JEONJU STATION

INTERNATIONAL DESIGN COMPETITION

Design Guidelines (English)

May 31, 2019

한국철도시설공단
KOREA RAIL NETWORK AUTHORITY

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II. Competition Guidelines (English)

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1. Competition Overview

1.1. **Competition Title:** Jeonju Station International Design Competition

1.2. Competition Background and Aims

1.2.1. Competition Background

Jeonju, one of the largest cities in the southwest of the Korean peninsula, has long been enriched by the Korean traditions and cultural practices alive in its old historic buildings such as that of the Hanok Village, the Pungnam Gate, the Jeondong Catholic Cathedral, among others. At present, the city of Jeonju intends to become the most Korean-style city representative of contemporary culture, while also preserving the traditional cultural heritage of South Korea and the rich natural environment surrounding the city in a sustainable manner. Accordingly, the overarching theme of this competition is the revitalization of the Jeonju Station area into a prosperous civic cultural space of the kind that will come to characterize the traditional city of the future. Participants are asked to extend and improve Jeonju Station and its neighbouring facilities, so that the new Jeonju Station can become the first epicenter for the cultivation of local culture and rich environmental experiences.

1.2.2. Competition Aims

- The intended outcome of this competition is to build a new Jeonju railway station complex while conserving and extending the major existing building(s) on the site. Suggested building ideas will increase the regional values and cultural aesthetic of the city. The new station must represent a future direction and vision for contemporary Korean architecture, attentive to the existing urban contexts and current conditions of its surroundings.

1.3. Site and Scope of Design

1.3.1. Design Scope

- The construction of a new station building (the existing station building will be preserved with limited alterations allowed), a parking lot with amenities, and improvements made to the square and traffic circulation.

(1) Location: 680, Dongbu-daero, Deokjin-gu, Jeonju-si, Jeollabuk-do, Republic of Korea
(2) Site area: 68,877 m²
(3) Gross area of the existing station building (main building only): approximately 1,505 m².
(4) Required gross floor area of the new station building: **3,300 m²**
(5) Required facilities: parking lot (accommodating **more than 385 vehicles**), amenities associated with the parking lot (**1,200 m²**), supplementary facilities for the station building (connecting circulation, traffic system facilities, etc.), a square, and landscaping.
(6) Main building usage: railway station complex

1.3.2. Project Budget

- Estimated construction cost is KRW 34,000 million (including overhead expenses and VAT)
- The above construction cost includes landscaping but does not include the cost of the construction of the square.

- The design fee is approximately KRW 2,093 million (including VAT and BIM design, but excluding electrical and communication design).

1.4. **Organizer:** Korea Rail Network Authority
(Korea Rail Network Authority, Architecture department, +82-42-607-3927)

1.5. **Competition Type:** International design competition

1.6. Eligibility

This competition is open to domestic and international professionals in the field of architecture and associated areas. In the case of a joint application, the proposed team can consist of a maximum of three (3) members, and the following conditions outlined below must be met:

- The representative detailed on the application form must be a registered architect either in the Republic of Korea or a foreign country, as of the date of submission.
- In the case of a joint application, one of the participants must be designated as the representative member, and the representative will have the authority on submission of the documents related to this design competition, as well as the acquisition and renunciation of rights, on behalf of the joint applicants.
- Foreign license holders cannot submit an individual proposal. In accordance with the relevant laws and regulations, a collaboration must be established with a registered Korean architect (a person who is licensed, registered, and legally qualified by the government of South Korea).
- If selected as a winner (at the time of signing contracts for design), the authority of the contracts must be made to the licensed and registered architect in South Korea. If he/she has no qualification in the field of electricity, fire, and communication design, the winner must submit a joint supply standard agreement with a company that is qualified according to the relevant laws and regulations.
- Entrants are not permitted to submit more than one application.
- Stakeholders in organizing, planning, and operating the competition cannot enter.

1.7. Language and Units

The official languages of the competition are ‘Korean’ and ‘English’. **All presentation panels will be written in ‘English’, but design descriptions must be written in Korean**. All notations and descriptions shall be written clearly to avoid any potential disputes over their interpretation. Should disputes occur regarding the interpretation of competition guidelines and Q&A, the Korean version will prevail over the English version. For all design panels and documentation, measuring units must follow the **Metric System**.

1.8. Schedules

- **Announcement and guidelines distribution**: Friday 31 May 2019.
- **Registration**: Friday 31 May – Friday 28 June by 17:00.
- **Site visit and briefing**: Tuesday 2 July 2019, 14:00.
- **Reception of inquiries**: Friday 5 July 2019.
- **Response to inquiries**: Friday 12 July 2019.
- **Submission**: Tuesday 10 September 2019 by 17:00.
- **Technical review**: Monday 16 September – Friday 20 September 2019.
- **Jury session**: Wednesday 25 September 2019
- **Result notification**: Thursday 26 September 2019.

* All dates and times are based on Korean Standard Time (UTC/GMT+9).

* The schedules are subject to change, and the notice of any changes will be posted on the website of the design competition.
* Participants are not obligated to attend the site visit and briefing.

1.9. Official Website

The official website of the competition is: http://www.jeonjustation.kr

1.10. Registration

- Register online via the official website within the registration period (refer to '1.8 Schedule')
* With the administrator's approval, entrants will be granted access to the materials after completing formal registration for the competition.

1.11. Available Materials

- Participants who have completed registration can download the following materials from the website:

(1) Submission forms and related documents.
(2) Relevant CAD drawings (Jeonju Station building, landing platforms and railway lines, longitudinal plan and longitudinal section of the site)
(3) Photographs of the site and vicinity

* All materials except for the application forms and competition guidelines will be provided in Korean.
* If required, additional materials will be provided in addition to the materials listed above. In this case, a notification will be posted on the website or delivered via the e-mail address provided on the application form. Before submitting the final documents, entrants must check whether additional materials are required.

1.12. Q&A

(1) Schedule: refer to '1.8 Schedule'
(2) Submission: enquiries may be submitted on the Q&A page of the official website (http://www.jeonjustation.kr) in the name of the representative member provided on the application form.
(3) Response: responses to enquiries will be posted on the official website.

※ Notes

- Inquires must be submitted on the official website, and cannot be submitted via e-mail, phone, or fax.
- Enquires deemed irrelevant to the competition will not receive a response.
- All responses to enquires will be regarded as supplementary or as a modification to the competition guidelines, and it will therefore become equivalent to the contents of the guidelines set out above.

1.13. Submission

- Refer to '1.8 Schedule' and submit all the required documents (refer to '4. Submission of Work and Standards for Document Preparation') in person within the deadline (a mailed application will not be accepted).
- Location for submission: Conference Room, 2nd floor, Korea Rail Network Authority, 242, Jungang-ro, Dong-gu, Daejeon, Republic of Korea (※ If the submission location changes, it will be posted on the official website).

- All submission materials must be assembled and packed as one document, and the organizer is not responsible for any damage caused by the packing.

1.14. Competition management team (CMT)

- Management agency: The Korean Architects Institute
- Management team head: Sung-wook Kim (Professor, Ajou University)
- Official E-mail: ka20020829@hanafos.com
    - The CMT manages and operates this competition, subject to the guidelines and schedules.
    - The CMT supervises all competition events, including registration, Q&A, reception, etc. The CMT members may advise the jury and the technical committee but are not concerned with assessment and selection.

1.15. Technical Committee

- The technical committee will be composed of professionals representing the disciplines of Architecture, Urban Planning, Engineering, and other relevant areas.
- Prior to the Jury session, the technical committee will convene to verify all entries before proceeding. The committee will check if there are violations with regards to the competition rules, architectural planning, legality, or any other technical requirements, alongside scrutiny of construction budgeting and methods. The results of this preliminary review will be reported to the Jury.
- Based on the report compiled by the technical committee, the Jury is responsible for determining whether the report information is appropriate as well as how findings are taken into account in assessment. All decisions on the disqualification of submissions rest on the Jury's recommendations.
- In the committee meeting, a nominated committee member will chair the review session.

※ Key criteria for technical review:

① The proposal's integrity in compliance with the design competition guidelines.
② The proposal's eligibility in terms of domestic building codes and related regulations.
③ The legitimacy of technological planning and suggestions.
④ The suitability of project execution, construction, and cost estimation.

1.16. Jury Committee

1.16.1. Jury Committee Members

- The jury will be composed of five regular (two international and three domestic) architectural professionals and academics and an alternate juror.
  Jury members:

- Hani Rashid (Asymptote Architecture)
- Moon-Gyu Choi (Professor, Yonsei University)
- Yoon-Kyoo Jang (Professor, Kookmin University)
- Chanjoong Kim (The System Lab)
- Peter Ferretto (Associate Professor, Chinese University of Hong Kong)
- (Alternate) Byung-Chan Kim (Associate Professor, Korea National University of Arts)

1.16.2. Operation of the Jury Session

- In preparation for the Jury session, a committee member will be nominated as a session chair.
- Any regular juror who does not attend the Jury session will be disqualified as a committee member. In this case, an alternative juror will join the assessment team.

1.17. Competition review and Judging

1.17.1. Assessment Criteria

- Submissions will propose ideas innovative to contemporary architecture with a high degree of design excellence. The following criteria will be considered for entry assessment (there will be no set evaluative weighting to each of the criteria):

(1) The proposal's interpretation of the conservation of Jeonju Station's existing structures and the design of a clear architectural relationship between the existing and proposed new building(s).
(2) An understanding of the urban scale and context of the surrounding areas.
(3) An understanding of building publicity and the introduction of materials, as well as spatial or formal characteristics of the local environment.
(4) The enrichment and diversification of the spatial experience by integrating indoor and outdoor spaces.
(5) The thoughtful, functional, practical planning of building structures, circulation, fire evacuation, safety promotions, and facility operation.

1.17.2. Assessment Method

- More specific selection criteria other than the '1.16.1. Assessment Criteria' will be set out during the Jury session.
- A Jury session will be held to review all submissions. Prior to evaluation, the project brief and competition guidelines will be delivered to jury members.
- The technical committee's report will be confirmed and considered for evaluation during the Jury session.

※ Note

If a critical defect is found in a submission, such as a turn of phrase that could undermine anonymity, the jury committee chair may request exclusion from evaluation.

1.17.3. Disqualification

Entrants will be disqualified in any of the following circumstances:

- If an entry is received after closing time and date
- If an entrant discloses their identity
- If an entrant attempts to influence the Jury's decision (prior contact with the Jury is strictly prohibited)
- If the design is found not to be the original work of the declared entrant
- If an entry does not meet competition guidelines and submission requirements.

1.18. Announcement of the Result

- After the evaluation stage is complete, the results of the evaluation will be announced on the official website. Awarded participants will be notified individually.

∗ The date of the announcement may be adjusted according to the organizer's assessment and evaluation schedule. When changes occur, it will be announced on the official website.

1.19. Awards

- Winners will be awarded as follows:

- 1st prize (1 team): Contract award for Design Development and Construction Documentation
- 2nd prize (1 team): KRW 40,000,000 and certificate
- 3rd prize (1 team): KRW 20,000,000 and certificate
- Honorable mention (2 teams): KRW 15,000,000 and certificate

∗ The prize money and compensation will be paid to the representative of each awarded team within 30 days of the award ceremony (Korean time). The payment will be disbursed in KRW to Korean citizens and in USD to international participants according to the currency exchange rate on the day of payment.

∗ Any submitted work corresponding to the following circumstances may be dropped in accordance with the consent of the jury committee, regardless of the evaluation process. The organizer and jury committee may cancel an award at a later date if the following conduct comes to light:

- If at least one participant or representative submitted two or more works
- If the rule of anonymity is violated
- If the part or entire contents of submitted work is disclosed prior to the announcement of the final selection.
- If the submitted work bears similarity to previously published work by participant or any other practitioner (including unrealized projects).
- If the submitted work does not comply with the relevant laws and regulations, such as competition guidelines.
- If the submitted proposal is deemed to significantly exceed the estimated construction costs.

1.20. Post competition events: Exhibition and Promotion

- The awarded proposals will be shown in a public exhibition after completion of the evaluation. If necessary, competition processes and results will be published as a whitepaper.
- The organizer will not use the content resulting from this design competition in any other forum, other than in the exhibition, promotion, and publication concerned with the competition.

1.21. Contract

1.21.1. Project Contract

- The contract is in Korean and it is based on the Statement of Working Scope provided separately by the client.
- The winner will have the right to negotiate the design contract with the client. If there are no special terms under question, the contract will be concluded as soon as possible. However, if issues are arise in accordance with the circumstances of the project, the period of the contract may be adjusted in consultation with the preferred bidder.
- If the winning design does not qualify in terms of the fields outlined above (fire safety, civil engineering, landscaping, etc.) and so requires a separate design qualification in accordance with the national laws and regulations of the Republic of Korea, the contract may only be concluded if a joint entrant is united with a person who has legitimate qualifications (companies that have registered as a business operator in accordance with relevant laws).
- The design fee will include all the costs and expenses for various administration services, including design development and the related reviews and permits.
- The award may be deemed null if the winner requests excessive design service fees higher than the design service fee calculated according to the size of the gross area.
- If the proposed design of the winning work exceeds the estimated construction cost provided in these guidelines, the winner is obliged to re-coordinate the design plan in consultation with the client.
- The design of electrical and communication work has been excluded from the contract.
- If false information is found in the documents submitted by the winner, or if it does not meet with the legal requirements for the contract and execution of the architectural design service, the winner's right to the design of the project of the will be cancelled, and the next-ranked winner will be awarded the design rights.
- Throughout the design process following confirmation of the contract, the winner will verify the Korea Rail Network Authority requests for adjustment of the size and form of the required rooms within a scope that respects the basic concept of the work.

1.21.2. BIM Design

- After the contract is signed, the winner will apply BIM in design, considering that it is a high-grade construction that requires the consideration of existing facilities and the construction planning of railways in service.

※ BIM (Building Information Modeling): A design method using three-dimensional (3D) digital building modeling. In practice, it is employed to minimize planning conflicts and construction errors through simulation. BIM allows for architects to check complex building components before executing the final construction.

- Currently, there is no standardised cost for the BIM design table, so 15% of the building design fee has been allocated. Payment will be made accordingly when a standardised cost is provided for the BIM design table

1.22. Intellectual Property Rights, the Use and Return of Works

- The copyright of each work belongs to the participant (creator) who has submitted it, and the organiser will protect the name of the author when using submitted content.

However, the client has the right to reproduce, display, distribute, rent, publicly transmit, and to create a secondary work therein for non-commercial purposes, including publication, exhibition, promotion, and the establishment of project planning related to this design competition. In this case, no separate royalty fees shall be paid. Participants will be understood to have agreed to this upon submission of the work.

- Participants must ensure that the submitted work does not infringe the exclusive intellectual property rights of the third party (if the intellectual property rights of third parties are used, the right to use, such as the consent of the third party, must be verified in writing and attached at the time of submission), and any liability arising from intellectual property rights shall be at the sole discretion of the participant.
- All documents submitted at registration will not be returned.
- The applicant or his/her agent (must present proof of proxy or proxy statement) will collect the submitted work within 7 days of the announcement of the evaluation results, and the expense will be covered by the applicant. Any work that remains after the given period will be discarded by the client, and the applicant cannot appeal regarding this matter.
- Submission of the winning work, including other prize-winning works, will not be returned.

1.23. Complying with Competition Regulations

- In case of any disagreement in the interpretation of the 'Design Competition Guidelines', or anything unspecified on the official website, the client’s interpretation will take precedence.
- The materials provided for this design competition will not be used for purposes other than the design competition or distributed to others without the consent of the Korea Rail Network Authority.

1.24. Dispute

- The design competition will be conducted in accordance with the laws of the Republic of Korea. In case of any dispute related to the competition, the court in the Republic of Korea shall arbitrate or adjudicate.

2. Information concerning the Site and Vicinity

2.1. Project scope

- Area of the site and design subject is as follows:

Items		Information
Site Location		680, Dongbu-daero, Deokjin-gu, Jeonju-si, Jeollabuk-do, Republic of Korea
Site Area		68,877 m²
Platform		8m x 159m x 2m (2 tracks 11 lines, Island platform)
Station Work Facility	Existing	Gross Area 1,505 m² Outdoor ground parking: 143 Additional facilities: Underground platform connection, platform roof, etc.
	Extension	Gross Area 3,300 m²
Parking Facilities		More than 385 parking spaces provided Amenities for parking lot: 1,200 m²
Other Facilities		Square and landscape (No area limitation)

- Major railways, rail depths, location and size of the station platforms, and the passageways connecting the underground platform cannot be changed – they are fixed elements.
- The appearance of the existing station building will be preserved as much as possible, but it can be partially altered if required, according to the specific design intention.
- The underground platform connecting passage must remain, but it can be connected to the new station building. Materials and the composition of interior space can be changed accordingly.
- As of 2016, the number of passengers using Jeonju Sation is shown in the table below. In 2020, the daily average number of passengers boarding, and alighting is expected to be about 9,060 on weekdays.

Number of passengers boarding, and alighting in Jeonju Station

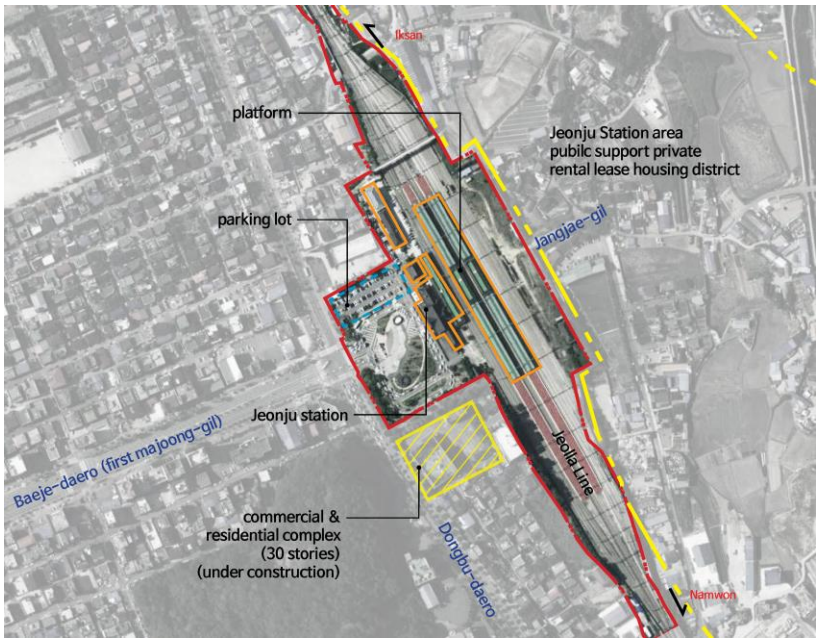
Classification		Number of Passengers	Boarding	Alighting
Passengers	Inbound	1,291,130	958,344	332,786
	Outbound	1,274,907	338,886	936,021
	Subtotal	2,566,037	1,297,230	1,268,807
Ratio	Inbound	50%	37%	13%
	Outbound	50%	13%	37%
	Subtotal	100%	50%	50%

2.2. Information Regarding the Site and Vicinity

2.2.1. Site and Vicinity

- Currently, Jeonju Station is a railway station on the Jeolla Line, and it was built on its current location due to the relocation of the Jeolla Line in 1981.
- KTX, ITX-Saemaul, Mugungwha-ho, and S-train stop here.
- It faces Baekje-daero (first Majoong-gil) in the south-western direction and Dongbu-daero in the south-northern direction.

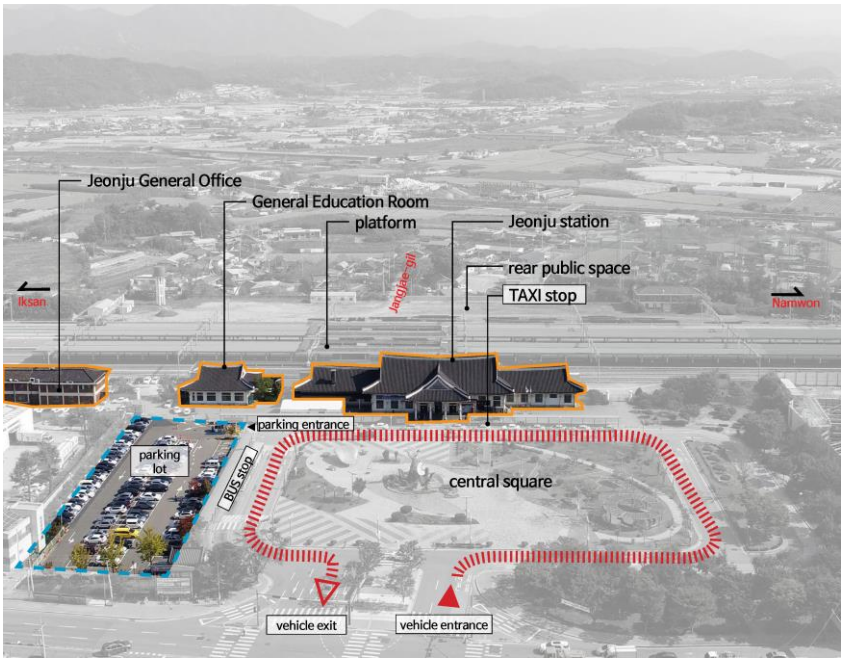
- It is surrounded by a commercial area, in which commercial facilities of 3-5 stories are positioned on Baekje-daero, and 2-3 stories on Dongbu-daero.
- A housing development district (Jeonju station area public support private rental lease housing district) has been announced in the northeast, and a commercial & residential complex (of 30 stories) is under construction on the south side of the central square.



[Site condition and existing facilities]

2.2.2. Current Conditions of the Existing Building

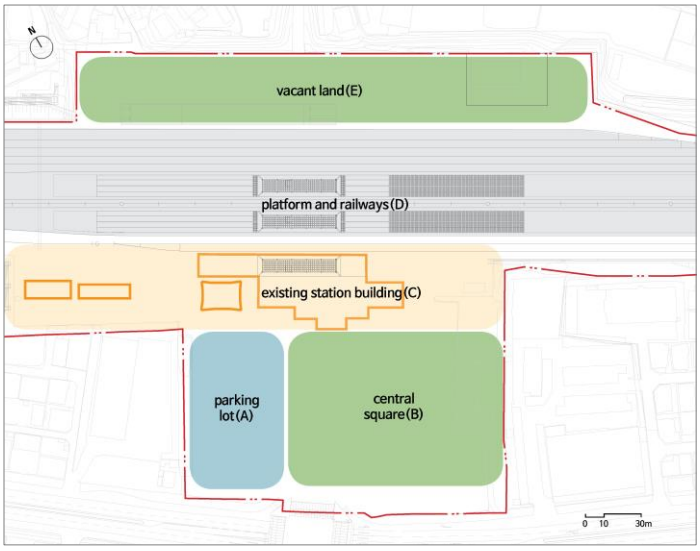
- At present, the site includes a central square and a parking lot (97) in front of the Jeonju station building. The square is encircled by roads, used both for public transportation and private vehicles. The Jeonju station involves underground connecting passages, railway lines, and an area of abandoned space located behind.
- Vehicle and pedestrian circulation is made only through the front central square, and the rear space is accessible only through Jangjae-gil.
- It is possible to access to the platform in the existing station building through the underground connecting passageways, which will be used even after the extension.



[Existing station building, related facilities and parking lot]

2.2.3. Area Permitted for Redesign on Site

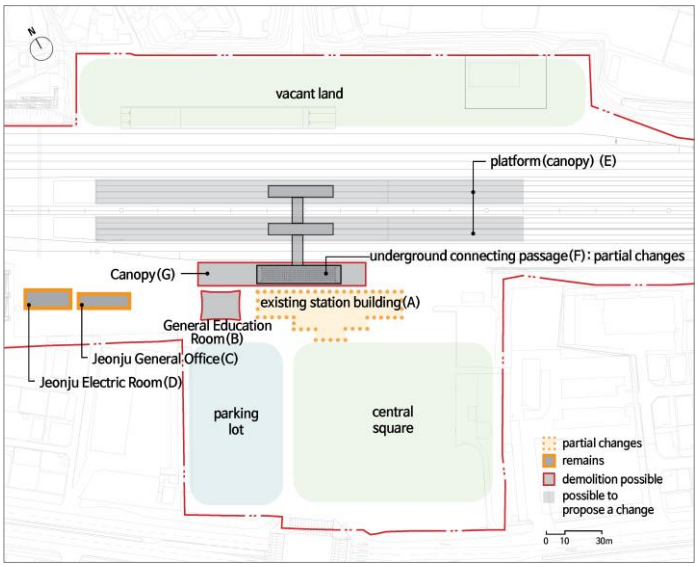
- The new station building includes all the following areas (A to E), which will be freely placed on the site.
- Existing parking lot (A), platform and railways (D), rear public space (E), part of the central square (B) (part of the business expense).
- It is possible to redesign the existing square and to suggest changes such as including the square as part of the new building (but not including the project cost).
- New parking lot and amenities: Part of the existing parking lot (A) and part of the central square (B) (underground parking available), front of the existing station building (C).



[Site zones permitted for design]

2.2.4.Remaining and Modifiable Facilities

- **A- Existing station building**: partial changes in function can be made for the use of the platform. Demolition of the canopy of the underground connecting passage is possible
- **B- General Education Room**: demolition possible.
- **C- Jeonju General Office**: must remain.
- **D- Jeonju Electic Room**: must remain.
- **E- Platform (canopy)**: must remain, though it is possible to propose a change to the canopy (excluded from the business expense).
- **F- Underground connecting passage**: must remain (can be extended to link to the extended station building).
- **G- Canopy of the underground connecting passage**: demolition possible.



[Remaining and Modifiable Facilities]

3. Design Objectives and Requirements

3.1. Design Objective

3.1.1. Conservation of Time and Memory, and Coexistence with the Future

Jeonju is a place in which hundreds of years of Korean history and culture have been preserved, at rest in many different parts of the region. It has long pursued the construction of a city in which traditional and contemporary cultures could be brought into harmony based upon the knowledge of architectural heritage related to the *Hanok* of the Joseon Dynasty. The railway station of Jeonju is an extremely important symbolic and temporal place: beyond the functional role of logistics and transporting passengers, it embraces the history of modern city development and of the contemporary expansion of Jeonju that has proceeded over the past 100 years. The Jeolla Line railway, which first opened in 1914 during the Japanese colonial period, was located in what is Jeonju's old city centre today, and the location of the current Jeonju City Hall is where the first Jeonju Station *Hanok* was located. As a result of the industrialisation and the expansion of the city, the railway route was changed, and Jeonju Station moved to its current location to be newly constructed in 1981. For about 40 years, it has been the main hub for Jeolla Line passenger trains and the major point of embarkation when visiting the city. The part that will be extended in this competition is the space provided for the third generation, connecting the *Hanok* station building from the time of the Japanese colonial period to a present day Jeonju Station. It will privilege the memories of the past in the preservation of the station building, while also emphasising the importance of establishing an image of contemporary Jeonju whereby the memory of the past is filtered through the present, leading to a pioneering vision of the future.

3.1.2. The Restoration of the Urban Square and Civic Cultural Space

The entire area of Jeonju Station, which has long been the gateway to the metropolitan transportation network – connecting the largest centre in Jeonbuk Province to each major city in the country – has formed a flourishing civic space and unique cityscape situated around this station building in the *Hanok* style. Moreover, although it has been converted using more modern materials such as concrete, Jeonju Station and the square in front is worthy of public preservation, as a place in which 40 years of accumulated memory pervades. However, due to the recent new town development in the west, along with the relocation of the Jeonbuk Provincial Government, the eastern region of Jeonju, Jeonju Station included, stagnated somewhat in terms of its development due to the urban expansion and population movement concentrated in the western region. This competition, which is being promoted as a part of the Jeonju station area improvement project, will not only extend the railway facilities in a more functional way but also preserve Jeonju Station as a public space of historical significance and return it to the citizens. The contemporary extension of the station building space aims to be a major foundational point for the revitalization of the eastern part of the city, uniting the past and the future of Jeonju.

3.1.3. Establishing a Sustainable Human and Environment Network

As with most cities in Korea, Jeonju has undergone rapid transformation into a contemporary city within only half a century, and the long process of urban development and change is still underway. However, in spite of a mountainous natural environment that is wild, lush and vibrant, unconventional urban development in the name of growth and expansion and unconventional architectural styles highlighting apartments and shops have created conditions that are no different from any other small or medium city in Korea. Today marks a paradigm shift in which new urban development focuses on people and culture, deviating from industrial growth led by function and efficiency. In this regard, Jeonju City strives to create a nature-oriented, pleasant urban environment, prioritizing its status as a garden city as part of its future vision through cultivating the horizontal forest road and green area for citizens to rest. Therefore, the Jeonju Station of the future must preserve the local environment and pursue a people-and-nature-oriented urban space. Entrants to the competition will propose ecological networks connected to the surrounding area, and include them as part of the walking and spatial environment of the extended facilities. The improvement of the railway facilities, which are at the core of the three-dimensional walkway and the ecological spaces, will satisfy the broader goal pursued by the Jeonju City New Deal

Renaissance, which aims to revitalize street culture and meet the sustainability demands to protect the natural environment. Simultaneously, it will become an important attempt in reinterpreting and defining the relationship between urban space and the railway station. The pedestrian walkway is central to the circulation system that links the preserved station building and the extended space, and it will play a role in connecting various complex facilities and public areas inside and outside the station. Various vertical circulation features, such as ramps and stairwells, will be actively used inside and outside, and it these elements will be designed as places that play with the three-dimensional connections between the ground floors and the underground, platform and outdoor square, and landscaping – providing a rich and diverse spatial and visual experience.

3.2. Design Guidelines

3.2.1. Restoration of Urban Organization and Regionality

- Due to the rapid industrialization, the cities of Korea have been modernized in a short period of time. Therefore, the built environment has not been able to function as an organism, and the spatial order and hierarchy of the cities have not been systematically organized, only expanding in a physical dimension. Most noticeably, as the roads and square were designed according to a plan and the buildings were erected on the remaining land, the architectural boundaries do not define the outdoor space and the pathway, lacking in a vitality of urban life that should have been devised around the human-scale places and natural features.
- This competition requires a very detailed approach to the change in scale of the urban space, which is subject to change as architectural structures are introduced. It is anticipated that the proposal will reveal the significance the new architectural boundaries of Jeonju Station will ascribe to the Jeonju area as a whole, will observe how the roads at the front, the surrounding scenery and the buildings are united, and how one might establish a clear concept along with an appropriate solution of how to form a civic space at ground level. It is necessary to arrange three-dimensional indoor and outdoor spaces that will provide rich spatial experiences, but the new station building should also be a starting point for regeneration of the urban hierarchy and organization, to the extent that Jeonju will become a sustainable contemporary city. To this end, within the scope of satisfying the efficient and functional requirements such as boarding and alighting circulation, and the separation between parking and walking, the station and area should be designed so that the extended station building, parking zone, and traffic improvement facilities are understood and used as a single integrated urban architectural space.
- …
  The contemporary urban transformation of Jeonju has made it difficult to locate the traces of its tradition and heritage, as well as to highlight the unique environmental colours of the region. Entrants will find clues that link the past and future of Jeonju Station in the materials and architectural methods, drawing on them to form an architectural concept. Exploration of the unique materials of the region, as well as the contemporary forms and construction methods to which such materials contribute, may become a starting point for new architecture to restore a once lost local culture.

* Consideration of the Front Roads and Surrounding Buildings.

- A successful design will activate the whole eastern zone of Jeonju Station, focusing on ecology and pedestrians, by connecting it to Dongbu-daero and

Baekje-daero Majoong-gil. Competition participants are encouraged to link the green space and the pathways, and to use the land in the east and the north-south direction of the railway line in a creative and active way, according to the aims set out by the competition.

- Careful thought should be given as to how to cope with the size and scale of the high-rise residential complex (Classia the Sky, 30th floor) that is currently under construction in the location of the (former) Korea Express to the southern side of the site's boundaries.

3.2.2. Preservation and Construction of Jeonju Station

- The existing station building will be designed in close relation to the part that will be newly constructed (and extended). The appearance of the existing *Hanok* style building should be preserved, but it is possible to demolish and alter this part (currently known as the 'general education room' building) according to the interpretation of overall design objectives and guidelines.
- Participants are free to propose new programmes linked to the square and service facilities inside the existing station, along with the preservation of its overall appearance. A public space reflecting the morphology of the Hanok and the historical symbolism of Jeonju should be built inside the existing building, creating a new civic space that integrates its deeply rooted traditional heritage, renewed industrialisation through the development of the railway, and the contemporary landscape of the future city, Jeonju. This space will be a place of everyday life, one that can be easily accessed and used by not only those who visit Jeonju by train but also by more citizens in the surrounding area.
- The displacement of the newly constructed part will be carefully determined, along with the location of the existing station building and remaining facilities. There may be many ways of highlighting symbolism and historical significance, and it is not necessary to place the newly constructed additions to the back or on the platform, or to expose the existing station building at the front.

3.2.3.Expansion and Integration of Historical Functions

- KTX operation due to the opening of the Jeolla Line double-track rail, and the rise in population movement due to the increasing demand and expansion of the city; there has been a growing need for the improvement of the aging facilities, including a contemporary expansion of the indoor and outdoor spaces and functions near the station. By considering the combined use of the railway station building and the surrounding area of the railway line, the designer will propose strategies to improve the level of convenience in the railway and reinforce the 'publicness' of the station building and surrounding urban space, through means such as activating the walkway network to surrounding areas, improving the parking and traffic system, and developing the three-dimensional railway line.
- Parking lots and new facilities related to the station building can be freely positioned on the site according to the designer's intention. However, **the parking lot should be located on the ground level at the front side of the existing building, or underground, and it should be connected to amenities that are more than 1,200 m², apart from that of the new station building**. The convenience of passenger's circulation path from the parking lot and its connection to public transportation's transfer system must be considered.

  In order to expand the function of the station, the remaining facilities must be linked to the newly constructed structures. Existing facilities can be partially

demolished or modified within the scope of additional proposals, except for those unalterable elements (please refer to '2.1 Scope and Size of Design').

※ Space requirement and criteria

- The number of passengers and the number of full-time personnel is as follows:
- As of 2020, an average expected number of trains from/to the Jeonju station is 39 per day, and four an hour at peak time.
- Ticket sales are made at the station office (50%), at ticket machines (40%), and somewhere else (10%).

Number of passengers boarding and alighting (As of 2020)

	Weekday		Weekend		Total (Weekday)	Total (Weekend)
	Boarding	Alighting	Boarding	Alighting		
Passengers (Per day)	3,720	3,529	4,645	4,415	7,249	9,060
Peak Time (1 hour)	428	406	435	427	834	862

Station Work-Related Personnel

Station work personnel (A)						Other personnel		Total (A+B)
Chief officer	Assistant chief officer	Team manager	Associate	Service assistant	Subtotal (A)	Janitor	Subtotal (B)	
1 (1)	1 (1)	3 (1)	18 (8)	4 (2)	27 (13)	5 (5)	5 (5)	32 (18)

Note: the number inside the parenthesis is the number of full-time personnel per day

- The facilities subject to the design competition consist of the extended facilities of the station building, parking facilities, an annex, and other spaces (the size of each room may be increased or decreased according to the design intention within the range of the gross area shown in the table below).
- Proponents can suggest an idea for the spatial use of the existing station building, within 50% of a total existing building area.
- The total gross area shall be **within ± 5%** of the gross area indicated in the table below.

Space requirement (Reference)

Category		Space	Area (m^2)
Station	Passenger Area	Concourse	814
		Waiting room	270
		Amenities	80
		Bathrooms for passengers	178
		Nursing room	10
		Information desk	46
		City exhibition area	150
	Offices	Station office	104
		Chief officer's office	45
		Ticket office	43
		Automatic ticketing machine	6
		Operation handling room	33
		Conference room	20
		Pantry	12
		Storage	30
		Garbage collection[1]	20
		Janitors' office[1]	15
		Janitors' bedroom	160
	Support facilities	Electric room	124
		Telecommunication system room	90
		Power supply room (telecommunication)	24
		Signal/metering system center[1]	80
		Power and battery room	24
		Integrated mechanical room	150
		Fire extinguishing room	15
		TMO[2]	138
		Service area	758
Gross floor area			**3,300**

1. Use existing building space.
2. TMO: Transportation movement office for army
3. Above areas are references. It will be allowed to adjust each space area within the gross floor area.

3.3. Design Requirements per Sector

3.3.1. The design requirements for the extension of station work facilities

- The waiting room and concourse are the central spaces in the station building and are places in which various passenger behaviors, such as waiting, booking, and using amenities, take place.
- The parking lot will be self-parking, so that vehicles may enter and exit smoothly.
- Commercial facilities may be included in the amenities, associated with the parking lot.
- Station work-related facilities (such as operation handling, ticketing, communication, pantry, storage, bedroom, etc.) will be placed as close as possible to each other to facilitate maintenance and security.

3.3.2. Accessibility

- Access to the site and the smooth movement inside and outside the building will be given attention. Both vehicles and pedestrians should be able to gain access with ease.

- Considering that this is a multi-use facility, the elderly, disabled, expectant mothers and other wheelchair users should also be able to easily access all facilities. Refer to barrier-free planning methods.

3.3.3. Safety

- Consider evacuation and safety conditions for exceptional situations such as extreme weather conditions and fire. Travelers should be able to use the facilities without interruption.
- Prevention measures from access should be provided for railways and surrounding high-voltage lines. Plans should be included in terms of materials, structures, and spatial planning to prevent any falls onto the tracks or traffic accidents.
- For utmost safety, circulation between vehicles and pedestrians should be kept separate.

3.3.4. Environmental Performance and Sustainability

- Consider energy saving initiatives and the comfort of the indoor and outdoor environment when planning the spatial arrangement and selection of materials. By using natural light, it is possible to reduce the carbon generation and energy use by reducing the use of light energy, insulation and by securing airtight performance.
- Air conditioning, sound, lighting, and building systems should be planned to maintain a pleasant environment.
- Selection of plant species with high growth adaptability that are resistant to urban pollution and weather changes, to cope with fine dust and summer heat, is to be encouraged. The plan for planting will be established by attending to soil depth, growth environment, color, and height. The green space will be designed to minimize the input of energy and management costs. Taking advantage of stormwater to collect water, while also planning for measures to manage stormwater in preparation for heavy rainstorms and typhoons, will receive praise.

3.3.5. Technical Proposals and Feasibility

- Considering that matter comprises complex facilities such as railways, public and commercial facilities, and the parking lot, the design will consider building an integrated system for its safe and efficient operation.
- The station building will be future-oriented to promote convenience and safety for its users, ideally by introducing digital technology.

3.3.6. Economy and Maintenance

- The proposal will be designed reasonably with appropriate construction plans in mind so that the intention of the designer can be realized within the project budget.
- Participants may freely allocate the construction cost within the budget limit, but when applying new materials and new technologies, they should provide verified examples and grounds for the ease of construction, their structural performance, design standards, and interpretation methods. It will be planned in the consideration of the cost of operation management.

4. Entry Requirements

4.1. Submission Documents

[Registration]

- Fill out registration forms and related information online on the competition website.

[Submission in person]

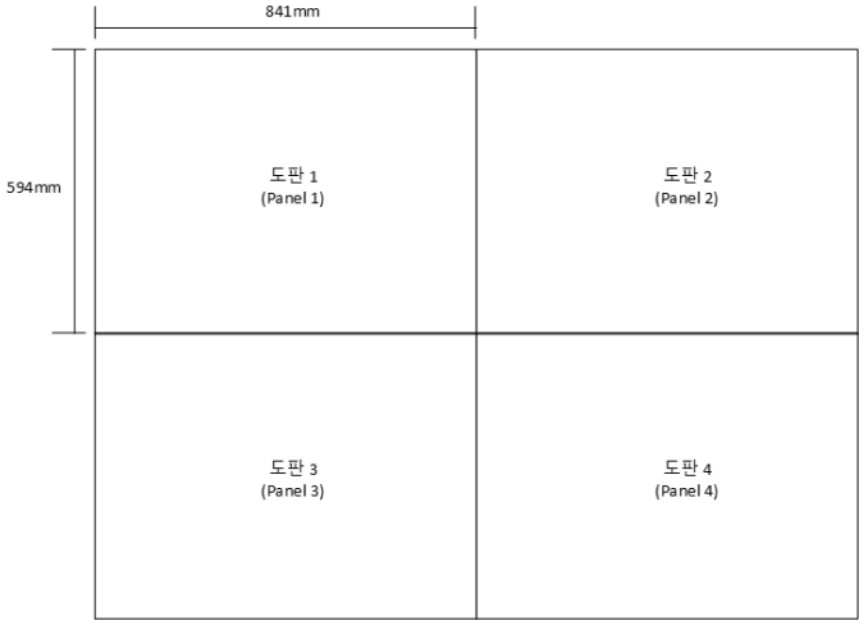
- One (1) Design competition submission of work
- One (1) Drawing panel, (four pages of A1)
- Fifteen (15) copies of the Design Description (A3)
- A compact disc (CD) containing the digital files of submitted documents
- Architect Licenses
- Confirmation of the establishment of an architectural office by the representative (domestic)
- Confirmation of the administrative disposition of the architectural office (domestic)
- Copy of a business registration certificate (one (1) copy for joint application)
- Proxy letter from an attorney, certificate of employment (upon the registration by a proxy, not representative)

4.2. Document Preparation and Guidelines

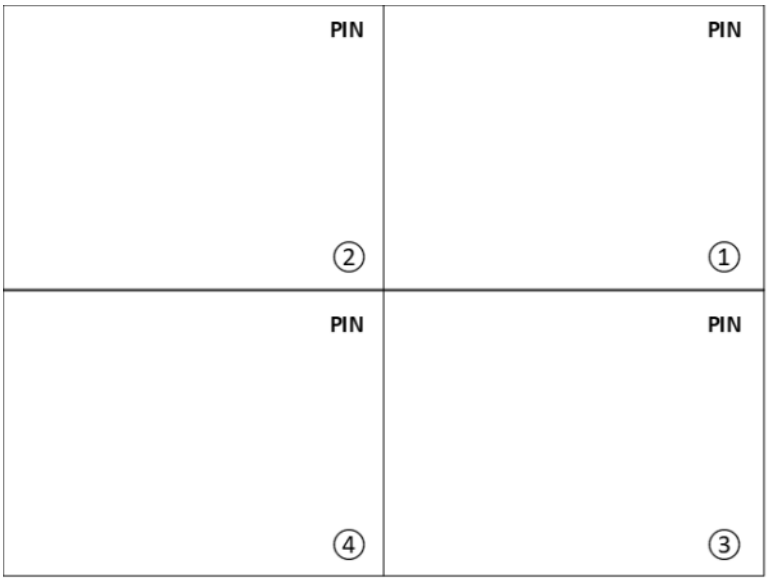
4.2.1. Presentation panel boards

- Drawing panels should be written in English
- Drawing panels should be prepared on **four (4) A1 (841 x 594 mm) size sheets of paper, presented in landscape**. Each panel must be mounted on a 10mm-thick form board without a border and are to be configured as shown in the figure below.
- The **PIN and panel number should be written on the back only, as shown in the figure below**.

[Front side]



[Back side]



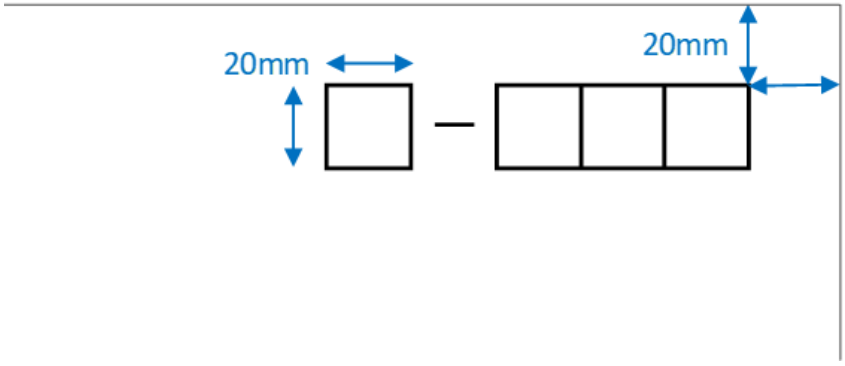
- Participants are free to devise the contents of the drawing panels in size and arrangement as they see fit, using computer graphics and colors.
- The main content to be included in each panel is as follows:

- Panel 1: A bird's eye view, a design overview, and the guiding concept
- Panel 2, 3: Diagrams to explain the concept, site plan, each floor plan, elevations, sections, interior space, etc.
- Panel 4: Attends to the parking facilities and improvement of traffic circulation

4.2.2. PIN Numbering of Panels

Provide a space for the Personal Identification Number (PIN) in the **upper right corner on the back of each panel,** as shown below, and carefully write down the numbers.

[PIN numbering (back side of the panel)]



4.2.3. Design Description

- The design description must include details and other drawings, such as technical content that may not have been expressed in the drawing panels.

- The design description must be **no longer than 20 pages (excluding the cover, single-sided printing), with all pages in landscape with a left binding.** All pages except the cover must include page numbers, and the tables of contents and slip sheets are also to be included in these pages as well.
- Using computer graphics, embedded images can be colored and expressed as desired.
- Content and the order in which it should be included in the Design Description are as follows:
  (1) Cover
  (2) Bird's eye view
  (3) Table of contents
  (4) Design overview
  (5) Design direction (design intention and idea)
  (6) Site analysis
  (7) Architectural design and drawings (site plan, floor plans, elevations, longitudinal and cross sections)
  (8) Additional description based on features and the design intention of the work
  (9) Circulation and linked traffic design
  (10) Outdoor facilities and landscaping design
  (11) Barrier-Free design
  (12) Structure and construction design
  (13) Mechanical and fire protection design
  (14) Review of relevant laws and regulations
  (15) Comparison tables of the design area
  (16) Breakdown of the estimated construction cost (the final page)

4.2.4. Digital Files

- A copy of the digital files containing the content of the submission must be saved onto a CD and submitted for publication and the exhibition.
- All images and relevant files must be in JPG/PNG/PDF format, and the resolution should be more than 300 dpi (raster images standard).
- All written documents, including other forms except the design description, must be in DOC/HWP format.
- The submitted CD will not be returned.

4.3. Note

- All design documents should not show any sign that might reveal the identity of the applicant.
- Scale and orientation must be expressed accurately.
- The areas of spaces and their titles should be indicated on the drawings.
- All descriptions except drawing symbols are limited to Korean, English, and Arabic numerals.

5. Appendices

5.1. List of Available Materials

- Forms required to register or submit an entry will be provided.

5.2. Planning Standards and Building Codes

- Refer to the ‘Building Act’, ‘Construction Rules and Regulations on the Korea Railroad’, ‘Regulations for Construction Standards on the Korea Railroad (Ministry of Land, Infrastructure and Transport, No. 2014-607), ‘Design Guidelines and Handbook by the Korea Rail Network Authority’ (Korea Rail Network Authority, official website, open resource library) and comply with their applicable regulations.
- All other matters related to this project will be subjected to domestic laws and standards. Unspecified matters shall be scrutinized according to customs both domestic and international.

[Form 1]

Joint Participation Agreement

Article 1 (Purpose) This agreement sets forth provisions for each party during the process of joint participation between ( ) and ( ) to the "**Jeonju Station International Design competition**".

Article 2 (Representative of the Joint Participation) the name and location of the office of the lead firm of joint participation (hereinafter referred to as lead firm) are as follows:

1. Firm:
2. Representative:
3. Address:

Article 3 (Members of team) excluding lead firm, the following are the members of the joint participation team:

1. Team Member #1: Name (Firm: address:)
2. Team Member #2: Name (Firm: address:)
3. Team Member #3: Name (Firm: address:)
4. Team Member #4: Name (Firm: address:)

Article 4 (Rights of the lead firm) the lead firm, on behalf of the members of the team, shall have right to express intention regarding the submission and receipt of document, and acquisition and waiver of rights, to the organizer of the competition and other third parties.

Article 5 (Effective period) the current agreement shall be effective immediately after the signing by each party and terminate by fulfillment of competition. However the agreement shall be effective as long as any rights and obligations related to the service contract made with the organizer of competition remain.

Article 6 (Obligations) the members of the team shall diligently utilize all necessary knowledge and technologies to fulfill the purpose set forth in the Article 1 based on the trust.

Article 7 (Responsibility) the member of the team shall mutually agree to be responsible for the fulfillment of the service obligation.

Article 8 (Mutual responsibilities of members) the members shall mutually agree to compensate any damage caused on any third party or other members of the team in relation to the performance of work.

Article 9 (Limitations of transfers of rights and obligations) members shall not transfer their rights and obligations under this agreement to any third party.

Article 10 (Measures against withdrawal) Any member's withdraw in the process of the competition results in ineligibility for the competition.

Article 11 (Add of member) The team may add a member until design proposal is submitted. In this case, the lead firm must modify this agreement and submit its copy to the sponsor.

Article 12 (Creation and storage of agreement) the joint participation agreement shall be made as above and ( ) copies shall be made as evidence, which shall be separately stored by the lead firm after signing the agreement.

· Lead Firm

Representative : (Signature)
Firm : (Phone number)
Address :

· Members of the Joint Participation Team

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

September, 2019

The Korea Rail Network Authority

[Form 2]

Lead Designer Appointment Agreement

I, the undersigned, do hereby appoint (name of firm) whose officer, (name of designer, position) as a lead designer, and delegate all rights to the designer for the works produced for the 「**Jeonju Station International Design competition**」.

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

Representative : _____ (Signature)
Firm :
Address :

September, 2019

The Korea Rail Network Authority