

사람 중심 가로 조성을 위한 도시설계 연구

Making Streets for People : Urban Design Issues

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Since the 1960s, the focus has been largely on the movement function of streets in the urban planning of Korea. More than 140 pedestrian overpasses and many highways were constructed in Seoul during the period of 1966~1970, under the mayor Hyeonok Kim. The result has often been places that are dominated by motor vehicles to the extent that they fail to make a positive contribution to the quality of life.

Streets have to fulfil a variety of functions in order to meet people's needs as places for living, working and moving around in. In recent years, there were changes in policy directions; the policy makers started to think that better-designed streets contribute significantly to the quality of the built environment and play an important role in the creation of sustainable, inclusive, mixed communities. Many local authorities strive to improve and enhance the streets, they allocate a lot of budget to street improvement projects. In this circumstance, this study aims at understanding the problems of current urban design of Korea and providing future directions for making 'streets for people'.

In chapter two, the key concepts and new visions of 'street for people' were defined through the literature review. From the latter half of the 19th century, the standards of road design had been developed for the purpose of improving public health and the circulation condition of the vehicles. Since the mid-20th century, the car-oriented urban planning was criticized. The 'street for people' in this study means 'shared space' where spaces would be provided for different modes, 'street as place' which form social interactions and accommodate diverse activities, and 'human scale street' in which people feel comfortable and safe.

Based on the concepts of 'street for people', the analysis framework was established. The urban design projects were analyzed in two categories; 'redevelopment projects' of existing cities and 'new town planning', since the planning process and related legislation are totally different.

Redevelopment project of Cheong-jin district consisted on the substituting the numerous small blocks of city center of Seoul by super blocks and massive buildings. The narrow streets where the small retail stores were located were replaced by the widened streets for the circulation of vehicles. The H/D ratio got 6~7 times higher. The street environment analysis of Gangnam-station district showed the limit of the "district unit plan", the most typical urban design tool in Korea. The "pedestrian-oriented planning" failed at improving the quality of pedestrian environment.

The pedestrian environment of the New towns were still worse than old cities. New towns, regardless of the construction period, were planned on the principles of modern city planning. They were composed of super blocks, surrounded by highways. The planners tried to create some pedestrian streets in the commercial zone, but most of citizens use cars to get there. The planned pedestrian streets suffered the traffic congestion or the parking problem.

The case studies of city of Tokyo and of Vancouver could give some implications; 1) the street spaces must be provided for the diverse modes of movement, 2) the entire urban structure and traffic system have to be planned in consideration of the pedestrians, 3) the 'street-based urban redevelopment projects' contribute to make street for people, 4) the current street classification system, based on the 'movement function', must be re-examined and replaced by the new street types considering the 'place function', 5) for making lively street, the public and private realm have to be planned integrally, the incentives for private sector is indispensable.

The future directions of urban design for 'making streets for people' were proposed in this study. For its implementation, the current legislation and guidelines must be changed and each theme has to be developed in depth, which will be the object of the following studies.

Keywords : Street for People, shared space, street as place, human scale, urban design, urban redevelopment, new town planning, street type, street-based urbanism