
JangJi, Seoul Compact City International Design Competition

- Designing Multi-Level Complex of the Public Garage -

Competition Guideline

November 25, 2019.

Hosted by	Seoul Metropolitan Government
Operated by	Seoul Housing and Communities Corporation

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I. Design Competition Regulations

1. Title of the Competition

Jangji, Seoul Compact City International Design Competition - Designing Multi-Level Complex of the Public Garage

2. Purpose of the Competition

- This competition is as a part of “the innovative project for the complex urban space” and “Supplying 80,000 public housing units plan” by the city of Seoul. The purpose of this competition is to obtain a innovative architectural design for the complex development for 「modernization for the existing bus garage (enhance the functionality)」, 「Regional amenity facilities (Living SOC)」 and 「public housing specialized for the youth and newly married couple (Happy house) using the ‘Jangji’ public bus site
- First of all, the modernization of the ‘Jangji’ public bus garage should be presented to develop a compact city related to the locational characteristic of the garage site and complex development, leading to develop as the innovative project by providing creative design and spatial program for the revitalizing under utilized urban space for introducing regional amenity facilities (Living SOC) and providing public housing

3. Competition overview

3.1. Overview

Host	Seoul Metropolitan Government
Organizer	Seoul Housing and Communities Corporation (hereafter SH)
Site Area	‘Jangji’ Public Garage: 862 Jangji-dong, Songpa-gu, Seoul, Korea

○ Location Map



3.2. Tasks (Details in the chapter III. Design Guideline)

- (1) Propose a multi-level complex development plan for the 'Jangji' public bus garage site
 - Clearing up the overlapping urban planning facilities that may caused by public bus stations (garage) and parks on the new complex
 - Set up the spatial limits for the complex development with public housing and urban facilities
- (2) Proposal for the multi-level complex of public housing and public bus garage facilities
 - Public housing and necessary amenity facilities for neighbourhood
 - Proposal for the public contribution using upper portion of the public bus garage
 - Plan for the public bus garage facilities and parking lot
 - Plan for the temporary bus garage and stages of construction

3.3. Estimated Construction Cost and Design Fee

- (1) Estimated Construction Cost : KRW 200 billion
 - The total cost of construction with the entire project site, including the multi-level complex on the 'Jangji' Public bus garage, and the cost of public housing and Living SOC.
- (2) Design Fee

Cost	Remark
KRW 7,129 billion (VAT Incl.)	<ul style="list-style-type: none"> • Design Fee refers to all the components to realization of the proposed design by the participants. • In case the additional tasks are required beyond this design competition guideline, the change of design can be agreeable by mutual consent. • The cost of BIM(Building Information Modeling) is included

- (3) Design scope for the contract (*Details are in the design competition guideline and additional working guideline)
 - Schematic Design (SD), Design Development(DD) and Construction Documents(CD) for the modernization of the 'Jangji' public bus garage
 - Plan for the temporary bus garage operation and construction stages
 - Design area : Architecture, Structural, Civil, MEP, electric installation, communication facility, fire fighting, elevators, landscape and all other related construction.
 - Architectural design for public housing and regional amenity facilities
 - Design area : Architecture, Structural, Civil, MEP(including fire fighting), elevators, landscape and all other related construction.
 - Setting up the zoning and urban plan
 - Change of zoning, change or initiate the district plan, change of urban facilities plan, define set up limits and clearing up the overlapping urban facilities plan
 - ※ Necessary traffic simulation and environmental study, industrial disaster evaluation for initiate or change of urban facilities plan will be performed by the SH
 - Preparation of the certificate of detail design for urban facilities plan (Bus station, park)
 - Installation plan for public bus garage facilities and bus parking
 - Plan for the public park and other facilities above the public bus garage
 - BIM design implementation and utilizing BIM data
 - Competition winner (team) should design with SH BIM design guideline v1.0 and utilize BIM data for the BIM submission

3.4. Design Period

- (1) Design period
 - 18 months after the contract signed.
 - March, 2020. Start of service
 - July, 2021. Start of construction
 - September, 2021. Completion of service
 - June, 2024. Completion of construction
- (2) Submission of deliverable
 - Submission of construction documents: 12 months after the start of design(BIM submission included)
 - Submission of final deliverable: before the start of construction (BIM supplementary data submission)
- (3) Design period can be agreeable to adjust or extend by mutual consent

3.5. Official homepage for the competition

'Project Seoul'(<http://project.seoul.go.kr>) (thereafter called "home page")

4. Type of competition

- (1) Competition type : two(2) phases competition
 - Phase 1 : Submission of project proposal
 - Phase 2 : Submission of Design works

5. Official language and units

- (1) Official languages are both Korean and English.
- (2) The competing guidelines are written and distributed in both Korean and English. If the interpretation is different between Korean and English, the Korean language should be interpreted first.
- (3) All the measuring units shall follow the SI system(Metric system).
- (4) The submission package shall be written in both Korean and English.
 - ※ The written contents of the submitted documents shall be autonomous to the extent that the participant's proposal can be understood by the foreign jury member, and the notation, table, and figure on the drawing shall be written in Korean and English. However, abstracts of design plans and proposals must be included and written in Korean and English, respectively.

6. Eligibility

6.1. Phase 1 Competition

- (1) Professionals in domestic and foreign architecture • urban planning • landscaping architecture can participate alone or jointly. When it's a joint application, one member shall be selected as the representative and registered. The representative can not be changed.
- (2) The representative must be a domestic or foreign licensed architect.
- (3) Representatives have the authority on behalf of the co-entrants to submit and receive documents related to this design competition and to acquire and abandon their rights.

6.2. Phase 2 Competition

- (1) Five teams from the phase 1 competition will be selected for the phase 2 competition.
- (2) Participants must have individual licenses for the following areas, However, joint team can be formed to supplement the license. At this time, the number of members shall not exceed 6 (Six).
 - A person who has registered the architect's licence (Korea) with the Minister of Land, Infrastructure and Transport under Article 23 of the Architect Act and has no reason for disqualification under the relevant laws.
 - A foreigner who has obtained a architect license or qualification from a foreign country may participate in the phase 1 competition alone, but when registering for the phase 2 competition, under the provisions of Article 23 (4) the Architects Act, main contractor must be a domestic architect in the joint team, who is representative of companies not violated by contract related laws.
 - Companies that have reported to the construction sectors [road, airport, transportation, urban planning, landscape, structure, water resources development, water and sewage, soil and geological] as the subjects of engineering activities under the Engineering Industry Promotion Act.
 - Companies that has opened and registered a professional engineer office in the construction sector in the fields of [road, airport, transportation, urban planning, landscape, structure, water resources development, water and sewage, soil and geological] by the Professional Engineers Act.
 - Registered company for designing fire-fighting facility design (machinery) under Article 4 of Fire-fighting Facility Business Act.
 - Companies registered with the disaster prevention management agent under Article 38 of the Natural Disaster Countermeasures Act.
- (3) If there is more than one team member, a specific agreement for the joint (range of assignments, joint implementation method) for each member's contract and role sharing should be submitted.

6.3. Important Notes

- (1) There should be no affiliates under the Monopoly Regulation and Fair Trade Act among members of a joint team, and members of a joint team may not apply to other joint participants group in duplicate.
- (2) Representative of the joint team should retain the representative of the phase 1 competition, but the shareholding can be adjusted (minimum 5%) by increasing the number of members when registering the phase 2 competition.
- (3) When jointly participated, submit a written joint agreement (specifying representative in the agreement) that clearly defines the responsibilities, rights, and obligations between the parties.
- (4) After the decision is made for the winner, the members of the joint team may not be changed. Change of team member after the contract is signed, can be allowable incase the difficult condition such as bankruptcy of the company, through consultation with SH.

6.4 Terms and Qualifications

- (1) Architectural companies or architects whose license is canceled or suspended or those whose business is closed, as of the registration day, can not participate this competition.
- (2) Following person or related firms are not allowed to participate in this competition: Jury members, Technical review members, Steering committee members and their own or related

company, other concerned individuals in this competition

- (3) Individual, company or joint group participating this competition, are not allowed to submit plural applications.

7. Competition Schedule

	Division	Date	Remark
Phase 1	Competition Announcement	November 25, 2019 (Mon)	- Via Homepage
	Site Briefing	November 29, 2019 (Fri) 13:30	- SH 14F Planning and the situation room
	Receiving inquiries	November 25, 2019 (Mon) ~ December 4, 2019 (Wed)	- Total 10 days
	Inquiries Reply	December 10, 2019 (Tue)	- Via Homepage
	Registration	November 25, 2019 (Mon) ~ December 19, 2019 (Thu) 23:00	- Total 25 days
	Proposal Submission	(Online) January 3, 2020 (Fri) 10:00 ~ January 7, 2019 (Tue) 16:00 (Visit) January 7, 2020(Tue) 14:00 ~ 17:00	- Total 44 days - TBA
	Technical Review	January 9, 2020 (Thu)	
	Proposal Review	January 10, 2020 (Fri)	
	Selected Team Announcement	January 13, 2020 (Mon)	

	Division	Date	Remarks
Phase 2	Competition Announcement	January 17, 2020 (Fri)	- Via Homepage
	Site Briefing	January 21, 2020 (Tue) 14:00	- SH 14F Planning and the situation room
	Receiving inquiries	January 17, 2020 (Fri) ~ January 31, 2020 (Fri)	- Total 15 Days
	Inquiries Reply	February 7, 2020 (Fri)	- Via Homepage
	Registration	January 17, 2020 (Fri) ~ February 18, 2020 (Tue) 23:00	- Total 33 Days
	Design work Submission	(Online) March 12, 2020 (Thu) 10:00 ~ March 16, 2019 (Mon) 16:00 (Visit) March 16, 2020 (Mon) 14:00 ~ 17:00	- Total 60 Days - TBA
	Technical Review	March 18, 2020 (Wed)	
	Design work Evaluation	March 20, 2020 (Fri)	
	Result Announcement	March 23, 2020 (Mon)	- Via Homepage

※ All times indicated in the competition are based on the Korean standard time (UTC/GMT+9). The schedule may be partly changed depending on the organizers' circumstances. Changes will be announced on the official website (<http://project.seoul.go.kr>) or via e-mail

8. Competition Registration

- (1) How to register
 - Competition participant must register through official home page 'Project Seoul' (<http://project.seoul.go.kr>)
 - Access to homepage [Sign up(Log in)] → Competition → select the competition → Application for participation], Filled the information followed by the instruction to complete the registration.
- (2) Registration period
 - Phase 1 : November 25, 2019 (Monday) 10:00 ~ December 19, 2019 (Monday) 23:00
 - Phase 2 : January 17, 2020 (Friday) 10:00 ~ February 18, 2020 (Tuesday) 23:00
- (3) By the homepage instruction, Competition guideline and reference materials are open for public reading, however, only participants whom completed registration are allow to submit inquiries during the inquiry period.
- (4) An individual identification number (hereafter "PIN Number") will be provided upon registration, and this PIN Number will identify each participants and submissions during the competition.
- (5) Change or replace the information are allowed only during the registration period, however, after the registration period, any types of change are not allowed.
- (6) Participants are regarded to agree to abide by all the provisions of the guidelines when they apply for the competition, though, participants are not allowed to present an appeal.

9. Inquiries (Q&A)

- (1) How to Inquire

The representative of team who completes the participation application can submit inquiries following a defined process through the web site and inquiry submission via e-mail or call is not accepted.
- (2) Inquiries Period
 - Phase 1 : November 25, 2019 (Mon) ~ December 4, 2019 (Wed) (Korea Standard Time)
 - Phase 2 : January 17, 2020 (Fri) ~ January 31, 2020 (Fri)(Korea Standard Time)
- (3) Response to Inquire
 - Phase 1 : December 10, 2019 (Tue)
 - Phase 2 : February 7, 2020 (Fri)
- (4) Additional note
 - Response to all inquiries will be provided on the web site in order to all participants can review, however, there will be no individual response to be provided. Incase schedule change are necessary, it will be announced on the web site as well.
 - Response to inquiries will be considered as a supplement or an amendment of the competition guideline.
 - If inquiries are not related the competition guideline, no response will be made.

10. Operation of competition

- (1) Organizer

Organizer is the SH. The organizer is responsible for the overall design competition and the project and oversees all related issues.

 - Department of management for the competition: Urban space Business Division, Compact city team, Dept. of Compact city design

○ Contact : hywon@i-sh.co.kr

(2) Competition Steering Committee

The Steering Committee is responsible for coordinating, reviewing and advising the operation and management at the stage of the competition.

PAs provide professional opinions and support the operation of the overall competition throughout the design competition.

Name	Affiliation	Remark
Kim, Hyoung Jun	Manager, Public Garage, City of Seoul	
Roh, Eun Joo	CEO, Studio Gaon	
Myung, No Joon	City of Seoul, Dept. Public Housing	
Park, Yun Mi	Prof, Ewha Womans University	
Lee, Sang Yun	Prof, Yonsei University, Dept. Architecture	Project Adviser
Lee, Won Chul	SH Division of public housing Complex	
Lee, Yu Mi	Prof, Seoul National University, Environmental Engineering	
Chun, Eui Young	Prof, Kyonggi University, Dept. Architecture	

(3) Competition Management Team

SH will appoint a manager in charge of the competition to facilitate and manage the competition. The competition management team will proceed the competition follow by the schedule and regulations. The team manages the registration of participants, Q & A and reception of submissions, and conducts technical review and assists in the whole process of the design evaluation.

○ Representative of Management team

MA Architects and Partners _ maarchitects@daum.net

11. Technical Review Committee

(1) Areas: Architecture, Urban planning, Structural Engineering, Road and Transportations, Landscape, Environmental and Disaster Prevention, BIM

(2) After the technical review, the results shall be prepared and recorded in the technical review report and submit to the Jury panel.

(3) List of Technical review committee

Area	Name	Affiliation
Architecture	Roh, Eun Joo	CEO, Studio Gaon
	Chun, Eui Young	Kyonggi University, Dept. Architecture
Urban Planning	Park, Yun Mi	Ewha Womans University, Architecture/Urban System Engineering
	Kim, Young Bae	SH, Magok District Management
Structural Engineering	Choi, Byong Jeong	Kyonggi University, Dept. Architecture
	Ha, Dong Ho	Kunkook University, Social Environmental Engineering
Road and Transportation	Chang, Soo Eun	Seoul National University, Environmental Engineering
	Ryoo, Jang Hoon	City of Seoul, Public Bus Garage Management
Landscape Architecture	Lee, Yu Mi	Seoul National University, Environmental Engineering
	No, Song Ho	SH, Urban landscape
Environmental and Disaster Prevention	Park, Jun Seok	Hanyang University, Dept. Architecture
	Kim, Yang Gyun	Korea Institute of Civil Engineering and Building Technology, Fire safety Lab.
BIM	Chin, Sang Yoon	Sunggyungwan University, Division of Construction Environmental Engineering
	Choo, Seung Yeon	Kyongbuk National University, Dept. Architecture

12. Jury Panel Evaluation

12.1. Composition and List

(1) Composition of the Jury panel: 7 Jury members, 1 preliminary member

(2) List of Jury Member

	Name	Affiliation	Area
Jury Members	Lee, Sang Yun	Yonsei University, Dept. Architecture	Project Adviser
	Lee, Shin Hae	The Seoul Institute, Transportation System Lab.	Road and Transportation
	Chun, Sook Hee	Wise Architects, CEO	Architecture
	Han, Gwang Ya	Dongguk University, Dept. Architecture	Urban Planning
	Hwang, Doo Jin	Hwang DooJin Architects, CEO	Architecture
	Herbert Dreiseitl	Ramboll Studio Dreiseitl, CEO	Landscape (Foreign)
	Peter Ferreto	Chinese University of Hong Kong, Dept. Architecture	Architecture (Foreign)
Preliminary Members	Lim, Yeong Hwan	Hongik University, Dept. Architecture	Architecture

12.2. Jury Panel

- (1) The opening of the Jury panel will be announced in the presence of more than half of the entire Jury members and at the initial meeting, the chairman of the jury shall be elected by the members.
- (2) Jury panel should review the technical report submitted by the technical review committee and reflects the results on the evaluation.
- (3) The chairman of jury panel can review the regulations of the design competition and the opinions of the jury members to determine the evaluation criteria and method of selection. In addition, on behalf of the jury panel, prepare a report of the evaluation results and submit to SH.
- (4) The jury member who fall under the following reasons shall be removed from the jury evaluation, and if they fall under any of the following reasons, they shall evade the evaluation of the related agenda.
 - A jury member or a spouse who has become a party to the entity under evaluation or is a public right or a joint duty with a party to that entity.
 - A jury member was related or related to the party of the company to be evaluated.
 - When a jury member became a stakeholder (including an agency relationship) by the implementation of the project to be evaluated.
 - When a jury member or a corporation or organization to which the member belongs is an agent or agent of a party of the company under evaluation.
 - If a member has served as an officer or employee of the company under review within the last three years.
 - A jury member has advised, researched, serviced (including subcontracted), assessed or investigated in relation to the company under review within the last three years.

※ Participants in the Design Competition may submit the evidence for evasion to SH in case there is a situation in which difficult to expect the fair evaluation from the particular jury member.
- (5) The preliminary jury members are participating in the evaluation process but do not have the right to evaluate. In the event of an absence of jury member or temporary absence, SH grants the preliminary jury member to participate in the committee as a jury member.
- (6) Steering members may participate in the reviewing process to facilitate the process, but may not exercise their jurisdiction.

- (7) Following submitted works may be eliminated regardless of the evaluation process by the jury's agreement, and if found later, the award may be canceled by the jury's decision.
 - If submitted more than one piece
 - Failure to follow competition rules and requirements
 - The anonymity of work are ignored
 - When the work is released before the final evaluation result announcement
 - In case of the work of others or own work that was previously released
 - If participants are not eligible to enter
- (8) Winner may not be selected if they are found to be unsatisfactory for the purpose of the design competition or if the level of work is significantly behind the expectation.
- (9) Participants shall not dispute the jury evaluation results.
- (10) The judging period may be adjusted depending on the number of entries. In this case, it will be notified through the homepage.

13. Evaluation Process

13.1. Evaluation Process

- (1) The objective of the evaluation is to select the best design that fits well to the purpose of the competition.
- (2) The evaluation method is decided by the jury member's decision, such as scoring system, voting system, mixing system of scoring and voting system.
- (3) The phase 1 competition will be evaluated through technical review and proposal review, while the phase 2 competition will be reviewed through technical review and design work evaluation.
- (4) Jury members will decide on the winning criteria based on the criteria set by the Jury, and SH may disclose the evaluation process if necessary.
 - ※ For the transparency and fairness of the evaluation process, citizen audit-ombudsmen can attend the evaluation as part of the audit and evaluation activities for public projects according to 'Article 25 of the Seoul Metropolitan Government Ordinance on the Operation of the Citizen Audit-ombudsman Committee and Citizen's Audit Petition'.
- (5) After the selection of the winning entries is completed, each jury member will prepare a written review of the winning works and the selected works for prizes in the form prepared by the professional institution.
- (6) Request of jury member evasion
 - Participants can apply for the evasion for evaluation by the relevant jury member to the organizer of the design competition within 7 days after the registration deadline.
 - When apply for the evasion, written application for the evasion of jury member (Form 7) and necessary evident must be enclosed and submitted.
 - Participants who did not apply within the deadline for evasion may not object to the result of the jury selection.

13.2. Phase 1 Review : January 10, 2020 (Friday)

- (1) The phase 1 review will select five entries for the phase 2 competition and five honorable mention by reviewing the proposals
- (2) The results of the phase 1 review will be posted on the homepage notice and only winners will be notified individually.

13.3. Phase 2 Evaluation : March 20, 2020 (Friday)

- (1) All participants (teams) selected from the phase 1 review must participate in the phase 2 competition, and the representatives of the teams registered during the phase 2 review must present in person and present their work.
- (2) The time and the venue for the presentation will be notified individually to the phase 2 competition participants.
- (3) The presentation shall maintain the contents of the submitted design drawings and design plans.
- (4) The presentation time should be within 15 minutes of explanation and 15 minutes of inquiries.
- (5) The presenter is limited to the representative only, and up to three attendees may attend the presentation.
 - ※ If the representative can not attend due to the inevitable circumstances, he or she may be replaced by a member of the relevant company. In this case, only architects who have worked before the competition announcement date and participated in the competition work should submit a certificate of employment on the day of presentation.
- (6) The order of presentation will be selected by draw.
- (7) If the presenter provokes an act that may impede fair presentation, such as an expression that impairs anonymity, comparison with other works, or time out, the chairman of jury panel may stop the presentation immediately.
- (8) Through the phase 2 design evaluation, the winning work (1st) and the winning works (2nd, 3rd, 4th, 5th) are selected.

14. Announcement of Evaluation Results

14.1. Announcement of Evaluation Results

- (1) Results announcement date
 - Phase 1 result announcement : January 13, 2020 (Monday)
 - Phase 2 result announcement : March 23, 2020 (Monday)
- (2) Method of Announcement: Homepage posting
 - ※ Announcement date is subject to change depending on the organizer's situation, and such changes will be posted on the homepage.

14.2. Winning Entries and Awards

- (1) The contents of the phase 1 competition review are as follows.
 - The jury selects five teams to participate in the phase 2 competition, and the selected participants **must** submit their works to the phase 2 competition.
- (2) The types and awards of the phase 2 prize winners are as follows.

Awards	No	Prize money	Note
1st Prize	1	Priority Negotiation for Design Contract	Certificate of award, Plaque
2nd Prize	1	KRW 40,000,000	Certificate of award, Prize money Additional KRW 10,000,000 for the phase 2 competition preparation fee will be granted for those participating for the phase 2 competition
3rd Prize	1	KRW 30,000,000	
Consolation Prize	2	KRW 20,000,000	

- ※ There may be no winning entries or the number of winning entries may be adjusted according to the decision of the jury panel.

- (3) Prizes and awards include VAT and utility bills.
- (4) After the individual notice, the prize winner, except for the 1st prize, shall be deemed waived if the prize winner fails to request compensation for the result within 30 days from the date of the notification, without any special reason.
- (5) Prizes include various fees such as airfare, all copyright fees and taxes and transfers when attending evaluation and awards ceremony. Taxes are subject to Korean tax law.
- (6) If the contract break down (renunciation of priority negotiation or rupture of negotiation) for first prize winner's causes, the organizer may grant the right of negotiation to the following order runner-up. In this case, for those receive the right of design contract must return the prize money.

15. Contract

15.1. General details

- (1) The winner shall sign a contract with SH.
- (2) A subcontracting contract can not be made on all matters of the contract without the prior approval of the SH.
- (3) The design contract will be signed in compliance with relevant laws of the Republic of Korea and the details of work should refer the task manuals and guidelines of SH.
- (4) Additional working guideline includes the Task Manual that should be implemented by the final winner. Applicants should acknowledge these details before joining the competition. By submitting their proposals, participants are considered to have agreed to implement the works described in the Scope of Works.
- (5) The winner shall enter into a contract with SH in accordance with the "Local Bidding and Contract Execution Standards (Korea)" within 30 days of the winner's announcement.

15.2. Contractor's obligation

- (1) The contractor shall utilize the provided current cadastral survey drawing, and review the need for the survey re-runs or additional data (underground obstacles, etc) through the present condition survey before the beginning of the task surely. If it is necessary, the contractor shall do an additional cadastral survey after consultation with the SH to prevent occurring problems during the design and construction process, and it is noted that all responsibilities arising from differences in design drawing and the present condition lie with the contractor.
- (2) This project is a service that accompanies the approval for complex development for the 'Jangji' public bus garage and the construction of public housing and Living SOC, it shall required to be modified and supplemented (Perspectives, Scenery Simulation, Model and etc) in response to In/External consultation, review comments during the negotiation process with relevant organization for the approvals.
- (3) The work and compensations for this service shall be in accordance with the task guidelines and standard of cost set by SH separately. However, if it is impossible to carry out project due to unavoidable reasons of SH, it shall be terminated after accomplished payment estimated by SH supervisor with confirmed design progress rate.
 - Design in progress: The contract shall be terminated after accomplished payment of the supervisor's consideration in accordance with the identified design process rate.
 - ※ Design process rate: The criteria for the approval of the design process rate by work stage follow the SH regulations.

- (4) SH may request the contractor to amend or supplement due to changes in policy or business plans (including design proposals) and the contractor shall reflect the appropriateness to the contents of the contract after consultation.

16. Copyrights, Publication, and Exhibition

- (1) The proposed works should be original and do not violate the copyrights of other persons. Responsibilities for violating copyrights lie with the participants (teams) and prizes can be withdrawn in the case of such a violation.
- (2) Copyrights for the winning works and all submissions are subject to copyright law.
- (3) The copyright of the submitted works belongs to the participants, and the ownership and the right of using of the submitted works belong to Seoul Metropolitan Government and SH. Seoul Metropolitan Government and SH reserves the right to use all submitted works for report publication, Magazine publications, online, social media, web site and offline exhibitions related to this design competition or for publicity through newspaper, broadcast or other media without compensation and consultation.
- (4) The participant must ensure that the submitted work does not infringe the exclusive rights of the third party's intellectual property rights, and in case of any problems related to the intellectual property rights, the contractor is responsible.
 - ※ If a third party's intellectual property is used, a written document proving its use rights, such as the third party's consent, must be attached.
- (5) The winner shall specify the right of use of SH's BIM data in the contract at the time of contract, and if the issue of copyright or technology disclosure is foreseeable, the winner shall provide plan of the right to use BIM data to SH.

17. Disputes

The competition will be carried out based on the laws of the Republic of Korea, and if any dispute occurs in relation to the competition, mediation or judgment will be made in a local court of the Republic of Korea

18. Return of the Works

- (1) After the phase 2 evaluation, the return date of the works shall be determined and notified individually. At this time, the participant must cooperate actively, and the participant will be responsible for the costs incurred by returning the work after the judging and installing and taking out the exhibition.
- (2) Works not taken out within the return period will be handled by SH at random, and applicants may in no case challenge the processing of SH.

II. Submission of Drawings and Documents

1. Types of Submissions

1.1. Submission package

- (1) Phase 1 competition: A proposal A3 10 pages max. (excluding cover) 25 copies, USB with all digital copies
- (2) Phase 2 competition

Division	Size	No	Note
Drawing Panel	A0(841mm × 1,189mm)	4 pages	10mm form board, Portrait orientation
Design Description	A3(420mm × 297mm)	25 sets	50 pages max. (Cover, table of contents, stationery page included), Landscape orientation Preliminary Plan for the BIM Implementation for Schematic and DD+CD design stages (5 pages Max)
Presentation Material	A4(297mm × 210mm)	15 sets	Maximum 15min. presentation, Landscape orientation, * Submit on the presentation date
Drawings for Technical review	A3(420mm × 297mm)	3 sets	For regulatory review, necessary drawings such as General layout and ground floor layout drawings and etc. (No limits), Landscape orientation
Model	A0(841mm × 1,189mm)	1 pieces	1/600, Landscape orientation
USB (Type-A)		1 EA	All the above contents saved in digital format

1.2. Submission documents

(1) Annex

For the both Phase 1 Phase 2	<ul style="list-style-type: none"> ○ Form 1: Application form (Representative) <ul style="list-style-type: none"> ※ Attach a copy of Architect License and Certification for Completion of Report on Business Operation of Architect(When Joint participate, each company required to submit), legal presentation of seal ○ Form 2: Pledge of Guidelines Compliance and Confidentiality (Representative • joint participants submit individually) ○ Form 3: Appointment of Representative(submitted when there are two or more staff members (including the representative) working for an architect's office) ○ Form 4: Pledge (Representative) ○ Form 5: Agreement of Joint Application(Joint Execution, Sharing method, Mixed method) ○ Form 6 : Power of Attorney, Certificate of employment (when submitted by an agent) ○ Form 7: Application for Avoidance of Jury (When applicable) ○ Form 8: Pledge for Prohibition on Advanced Contact ○ Form 9: Confirmation on the Advanced Contact (Representative • joint participants submit individually) ○ Online Registration Form (Submit printed page from the homepage) <ul style="list-style-type: none"> ※ If a foreign team makes an application, they may prepare documents to be submitted in English and submit the English version of certified documents.
Phase 2 only	<ul style="list-style-type: none"> ○ Form 10: Self-evaluation form (Submit on the phase 2 competition)

(2) USB (Type-A)

- Phase 1 Competition
 - Proposal (Identical file with online submission, Required forms (Attachments)
 - Related Images (High Resolution, For Publication)
- Phase 2 competition
 - Submitted Documents: Drawing Panel, Design Description, Presentation Material,

Drawings for Technical Evaluation, Model Photos, Required forms (Attachments)

- Cover Image, Bird's eye view, Perspectives, Site Plan, Plans, Sections, Concept drawings and etc (High Resolution, For Publication)

1.3. Instructions

- (1) Submission will be completed and registered when all the required documents have been submitted.
- (2) SH may request additional documents from the teams that have passed through the phase 1 evaluation successfully. In such cases, further instructions for the forms and submission instruction will be posted on the web site.
- (3) Submission by hand
Submissions should be made invisible package, with the PIN number on the top right of the package.
- (4) Submission by post
Submissions should be made invisible package, with the PIN number on the top right of the package when arrive at the submission site. SH shall not be liable for any loss or damage caused by packaging problems.

2. Anonymity

The anonymity rules for submitted documents must be maintained until entire evaluation process is completed, and the method is as follows.

- (1) The information registered on the homepage will not be released to the public until the results of the evaluation are announced. All documents that inform the participants identity must be sealed and submitted.
- (2) Participants also will not disclose their submissions through SNS or other media until the winners are selected for fair evaluation.
- (3) All submissions must be marked with alphanumeric PIN numbered **according to the required method.**

3. Description of PIN

- (1) All entry works should be kept anonymous until the final competition result is announced, for which all participants should put PIN consisting of 2 alphabets and 5 Arabic numerals randomly granted at the time of their entry registration on the web site on all the submission documents. The participants will use the same PIN respectively from entry registration until the end of the Competition.
- (2) **Only two copies** of the phase 1 proposal and phase 2 design description shall be marked with the PIN number, **all other should not put on the PIN number.**
- (3) In principle, PIN number should be marked on **the top right-hand side** of cover for design description and **the top right-hand side of the back side of drawing panel** and on the upper right-hand side of packages containing documents for submission as shown below.

<PIN Number Box>

※ Unit: mm

10	10	10	10	10	10	10	10	10	10	mm	(Proposal, Design Description)	upper right on the Front side
(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	mm	(Panel)	upper right on the Back side

A B		-	1	2	3	4	5		(30)	10 mm
									(30)	10 mm

4. Submissions

4.1. General rule

- (1) Each participant (team) should submit one entry work. participants need to submit their design work on site (by hand or by post) after making an online submission.
- (2) Those who have not registered to participate (or team) can not submit their works.

4.2. Online Submission

- (1) Submission homepage and date
 - Where to submit : 'Project Seoul' Homepage (<http://project.seoul.go.kr>)
 - Date
 - Phase 1: January 3, 2020 (Fri) 10:00 ~ January 7, 2020 (Tue) 16:00 (Korea Standard Time)
 - Phase 2: March 12, 2020 (Thu) 10:00 ~ March 16, 2020 (Mon) 16:00 (Korea Standard Time)
- (2) Submission method: Access to homepage [Sign up(Log in)] → My Project → select the competition → Filled the information on the submission of works (Information must be same as onsite submission)
- (3) List of online submissions
 - Phase 1
 - Proposal, Required documents(Attached documents)
 - Related Images
 - Phase 2
 - Documents: Design drawing panels, Design description, Required documents(Attached documents)
 - Cover Image, Bird's eyes view, Perspective, Site Plan, Plans, Sections, Concept drawings and all related images
- (4) Online must be completed prior to the onsite submission and a receipt of online submission must be presented.

4.3. Onsite (Visit) Submission

- (1) Phase 1 proposal submission venue and date
 - Venue: TBA
 - Address: TBA
 - Date: January 7, 2020 (Tue) 14:00 ~ 17:00 (Korea Standard Time)
- (2) Phase 2 Design Works submission venue and date
 - Venue: TBA
 - Address: TBA
 - Date: March 16, 2020 (Mon) 14:00 ~ 17:00 (Korea Standard Time)
- (3) Instruction
 - Submissions are packed in one piece and the organizer is not responsible for any loss or damage caused by packaging problems.
 - In the case of entry works sent from overseas, entry work must arrive at the place of submission by January 7, 2020 (Tue) 17:00(KST) for the Phase 1 and March 16, 2020 (Mon) 17:00 (KST) for phase 2. Those that fail to arrive on time will be not be considered for the competition. Also, submission packages should be labeled as "No Commercial Value" in order to avoid unexpected delays or payment of tariffs.

5. Preparation of Submission Package

5.1. General Rules

- (1) All submission documents should be printed single-sided on white paper.
- (2) The fonts of all submissions should be “Seoul Namsan” font for Korean and in “Arial” font for the English.
- (3) Submitted works can not be modified, altered or supplemented.
- (4) All submissions should not be marked with any identifying author.

5.2. Items and Methods of phase 1 Proposal

- (1) Write a proposal with A3(420mm X 297mm), Landscape orientation, maximum 10 pages excluding the cover page.
- (2) Cover page / 1st page
Use provided “form 11”
- (3) Project Proposal
All proposals are free to express (text, diagrams, etc) and allow for color and 3D representation.

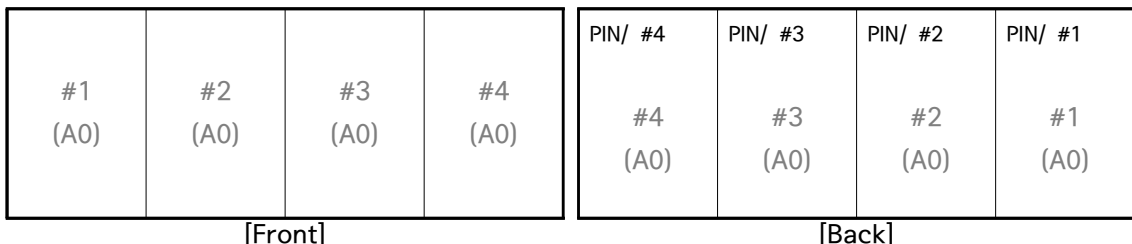
5.3. Items and Methods of phase 2 submissions

(1) General Rules

- “Form 11” should be used for the cover of Design descriptions, Presentation materials, Drawings for Technical review.
- Scale and orientation should be accurately represented in each drawing and model.
- Use of color and 3D image is acceptable at all the submission contents.
- All submission documents should not contain any recognizable indications or marks that represent the participants.

(2) Drawing Panel

- Format
 - ① Size: A0(841mm×1,189mm), Portrait orientation
 - ② Number of page and set: 4pages, 1set
 - ③ Drawing panels should be mounted on 10mm thick foam boards without borders.
 - ④ Drawing panels should be arranged horizontally towards each other with their short-edges oriented upwards.
 - ⑤ Each panel can be prepared one by one or by connecting panels.



- Contents

Freely arrange(Scale of site plan and major floor plans 1/600)

(3) Design Description (Description + Drawings)

- Format
 - ① Cover: A3(420mm X 297mm), white art paper weighing 200g or less (Use“Form 11”)
 - ② Size: A3(420mm X 297mm), white paper weighing 80g
 - ③ Number of page and set: Within 50 pages (including cover, content and interleaf), 25 sets
 - ④ Binding: left side binding(open to left), application of binding method that does not

use coil or wire binding, and single-sided printing

- ⑤ Page Number: Page numbers should not be marked on the cover or the first inner sheet containing the table of contents. Numbering should be put in the bottom right corner of their subsequent pages, starting with the number "1"
- Contents : Explanation of Items of the technical review and points for the Jury evaluation
 - ① Concept of Multi-level complex of the 'Jangji' public bus garage and public parks
 - ② Architectural Design of Public housing and Living SOC
 - ③ Brief explanation of estimated construction cost (Form 17)
 - ④ Preliminary BIM implementation plan (Form 18)
 - Preliminary BIM implementation plan (Form 18) should be prepared based on the reference 26. SH BIM design guideline

※ Required Inclusions

- Design Summary("Form 12") / Planning / Specialized plan for Outdoor space and Social collaborative street (Living SOC) / Architectural design (Bird's eye view, Perspective, Sections, Unit plans, Amenities, Parking and etc)
- Table for Unit areas("Form 13"), Applicable law and regulations review report("Form 14"), Table of Calculation for building heights and floor to floor heights ("Form 15")
- Table for the calculation of Eco-Area ("Form 16")
- Types of facilities for the Living SOC and reason to suggestion, operation plan

※ Design description should be prepared within 50 pages including the cover ("Form 11"), Design description ("Form 12"), however as design description is A3 size, other Forms are A4 size, therefore, 2 forms can be placed on one A3 page.

(4) Presentation Materials

- Submit it on the day of presentation, however the contents of the design plan and design drawings should be the same as submitted for the competition.
- Format
 - A landscape oriented presentation file (PDF file) should be produced and submitted by e-mail (hywon@i-sh.co.kr) by 09:00 on the day of the presentation.
 - Cover: A4(297mm × 210mm), white art paper weighing 200g (Use "Form 11")
 - Size: A4(297mm × 210mm), white art paper weighing 80g, upper left side binding(open to left)
 - Number of Pages and Sets: No limits on pages, 15 sets
- Contents
 - It is advised to present within 15 minutes. No restrictions on the arrangement and expression.
 - The presentation should contain design concept, Site plan • floor plan • sections and the area of major facilities.
 - About 1 minute length movie clip can be used, but it can be only played within the provided presentation time for each team.

(5) Drawings for Technical Review (For Public housing, Living SOC and Bus Garage Facilities)

- Format
 - ① Cover : A3(420mm X 297mm), white art paper weighing 200g (Use "Form 11")
 - ② Size : A3(420mm X 297mm), white art paper weighing 80g
 - ③ Number of Pages and sets: No Limits, 3 sets
 - ④ Binding : Landscape Orientation, left side binding(open to left), application of binding method that does not use coil or wire binding, and single-sided printing
- Design Outline: Use "Form 12"
 - Express the direction of the front of the residential building on the outline
- Overall Site Plan (1/1000)

- Easily identify roads and adjacent site boundaries, ground elevations, layout, direction, and type of buildings
- The longitudinal direction of the drawing should be toward the true north direction in the site plan.
- The apartment layout should be expressed in the typical floor plan (for the amenity facilities, present the roof floor), but the number of floors should be indicated by each building. In case of piloti, it can be indicated by the dotted line X, and the number of piloti floor is described on the right side of the intersection of the X characters. (For example, X1 for one floor, X2 for two floors)
- Site plan with Separation Distance Checking (1/1000) - table for calculation of Height of Building • Floor to floor height ("Form 15") Filled in the information
 - Building ID Number for each tower, Number of floors, Size of units, Piloti floors
- Drawings for Area Calculation Basis (Scale 1/80)
 - Drawings to calculate the flat area for each household units (expression of balcony area) and total floor area (divided by ground, underground, and floor and floor, each buildings)
- Parking lot plan
 - Present the parking plan in one **A3**-sized page, and put numbering in each parking space (indicate cumulative number additionally every 10th parking space) so that the parking space markups can be evaluated with naked eyes
 - Clearly indicate the markups of parking spaces in the under-ground parking lots by floors

(6) Model

- Size
 - Model size : A0(841mm×1,189mm), Landscape orientation
 - Model scale : 1/600
 - Container: submit a scaled architectural model in a box
 - ※ One side of the box should be hinged, so that the miniature model can be taken out through it, and the edges of the box should be finished with black tape (the box is to serve as a support under the model during the evaluation process)
 - Materials for model making are either white foam board. however, base plate can be expressed in color. 3D print is also allowed to present buildings or relevant structures
- Contents
 - Can be freely arranged, however must be identical with submitted master plan and Architectural design.

(7) USB (Type-A)

- All relevant documents including Design drawings, Design description and etc: Save as PDF format
- Identify with PIN on the case of USB
- All contents should be comply with Windows 10 environments.
- Submit a PDF version of Design description, however, for all drawings (including technical review drawings), DWG format (CAD file, 2014 or later version) should also be submitted in addition to PDF
- Attachment document : save as 1(single) PDF file
- The digital data to be submitted is for the portfolio and publicity after the design competition thus, contents must be the same as submitted documents.

III. Design Competition Guideline

1. Background of the project

In the meantime, we have continuously supplied a large amount of public housing through the development of large-scale housing district plan in order to fulfill the housing demands for Seoul citizens. However, due to the nature of the limited land resources, not only the land resources that can be developed are depleted within the boundary of Seoul, but also the development of housing complexes based on the residential functions in the meantime, the time and economic inefficiency due to increased commute distance, the encroachment of green spaces, There have been various urban problems, including the lack of sufficient residents' convenience facilities, and there have been opposition from the citizens, especially the refusal to public housing.

In this situation, as we solved the above problems, we were contemplating the multi-level complex on the public facilities site that is not being used to effectively to supply the insufficient public housing.

Especially, from the late 90s, public bus garage operated by the city of Seoul has been constructed in the city out skirt area where the operating cost is lower to the bus companies and housing density is lower to minimize the complains caused by noise and pollution from the bus garage.

However, after 10 years past from the construction of such bus garages, new housing districts has been developed to relieve housing shortage due to the expansion of metropolitan and consequently, bus garages are surrounded by these new housing district,

Paradoxically, because of this, inconvenient complaints caused by noises, pollutions and etc are raising from the surrounding neighbourhood. Especially, after the rupture of CNG bus pressure vessel on 2010, fire of 'Oebalsan-dong' bus garage, safety management has been tightening to prevent the same accidents. However, residents are still consider CNG bus and bus garage as potential hazard. Thus, it is desperately necessary to enhance the facilities that can shake off anxiety.

In addition, the city of Seoul will expand the stock of public housing that can affect the housing market and in the point of recreation of urban space, actively rethink the under utilized urban facilities to enhance the quality of life for residents.

And the city of Seoul already announced 'innovation plan for housing supply' to develop new public housing typologies for future city strategies, improving the dignity of public housing by adopting sustainable novel design and make landmark public housing as innovative urban infra.

Thus, The project starts with the intention of shifting the paradigm of public housing policy, which focused on the quantitative supply of housing through the construction of housing sites in the outskirts of the city.

1.1 Purpose of the project

○ Paradigm Shift from closed space to opened space for the public bus garage

First of all try to remove the negative images of the public bus garage. Reducing the inconveniences caused by engine noises, maintenance noises, car washing noises, pollutions, light noises from the bus garage and improve the facilities to raise awareness of the region is being

protected from the hazardous facilities such as bus garage, fuel station and CNG station. relocate the garage facility to the underground or through the artificial land and other structures, enhancing the facilities not to spread the negative images to the neighbourhood. Upper portion of newly designed garage will be used for regional strategic park for rest and leisure for the citizens thus new facility plan to be established to change the image of bus garage can be considered as open and safe space.

In addition, building a public housing and Living SOC on the comfortable and safe places achieved by the modernization of bus garage, Constructing happy house (public housing) with creative design for space where young generation will be meeting on the open civic park with nature and dream to share their hope.

By convergence and integration of public led living SOC and privately-oriented living facilities to realize the compact city where learning and rest, exchange and communication are achieved.

And improve the working environment for staffs of bus garage. Due to the existing facilities are operated exposed to out door environment for maintenance, car washing, cleaning, fueling, charging and all other related services are performed even on the extreme weather, where some times impossible to carry out the tasks. And it is desperately necessary to isolate the maintenance noise caused by rotation of tires and all other maintenance works. New facility will be equipped with enhanced basic facilities, amenities and welfare facilities for comfortable working environment regardless of noise and climate

○ 'Establishing 21 century urban economic environment」 - Paradigm Shift and Compact City

By the complex land use, accommodating various urban activities and enabling efficient land use. The source of urban competitiveness in the 21st century require a new development paradigm that grows into an economic city centered on creativity, cooperation and coexistence, and people and jobs. Accordingly, it is necessary to create a 21st century urban economy environment by creating a integrated urban space for living-working. In the future, it is expected that the convergence and complex phenomena of urban functions will be further increased, such as the knowledge-based economy-oriented society and the trend of information-oriented society and the increase of one-person households will blur the boundaries between working, living and leisure space.

○ Develop a Sustainable future city through Job-Housing proximity and Realization of TOD (Transit Oriented Development)

It aims to create a spatial structure in which the concept of Transit Oriented Development (TOD) is adopted by maximizing the accessibility of public transportation. The 'Jangji' public bus garage is being used for origin and destination point for 9 bus routes, 342 buses and it provide easy access to the city center.

The development of a Job-Housing proximity approach that links living and working space with a healthy life with a good balance between work and leisure and a balanced life and work life will be solutions to realize the sustainable future city

2. Site condition for the project

2.1. Location of the project and Site Area

Address: Jangji-dong, Songpa-gu, Seoul, Korea

Total Site Area: 38,119.4㎡



(Public Garage: 25,443.0㎡, Buffered Greenery: 5,034.4㎡, Connected Greenery: 7,642.0㎡)




2.2. Urban Condition

- (1) Project site is located inside the 'Jangji' housing district, and it consist of 3 lots of 'jangji' public bus garage and 1 lot of buffered greenery which wrap around the north side and the east side, 20 lots of connected greenery area (planned)
- (2) Out side of the project site: Seoul expressway is on the west side, taxi garage is on the south side, lot for the public housing (A1-3BL) in the 'Wirye' new town is on the north side, borderline of 'Wirye new town ('Jangji' water stream) is on the East side.
- (3) Near by, 'Wirye' public housing district is under construction and other large housing districts are located to the adjacent area
- (4) On the north side of the project side, public housing (A1-3BL) and parks are planned
- (5) Automobile access is allowed on the 'Chungmin-ro 6' which located on the south side of the site with 12m width, and through the under tunnel of the Seoul expressway on the west side to connect to adjacent areas
- (6) 'Jangji' water stream is following on the east side and 1 pedestrian bridge is constructed to connect to the west 'Wirye' road

(7) Detailed urban planning status is as followings

Current Zoning	Current Urban Plan
 <p>Project site is natural greenery area based on the current zoning</p>	 <p>Majority of the site is being used for the public bus garage (non-urban planning facilities) however, the north and the east side buffered greenery area and connected green area are defined as urban planning facilities</p>

Obstacles around site
 <p>Current obstacles status are office building, maintenance building, painting plant, car washing building, bus operation building, warehouse, fuel station, CNG station and gas pipe lines for CNG charging are reclaimed under ground</p>

2.3. Terrain and Nature

- (1) Inside of garage site and the east buffered greenery area are flat and the north side buffered greenery area is inclined. Garage site is rather lower.
- (2) There is a 'Chungmin-ro 6' (2 lanes round trip) on the south side and the west side and automobile accesses are 4 locations on the south side.
- (3) 'Jangji' water stream is flowing on the east side and river maintenance is on going.

3. Major Tasks

3.1. The definition of a term

- (1) Multi-level Complex on the Public Bus Garage : Improving environment for the bus garage for maintaining the garage functions and construct structures similar to the ground condition to utilize the upper portion of the garage to recreate urban space by complex development of under utilized public facilities.
- (2) Happy House(Public Housing): Housing under the provisions of Article 2 (1) 3 of the Public Housing Special Act to provide for young generation (College students or newcomer to the society) and newly married couple.
- (3) Living SOC: Living SOC means all facilities that enhance the convenience of neighboring residents in daily life such as child care facilities, medical facilities, welfare facilities, transportation facilities, cultural facilities, sports facilities, and parks. (Refer the Reference 21 the Demand analysis data on Living SOC and future innovation infrastructure)
- (4) By move-in of the happy house (public housing) residents, in addition to the housing stability for young generation, being a regional hub by providing communications between residents and neighbourhood, cultural, welfare, creating jobs, public services and commercials

3.2. Planning Standards

- (1) Complex development plan for the bus garage site
 - Suggest optimum solutions with innovative and creative design considering functions of each facilities, structure, aesthetics, social, identity, urban environmental landscape, feasibility, construct ability, and maintenance when designing bus garage, public housing, living SOC, artificial land and so on.
 - Plan with nature humanities • social environmental relation to the adjacent area
 - Propose a design with various area to prevent the harmful elements to the living environment for public housing and living SOC by the bus garage
 - ※ the harmful elements to the living environment : Noise, pollution, light pollution, traffic safety, hazardous commodities and etc
 - Reflect users needs within the bus garage site, however design can be freely arranged on or under ground with
 - Architectural plan for the Public Bus Garage Facilities

Classification	Area	Planning Standards	Remarks
Office and amenity facilities	Total Area (Planning area 6,400m ²) ※ Design should be within ±5% of above mentioned area	○ Managing Office(Dormitory included) ○ Offices for bus companies ○ Staff lounge, shower facility, sleeping area, Dining room, kitchen, multi purpose room (study, meeting, welfare and etc) for bus drivers and other staffs (including MEP and necessary space)	※ Locker, shower, toilets are designed after carefully consider female driver and person with disability ※ Rational plan is required for each areas ref erring to the capacity and number of expected users ※ Initiate the energy reduction plan using renewable energy (refer to the reference 25)
Maintenance area(5 cars)		○ Maintenance space for Bus(Storage, Office and etc)	
Painting area (2 cars)		○ Paint work space for Bus(Related to the maintenance space)	
Washing area (2 cars)		○ Washing facility for bus and Driver's lounge	
Security office		○ Security space (No sleeping area necessary)	
Bus stations		○ Bus terminals (Waiting, resting, meeting)	
Etc		○ All other necessary facilities	
Fuel Station (1 station)	6,000m ² (Site Area)	○ Relocation	
CNG stations (4 stations)		○ Relocation	
Future Energy(Hydrogen)		○ Present Spatial plan for preparing the transition to the future energy (Should be included in the preliminary plan, not required for schematic or detailed design)	

- Lay out for CNG station and fuel station necessary for operation of bus garage, and plan for transition to the future energy
 - Currently, CNG buses and Diesel powered buses in operating by the 'Jangji' bus garage will be change to the hydrogen powered buses by 2040 under the governmental policy, however, during the transition period operation, 4 stations of CNG and 1 fuel station must be installed in the design
 - For the transition to the future energy (transition to the hydrogen bus), 6,000m² area of site should be secured
 - In this case, 6,000m² area of site includes existing fuel and CNG stations, space program by utilizing plan based on transition stage (stage 1: Fuel and charging station, stage 2: hydrogen charging station entire transition) should be presented
 - ※ Following regulations should be considered for designing fuel stations in the Garage facilities
 - CNG station : City gas business regulations
 - Fuel station : Safety Control of Dangerous Substances Act
 - Hydrogen station : High-Pressure Gas Safety Control Act
- Priority is on the presenting the modernization of the existing garage facility, and propose garage modernization plan with complementary measures for insufficient garage facilities
 - ※ For example: bus stations, adoption of smart functions, shared mobilities and etc
- Modernization plan for bus stations inside the garage, passenger lounge, office space, maintenance facilities
- Improve the garage facilities for all the garage operations including parking, maintenance, washing and etc, are performed inside of the building with air conditioning, heating and ventilation equipment

- **Establish the construction stages** with maintaining existing facilities until new facilities are constructed to secure the operation of the garage (maintenance, washing, fueling, charging, office and etc) during the construction, and temporary garage should be used for night time bus parking as main purpose and includes all necessary facilities for the garage operation (security facilities with fence, driver's lounge, bus dispatch room, toilet and etc)
- Plan at least 342 bus parking space (existing number of buses) should be secured or more, 150 passenger car parking space for staffs of the garage are also planned requested by the managing authority from the city of Seoul

(2) Architectural design for Happy House (Public housing) and Living SOC

Classification		Planning Standards
Happy House (Public housing)	Capacity	<ul style="list-style-type: none"> ○ 1,256 persons - One person household: 588 persons / Newly married couple household: 668 persons (252 units × 2.65 persons/household)
	Flat Area and Number of Units	<ul style="list-style-type: none"> ○ Total 840 Units ○ 1 person units : Flat area 20㎡, 588 units ○ Newly married couple units: Flat area 39㎡, 252 units, - To secure various types of flats by size, flat size by type can be freely adjusted within ± 10% of the total number of units (minimum dedicated flat area should be plan with following guideline: min. 20㎡ for one person units and min. 36㎡ for newly married couples)
	General	<ul style="list-style-type: none"> ○ Propose creative and innovative design to be a local landmark - It can be arranged by linking and three-dimensionally extending to the multi-level complex section on the Jangji public bus garage (Refer the "No. 2. propose a spatial program by understanding the innovative project for the under utilized urban space" in appendix 1 notes for designing multi-level complex on the Jangji public bus garage) ○ Develop environmental plans such as privacy, noise, and vibration inside and outside the district ○ Plan for revitalization of flat and internal and external community considering the characteristics of tenants (young and newlyweds) ○ Plan refer the guideline for detailed design for public housing, when designing site plan, lay out plan, and unit plans
Living SOC	Total Floor Area	<ul style="list-style-type: none"> ○ About 8,000㎡. ○ The floor area of the facility should be referred to the provided data (Living SOC Demand Analysis Report), but applicants should suggest the facilities and size. (including operational plan) ※ Design should comply with relevant regulations including 「Special Act for public housing」 and 「No 34 article 8 Guideline for public housing task implementation」
Common issues		<ul style="list-style-type: none"> ○ Happy house (Public housing) and Living SOC should be designed on the 'Jangji' public bus garage site and area of Living SOC should be within the ± 10% of the total area ○ In order to minimize traffic congestion around the 'Jangji' public bus garage and to minimize the inconvenience of neighboring residents, propose to shorten the construction period (such as construction methods). (example: dry construction or prefab construction)

(3) Plan for park and green space

- 'Green Hub' which will be utilized for rest, recreational, play, and sports activities should be designed to the parks, greenery area and roof of the facilities designed as 'Urban forrest
- Strengthening connectivity with natural ecosystem by creating green network by connecting surrounding parks and the 'Jangji' water stream and develop a strategic park with public transportations (bus) for civic activities

- Setting up the vegetation and reduction facilities (fountains, smart cooling fog and etc) to enhance the unpleasing urban living environment by fine dust and heat island effect and the noise reduction plan for the noise from surrounding roads has to be established.
- Improve the status as a strategic park by installing access roads, access plaza, pedestrian skywalk and etc for easy access to parks from surrounding area

3.3. General

- (1) Participants should plan to comply with relevant laws and design guidelines through sufficient investigation and review of the surrounding conditions, however proposal must be innovative and creative designs.
- (2) The design should be a plan that takes into account the proposed development goals, the local conditions and topography of the site, and the direction of the plan.

4. Standards of Technical Review and Design Jury Evaluation

4.1. Technical Review committee Standards

- (1) Phase 1: Qualitative Review
 - Feasibility, Compliance Review of the purpose of competition
 - Review of violations of entries based on design competition regulations and guidelines
- (2) Phase 2
 - Qualitative Review

Classification	Details
Urban planning and Architectural Design	<ul style="list-style-type: none"> • Consistency of multi-level complex on the 'Jangji' public bus garage and architectural design • Appropriateness of Plans to the right to enjoy sunlight for Happy House (Public housing)
Structural Design	<ul style="list-style-type: none"> • Safety and feasibility of structures such as Architectural and civil structures (include data to explain structural analysis in the design description) • Feasibility of construction method considering construction cost and length of construction (36months)
Road and Transportation	<ul style="list-style-type: none"> • Appropriateness of the introduction of the concept of Transit-Oriented Development (TOD) (Establishment of transfer system centered on train station, etc) • Advancement of road functions in the district, landscape planning for road, pedestrian environment plan, and appropriateness of using individual mobility (Bicycle, Personal Mobility, etc) (including multi-level pedestrian walkway plan) • Appropriateness of parking lot plan (Exploring the new form of possibility)
Landscape Architecture	<ul style="list-style-type: none"> • Appropriateness of connection and composition of open spaces such as parks and green areas • Appropriateness of planting plan
Environmental and Disaster prevention	<ul style="list-style-type: none"> • The suitability of noise and vibration measures and minimization of atmospheric environmental impacts for residents in and outside the project site by multi-level complex on the 'Jangji' public bus garage • Eligibility for evacuation and disaster prevention plans for safety
BIM	<ul style="list-style-type: none"> • Appropriateness of preliminary plan for BIM implementation by the SH BIM design guideline v1.0

- Quantitative Review
 - Points deduction for violations of entries based on the competition regulations, guidelines and related laws of the Happy House (Public Housing) and Living SOC

4.2. Jury Panel Evaluation Standards

(1) Phase 1 Proposal Review

- Understanding the purpose of competition (20%)
- Appropriateness of Proposed Direction (40%)
- Excellence of Architectural Design (40%)

(2) Phase 2 Design Work Evaluation

- Focus on the phase 2 Design Work Evaluation (Evaluation method and criteria are decided by the jury members.)

Classification	Focus
Innovative space planning	<ul style="list-style-type: none"> ○ Creativity, Construct ability and Economics of the multi-level complex on the 'Jangji' Public garage <ul style="list-style-type: none"> - Creative urban space toward opened space from the closed space, revitalized living space, smart public bus garage - Utilization of multi-complex on the garage - Appropriateness of noise, vibration, air environment, and disaster prevention - Plan to minimize the maintenance cost by multi-complex ○ Organic placement plan between happy house, Living SOC ○ Open space plan to create a pleasant and eco-friendly environment
Creative Architectural Design	<ul style="list-style-type: none"> ○ Landscape planning for project area considering neighboring housing district ○ Creative and Innovative Architectural design for Happy House (Public Housing) and Living SOC <ul style="list-style-type: none"> - Efficient and Rational floor Plan Considering the Characteristics of Residents (Youth and Newly Married Couples) - Creative and economical exterior design - Appropriateness of Site plan and Space Planning - Parking lot entrance design and the rationality of parking lot design - Rationality of Proposal for Living SOC and Plans to Revitalize amenity facilities
Minimization of construction period	<ul style="list-style-type: none"> ○ Excellence of methods and proposals for decrease the construction period for minimizing inconvenience of neighboring residents ○ Plan for the construction stages to maintain garage function during the construction

5. Reference materials

- (1) The competition guidelines and forms are provided on the homepage. Participants who have completed the registration can download the necessary reference materials after log in.
- (2) Additional data may be provided if necessary. In this case, it will be announced on the homepage and must be confirmed before submission of the competition.
- (3) Some or all of the provided documents and materials may not be used for any other purposes than design competition.
- (4) The data provided may be somewhat different from the actual status. Winners should make corrections in the Schematic design and design development.
- (5) Except for the competition guidelines and relevant forms, the materials provided are only available in Korean.
- (6) List of References
 - Basic Information
 - 01. Competition Guideline / 02. Forms(Proposal, relevant documents, etc) /
 - 03. Detailed task guideline(Korean)
 - CAD Drawings
 - 04. Digital topographic map / 05. Site Survey drawing / 06. land registration map /

- 07. Areas of Use and District Maps 08. Obstacles Map/ 09. Longitudinal and Cross Sections of project site
- 10. Limited Development District Map
- all other references
 - 11. Aerial Photos of Project Site
 - 12. 2030 Seoul Plan
 - 13. 2019 'Songpa-gu' Major Business Plan
 - 14. Seoul Neighbourhood District Plan (South Eastern Area)
 - 15. Seoul Regional Livelihood Plan ('Songpa-gu')
 - 16. Seoul 10 years City railway plan (Change)
 - 17. Strategic environmental impact statement (Draft)
 - 18. Status analysis data of project area
 - 19. Press Release data for 'Jangji' public bus garage site and its presentation materials
 - 20. Neighborhood Geological Survey Report
 - 21. Youth and newly married couple Housing Plan Development Report by SH
 - 22. Demand analysis data for Living SOC and future innovation infrastructure
 - 23. Initial Review Report and Expert Advisory
 - 24. Seoul Universal Design Guideline
 - 25. Feasibility study data for adopting renewable energy
 - 26. SH BIM Design guideline v1.0
 - 27. CNG station data and sample lay out plan for the key components
 - 28. Facilities map for 'Jangji' housing district and existing Jangji public bus garage
 - 29. Plan for the connected greenery area on the north of the garage (Preliminary plan)
 - 30. Infrastructure map for 'Wirye' housing district
 - ※ Consultation data are SH's initial review and consultation results may vary depending on the winner's proposal. Before using data, participants must understand the situation that the plan is finalized through deliberations for relevant expert advice and permission/approval process which based on the winner's design scheme. (draft)

※ If necessary, additional materials other than those listed above may be provided, in which case they will be announced on the homepage.

IV. Appendix

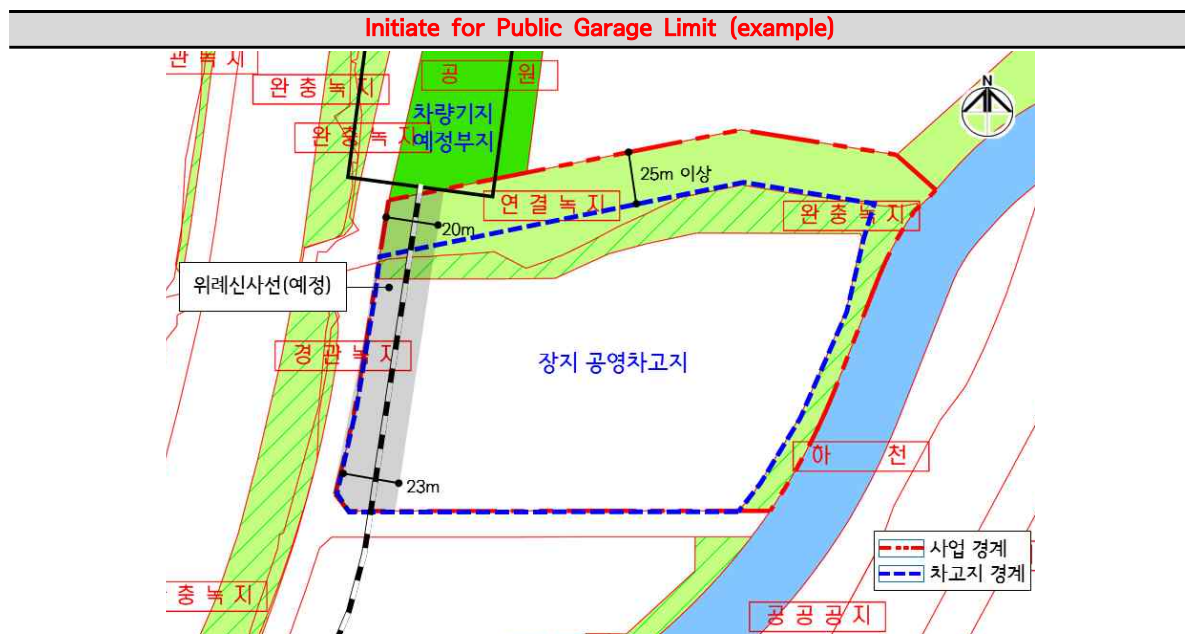
[Appendix 1] Notes on the complex development of 'Jangji' public garage plan

1. Premise of the plan

- (1) Total area of the project site is 38,119.4m² including the Jangji public bus garage which currently in operation (25,443.0m²), buffered green area (5,034.4m²) and connected greenery area (7,642.0m²)

(※ When design the project, area should be **38,094.3m² based on CAD drawings**)

- Upper portion of the connected greenery area should maintain the minimum width 25m in order to maintain original function to connect the 'Wirye' new town and existing city area (pedestrian and bicycle road) and the connection plan for pedestrian walkway in the connected greenery area to connect to the project site
- Buffered greenery area adjacent to the 'Jangji' water stream should be change to the connected greenery area considering to green space near by and connection plan between the project site and 'Jangji' water stream should be proposed.
- Architectural plan and facilities should be designed by concerning 'Wirye-Sinsa' metro line (plan) under "the Seoul 10 years City railway plan" (change).
 - Access rails for the 'Wirye-Sinsa' train line (light rail) in side of the project site will be constructed under ground (-5m ~ -20m), width of the structure will be within 10m, detailed location and size will be defined after the competition and by the approval of detailed design
 - Buildings parks, bus parking and etc can be planned above the ground if it is not interfere the subway structure
 - A company for prior negotiation to the 'Wirye-Sinsa' light railway private investment project will be selected on late December 2019 by the third party proposal notice
 - Based on the direction of the 'Wirye-Sinsa' light railway project, condition of project site for phase 1 and phase 2 competition can be changed, This should be considered on the design process



- (2) Currently the project site is natural greenery area, however, zoning can be change to the No. 3 general housing district or semi-residential district by the proposal.
 - Solutions and public contributions should be suggested by careful study for the problems caused by increasing development density.
- (3) Public bus garage required to operate during the construction, operating stage for utilizing temporary garage should be proposed

Operation plan for temporary garage	Location of temporary garage
<ul style="list-style-type: none"> • Location : Business area in the 'Wirye' housing district • Area : 17,600m² • Period : June, 2021 ~ June, 2023 (Approx. 2 years) • Operation plan for temporary garage <ul style="list-style-type: none"> - maintaining the garage function during the construction (Main function : over night parking for buses) - Lighting, security office and driver's lounge for the night time operation of the temporary garage 	

- (4) Noise impact in the district and from the major road including Seoul expressway, West 'Wirye' road should be carefully reviewed and the plan need be appropriate to the environmental standard
- (5) Minimize the construction for cutting and filling the land, underground trench and underground structure, boundary bearing wall
- (6) Traffic plan which similar to the traffic simulation should be performed and proposed in order to achieve smooth traffic without trouble to enter and exit of the site and existing road (Traffic plan should be proposed including traffic intersection, Acceleration / deceleration lane, connection road to the 'Wirye' district in order to the smooth traffic)
- (7) If necessary, the special Architectural Design District can be proposed.

2. Understanding the innovative project for the under utilized urban space and propose spatial program

- (1) Priority on the proposal is modernization (enhance the functions) of the existing 'Jangji' public bus garage and improvement plan for insufficient garage facilities (for example, relocation of CNG station, bus station in the garage, office space, maintenance facilities and etc)
- (2) Various and humorous public program and spatial plan by analyzing the life style of youth and newly married couple future residents from adjacent 'Jangji' housing district and 'Wirye' housing district (for example, youth salon, youth restaurant, zero gravity zone, urban lab and etc)
- (3) Building height should be carefully designed with Seoul expressway and adjacent housing district in order to minimize the impact on the near by landscape.
- (4) Propose active open space on the bus garage that differ from the conventional outdoor

space in the typical public housing and connection plan for the north connected greenery area and the east water front space along the 'Jangji' water stream.

(Plan for Pedestrian circulation plan concerning the plan for northern connected greenery and the improvement plan for the 'Jangji' water stream are necessary)

3. Other Concerns

- (1) Plan should be proposed to respect the functions of each facilities including garage facilities (bus stations), regional amenity facilities, public housing and users
- (2) Plan should be minimize the worsening living environment by the noise, vibration, pollution caused by bus garage (or bus stations)
- (3) Plan the other functions besides the housing (regional amenity facilities and etc) on the upper portion of the garage to minimize the noise and vibration for the housing
- (4) Environmental impacts such as noise and vibration from the adjacent roads (Seoul expressway and the west 'Wirye' road and etc) are necessarily considered for the design
- (5) In principle, underground obstacles should not be designed above the ground. however, if necessary, alternate solutions such as structural analysis, relocation of obstacles and maintenance can be suggested
- (6) Garage (bus stations), regional amenity facilities, public housing are individual facility that required separate operation, it should be designed with absolute spatial limits (division of area) from the public housing and consider separate operations by each organization and access/exit circulation need to be clearly separated.
- (7) CNG station and fuel station should be designed to comply with relevant regulations including the High-Pressure Gas Safety Control Act and the Safety Control of Dangerous Substances Act, Act for the public housing construction
- (8) Protect the living environment from living safety and noise including privacy protection, security, fire fighting
- (9) For the missing items in the guideline or other necessary concerns, 「Special Act for the public housing」 or 「Guideline for public housing task implementation」 should be applied.

[Appendix 2] Phase 2 Technical Review Black Mark Criteria

	Review item and details	Points	Type of Review	Review by
Black Mark (Point deduction)	<ul style="list-style-type: none"> ○ Violation of Design Guidelines <ul style="list-style-type: none"> - Guidelines total No. household violations: $\pm 10\%$ range excess 0.2 points - By Type No. household violations : $\pm 10\%$ range excess 0.2 points - Violation of the Regulation : Separation distance not secured 0.01 points, Building distance not secured 0.01 points, Violation on the regulations of charging stations 0.3 points - Not Securing ratio of Landscape, Eco-Area: Each 0.2 points - Violation on the calculation of bus parking: No. insufficient car $\times 0.04$ points 	7 points deduction	Absolute evaluation	Technical Review Committee
	<ul style="list-style-type: none"> ○ Violation of Design Description <ul style="list-style-type: none"> - Format Violation : 0.1point - Page Violation : 0.1point/page 			
	<ul style="list-style-type: none"> ○ Violation of Model Making <ul style="list-style-type: none"> - Material, Size: 0.3points(Each) - Scale Violation : 0.3points 			
	<ul style="list-style-type: none"> ○ Insolvency penalty <ul style="list-style-type: none"> - Cumulative penalty for the last three years (based on the date of notification) imposed by SH <ul style="list-style-type: none"> ※ Penalty: Sum of Insolvency penalty of the year (Share ratio) 	Insolvency Penalty 3 points deduction		

※ Major Guidelines Violations (Decided whether or not to drop out by inviting to the jury)

1. Works that can not be reviewed or examined due to excessive expansion or reduction of the designated scale
2. Work that has been expressed to affects fair evaluation or can not be reviewed
3. When it is deemed necessary to report the committee, incase the submitted documents and the drawings are remarkably different or there is a serious defect.
4. Excessively exceeding or falling short of the requirements of the design guidelines, such as scale of building, total estimated construction cost, and area by major function
5. Is not a serious violation of the Guidelines, but SH acknowledges that committee reports are required

※ Sunlight review criteria (Qualitative Review)

Plan not to be blocked by the same building more than half of the width of the front of unit households based on true south direction

〈Example〉 Front-facing width (W) in the true south direction is blocked by the same building (S)

