TU DELFT ARCHITECTURE

Historical Analysis of Seoul Station

Historical analysis of Seoul Station building and surrounding space and presentation of future development direction.

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CONTENT

Abstract

The purpose of this study is to analyze the historical development of Seoul Station's space and contemplate the current state.

The history of Seoul Station began in 1900 and has since interacted continuously with the city. Through the Japanese colonial period, the Korean War, and periods of rapid growth, it has undergone dynamic changes. As a result, it has grown into one of Korea's most important stations and developed into a hub for high-speed rail. In this process of change, Seoul Station has influenced its surrounding environment and undergone changes in its functions. This study aims to analyze the history of these changes and reflect on the issues that have arisen during this development.

Methodology

Content scope of the paper is defined from the year 1900 to the present era, encompassing historical analysis and spatial changes. The research methodology involves identifying changes in the station and its surrounding according to significant periods through archival materials, literature, and articles, and making conclusions through theoretical and conceptual deliberation. Throughout the research process, the paper mainly references Shin, Y. & Kim, J.'s paper "A Study on the Spatial Evolution of Seoul Railway Station," aiming to reinterpret historical facts and derive conclusions through critical thinking.

Introduction

Train stations develop in tandem with the times, interacting with and responding to the changing needs of the city. Seoul station, serving as the symbolic gateway to South Korea's capital, holds a significant status. Built during the Japanese colonial era in 1925, Seoul station was designed in an eclecticism architecture style, drawing influences from various European train stations.

The architect of Seoul Station is known as Yasushi Tsukamoto. He was greatly influenced by his teacher, Tatsuno Kingo, who designed Tokyo Station with reference to Amsterdam Central Station in the Netherlands. As a result, while the facade of Yasushi's Seoul Station is heavily influenced by Lucerne Station in Switzerland, the typology of the station buildings is designed with inspiration from Amsterdam Central Station. This has led Seoul Station, Tokyo Station, and Amsterdam Central Station to share a similar typology despite being in different cultural contexts.

Seoul Station underwent rapid changes following Korea's independence from Japan in 1945, the Korean War, and a period of rapid economic growth. As a result, the station expanded fast, and its buildings incorporated various functions. Especially, the division of Korea and the development centered on automobiles have had a profound impact on the transformation of

station buildings and plazas, and this influence continues to this day.

Despite the rapid development of Seoul Station, there are significant issues in its vicinity. Seoul Station Plaza has been separated by wide roads, leading to the deterioration of the plaza into a slum area. In contrast, Amsterdam Central Station addressed similar problems by transforming its plaza from a car-centric space in the 1950s to a pedestrian-oriented plaza. While Seoul Station and Amsterdam Central Station started with similar typologies, they have evolved in different forms today.

This paper aims to analyze the history of Seoul Station, discussing the formation process of its station buildings and surrounding spaces. Based on this analysis, the purpose of this paper is to deeply understand Seoul Station through such historical analysis and consider the direction of development that should be pursued.

Historical Analysis of Seoul Station

Chapter 01

Overall History of Seoul Station

Chapter 1. Overall History of Seoul Station

Seoul Station stands as South Korea's primary gateway and the most iconic station representing the nation. Its significance and importance illustrate the history of Korea's railway system, which began in 1899 and evolved into a high-speed railway. Starting as a temporary station in 1900 and transforming into a central hub by 1925, Seoul Station played a pivotal role as a major hub of South Korea, constantly developed over time and driving Korea's growth.

Situated strategically in East Asia, Korea has constantly been influenced by external forces, leading to rapid changes compared to other countries. Especially during tumultuous periods of Korean history such as the Japanese colonial era, the Korean War and division, and rapid economic growth, Seoul Station dynamically adapted and changed, as evident in its developmental history. This chapter aims to examine the overall formation, development, decline, and resurgence of Seoul Station, exploring its history amidst these changing dynamics.

1-1. 1900-1947 (Formation of Seoul Station)

In 1899, the era of railways first began in Korea. In the late 19th century, following Korea's opening to the outside world, there were attempts to connect Jemulpo Port, located in Incheon, to Seoul via railway. However, due to a lack of funds and technology, the Korean government at the time was unable to pursue this endeavor.

Amidst these circumstances, American entrepreneur James R. Morse successfully obtained the railway concession through active lobbying efforts. However, Japan, which was preparing for war with China at the time, recognized the importance of the railway and engaged in sabotage to prevent Morse from acquiring it. Consequently, the railway concession fell into the hands of a Japanese consortium, and in September 1899, Korea's first railway was opened. In 1900, with the construction of a railway bridge across the Han River in Seoul, the city was finally connected to Incheon. As a result, it previously took 12 hours to travel from Seoul to Incheon, but this was shortened to 1 hour.[1]

Figure 1-01 Location of Namdaemun Station and Seodaemun Station (1917)[2]

[1] National Museum of Korean History. (2023). September 18, 1899 Operation of Korea's first railway 'Gyeongin Line'. National Museum of Korean History. https://www.much.go.kr/webzine/vol25/sub2-4.html

At that time, the central station in Seoul was Seodaemun Station, which served as the terminus of the Seoul-Incheon Line and was called as Gyeongseong Station (name of Seoul during the Japanese colonial period). In 1900, Namdaemun Station was built at the location of current Seoul Station. Initially, Seodaemun served as the central station in Seoul as the terminus, while Namdaemun Station began its role as a through station for the Seoul-Incheon when it was first built.

However, in 1905, with the opening of the Seoul-Busan Line, the significance of Namdaemun Station, located in the heart of Seoul's downtown area, increased. Consequently, Namdaemun Station evolved into the central station of Seoul, while Seodaemun Station experienced decline and was eventually closed in 1919.[3]

At that time, there were two main reasons for this decline. First, in 1906, when the Seoul-Shinuiju Line was constructed to connect to Shinuiju in North Korea, Seodaemun Station was excluded for efficiency reasons. This led to a decrease in passenger numbers compared to Namdaemun Station. Additionally, Seodaemun Station was a gathering point for the Korean independence movement, particularly during the March 1st Movement in 1919. Consequently, Japan swiftly closed down Seodaemun Station earlier than anticipated.[4]

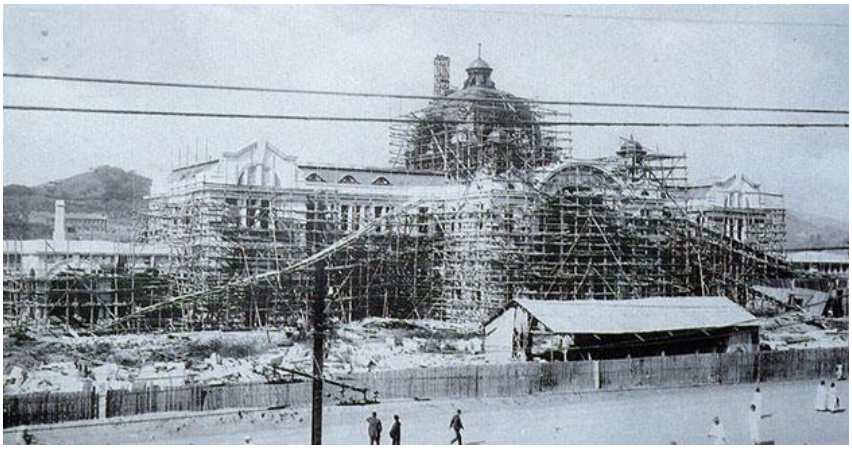

Figure 1-02 Seoul Station (1924)[5]

In 1915, as the number of passengers and transportation activities increased at Namdaemun Station, the decision was made to demolish the existing temporary station and begin

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[2] Han, A. (2003). Sixth story the first Seoul Station, an old modern cathedral (Line 5). https://historiccityseoul.modoo.at/?link=32nfx383

[3] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 73.

[4] Han, W. (2016). Seoul's old railway station, only visible in black and white photos, Seoul Information Communication Plaza. https://opengov.seoul.go.kr/mediahub/8387804

[5] Hong, H. (2017). Looking back on the 117 years of Seoul Station, the gateway to Seoul. https://mediahub.seoul.go.kr/archives/1092730

expanding the station. This growing demand continued, and by the 1920s, Namdaemun Station was unable to handle the demand from Seoul's population of 300,000. Korea was under Japanese colonial rule since 1910, and the South Manchuria Railways Company, which was in charge of railway operations, began construction of a new station in 1922. At that time, Japan demolished the existing station and built a temporary station on the north side of the station, which was used until the completion of the new station in 1925.[6]

Figure 1-03 Façade of Amsterdam Central Station, Tokyo Station and Seoul Station

As mentioned in the first chapter, the architect of Seoul Station is not clear, but it is known to be Yasushi Tsukamoto. He was a disciple of Tatsuno Kingo, who designed Tokyo Station, while studying at the University of Tokyo. [7] This connection continued at Seoul Station, which acquired a similar typology to Amsterdam Central Station and Tokyo Station as a through station[8], and was built in the eclecticism architecture style that was popular at the time.

Figure 1-04 South Manchuria express train[9], Figure 1-05 Transcontinental train map

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[6] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 74.

[7] Tokyo station gallery. (1990). The Tokyo Station and Kingo Tatsuno. Tokyo station gallery, 126.

[8] Tokyo station gallery. (1990). The Tokyo Station and Kingo Tatsuno. Tokyo station gallery, 22-23.

[9] Park, B. (2019). Into the scene of Park Bo-gyun - In search of the ‘Mancheol (South Manchuria Railway)’, a

Seoul Station served as a forward base for Japan's expansion into the continent. The Japanese South Manchuria Railways Company aimed to establish Seoul Station as a gateway for transcontinental trains connecting Japan to Europe. Initially, plans were made to build Seoul Station on a scale similar to Tokyo Station, but the scale was reduced due to the Kanto earthquake in 1923.[10]

Nevertheless, at that time, Seoul Station was the second largest station in East Asia and effectively fulfilled its role as a gateway to the continent. During the 1936 Berlin Olympics, Kee-chung Son, a marathon runner from Korea, departed from Tokyo, Japan, crossed the Tsushima Strait by ferry to arrive in Busan, and then passed through Seoul Station by train on his way to Berlin. This process exemplifies Seoul Station's role as a through station for transcontinental trains.[11]

1-2. 1947-1989 (Expansion and Decline of Seoul Station)

Figure 1-06 Citizens recovering from damage to Seoul Station (1953) [12], Figure 1-07 Railway map of divided Korea

In 1947, Korea experienced division into capitalist and communist states. Then, on June 25, 1950, the Korean War broke out, resulting in the destruction of the railway system and Seoul Station. This severed the transcontinental railway of the Korean Peninsula and fundamentally transformed the role of railway terminals into primarily southern inland terminuses.

As a result, Seoul Station became the central station of South Korea, where freight and

warehouse of history. https://www.joongang.co.kr/article/23304045#home

[10] Gu, W. (2019). From a colonial gateway to a complex cultural space, Culture Station Seoul 284. Korea Tourism Organization. https://korean.visitkorea.or.kr/detail/rem_detail.do?cotid=3ef2054c-fa98-4b22-a021-

[11] Park, B. (2019). Into the scene of Park Bo-gyun - In search of the ‘Mancheol (South Manchuria Railway)’, a warehouse of history. Joseon daily news. https://www.joongang.co.kr/article/23304045#home

[12] Jeon, H. (2018). The ruins of Namdaemun captured in Leica, my father’s records of the Korean War. https://www.seouland.com/arti/society/society_general/3573.html.

passenger services were concentrated. Railways were the primary means of long-distance transportation before the development of automobiles as alternative modes of transport. Consequently, Seoul Station, as the focal point, underwent several expansions. south building was built in 1957, and in 1975, west building was also constructed. [13]

However, the situation changed dramatically with the opening of the Seoul-Incheon Expressway in 1968 and the Seoul-Busan Expressway in 1970. Additionally, in the 1970s, Seoul's population density led to the implementation of dispersal policies, resulting in development focused on the southern area of Seoul. This led to a decline in railway usage and the deterioration of Seoul Station. As a result, from the late 1960s, the functions of railway stations were strengthened, and Seoul Station, which had been the center of urban functions, was neglected due to the decline of the railway.[14]

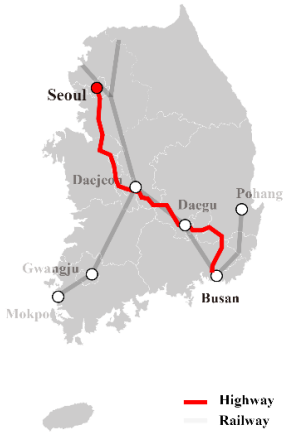

Figure 1-08 Seoul-Busan Highway [15], Figure 1-09 Map of Seoul-Busan highway

However, the situation changed dramatically with the opening of the Seoul-Incheon Expressway in 1968 and the Seoul-Busan Expressway in 1970. Additionally, in the 1970s, Seoul's population density led to the implementation of dispersal policies, resulting in development focused on the southern area of Seoul. This led to a decline in railway usage and the deterioration of Seoul Station. As a result, from the late 1960s, the functions of railway stations were strengthened, and Seoul Station, which had been the center of urban functions, was neglected due to the decline of the railway.

And until the privately built railway station behind the existing Seoul Station was expanded in 1987, the original station space from 1925 remained largely unchanged. As a result, discussions on the continuous development of aging facilities and the station building have been ongoing,

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[13] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 47.

[14] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 74.

[15] The JoongAng. (2015). [1970.07.07] Gyeongbu Expressway opened. https://www.joongang.co.kr/article/20921650#home

with attracting private capital for the development of the station being discussed.[16]

1-3. 1989-2004 (Functional Shift)

Since the 1980s, numerous development plans for Seoul Station have been discussed, and in 1984, a privately built station development plan was established, with construction beginning in 1987 and completion in 1989. Through this, Seoul Station transformed into an internally integrated urban facility that encompasses various functions of the city. It was the first attempt to incorporate commercial facilities within the station space to maximize its economic investment value, thereby altering the spatial role of Seoul Station from merely serving as a railway station.

Subsequently, during the rapid growth of South Korea in the 1980s and 1990s, and in preparation for integration with international airports, nationwide infrastructure development was carried out, and high-speed railway construction projects were initiated. Consequently, during this period, Seoul Station evolved from merely serving operational functions to a place of multifunctionality. Furthermore, the old Seoul Station, built in 1925, underwent a change in function by accommodating cultural centers and a railway museum.[17]

1.4. 2004-Current (High-speed Train and Regeneration)

Since the 1990s, with the development of population and economy, there has been an increasing demand for modernization of stations capable of accommodating both conventional and high-speed trains. Hence, plans were made for an integrated station facility. Construction began in 2001 for a building spanning underground 2 floors and above ground 7 floors, which was completed in 2004. This marked the beginning of the era of high-speed railways, significantly reducing travel times nationwide.[18]

The old Seoul Station closed its doors in 2003, losing its function, and was subsequently transformed into the cultural complex "Culture Station Seoul 284." As urban development shifted towards automobile-centric development, the square in front of the station became isolated, leading to its gradual decline into a slum. Particularly, the typology of a through station further exacerbated the imbalance in development between the east and west sides of the station. To address these issues, the Seoul Metropolitan Government has made various attempts, culminating in the "Seoul-lo 7017" project by MVRDV, aimed at revitalizing the area.

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[16] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 74.

[17] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 74-75.

[18] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 75.

Figure 1-10 Seoul Station overpass (1970)[19] to park (2017)[20]

Constructed in 1970, Concerns about the structural integrity of the Seoul Expressway were continuously raised. By the year 2000, receiving a safety rating of grade D, the expressway effectively lost its function, prompting urban regeneration projects.[21] Seoul Metropolitan Government conducted a call for proposals among international architecture firms, and MVRDV's Seoullo 7017 project was selected as the winner. The Seoullo 7017 project aimed to repurpose the expressway into a pedestrian pathway by transforming it into a garden, providing green space within the Seoul Station area, and restoring the east-west connectivity.

Since this project in 2017, controversies regarding its effectiveness have persisted. With changes in administration in the 2020s, debates over its removal have continued into 2023.[22] Issues stemming from the slumification of Seoul Station persist to this day, prompting various proposed solutions. Amidst these diverse efforts, Seoul Station continues to evolve in new directions.

Seoul Station has continuously evolved to adapt to the times. Beginning as a simple station in Seoul, it transformed into a key stop on transcontinental railways and underwent changes in function and typology due to division. Through this, the station adapted to the era, contributing to the expansion of Seoul and, ultimately, the progress of Korea. However, new challenges arise in the current context, demanding resolution in the near future. Yet, considering its dynamic history of development, Seoul Station is poised to find new directions and continue to evolve once again.

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[19] Jung, J. (2017). Grade D decision... Change of idea to pedestrian path instead of demolition. https://mediahub.seoul.go.kr/archives/1084476

[20] Han, W. (2017). 'Seoullo 7017' through transportation keywords. https://mediahub.seoul.go.kr/archives/1084476

[21] Kim, C. (2024). Seoul Station overpass. Kyunghyang Shinmun. https://m.khan.co.kr/opinion/column/article/202402152015015#c2b

[22] Ahn, J. (2023). Oh Se-hoon "Be cautious about the demolition of Seoullo 7017… "Related services are in progress". Joseon daily news. https://www.chosun.com/national/regional/seoul/2023/10/23/VJZ65HFQQVAMFHMLBWZH2U6UOI/?utm_source=naver&utm_medium=referral&utm_campaign=naver-news

Historical Analysis of Seoul Station

Chapter 02

Relation Between City Development and The Station

Chapter 2. Relation Between City Development and The Station

Architecture and the city development are not separate entities; many occurrences in urban spaces are the result of the interaction between architecture and the city, forming a layered outcome of social, economic, and cultural relationships. Thus, railway stations, as part of architecture, have had a significant impact on the transformation of cities.[23]

Seoul Station began as a temporary station in 1900 and has continuously guided such urban transformations. The evolving urban form and socio-cultural changes have layered over time and are still evident today. Through this, this chapter aim to examine Seoul Station's role in the transition of the city from a fortress city to a metropolis during the modern era.

The advancement of people's mobility is inevitably linked to the development of cities, altering urban environments. This is evident in the formation of various European cities, where features like canals, as seen in the case of the Netherlands, had a significant influence on urban formation.

The emergence of railways in the 19th century has always played a crucial role in urban planning, reshaping the characteristics of cities, and determining new directions and forms of urban growth. Railway stations and tracks, built during the modern era of technological advancement, inevitably occupy urban organization physically, closely correlating with urban spaces characterized by constant expansion and growth.[24] As an example of this, railway terminus stations have often been the focal point for planning or redevelopment of cities and downtown areas, and New York's Grand Central Station (1911) serves as a prime example of how it determined the development direction of Manhattan.[25]

Railway stations, being primarily owned by the public, possess a historical inertia that makes them resistant to easy disappearance or transformation, thus best exemplifying the physical and organizational characteristics of urban spaces. This is because the concentration of functions and land use has created unique topographical features specific to railway stations, which have been further strengthened by a variety of building programs[26].

2-1. Expansion of The City and Division of Its Rule

From 1900 to 1945, early Seoul Station played a role in activating the use of trams as a supplementary means of railway transportation. The first tramway in Korea was inaugurated in May 1899 and was connected to Seodaemun Station, the terminal station of the Seoul-

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[23] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 44.

[24] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 44.

[25] Triggianese, M, Cavallo,M, Baron,N, Kuijper,J. (2018). Stations as Nodes. Delft University of Technology, Faculty of Architecture and the Built Environment, 25-28.

[26] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 44.

Incheon Line opened in September of the same year. This connection served as a catalyst for the development of the central Jongro area in Seoul. As Namdaemun Station became the central station of Seoul, tram usage increased around it, simultaneously prompting the dismantling of the nearby castle walls adjacent to Namdaemun.

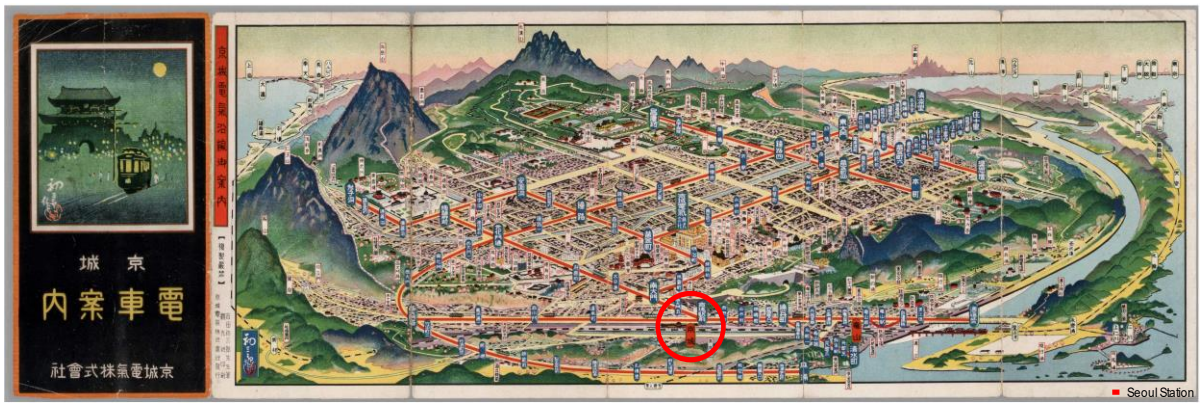

Figure 2-01 Tram map of Seoul (1929)[27]

The dismantling of the castle walls and the rapid growth of the city were catalyzed by the development of railways and trams. In the tram route map, Seoul Station was highlighted as the central transportation hub, emphasizing its importance during that time as the epicenter of transportation in Seoul.

From the early 20th century, when Japan's influence strengthened, the castle walls of Seoul were swiftly dismantled. In 1907, when a Japanese prince visited Korea, it was considered humiliating for the Japanese empire to enter through the colonial front gate, leading to the demolition of the castle walls near Namdaemun [28]. Additionally, in 1915, with the announcement of road expansion plans, urban growth directions were guided based on the relationship with other railway stations, with Seoul Station at its core.[29]

During this period, the direction of urban growth was determined by the spatial relationship between Seoul Station and other railway stations, particularly as of 1936. From 1900 to 1936, there was a concentration of attracting Japan's military bases in Yongsan and railway-related facilities. Consequently, Seoul transitioned from a city within the castle walls, which had persisted for 500 years, to a city expanding along the north-south axis connecting Yongsan to

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[27] Seoul Museum of History. (2023). Gyeongseong tram information.
https://museum.seoul.go.kr/www/relic/RelicView.do?mcsjgbnc=PS01003026001&mcseqno1=052561&mcseqno2=00000&cdLanguage=KOR#layer_download

[28] Kang, D. (2023). A symbol of modern thinking and development, Seoul's trams. Opinion news.
https://www.opinionnews.co.kr/news/articleView.html?idxno=89148

[29] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 46.

Seoul station.[30]

However, this urban spatial configuration underwent significant changes in 1936 with the implementation of Japan's "Greater Seoul Plan." This plan was influenced by Japan's circumstances during the 1930s, when it invaded Manchuria amidst the global context of major airports. To support this endeavor, Korea needed to be militarized, requiring efficient management of population and resources, which necessitated a new urban plan.

Japan announced plans to expand Seoul's administrative boundaries, aiming not to solve existing urban issues but to achieve development through the administrative inclusion of suburban areas. Particularly by incorporating industrial areas like Yeongdeungpo, the aim was to centralize administration. This plan took effect in 1936, expanding Seoul's area from 36.18 square kilometers to 133.9 square kilometers. Consequently, the importance of new railway stations increased, leading to a shift in the axis of urban development.[31]

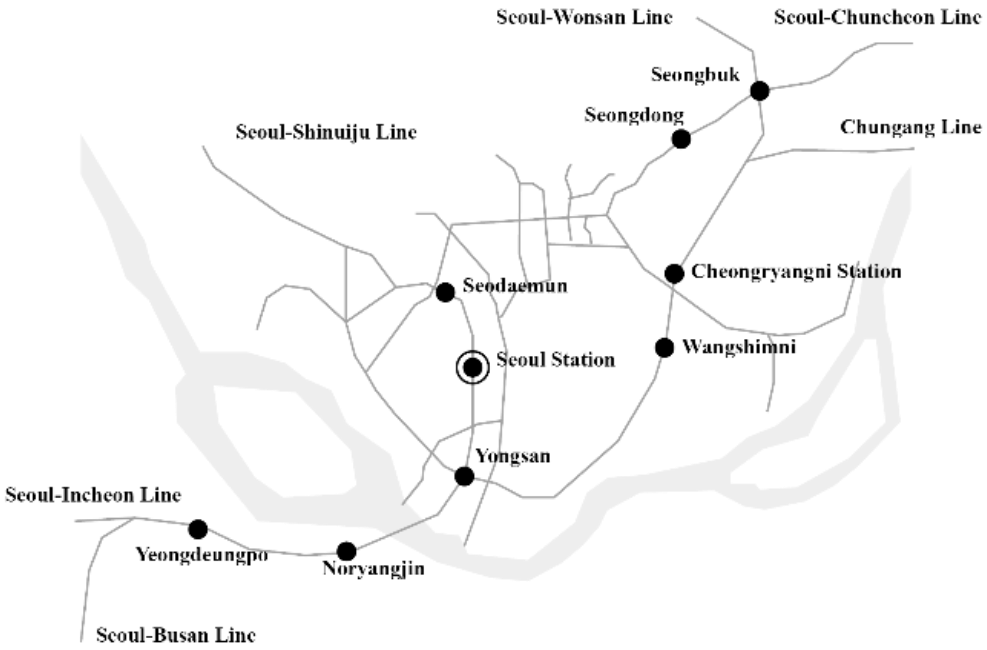

Figure 2-02 Map of major railway routes formed in Seoul[32]

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[30] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 46.

[31] Han, J. (2023), Walk along the expanded history of Greater Seoul ("I don't want to merge with Seoul"… Regions that refused to be incorporated, for what reason?), Maeil Business Newspaper. https://www.mk.co.kr/news/premium/10880679

[32] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 47.

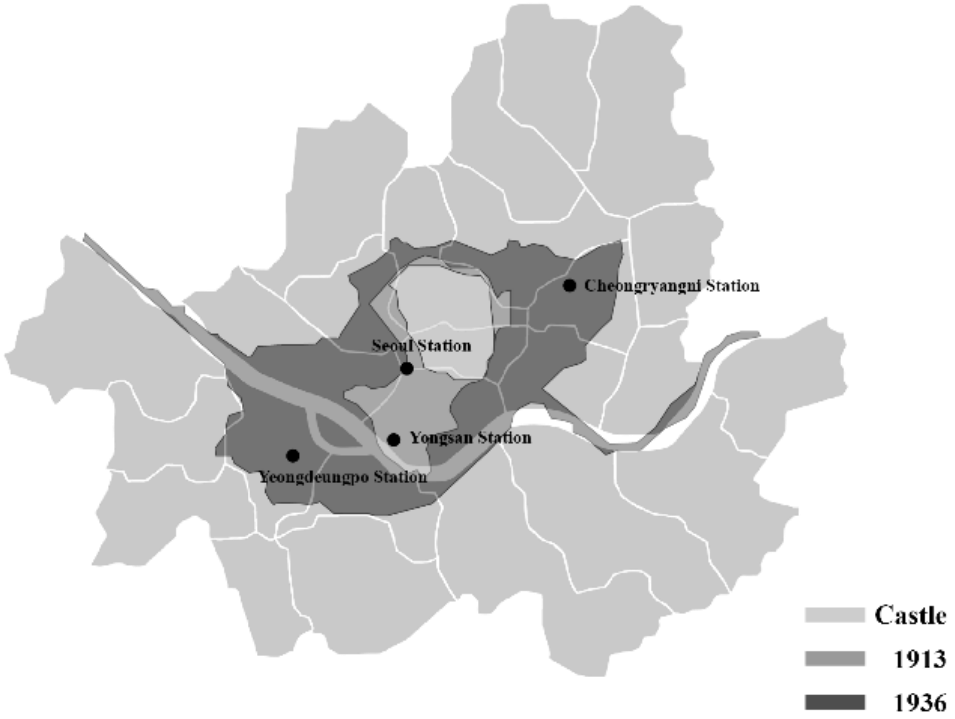

Figure 2-03 Development direction of Seoul[33]

In particular, the direction of urban development centered around Yongsan and Seoul Station undergoes a shift with the development of new railway lines such as the Chungang Line and the Seoul-Chuncheon Railway Line. This led to an increased importance of Cheongryangni Station located to the east of Seoul Station. Concurrently, with the convergence of the Seoul-Incheon Line and the Seoul-Busan Line, the significance of Yeongdeungpo Station, situated at the industrial hub where these lines intersect, rises, thus altered the axis of urban development.

As a result, the axis of urban expansion shifted from the traditional Seoul station -Yongsan axis to the Cheongnyangni-Yeongdeungpo axis, facilitating development along the east-west direction of Seoul. Consequently, the functions of Seoul Station were distributed to other stations as a result.[34]

2-2. Expansion of Seoul Station Buildings

The early Seoul Station facilitated the city's growth and formed an organic relationship with the urban environment. However, in later years, as the city expanded, the station building of Seoul Station underwent expansion and acquired various functions. Until 1945, Seoul Station served as a through station for transcontinental trains, but after Korea's division due to war, it emerged as the most important station in South Korea. Following the division, with functions

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[33] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 47.

[34] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 46.

concentrated in the capital Seoul and consumer functions maximized, passenger and freight traffic increased at Seoul Station. This increased demand led to the expansion of station buildings, with the construction of the Southern Station Building in 1957 and the Western Station Building in 1975.

The focus on such functions occurred until before 1968, when trams, which had been leading the growth of the city by connecting regions, disappeared, and it lasted until the advent of the automobile era in the 1970s. Since the construction of highways began in 1969, the existing Seoul Station has undergone internal changes of its facilities, and externally, it has partially shared passenger, logistics, and vehicle bases with other stations. [35]

As a result, along with the growth of the city of Seoul until then, the Seoul Station building complex began to decline in the late 1960s as the city's structure shifted towards a focus on automobiles. Despite significant changes in Seoul's spatial structure due to rapid urbanization, such as population growth, development of new residential areas, and large-scale housing complexes, the appearance of Seoul Station saw little change. Consequently, discussions began about the aging facilities and cramped space of Seoul Station, which had seen no significant changes in its existing space since 1925, apart from separate building expansions. To address this issue, private investment was initiated to develop privately built station.[36]

As a result, the privately built station, constructed in 1989, incorporated commercial spaces into the building, leading to a decrease in the essential functions of a railway station. This resulted in stations expanding their roles beyond mere transportation hubs to encompass functions similar to malls. Consequently, the area occupied by retail facilities, which initially accounted for only 8.42%, significantly increased to 51.22% by 1989.

In 1990, finally reflecting the increased population size of the city, high-speed railways emerged. This led to an increased necessity for modernized stations, prompting the planning of integrated privately built station building, which was completed in 2004. As a result, commercial spaces further expanded, and the proportion of railway facilities within the station building decreased to 16.93%.[37] Consequently, the station began to interact with metropolitan areas, internally incorporate various aspects of the city's space. Moreover, it played a crucial role in reshaping the urban spatial structure, serving as a focal point for spatial changes that reorganized the urban space structure.[38]

As such, Seoul Station has undergone expansions and declines in accordance with changes in

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[35] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 47.

[36] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 74.

[37] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 78.

[38] Shin, Y. (2016). Seoul Station and 20th Century Seoul. Railway Journal, 47.

urban structure, experiencing the following physical changes in occupancy space.

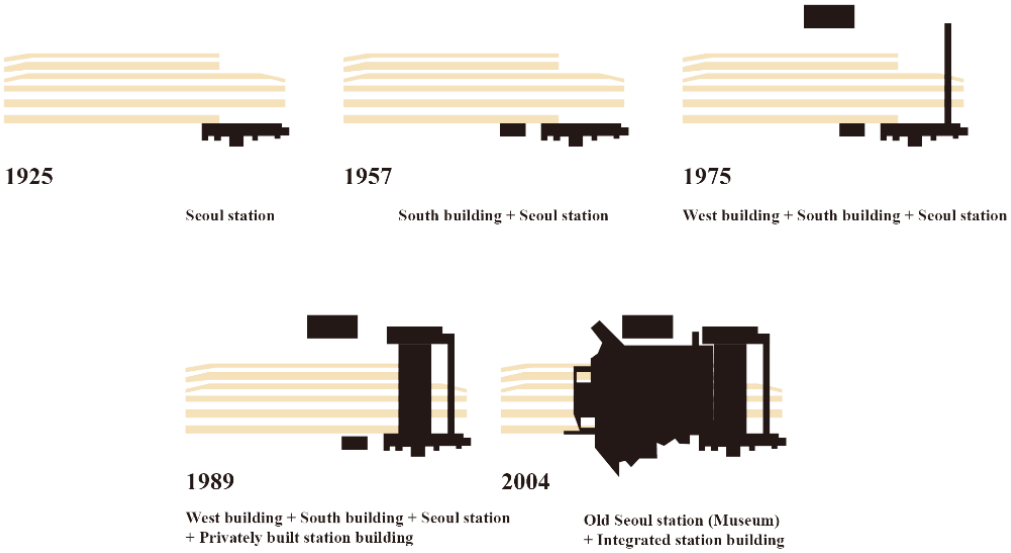

Figure 2-04 Horizontal development of station buildings[39]

The horizontal expansion structure of the station, as shown in the image above, is as follows. The station physically connects spaces in a U-shaped configuration, expanding the building. Through this process, it can be observed that station has grown by filling in the existing U-shaped spaces as demand increases and interacts with the city.[40]

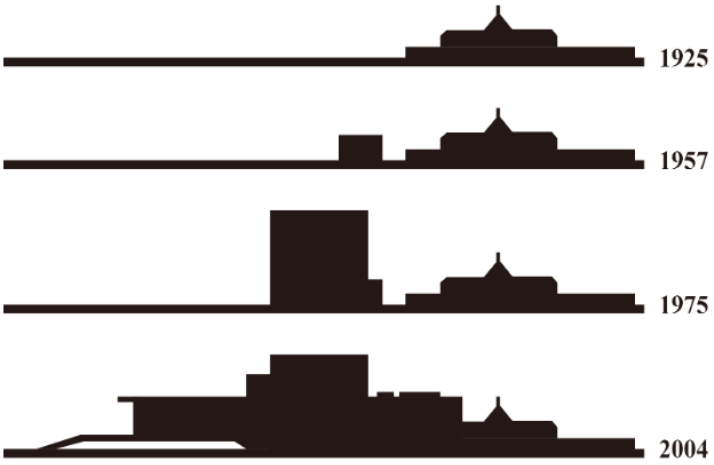

Figure 2-05 Vertical development of station buildings[41]

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[39] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76

[40] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76.

[41] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the

In terms of vertical growth, significant changes around Seoul Station, established in 1925, did not occur until the construction of the heterogeneous West Station Building in August 1975, standing at 8 stories tall, which marked a significant change in the skyline. Subsequently, in 2004, there was a significant expansion of the station building's floor area.

These physical changes in the occupancy form of Seoul Station are methods to cope with the increasing demand, given the difficult conditions for the relocation of railway facilities due to the topographical characteristics of the railroad. With such expansion and density increase, it can be observed that Seoul Station has increased the density of physical space horizontally and vertically while interacting with the density of the growing city. The expansion and growth of Seoul Station's station building effectively showcase the impact of urban growth on the station.[42]

In conclusion, Seoul Station has continuously developed over the past 100 years through constant interaction with the city. Initially, alongside the railways, it played a pivotal role in dismantling the castle walls of the city, leading the axis of development, and driving Seoul's modernization. Through this, railway stations have transformed and propelled urban development.

On the other hand, the station building has also been significantly influenced by the city's changes. Seoul Station's station building has experienced significant transformations both physically and functionally, intertwined with the situation of Korea's division, concentration of functions, and subsequent decline and revitalization due to the restructuring of urban transportation systems.

Seoul Station has grown while simultaneously influencing and being influenced by the city. Considering these points, it's evident that Seoul Station will continue to develop, constantly interacting with and being influenced by the city in the future.

Architectural Institute of Korea, Planning Section, v.25(n.07), 76

[42] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76.

Historical Analysis of Seoul Station

Chapter 03

Changes in Surrounding Environment

Chapter 3. Changes in Surrounding Environment

Over the course of 100 years, Seoul Station has undergone various changes in response to different historical periods. Consequently, surrounding features such as plazas, pedestrian paths, and transportation systems have experienced diverse typological transformations. These changes are interpreted as adaptations to the societal and economic contexts of their respective times, and understanding this history provides profound insights into the station.

This chapter will address the changes in Seoul Station's Plaza and the evolution of pedestrian pathways as mentioned in the paper; A Study on the Spatial Evolution of Seoul Railway Station. Through this exploration, it aims to discuss the transformation process of the surrounding typology of Seoul Station.

3-1. Development of Plaza

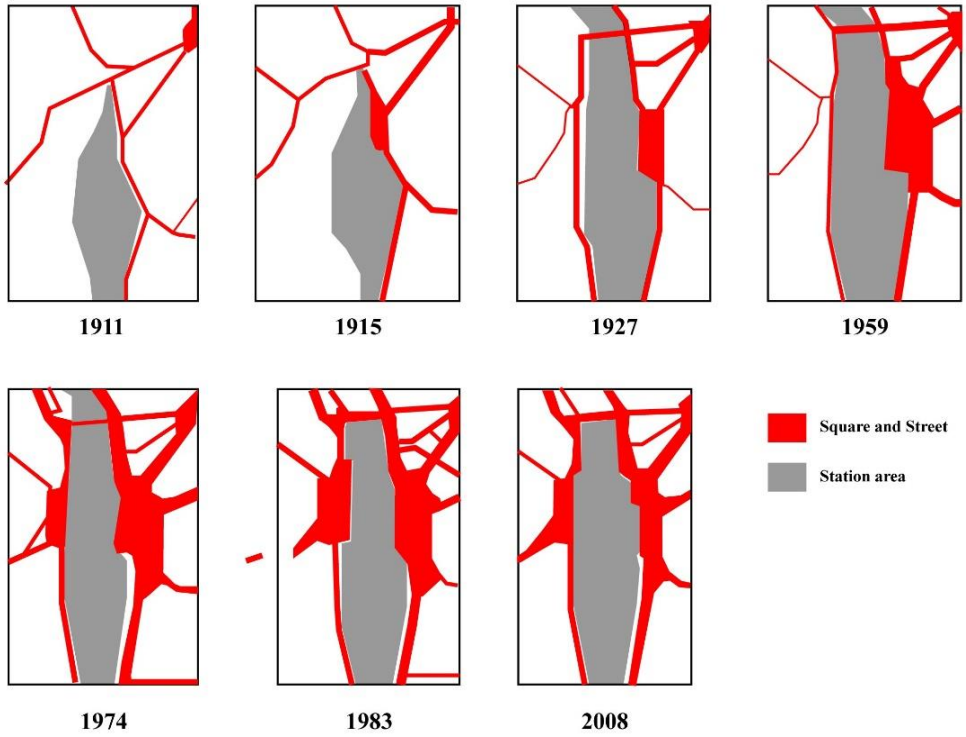

Figure 3-01 Development of the plaza in front of Seoul Station[43]

[43] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76-77

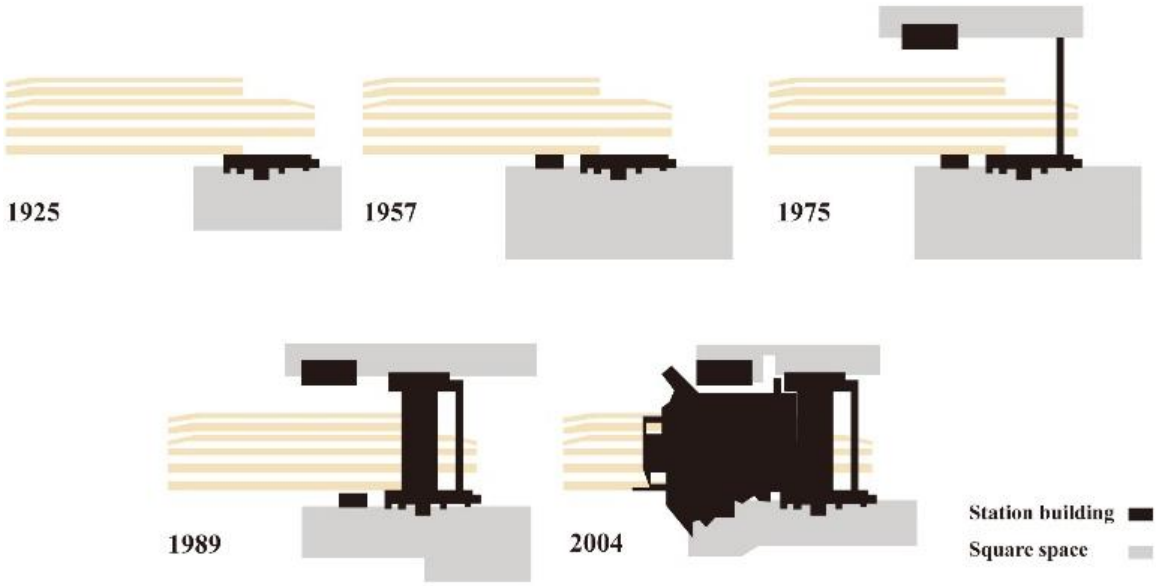

Figure 3-02 Changes in plaza area[44]

Seoul Station's Plaza had already been established since the time of Namdaemun Station. From 1911 to 1915, it was formed primarily on the eastern side of the station, centered around a temporary bus terminal. Even after the construction of Seoul Station in 1927, though roads were added to the rear of the station, the plaza remained predominantly located on the eastern front of Seoul Station.

Subsequently, in 1975, with the construction of the West Station Building, a plaza was created to accommodate it, leading to the formation of a plaza on the western side of Seoul Station as well. This plaza was connected to the existing Seoul Station via pedestrian bridges. Then, in 1989, the introduction of a privately built station building facilitated the connection between the eastern and western sides through the building, thus allowing the spaces previously separated by the Through station typology to be linked.

Throughout these changes, the plaza area continued to increase steadily until 1975. However, in 1989, the installation of a parking lot led to some reduction in size, and in 2004, with the emergence of a new privately built station building, the center of the plaza shifted.[45]

Thus, the plaza underwent a developmental process where initially, due to the formation of the Through station typology, the eastern and western spaces, which were initially separated, gradually became connected and expanded through the influence of the station building.

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[44] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76-77.

[45] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 76-77.

However, due to the prolonged disconnect, the eastern and western sides of Seoul Station have still developed unevenly. Therefore, solutions to address this imbalance are currently being discussed, and in the future, Seoul Station's Plaza is expected to become more organically connected and undergo further transformation.

3-2. Changes in Pedestrian Walkway

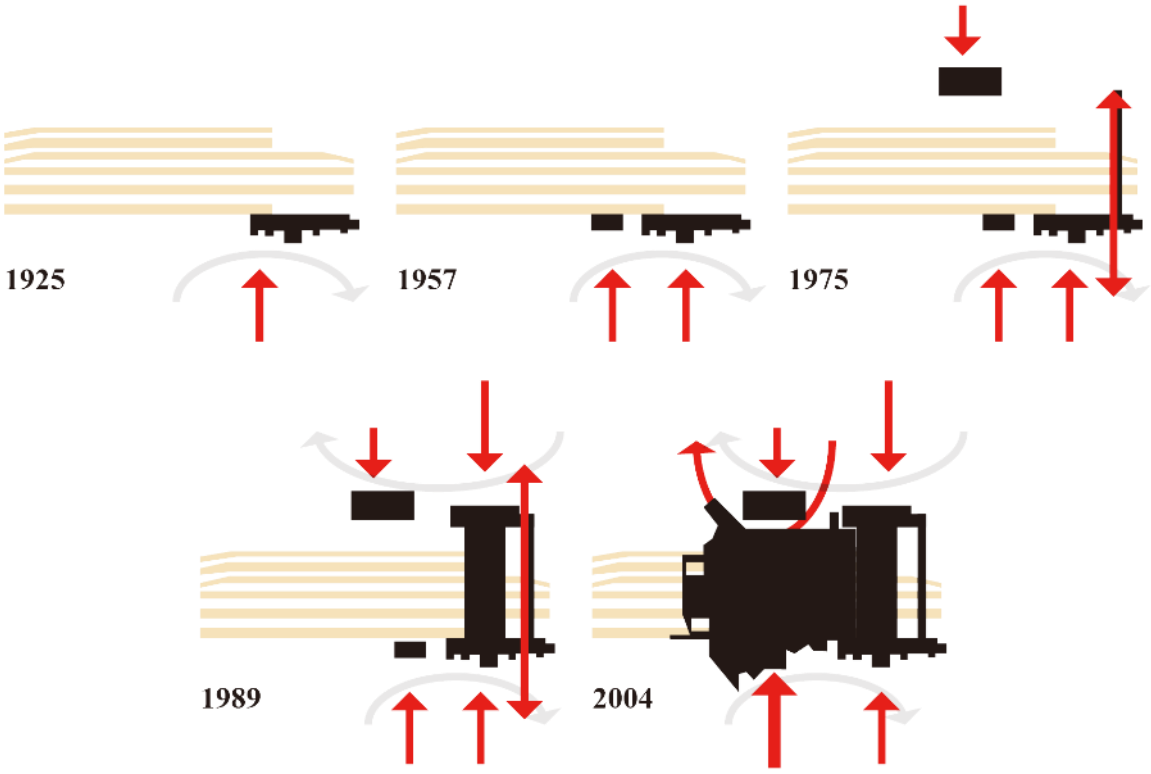

Figure 3-03 Changes in pedestrian circulation[46]

The pedestrian pathways of the station also underwent change along with the spatial segmentation of the station facilities. Until 1975, there was no entrance on the western side of the station, and after the construction of the West Station Building in 1975, a passive connection was formed via an elevated highway. Subsequently, in 1989, with the privately owned station building, a more proactive integration of the eastern and western pathways was planned through the over-bridge method, connecting the pathways above the railway tracks.

Additionally, the subway Line 1, planned in 1974, was connected to the main plaza, ensuring that the pathways naturally connect when rising from the underground. Then, in 1999, the pathways between Subway Line 1 and Line 4 were interconnected, and in 2004, with the construction of the integrated privately built station building, these pathways were facilitated

[46] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 77

to seamlessly connect to the railway station.[47]

In this process, much like the plaza, the pedestrian pathways were also designed to facilitate connectivity between the eastern and western sides. it developed towards to ensure easy access and encourage movement between the two sides.

3-3. Changes in Transportation and Road Systems

The spatial changes in Seoul Station were closely influenced by changes in transportation modes and road systems. With the disappearance of trams, once a major transportation mode in Seoul, in 1968 and the advent of the automobile era, the formation of an elevated highway and road expansion occurred by 1970. Furthermore, as the economy experiences rapid growth, there was a corresponding increase in demand for cars. This led to severe traffic congestion in downtown Seoul.

To address this and to accommodate the car-centric spatial system, elevated highways were constructed, and wide roads were formed in front of Seoul Station. Despite the formation of large plazas on the eastern and western sides of Seoul Station over time, the presence of massive roads became a significant barrier to pedestrian accessibility. This issue worsened with increased traffic volume and subsequent road expansions. However, initial responses to this problem were inadequate, and only passive measures were taken, such as constructing underground passages. It was only later that attempts were made to diversify pedestrian pathways through subway walkway connections.[48]

Figure 3-04 Current view of Station Plaza, Figure 3.4 Homeless of Seoul Station[49]

[47] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 77

[48] Shin, Y. & Kim, J. (2009). A Study on the Spatial Evolution of Seoul Railway Station. Journal of the Architectural Institute of Korea, Planning Section, v.25(n.07), 79

[49] Moon, H. (2011). After the forced eviction of homeless people from Seoul Station. http://m.bokjinews.com/news/articleView.html?idxno=40554

However, this delayed response has turned the Seoul Station site into an island within the city. In 2017, a project by MVRDV was initiated to guide pedestrian pathways, but discussions on its effectiveness have arisen. In this situation, despite being located at a pivotal transportation hub, Seoul Station's Plaza has become isolated.

Seoul Station has undergone changes in its plaza and pathways over time, and with changes in transportation modes, massive roads have emerged in front of it. These changes have led to paradoxical outcomes for Seoul Station. While the plaza area has increased, and connections in the east-west direction have expanded, the practical pedestrian accessibility of the plaza has decreased due to the expansion of roads, leading to its degradation. Consequently, Seoul Station's Plaza has developed into one of the areas with the highest homeless population in Korea.

Historical Analysis of Seoul Station

Conclusion

Conclusion

Seoul Station has undergone constant changes over time. In this process, it has continuously interacted with the city, driving the city's growth. Simultaneously, as the city's structure evolved and technology advanced, the station building also experienced periods of expansion and decline, leading to the development of Seoul Station into its current form.

The initial Seoul Station, built in 1925, was designed by Yasushi Tsukamoto. Yasushi was a disciple of Tatsuno Kingo, who designed Tokyo Station, and was heavily influenced by Tatsuno's style. This led to Seoul Station being influenced by the typology of Tokyo Station, which was modeled after Amsterdam Central Station. Consequently, although these three stations were built in completely different locations, they shared the typology of a through station.

The historical development of Seoul Station can be broadly divided into three periods. From 1900 to 1947, Seoul Station served as the center of the city's growth, connected to trams and played a crucial role in dismantling the old castle walls and forming the axis of the city's expansion. Then, from 1947 to 1989, Seoul Station grew into a major transportation hub in South Korea after the division but faced rapid decline in the 1970s as South Korea adopted a car-centered transportation system, leading to urban transformations. Subsequently, from 1989 to the present, Seoul Station has embraced diversified functions through the construction of privately built station buildings, accommodating the city's various needs, and is moving towards a new rising age with the development of high-speed railways.

In this historical context, the function, density, and plaza of Seoul Station gradually evolved to accommodate the changing demands of the city. However, numerous issues arose during this rapid development. Firstly, the typology of a through station severed the west and east sides of the city, leading to imbalanced urban development. Additionally, as the city evolved around car-centered principles, the large roads in front of the plaza formed as a result isolated Seoul Station as an island. While the government was aware of these issues, their response was delayed, resulting in the plaza losing its functionality. Consequently, the Seoul Station Plaza transformed into a space for homeless.

To deal with these issues, the government sought to undertake various urban regeneration projects. Among them, MVRDV designed the Seoullo 7017 project, which transformed an old overpass into a park. However, arguments over its effectiveness persisted, and discussions about its demolition began after the change of mayor. In this context, Seoul Station remains neglected and in a slum area to this day.

The primary reason for the slum-like condition of Seoul Station is the plaza. Plaza serves as vital spaces for stations, promoting community around the station. However, the current plaza of Seoul Station has been severed from its surrounding by the large road, turning it into an isolated island. To deal with this issue, the most crucial step would be to remove the car-centered road system and reclaim the plaza for pedestrians.

The solution to this can be found at Amsterdam Central Station, which shares a similar topology to Seoul Station but has developed in a different direction. Following the end of the war in the 1950s, there was an explosive increase in cars in the Netherlands. As a result, Amsterdam also developed around automobiles, leading to roads dominating the space in

front of the station. This made it difficult for pedestrians to access to the station, prompting the construction of pedestrian tunnels.[50]

However, following its rise to prominence as the city's center in 1985, efforts were made to construct pedestrian tunnels and change the congested traffic plaza of the station into a pedestrian-centered plaza[51]. Through these measures, Amsterdam Central Station now serves as a prime example of a pedestrian-friendly station.

The plaza of Seoul Station resembles the state of Amsterdam Central Station’s Plaza in the 1950s. To address this issue, the Seoul Metropolitan Government should promote Transit-Oriented Development (TOD) and pedestrian-friendly development. By narrowing the lanes in front of the plaza and creating a pedestrian-centered space, it can transform the plaza into an open space for everyone, rather than an isolated island. In addition, a more active formation of connections between the east and west area should be pursued to deal with the current imbalance in development, in conjunction with MVRDV's project, to minimize the east-west division.

Currently, the Seoul city government tends to view these issues as short-term problems. As a result, with changes in political power, there's a tendency to demolish existing projects rather than improve them to erase each other's accomplishments. However, to address the fundamental issues of Seoul Station, a long-term vision beyond political debates is necessary.

Over the past 100 years, Seoul Station has undergone constant change and has influenced transformations in its surrounding. However, Seoul Station is currently facing many difficulties due to its failure to adapt to rapid development and changes in the transportation system. Therefore, in the future development process, Seoul Station should solve these challenges with a long-term perspective to move towards new directions such as Transit-Oriented Development (TOD) and compact city development.

[50] TAK Architecten. (2015). Waardestelling station Amsterdam Centraal. Spoorbeeld, 42-43

[51] TAK Architecten. (2015). Waardestelling station Amsterdam Centraal. Spoorbeeld, 49-51

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