Albany as a future Node
Improving social wellbeing in a car-centric environment

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Explanatory Document

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ABSTRACT

It is evident that Auckland is growing rapidly in terms of urban population density, housing is almost unaffordable for many Auckland citizens and the public transportation is insufficient which is impacting the social wellbeing of people. Now than ever before, the needs of social interaction and human connections is becoming vital for the improved wellbeing of the population, in fact, people are seeking opportunities to experience human interaction in order to face the very machine like living conditions that are almost robotized and inhumane.

Traditional neighborhoods were replaced by sprawl by planners, engineers, architects resulting in car-centric cities, social inequity and isolation. Albany is an example of an auto-centre development in Auckland, however if aspects of the traditional neighborhood model were inculcated in a typical Auckland suburb, it can bring a sense of community, promote a pedestrian friendly environment and improve the social wellbeing of its residents.

In the Auckland’s 2050 plan, Albany has been confirmed as a node where the focus of each centre will be on broad range of business and employment activities, civic services and residential options.¹ This research project will explore ways in which Albany as a future node can create these opportunities that are envisioned in the Auckland Plan while aiming to also improve social interaction and experience human level connections. Urban planning paradigms will be explored for the design of the project and the form based transect planning system will be used in the design of Albany Centre. The design will be developed on two different scales, where the first scale will explore the accessibility, permeability and overall street networking of the Albany centre. The second scale will explore the connection between the building to the streets and creating opportunities for certain social behaviors through the design.

This research draws on literature concerning effects of a traditional neighborhood versus a sprawl, understanding the new urbanism ideologies and also looking into how architecture can create opportunities for social interactions from street level to the layout of spaces in a building. Among other references, Leon Krier’s Architecture Choice or Fate, Andres Duany’s Suburban Nation and Ian Bentley’s Responsive environments were analyzed, alongside literature and articles on the composition and issues of Albany.

¹ Auckland Council. The Auckland Plan 2050, 176.
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PREFACE

My childhood was spent living in an apartment building back in India where every evening the kids would gather on the ground floor to play games for the entire evening, while the mums would come out and chat with the neighbors. The evenings were spent socializing and being physically active, very little time was allowed on the television. This memory from my childhood shaped my socializing skills, built lifelong relationships and now I have immense appreciation for living in a neighborhood.

I currently live in Albany, which is an area that has beautiful big houses, however no connection between the people who live in it. The main reason for this is that Albany is heavily car-centric, where even to go to a local park or the convenient store, one has to use a car. I know the struggles of living in an area that lacks social interaction, sense of community, and walkability to daily needs.

This was the inspiration for my project, however, my passion for new urbanism and building cities for the people grew after conducting the in depth research for this project. This has opened up the way I now perceive streets, squares, and other public realms as such important contributors to our overall wellbeing. Planning and architecture truly go hand in hand; one without the other is incomplete.
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7.0 Appendix
1.1 Background of the project

The Auckland Plan 2050 has been released and it outlines the issues facing Auckland and one of the key issues is population growth and its implications on the people. The direction for tackling these challenges that Auckland is facing has been set in the Auckland Plan. One of the implications of the population growth is the excessive time of an average Aucklander spends in traffic, greater distance of home to workplace, education and other amenities which gradually impacts the wellbeing of families and individuals. According to the facts and figures released by the New Zealand Transport Agency in 2015, an average person spends about an hour a day travelling in Auckland, out of which 76% of the people use some sort of an automobile to travel. Although many Aucklanders have a sense of belonging, there is an increasing number of population that experiences loneliness and isolation, which impacts on their over-all wellbeing.

Social isolation describes the absence of social contact and this is common in large cities as they are sprawling, housing is becoming more unaffordable, people are travelling long distances in their cars and there is very little community involvement. All of these factors affect the physical and mental health of people. Social wellbeing can be influenced by how secure and safe people feel, whether people have opportunities to participate in a community, how well connected the town centers and suburbs are. According to the Auckland plan, 77% of the people believe in a sense of community in their neighborhood is important.

The Auckland Plan has introduced a multi-nodal model within Auckland’s urban footprint and Albany along with a few others is the future nodes. These nodes will be essential to the growth across the region of Auckland. The aim of the game is that in the next 30 years, Auckland’s urban footprint will have communities and intensification in its urban footprint. Hubs such as Albany will provide opportunities for a broad range of business and employment activity, civic services and residential options. Currently, Albany is a car-centric, the space is largely dominated by large green space and parking lots and the massive Albany mall is rather a barrier in the middle of the whole area that is at least half asphalt.

Social wellbeing is significant for the Auckland Plan and experiencing urbanism at the street level, experiencing connectedness and really engaging with the people within the neighborhood in communities is an essential for this project.

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5 Auckland Council. The Auckland Plan 2050. 46
1.2 Project outline

Albany has been announced as the future node of Auckland that promotes business/employment activities, creates community connectivity, promotes residential activity and provides a range of civic facilities. The following research project will attempt to create a model of what Albany could look like as a future node in which improved social wellbeing is put at the top of the priority list.

The project will create opportunities where people can interact and exchange ideas, relax and feel the sense of belonging to a place that allows them to have social experiences, have relationships with a richer spectrum, and create opportunities for “small talk” with the people they encounter within the neighborhood.

Figure 2 Flow of traffic caused due to zoning
1.3 Aims and objectives

The aim of this project is to create Albany as a future node that promotes social wellbeing through an amalgamation of planning and architectural tools. This will be supported by the investigation into how people use and are affected by the public spaces such as streets, parks, footpaths and squares and how the buildings relate to public and private spaces such as the street, courtyards and parks which give a feeling of community and safety.

Currently Albany is a poorly designed suburb that is brutalizing the people who live in it and visit it; hence the aim is to create a change. This project adds support to the proposed Auckland plan by encouraging the importance of social interaction, community based living, encouraging people to walk or cycle which lowers traffic and overall living cost, improved connectivity and network, growth in employment and business opportunities and lastly a diverse range of housing. When the town center, civic facilities, employment opportunities and open spaces are within the walkable proximity, people are encouraged to leave their cars at home and walk to their respective destinations. In that 5 to 10 minute of their walk to their destination lays a journey in which they meet and greet people, enjoy the nature, keep an eye on the street and mainly improve their physical and mental health. Well-designed neighborhoods and town centers can inspire its people. As Jan Gehl quotes, “We shape cities and they shape us”.  

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1.4 Research Question

What would Albany’s Centre look like if an urban design paradigm promoting wellbeing and reducing social isolation was employed for future development?
1.5 Scope and limitations

The research project understands and accepts the principles and vision of the Auckland plan. In particular, the project supports the basic core objective of the proposed nodal system, which is to support significant business and residential growth, service their surrounding suburbs and improve connectivity and network. Building a strong urban centre will support the surrounding suburbs and community therefore; the focus of this project will be to create a permeable, inviting and walkable center. The project is aware of the existing problems facing Albany such as disconnected street network, traffic, poor walking environment and the mall almost acting as a barrier in the middle of the whole area acting as a huge superblock. This will be investigated further and addressed through the design. The centre of Albany will be the heart of all surrounding neighborhoods and will be the focal point for the whole of Albany. It will include mix range of programs and functions such as retail, commercial, social and civic services, along with diverse housing to support the growth of population in that area.

There are three main scales which will be explored within the design of this project. The first scale will examine the relation of the site to the Albany and its context, accessibility, program etc. The second scale will zoom into the street and blocks system which will identify the size, scale, permeability, walkability and more of a particular block. The third scale will zoom in further to address the core vision of this project which is to create opportunities for social interaction through designing the public spaces such as squares, streets, relationship of the building to the street and finally the relationship of the building to the semi-private spaces. Each of these scales will reinforce each other.

Form based planning of buildings is not experimented with in New Zealand, rather the proposed unitary plan supports a zoning and land used based methodology for Auckland. The limitation will be in finding such precedents in Auckland or even New Zealand for a form based development. Therefore, the transect planning will be explored in the design of this project. The project is aware that this would not mean Albany would be transformed into something that people do not relate to at all, therefore, its possibilities will be developed incrementally.
1.6 Definitions

Nodes – Major urban hubs based around significant centers and their surrounding employment and high density residential areas servicing large, sub-regional catchments.\(^9\)

Commercial – The term collectively defining workplace, office, and retail and lodging functions.\(^10\)

Configuration – the form of a building, based on its massing, private frontage and height\(^11\)

Density – the number of dwellings units within a standard measure of land area.\(^12\)

Frontage – the area between a building façade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into private frontage and public frontage.\(^13\)

Live-work – a mixed use unit consisting of a commercial and residential function. The commercial function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the commercial activity or industry.\(^14\)

Main civic space – The primary outdoor gathering place for a community. The main civic space is often, but not always, associated with an important civic building.\(^15\)

Road – a local, rural and suburban thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural transect zones (T1-T3).\(^16\)

Square- a civic space type designed for unstructured recreation and civic purposes, spatially defined by building frontages and consisting of paths, lawns and trees formally disposed.\(^17\)

Street – a local urban thoroughfare of low speed and capacity.\(^18\)

Transect – a cross-section of the environment showing a range of different habitats. The rural-urban transect of the human environment used in the Smart Code template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and urbanism.\(^19\)

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\(^10\) The town paper Publisher “*The Smart Code*”, Version 9.2. SC51

\(^11\) Ibid, SC51

\(^12\) Ibid, SC52

\(^13\) Ibid, SC53

\(^14\) Ibid, SC54

\(^15\) Ibid, SC55

\(^16\) Ibid, SC56

\(^17\) Ibid, SC56

\(^18\) Ibid, SC56

\(^19\) Ibid, SC56
Transect zone – One of several areas on a Zoning Map regulated by the Smart 20 Code. Transect zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, density, height and set back requirements, other elements of the intended habitat are integrated including those of the private lot and building and public frontage.

19 Ibid, SC57
20 Ibid, SC57
“When people connect and interact they learn about other cultures, practices, languages and abilities. This leads to more trust and greater respect for differences.”

The Street – A quintessential social public space

Vikas Mehta

1.7 Methods

Before analyzing any urban design concepts, the project began by understanding the issue of social isolation and lack of walkability in Auckland by analyzing the figures and stats presented by New Zealand Transport Agency. The appreciation of the social wellbeing was a key to this project; hence this was the starting point. Parallel to this, the analysis of the strengths and weaknesses of Albany reinforces the rationale for choosing Albany for this project. The theoretical literature readings with regards to the urban design paradigm and architecture was following by the principles to designing better urban centres and also researching the transect model from Smart Code. Although many texts focused on the concept of neighborhood and building better urban cities, the text which was most relevant and essential to the research part of this project were texts and lectures by the American architect and urban planner, Andreas Duany. Important literature about designing street networks, planning buildings and urban spaces included “The responsive environments” and “Cities for people”. Other literature which directed the parameters of the design of the buildings and streets included “The Smart Code”, which is the transect based planning system.

Following up from the intensive research on urban design paradigms and Albany, the project comprised the precedent study. This part of the research project was very essential because it involved well designed urban centres within neighborhoods in different parts of the world. The precedent studies also looked upon architectural and planning techniques that could be incorporated to creating a well-connected social urban centre, also, buildings and streets that would allow for greater opportunities for social interactions. Sketches and diagrams were used to analyze the accessibility, permeability, legibility and variety of the design of the Albany as the urban centre. As the design moved to a smaller scale, the perspectives and sections were most efficient to highlight atmosphere of the public urban spaces and the connections of the building to street.
1.7 Methods

- Research of urban design paradigm
  Streets, squares, zoning, urban centres and zoning

- Principles to designing better urban centres

- Transect model and the smartcode

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- Analysis of Albany
  Comparison of Albany’s scale to other cities

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- Physical context, access, permeability, network

- Precedent study

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- Conclusion and criticism

- Design Concepts

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Research into import...
2.0 Literature survey
2.1 Definition of “Social isolation” and importance of social wellbeing in today's cities

Social isolation describes the absence of social contact, which is a state where one is cut off from normal social networks, interactions and the feeling of belongingness. Researcher’s suggests that individuals with less social connections are more prone to have health issues such as disrupted sleep patterns, anxiety and depression due to loneliness.

Social wellbeing is vital to the busy and chaotic lifestyle that people lead in today’s era. Where the cities are designed in a way that forces dependency on automobile and the notion that more roads lead to more traffic is accepted as a fact in cities such as Shanghai where added more lanes only mean more traffic congestion. According to the facts and figures released by the New Zealand Transport Agency in 2015, an average person spends about an hour a day travelling in Auckland, out of which 76% of the people use some sort of an automobile to travel. These figures are alarming because if an average person in Auckland spends about 5-7 hours a week travelling, which is almost 2 weeks in a year, then these 2 weeks are purely wasted inside of a car, alone, with raging emotions of frustration and helplessness due to the traffic situation. Although it may not seem very significant, if walkability and less dependency on automobile are promoted through the design of the urban fabric, this can allow for people that travel time in rather significant aspects of life that have a positive effect on wellbeing. Having greater proximity to the workplace, school, local shops, allows for an option for people to walk rather than talking their cars out. As elaborated by Jan Gehl, cities are the places where an exchange of ideas, trade takes place between people, the streets, squares and parks are the public domains that brew this interaction between people and the space. Linking people to places where social interactions occur have utter most benefits, as it would promote a safer, cohesive, healthy and sustainable neighborhood. Modernism shines very little light on public spaces, pedestrianism and social wellbeing; hence this is the focal point of this project.

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“Above all, do not lose your desire to walk. Every day I walk myself into a state of well-being and walk away from every illness. I have walked myself into my best thoughts, and I know of no thought so burdensome that one cannot walk away from it”

Soren Aabye Kierkegaard

Danish philosopher

1813-1855

2.2 History of Architectural Modernism and Zoning – The impact on cities

The rise of modernism was the most significant event in the twentieth century, and it impacted cities in a way that completely changed the way people lived. Le Corbusier was one of the most influential figures in this era of modernism who promoted a healthy park-city ideology. However, these ideas by Le Corbusier contributed to the destruction of neighborhoods, socially inclined communities and the public realm. Le Corbusier’s concept of “machine for living” concentrated on only the building – machine, to ensure sufficient sunlight, ventilation and green roofs for overall satisfaction and happiness.

In the text by the American author Jane Jacobs “the Death and Life of Great American Cities”, is highlighted that an increase of car traffic and the urban planning pattern of zoning the city based on uses would bring a decline to the use of urban spaces such as streets, squares and parks. Jane Jacobs was one of the first ones to point out that the cities were being built as individual buildings rather than being built as a variety and collaboration of a building and the public space. Zoning was convenient and very easily accepted by the politicians. However, it fundamentally broke down integrated, polyfunctional settlements such as villages, neighborhoods into mono-functional zones such as suburbs, shopping centres, industrial zones and business parks.

Zoning has been applied in the planning of Auckland as well, where instead of encouraging the organic growth of urban functions it segregates functions and uses of the land. The vitality of zoning is the mobilization of daily activities for all types of people such as adults, elderly, and kids, poor, rich, ill or healthy. People are forced to be heavily reliant on automobile, which only makes the modern life complex and puts less focus on social aspects. Zoning ensures maximum consumption of time, energy, hardware and land to execute daily activities.

The cities today were imposed onto the citizens with the introduction of zoning laws and demand of automobile. This project looks upon reversing this influence and designing an urban environment that is around the needs to individuals, formation of social bonding, and preserving the landscape.

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31 Jan Woudstra, The Corbusian Landscape: Arcadia or No Man’s Land? Garden History, Vol. 28, No. 1, Reviewing the Twentieth-Century Landscape (Summer, 2000), 144
2.3 Traditional neighborhood versus sprawl

The traditional neighborhood was a dominant pattern of the European settlement and it is identified by mixed use buildings, pedestrian friendly communities of varied population and proved to be a sustainable form of growth. On the other hand, the suburban sprawl was an invention of architects, planners and engineers which is promoted by developers. This growth pattern does not consider human experiences and the new developments under this pattern of growth, only addressed building and multiplying that building. Sprawl was almost like an updated version of Le Corbusier’s theory of ‘machine for living’, because the buildings being built within the sprawl were like cookie cutter houses, that neglected corner stores, public spaces, civic buildings or a sense of community. Developments built within the sprawl pattern consume land at an alarming rate, while generating more traffic and creating social inequity and isolation.

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35 Ibid. 25.
Precedent: Alexandria, Virginia, USA

An example of a traditional neighborhood pattern is the city of Alexandria in Virginia, USA. The fundamental rules that this city applies of a traditional neighborhood pattern are the following.

1. The center
2. The Five minute walk
3. The street network
4. Narrow and versatile streets
5. Mixed use

![Figure 5 A mixed use street from a Traditional neighbourhood pattern](image)

The neighborhoods in Alexandria have a legible center which the residents and tourists understand it as a place for engagement of community activities. The local stores, working, living and educational activities are no more than five minutes apart walking, which reduces the car trips per household. The street network is a grid pattern where numerous paths can be taken to one destination and the blocks are relatively small which allows for the residents to choose their own route everyday depending on their destination. Compared to suburbia, where walking is not promoted and traffic is generally concentrated on a few main roads. The narrow and versatile streets allow for the traffic to slow down, creates a safer environment for pedestrians and cyclists. On the streets of Alexandria, cars can drive, park, while people walk, entre buildings, meet, and converse under streets and even dine at sidewalk cafes. The buildings are arranges by their physical type rather than their use. The small buildings are arranged with small buildings and large buildings are accompanied by other large buildings, the size of the building and its relationship to the street is important to create a pleasant experience for people within that space.

One of the architectural elements that made the buildings in the neighborhoods of Alexandria unique was a rule that only the civic buildings were allowed to face the gable end towards the street, and all other private buildings such as the homes, shops, and offices would have to face their eaves to the front. This created a calm and steady background for the more significant buildings.

![Figure 6 Pattern and harmony in the form of the buildings](image)

2.4 Public Realm – streets and squares

Streets

Streets have an inherited feeling of safety and social bond which is because of the obviousness and simple order of the form of the street, for example, houses facing a common space. The street is not merely for access, but it is a domain for social interaction and expression. However, streets were replaced by roads and one of the influencers of this was Le Corbusier who stated “our streets no longer work, streets are an absolute notion. No pedestrian will ever again meet a high speed vehicle.” A primary feature of a road is to emphasis on the movement of all variety of speeds between places and not much importance is given to the pedestrians. It is essential to perceive and present streets in the design as a social place rather than just a channel for movement of automobile.

“Street is also important because that is where we come into active or passive contact with strangers, and this is important. This is how we become tolerant, how we learn about new view points and new ways of perceiving the world around us, become innovating. This is how society in general becomes more complex but richer in its culture”

The way the streets are designed and its relationship with the buildings surrounding it, plays a quintessential role in how passive and active social interactions occur. These interactions are a meaningful part of the experience of living. As Robert Gutman elaborates, streets are three dimensional as they are defined by the buildings containing it; however, equally important is to view streets as two dimensional where the surfaces of the streets define how the street is used by the people.

Precedent: Sociable Street – Greenwich Village Street, New York, USA

The Greenwich streets create a space that is designed for a variety of uses and users where they can serve the residential, commercial, leisure and social needs of the neighbourhood. As described by Jane Jacobs, the street is like a living room of the neighbourhood: where the children often use these streets to play and adults sit on the steps, interact with one and other and engage in activities of the street. On such streets there is always “eyes on the street”.

Another architectural feature that allows for a comfortable street environment in this example is the proportion of the building to the street. A building being two, three or at the most four story is determined as being the most comfortable height. In order for the city to be experienced, it should be experienced on the foot because buildings are not just present to be appreciated by viewing; rather the viewers are also the part of the city. The viewer shall experience the noise, the smell of the cooking inside a house, the murmuring of the pedestrians.

Figure 7 Sketch of a street with low setback and interactive residential frontage

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Understanding of behaviors and postures on streets

There are many social behaviors and postures that are hosted on the streets which create opportunities for social interaction. A well-designed street or public space enhances these social behaviors. Being alone in public is also a social behavior as people have the longing to visit places to be alone in public around a crowd. Perhaps, humans find it safe to be in presence of people and use the five senses of our body. The project design will look into creating opportunities of creating some of these social behaviors and postures.

An example of a behavior that allows for people to extend their private space into the public space is the distance of the set back from the private dwelling or commercial space to the street. When this proximity is accessible, generally people tend to extend their private territory. For example, on Franklin Street in Auckland during Christmas, the residents extend their private decorations out to the public territory. This behavior allows for a psychological claim on the public territory and it also brings value of a street as a public space where people are given an opportunity to interact, express and skip the “short talk”.

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46 Ibid, 61
Posture: Sitting

Behaviour: Family bonding

Behaviour: Tourist exploring

Posture: Walking

Behaviour: Talking

Posture: Running

Behaviour: Playing

Behaviour: Standing

Behaviour: Interacting with people
2.5 Permeability and accessibility

Streets, buildings and public spaces that are accessible to people offer them a choice of access through it. If every space was accessible, there would be no distinguishing between public and private, so for a space to work convincingly for the people, it is necessary to have access to both private and public spaces. There are two layers of permeability that have been looked upon in this project; permeability of a piece of land into small blocks and permeability of the street front.

Providing people with alternative routes through creating more permeability provides alternative routes to take. This is beneficial because when there are multiple routes, it reduces the congestion of cars on one or two main roads. Smaller block sizes creates opportunities to have a varied mixed use of functions within each block, which creates further opportunities for people to walk. Cul-de-sacs kill the permeability through a space, hence they are also called “dead-end roads”, and they often confuse and misguide people within the space. Smaller blocks also increase the visual permeability which can enrich the public realm. Many argue that cul-de-sacs promote community based living and are safe because they allow kids to play freely without any supervision. However, the argument is not about how safe or social cul-de-sacs are, rather it is an argument about the cost and consequences for the city. The infrastructure for a sprawl is far more expensive than a traditional neighbourhood, also the consequence for the residents is the dependency on cars to carry out daily activities which increases the living cost per household.

Permeability of the street fronts defines the character of the street. When people walking on the streets are able to see, smell, hear the activities going on inside the buildings, it reveals the function, use and feel of the interior space. Setbacks and permeability

In today’s conventional urban spaces, exaggerated set-backs from the streets are often justified by falsely being representative of a man’s relationship to nature. This is often done by adding buffers of greens or trees in a large parking lot. Retail should avoid setbacks to cater for parking lots. For situations where there are set-backs, the buildings can be designed with porches, balconies, bay windows as they all represent a gain in space rather than a loss. It connects the private to the public and allows an eye to be kept on the street.

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Figure 12 Permeability with street and block system versus cul-de-sacs

Figure 11 Street fronts activated due to permeability with no set-backs

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49 Ibid, 12
Setbacks

In today's conventional urban spaces, exaggerated set-backs from the streets are often justified by falsely being representative of a man's relationship to nature. This is often done by adding buffers of greens or trees in a large parking lot. Retail should avoid setbacks to cater for parking lots. For situations where there are set-backs, the buildings can be designed with porches, balconies, bay windows as they all represent a gain in space rather than a loss. It connects the private to the public and allows an eye to be kept on the street.

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2.6 Legibility

The importance of street networks within a city is almost not given enough relevance. Street networks allow the city to be legible for the tourist and locals. Legibility is a key word here, as explained in the text Responsive Environments, it is important at two levels: physical form and activity patterns. It is important for the street network, a square or an overall space to be legible in order for a person to grasp to the place quickly and the optimal manner to create legibility is for the physical form and the patterns of use to complement each other. Often in the modern environments, places are read either based on the physical form or on the patterns of use.

Streets have the ability to inherit the emotion of safety and connectedness and this has a lot to do with the obviousness and simple order of the form of the street; so for example, 30 houses facing a common space. The street is not only the medium of movement of cars, but rather an arena for social expression.

As one enters, they are aware that this is a public square, there is a sense of enclosure.

2.7 Focus/Centre

Focus is a key aspect to any urban space where there is a sense of centrality and direction. It is a place for navigation, gathering and it could also be a representation of the identity of that area. A square or a plaza is an area that is formed by the enclosure of buildings surrounding it and the appreciation of all sides of the square from its central point requires a proportion of 6 width to 1 height according to the Essex design guide.

In the book “The Image of the City”, Lynch found the node or centre to be one of the elements by which a city is recognized and understood and he elaborated that centres are strategic points in a city into which an observer can enter and which are the intensive foci to and from the travel.

Centres in a neighbourhoods is considered to be the heart, where they include a mix range of activities such as retail, commercial and social services, as well as housing, recreation and community facilities.

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Precedent: Oyster Bay, Syosset, NY, USA 2014

Oyster Bay is an example where designers chose to create a walkable, mixed-use village rather than proposing a mall typology. The development includes retail/commercial space, nearly 600 residential units, ranging from apartments to down homes to single family cottages, hotels, movie theatres and offices. The development has to offer many parks and a centralized community park for the residents. 57

This precedent is relevant to this project because the site that is being considered in this project is also a mall typology and an urban centre. Learnings to take away from this precedent is the block sizes, the spaces between buildings occupied for social interactions, the variety in the form and uses of buildings, use of trees and overall sense of community through the design.

2.8 Variety

Accessibility and permeability is only valuable to people if they offer variety in the uses, building types, forms, attracts varied people, at varied times and for varied reasons. In the cities today, it is extremely rare for an individual to get a variety in choice at proximity of 10 to 15 minutes from one choice to another. One is forced to depend on the use of car or public transport to do a variety of activity in a day. The most significant issue with a lack of variety in the urban centres and zoning is that the people who cannot afford mobility such as children, poor, disabled, elderly or sick, are often dependent on others for commute. This factor of social dependency on others contributes in the behavior of social isolation within households. As elaborated by Jan Gehl, a pattern emerges when core activities of a city are put in an order of most necessary activities to least necessary activities. Going to school, work and waiting for a bus are some of the necessary activities that are undertaken by people regardless of the design of a city, however recreational and social activities such as walking down a park, enjoying the view, attending a local market are all activities that are lower on the scale. Gehl explains that it is the provision and greater opportunities for these recreational activities and behaviors that makes a city more livable.

Uses should be dispersed rather than being clustered in one area, so for example, the public and civic functions should be spread out rather than being all in one concentrated area. In terms of streets, there is a certain authenticity and belonging to the streets that are visible in the diversity of use and users, types of businesses and the appearance and age of buildings and the street environment.

According to the research carried out in the urban spaces in Lofland in 1998, it has been identified that the reason most people prefer one block over other blocks on the street is because of the variety of uses and stores. A family can come out, where at walking distances; they have a choice for everything they are looking for.

Figure 24 Graph of preferred uses of varied blocks

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58 Ibid. 27
59 Ibid. 20
Precedent: Massachusetts Avenue in Central square neighbourhood in the city of Cambridge

This is an example of a street that has mix use at the block level where most of the blocks have a variety of retail at the street levels, office spaces and very little residential. However, on the block adjoining to these mixed used blocks are primarily residential blocks, so the people need to walk only a few minutes to reach the neighborhoods commercial streets.

Figure 25 Sketch of the understanding for Massachusetts Avenue

Figure 26 Google walking image of Massachusetts Avenue
10 minute proximity

An important objective of building an urban center is to reduce the distance travelled per person per day between workplace, home, school, shops and leisure activities. A household should have access to carry out all daily activities at an average of 10 minutes walking distance, without recourse to transport. The distance covered is about a diameter of 600m and the aim is that the urban center should not sprawl and should remain within the rounded parameters. This can only be achieved if there is a street and block system where there is a sense of permeability, transparency and legibility for the people. If the street network is denser around the central square it generates a feeling of centrality with the incorporation of permeable corner stores, shop frontages, openings.

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62 Auckland Council, Auckland Plan 2050, 192
63 Jeff Speck, Walkable City: How downtown can save America, one step at a time (New York: North Point Press, 2012), 71.
64 Ibid. 192
Precedent: Lessons of urbanism from Vancouver

In 2010 when the Olympics were held in Vancouver, a lot of changes had been made to the city on a street-level, where an initiative was made to increasing density, non-auto mobility and livability. Vancouver had been planned with attention to detail on the street level and more so made with consideration of the people, unlike many other cities where control is handed over the developers or the market.

On the level of the building to the street connection, Vancouver introduced laneway housing in 2009 which is a concept where there is a small house at the rear of a lot near the lane and includes both a dwelling unit and parking uses. The most effective result of the introduction of laneway houses was that it reduced the parking space per unit to one space per lot, so essentially there are three buildings on the lot, but only one carpark allocated to the lot. Also, there is a sense of social permeability as the entrance porches face the street/lane rather than just a garage door, which extends the private space to the public and allows eyes to be kept on the street.


Rhythm, Harmony and proportions

Rhythm is the basic characteristic of human nature. 69 Humans experience harmony and rhythm in nature all the time, from the perfectly lined trees on a farm yard to the harmony of the seasons in a year. Rhythm in architecture is to do with the composition of elements, intervals and direction. 70 Harmony in architecture is achieved through the consistency in materiality, details and even height. Order, unity, balance, symmetry, scale, proportion, rhythm, contrast and harmony are the tools to create architecture that is comfortable.

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70 Ibid
2.9 The Transect System – SmartCode

The transect is a concept drawn from the progression of habitats. This system is an alternative to zoning which identifies a range of habitats from the most natural to the most urban which allows for organically evolved settlements. This project will be looking into zone T4 and T5 but mainly T5. T4 is a general urban zone consisting of a mixed use but primarily residential medium density housing and T5 is an urban centre zone which consists of higher density mixed use building that accommodates retail, offices, and apartments. T5 consists of wide sidewalks, street tree plantings, buildings set close to the sidewalks, and a tight network of streets.

Considering the scale of this project, the transect system is a tool that will be used in aspects of this project in order to assist in decision making regarding the planning section of the design. The Smart Code is a form-based and technical guidance document published by planners which provide parameters for designing public frontages, public lighting, public planting, and private frontages, building configuration, and civil spaces.

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2.10 Summary of findings- Design Principles

Social wellbeing is not at high standards therefore there is a sense of social isolation and lack of belongingness in a place. There is a large portion of people who spend their valuable time in travelling long distances and spending very little amount of time walking to destinations. Zoning is a segregation system introduced by the planners which doesn’t consider the needs and wants of the people. Traditional neighborhood is a pattern that is economically, socially, physically more beneficial than the sprawl as mentioned in the book “The Suburban Nation”.

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Figure 34 Seating Layout on streets
Figure 35 Exaggerated Setback on a busy street to allow for social interaction and social activities
Figure 36 Setbacks and uses according to the size of the area
Figure 37 Permeability and set back
Figure 38 Enclosure
The main principles learnt from the research carried for building social urban environments are:

- Preserving the existing
- Treating the street as a living room for neighborhoods
- Creating opportunities for certain social behavior and postures on a street
- Permeability and accessibility of the street network provides choice for people
- Legibility of the square, street and building fronts allow for visual connections, navigation and for people to understand the essence of a space.
- Variety of choices through mixed uses of the building types, forms and functions bring diversity and allow for the 10 minute walk from one destination to another.
3.0 Physical Context
3.1 Design Brief

In the light of the design objective, the design was to take place in Albany, Auckland. Albany has been confirmed as a node alongside Manukau and Westgate in the 2050 Plan. Therefore, the simple brief for this project was to create a centre within the suburb of Albany using urban design paradigm and ensuring that wellbeing is promoted along with reduction of social isolation. The aim of the Auckland plan was to intensify and support the surrounding suburbs by creating a strong centre that would promote employment, residential and civic facilities, at the same time are pedestrian friendly.

In terms of the quantitative value, the program will use The Transect planning system to ensure a certain level of form based built environment. The proposed development will also consist of a centre that will give an opportunity for using the built environment as retail, housing, offices, entertainment, public spaces and civic spaces.

In terms of qualitative value, the centre will create opportunity for greater social interaction by keeping a focus on the needs and wants of people. The priority will be placed on encouraging walking and cycling within the centre by using the urban planning paradigm.

The project will be developed in 3 different scales where the first scale will look at the street networks, accessibility, preserving, permeability and block system. The second scale will look into the connection of the street to the buildings. Perspective views will be used mainly to convey the essence of the public, semi public and private spaces.

Scale One

- Street Networks
- Location of civic buildings
- Accessibility into the site
- Public spaces
- Making the mall more permeable
- Street and block system

Scale Two

- Applying the transect form based model for the design of the streets and building
- Connection of building to the street
- Mixed-use building
- Residential building
3.2 Albany

The planning for Albany began in the 1960s and ever since, Albany is the fastest growing area of the North Shore. It was predominantly a rural area however in the past five decades, the North Shore City Council purchasing the key land holdings and selling them to developers assisted in the rapid growth of the suburb. In 1990s, significant changes occurred in Albany when the Northern Motorway was extended which opened up paths for number of new developments in Albany, then later on in 2007, Albany mall opened up becoming a reason for people to visit Albany.

The opening of the Northern Busway and the park and ride facility in Albany was introduced in 2008 which formed an important part of the Auckland’s Rapid Transport Network.

Albany centre currently accommodates a massive shopping mall, Massey University, the QBE stadium, largest swimming pool in New Zealand, many other small businesses and wide range of restaurants and cafes. There is an interest in investing and developing in both commercial and residential. This interest is evident through the developments such as the Rose Garden apartments and the Library lane however the varieties of residential and mixed use typography that is not yet experimented in the centre.

In the future, Albany is predicted to experience high-density residential and mixed-use developments with the implications of the unitary plan and the Auckland Plan 2050. However, as of now, there is only one apartment block in an area that is as big as 163ha. The Albany centre falls in the Business-Metropolitan Centre Zone in the Unitary Plan. According to the Unitary Plan, these centres act as focal points for community interaction and commercial growth and development.

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74 Ibid

<table>
<thead>
<tr>
<th>Strengths of Albany</th>
<th>Weaknesses of Albany</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Tertiary education facilities such as Massey University</td>
<td>- The university campus is on the complete opposite side of the centre to the transit station of Albany, the distance is about a 25 to 30 minute walk and there are no buses to connect this.</td>
</tr>
<tr>
<td>- Local schools in nearby suburbs</td>
<td>- The centre is separated from the surrounded by a large ring road with no permeability to connect one end to another. The ring road also makes the driving lengthy and walking almost impossible.</td>
</tr>
<tr>
<td>- Albany mall and large retail offer</td>
<td>- The street network is disconnected which concentrates traffic onto a few roads prioritized for vehicle flow and are said to be horrible walking environments.</td>
</tr>
<tr>
<td>- Sporting facilities such as the QBE stadium and Albany stadium pool</td>
<td>- The mall in the centre of the site creates a massive barrier for the whole area which is more than half covered with parking lots.</td>
</tr>
<tr>
<td>- Centralized location, good opportunity for intensification and</td>
<td></td>
</tr>
</tbody>
</table>

In an article on The Greater Auckland, the viewers had commented below the article representing their views and opinions on ways to fixing Albany and making it a more connected centre. By all means, these comments will not be used as the evidence for the argument however, it gives an insight on what the people affected by the development of Albany really want for the suburb. After all, the project is for improving the wellbeing of people.

After reading through the comments by viewers of the article, there were a few repeating suggestions that required to be highlighted in the context of this project. The viewers suggested:

- A high density mixed-use urban form with intense residential commercial, retail and civic activities
- A high quality, legible and convenient pedestrian environment
- Accessible for pedestrians and rapid transit for the whole centre
- A refined street network so traffic is not concentrated on a few massive roads and to make it much more direct for people who are walking, cycling or using public transport to get around Albany.

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The Auckland Plan

In 2050 Auckland will move towards a multi nodal system where the hubs apart from the city centre will accommodate substantial growth from neighboring suburbs along with its own catchment.  

Albany is announced as one of the hubs in the Auckland Plan. Albany plays a strategic role as the key node for the north as it will support the developments of Wainui, Silversale and DairyFlat too. Albany will be a major centre for the North of Auckland supporting significant growth and intensification with a capacity of approximately 9,300 dwellings.

One of the focus areas in the Auckland Plan is to create safe opportunities for people to meet, connect, participate in and enjoy community and civic life.

Figure 44 Statistics of Albany in 2050

Figure 45 Proposed nodes as per the Auckland Plan 2050

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77 Auckland Council. Auckland Plan 2050, 49
78 Ibid
79 Ibid
80 Ibid, 50
3.2 Site Selection and analysis

Previous site

The previous site that was chosen for this was on the residential area of Albany, where the idea was to bring connectivity in the street network and improve the social aspect of the housing; however, it made more sense to shift the site to the urban part of Albany as it had more scope for development. Also, the government had future plans for this part of Albany considering that it had far more important issues to tackle. There was more scope for design and development in the Albany centre rather than the residential suburb, hence the site was shifted to the Albany centre.

Figure 46 Albany site change from residential to urban centre
The new site chosen was in the heart of the Albany centre surrounded a range of typologies such as mall, reserve, residential, civic, recreational and commercial. The site is mostly unoccupied and empty mainly due to the large scale of it.
Existing access into the AlbanY Centre
Satellite Images of the growth of Albany centre

Fig 47 1959

Fig 48 1996

Fig 49 2001

Fig 50 2004

Fig 51 2008

Fig 52 2017
3.3 Comparison of Albany’s scale to other cities

A scale comparison study was carried out to get an understanding of how large Albany really is in comparison to other cities around the world. The cities that were chosen for comparison also varied in scale, for example, Rome is a lot more densified compared to Parramatta. Although Parramatta is a more relevant comparison to Albany because Parramatta is also a town centre in Sydney which consists of similar typologies, type and scale of buildings like New Zealand, in comparison to Vancouver which consists of a much densified high rise typology in its town centre. Major findings from this comparison study are that Albany desperately requires a more connected street network, variety of uses, permeability and legibility. The problem within Albany is evident by just a first glance of the maps.
When zoomed in to a street and block level, it is rather evident that in Albany, one block is as large as three to four blocks in areas of Parramatta and Vancouver centres.

Therefore, in order to achieve a densified built fabric and a more pedestrian friendly network, the following design features would need to be implemented just like how they have been applied in the other cities.

- Permeability
- Accessibility
- Variety
- Legibility
- Mix-use developments

Figure 57 Albany in comparison to Parramatta

Figure 58 Albany in comparison to Vancouver
3.4 Site photos

The site photos have been taken of major junctions, apartment block, lake, and the mall. While walking around the site for capturing photos, the lack of pedestrians was apparent. Although the centre has attempted to create a pedestrian friendly atmosphere around the lake and the residential apartment, there is a domination of car use because people are forced to drive their cars into the areas. By introducing mixed use and residential developments into the area, it will allow people to walk to the mall and other existing amenities rather than having to talk car our, hence making a better use of the existing public spaces.

Figure 59 Site photos taken in April 2018
Figure 60 Aerial view of Albany taken to show the current program
Figure 6. Aerial view of Albany taken to show the site location.
3.5 Existing Site Program

Albany currently has a majority of commercial and retail typologies within its centre with only one set of residential apartments. There is a massive scope for development and introducing further mixed use buildings and typologies. When measured using the GIS measuring tool, it was discovered 12% of the area of the site was a parking lot and the total building footprint on the site till date is almost the same as the area of parking. Apart from this, 77% of the remaining land is green unoccupied land.

Based on the findings that the parking area is slightly higher than the built area, it indicates that there is as much space for automobiles as there is for the people using the buildings. If the space that is used for people is greater than the space that is used for cars, it allows for a pedestrian friendly and social environment to coexist in.

**Figure 62 Albany centre area for the analysis**

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Area: 168Ha</td>
<td>100%</td>
</tr>
<tr>
<td>Area of parking lots: 21.60Ha</td>
<td>12%</td>
</tr>
<tr>
<td>Total Building footprint: 19.20Ha</td>
<td>11%</td>
</tr>
<tr>
<td>Area of land that is unoccupied</td>
<td>77%</td>
</tr>
</tbody>
</table>
Figure 63 Albany Existing program

Civic facilities

Commercial/Retail

Food related Businesses

Businesses/Small Offices

Residential Apartments

Dedicated parking lots
3-6 Existing Figure and Ground

Figure 64 Albany Existing figure and ground
4.0 Design Process
4.1 Connection to the mall and street network design process

Figure 65 Albany concept 1

Figure 66 Albany concept 2
4.2 Block and Grid design process

4.3 Program selection process

Figure 67 Concept 3 Block and grid design

Figure 68 figuring the proposed programme
4-4 Street network and connectivity

Figure 69 Existing access points to the site
4.4 Street network and connectivity

Figure 70 Proposed street network and access points
Proposed Figure and Ground
4.6 Dealing with curved roads

In order to deal with the existing ring road situation, a marker sequence technique was applied where at each highlighted spot; a civic or significant building would be located. This was done so as people are walking, driving or cycling around the large ring road, they are able to navigate around the road by marking these buildings on the curved. If such markers were not placed, it would make the road less legible and would make it seem so that the ring road is endless with no sense of navigation.

Figure 72 Marker sequence technique on Albany
Block design progress
4.8 Building to street connections

Figure 74 Street configuration and layout

Figure 75 Street to building connections

Figure 76 Sketch of street to building
4.9 Perspective through ring road

Figure 77 Perspective
5.0 Conclusion
The purpose of this research project was to find techniques in which architecture and planning can allow for a more socially driven urban centre in Auckland. One of the key issues that is being faced is the lack of time spent on social interaction within the immediate circle of people, neighbourhood and with strangers. As learnt through the research carried out in the project, that having opportunities for social encounters with people in public spaces such as streets and squares contributes to the overall wellbeing of people. There are many behaviors and postures that occur on streets if the right opportunities are presented to the people who pass it and architectural techniques allow for these social behaviors to happen.

Albany was the most relevant choice for the site because as highlighted in the Auckland Plan for 2050, that site is proposed as a very integral part to the infrastructure and development of Auckland as a whole. As found in the research, one of the main focal points in the Auckland Plan is to allow for these centres to create social neighbourhood. Albany was also chosen due to its lack of variety in use and lack of street permeability. The proposed design has integrated planning and architectural techniques such as the street grid system, varied set-backs, variety of uses, transect system and interactive streets and squares. The design allows for opportunities are various scales for people to interact with each other.

It was important for this project to understand the overall infrastructure and networking of the streets and accessibility before putting a focus on the design of the buildings. The planning of the street network and connectivity allowed for accessibility, permeability and also legibility for the people using the streets. Following up from this, the design focused on the grid block system and public spaces, where the configuration of the buildings, blocks and streets were explored using architectural techniques. The design will further explore the connections of the building to the street level, where the layout of the building will be explored and also street will be looked upon as the living room for the occupants of the buildings.

The principles for improving social wellbeing have been used in the design allowing for a positive solution to assist in lessening the mentality of car-centric and non-interactive environment. There is much more room for improvement in the project, however the intentions for the project are good to start solving the issues that face Albany and could be implemented in the improvement for future developments in Auckland.
6.0 References
7.1 Bibliography

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7.2 List of Figures

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Figure 2 Flow of traffic caused due to zoning. Krier, Léon. Architecture : Choice or Fate. Windsor, Berks, England: Andreas Papadakis, 1998.


Figure 4 Zoning vs urban communities diagram. Krier, Léon. Architecture : Choice or Fate. Windsor, Berks, England: Andreas Papadakis, 1998.

Figure 5 A mixed use street from a Traditional neighbourhood pattern. https://www.smartertravel.com/how-to-do-weekend-in-alexandria-virginia/


Figure 7 Sketch of a street with low setback and interactive residential frontage

Figure 8 Greenwich Village Street. https://philsteinyhc.com/tours/greenwich-village-tour/

Figure 9 Behaviours on a Street

Figure 10 Franklin Street in Auckland during Christmas http://www.stuff.co.nz/stuff-nation/8103530/Video-Franklin-Rd-lights-up

Figure 11 Street fronts activated due to permeability with no set-backs. http://thegrid.soup.io/post/361815748/London-Street-Fronts-Calendar-2014


Figure 14 A main street corner with a major setback used as parking. https://www.colliers.co.nz/149428/

Figure 15 Piazza Novona. https://hyunacho.weebly.com/rome.html

Figure 16 Pantheon https://awol.junkee.com/pantheon-entry-fee-2018/56056
Figure 17 University Mall, Orem, Utah, USA. DPZ. University Mall, Accessed September 2018. www.dpz.com/Projects/1417

Figure 18 Retail by the square DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 19 Night view of the development from top DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 20 View of the focal monument. Variety in uses and form of buildings visible. DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 21 Residential area DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 22 Commercial main street DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 23 Day view of the development from top DPZ. Oyster Bay Development. Accessed September 2018. www.dpz.com/Projects/1417

Figure 24 Graph of preferred uses of varied blocks Mehta, Vikas. The Street: A Quintessential Social Public Space. Abingdon, Oxon ; New York, NY: Routledge, 2013.

Figure 25 Sketch of the understanding for Massachusetts Avenue

Figure 26 Google walking image of Massachusetts Avenue

Figure 27 Diagram explaining 10 minute proximity. Auckland Council. The Auckland Plan 2050

Figure 28 Vancouver street parking https://vancouver.ca/streets-transportation/driving-and-traffic.aspx

Figure 29 Vancouver street and grid system

Figure 30 Lanes configuration in Vancouver. https://vancouver.ca/streets-transportation/driving-and-traffic.aspx

Figure 31 Lane way housing configuration https://vancouver.ca/files/cov/laneway-housing-howto-guide.pdf

Figure 32 Laneway housing https://vancouver.ca/files/cov/laneway-housing-howto-guide.pdf

Figure 33 Transect model diagram The town paper Publisher “The Smart Code”, Version 9.2.


Figure 35 Exaggerated Setback on a busy street to allow for social interaction and social activities
Figure 36 Setbacks and uses according to the size of the area  Bently, Ian. *Responsive Environments a Manual for Designers*. Amsterdam; Boston: Elsevier/Architectural Press, 1985.


Figure 42 Street fronts and composition  Gutman, Robert. *On Streets*. In S. Anderson (ed); Cambridge, MA: MIT Press. 1978.


Figure 44 Statistics of Albany in 2050  Auckland Council. *The Auckland Plan 2050*

Figure 45 Proposed nodes as per the Auckland Plan 2050  Auckland Council. *The Auckland Plan 2050*

Figure 46 Albany site change from residential to urban centre

Figure 47-52 Satellite images of Albany

Figure 53 Albany in comparison to Parramatta  [http://util.io/compare-maps](http://util.io/compare-maps)

Figure 54 Albany in comparison to Portland, USA  [http://util.io/compare-maps](http://util.io/compare-maps)

Figure 55 Albany in comparison to Rome, Italy  [http://util.io/compare-maps](http://util.io/compare-maps)

Figure 56 Albany in comparison to Vancouver, Canada  [http://util.io/compare-maps](http://util.io/compare-maps)

Figure 57 Albany in comparison to Parramatta  [http://util.io/compare-maps](http://util.io/compare-maps)

Figure 58 Albany in comparison to Vancouver  [http://util.io/compare-maps](http://util.io/compare-maps)

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Figure 69 Existing access points to the site
Figure 70 Proposed street network and access points
Figure 71 Proposed figure and ground showing marker sequences
Figure 72 Marker sequence technique on Albany
Figure 73 Block design layout
Figure 74 Street configuration and layout
Figure 75 Street to building connections
Figure 76 Sketch of street to building
Figure 77 Perspective
7.0 Appendix
TABLE 5: Public Lighting. Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company and listed on the page.

<table>
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<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
<th>Specifications</th>
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TABLE 6: Public Planting. This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. The local planning office selects species appropriate for the bioregion.

<table>
<thead>
<tr>
<th>Pole</th>
<th>Oval</th>
<th>Ball</th>
<th>Pyramid</th>
<th>Umbrella</th>
<th>Vase</th>
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</table>

Specific lighting

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8li Page
**a. Assembly:** The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.

<table>
<thead>
<tr>
<th>Transect Zone</th>
<th>Public Frontage Type</th>
<th>HW &amp; RD</th>
<th>RD &amp; ST</th>
<th>ST-DR-AV</th>
<th>ST-DR-AV-BV</th>
<th>CS-DR-AV-BV</th>
<th>CS-DR-AV-BV</th>
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<td>T5</td>
<td>T6</td>
<td>T5</td>
<td>T6</td>
</tr>
</tbody>
</table>

**b. Curb:** The detailing of the edge of the vehicular pavement, incorporating drainage.

<table>
<thead>
<tr>
<th>Type</th>
<th>Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Saddle</td>
<td>16-30 feet</td>
</tr>
<tr>
<td>Open Saddle</td>
<td>16-30 feet</td>
</tr>
<tr>
<td>Raised Curb</td>
<td>4-50 feet</td>
</tr>
<tr>
<td>Raised Curb</td>
<td>4-50 feet</td>
</tr>
<tr>
<td>Raised Curb</td>
<td>5-30 feet</td>
</tr>
<tr>
<td>Raised Curb</td>
<td>5-30 feet</td>
</tr>
</tbody>
</table>

**c. Walkway:** The pavement dedicated exclusively to pedestrian activity.

<table>
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<th>Type</th>
<th>Width</th>
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</thead>
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<tr>
<td>Path Optional</td>
<td>4-6 feet</td>
</tr>
<tr>
<td>Path</td>
<td>4-6 feet</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>4-6 feet</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>12-20 feet</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>13-36 feet</td>
</tr>
</tbody>
</table>

**d. Planter:** The layer which accommodates street trees and other landscape.

<table>
<thead>
<tr>
<th>Arrangement</th>
<th>Plant Type</th>
<th>Plant Width</th>
</tr>
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<tr>
<td>Clustered Trees</td>
<td>8 feet / 10 feet</td>
<td></td>
</tr>
<tr>
<td>Clustered Trees</td>
<td>8 feet / 10 feet</td>
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</tr>
<tr>
<td>Regular Trees</td>
<td>Alternating</td>
<td>Continuum Plant 8 feet / 12 feet</td>
</tr>
<tr>
<td>Regular Trees</td>
<td>Alternating</td>
<td>Continuum Plant 8 feet / 12 feet</td>
</tr>
<tr>
<td>Regular Trees</td>
<td>Alternating</td>
<td>Continuum Plant 4 feet / 6 feet</td>
</tr>
<tr>
<td>Coniferous Trees</td>
<td>Single</td>
<td>Tree Width 4 feet / 8 feet</td>
</tr>
</tbody>
</table>
TABLE 7: Private Frontages. The Private Frontage is the area between the building Facades and the sidewalk.

<table>
<thead>
<tr>
<th>a.</th>
<th>Common Yard: a planted frontage. When the Facade is set back substantially from the Frontage line, the open yard created remains unfenced and is usually continuous with adjacent yards, supporting a common landscape. The deep setback provides a transition from the higher speed Thoroughfares.</th>
</tr>
</thead>
<tbody>
<tr>
<td>b.</td>
<td>Porch &amp; Fence: a planted frontage where the Facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. Porches shall be no less than 6 feet deep.</td>
</tr>
<tr>
<td>c.</td>
<td>Terrace or Lightwell: a frontage where the facade is set back from the Frontage line by an elevated terrace or a sunken lightwell. This buffer residents from urban side walks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Sym. Dooryard.</td>
</tr>
<tr>
<td>d.</td>
<td>Forecourt: a frontage where a portion of the facade is adjacent to the frontage line and the central portions setback. The Forecourt creates a space suitable for vehicular drop- off. The type should be allocated in conjunction with other frontage types. Large trees within the Forecourts may overhang the sidewalk.</td>
</tr>
<tr>
<td>e.</td>
<td>Stoop: a frontage where the facade is adjacent to the frontage line with the first story elevated from the sidewalk sufficiently to see or privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground floor residences.</td>
</tr>
<tr>
<td>f.</td>
<td>Shopfront: a frontage where the facade is adjacent to the frontage line with an attached entrance. The decision for a lift or a columned overlapping the sidewalk. This type is conventional for Retail use. It has a substantial effect on the sidewalk level and an awning that may overlap the sidewalk to within 2 feet of the curb. Sym. Retail Frontage.</td>
</tr>
<tr>
<td>g.</td>
<td>Gallery: a frontage where the facade is adjacent to the frontage line with an attached entrance. The decision for a lift or a columned overlapping the sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the sidewalk to within 2 feet of the curb.</td>
</tr>
<tr>
<td>h.</td>
<td>Arcade: a columned support that creates a space that overlaps the sidewalk with the facade at sidewalk level at the frontage line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the sidewalk to within 2 feet of the curb. See Table 8.</td>
</tr>
</tbody>
</table>
**TABLE 8. BUILDING CONFIGURATION**

This table shows the configurations for different building heights for each Transect Zone. It must be modified to show actual building heights for local conditions. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 14c.

<table>
<thead>
<tr>
<th>Transect Zone</th>
<th>Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2 T3</td>
<td></td>
</tr>
<tr>
<td>T5</td>
<td></td>
</tr>
<tr>
<td>T6</td>
<td></td>
</tr>
</tbody>
</table>

Stepback Arcade Heights. The diagrams below show Arcade Frontages. Diagrams above apply to all other Frontages.
TABLE 9: Building Position. This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>c.</td>
<td>Semi-detached house: Apartment House: Bed</td>
</tr>
<tr>
<td>d.</td>
<td>Courtyard Specific Types: patio house: A building that occupies the boundaries of its lot while internally defining one or more private patios.</td>
</tr>
<tr>
<td>e.</td>
<td>Specific: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</td>
</tr>
<tr>
<td>Zone</td>
<td>General Character</td>
</tr>
<tr>
<td>--------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>T4</td>
<td>Mix of Houses, Townhouses &amp; small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</td>
</tr>
<tr>
<td>T5</td>
<td>Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</td>
</tr>
</tbody>
</table>

**T-4 GENERAL URBAN**

T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.

**T-5 URBAN CENTER**

T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.
8.0 Final Drawings
What would Albany’s Centre look like if an urban design paradigm promoting and reducing social isolation was employed for future development?
Albany as a future Node
Improving social wellbeing in a car centric environment

Wellbeing ?
Declaration

Name of candidate: Pearl Sunit Patel

This Thesis/Dissertation/Research Project entitled: Albany as a node

is submitted in partial fulfillment for the requirements for the Unitec degree of

Principal Supervisor: Cesar Wagner
Associate Supervisor/s: Lucia Melchior

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• This Thesis/Dissertation/Research Project represents my own work;
• The contribution of supervisors and others to this work was consistent with the Unitec Regulations and Policies.
• Research for this work has been conducted in accordance with the Unitec Research Ethics Committee Policy and Procedures, and has fulfilled any requirements set for this project by the Unitec Research Ethics Committee.
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Candidate Signature: ............................................. Date: 11/10/12

Student number: 1400983
Full name of author: Pearl Patel

ORCID number (Optional): 

Full title of thesis/dissertation/research project ('the work'):

Albany as a node: Improving social wellbeing in a car centric environment

Practice Pathway:

Degree: Masters of Architectural Studies (Prof)

Year of presentation: 2018

Principal Supervisor: Cesar Wagner

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