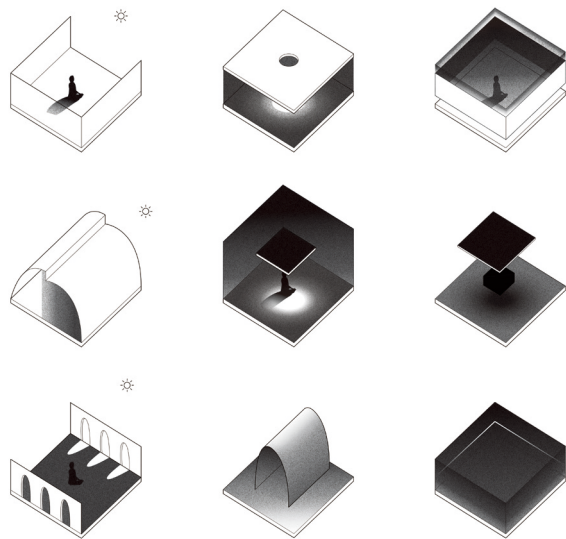


Space Between Memories: PAUSE



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A thesis submitted in partial fulfillment of the requirements for the degree Master of Design in Interior Architecture Studies [Adaptive Reuse] in the Department of Interior Architecture of the Rhode Island School of Design

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2021

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The space of blood and sweat from the past has become a place that gives peace and stability in modern times.

CONTENTS

Abstract	13	Design proposal	55
		User groups / Programs	56
Introduction	15	Design strategy	57
Korean architecture and modern history	16	Concept	61
Korean modern architecture examples	18	Sequence	62
		Proposed plans	64
		Final views	70
		Precedents	75
The Site	23	Hyundai Card Libraries	76
The Old Seoul Station	24	Bookstore Dominicanen	80
The timeline	26	Dresden Museum of Military	82
Seoul Station mass process	29		
History of Korean railroad	30	Citation	85
Urban collage	32	Annotated bibliography	86
Site analysis	34	Image credits	88
Site Documents	39		
Existing site plans	40		
Direction of proposal	45		
Issues and missions	46		
What modern people lack	51		
The need of pause	52		

ABSTRACT

The early 20th century was an important time for economic development and modernization around the world. However, the Republic of Korea spent decades suffering under Japanese colonial rule.¹ For that reason, preservation or demolition of buildings built during the Japanese colonial period remains a polarizing topic. Many of these structures have been demolished or neglected, unrecognized for their historical and architectural value. Although Koreans learn about the colonial era in school, if those physical places experienced in their daily life gradually disappear, they will forget this difficult history. These structures should be a space where people can feel historical lessons as a living part of their daily life.

The Old Seoul Station was the conduit of Japanese imperialistic exploitation of Korea, but was mostly known to millions as an active station until the New Seoul Station was established in 2004. Since the completion of the new station, the old has had no identity and been neglected from the surrounding context.

This thesis suggests that reuse should be achieved according to the programs lacking in the region to which the structure belongs. In this case, considering that the new and historic stations are focused on *movement* and business commuters,

what local people lack is *pause* and this thesis reimagines how to insert a moment of rest and reflection within the station. Physical and mental relaxation is determined as the main program, and a design strategy is established based on three architectural challenges between the two stations. Disconnection and complex flow are addressed by simplifying wayfinding from the New Seoul Station into the Old Seoul Station, by coring a single passage through the historic space. The unused forecourt is reemphasized through transparency and reflection of glass to acknowledge the layered complexity of the site. Visitors explore the forecourt and Old Seoul Station according to a planned sequence with moments of restoration and reflection. Visitors will not only replenish themselves, but also realize the lessons of the past as they encounter historical evidence. Each of these moments is woven together through the spatial experience of light and darkness.

Through this form of reuse, modern structures with historical importance but alongside negative association will acquire new value and adapt into modern society.

1. Ahn Chang-mo, "한국근대건축에서 식민지관광주의와 모더니즘에 관한 연구"["Colonial Tourism and Modernism in Korean Modern Architecture,"] Korea Association for Architectural History(2002), 7.

INTRODUCTION

Korean architecture and modern history
Korean modern architecture examples

Korean architecture and modern history

Controversy over whether Korean modern architecture in the early 1900s should be preserved or demolished remains hot. This is because they were mostly built by Japan during the colonial period. Until recently, tens of critical articles have posted on the Blue House National Petition Board, such as, 'We oppose the designation of cultural assets of buildings built by the enemy as a symbol of Japanese invasion', and 'Let's get rid of the enemy's buildings'.

The early 20th century was a turning point for many countries around the world, especially Western countries. At that time, however, the Republic of Korea, or Joseon, was turned into a colony without natural industrialization, and was converted into a modern state system by other countries.² In addition, looking at the modern history of Korea as a whole, Korea has experienced, the division of the South and the North, the war, followed by military dictatorship, and more dramatic economic growth than any other country. Therefore, unlike Western countries that have naturally developed along with social change, such as industrialization and urbanization, Korean buildings have been repeatedly built and demolished, delaying modern architectural growth.³ Modern buildings introduced in Korea in the 1900s were evaluated as the result of the transplantation of Japanese architectural styles and imitation of Western modernism styles, and the need for

research and preservation was not recognized.⁴

However, the painful history of a country is something that its descendants should be willing to carry. Those buildings were also built in the history of Korean ancestors' blood and sweat, and since they reached today finally with the ancestors' spirit, they are worth being preserved and furthermore, they should be reused by modern people and descendants rather than neglected.

2 Chang-mo, "Colonial Tourism and Modernism in Korean Modern Architecture", 7.

3 Chang-mo, "Colonial Tourism and Modernism in Korean Modern Architecture", 7.

4 Heo Sung-jun, "식민 통치와 전쟁 겪은 한국, 근대건축 존재할 까?" ["Korea, after colonial rule and war, will there be modern architecture?,"] *ChosunBiz*, July 4, 2013, https://biz.chosun.com/site/data/html_dir/2013/07/04/2013070402319.html.



Registered Cultural Property No. 389 signed by the Korean Liberation Army. The blanks of the Korean flag, Taegeukgi, are filled with the signatures of Moon Soo-yeol and more than 70 comrades.

Fig. 1. Clipartkorea. Accessed December 14, 2020. [https://www.clipartkorea.co.kr/search/?premium_group=premium%7C&sort=3&rank_mode=balanced&keyword=\(%EC%82%BC%EC%9D%BC%EC%A0%88%2C%ED%83%9C%EA%B7%B9%EA%B8%B0\)%2B-%EA%B8%80%EB%A1%9C%EB%B2%8C%2B-C%ED%94%BD&category=krpho&page=1&single_movie_themetitle=undefined&_usl=1](https://www.clipartkorea.co.kr/search/?premium_group=premium%7C&sort=3&rank_mode=balanced&keyword=(%EC%82%BC%EC%9D%BC%EC%A0%88%2C%ED%83%9C%EA%B7%B9%EA%B8%B0)%2B-%EA%B8%80%EB%A1%9C%EB%B2%8C%2B-C%ED%94%BD&category=krpho&page=1&single_movie_themetitle=undefined&_usl=1)

Korean modern architecture examples

In fact, many Korean modern buildings built during the Japanese colonial rule have been demolished for being built by the enemy. As a result of that, historically and architecturally, the period of cultural vacancy in traditional Korean architecture due to the colonial era widened. The unique architectural features of Korea have not been seamlessly connected from the past, and the identity of Korean architecture has also become ambiguous, which may lead to a sense of difference between old and new buildings. And socially, although Koreans learn about the Japanese colonial period through education, there is not enough place to experience in their daily lives, which may lead them to lose consensus from the past and eventually completely forget the pain of the past.

Modern buildings that have survived until now can be roughly divided into two situations. The first is remodeled and used well, and the second is being alienated from the modern era. The former City Hall Building is the example of reused building for other purposes. This can be a positive sign that awareness of the importance of historical preservation and increasing awareness of buildings during the Japanese colonial period and early modern buildings.⁵

However, there are also cases in which it is necessary to demolish those buildings. The former Joseon Governor-General's Office was used by the Joseon Governor-General, the highest administrative office that enforced Japanese colonial rule from 1910 to 1945. It was used as the National Museum of Korea for 10 years before it was demolished in 1997.⁶ The decision to demolition was based on a plan to restore Gyeongbokgung Palace in the long term, which is historic site No. 117,⁷ and in the architectural field at that time, the issue of demolition was also related to whether or not Japanese modern buildings were to be demolished later, so opinions differed depending on the preservation and historical perspective. However, when considering the meaning of Gyeongbokgung Palace in Seoul's urban planning, the assertion that the completion of the Gyeongbokgung Palace layout was damaged and that the Government-General Office should be demolished for the restoration of Gyeongbokgung was convincing. As a result, it was demolished as a commemorative event for Liberation Day, and finally Gyeongbokgung Palace was first seen from Gwanghwamun-ro.⁸



Before the demolition



After the demolition

5 John Dunbar, "식민지시기 근대 건축물, 그 역사적 가치를 인정 받아 문화재 등록예고," ["Modern buildings during the colonial period, recognized for their historical value, are announced as cultural properties,"] Ministry of Culture, Sports and Tourism, August 7, 2013, <http://www.kocis.go.kr/koreanet/view>.

Fig. 2. Maeil Newspaper, 2019, Accessed December 8, 2020. <https://news.imaeil.com/Literature/2019112723495574628?ismobile=true>.

Fig. 3. Chulsa Korea. Accessed December 8, 2020. http://chulsa.kr/index.php?id=vote&page=4671&listStyle=webzine&document_srl=23785612.

In contrast, the old Seoul City Hall building was built and used as the Gyeongseongbu Office in 1926 during the Japanese colonial period, and was used as the Seoul Office after liberation. However, after that, a new government building was built in the back due to the increase in the population of Seoul and the expansion of municipal administration. As a result, through remodeling, a civic cultural space with the Seoul library, exhibition hall, and history hall was created.⁹ The registration of this building as a cultural property by the Cultural Heritage Administration reminds citizens of painful memories of the past, but shows that it is an effort to recognize and preserve the architectural and historical values of the building.

However, even if it is remodeled like this and used well, problems can still be found. In fact, there are many cases of Japanese-built houses that have been converted into cafes that are essential to modern people, and they are actually popular due to their exotic design. However, most users were unaware of their history and that they were Japanese-built buildings.¹⁰ They are just consumed as social media posts.

These are not good examples. It should not be limited to

preserving and reusing those structures. **It is natural to preserve it so that modern people can use it well in everyday life, and it should be a place where people can feel historical lessons at the same time.** It is more sustainable and valuable for future generations to modernize the spaces so that they can give a historical lesson, rather than making them just consumed spaces.

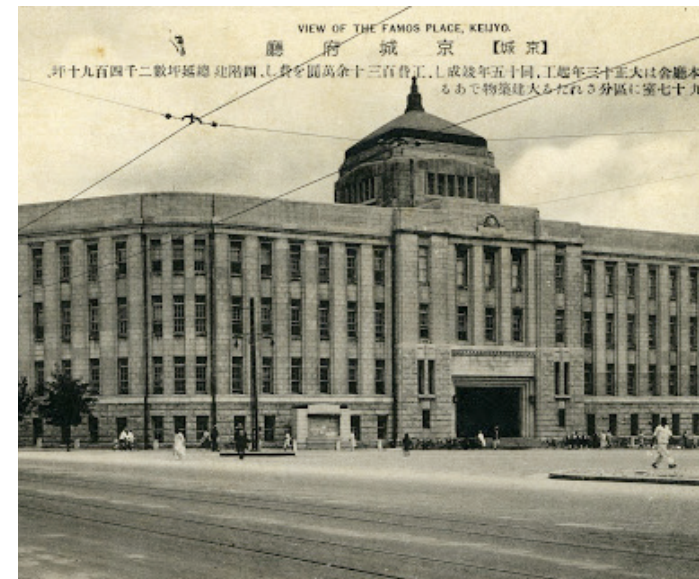
6 Ahn Gook-jin, "우화관 복원에 따른 근대건축자산 존치여부에 관한 연구"["Presevation of Modern Architectural Assests Following the Restoration of Woohwagwan,"] Suwon Research Institute(2018), 36.

7 "Introduction of Gyeongbokgung Palace," National Cultural Heritage Portal, accessed November 28, 2020, https://www.heritage.go.kr/heri/html/HtmlPage.do?pg=/palaces/palacesRoyalInfo.jsp&pageNo=2_1_1_0#.

8 Gook-jin, "Presevation of Modern Architectural Assests Following the Restoration of Woohwagwan," 37, 44, 45.

9 "The Great Transformation of Gyeongseong Urban Landscape, Former Seoul City Hall," Local N Culture, accessed November 28, 2020, <https://ncms.nculture.org/legacy/story/2728>.

10 Seo Jong-gab, "독립유적지는 방치되는데... 이국적 명소로 뜨는 적산가옥"["Independence ruins are neglected... enemy's houses that rise as an exotic attraction"] February 14, 2014, <https://www.sedaily.com/NewsView/1VFFS90B09>



The appearance of Seoul City Hall in 1960

Fig. 4. Seoul Mseum of History. Accessed December 10, 2020. <https://museum.seoul.go.kr/archive/archiveList.do?currentPage=2&type=D&type2=&arcvGroupNo=2829&lowerArcvGroupNo=&arcvMetaSeq=25363&arcvNo=74783&realArcvGroupNo=2829&searchVal=>.



The new and old Seoul City Hall

Fig. 6. Seoul Mseum of History. Accessed December 10, 2020. <https://museum.seoul.go.kr/archive/archiveList.do?currentPage=2&type=D&type2=&arcvGroupNo=2829&lowerArcvGroupNo=&arcvMetaSeq=25363&arcvNo=74783&realArcvGroupNo=2829&searchVal=>.

THE SITE

The old Seoul Station
The timeline
Seoul Station mass process
History of Korean railroad
Urban collage
Site analysis

The Old Seoul Station



1, Tongil-ro, Jung-gu, Seoul, Republic of Korea

Fig. 7. Popco. Accessed November 28, 2020. https://www.popco.net/zboard/view.php?id=dica_forum_samsung&no=30003.

Old Seoul Station is one of the most prominent structures, built by Japanese during the colonial period. It is highly recognized so that everyone knows about it in Korea, but many still do not know that Seoul Station was built for the purpose of exploitation during the Japanese colonial period. Moreover, despite of its fame, after the new Seoul Station was built next to it in 2004, it became gradually alienated by nearby surroundings and people.

The Old Seoul Station started as Namdaemun Station in 1900 and served as a railway station during the 20th century. Currently, it is preserved by the Cultural Heritage Administration under the name Culture Station Seoul 284 next to the new Seoul Station, and is used as content for exhibitions and performances.¹¹ However, as it is currently being protected under the Cultural Property Protection Act, there are some limitations in quickly responding to various exhibition themes in the architectural space according to social changes.

Considering the value of the Old Seoul Station and the following advantages, it should be a space that can be usefully approached to citizens beyond

these limitations. The Old Seoul Station has a very high degree of recognition that Seoul citizens share collective memories as it has undergone a century of modernization, which is rare among existing Seoul buildings.¹² In addition, Seoul Station is in the most important position in Seoul, as it is adjacent to the four large gates that were located east, west, north and south of Hanyang, the capital city during the Joseon Dynasty, and the Blue House, the current presidential residence. Moreover, with the opening of the Airport Railroad from Incheon Airport to Seoul Station, the value of Old Seoul Station has the potential to gain international status.

¹¹ "Seoul Station / History," Namu Wiki, last modified November 13, 2020, <https://namu.wiki/w/%EC%84%9C%EC%9A%B8%EC%97%AD/%EC%97%AD%EC%82%AC>.

¹² Eun-sil, "Premises to Utilize the Social & Cultural Value of the Old Seoul Station and The Cultural Facilities," 110.

The timeline

Japanese colonial era (1910 - 1945)

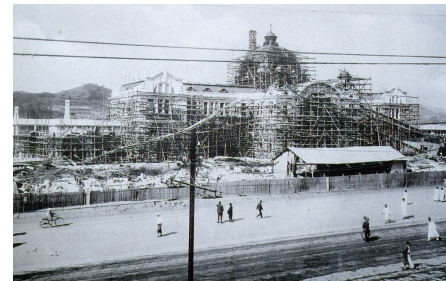
1900



Namdaemun Station (Fig. 8)
 Opened as Namdaemun Station with the opening of the Gyeongin Line (Seoul - Incheon).

It was a wooden barrack building as a station serving as a simple station between two stations.

1923



Gyeongseong Station (Fig. 9)
 January 01, the station name changed to Gyeongseong Station.

1922 - 25

Under new construction
 Construction: Shimizu construction
 Design: Unknown

1925



Completion (Fig. 10)
 The first Western-style restaurant grill with a dome-shaped roof, a brick-built Renaissance facade (2nd floor).

The interior is modeled after Lucerne Station in Switzerland and the interior of Amsterdam Station.



Lucerne Station (Fig. 11) Amsterdam Station (Fig. 12)

1936

Gyeongseong-Busan special express train, Akasuki, established.

1943

Changed the express train between Busan and Beijing to Gyeongseong -Beijing.

1947

Station name changed to Seoul Station.

1950 - 1953



The Korean War (Fig. 13)

1974

Seoul subway (Seoul-Cheongyangni) opened.

1981

Seoul Station Designated as Historic Site No. 284.

1988

Private sector of the station begins.

2004



Opened KTX high-speed rail (Fig. 14)
New Seoul Station opened /
Old Seoul Station closed.

2007

The old station has long been deteriorated due to KORAIL's management of neglect and the homeless occupying the station after the station's work was transferred to a new station.

Management delegated from the Cultural Heritage Administration to the Ministry of Culture, Sports and Tourism.

2011

Consigned operation of Korea Craft & Design Foundation(KCDF).

Completion of restoration work.

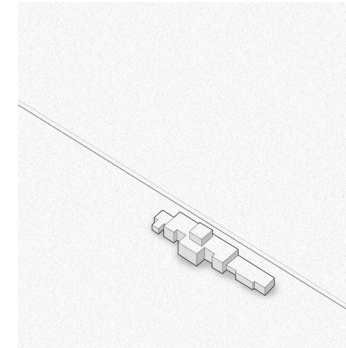
Culture Station Seoul 284 opened and it has been operating as a complex cultural space.

The transportation function of the station was revived. Gyeongui Line platform moved to the next.



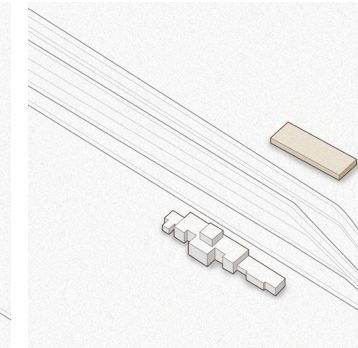
(Fig. 15)

Seoul Station mass process



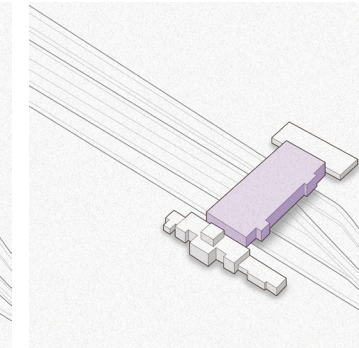
1925

Completed as Gyeongseong Station



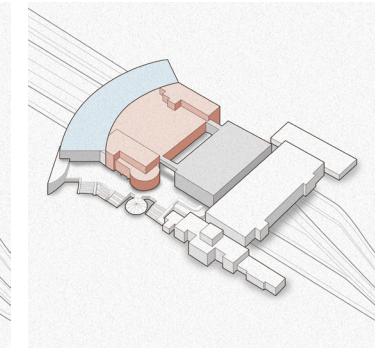
1969

West station is built on the other side due to increasing demand at the station



1988

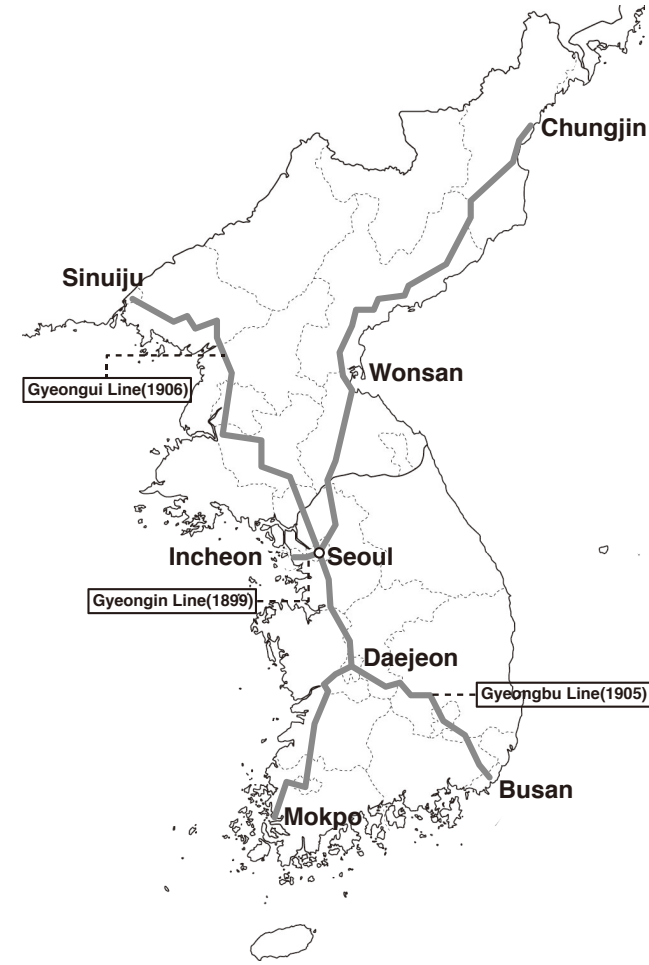
A privately owned station was built connecting Seoul Station and West Station. The Galleria Department Store was on the upper floor of the private sector.



2004

New Seoul Station, shopping malls, parking lots were added. As the main entrance to the western station, which is easy for local residents to access, was created, the former Seoul station was emptied.

History of Korean railroad



Gyeongin Line (1899)

(Seoul - Incheon)

A railway was built 10 years before the Japanese colonial period and the purposes were;

1. Large-scale military transport
2. Military supply transport

Gyeongbu Line (1905)

(Seoul - Busan)

The land near the station had to be sold at a low price under Japanese rule, and the people had to be mobilized for forced labor, which became a symbol of suffering and humiliation for most people.

Gyeongui Line (1906)

(Seoul - Uiju)

Japan, the island nation, had the effect of being connected to the continent through it.¹³

¹³ Encyclopedia of Korean Culture, accessed December 14, 2020, <http://encykorea.aks.ac.kr/Contents/Item/E0056112>.

Railways also played a big role in the history of the Korean independence movement. During the March First Independence Movement in 1919, people from all over the country by railroad flocked to Seoul to participate in the movement for national independence. Also, on September 1st of that year, 65-year-old Dr. Kang Woo-gyu threw a bomb at the new governor, Saito Makoto, at Seoul Station Plaza. His statue is currently existing on the plaza.¹⁴

¹⁴ Namu Wiki, "Seoul Station / History."



Gyeongin railway early train

Fig. 16. Encyclopedia of Korean Culture. Accessed December 5, 2020. <http://encykorea.aks.ac.kr/Contents/Item/E0002748#>.

Urban collage

Seoullo 7017: The Seoul Station Overpass was a symbolic structure of Seoul, completed in 1970, designed to cross the east and west of Seoul Station for rapid population growth and traffic congestion. However, since the late 1990s, the safety issue of the Seoul Station overpass has been raised every year, and eventually, serious safety issues were raised in 2006. Then, in 2017, the urban regeneration project that transformed this overpass into a park is Seoullo 7017. It is true that there had been many controversies for the project and have had various opinions even until now.¹⁵ But it is certain that Seoullo has created a new experience unlike before while walking on the overpass in Seoul.

New Seoul Station: Seoul Station has 4 subway lines, KTX, Saemaeul, and Mugunghwa that depart to major cities across the country. There are also a tourist train, an airport railway that connects Incheon Airport and Seoul directly, and an urban airport terminal and a bus transfer center. Before the pandemic, the number of passengers per day was 130,000, making it a transportation mecca.¹⁶



Seoullo 7017 (Fig. 17)



New Seoul Station (Fig. 18)

Fig. 18. Lee Jinju, 'Seoullo 7017' 1 year, exceeded 10 million visitors, Kyunghang, May 16, 2018, https://m.khan.co.kr/view.html?art_id=201805161336011.

¹⁵ Namu Wiki, "Seoullo 7017."

¹⁶ Namu Wiki, "Seoul Station / History."

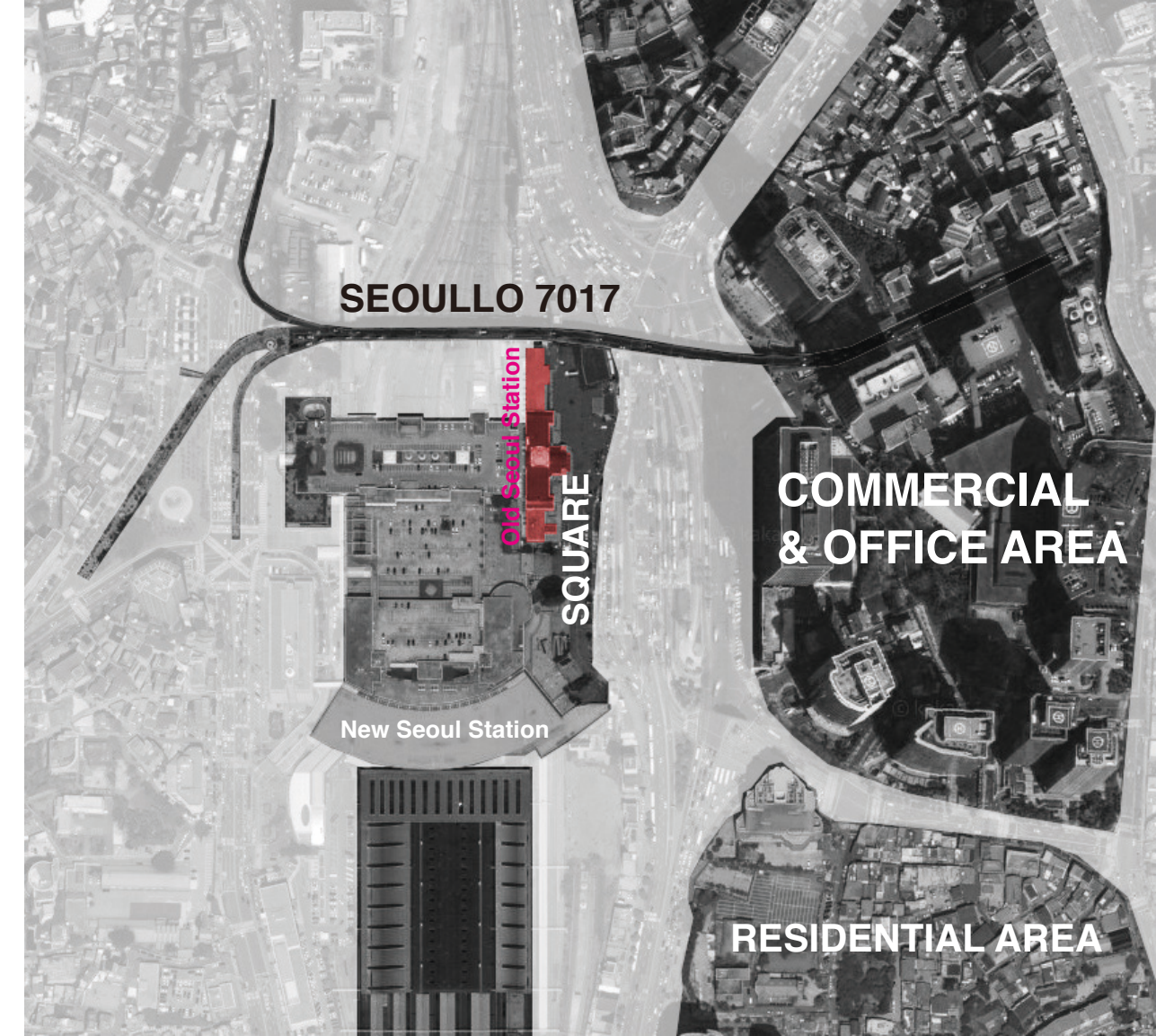


Fig. 19. Flickr. Accessed December 10, 2020. <https://www.flickr.com/photos/octavius25/390732969/in/photolist-AwBik-o5fyhT-57Quw2-Cweqr2-255>

Site analysis

Demographics



Population in Seoul

9,679,771

Population in Jung-gu (Old Seoul Station)

122,273

Population in Yongsan-gu (New Seoul Station)

230,151

Average number of passengers at Seoul Station per day

181,000



Average number of passengers at Seoul Station per day: 181,000

30s

21.2%

40s

20.4%

20s

19%

60s

18.1%

50s

17.7%

The source of the above data:

Small Business Market Promotion, Korea Railroad Corporation.

Existing programs in Seoul Station

There is an open concert hall in the reception room on the 3rd floor. This space is a general event space and is mainly used as a venue for various events, but sometimes it is used as a stage, sometimes as an artificial garden, a job fair, etc.

Seoul Station also serves as a business space, and rents small conference rooms to large conference rooms that can accommodate up to 100 people. Moreover, you can apply for and borrow a laptop or beam project from the website of the KORAIL company that operates Seoul Station, and the business zone on the 2nd floor has a space where you can handle urgent tasks such as document editing, printing, copying, and scanning while traveling.

There are many different types of restaurants in Seoul Station, and you can buy food from salesmen inside the train.¹⁷

¹⁷ [Evolving Seoul Station, what are you?] posted on FromA, May 31, 2019.

<https://froma.co.kr/540>.



Restaurants / Cafes

Business area(print, meeting rooms etc)

Even Space

Fig. 19. [Evolving Seoul Station, what are you?] posted on FromA, May 31, 2019. <https://froma.co.kr/540>

Site analysis

The old Seoul Station's value

Historical value: In Korea, it can be said that the starting point of modernization came from the construction of railroads. However, in the West, while urban railroad traffic developed through natural modernization and industrialization, railroads were built for the purpose of being used as a forward base for continental invasion during the Japanese occupation and the exploitation of Korea.

1. As the gateway to Gyeongseong, the train was constructed to import modern culture / the exploitation from Japan.
2. A historical place where democratization was achieved through struggle and rebellion.
3. A historical place where people gathered and shared joy on Liberation Day in 1945.
4. A place where countless refugees went on their way during the 1950, the Korea war occurred.

The rapid economic development in the 1960s led to a large number of rural residents visiting Seoul, and they first experienced Seoul through Seoul Station.¹⁸

Architectural value: Despite the fact that the railway was a symbol of the modern era, Japan's invasive character was revealed rather than from an aesthetic point of view. There are many speculations, but Tsukamoto Yasushi, a disciple of the Tokyo Station

designer, participated in the design of the Seoul Station, causing inevitable parts similar to Tokyo Station. And recently, it was revealed that the old Seoul Station is modeled after Lucerne Station in Switzerland with a Neo-Baroque structure.¹⁹ However, although it has a typical form of colonial architecture, it can be seen as having significance as a representative architectural style representing the times in that it is in line with the modernization history of Korean city and is the oldest railway building in Korea.

Urban value: During the Japanese colonial period, Seoul Station played a role as the heart of the Korean railway that united the Gyeongin Line, Gyeongbu Line, Gyeongui Line and etc. This centralization of railway lines played a catalyst role in promoting the modernization of Seoul, resulting in rapid development of politics, economy, and society.²⁰

18 Eun-sil, "Premises to Utilize the Social & Cultural Value of the Old Seoul Station and The Cultural Facilities," 108.

19 Ahn Chang-mo, "서울역 디자인의 모체는 루체른역... 도쿄역 축소판 아니다"["The mother body of Seoul Station design is Lucerne Station... not Tokyo Station,"] Munhwa Ilbo, August 2, 2017, <http://www.munhwa.com/news/view.html?no=2017080201032812000001>.

20 Eun-sil, "Premises to Utilize the Social & Cultural Value of the Old Seoul Station and The Cultural Facilities," 109.

Unbeautiful but respectful history

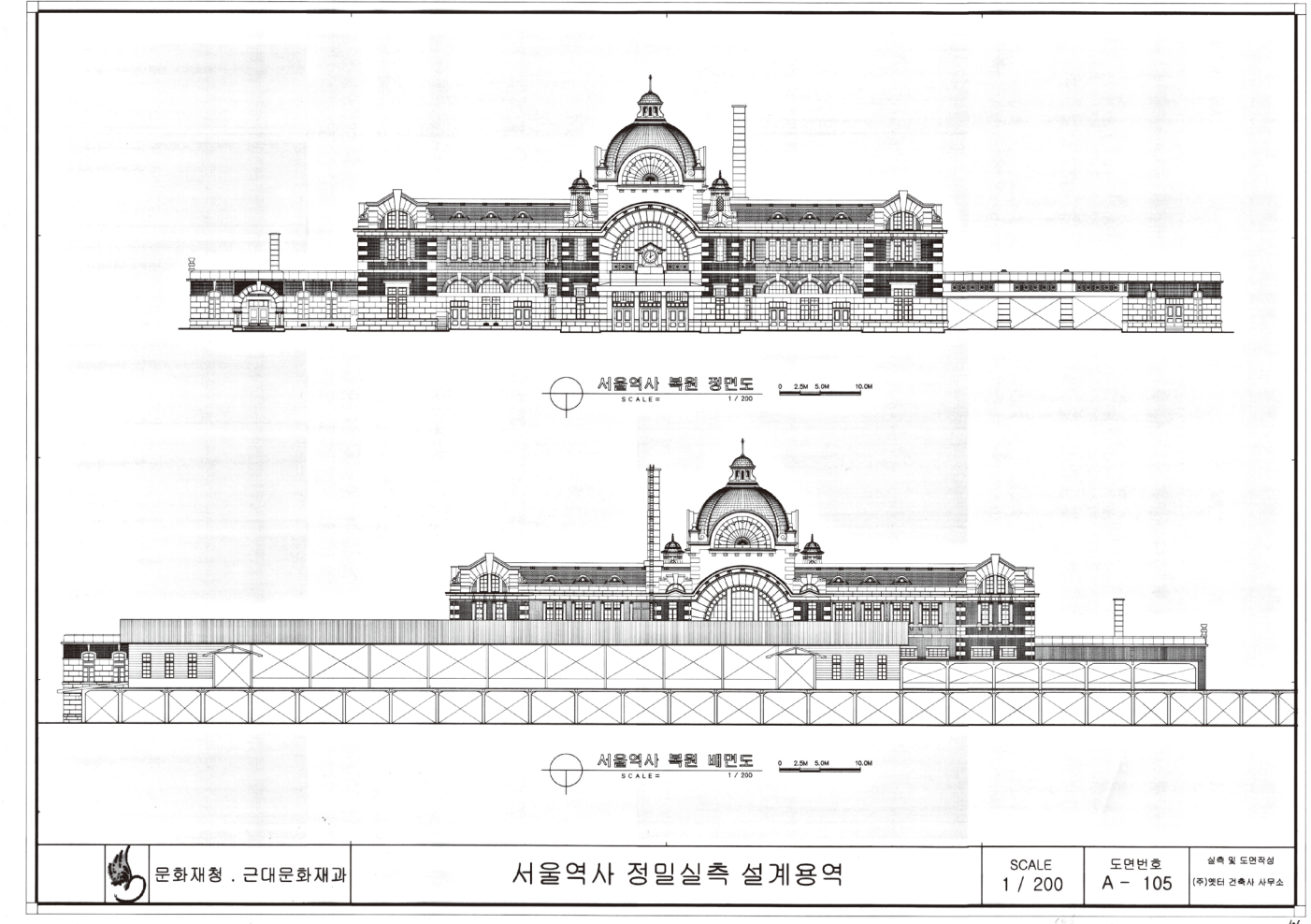
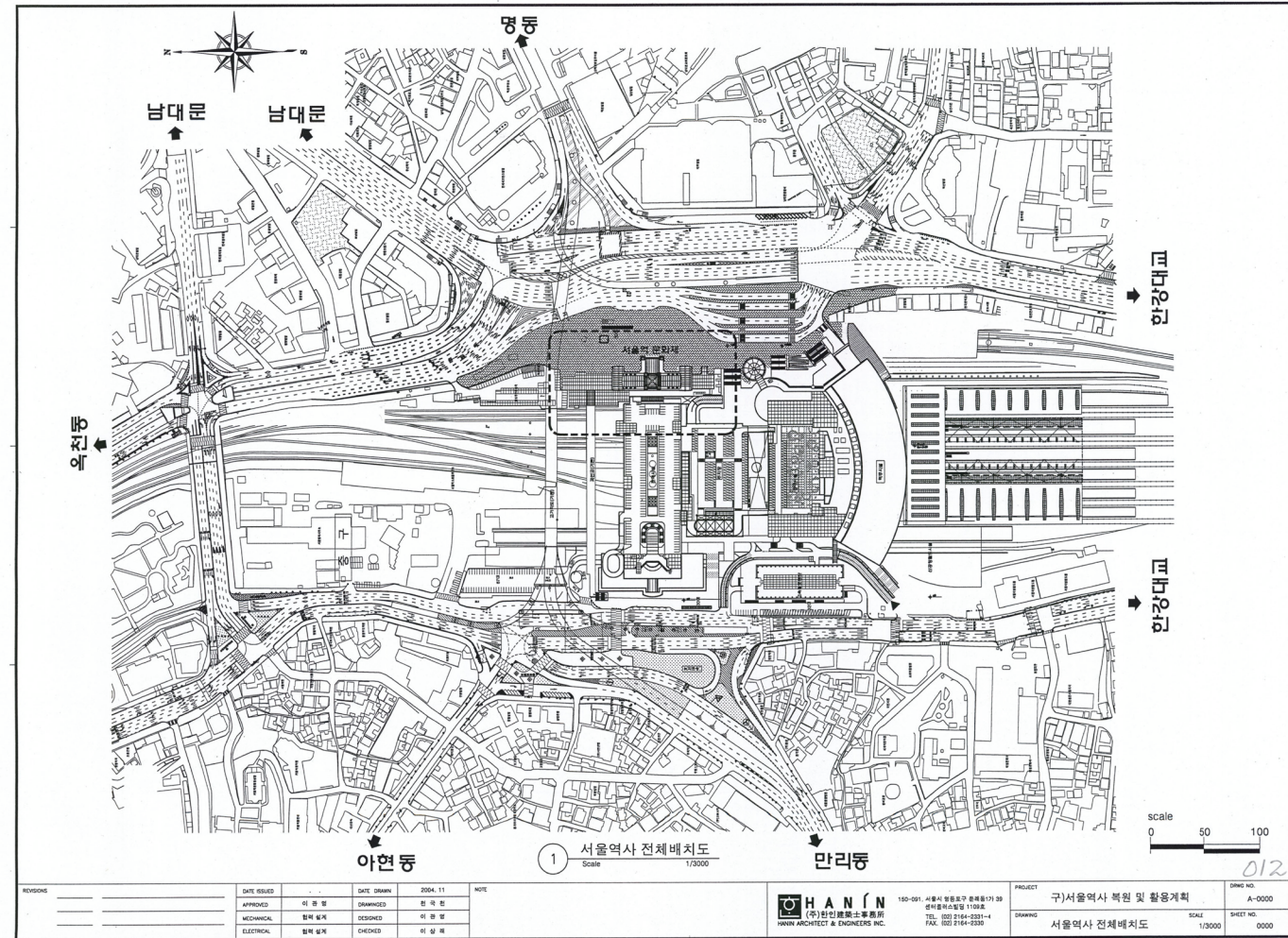


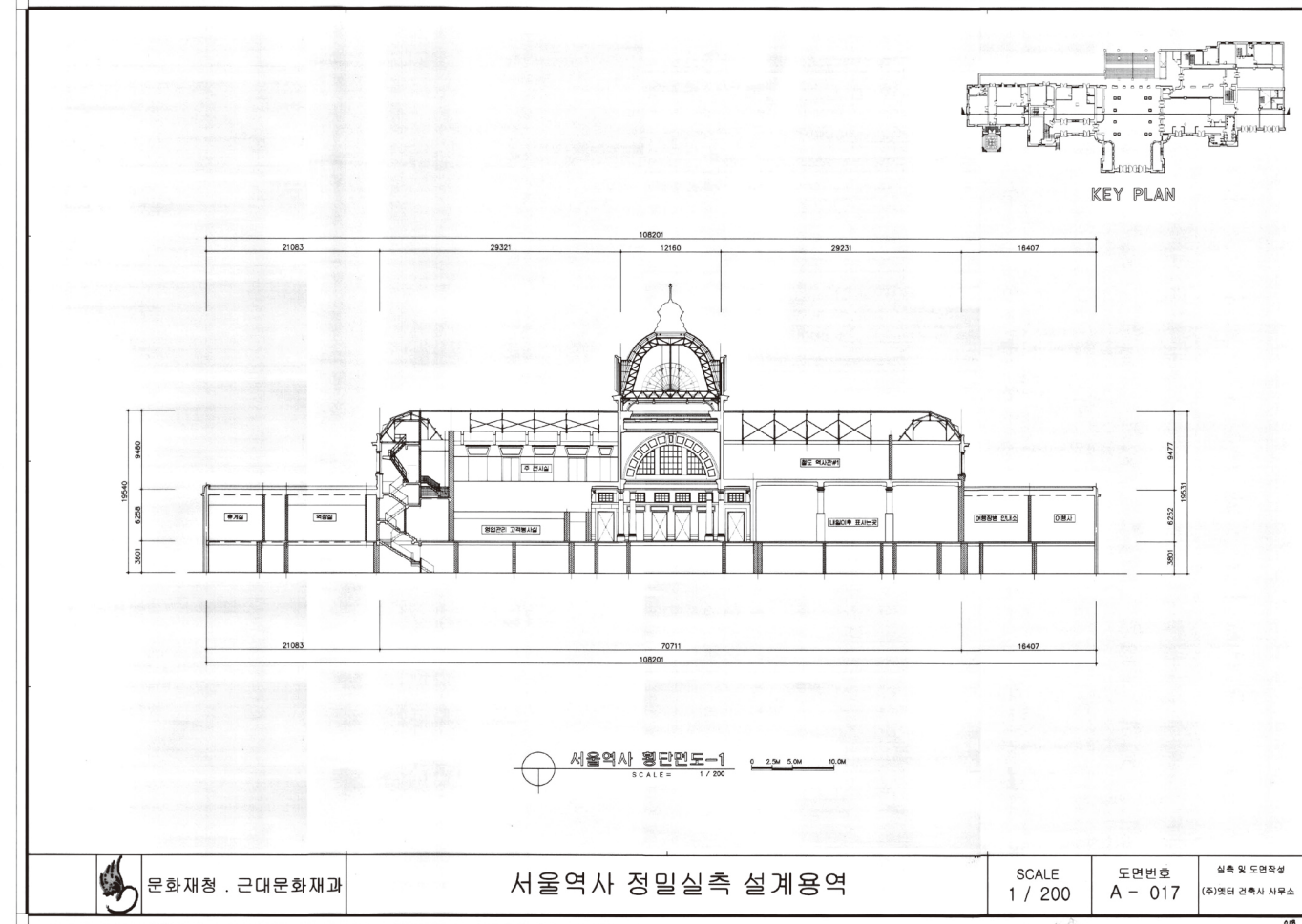
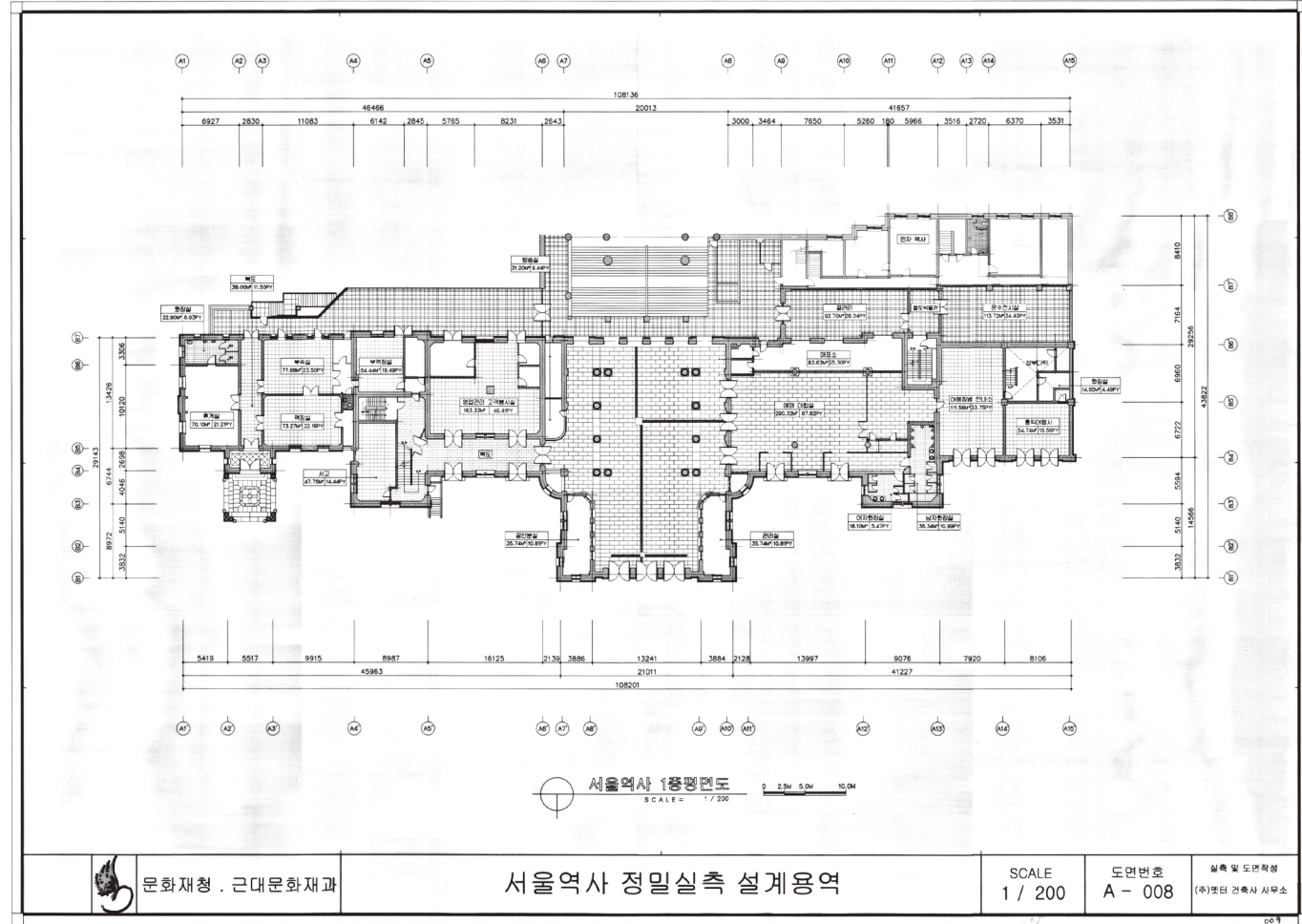
SITE DOCUMENTS

Existing site plans

(Provided by Korean Cultural Heritage Administration)

Existing site plans





DIRECTION OF PROPOSAL

Issues and missions
What modern people lack
The need of pause

Issues and missions

Management issues

It is believed that the following operational problems have caused Seoul Station to be marginalized to some extent. Also, the design will focus on the three architectural issues that follow and deal with the method of reusing the station.

1. Preservation or reuse?

Although the former station is used as a cultural exhibition space now, writers and planners who participated have said that the space for cultural arts programs is not proper. Since the construction was performed in a way to restore the previous style, there were problems such as temperature, humidity management and it is not easy to hold experiential exhibition.²¹ Also, not only the budget is not much, but also it is expensive to maintain, including the cleaning personnel and the security service, so there has been no case of ownership transfer as state-owned since this case.²²

2. Alienated, but why?

The reason for this neglect started when the Seoul Station's management authority, the Railroad Administration, was converted to the Korea Railroad Corporation(KORAIL), and the process of transferring

ownership to the Cultural Heritage Administration created a gap in responsibility and management. Currently, it is strongly regulated by *original preservation* by the cultural property preservation policy.²³ The second reason is its identity. It has become a complex cultural space, but it is difficult to say exactly what its current identity is because it requires a flexible space. It is not easy to preserve cultural properties in the variable space while actually operating them. If a detailed plan is not made, an ambiguous environment will be felt to the visitors. It is seen that that is why the number of visitors is still too small compared to the floating population.

21 Sun Han-kyul, "'옛 서울역'과 '문화역' 사이... '문화역서울 284'의 고민"["Between 'Old Seoul Station' and 'Culture Station'...Concerns of 'Cultural Station Seoul 284'," Mobile Hankyung, April 5, 2015, <https://plus.hankyung.com/apps/newsinside.view?aid=201504052259A&category=AA008&sns=y>.

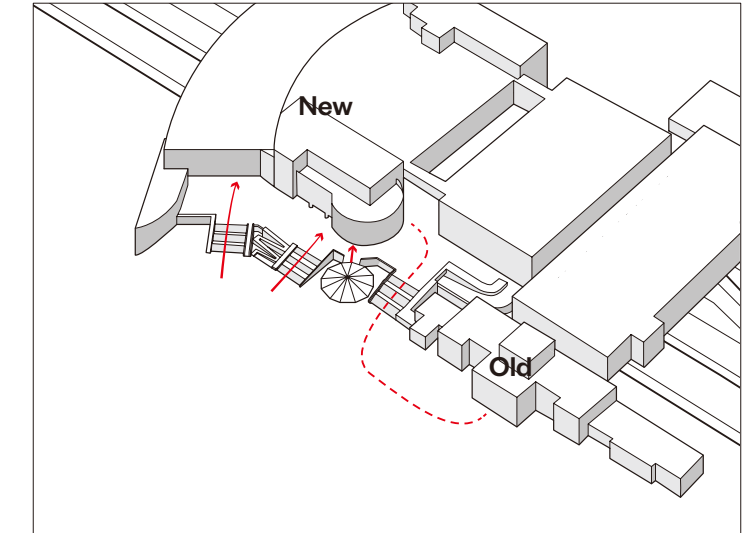
22 Chang-mo, "The mother body of Seoul Station design is Lucerne Station... not Tokyo Station."

23 Eun-sil, "Premises to Utilize the Social & Cultural Value of the Old Seoul Station and The Cultural Facilities," 110.

Architectural issues

1. The lack of connection

As the New Seoul Station was built next to it in 2004, it was disconnected physically, resulting in a break in memory between generations. Currently, a district of Seoul Station is an urban collage of old station, Lotte Mart, department stores, new station, and Seoulo 7017. Recently although it has been designated as a national historic site(284) and preserved as a cultural complex, among them, it has still been neglected without its fixed identity from the surroundings.²⁴

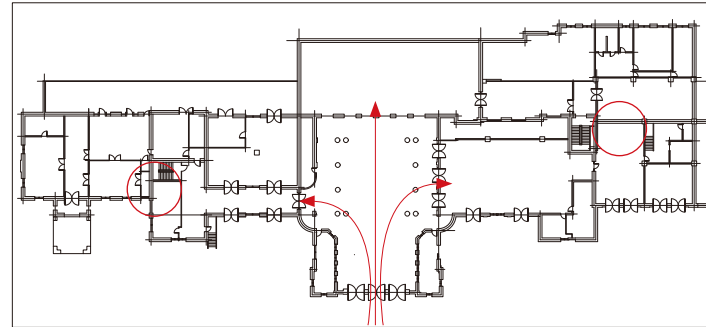


Disconnection between the New and Old Seoul Station

24 Park Jung-su, Yoo Hyun-joon, "The Recovery of 'Placeness' as Old Seoul Station," Architectural Institute of Korea(2007), 185.

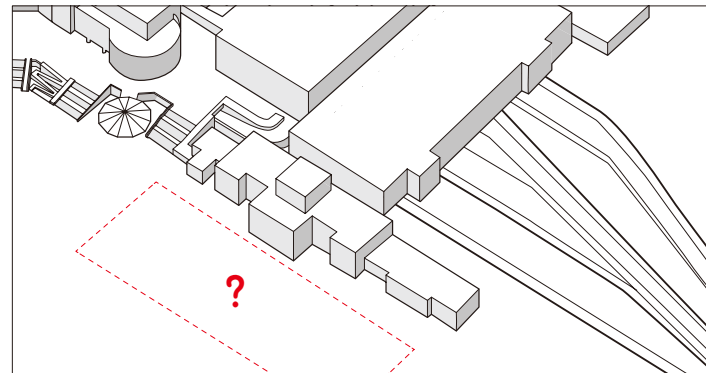
2. Complicated circulation

For now, the entire structure is not used and there are many vacant spaces. It is believed that this is because several walls obstruct free circulation. It is necessary to decide how to move people, what programs to put in which spaces, and how to connect the potential of these spaces.



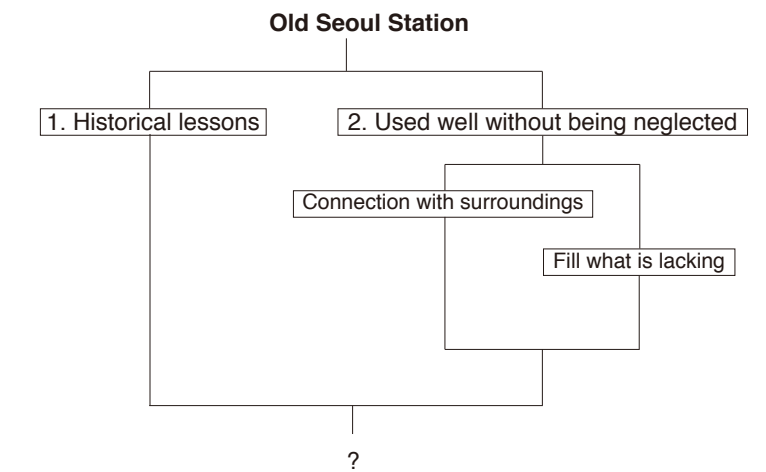
3. Unused exterior forecourt

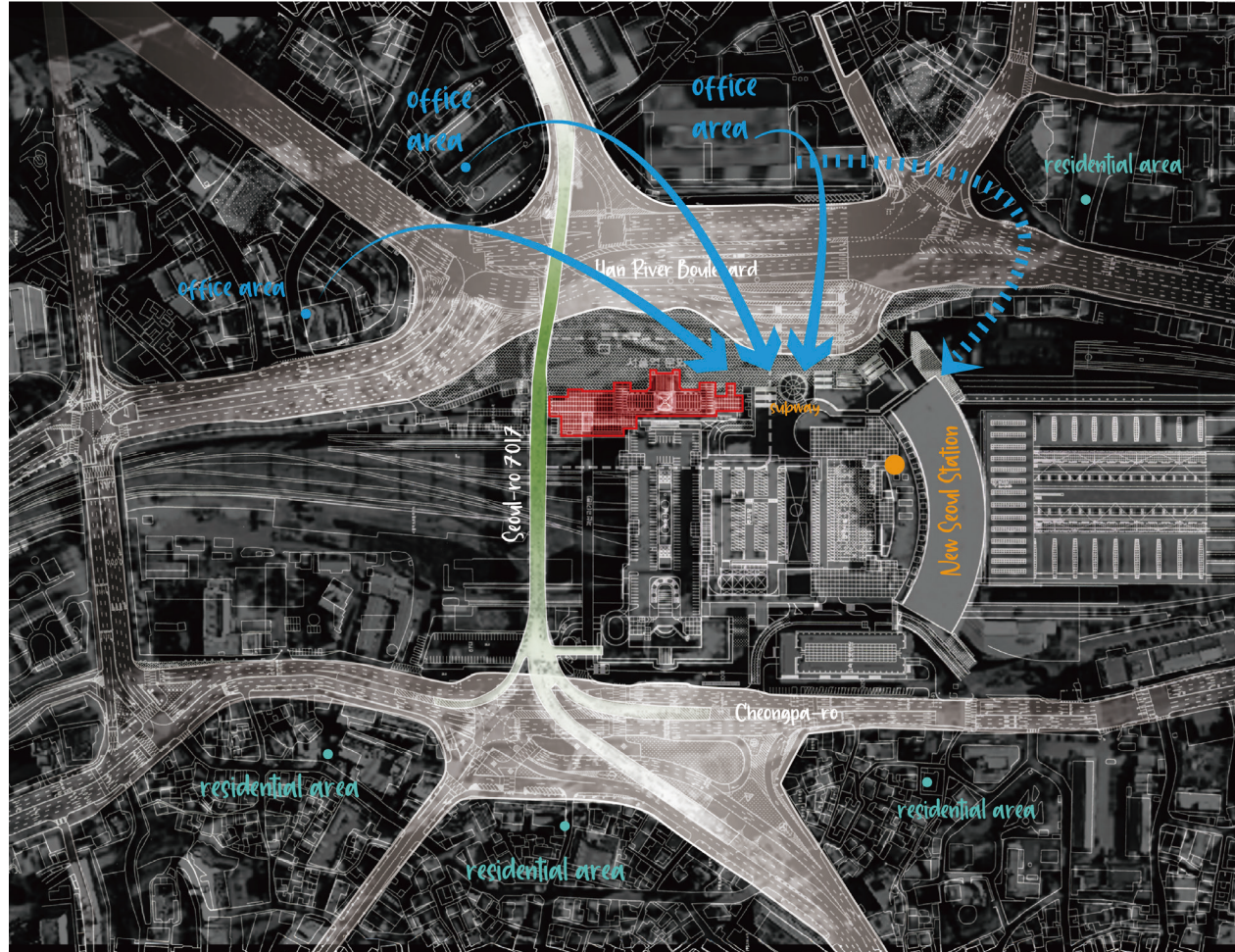
The Old Seoul Station forecourt has no set program and is used only by homeless people and a few passers-by.



In this sense, two requirements of this project were decided. As mentioned in the introduction about the attitude toward Korean modern architecture built during the colonial period, the Old Seoul Station should go beyond being preserved and should be a place that modern people should be able to use in their daily lives, and at the same time, it should be a place where modern people can feel historical lessons. The Independence Hall or facilities as examples related to the Japanese colonial period are not places they can experience in everyday life, but are only special places.

In summary, first, the Old Seoul Station should be able to give a historical lesson, and second, it should be used well with the surroundings without being neglected. For this, the connection with the new Seoul Station is essential, and the key is to find what is lacking in those who use it and how to fill it. In addition, it is clear that it is not an easy mission that something that fills it should give people a historical lesson simultaneously.





The area around the station consists of office and residential area. The New Seoul Station has an airport railroads, several subway lines, and many high-speed trains. It is one of the busiest regions in Seoul,

What modern people lack

In other words, the station is a place where people from all over the country gather and scatter, so the focus is on *movement*. In such a busy daily movement, what people lack is a place of *stopping*. There is a need for a place where people can take a break between offices and a busy city and look back on themselves and realize the importance of everyday life. And it would be even more meaningful if the place is the Old Seoul Station, an inconvenient heritage.

Also, it is not tremendous to feel a historical lesson. It is enough just to feel grateful for ancestors in your daily life and think about the painful past of the country where you live. However, a multi-sensory approach is required to experience multiple experiences in a pause space. **If the Old Seoul Station, where pain, sorrow, and joy passed in the past, returns to modern citizens and plays a role of comforting, it will be to use its value properly.**



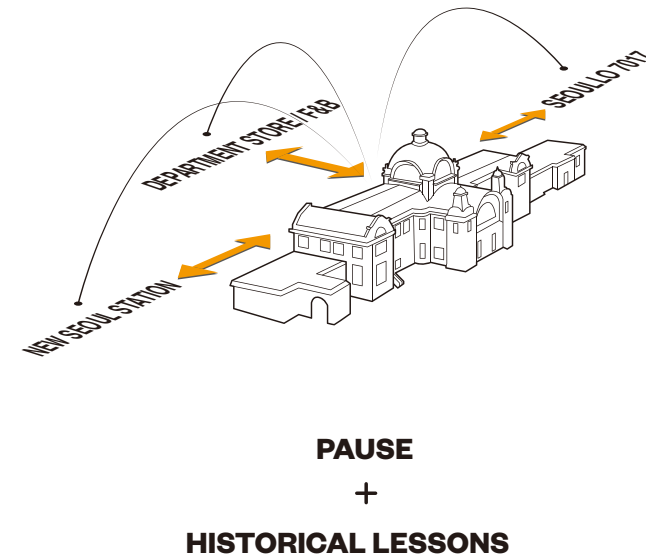
▼
PAUSE

Fig. 20. Karen Lau, Shinagawa Station. Accessed December 13, 2020, https://unsplash.com/photos/z_S5m-dqADA?utm_source=naversmarteditor&utm_medium=referral&utm_campaign=api-credit

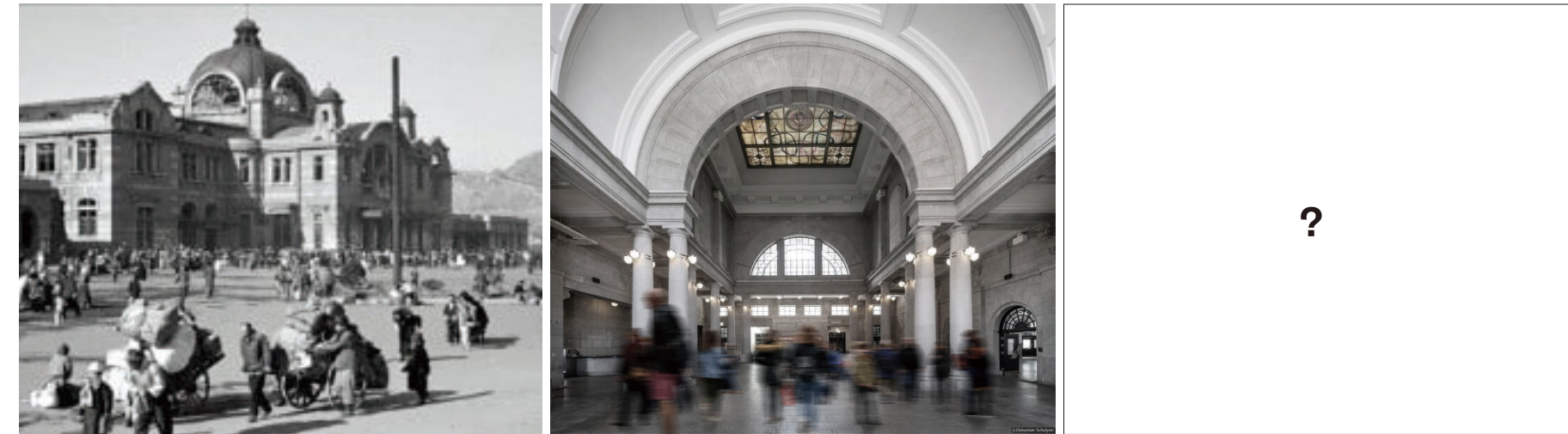
The need of pause

"Breathe slowly and deeply for a minute." Google's only meditation expert, Chade Meng Tan, has been teaching this method to more than a thousand of Google employees every year. It is clear that even the employees of Google, a global company that everyone wants to enter, are under stress without exception. To such people, he calms their mind through this method that he calls *Search Inside Yourself*.²⁵ Google even has a wall covered with his photos to show respect for him. He uses the word meditation to say that people should take a breath in their daily life and feel their daily life deeply and slowly. That is to spend time immersing ourselves around us, who was neglected by being suppressed in busy daily life.

The Old Seoul Station in the urban collage should be such a space for these people. An unusual architecture and interior in Seoul where people can take a moment to pause, look back at themselves, and fully feel the value of the space. I believe that if the colonial-era buildings are used so brightly to contemporary citizens in such way, their attitudes to view modern buildings will also change.



25 Caitlin Kelly, "O.K., Google, Take a Deep Breath," *The New York Times*, "Library," April 28, 2012, <https://www.nytimes.com/2012/04/29/technology/google-course-asks-employees-to-take-a-deep-breath.html?pagewanted=all>.



Early 1900s

- Colonial era

Late 1900s

- Movement
- Dramatic change of the society

PAUSE

Fig. 21. [Modern Seoul Station] used by Korea Economy

DESIGN PROPOSAL

User groups / Programs

Design strategy

Concept

Sequence

Proposed plans

Final views

User groups / Programs

People who need a comfort in their daily life

The proposed new station is a place to take a break for a while using the gap of time rather than staying for a long time. For that reason, these programs were placed at the station and the traffic line was minimized. It plays a role in helping office workers take a short break and take a break for travelers.



Office workers



Business trip people



Travellers

Physical and mental relax

E

Exhibition

L

Library

C

Cafe(tea)

M1

Meditation room

M2

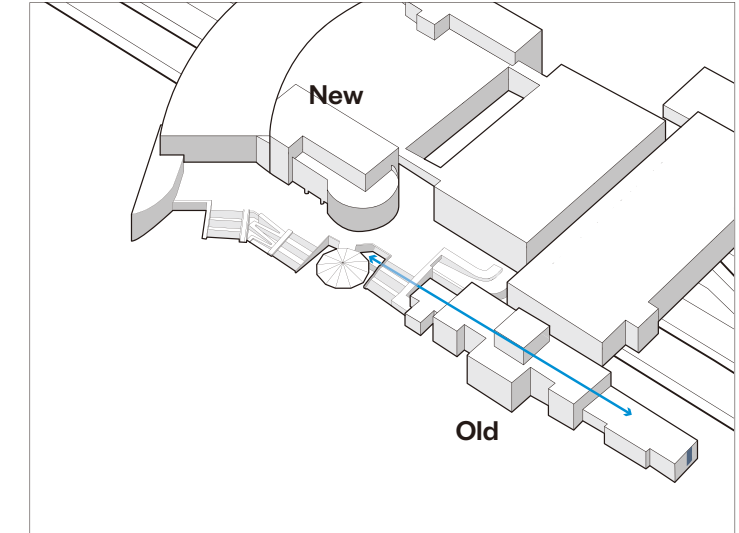
Massage room

Design strategy (A passage / Light & Darkenss)

A passage

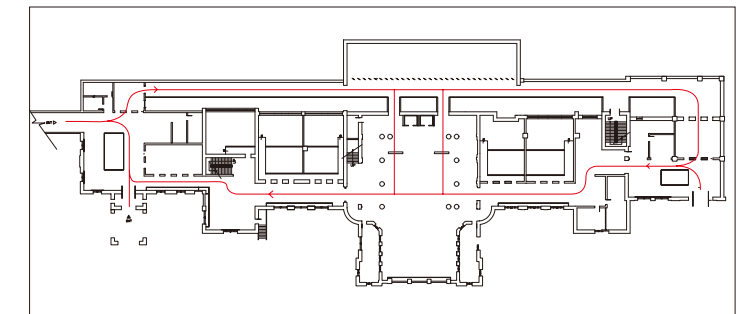
1. The lack of connection - Connection

It starts from a passage. It is necessary in order to connect with the New and Old Seoul Station physically. It is positioned horizontally between the escalator line going up from the subway station to the New Seoul Station so that it would not interfere with the existing road. At the same time, as the main entrance, the floating population will naturally flow into the interstitial space. Also, it has great potential in terms of dealing with the connection of other buildings, the relationship between rooms and passages, and various programs by using it. It is a strategy to maximize the effect with the minimum design tool.



2. Complicated circulation - Free circulation

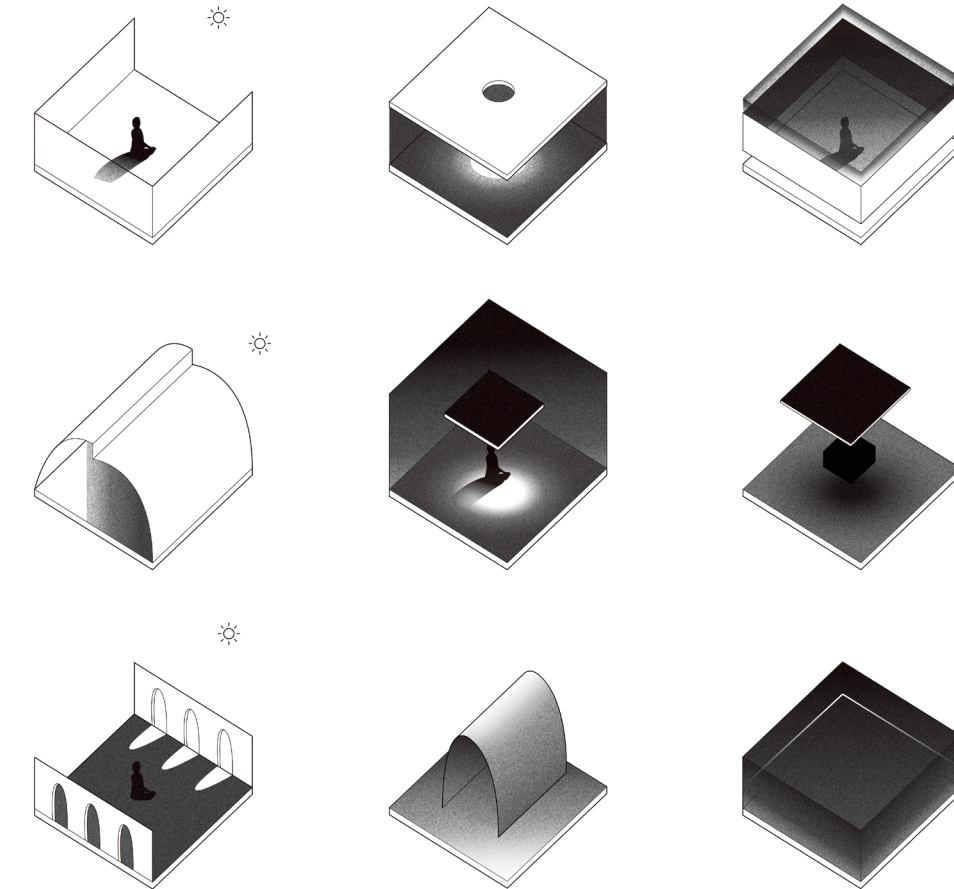
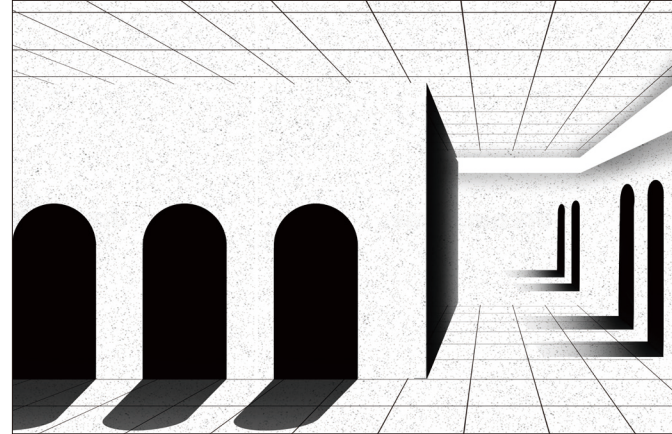
The pathway in this project serves as a place where people walk along and connects various programs. In addition, it can be said that there are many elements considering not only the complex flow, but also the various programs inside and the splendid exterior. Thus, this passage minimizes the circulation, creating one large loop and makes people focus on the program.



The relationship between light and darkness

Light and darkness are one of the basic elements that occupy space. Because there is light, we can see objects, and because there is darkness, they can appear three-dimensional. Meanwhile, interestingly, light and darkness have opposite images as representatives, light exists by darkness and darkness exists by light. It can be said that this is an element that fits perfectly into the project, a memorial architecture, where the past and the present coexist. Although historical lessons could be conveyed as a medium for conveying information such as exhibits and books, it is expressed only with a spatial body using minimal elements like the passage.

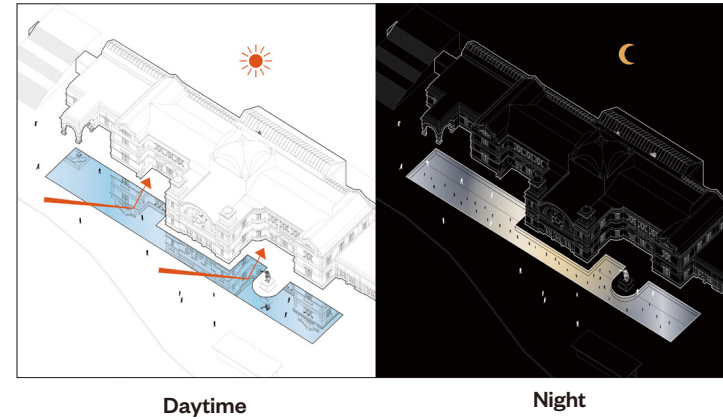
In this project, light and darkness basically define the relationship between the rooms and the passage, the meditation rooms and the garden. And, using glass, a design tool, light and darkness directly describe the past and present. Because we exist by the past and there are efforts and sacrifices in the past, we can look at the past now. The square and display boxes are the result of designs using typical glass properties.



Studies in typology of the relationship between light and darkness

3. Unused exterior forecourt - New design

The installation of the transparent floor in the forecourt is a tempered glass that is in visual harmony with the surrounding glass buildings. Moreover, during the day, the building is reflected by the reflection of sunlight to express respect for Seoul Station from the past. And at night, the underground is brighter, so you can see people walking around in the subway station. Instead of forcibly filling the plaza of Seoul Station, which has a small floating population, it is to visually bring people from underground to the surface.

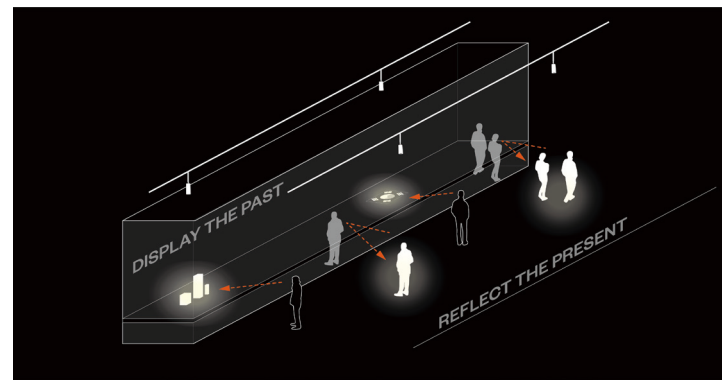


Daytime

Night

Historical lessons

The glass surrounding the exhibition also uses light and darkness. By arranging the light alternately between the exhibition and the viewer, while passing by, people could look at the exhibition through the glass and see the reflection of themselves. It is like looking at the past and present. Through their self-image, visitors will subconsciously feel a sense of responsibility as a modern person and look back on themselves.



Light & Dark + Exhibition

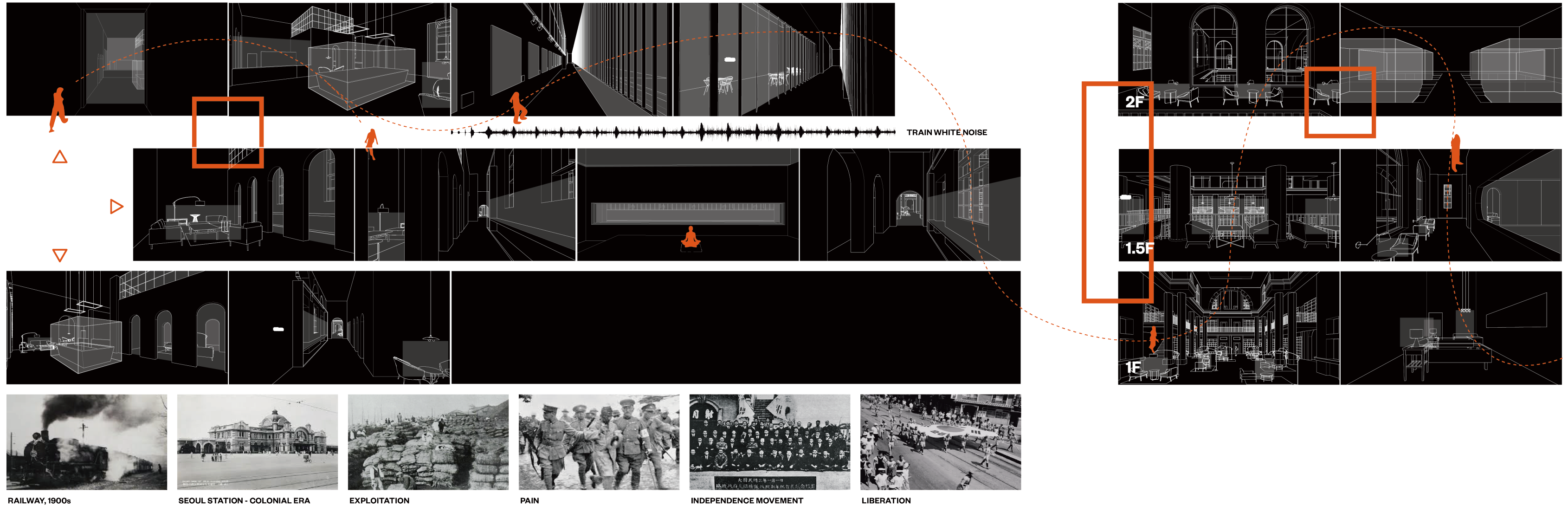
Concept

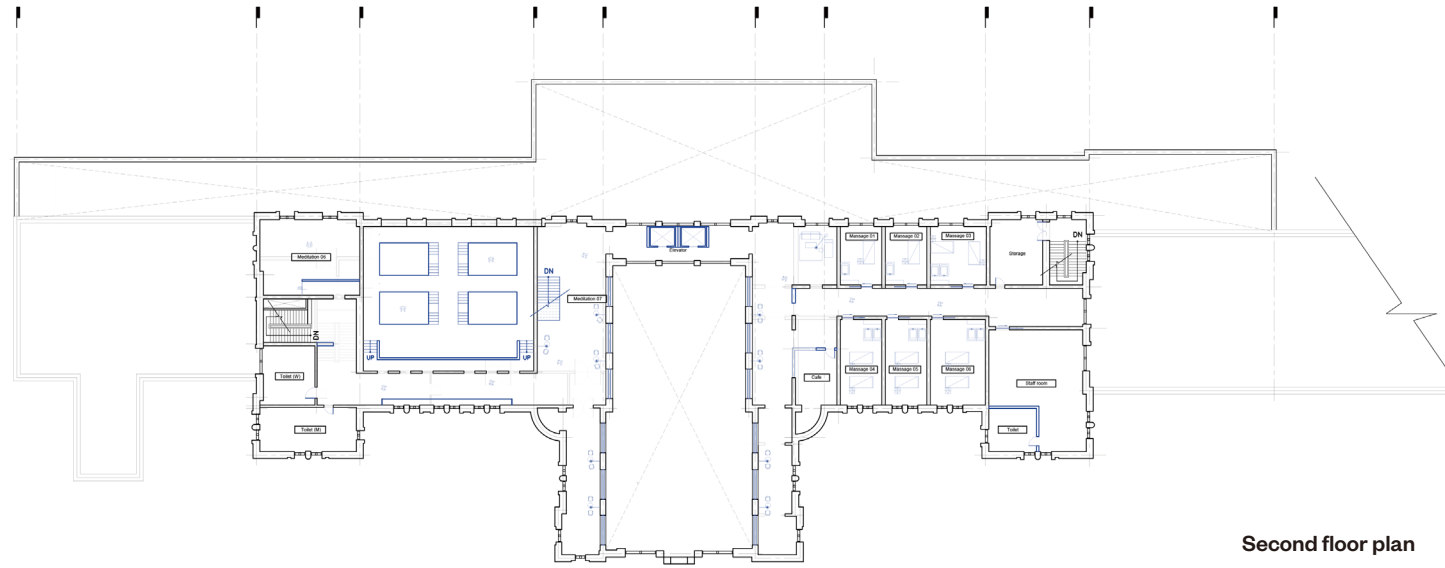
Weave through the whole space



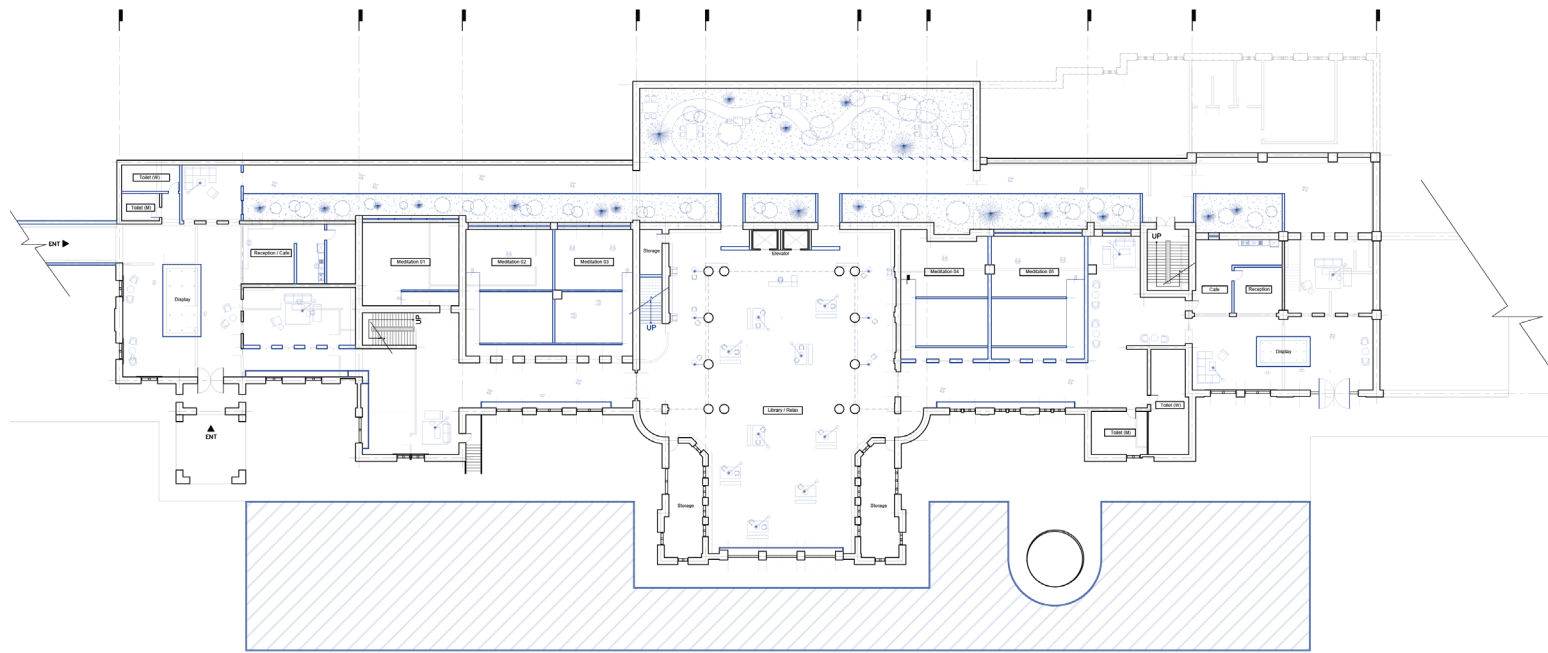
Weaving is the core concept and has three meanings in this project. This has three meanings to describe. Firstly, this is one of the examples of adaptive reuse, and secondly, it means solving three architectural issues with the design tools of the passage and the concept of light and darkness. Lastly, the experience of light and darkness seamlessly stitches the entire building into a single aggregate.

Sequence

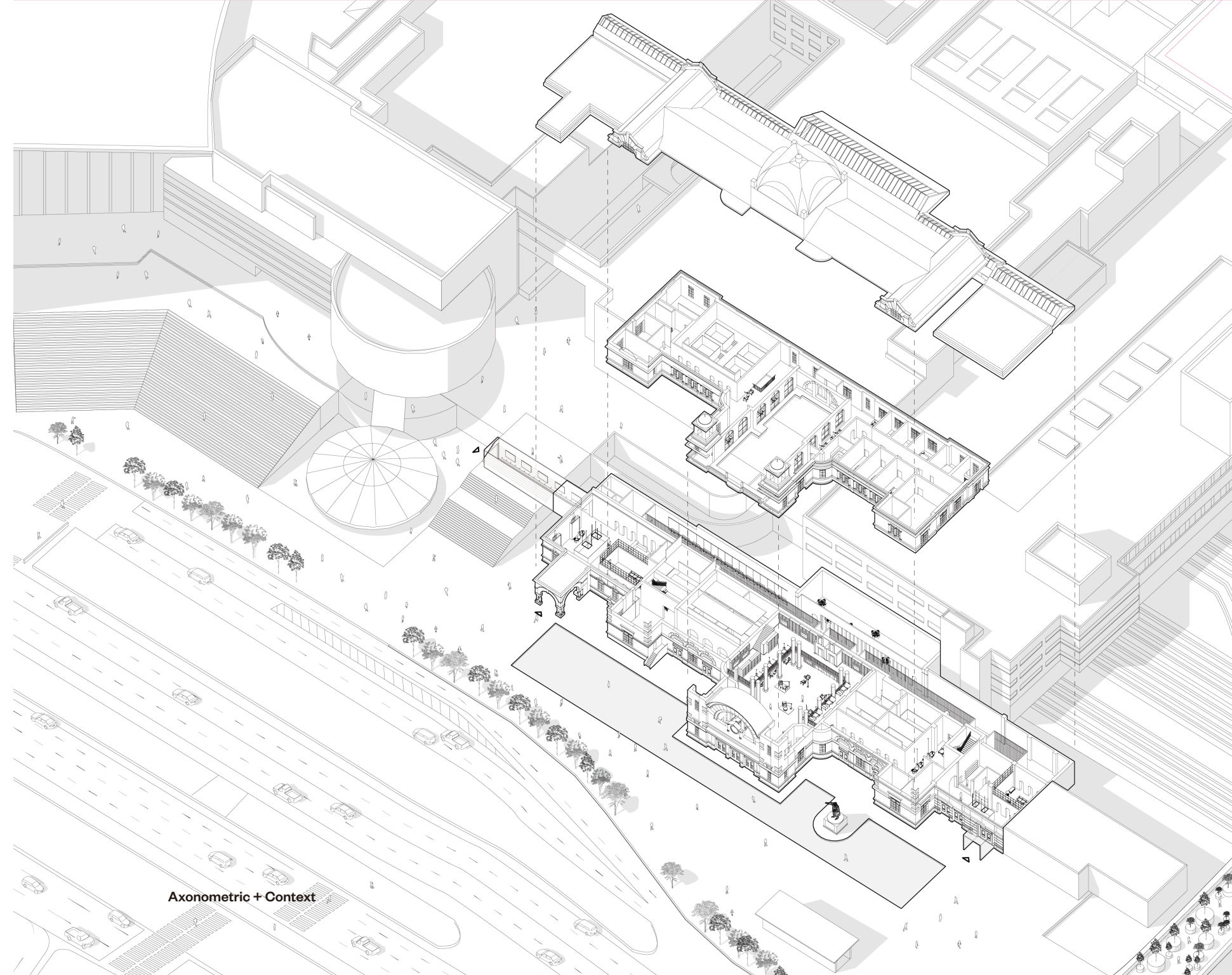




Second floor plan

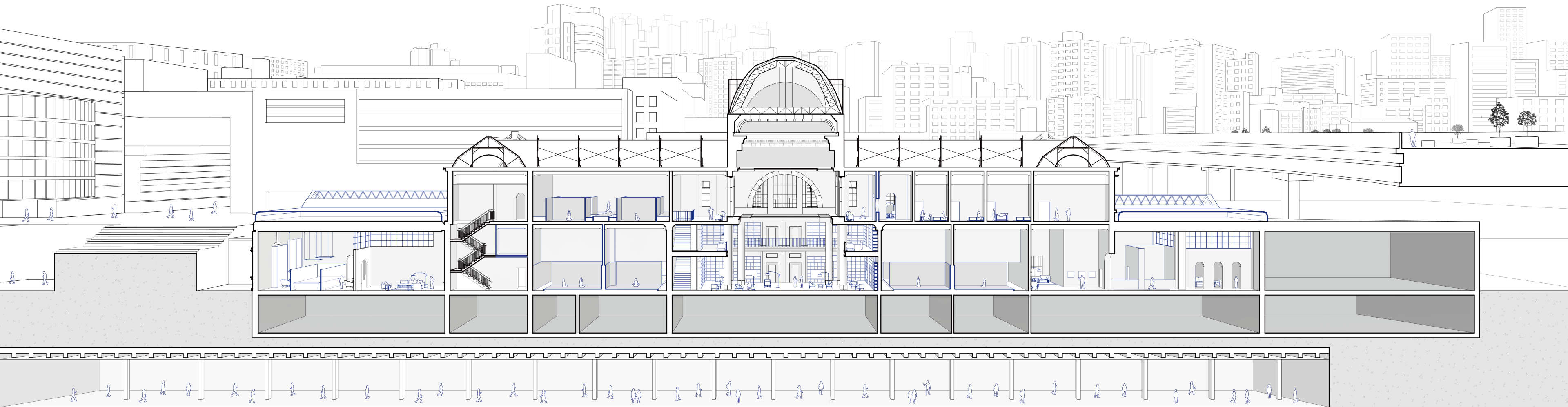
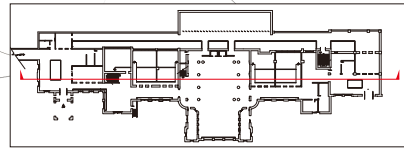


First floor plan

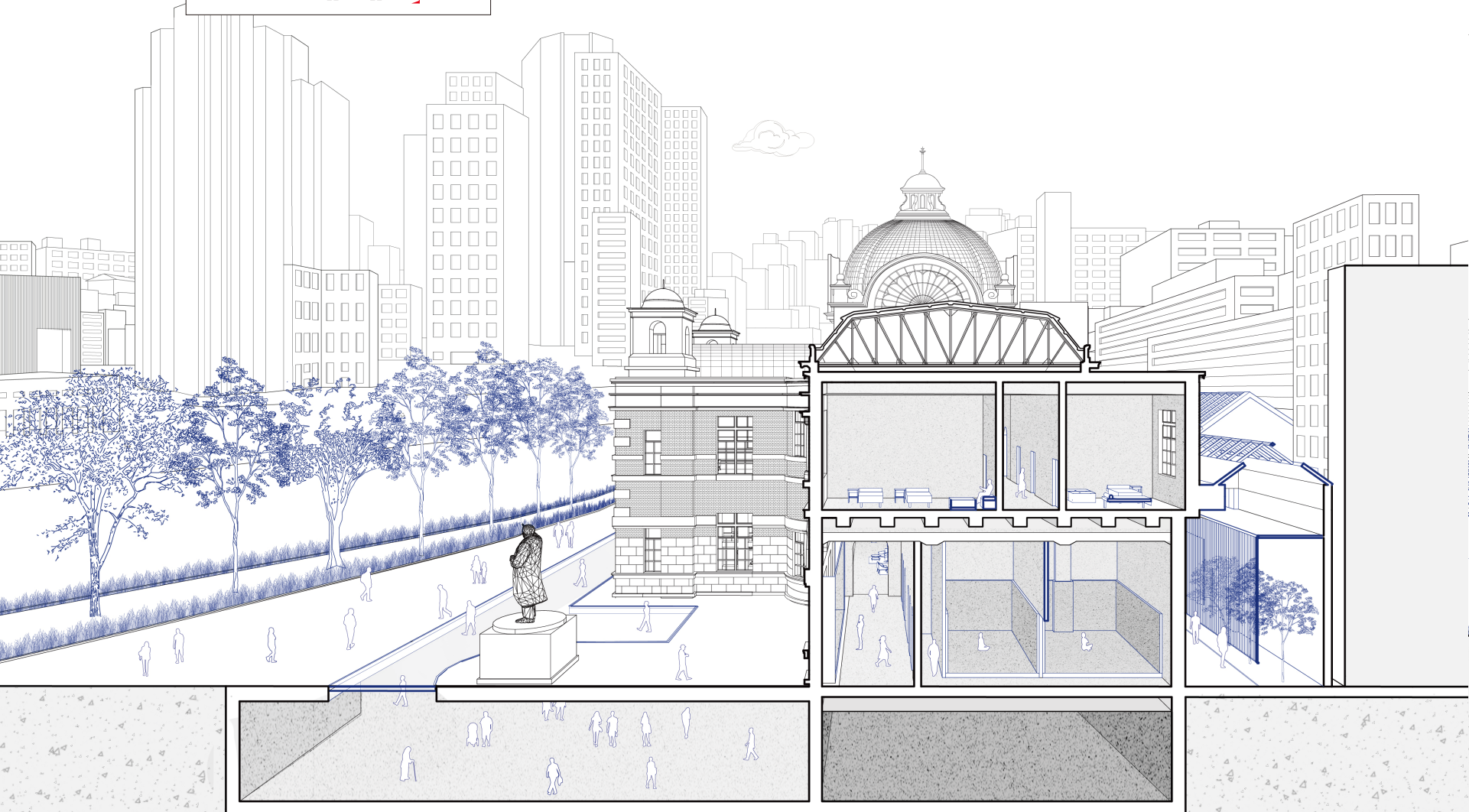
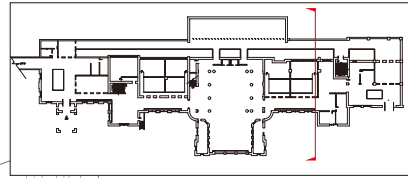


Axonometric + Context

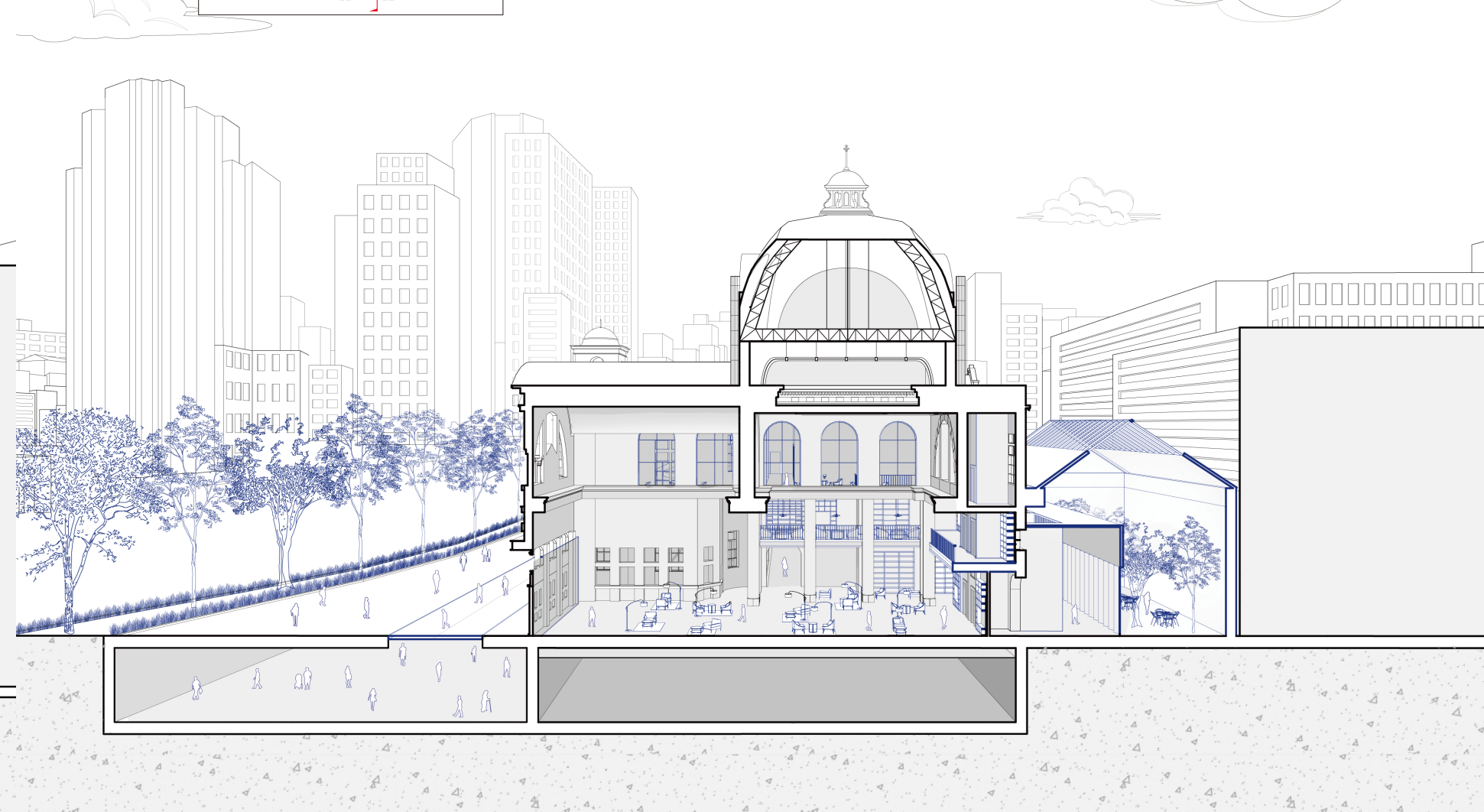
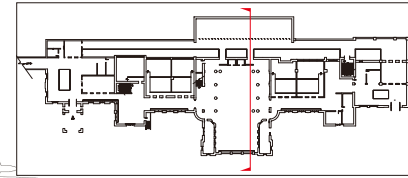
Section perspective 01



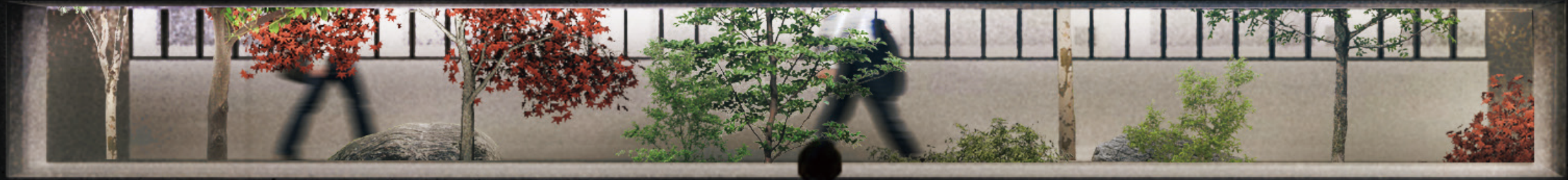
Section perspective 02



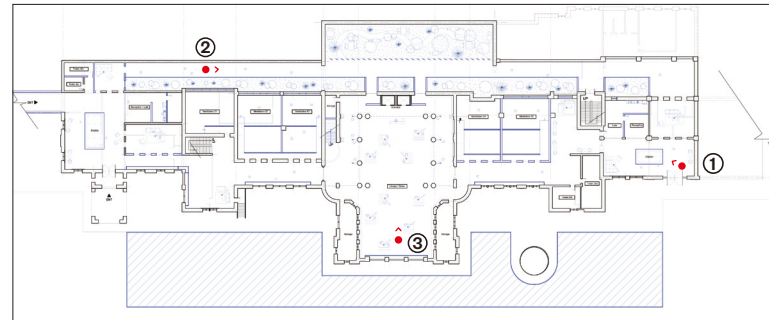
Section perspective 03



Meditation room



Lobby + Exhibition



Corridor + Exhibition



Library - existing main hall



PRECEDENTS

Hyundai Card Libraries
Bookstore Dominicanen
Dresden Museum of Military

PRECEDENTS 01: Analogue

Hyundai Card Libraries



Hyundai Card Design Library



Hyundai Card Travel Library

Design Library

Location: Jongro, Seoul, South Korea

Design, construction: 101 Architects, Korea

Area: 5,669ft²

Travel Library

Location: Gangnam, Seoul, South Korea

Design: Wonderwall, Japan

Fig. 22, 23. Hyundai Card Capital. Accessed December 13, 2020. <https://blogview.hyundaicardcapital.com/1543>.

The library defined by the financial company Hyundai Card is a little more emotional than the existing library. They seek a space to escape from the fast pace of the city and to think about daily life and to recover the forgotten analog sensitivity and inspiration through immersion. In order to feel the analog sensibility in the modern society, Hyundai Card encourages consumers to get new inspiration through the analog experience of listening to music, making food and tasting it, rather than simply reading and looking at books.²⁶ The design library, the travel library, the music library and the culinary library were introduced to show the public what they pursued.

The Design Library was inspired by a traditional Korean study and designed so that the surrounding landscape, buildings, and books can naturally harmonize. On the first floor, all collections such as LIFE and DOMUS are arranged, and on the second floor there is a traditional Korean book room finished with stainless steel plates and reinterpreted in a modern style. On the 3rd floor, there is a space where you can read books while enjoying the scenery through a large window. Gioheon is a picture of Gioheon at Changdeokgung Palace, which was visited by Prince Hyomyeong, son of King Sunjo during the Joseon Dynasty, for reading and contemplation.

The Travel Library is divided into three floors, and the first floor reminds of an airport crowded with people. On the second floor, you can actually experience the recommended route and your own journey through Google Earth. Uniquely, book classification was made to be centered on two axes: theme and region, like latitude and longitude. With a combination of 13 major themes and regional

classifications covering 196 countries around the world, you can discover your own new travel route unlike any other. It has the entire volume of documentary magazine, National Geographic, and city maps of more than 90 major cities.²⁷

²⁶ Hyundai Card, accessed December 8, 2020, https://www.hyundaicard.com/cpl/sp/CPLSP0101_01.hc.

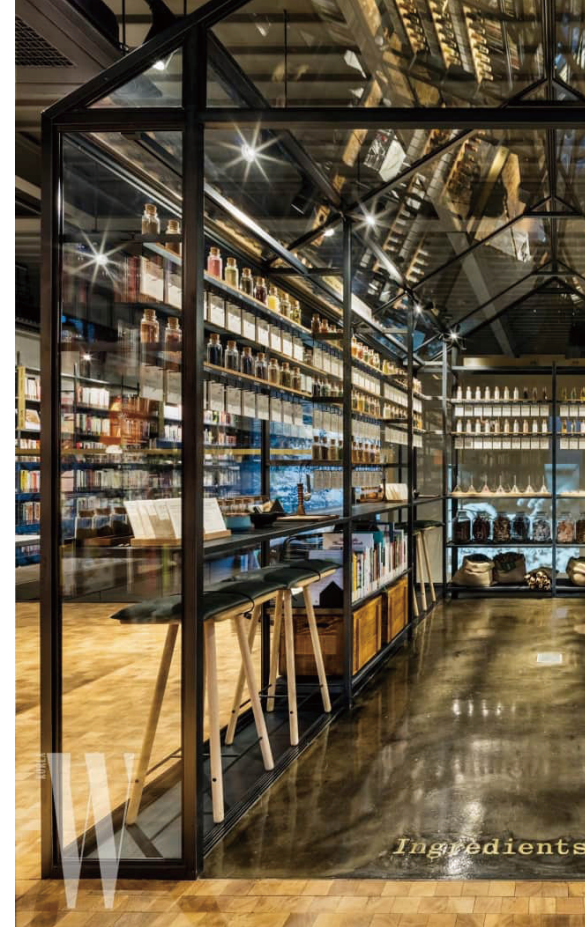
²⁷ "五感俳곡한 책 세상...건축과 도서관의 참신한 콜라보" ["Five book worlds... A novel collaboration between architecture and library,"] e Daehan Economy, January 8, 2020, http://m.dnews.co.kr/m_home/view.jsp?idxno=202001071442256160392.

PRECEDENTS 01

Hyundai Card Libraries



Hyundai Card Music Library



Hyundai Card Cooking Library

Music Library

Location: Yongsan, Seoul, South Korea

Design: Ga.A Architects

Construction: Gensler

Area: 31,892ft²

Cooking Library

Location: Gangnam, Seoul, South Korea

Design: 101 Architects

Construction: Hyundai E&C

Fig. 24, 25. Hyundai Card Capital. Accessed December 13, 2020. <https://blogview.hyundaicardcapital.com/1543>.

The music library is characterized by maximizing the beauty of blank space with a large facade structure with an open front and back of the building. Also, utilizing the intention of the architect Kazuyo Sejima who was involved in the early days, the ground floor space was drastically emptied by utilizing the inclined entrance and exit terrain. Through it, Seoul can be seen at a glance, providing a new landscape and relaxation along with the architecture.

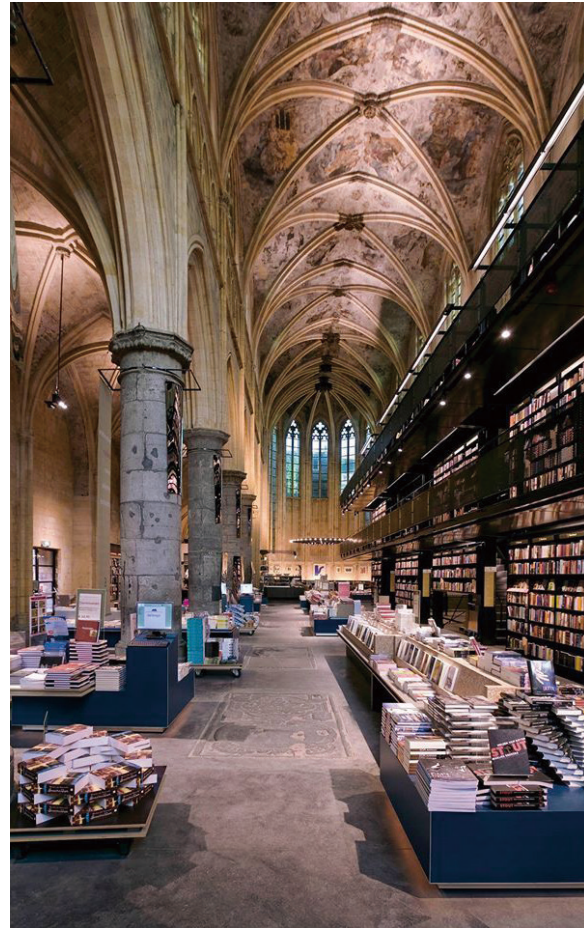
The cooking library is primarily a place to introduce a wide range of materials related to cooking, but also a space where you can experience the cooking process yourself. Spatially, each of the layers is open, intersecting vertically, without being disconnected from each other. On the first floor there is a bakery and deli where you can eat simple food. A library is on the 2nd and 3rd floors, and a kitchen where cooking classes are held is on the 3rd and 4th floors. In addition, the ingredient house is located between the second floor and the bookshelf, and there are over 190 ingredients including

numerous spices, herbs, and salt oil. The sequence where you can enjoy cooking with the five senses on the first floor, and learn and understand through books on the second and third floors, and then make your own dishes stands out.²⁸

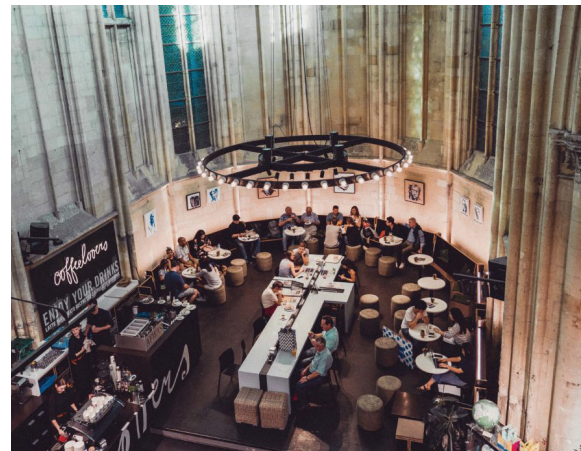
²⁸ e Daehan Economy, "Five book worlds... A novel collaboration between architecture and library."

PRECEDENTS 02: Introspection

Bookstore Dominicanen



The interior of Dominicanen Bookstore



The view of the cafe

Location: Maastricht, Netherlands
Design: Merckx + Girod Architecten
Area: 12,916ft²

Fig. 26. Google. Accessed December 2, 2020.
<https://i.pinimg.com/originals/2d/3c/ec/2d3cec62da4751eb0e6180f0a2b78dec.jpg>.

Fig. 27. Sophie Nadeau, Boekhandel Dominicanen:
The Most Beautiful Bookshop in Maastricht,
October 15, 2018, <https://www.solosophie.com/boekhandel-dominicanen/>.

Selected as one of the most beautiful bookstores in the world by the Guardian, it is a place that reuses Dominican Church as a bookstore. The original walls of the church were preserved, and the interior was renovated only with steel, maintaining the grandeur and beauty. After two-thirds of the destruction of Dominican Church by Napoleon in the 19th century, it was used as a warehouse for weapons and bicycle storage for a century, and then turned into a bookstore in 2006. The floor area is not large, but the number of floors has been increased to the third floor by taking advantage of the high ceiling of 20m. It is a new experience to be able to see the paintings on the ceiling on the walls of the church while going up the stairs to the three-story bookshelf.

Dominicanen Bookstore is not only repurposed, but it contains efforts to keep the old elegance and get closer to the locals. The basement, which had been closed for the past century, was opened and filled with restaurants and cafes to welcome customers.

In addition, it is expanding its scope into a multi-cultural space by regularly holding dialogues and lectures with authors using various spaces, as well as holding exhibitions and concerts.

This is the oldest church in the Netherlands, but it has the significance that Dominican Church, which was once a nuisance, became a pride of citizens again and became a landmark and regained its former glory.²⁹

²⁹ Marcus Fairs, "A shop in a church by Merckx + Girod Architecten," Dezeen, December 4, 2007, <https://www.dezeen.com/2007/12/04/a-shop-in-a-church-by-merckx-girod-architecten/>.

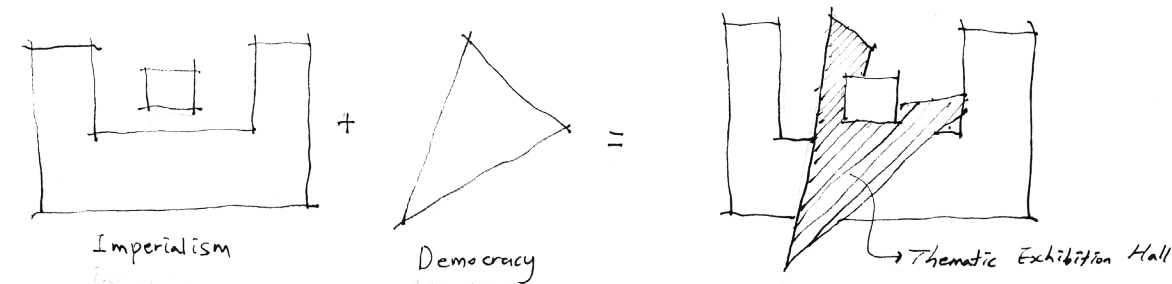
PRECEDENTS 03: Unbeautiful history

Dresden Museum of Military



Location: Dresden, Germany
Design: Daniel Libeskind

Fig. 28. Dresden.de. Accessed December 2, 2020.
https://www.dresden.de/en/advertisement/museum_of_military_history.php.



The building of the Dresden Military Museum was a warehouse of arms from 1873 to 1876. After that, it was used as an East German museum after passing through an armory and a Nazi museum, and a Soviet museum. After temporary closure in 1989, an architectural design competition for expansion was held in 2001. Daniel Libeskind proposed a 30m long wedge-shaped structure made of steel and glass that breaks the symmetry and balance of the existing building. This wedge points to the site where 25,000 Dresden citizens were killed in the 1945 by the Allied bombing. It contains the horrors and reflections on the German war. The existing rectangular three-story building is represented as a symbol of conservative and imperialism, and the wedge structure directly expresses the openness of a democratic society. "I wanted to make a bold change through this historic arsenal building," Libeskind said. "The architecture here will reveal that military power and organized crime were intertwined with the fate of Germany and the city." The exhibits arranged using inclined walls

and spaces with sharp angles are sufficient to show the horrors of war, and not only a museum focused on the exterior of the architecture, but show images of daily and non-daily life, war and peace, rules and destruction, the past and the present. It is a space of inner reflection that makes fundamental questions about human violence.³⁰

30 Kim Eun-joo, "드레스덴 군사 역사 박물관" ["Dresden History Museum of Military,"] Korea Institute of Interior Design(2014), 109-111.

Citation

Annotated bibliography

Image credits

Annotated bibliography

Ahn Chang-mo, "한국근대건축에서 식민지관광주의와 모더니즘에 관한 연구"["Colonial Tourism and Modernism in Korean Modern Architecture,"] Korea Association for Architectural History(2002), 7-12.

This thesis explains the different processes of Korea and Western countries during the transition to a modern state and explains the reason for the colonial period by Japan. It was helpful in understanding the modernization of Korea and its influence on the architectural world.

Ahn Chang-mo, "서울역 디자인의 모체는 루체른역... 도쿄역 축소판 아니다"["The mother body of Seoul Station design is Lucerne Station... not Tokyo Station,"] *Munhwa Ilbo*, August 2, 2017, <http://www.munhwa.com/news/view.html?no=2017080201032812000001>.

This article explains the newly revealed parts of the designer and construction history at the time of the construction of Seoul Station, which was not clear. As the title suggests, this article made me realize that the model of Seoul Station is not Tokyo Station, but Lucerne Station in Switzerland.

Ahn Gook-jin, "우화관 복원에 따른 근대건축자산 존치여부에 관한 연구"["Presevation of Modern Architectural Assests Following the Restoration of Woohwagwan,"] Suwon Research Institute(2018), 36-45.

This thesis was written about a method for restoring a modern Korean

building called Woohwagwan, and mentioned the Joseon Government-General as an example of modern architecture. That part helped me to understand the process and reason for the destruction of the building.

John Dunbar, "식민지시기 근대 건축물, 그 역사적 가치를 인정 받아 문화재 등록예고" ["Modern buildings during the colonial period, recognized for their historical value, are announced as cultural properties,"] *Ministry of Culture, Sports and Tourism*, August 7, 2013, <http://www.kocis.go.kr/koreanet/view.do?seq=1905>.

This article explains examples of buildings built during the Japanese colonial period and how they are currently being used. This article helped me to feel the attitude I should take in preserving these structures.

Jung Da-woon, "정보사회에서의 도서관의 역할" ["The role of libraries in the information society,"] posted on Naver blog, January 30, 2013, <http://blog.naver.com/PostView.nhn?blogId=kjchol123&logNo=100178105576>.

This article explains the changes and roles of the library's role in the current information society compared to the library in the past. It wasn't very helpful because it described the roles of the library that I usually felt.

Kim Eun-joo, "드레스덴 군사 역사 박물관" ["Dresden History Museum of Millitary,"] Korea Institute of Interior Design(2014), 109-111.

This report was of great help in understanding the design intent and background of the Dresden Military History Museum.

Kim Min-su, "The world of books full of five senses...A novel collaboration between architecture and library," *Korea Economy*, January 8, 2020, http://m.dnews.co.kr/m_home/view.jsp?idxno=202001071442256160392.

This article explained the features and concepts of Hyundai Card libraries. It was helpful in understanding the libraries, such as design intent, in situations where I could not visit in person.

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Moon Eun-mi, "An analysis of the Design of Public Libraries in Culture-led Urban Regeneration," Korea Institute of Interior Design(2017), 143-146.

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Moon Ji-ho, "누구를 위한 철도였나?" ["Who was the railroad for?"], review of 근대로 열린 길, 철도[The Road to Modernity, Railroad], by Jeong Jae-jung, *Review Archive*, August 10, 2018, <http://www.bookpot.net/news/articleView.html?idxno=1736>. The writer wrote about the relationship between the beginning of Korean railway history and the Japanese aggression. This article helped me to understand the importance of railroads in modern society and the history of railroads in Korea in contrast.

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This thesis was of great help in understanding the symbolism and values of old Seoul Station in Korea, which I did not know, and it helped me to understand in detail what problems exist in using the old Seoul Station.

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Fig. 1.

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