

# MEGA-STRUCTURES OF SEOUL IN 60S-70S AND URBAN INTEGRATION

## The vitality of collective space around the mega-structures constructed in 60s-70s in Seoul

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### ABSTRACT

One of the most important urban experiment in Seoul was realized between 1960s and 1970s with the influence of the modernism architecture. Various experimental mega-structure buildings were constructed through this experiment in that period in the oldtown of Seoul. After 10 or 20 years, most of them started to decline, and were apprehended as one of the ugliest artefact of the city. Many solutions and alternatives have been proposed to revitalize them, and most of them were failed. And though this situation is still ongoing.

Throughout all of this process of the mega-structure buildings, there were notable evolution of collective space. This article intends to experiment the possibility of these collective space in relation to the urban integration of the mega-structure buildings.

**Keywords:** mega-structure, urban integration, collectivity, social practice

**Thematic clusters:** 1. City and project **Topic:** Urban Design and Public Space

## 1. Introduction

### 1.1. Objective

One of the most important urban experiment in Seoul was realized between 1960s and 1970s with the influence of the modernism architecture. Various experimental mega-structure buildings were constructed through this experiment in that period in the oldtown of Seoul. After 10 or 20 years, most of them started to decline, and were apprehended as one of the ugliest artefact of the city. Many solutions and alternatives have been proposed to revitalize them, and most of them were failed. And though this situation is still ongoing.

Throughout all of this process of the mega-structure buildings, there were notable evolution of collective space. This article intends to experiment the possibility of these collective space in relation to the urban integration of the mega-structure buildings.



*Fig. 1 Actual map of Seoul, edited by author based on the GIS data of Seoul*

## 1.2. State of art

Urban paradigm of Seoul has been changed from development of 1960s-80s or redevelopment of 2000s to regeneration of 2010s. The solution for the continuous decline of city center was changed from demolish to regeneration. In 2018, '2025 Seoul urban regeneration strategic plan' was established. Objects of the urban regeneration of this plan are I. declined industrial area, II. damaged cultural heritage area and III. declined city center area. And object of the housing regeneration of this plan is IV. declined residential area. (Seoul Urban Regeneration Portal (서울도시재생포털), 2020) (Geon-Gi, 2015)

Almost of these areas of urban regeneration were developed in 1970s, the era of development, with 'Urban redevelopment plan' for the post-war undeveloped city center area. And one of the main characteristics of this urban redevelopment plan of 1970s was a construction of mega-structure.

The overlap of '2025 Seoul urban regeneration strategic plan' and '1970s urban redevelopment plan' refers to that each area of urban regeneration plan has a representative mega-structure building. In declined industrial area, there is Se-un commercial center (1967). In damaged cultural heritage area, there is Nak-won commercial center (1968). In declined city center area, there is Nam-de-mun commercial center (1968). And in declined residential area, there is Dong-de-mun shoes market (1968) and Dong pyeong-hwa commercial center (1962). (Government & Insitute, 2025 Seoul urban regeneration strategic plan, 2018) (YangJae-Seob, 2015)

The growth-oriented urban development made a progressive split between architecture and the city. The roll of the architecture in the urban domain was reduced and rather was regarded as meaningless. Many actual social and urban problems come from this split. It means urban integration of architecture (artefact) can be a solution for these actual urban problems. In effort to realize this urban integration, comprehension of the characteristic and the structure of the actual city of Seoul is attempted, and the urban collectivity of the city that emerges as a framework of spatial structure and as an aspect of social practice is noted. The main theme of Seoul biennale of architecture and urbanism 2019 shows it. It's 'Collective city'. (Seoul biennale of architecture and urbanism, 2019)

## 1.3. Hypothesis and objectives

This article outlines 3 axis of study :

- 1.3.1. *Why and how mega-structures were constructed in Seoul in 60s and 70s?*
- 1.3.2. *Decadence of the mega-structures and the urban environment around.*
- 1.3.3. *Change of the perspective of urban space and the movement of recuperation of urban collectivity around the mega-structures.*

## 1.4. Justification of the study case

The study case will be 5 representative mega-structure artefacts located in old-town of Seoul, specifically inside of the fortress wall of Seoul, and constructed in 60s and 70s. Each artefact is located in different areas of urban regeneration and housing regeneration plan.



Fig. 2 Old town of Seoul, 5 study cases, edited by author

- 1.4.1. *Se-un commercial center (1967) in declined industrial area*
- 1.4.2. *Nak-won commercial center (1968) in damaged cultural heritage area*
- 1.4.3. *Nam-de-mun commercial center (1968) in declined city center area.*
- 1.4.4. *Dong-de-mun shoes market (1968) in declined residential area.*
- 1.4.5. *Dong pyeong-hwa commercial center (1962) in declined residential area.*

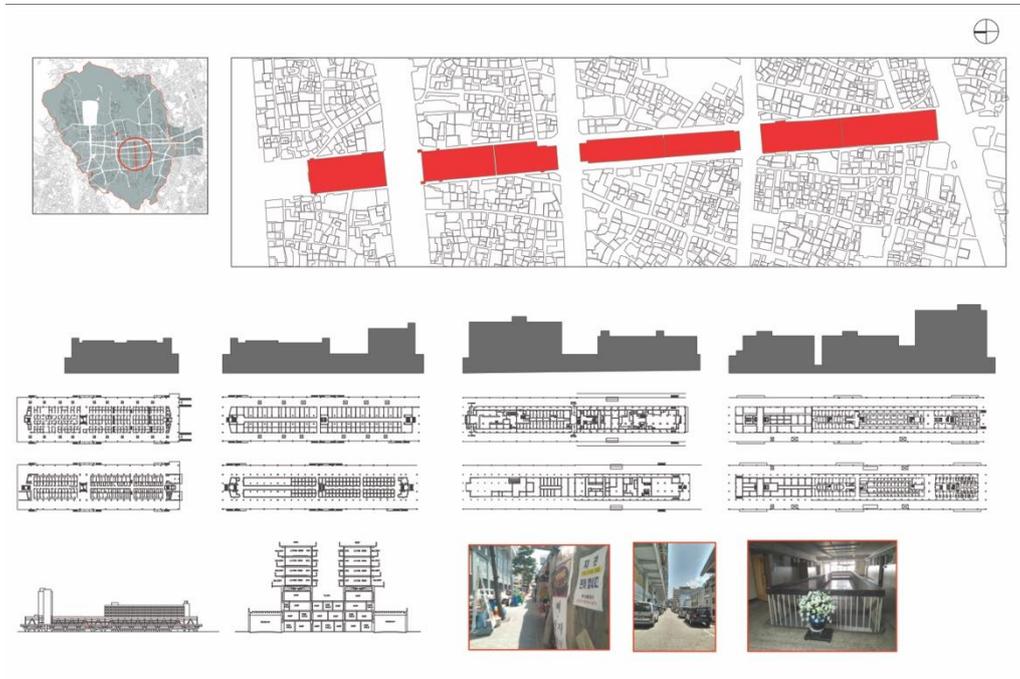


Fig. 3 Se-un commercial center (1967), edited by author

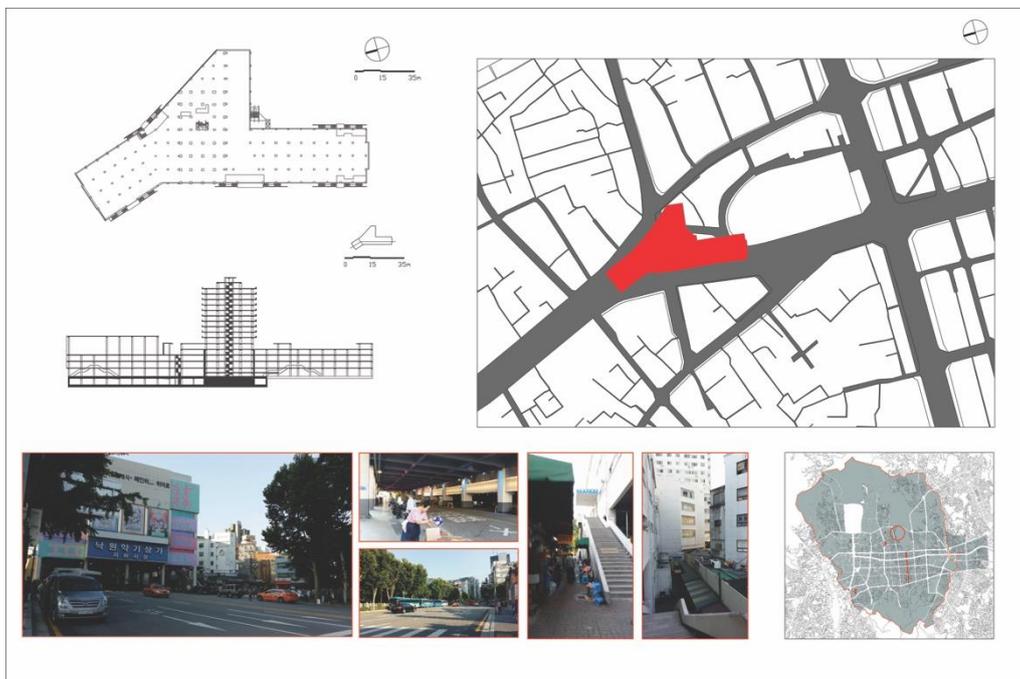


Fig. 4 Nak-won commercial center (1968), edited by author

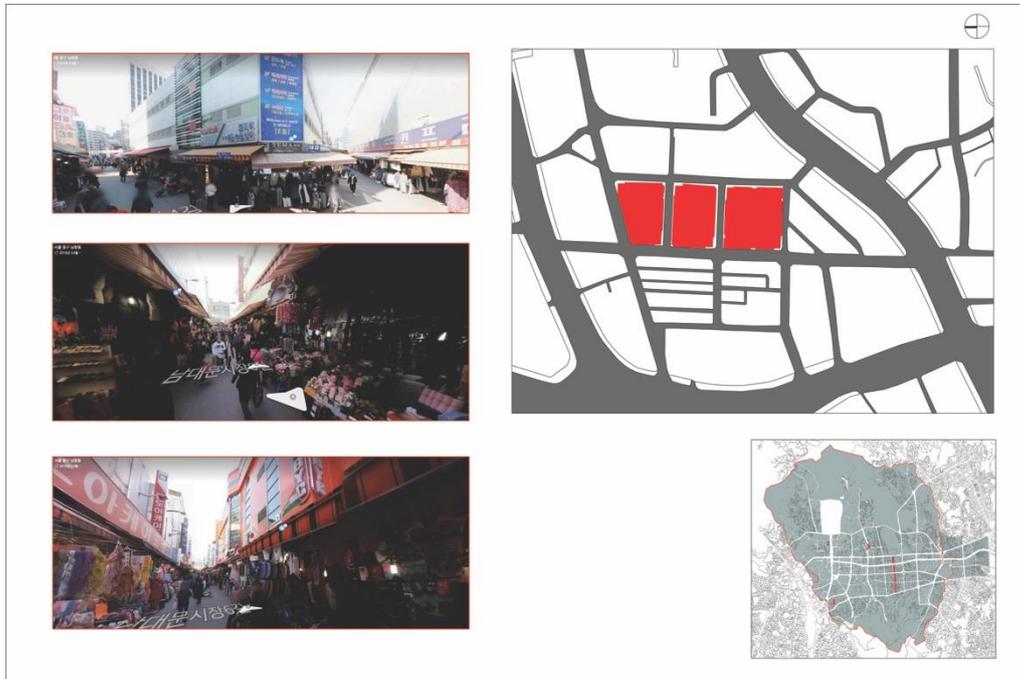


Fig. 5 Nam-de-mun commercial center (1968), edited by author

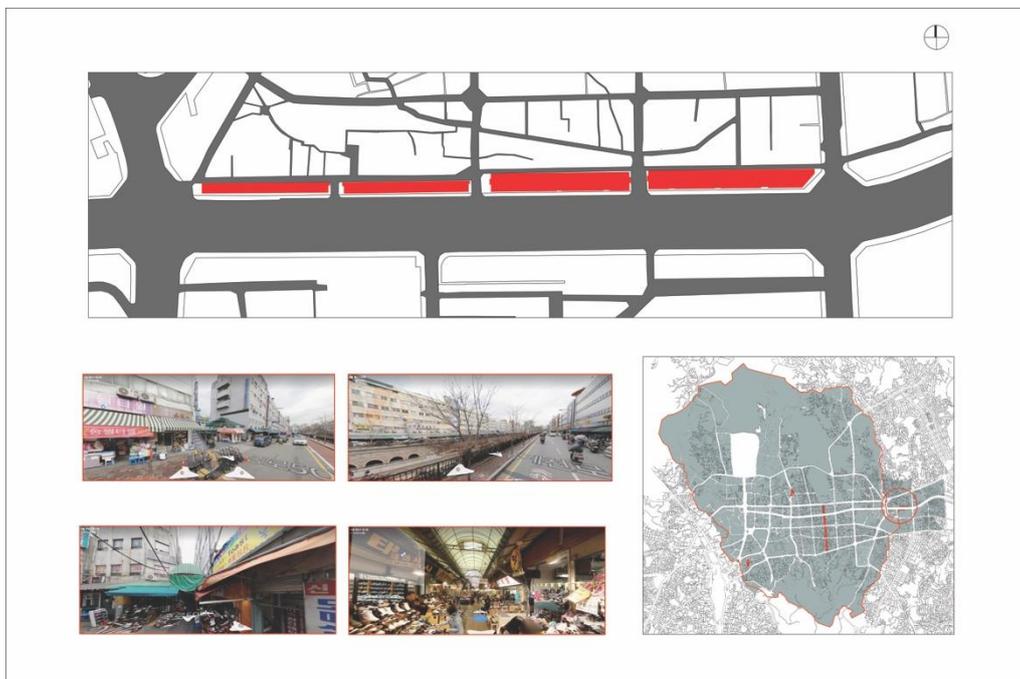


Fig. 6 Dong-de-mun shoes market (1968), edited by author



Fig. 7 Dong pyeong-hwa commercial center (1962), edited by author

### 1.5. Theoretical framework

Social practice of the people in an urban place decide a form of the place and give a meaning to the place. De Certeau mentioned this kind of appropriation of the place 'Pedestrian enunciation'. (Certeau, 1984)

The essence of the city is not only an organization of places or of citizens, but also an interaction between them. (Webber, 1964)

Identity, relation and history of the place can be reflected in the artefact with an urban integration. And urban collectivity can be generated in there throughout a social practice of the people.

### 1.6. Method

There were many studies about the relation between mega-structures and urban environment around it in Seoul. The objective of this study is analysis the different type of mega-structures and its urban integration using the same standard to clarify that relation. With this analysis of urban integration, mega-structures can be evaluated of its probability as a social practice space and collective space.

The analysis will be realized in 2 different scales. At first, the analysis of artefact in architectural scale. And at second, the analysis of urban integration and the analysis of urban regeneration in urban scale. The conclusion of the analysis of artefact will indicate that which part is related with the urban environment around. And those parts can be considered as fundamental elements of artefact to analyze the urban integration. The last analysis of urban regeneration is based on the analysis of urban integration as a verification tool of the solutions for the urban integration problems which were resulted from the further analysis of urban integration.

### 1.6.1. *Analysis of artefact : architectural scale – Construction 60s-70s*

In the analysis of housing complex project of Bidonville in 1953 by CIAM IX, the analysis of shanty town was realized to reflect it inside of the housing complex. Though the housing complex project and mega-structures of commercial center have different function, scale and form, in the respect that both of them are the artefact appeared with modernization to modernize the traditional urban fabric. So, this study intends to apply that perspective, which perceive the artefact as a reflection of specific urban fabric, to the analysis of artefact.

The analysis of shanty town in Bidonville was an analysis of residential area to applicate in housing complex project. In this study, the analysis will be realized on the traditional market place to applicate in 5 mega-structures of complex commercial center. 4 of the study cases are complex building of commercial and residential, and 1 of the study cases are commercial building. So, the factors used for the analysis of shanty town in Bidonville should be modified to applicate in the analysis of mega-structure in this study.

#### 1.6.1.1. Analysis factors and measure

The original factors of analysis of shanty town in Bidonville were I. Basic information, II. Analysis of population, III. Basic functions, IV. Construction processes and use of materials, V. Community life, VI. Solution oriented approach.

The redefined factors of analysis adequate for this study are I. Basic information, II. Economic activities and resources, III. Principal functions, IV. Spatial structure, V. User's circulation in distinct group categories, VI. Solution oriented approach.

#### 1.6.1.2. Analysis of original urban space reflected in artefact

At first, the original urban space reflected in the artefact should be defined. To comprehend the characteristics of this original urban space, the analysis of this original urban space should be done with those 6 analysis factors redefined in the preceding chapter. The objective of this analysis is a categorization of space types that constitute the original urban space.

#### 1.6.1.3. Analysis of artefact

After the analysis of the original urban space, the distribution of the spaces categorized under each factor should be analyzed with the 6 analysis factors and also with the subcategories of each factors. The objective of this analysis is a distribution of each type of space and the solution of urban problem existed.

#### 1.6.1.4. Provisional conclusion of analysis of artefact

With this analysis, urban integration point from the view of artefact, considering the context of the artefact, should be comprehended.

### 1.6.2. *Analysis of urban integration : urban scale – Decline 80s-90s*

#### 1.6.2.1. Analysis factors for level 1 : Come to the place

#### 1.6.2.1.1. *Accessibility, connectivity and balance*

- Accessibility and connectivity make more routes passing by the place. And this place become a landmark to perceive the area for pedestrians. more route, more time to stay and more frequency of passing by.

Accessibility will be categorized by groups of visitors of artefact, of local residents and non-local residents. And depend on the character of the artefact and its district, groups of visitors can be added.

For the local residents, walking is the most used transport mode to get to the artefact. Whereas for the non-local residents, other mode like public transport, bicycle, or private vehicle are used to get to the artefact. And accessibility of these groups should be analyzed separated.

Local residents' accessibility to the artefact is connectivity between the artefact and the other notable public spaces around it. A district is composed of various small communities of its residents. And these communities in urban space are organized around the notable public spaces. With the formation of the notable public spaces distributed around the artefact, we can see the formation of the community distributed around the artefact. So, the connectivity between the artefact and the notable public spaces around it refers accessibility of the local communities to the artefact. And analyzing mode of this connectivity is walking. Analysis of local residents' accessibility will be realized by each area around each notable public space.

Non-local residents' accessibility to the artefact is conjunction of accessibility to the district and connectivity between the transfer spots and the artefact. Accessibility to the district can be analyzed with the number of the transfer spots inside the walkable distance (500m). Connectivity between the transfer spot and the artefact refer accessibility of the non-local residents to the artefact. And analyzing mode of this connectivity is walking. Analysis of non-local residents' accessibility will be realized by each transfer spot based on the accessibility value of each mode and the zoning divided by the distance from the artefact

Connectivity will be measured by combination of quantity and quality of walking condition, with connectivity index and walkability index. Value of connectivity index between the artefact and the object spot is a quantity of travel option, which means the number of routes that a pedestrian can choose to get to the municipal market. And the value of walkability index of streets between the artefact and the object spot will evaluates the quality of each routes' walking condition.

Connectivity index (measure of connectivity) is the number of roadway links divided by the number of roadway nodes (Ewing, 1996). Links are the segments between intersections, node the intersections themselves. Cul-de-sac heads count the same as any other link end point. A higher index means increased route choice and more direct connections for access. A score of 1.4 is the minimum needed for a walkable community. In this case, secondary streets between the municipal market and the object spot will be the boundary of the area to calculate the connectivity index.

Walkability index (measure of walkability) of the tertiary street will be evaluated with street connectivity, residential density, land use mix, trees and vegetation, entrances and other sensations along the street frontage (element of building's facade), attractiveness of buildings along the street, street design (pavement, traffic sign, cleanliness, natural light, street light, facilities for the rainwater etc.), street crossing condition, intersection condition, width of the sidewalk and coexistence with the vehicle traffic or not.

Walkability index will be applied to the tertiary streets inside the boundary of each connectivity index area.

- Street connectivity refers the street open to and connected with another street.
  - Residential density of the street shows amount of a settled population, in other words, the size of the community formed along with the street.
  - Land use mix refers the variety of activities, and the more mixture of land use makes the street as a community not as a cluster.
  - Entrance and other sensations along the street frontages make the street more interactive and acceptable space and give a pedestrian variety experiences through the conversation with the street space.
  - Attractiveness of the buildings along the street and street design is a subjective and can be assessed on a variety of criteria. So, it is better to find out various characteristics of a building and distinguish the different attractiveness of the building according to the characteristics rather than to evaluate them with a single criteria. However, there must be a prototype of characteristics of buildings in the area. So, it will be analyzed using the analyzed stereo types of the district. In this case, precedence analyze of stereo types of attractiveness of the buildings and street design of the district should be realized. (Cultural heritage, common features of the building in the district, characteristics that comes from the combination of buildings) Architectural heritage protection (Catalogue cultural heritage)
  - Street design
  - Street crossing condition
  - Intersection condition
  - Width of the sidewalk
  - Coexistence with the vehicle traffic
- Balance between main axis and sub axis that consist in the place forms a morphological identity of the place. Both of the axis should be guaranteed.
- Morphological analysis of artefact and around to figure out the main axis and the sub axis
  - Main axis
    - possible mode, analysis of each mode
    - condition to coexist of every mode
    - unified design factor to consolidate the main axis
    - Application to the artefact
  - Sub axis
    - number of sub axis and its combine with the artefact
    - possible mode, intersection condition about coexistence of various mode and various axis
    - continuity of the axis through the artefact (ex.cross)

- design factors of the combine point with the main axis and the continuity of the sub axis divided

– Analysis of result

1.6.2.1.2. *Morphological and social hierarchy of the urban space and the road network*

Social hierarchy connects the society with an individual. Urban fabric consists of many different level of spaces according to the social hierarchy. Morphological hierarchy from the private space to the public space affects to the traffic and vitality of moving line of the people on the urban fabric. It makes the gradual interaction between the individuals of the society on the urban fabric, specifically onto the public space, and the society can be reflected on the urban fabric.

- Definition of the social group which compose the social hierarchy of the city
- Morphological boundary of each group and constitutional analysis of each group
- Analysis of hierarchy inside of the artefact
- Connection between the hierarchy inside and outside of the artefact
- Positioning of the artefact in the context of morphological and social hierarchy

1.6.2.2. Analysis factors for level 2 : Stay and be active at the place

1.6.2.2.1. *Awareness of placeability (legibility) – perception of the city : visual permeability and continuity*

When one can apprehend the total environment around him, he can establish a harmonious relationship between himself and the outside world.\*(Kevin Lynch) That relationship makes an awareness of placeability. Awareness of placeability can give a probability to the urban scape, and it makes urban place active and variety. In this case, it will be applicated only in the visual aspect. Kevin Lynch says, “Our perception of the city is not sustained, but rather partial, fragmentary, mixed with other concerns. Nearly every sense is in operation, and the image is the composite of them all.” And he proposed 5 elements to analyze the imageability of the city. Paths, Edges, Districts, Nodes and Landmarks. In that way, we can understand what consist the image of the city. Our perception of the city is not always sustained. But we relocate those fragments to perceive the city sustainably. That sustainability in the perception of the city makes people aware of the multi-layer of the city around the place, and aware of the place to stay or active in it. People doesn't recognize the city only with its image, but also with the movement inside of the city. Physical and sensual movement.

So, visual awareness of placeability of this study will be analyzed using permeability and continuity as an analysis tool, based on the 5 basic elements of Kevin Lynch. And with the both-way of point of view, from inside to outside and from outside to inside.

1.6.2.2.2. *Interaction between distinguishable urban domains throughout the active connection with the intermediate space*

City is composed of various fragmented urban domains, and difference between various fragmented urban domains is perceived by the connection, or relation, between them through the intermediate space. The existence of intermediate space completes identity of each domains connected, as well as it becomes a part of urban identity.

Smithson said in their article 'Mobility, 1958' that mobility is one of the things that keeps our society together and the symbol of this freedom is the individually owned motor car. Connecting and distancing was the most important theme of urbanism in that period. Based on the importance of 'connecting and distancing', many intermediate space was constructed as an infrastructure. But, intermediate space is not only for the movement. It is also for the transference. People should be able to perceive the space by that movement in the intermediate space. That transference should be realized contextually to give a logic and context to the urban places by the relation realized in the intermediate space. So, many of the intermediate spaces constructed as an infrastructure was failed to be integrated in the urban place. Because the place disappeared under the movement and flow.

The intermediate space is a space also for the intermediation. Something comes into the intermediate space changing its form and goes to the next step. In this sense, the intermediate space is like a viral vector of virus. To play role of intermediation, special and identity connection with the around is important. More than connection itself, a process of connection is important. The quality of the process of the connection is more important than the efficiency of the connection itself.

To make a social practice in the urban place, 'spacing' is more important than 'connecting' and 'distancing'.

- Definition of different urban domain around (type and case of standard of classification of domain) and the adequate intermediate space (type and case of intermediate space)
- Vitality of the intermediate space and urban domains connected with it

#### 1.6.2.2.3. *Urban density*

Density of the city is closely connected with the livability of the city. On the one hand, it's related with hygienic condition of the city. Urban expansion of many large cities is related with the problem of urban hygienic condition according to the high urban density provoked by rapid increase of population. On the other hand, it's related with vitality of the city space.

Jan Gehl says in his book 'Cities for people' that 'It is widely believed that the lively city needs high building's density and large concentrations of dwellings and workplaces. But what the lively city really needs is a combination of good inviting city space and a certain critical mass of people who wants to use it'. And he also says 'reasonable density and good quality city space are almost always preferable to areas with higher density, which often specifically inhibits the creation of attractive city space'.

High density is a quantity of population or buildings, and high density can be a basic element to make a vitality of urban space. But it doesn't mean that all of those buildings and population of high density are connected with urban space. So just only with high density, we can make a vitality of urban space. What effects actually to the vitality of urban space is a distribution of density and careful consideration about density.

Horizontal distribution of the density is related to the variety of the facade and activities and the distribution of inviting spaces. Vertical distribution of the density is related to the amount of sunshine for the city space and contact of the buildings with city space.

Consideration about density for the urban space is important to make a vitality of urban space. And architecture or urban instrument to consider about density can be compared with the urban space with similar floor space index.

- Density amount
- Distribution of density
  - Horizontal distribution : Numbers of building in one block
  - Vertical distribution : Height of buildings (amount of sunshine of city space, contact with city space)
- Careful consideration about density

#### 1.6.2.2.4. *Building use (mixture)*

Land use mix refers the variety of activities, and the more mixture of land use makes the street as a community not as a cluster.

#### 1.6.2.3. Analysis factors for level 3 : Use and change the place through the interaction with the place

##### 1.6.2.3.1. *Urban flexibility*

- Analysis of result
  - Relation between the artefact and around
  - Identity of the artefact as a social practice space of the area for the local residents
  - Mutual relation between different domains and different groups and its influence for the identity of the artefact as a local landmark
  - Possibility and crisis of the artefact as a social practice space for the residents and visitors

#### 1.6.3. *Analysis of urban regeneration – Regeneration 00s-10s*

- 1.6.3.1. Analysis of solutions for the problems of urban integration conclude from the further analysis of urban integration
- 1.6.3.2. Diagnosis and evaluation of solutions
- 1.6.3.3. Provisional conclusion of analysis of urban regeneration

## 2. **Construction 60s-70s**

Background of Modernism, starting criticism of its Functionalism (Postmodernism – TEAM10), and post-war situation.

Key word : Modernism, Postmodernism, Post-war city, Urban experiment, Mega-structure

## 2.1. Hypothesis I

The construction of mega-structures in 60s and 70s was a universal discipline of the moment as a solution for the urban problems.

## 2.2. Global trend

In early 20C, in the wide movement of modernism, and architecture and urbanism were also in the middle of modernism. 'Carte d'Athènes' of CIAM in 1933 was one of most representative declaration of modernism in urban planning. The characteristic of modernism in architecture and urban planning was a radical functionalism. New urban life style in the overpopulated urban area originating from the industrial revolution revealed many urban problems in the traditional urban fabric and architecture. And the answer resulted from CIAM was a functional city.

After the movement of Modernism by CIAM, the movement of Postmodernism, based on the criticism of the functionalism of the early modernism, was raised by TEAM10.

One of the architects participated in this modernism and postmodernism movement headed by CIAM and TEAM10 was Kenzo Tange, who was a representative Japanese architect and urban planner of modernism. He tried to graft modernism movement on traditional Japanese architecture and was one of leaders of structuralism and Metabolist movement. In 1970s, along with a postmodernism movement, there was a critics about Kenzo Tange's architecture in Japan. In 1971, architectural critic Hasegawa Takashi criticized Kenzo Tange in his article titled 'Is it a temple or hell?'. He criticized that Kenzo Tange puts human beings irresponsibly to an ideal city created artificially. And he also criticized about the relation between Kenzo Tange and the national government that the architect designs a temple for the imperialism under the slogan of 'for the human beings'. (Park, 2009) Despite these critics, Kenzo Tange has influenced to many young Asian architects in that period, especially his intends to graft the modernism on the traditional Japanese city and architecture.

A documentary film titled 'The Pruitt-Igoe Myth' of Chad Freidrichs deals with the failure of modernism utopia throughout the construction and destruction of the public housing complex 'Pruitt-Igoe' in US. With the example of failure of 'Pruitt-Igoe', the film intends to criticize the modernism utopia and finally conclude that one of the common of the modernism utopia was the method that they took to solve the urban problems by. 'Let's change the city with a construction of mega-structure buildings!'. (Freidrichs, 2011)

## 2.3. Case of Seoul

After the era of Japanese colonial period from 1910 to 1945 and the Korean war from 1950 to 1953, the modernism movement arrived in 60s and 70s along with the urban development movement in Korea. The first modern urban planning realized in Korean city by the hand of Korean was from the postwar period of late 1950s and early 1960s. But the postwar reconstruction plan was not enough to solve the urban problems of the concentrated population density of the migrants after war, of the destroyed traditional urban fabric and of rapidly and widely emerging squatter settlements in the city center.

With a rapid economic growth of late 1960s and 1970s, the ambitious urban redevelopment plan was started under the almost dictatorial government with an oppressive regime.

"City is a line."

The Mayor of Seoul 'Kim Hyeon-ok (mandate, 1966-1970)' called 'The mayor Bulldozer' says. He had a distinctive vision and philosophy and a powerful driving force about urban development of Seoul. Modernism architects represented with 'Kim Swoo-geun', influenced by Kenzo Tange and Le Corbusier, participated in many urban project of Seoul to make a modernism utopia under the powerful support of the Mayor of Seoul. Expansion of road network with overpass and arterial road, public aided self-help housing complex (named 'Citizen apartment'), development of Han river, modernism city on the artificial land in the island of Han river, construction of tunnel, large scale district readjustment projects, and 'Urban core redevelopment project' with mega-structure buildings. Mega-structure buildings of 'Urban core redevelopment project' are representative modernism architectures of Seoul, and can put in context of this modernism utopia.

Se-un commercial center (1967) : Demolish of squatter settlement of the slummed vacant land as part of slum clearance strategy and the construction of 'mixed-use modern commercial center' on it

Nak-won commercial center (1968) : 'Mixed-use modern commercial center' above the new arterial road to replace the traditional market existed on the site planned for the construction of arterial road

Nam-de-mun commercial center (1968) : 'Mixed-use modern commercial center' constructed with Modernization of traditional market

Dong-de-mun shoes market (1968) and Dong pyeong-hwa commercial center (1962) : Demolish of squatter settlements of the river side and construction of 'mixed-use modern commercial center' containing shops and factories reflecting multi functions of the squatter settlement

## **2.4. Analysis of artefact : architectural scale**

### *2.4.1. Analysis factors and measure*

### *2.4.2. Analysis of original urban space reflected in artefact (define the stereo type of the real model)*

### *2.4.3. Analysis of artefact*

### *2.4.4. Analysis result*

## **3. Decline 80s-90s**

Representative lines of critics about modernism and status of old and new collective spaces in Seoul.

Key word : Decline of Modernism, Connectivity (Interactivity), Collective space

### **3.1. Hypothesis II**

The cause of the decline of mega-structures is lack of urban integration

### **3.2. Decline and critics**

Starting with a decline of Se-un commercial center from late 1980s, after its short glorious page, the criticism about the experimental modernism architecture in the center of Seoul was emerging. Common critics were its aesthetic parts that came from the material of the buildings, mainly using concrete. And the disordered urban environment around the artefacts were criticized, too.

Some of them were declined along with the fall of the commercial supremacy, and the others were not literally declined but were dominated by the chaotic urban environment around. Moreover, the vitalization of chaotic urban environment didn't come from the construction of the artefact but from the original characteristic that the site had from before without reference to the construction of the artefact. Main problem of these artefacts was a lack of interaction with urban environment around.

Theoretical solutions of urban problems applicated in these artefacts didn't work properly. The disagreement of theory and reality in these artefacts came from a failure of urban integration of artefacts.

사례 제시. 건축적 특징과 도시계획적 특징의 관계가 잘 드러나는 사례.

### **3.3. Status of urban integration and collectivity**

Urban context of an old center of Seoul started to change with a cornerstone of the construction of mega-structure artefacts on traditional urban fabric. In this changing process, the connection between old and new urban fabrics were not realized successfully. Also, the connection between traditional urban fabric and the mega structure artefacts were not considered enough. Traditional urban collective spaces were dissolved and also with urban collectivity of it.

Existence of mega-structure in the dissolved urban fabric made a new connection between the artefact and urban environment around it. And from this connection, new places were generated around the artefact. Collectivity was in the center of this change. Traditional collectivity in the sites of mega-structures were lost or changed.

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### **3.4. Analysis of urban integration : urban scale**

#### *3.4.1. Analysis factors for level 1*

- 3.4.1.1. Accessibility, connectivity and balance
- 3.4.1.2. Morphological and social hierarchy of the urban space and the road network

#### *3.4.2. Analysis factors for level 2*

- 3.4.2.1. Awareness of placeability (legibility) – perception of the city : visual permeability and continuity
- 3.4.2.2. Interaction between distinguishable urban domains throughout the active connection with the intermediate space
- 3.4.2.3. Urban density
- 3.4.2.4. Building use (mixture)

#### *3.4.3. Analysis factors for level 3*

- 3.4.3.1. Urban flexibility

## **4. Regeneration 00s-10s**

Key word : Urban collectivity, Urban regeneration, Vitality of collective space

#### **4.1. Hypothesis III**

Regeneration of mega-structures is based on recovering the collective life.

#### **4.2. Global trend**

The importance of urban collectivity and urban regeneration movement

#### **4.3. Case of Seoul**

Diagnosis about urban collectivity

Appearance of new collective spaces and the expectation of revitalization that can be a solution for the decline phenomenon of each cases

Regeneration projects in each cases and the importance of urban collectivity in each projects

Actual influence of each regeneration projects about the decline phenomenon and urban tissues around it

Positive and negative possibility of collective city that various regeneration projects aim to make

#### **4.4. Analysis of urban regeneration**

4.4.1. *Analysis of solutions for the problems of urban integration conclude from the further analysis of urban integration*

4.4.2. *Diagnosis and evaluation of solutions*

#### **5. Conclusion**

Urban integration of the artefact should be considered in relation to the urban collectivity.

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