

DESIGN PRINCIPLES



Figure 6 -1

Thresholds should act as shared environments (meeting places) or transitional space between public and private space.

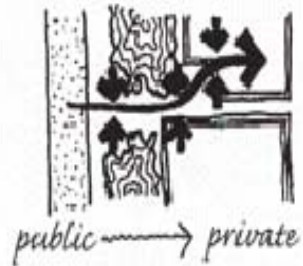


Figure 6 -2

Enhance the visibility and legibility of the relationship and the transition between private and public domains (Rappaport 1977, p 23).

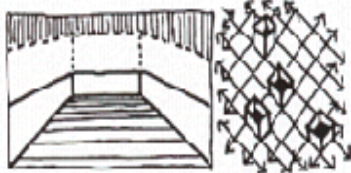


Figure 6 -3

Enclosure is needed for the public space to act as an urban room.

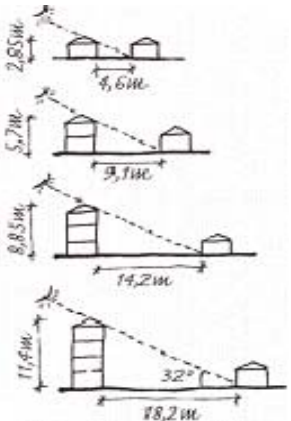


Figure 6 -4

To provide adequate solar access to a building, the distance between two buildings should be determined with the following: $\tan(\text{latitude of the area} + 10^\circ)$ divided by the height of the adjacent building to the north.



Figure 6 -5

Concentrate buildings with public facilities, amenities and collective service points adjacent to public spaces.

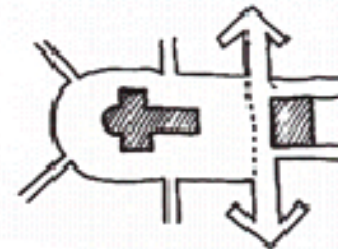


Figure 6 -6

Locate public building in relation to formal public spaces and important movement routes. Hard open space should announce the buildings and accommodate informal activities that respond to these buildings.



Figure 6 -7

BALANCE THE COMPOSITION OF BUILDING GROUPS, AND PLACE THE FOCAL POINT NEAR THE MIDDLE OF THE GROUP. LOCATE SYMBOLIC AND/OR FOCAL POINTS IN THE MIDDLE OF A CLUSTER SPACE OR AT THE TERMINATION POINTS OF A LINEAR SPACE.

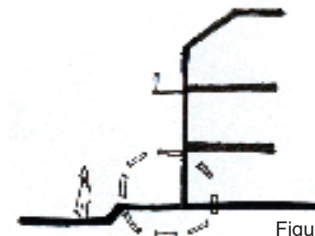


Figure 6 -8

THRESHOLDS SHOULD ACT AS SHARED ENVIRONMENTS (MEETING PLACES) OR TRANSITIONAL SPACE BETWEEN PUBLIC AND PRIVATE SPACE.

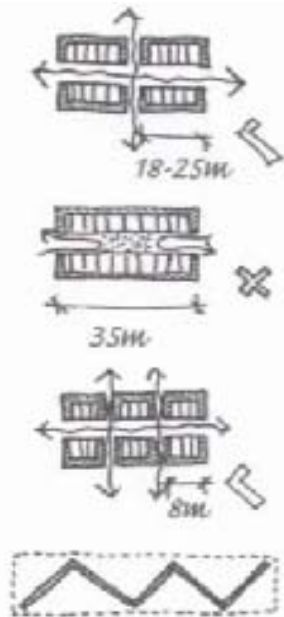


Figure 6 -9

In markets, dead space and stall facades longer than 35m, should be avoided. Shorter blocks between 18 and 25m are more appropriate (Behrens and Watson 1996, p215), with 8000mm being the optimum length for functionality and permeability. A zigzag layout can effectively facilitate movement on both sides.

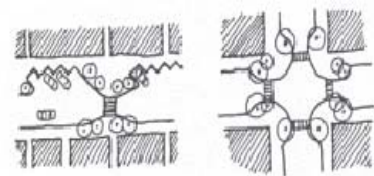


Figure 6 -10

Intersections and road crossings should be designed to be safe for pedestrians and vehicles. This includes the design of sidewalks and crosswalks, traffic signals and other intersection treatment.

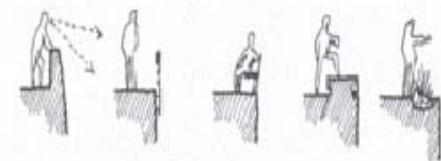


Figure 6 -11

The building façade should be linked to human activities along the route to ensure visibility of pedestrians and thus surveillance of the street. Surveillance of the street should also be facilitated from the upper storeys. The way this edge is made will also determine the feeling of the upper storey-space.

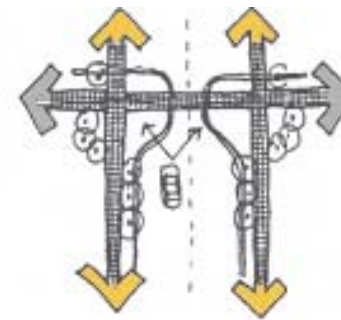


Figure 6 -12

Access for vehicles should be made difficult.

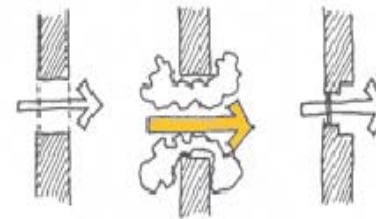


Figure 6 -13

Transition from public to private space should be appropriately made through the provision of perceptual locks. This will continue to the clear distinction between and definition of public and private spaces.



Figure 6 -14

Establish a boundary which can be a wall, windowed façade or natural features such as trees. Do not design large expanses of blank walls.

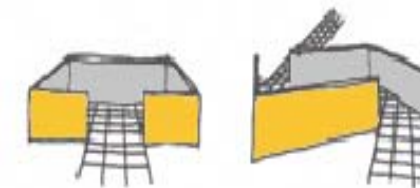


Figure 6 -15

Enhance the sense of enclosure with unity in walls and similar architectural treatment of buildings (Mouhtin 1992, p 72). Local styles and materials should be used consistently.

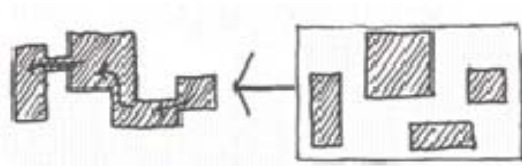


Figure 6 -16

Provide physical visible and perceptual connectivity between cluster and linear open spaces. Establish strong and legible linkages with various hard open spaces.

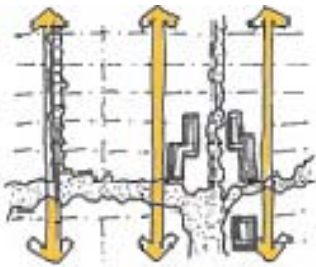


Figure 6 -17

Align the hard open space system and soft open space system with main public buildings, such as community centers or places of worship.



Figure 6 -18

Ensure quality of contextual linkages through the continuation of special activities or functions.



Figure 6 -19

Enhance structural similarity of the street through associational symbolism (personal experience) and cultural symbolism (common areas of the understanding of culture) to ensure that as many people as possible can relate to the space.

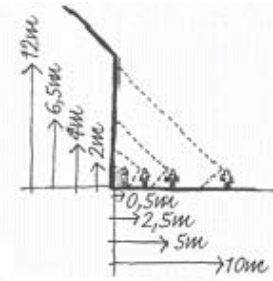


Figure 6 -19

Height of detail on buildings that could be appreciated from certain distances away from the façade:

- Up to 2,0m high to be appreciated from 0,5m away.
- Up to 4,0m high to be appreciated from 2,5m away.
- Up to 6,5m high to be appreciated from 5.0m away.
- Up to 12,0m high to be appreciated from 10,0m away.

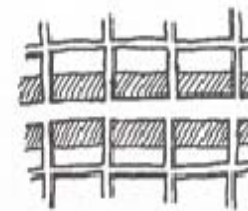


Figure 6 -20

Concentrate intensive activities along continuous vehicle-oriented and public-transport routes. Locate majority of public buildings also along these routes

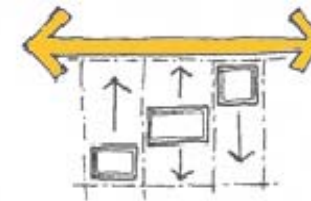


Figure6 -21

Distinguish between so-called front-and-back uses and definition, which take place within the street realm, but which differ for various urban users and cultures.



Figure 6 -22

Enclosure depends on the way buildings are grouped. Create a sense of enclosure, especially on corners, otherwise space gets fragmented.