Modus Vivendi: Ecological Intervention in the Future Korean DMZ

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What about middle Korea?

North Korea

South Korea

2.0 CONTENTION

border boundary division
What about middle Korea?

The demilitarized zone between North Korea and South Korea has been absent of any human development for 53 years. When the reunification between two divided nations occurs in the future, the land that stands as a buffer zone will become of interest to many as a potential open site for the beginnings of a new urban city, industrial complex, consumerism, and massive infrastructure. In other words, the DMZ is most likely to be consumed by its neighboring urban cities to meet the immediate needs of urban development and growth.

However, it would be a shame if the last untouched landscape will disappear in seconds as soon as reunification opens up the borders of separation. This thesis concentrates on how the preservation of the border as a unmodified landscape, yet a place for local economies and culture bring the opportunity for rethink the border as a ecological district.

The first question that I asked myself is what really lives within these borders and how architecture can become a framework that facilitates as an activator in preserving and enhancing the landscape and its people.
The DMZ is a long and uneven border. At some areas, there are barbed wire fences clearly marking the division, and at other boundaries are divided by landscape, such as a body of water, mountain, or a hill.

In July 27, 1953, a ceasefire agreement was signed to close the Korean War. The ceasefire line of the Korean War became the demarcated border that divided North from South Korea.

To clearly describe the demarcation, the border is 4km buffer zone that runs the entire width of the Korean peninsula. Within the buffer is a neutral zone, where military fire arms are not allowed, but the region immediately outside the border is heavily armed by both nations.

The natural landscape of Korea is mountainous and the DMZ crosses 75 streams, 17 rivers, and numerous high ridges at various angles.
In February 1954, U.S. Army established a secondary defense line to increase the security of South Korean citizens, called the Agricultural Limitation Line. Farming was regulated in order to protect military operations and facilities that exist near the Korean DMZ.

This was renamed as the Civilian Control Line in June 1958, when the U.S. made South Korean troops were put in charge of defending the armistice line.

The Civilian Control Line (CCL) limits the entry and exit of civilian population. CCL pushed back (5-20km) and further limits the area of potential access and overlapping borders. Civilian Control Zone (CCZ) covers a total of 1,528 sqkm
1. The DMZ has been untouched from human involvement for 55 years. The CCZ (territories surrounding the DMZ with strict zoning regulations for civilian use and access) has naturally evolved as a reservoir for wildlife.

2. 60% of Asia’s endangered species reside in the DMZ and CCZ. Even migratory birds from Africa and the Middle East seasonally visit the site.

3. The DMZ has attracted outsiders – international and national audience – to participate in eco-tourism. Many sites of the DMZ have become an eco-destination that interactively engages visitors with the local culture and economy. Investors have been seeking to develop this growing tourist economy.

4. Mainstream tourism and urban encroachment can lead to depreciated local economy and culture that is important for sustaining the ecology of the environment within the CCZ.

ISSUE

How much of the land should remain preserved? and how much can be developed to accept the realities of urban development?

How can architecture work as a framework to restrict modification of the land and still bring attraction for outsiders to visit and connect with local residents of the DMZ?
The buffer zone near the South Korean and North Korean demilitarized border is currently evolving into an ecological phenomenon. I am interested in how the Demilitarized Zone (DMZ) and Civilian Control Zone (CCZ) have evolved despite their political limitations. I want to explore how the evolution of the entire strip has impacted current residents working as local farmers, students and researchers, and outsiders visiting as eco-tourists in South Korea. I hope that architecture can aid in developing the militarized sites in a positive direction, even after unification. I am concerned that urban encroachment will swallow the existing ecological strip and transform it into a new urban center.

This thesis is a proposal for progressive architecture that combines environmental and cultural aspects as a way to promote sustainable design. The project promotes an ecological lifestyle and physical setting that is both appropriate for the context of the environment—in the sense of physical site, climate, social culture and economies—and is appealing to a wide audience. The motivation for the thesis is to demonstrate that cultural excitement can be created by a responsible ecological design, which balances environmental sustainability and a concern for people in the region. Rezoning the CCZ from a war zone to a habitable greenbelt will redefine land as a viable regional and cultural identity.

I have selected Dorasan Complex--Train Station and Peace Park as the first site for ecological demonstration and intervention because it has the potential to act as a main gateway at the CCZ border. I view this thesis as a prototype for facilitating an initial exchange of trade and knowledge between outside visitors and local farmers for both countries. The project is intended to educate and celebrate the effectiveness and economic viability of ecological building practices. The intervention supports local production by bringing outside visitors to the CCZ, so that resident farmers can display their sustainably produced products and methods that are important in preserving CCZ’s history and ecology of the environment. The railway will help transport visitors in South Korea without traveling by car, but also establish a route in which the knowledge of preserving the CCZ can travel between South Korea and North Korea, when the railway becomes publicly accessible after unification. Secondly, my project shows how existing infrastructure has the potential to be reused and redeveloped with ecologically conscientious purpose, when the two Koreas are united.

The proposed Centre at Dorasan features exhibition spaces, galleries, informal market spaces, formal seminar rooms, accommodations, a spa, facilities for testing and research, and an interactive restaurant with characteristics of BYOF (bring your own food) or (PYOI pick your own ingredients). The project will simultaneously embody sustainable strategies through building material choices, site organization, structural design, building and site performance such as, natural ventilation, reduced energy consumption, and on-site purification and waste disposal. The thesis promotes socioeconomic engagement and respect for the cultural context of the site’s conditions. At the same time, it strives to sustainably interact with the existing natural environment.
ISSUE: The DMZ has been untouched from human involvement for 55 years. The CCZ (territories surrounding the DMZ with strict zoning regulations for civilian use and access) has naturally evolved as a reservoir for wildlife.

I find this transformation fascinating and I am curious to see and predict how this zone will continue to evolve in the future.

First, the ecological evolution has influenced the physical environment—preserving it as an open landscape, rather than an urban zone. Secondly, the impact on the local residents, workers, industry, economy has shaped the current culture to be more progressive towards sustainable living.

Right:
Collages explaining ecological transformation and suggesting that the government’s roles in the future will be to enforce environmental policies.
ISSUE: 60% of Asia’s endangered species reside in the DMZ and CCZ. Even migratory birds from Africa and Middle East seasonally visit the site.

Without having to construct sites for ‘ecotourism,’ the land is already rich with parks, pavilions, and galleries. There are also beautiful scenic landmarks and trail for hiking and biking along the DMZ.

The untouched land within the CCZ and DMZ have flourished with wild life. Some people have taken action to protect and bring awareness of these beings. While some have tried to make a profit through ‘ecotourism.’
ISSUE:
The DMZ has attracted outsiders-- international and national audience-- to participate in eco-tourism. Many sites of the dmz has become an eco-destination that interactively engages visitors with the local culture and economy. Investors have been seeking to develop this growing tourist economy.

Right hand images (clockwise from top left):
1. Advertisement and registration for DMZ Ecotour hiking and biking route
2. Ecotourists who have just finished the DMZ bike tour
3. Ecotourist and investigators observing wildlife
4. Map of DMZ bike and hike tour

Below (From left):
1. Ecotourist on a photo tour
2. International visitors enjoying Korean farm-tour experience at rice fields

Fifty-eights years after the Armistice Agreement of 1953, the 4km buffer zone of the DMZ and CCZ demilitarized zone inadvertently transformed into a wildlife habitat from a military frontline. Recently, researchers have found that 60% of Asia’s endangered species residing in the narrow 248km corridor. Despite the irony that the DMZ and the CCZ (Civilian Controlled Zone) was a location of human destruction filled with land mines, it is now one of the world’s most undisturbed natural paradise for wildlife archaeological preservation.
Mainstream tourism and urban encroachment can lead to depreciated local economy and culture that is important for sustaining the ecology of the environment within the ccz.
I am interested in how the CCZ has evolved despite its political limitations. The buffer zone near the South Korean and North Korean demilitarized border is currently evolving into an ecological phenomenon. I am interested in how the evolution of the entire strip has impacted current residents working as local farmers, students and researchers, and ecotourism and how it will continue to evolve in the future. I am concerned that urban encroachment will swallow the existing ecological strip and transform as a new urban center.
1. Architecture acknowledges the DMZ not only as a contested boundary, but a network of objects and actions involved with the local resident and people.

2. Strategize a way to both preserve the existing and invite visitors into the DMZ.

3. Intervention that act as a habitable greenbelt to prevent the land from becoming drastically transformed by urban masterplans and/or conglomerate developers for purely economic reasons.

ACKNOWLEDGE BOTH
PEOPLE + LAND

PREPARE + INVITE

NOT THIS
Currently there are commuters farmers that work the fields near the Korean border. The CCZ is currently used to cultivate ginseng and rice and is nationally praised for being grown in unpolluted lands.

I would like to create a space for these farmers who have a significant impact and presence in the land near the Korean border. Secondly, I aim to provide a space where the process of cultivation and agricultural production is visible to visitors.
They're building an Eco Park at the DMZ...

Lee, Mu-su (Hanyang University)

Ecological and environmental destruction is a serious issue these days.

Visit to DMZ by Gyeonggi-do University Student Press

I think that it's meaningful in that we are developing another type of tourist product for...

What is the background of the DMZ Eco-Peace Park project?

Kim, Yong-jin (in charge of environment and ecology)

What are the future development plans for the DMZ Eco-Peace Park?

We will create infrastructure centering on the civilian control line as Phase I. As Korea adopted the five working day system,
CAMPING is defined as getting away from an urban area, and enjoying nature, spending one or more nights on a location. As such, the phrase 'urban camping' contradicts itself.

**PROFILE: URBAN ESCAPIST**

**USER CATEGORY:** RECREATIONAL VISITOR / ECOTOURIST

**INTENDED USE:** BRIEF REST AND OPTION TO STAY ONE NIGHT

Most of Seoul in South Korea is densely developed with high rise apartments, offices and officetel, skyscrapers. South Korean landscape is naturally mountainous and they remain undeveloped as patches of green zones within a largely developed city.

The paradox of this image is that when hikers reach the top of the mountain in Seoul, they gain a panoramic view of the wide development of the city, rather than a scenic landscape.

I predict that it would be these urban escapists who reside in the city, but enjoy escaping their home to spend time in a natural landscape.
**TOURIST SEASON**
- Summer//Before Monsoon (June-July)
- Fall (September - October)
- Spring (May)

**HORTICULTURAL SCHEDULE**
- Growing Season
- Planting Season
- Harvest Season

**ACADEMIC SCHEDULE**
- March-June Term
- September-December Term

**ACADEMIC BREAK SCHEDULE**
- Summer Break
- Winter Break

**JUNE + SEPTEMBER ARE THE MOST OCCUPIED MONTHS**

**JANUARY + FEBRUARY + DECEMBER ARE THE LEAST OCCUPIED MONTHS**
EXISTING VARIABLES:

1) Confucian Academies
2) Poets

Existing variables: x) farmers, y) soldiers

A) Religious Worker
B) Artist
X) Farmers
T) Soldier
DEFINING THE HIDDEN ACTIONS ALONG THE CCZ

Each variable represents the existing residence and presence near the Korean border.

The diagram is abstracted to show the existing social context which are listed below.

- war memorial and monuments
- farming villages
- veteran villages
- military base
- nature parks + pavilions
- natural history museum
- ancient tombs
- surviving facility after the war
- art galleries
- confucius academies
WHAT IS MORE CONCRETE?

or

Variable of Actions that represent people

or

Militarized Lines in the landscape
Hypothetically, I propose that a network of actions can be created to strengthen the border as a dynamic district of cultural activities.

Within the network I believe that each existing resident or group can support and gain from each others presence through linkage and association with the border.
When each resident group, earlier notated as a variable, have a more definitive role in the presence of the border, it can act as a staged points that shape the border as an inclusive zone.

Each point can begin to define how it will deflect massive developments such as building of nuclear plants, shopping complexes, manufacturing plants, mass urban housing, and main stream tourist attractions.

This way the CCZ can remain as a protective belt in a preserved manner. I believe that a mindful intervention is needed to help develop a zone that is respectful to the wildlife, historic landsites, and the last remaining open landscape that has been absent of human touch.
In the diagram, each existing residence or community previously represented as a variable is shown here as a box.

Each box will hold spaces that can serve for the needs of existing community. These spaces can be defined as the following.

- Observation Labs for Eco-Investigation
- Housing for commuting farmers
- Lodging for Ecotourists
- Storage for farmers
- Market and/or retail for local commodity
- Gallery for DMZ artists
- Exhibition space for war artifacts

Activating the existing network of local culture and residence can be carried out through architectural intervention.

While serving the existing community's needs and respecting its presence, architecture can strive to improve current condition by creating communal spaces for internal meetings and collaboration within the current residence. It can also serve as a place for visitors to learn and interact with the border without evasive intrusion.

Through this thesis, I hope to create a prototypical effect, in which one activated point will provoke a secondary and tertiary response. In the end, I hope that the border will grow as a developed network that is both conscientious towards the existing social conditions and natural environment and the safety of the people. I also hope that the network can serve as a balanced opportunity for creating a non-political connection between North Korea and South Korea. I propose that the border is accessible by both North and South Korean citizen in the future.
METHODS: Primarily, the project intends to locate physical points in the buffered membrane or point of entry that secures and invites people into nature. It is important to conserve a portion of the architectural building agenda needs to be pushed to think of planning, but not in terms of master plans and new developments. The existing network of activities and people's presence will be redefined through architectural strategies. While serving the existing community's needs, architecture will strive to accommodate the existing network and reach a connection when there is a balanced opportunity.

1. Refurbishment
   - Living space with detailed precision to meet specific contextual needs.
   - This way I can dually achieve an open system while maintaining the specific contextual needs.
   - Flexible storage space that can be altered when it is appropriate.

2. Flexible storage space that can be altered when it is appropriate
   - Transitory nature of markets--its hours of operation, and education market spaces to occur as a combined support for farmers, recreationists. The transitory nature of markets--its hours of operation, and educators market spaces to occur as a combined support for farmers, recreationists.

3. Support
   - Community and by outsiders as a place of a social, economic, and public interest and authority in the area. Therefore the objectives are needed to implement phasing and outspread the staged strategies over the course of 10 years.

   a) A rich ecological reserve full of wildlife and migratory birds.
   b) The existing network of activities and people's presence will be redefined through architectural strategies. While serving the existing community's needs, architecture will strive to accommodate the existing network and reach a connection when there is a balanced opportunity.
   c) Supporting veteran soldiers of the Korean War.
   d) Accommodating commuter farmers.
   e) Engaging tourists of war tourism.
   f) Accommodating recreational needs.

   - The exis
tion and Custom House facilities, but because it's a public park, there are de

- Dorasan Peace Park has been an effort in solving goods based on needs demands--allow for the program to situate between the existing and continuing the operation of now, the park is separate from the Dorasan Train Station while continuing the operation of now, the park is separate from the Dorasan Train Station. In all, the park has been fairly successful so it is intended to meet the needs for farmers, hikers, and recreational needs. It is visited by locals as a place to enjoy recreation. In all, the park has been fairly successful so it is intended to meet the needs for farmers, hikers, and recreational needs. It is visited by locals as a place to enjoy recreation. It is visited by locals as a place to enjoy recreation.
- In 1954, U.S. Army established the Agricultural Limitation line by which farming was regulated near the dmz.

- In 1958, it was renamed as the Civilian Control Line.

- In 1993, South Korean central government divided their authority of regulating activities related to the Korean border to county and regional jurisdiction.

- Secured facilities along the dmz were open for the public to visit. However only international visitors were permitted and South Koreans were excluded from the dmz tour.

- Unification Road no.1 was renovated to transport exports and imports between South Korea and North Korea.

- Peace road no.7 was developed for the purpose of North Korean tourism of Mt. Geumgang, which was open for South Koreans to visit.

- Varying developments related to the dmz and the wildlife reserve began to appeal to wider audiences beginning in 2000.

- Korea tour agency, sponsored by the government advocated the dmz as “plz, peace and life zone.”

- DMZ tour was named “peace & life tour,” an ecological adventure, which was targeted for both South Korean and foreign audiences.
- Peace & life tour was a guide for accessing Sites near the civilian control zone with Multiple destination possibilities.

- The tour promoted the dmz as a reinved space Of peace. Secondly, it acknowledged the Transformation of a new dmz culture as Equally as the history of the korean war.
POTENTIAL SITES FOR ECOLOGICAL INTERVENTION
ECOLOGICAL CAPITAL
DORASAN, PAJU, SOUTH KOREA

DORASAN STATION
UNIFICATION ROAD
DORASAN OBSERVATORY
DORASAN PEACE PARK
IMJINGAK PEACE NURI PARK
IMJIN RIVER
PANMUNJEM/JSA
BRIDGE OF FREEDOM
THE 3RD INFILTRATION TUNNEL
TAESONGDONG NEUTRAL VILLAGE
KICHONDONG NEUTRAL VILLAGE
CAMP BONIFAS
THE 1ST INFILTRATION TUNNEL

GEUMGANGSAN RAILWAY BRIDGE
PEACE OBSERVATORY
CHEORWAN FIELD
LABOR PARTY OFFICE
THE 2ND INFILTRATION TUNNEL
BAEKNAOGI BATTLEFIELD

SINTAN-RI STATION
YELSOE OBSERVATORY

WOLJEONG STATION
TRIUMPH OBSERVATORY

INCEON AIRPORT
ABDELKING PEAK OBSERVATORY
ODUSAN OBSERVATORY
DAIDO MUSEUM
HEWI VILLAGE

GEUMGANG MT ROAD
UNIFICATION OBSERVATORY

PEACE DAM
12 SEON YEOTANG POND
PEACE & LIFE HILL
JINBURYEONG PEAK
HYANGROBONG PEAK
HWAJINPO LAKE
MANHAE VILLAGE
BAEKDAMSJA TEMPLE
JINBURYEONG ART GALLERY
GEONBONGSA TEMPLE
GANSEONG CONFUCIAN ACADEMY
HWAJINPO HISTORY AND
NATIONAL SECURITY MUSEUM

PEACE ROAD
HAESAN TUNNEL
ANDONG BRIDGE
WORLD PEACE BELL PARK
BISUGUMI
BIMOK PARK
PARGO LAKE
JIGYEON WATERFALL
DUTAYEON POND PARK
BANGSAN PORCELAIN MUSEUM
PEACE DAM

BRIDGE OF FREEDOM
KOJING SAN RAILWAY BRIDGE
WORLD PEACE BELL PARK
GAEWON GATE
WONE KI AEGISAN
JUROJUNG ART GALLERY
JAEGUNSA TEMPLE
TAEJONG MUSEUM
HWAJINPO HISTORY AND
NATIONAL SECURITY MUSEUM

JIGYEON WATERFALL
12 SEON YEOTANG POND

PANMUNJEOM/JSA
BRIDGE OF FREEDOM
THE 3RD INFILTRATION TUNNEL
TAESONGDONG NEUTRAL VILLAGE
KICHONDONG NEUTRAL VILLAGE
CAMP BONIFAS
THE 1ST INFILTRATION TUNNEL
ECOLOGICAL CAPITAL IN CONTEXT TO THE BORDER
DORASAN, PAJU, SOUTH KOREA

PYONGYANG, NORTH KOREA
205 KM

KAESONG, NORTH KOREA
8 KM

JOINT SECURITY AREA
5 KM

PAJU CITY, SOUTH KOREA
DORASAN

INCHEON INTERNATIONAL AIRPORT
50 KM

SEOUL, SOUTH KOREA
46 KM

160 KM
**ECOLOGICAL CAPITAL IN CONTEXT TO PAJU PROVINCE**

**DORASAN, PAJU, SOUTH KOREA**

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**PAJU CITY LOCATION INFORMATION**
- Central Part of Korean Peninsula
- Landform Type: Mostly Swampy

**Environmental elements:**
- Imjin River + Dorasan Mtn.

**Unification & DMZ Tourist Destinations:**
- Joint Security Area
- 3rd Infiltration Tunnel + Dorasan Observatory
- Dorasan Train Station

**Cultural Infrastructure + Heritage**
- Paju Book City (8,000 Employees, Business+Exhibition)
- Heyri Art Village (370 Residence+Gallery+Art Workshop)
- Gyeonggi English Village (700 Visits per day)
- National Football Center
- Soccer Training Facility, 1,160 persons accommodation

**STATISTICS:**
- Area: 7.25 million sqft
- Population 364,223 (as of December 2010)
- (520,000 Expected in year 2025)
- Density: 1,187.8/sq mi

**IN PROXIMITY TO OTHER LOCATION**
- 40 minutes from center of Seoul by car
- 1 hour from Incheon International Airport + Incheon Port
- Active railways that connect Paju and Seoul since 2009

**Peace & Life Eco-Tour Trail Length: 43.5**

**BRIEF SITE HISTORY:**
- **DORASAN PEACE PARK**, completed in 2009
  - Developed with the intention to educate outsiders about the DMZ ecological evolution and memorialize the Korean War.
- **DORASAN CUSTOM HOUSE**, completed in 2006
  - Regulates imports and exports activity along the DMZ border.
- **DORASAN TRAIN STATION**, completed in 2002
  - Last train station in South Korea and where the tracks continue to North Korea.
ECOLOGICAL CAPITAL IN CONTEXT TO PAJU PROVINCE
DORASAN, PAJU, SOUTH KOREA

URBAN AND RURAL LANDSCAPE RELATIONSHIP
PAJU CITY, SOUTH KOREA TO KAESONG, NK

DORASAN TO SEOUL METROPLEX

IMJIN RIVER

TO SEOUL METROPLEX
ECOLOGICAL CAPITAL IN CONTEXT TO THE BORDER
DORASAN, PAJU, SOUTH KOREA

DIRECTION OF SUPPORT
BASED ON FOOD AND PRODUCTION

AGRICULTURAL AREA

TRANSPORTATION INFRASTRUCTURE
RAILWAY TRANSIT
ROAD NO. 1

CENTER FOR REGIONAL + TRANSATIONAL INTERACTION

NORTH KOREA
AGRICULTURAL
URBAN
SOUTH KOREA

URBAN
ANTICIPATED SEQUENCE OF TRANSIT:
TRANS-KOREAN RAILWAY STATIONS

Gyeonggi Line
Yongsan - Munsan (48.6km)
The extension makes the railway a total of 70km

NORTH KOREAN PUBLIC AND MASS TRANSIT

Pyongyang Station
Subways running to suburbs
Tram System within city centers
SITE CONTEXT: ADJACENCY TO TRAIN STATION

DORASAN TRAIN STATION

- LOCATED WITHIN PAJU PROVINCE OF SOUTH KOREA
- BUILT BEFORE THE KOREAN WAR, AND RENOVATED IN 2002
- LAST TRAVEL STOP IN SOUTH KOREA AND TRACKS CONTINUE TO NORTH KOREA
- IF IT OPERATES, THE TRAIN WILL CONNECT SOUTH KOREAN CITY SEOUL WITH NORTH KOREAN CITIES KAESONG AND PYONGYANG.
- WITHIN THE CIVILIAN CONTROL ZONE
- LIMITED ACCESS TO THE PUBLIC
- SOUTH KOREAN CIVILIANS ARE NOT ALLOWED TO ENTER
- ONLY FOREIGNERS HOLDING PASSPORTS OF LIMITED NATIONS MAY ENTER
- ACCESS TO ONLY 300 PEOPLE PER DAY
- ONLY 10 TRAINS PER DAY TO AND FROM DORASAN
- DORASAN TRAIN DOES NOT TRANSPORT PEOPLE BETWEEN NORTH AND SOUTH KOREA
SITE CONTEXT:
PEACE PARK

ENTRY VIEW

EXISTING GALLERY VIEW

SITE CONTEXT
Dorasan Peace Park

1) Peace Monument, Titled “Creation” to resemble the eternal light of hope for peace between North and South Korea

2) Peace Sculpture, “Separated Extreme Points”

3) Commemorated tree planted by President King Daejung on the 63rd annual celebration of Arbor Day

4) Wildlife Pond

5) Galleries Exhibition of DMZ Wildlife, Dora region history, geography, and background information on peace. There are also mock-ups of DMZ fenced border.

6) Peace Forest

7) Plaza

8) Dorasan Train Station
PROPOSED: SITE CONDITIONS

I. INTRODUCTION

I. THESIS CONTENTION

i. KEY TERMS

III. BACKGROUND

i. SITE HISTORY

ii. ZONING

iii. OCCUPANCY

iv. FUTURE IMPULSES

IV. SITE ANALYSIS

i. LOCATION

ii. CIRCULATION

iii. CLIMATE

iv. LOCAL RESOURCES

v. SITE SPECIFIC EVENTS

V. CULTURAL ANALYSIS

i. SOCIOECONOMICS+

LOCAL RESIDENTS

ii. EDUCATION +

ENVIRONMENTAL RESEARCH

iii. ECO-TOURISM +

ATTRACTION FOR ECO-DESTINATION

VI. SITE TACTICS

i. ACCESSIBILITY+

SITE CIRCULATION

ii. TRAFFIC DISTRIBUTION

iii. SITE STRATEGY

VII. CONCEPT DESIGN

i. PROGRAM CHART

ii. SPACE MATRIX

iii. PROGRAM MASSING

VIII. DESIGN STRATEGIES

i. ENVIRONMENTAL ORNAMENTATION

ii. MICRO-CLIMATE

MACRO-CLIMATE

iii. ENVIRONMENTAL AESTHETICS

PROPOSED: SITE CONDITIONS

- Reforestation
- Water Resource
- Redirected Entry Promenade
I. INTRODUCTION

II. THESIS CONTENTION
   i. KEY TERMS

III. BACKGROUND
   i. SITE HISTORY
   ii. ZONING
   iii. OCCUPANCY
   iv. FUTURE IMPULSES

IV. SITE ANALYSIS
   i. LOCATION
   ii. CIRCULATION
   iii. CLIMATE
   iv. LOCAL RESOURCES
   v. SITE SPECIFIC EVENTS

V. CULTURAL ANALYSIS
   i. SOCIOECONOMIC
   ii. LOCAL RESIDENTS
   iii. EDUCATION
   iv. ENVIRONMENTAL RESEARCH
   v. ECO-TOURISM
      i. ATTraction FOR
         ii. ECO-DESTINATION

VI. SITE TACTICS
   i. ACCESSIBILITY
   ii. TRAFFIC DISTRIBUTION
   iii. SITE STRATEGY

VII. CONCEPT DESIGN
   i. PROGRAM CHART
   ii. SPACE MATRIX
   iii. PROGRAM MASSING

VIII. DESIGN STRATEGIES
   i. ENVIRONMENTAL ORNAMENTATION
   ii. MICRO-CLIMATE
   iii. MACRO-CLIMATE
   iv. ENVIRONMENTAL AESTHETICS

PROPOSED TRAFFIC DISTRIBUTION

CUSTOMS TRAFFIC

SERVICE TRAFFIC

1. AGRICULTURE RELATED ACCESS

2. CUSTOMS APPROVED ACCESS

CUSTOMS

STATION PARKING

PO

400'

200'

1,000'

1,000'
CURRENT: TRAFFIC DISTRIBUTION

CONTEXTUAL ANALYSIS
CURRENT: ACCESSIBILITY + SITE CIRCULATION

- PARKING FOR TRAIN STATION
- PARKING + CAR ARRIVAL FOR PEACE PARK
- PEDESTRIAN ENTRY FROM TRAIN STATION
- SERVICE ENTRY INTO THE PEACE PARK
- TRAFFIC + PEDESTRIAN CROSSING
- VEHICULAR ACCESS
- TRAIN ACCESS
- PEDESTRIAN ACCESS
PROPOSED: ACCESSIBILITY + SITE CONDITIONS

- PARKING + CAR ARRIVAL FOR SERVICE VEHICLES
- PARKING FOR TRAIN STATION + PEACE PARK
- PROPOSED PEDESTRIAN ENTRY
- PROPOSED SERVICE ENTRY
- VEHICULAR ACCESS
- TRAIN ACCESS
- PEDESTRIAN ACCESS

TRAIN TO KAESONG STATION, SOUTH KOREA

TRAIN TO MUNSAN STATION, SOUTH KOREA

VEHICULAR ACCESS

TRAIN ACCESS

PEDESTRIAN ACCESS
SITE PLAN PROCESS SKETCHES
SITE PLAN PROCESS SKETCHES
FORM DEVELOPMENT THROUGH LANDSCAPE RELATIONSHIP

BIFORCATED RELATIONSHIP

VIEWS AT ENDS

AXIS

REDIRECTED BIFORCATION
EXISTING CONDITION

TOPOGRAPHY SLICE

EXISTING TRAIN STATION

EXISTING FARMLANDS

PROPOSED SCHEME

SITE + TRAIN STATION
AXIS CONNECTION

FOREST AS A VISUAL BUFFER

CENTER FOR EXCHANGE
BETWEEN LOCAL AND FOREIGN
PLAN PROCESS SKETCHES

DIAGRAMMATIC STUDY MODELS
OF THE BEGINNINGS OF A PLAN

OPENINGS THROUGH THE BUILDING

CENTRAL AXIS
TRANSVERSE SECTION A-A
ROOF SECTION PROCESS
SOUTH ELEVATION
PROCESS SKETCHES
SITE MODEL BUILDING AND CONTEXT
SITE MODEL  PROCESS MODELS
SECTIONAL AXON PROTOTYPE AND MATERIAL ELEMENTS

ONE PROTOTYPE CONSIST OF
- STRUCTURAL SYSTEM OF THE LATTICE ROOF
- PAVILION

THIS EXAMPLE IS A DOUBLE WINGED PROTOTYPE. IT IS SHOWING A SLICE OF THE PROJECT AT ITS WIDEST POINT.
WOODEN FRAME

WOODEN LATTICE

STEEL FRAME

WOODEN COVER

GLASS PANELS

STEEL MULLIONS

SKYLIGHT FRAME

WOODEN STEEL COLUMN

BOLTS
Prototyp Model 3D Print
PROTOTYPE VARIOUS PAVILIONS BELOW


Korea DMZ Council. 18 April 2011. The DMZ-A Zone of Peace and Life. 2010. 20 April

“Official Site of Korea Tourism Org.: From the DMZ to the PLZ-The Road to Peace and Life along the DMZ, 545km.” Visit Korea:


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