉산)		대규모차량기지(개소)와 주거단지밀집으로 일부 구간 가능
경의중앙선 용산-왕십리	-	전면 지하화		-
4호선 창동-당고개	창동차량기지이전 (2026년 예정)	전면 지하화		가대(고) 및 타당성 분석 등을 고려한 우선순위는 필요
2호선 신도림-신대방 당산-합정	-	전면 지하화		-
잠실-한양대	-	일부 구간 지하화 (잠실-건대입구)		신정차량기지 및 신정차선지상연계고려



Railway Underground Reconstruction Demands High Cost & Long Time,

Step-by-Step Approach to Overcome

Physical Disconnection between NE & SW Areas

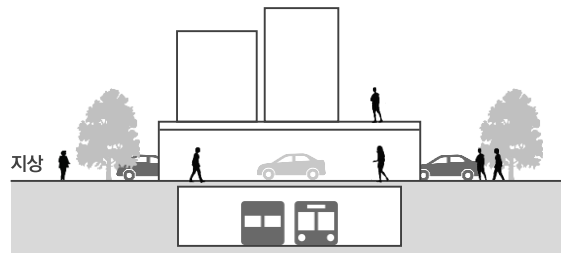
Stage 1

Metro Station Area
Mixed-Use Development



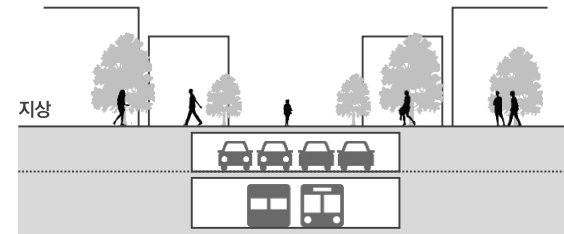
Stage 2

Large-Scale Depots
Multifunctional Development



Stage 3

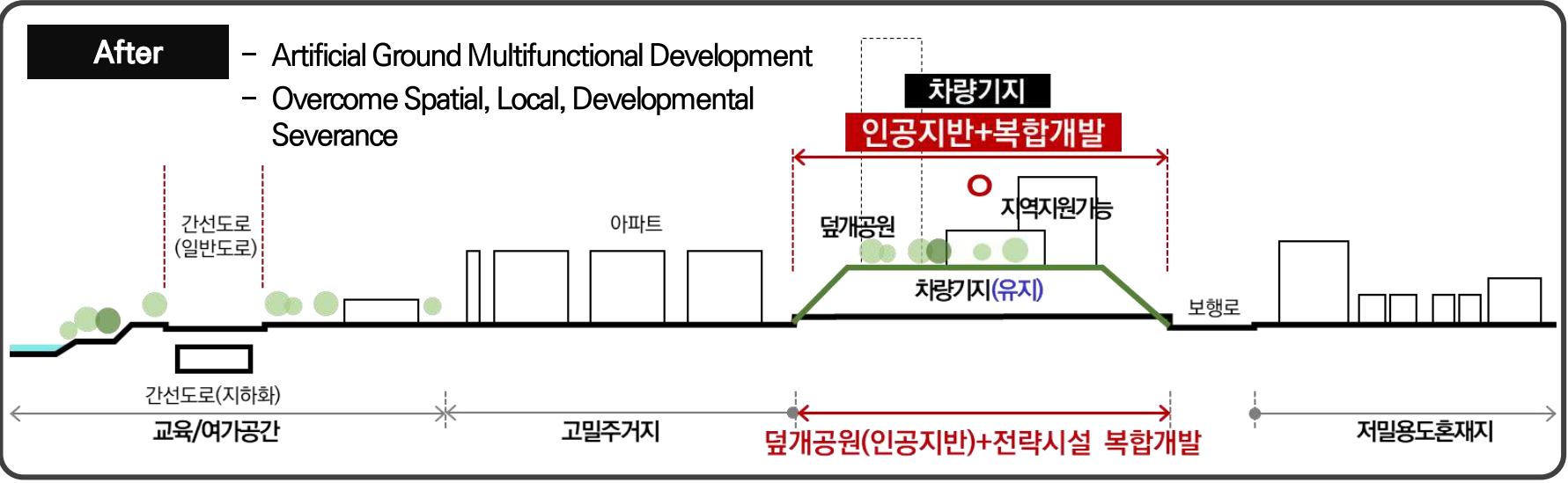
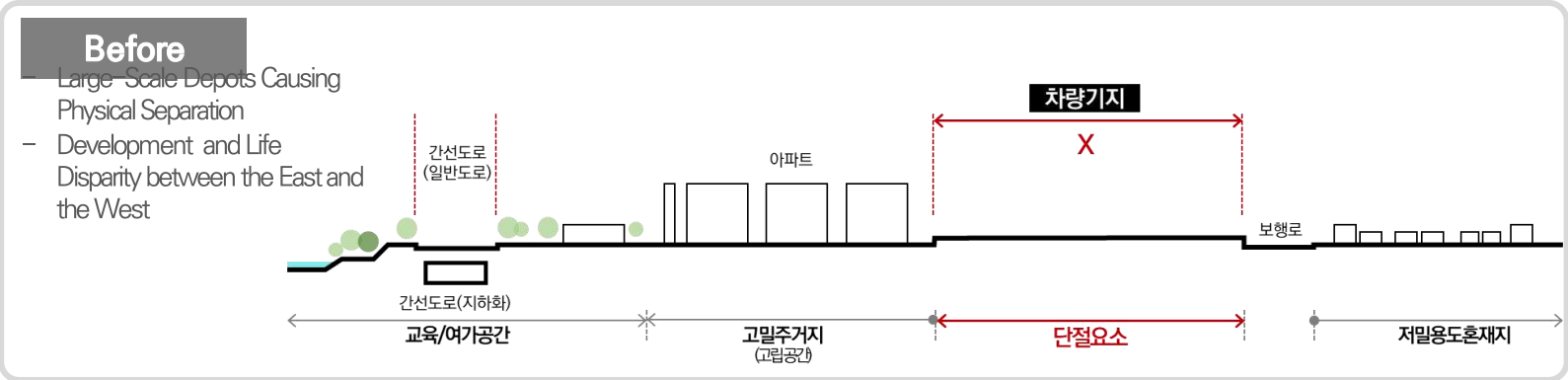
Railway
Underground Railway +
Land Development



2050 Grand Plan

Strategy 2 Railways Regeneration

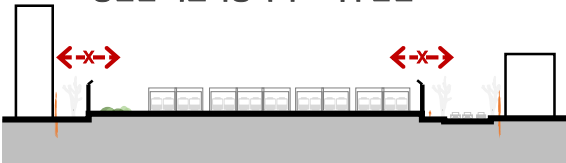
이전 및 지하화가 불가능한 철도 인프라는 기능을 유지
낙후권역의 새로운 도시재생을 통해 권역을 통합하고 동북·서남권의 르네상스를 견인





이문동 일대

경원선 이문차량기지 + 북부간선도로

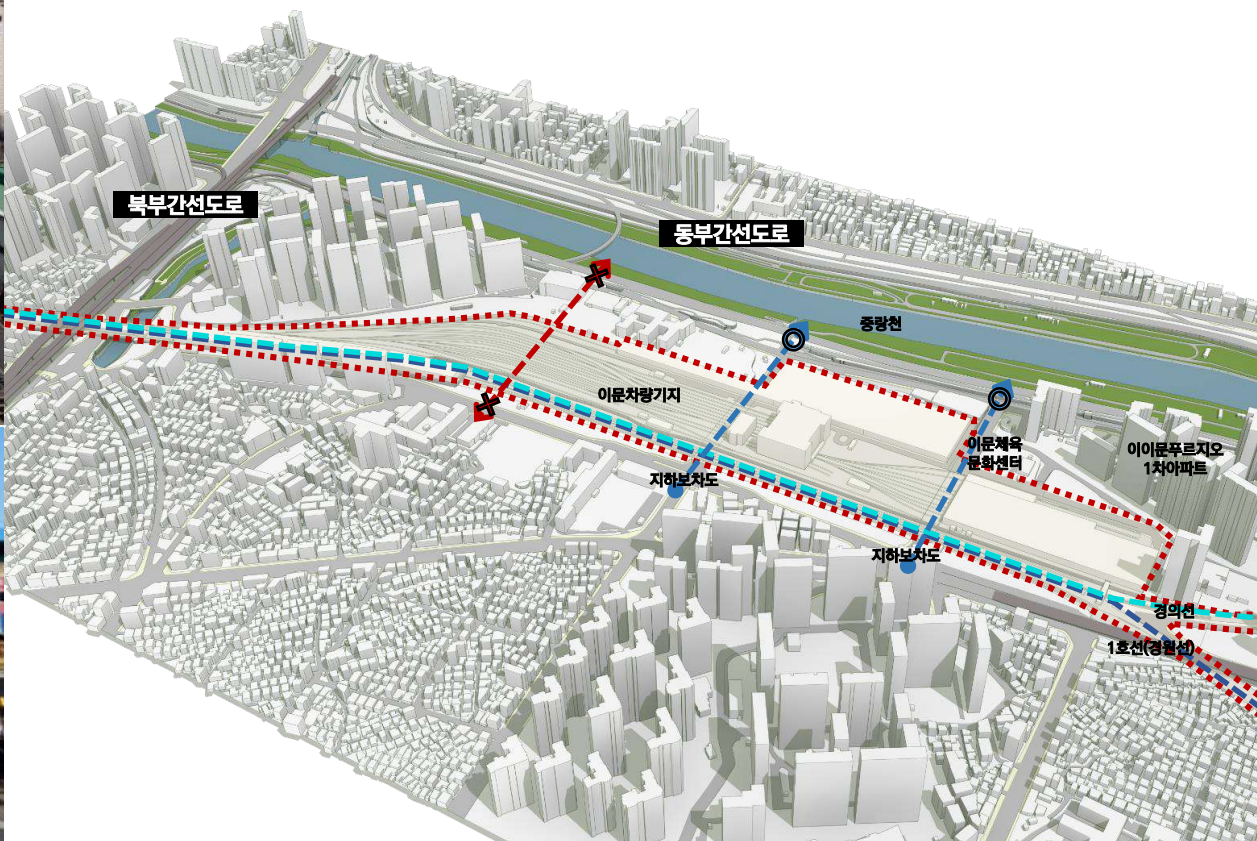


이슈 :

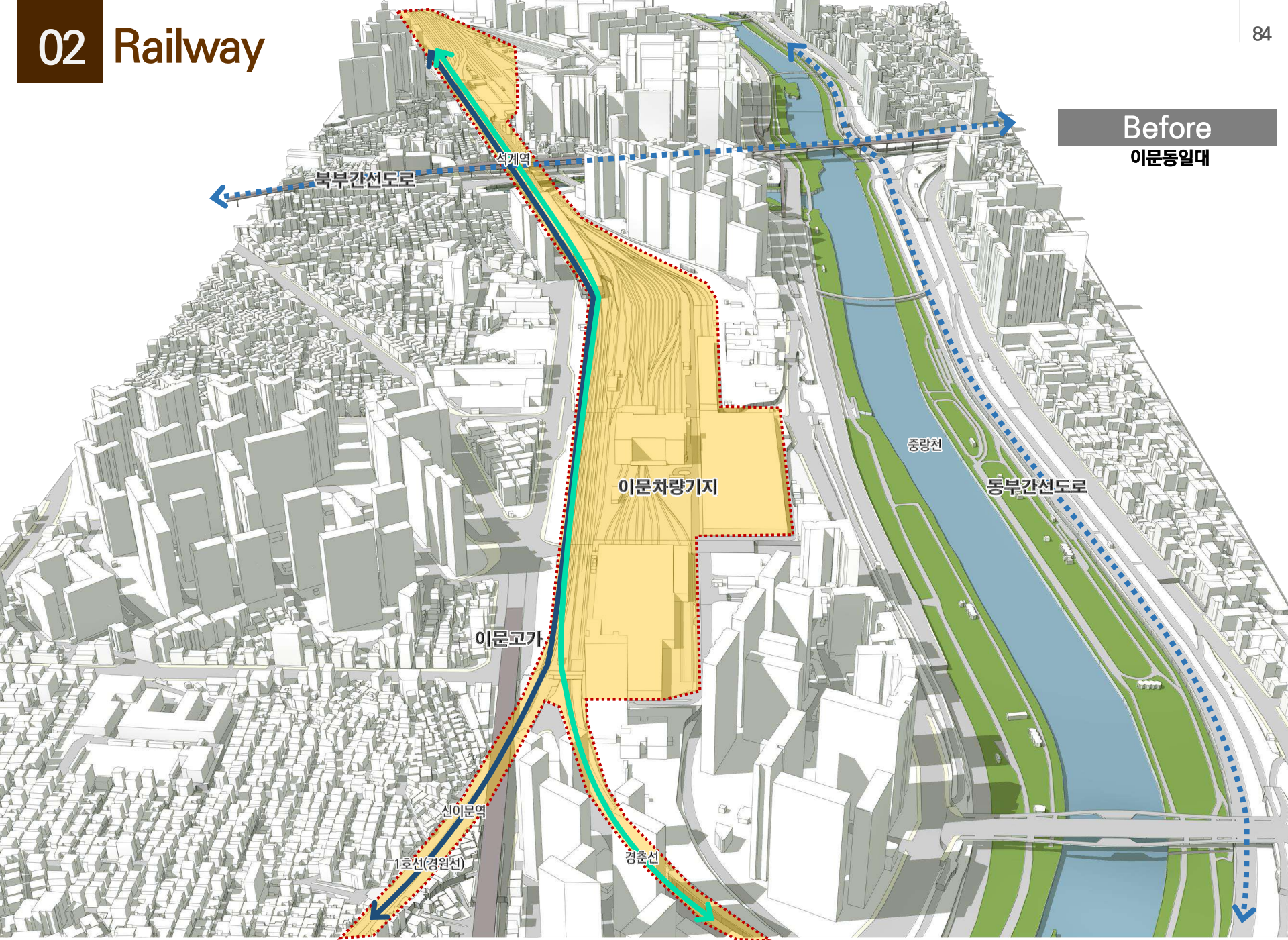
- 철도에 의한 중랑천 환경 및 활용 저하
 - 인접 주거지의 소음, 분진, 경관 등 환경 저하
 - 차량기지로 인한 한강 접근성 약화
- 차량기지로 인한 지역 단절
- 철도, 도로, 교량으로 인한 교통 혼잡

효과 :

- 도시문제 해소
 - 중랑천으로의 접근성 개선
- 도시발전 기회
 - 데크 상부를 대규모 가용지 확보



Before
이문동일대



After
이문동일대

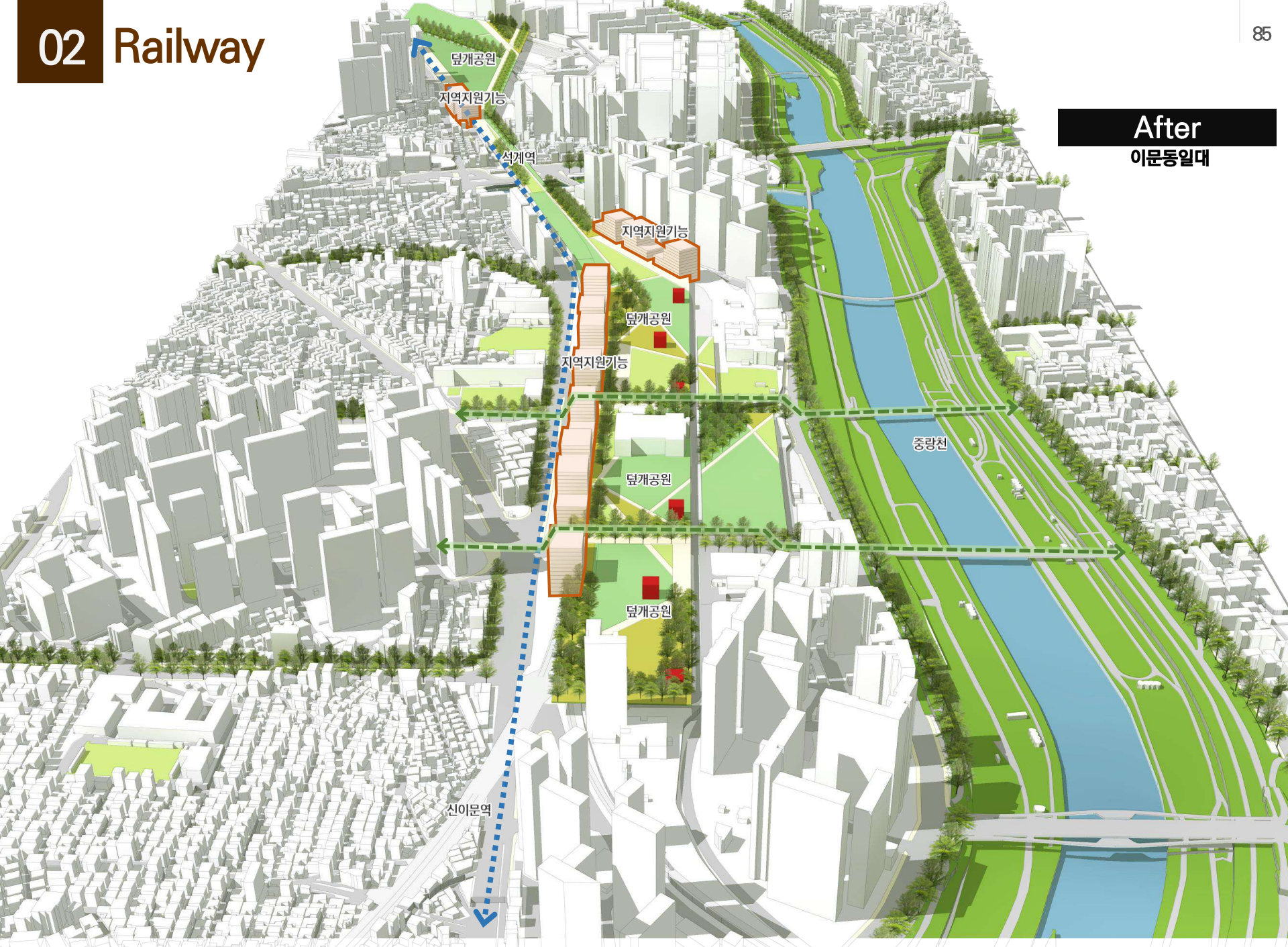
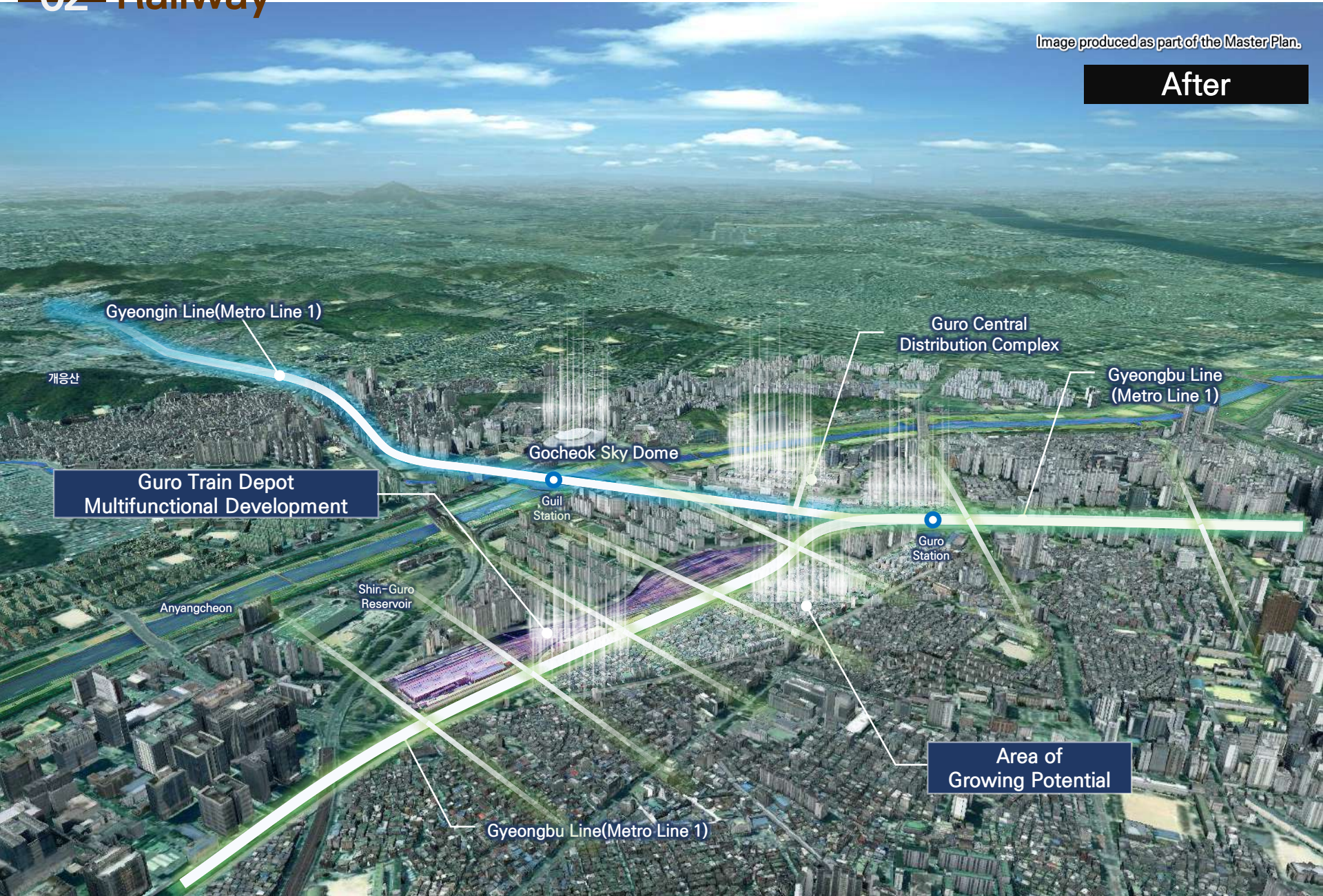


Image produced as part of the Master Plan.

After



Gyeongin Line(Metro Line 1)

개음산

**Guro Train Depot
Multifunctional Development**

Anyangcheon

Shin-Guro
Reservoir

Gocheok Sky Dome

Guil
Station

Guro Central
Distribution Complex

Gyeongbu Line
(Metro Line 1)

Guro
Station

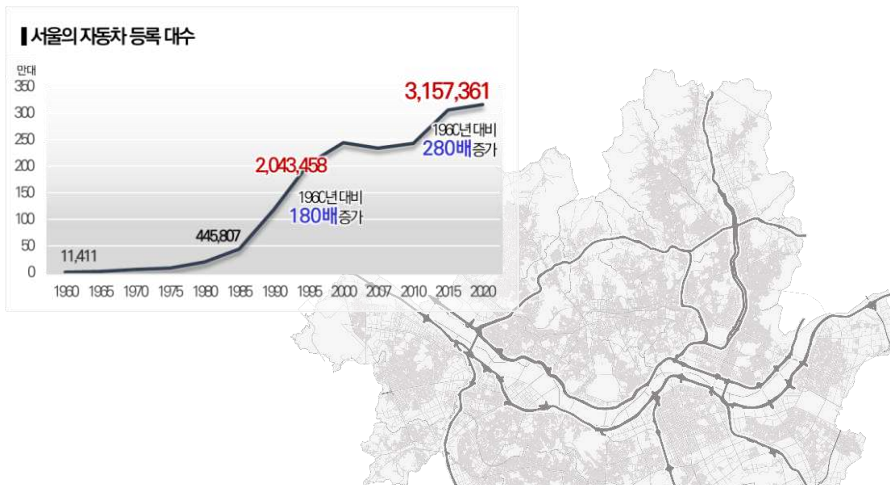
**Area of
Growing Potential**

Gyeongbu Line(Metro Line 1)

Expansion & Extension of Roads to Cope with Increasing No. of Vehicles and Traffic since 1960s However, Current Physical Space Unable to Accommodate Changing Travel Patterns and New Mobility

20C

In Response to Increasing Vehicles & Traffic,
 Expansion & Extension of Road Network



3,157,361 Registered Vehicles in Seoul(2020)
 280x Increase Compared to 1960
 Total Road Length 1,337km(1960)
 → 8,328km(2021), 6.2x Increase

21C

Changing Travel Patterns & New Mobility

중장거리 통행 철도중심으로 전환

수도권광역급행철도(GTX) 노선도

서울 광역철 노선도

트램

단거리 통행 보행과 PM중심으로 전환

전동킥보드(광판)

전동킥보드

전동익판형자동차

전동익판보드(부활)



어떻게 대응할 것인가?

1970s~80s Construction of Overpasses to Ensure Uninterrupted Traffic into Downtown

Decreasing Utility of Overpasses since 2000s Due to Decentralization of Downton Functions

삼각지로터리



해화로터리



아현고가차로



서대문고가차로



Reconnection



Safety



Traffic
Congestion



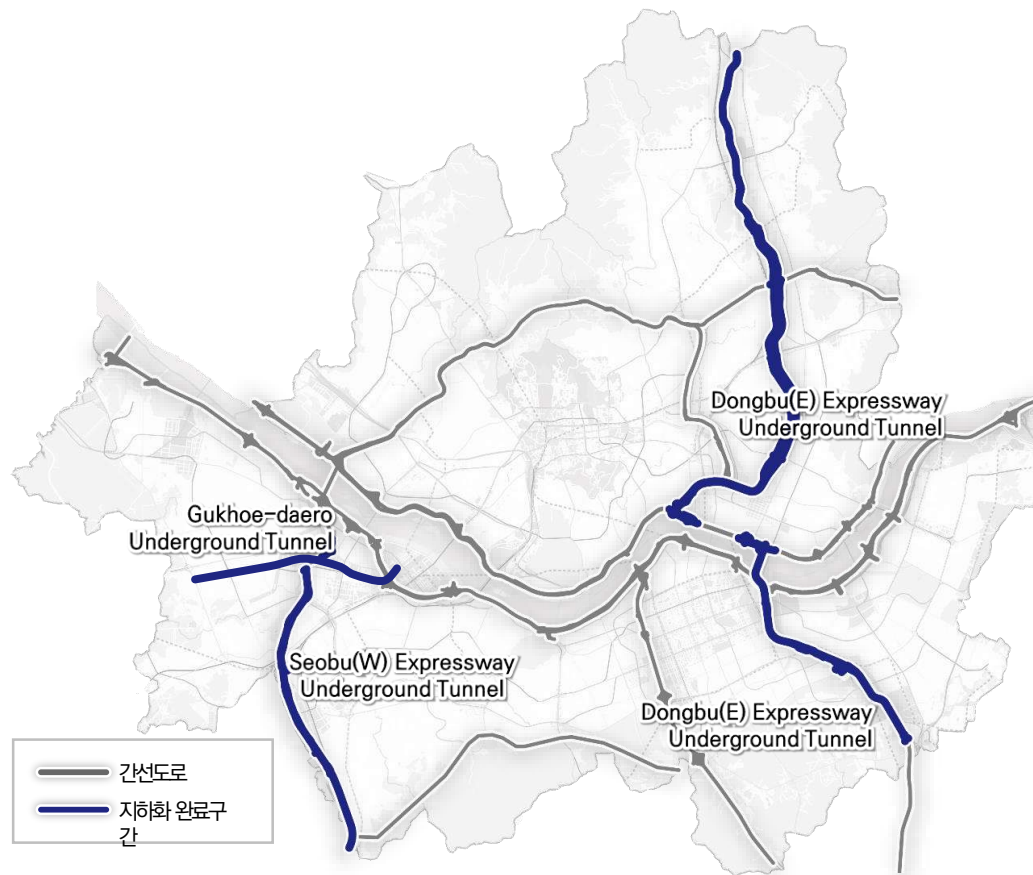
Deterioration



Walkability

2000s, Shift in Traffic Policy Paradigm towards Pedestrian·Walkability·Mass Transit

Underground Reconstruction of Expressways Begins



Seobu(W) Expressway Underground Tunnel



개통: 2021년 9월 1일
총 연장: 10.33 km

Dongbu(E) Expressway Underground Tunnel



개통: 2028년 (예정)
총 연장: 10.4 km

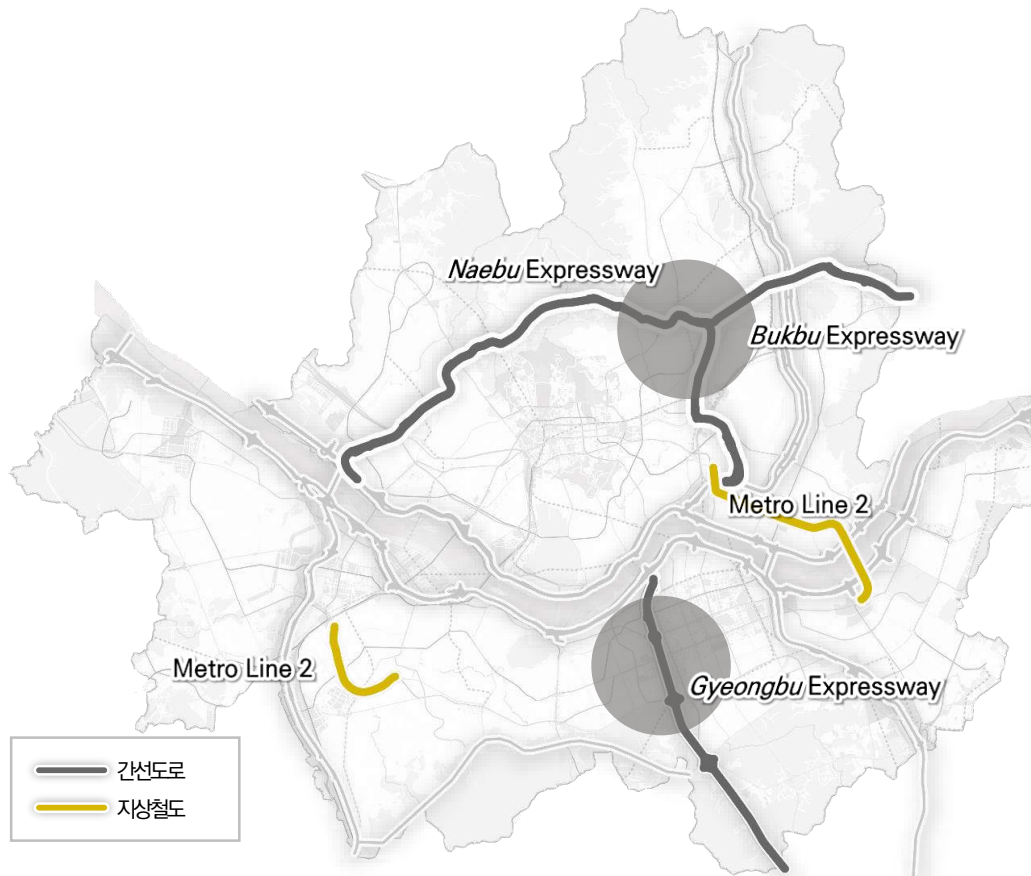
Gukhoe-daero Underground Tunnel



개통: 2021년
총 연장: 7.6 km
상부공원화: 2024년 완공

Large-Scale Structures Causing **Distortion in Seoul's Spatial Structure** & Inconvenience

Multifunctional Underground Reconstruction of Expressways for Better Living Environment & Fast and Safe Travel



Passing through the entire area to the North of Han 
No Plans for *Naebu & Bukbu* Expressways



Gyeongbu Expressway
No Detailed Plans Despite Continuous Demand



Metro Line 2



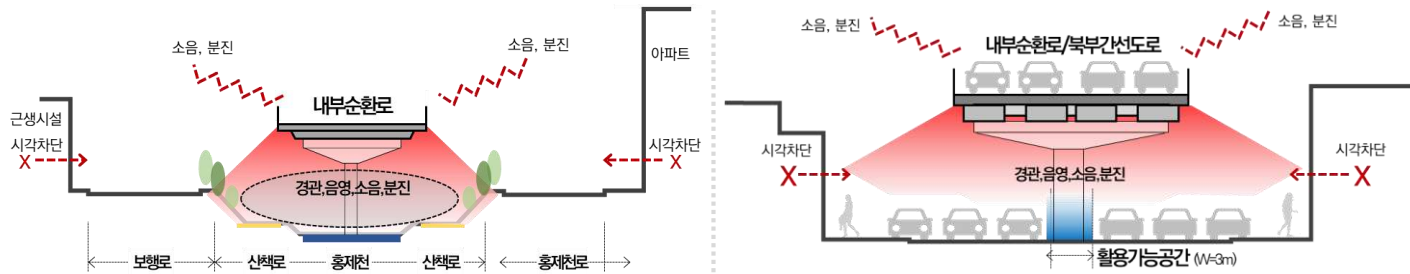
2050 Grand Plan

Strategy 3 Transformation of Overpass

자동차 중심의 도로를 마이너스 계획을 통해 사람을 위한 공간으로 재편
지역을 통합하고 지역활성화를 이끄는 공간으로 전환

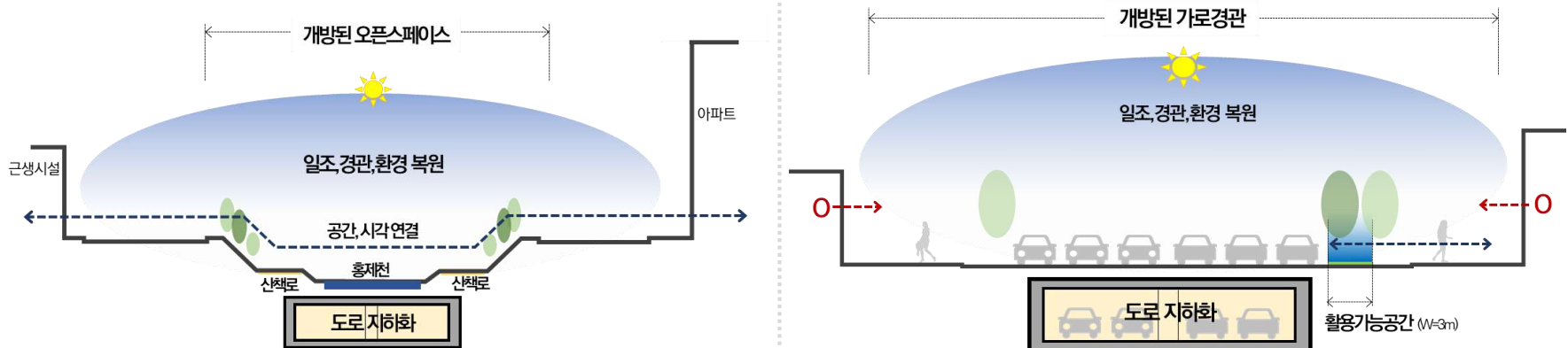
Before

- Roads above *Hongjecheon, Jeongneungcheon, Cheonggyecheon*
- Physical & Visual Interruptions and Riverside Environment Deterioration due to Bridges and Bridge Upper Boards



After

- Underground Tunnels Below Streams for Physical & Visual Reconnection and Recovery of Walking & Ecological Environment



Underground Tunnels → Demolition of Large Above-Ground Structures & Solutions for Landscape, Lighting, Dust, Noise Problems Transformation into a **Water & Greenery-Centered** Urban Space

Before



Increased Value
of Streams
& Linear **Blue**
Network



Street Environment
Improvement
& Linear **Green**
Network

Before

자양동일대



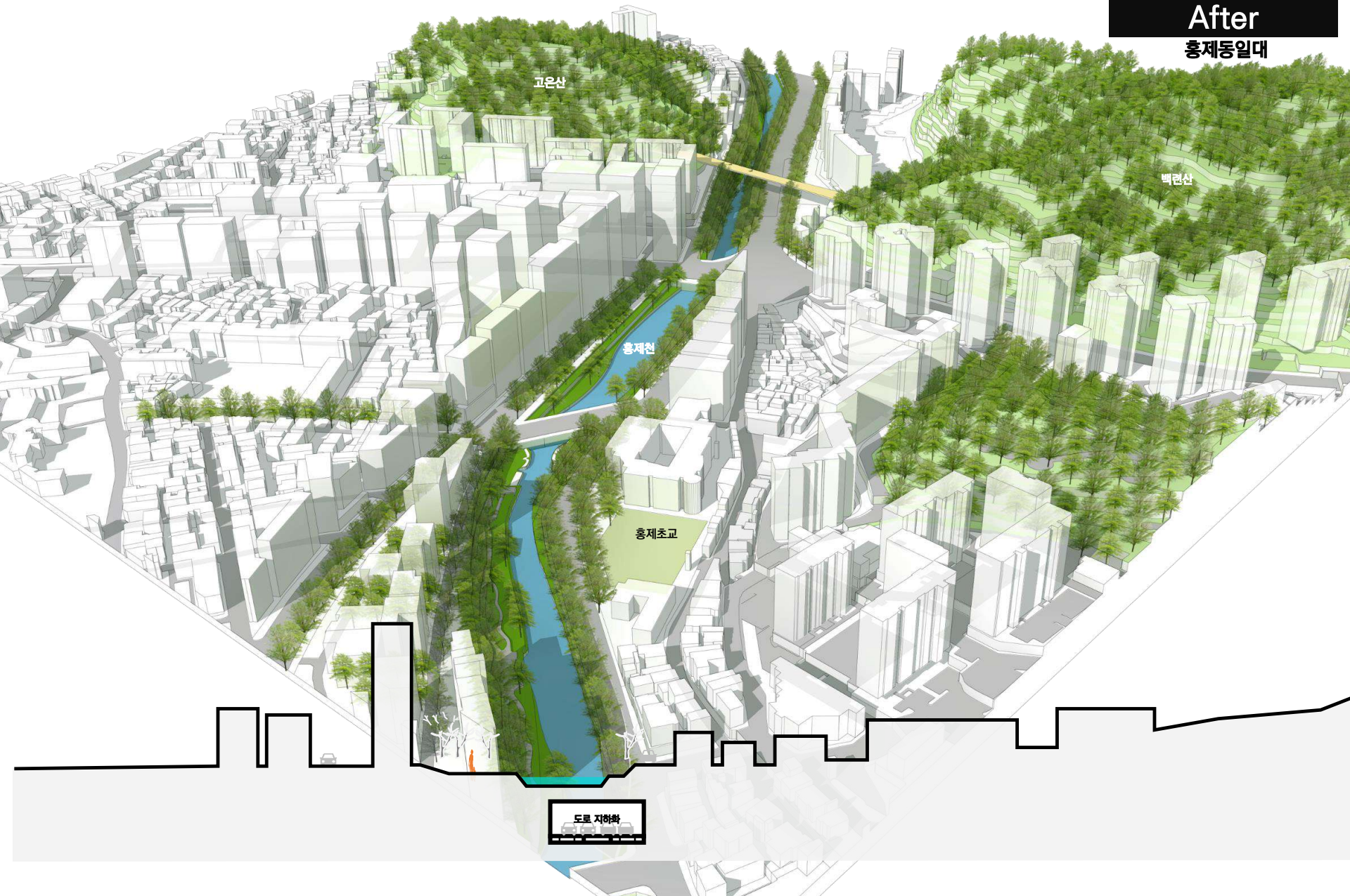
After
자양동일대



Before
홍제동일대



After
홍제동일대



도로 지하화

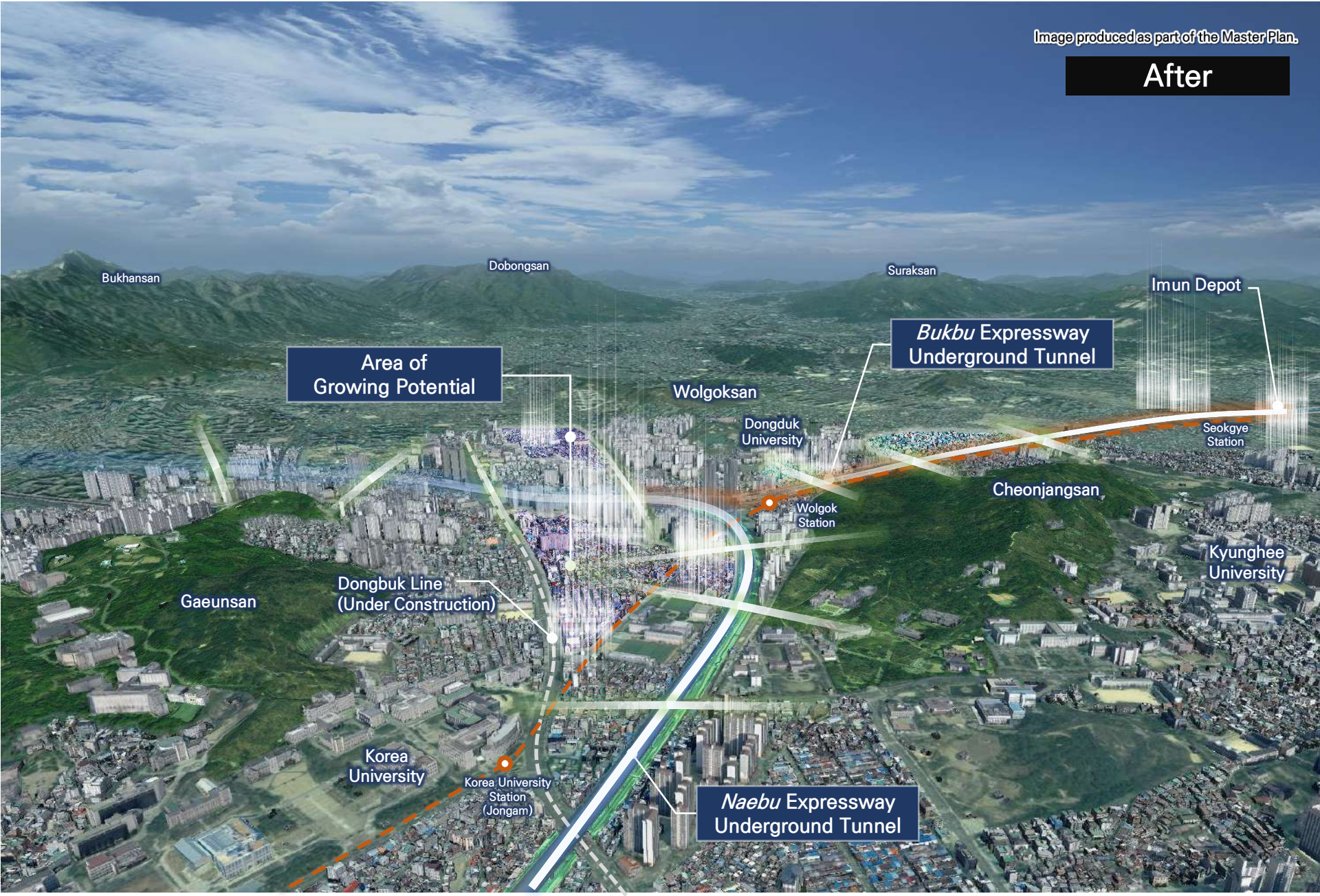
Master Plan의 일환으로 연출된 이미지입니다.

After



Image produced as part of the Master Plan.

After



Chapter 03

Conclusion

Towards a More Human-Centered City

2050 Seoul Grand Plan



Waterfront

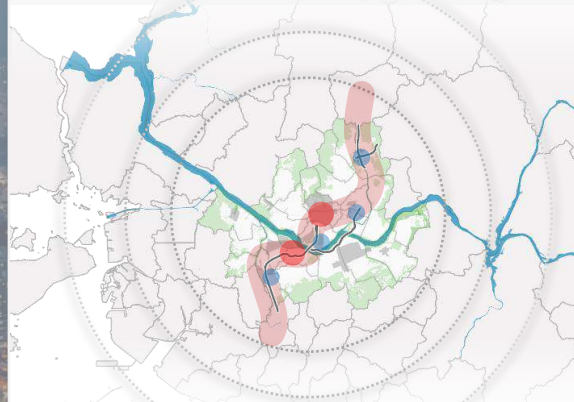
Greater Seoul Competitiveness of Global Hubs



Han-Centered North-South Integration
Future Competitiveness of Global Seoul

Railway

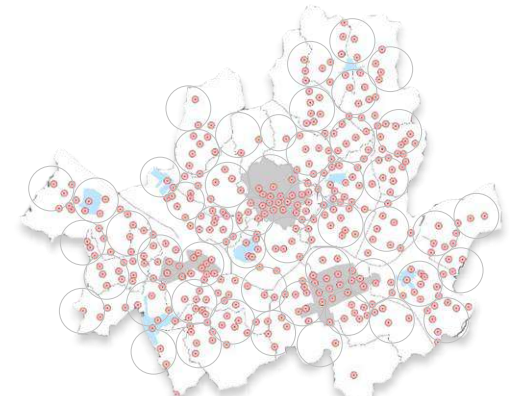
Mega City Region Strengthening Metropolitan Region Network



Northeast-Southwest Areas with 6 Mil. Population
Foothold for a Metropolitan City Area of 25 Mil.

Urban Highway

Micro Seoul Ensuring Self-Sufficiency in Walkable Life Zone



Abundant Open Space and Local Jobs
100 Walkable Neighborhoods

Seoul becoming a City covered in Green and Open Spaces &

18% of Seoul will be newly created as a **New Asset** for the future

Facilities for
Space Units

지금까지의 공간자산규모

12,606필지
18 km²

Infrastructure-type
spatial assets

50,303필지
89 km²

Total Spatial
Assets

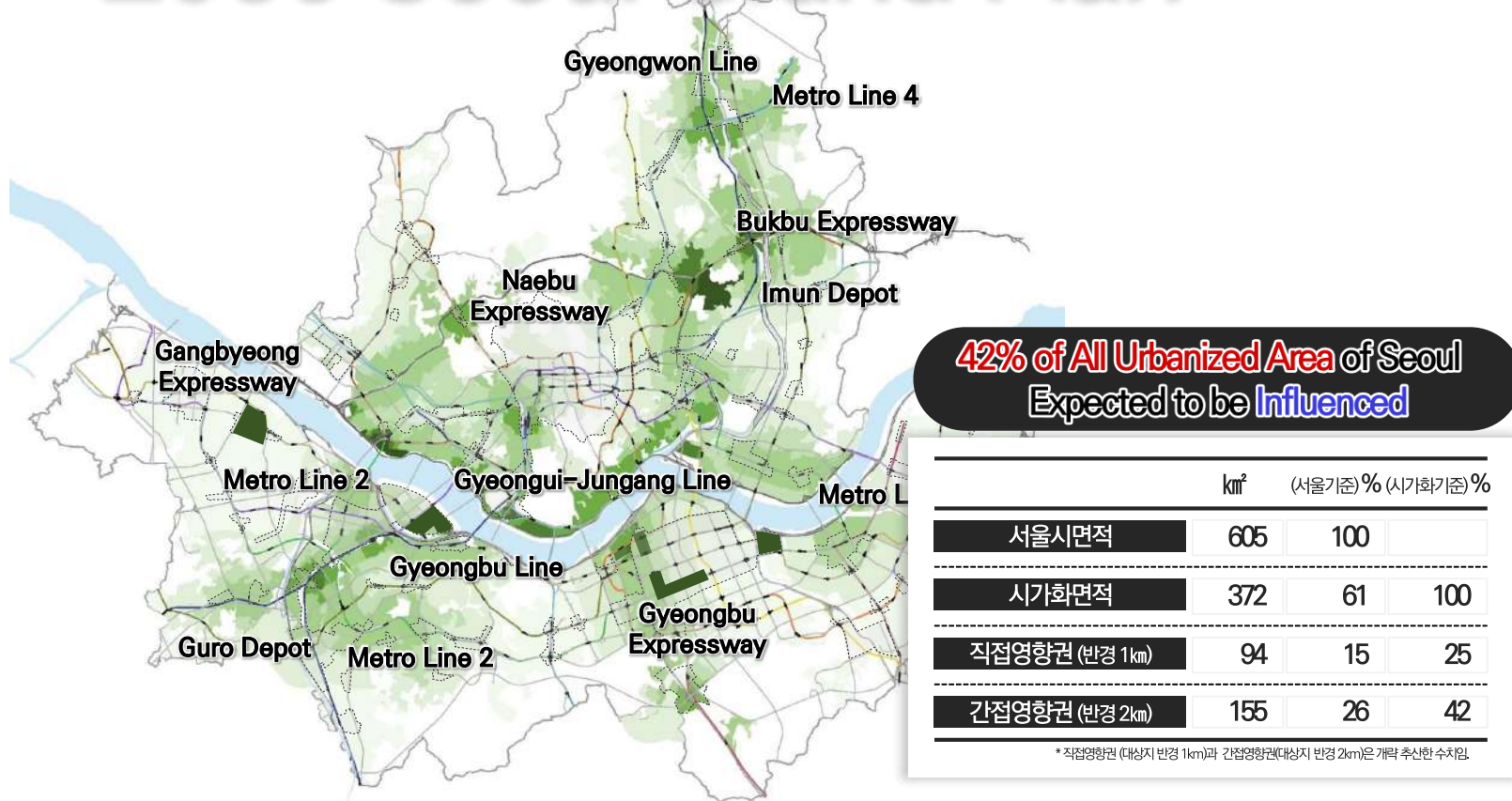
앞으로의 공간자산규모

서울의 1/6 규모

α

Reconstructing Waterfront, Regenerating Railways, Transforming Highways

2050 Seoul Grand Plan



“A **Big Plan** to Reach Everyone’s **Ordinary Daily Life.**”

Thank You.



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