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PLACE IDENTITY OF COMMERCIAL CORRIDOR'S: PHYSICAL COMPONENT ASSESSMENT

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Abstract: Due to modernization, many cities across the globe have experienced rapid growth and development. Even though change is inevitable, it has led to the unrecognizable values and uniqueness of a place due to homogeneity in cityscape and buildings. The city or place must be able to sustain its identity, which is the actualization of the user's identity through the physical environment, in order to continue to exist. A place can develop interest and attachment to human life in it by focusing on its identity. The physical form of a space is one of the most powerful variables influencing the formation of place identity. This study looks into commercial corridors that are a component of a city artefact with distinct characteristics. Now, street's identity has faded, and it has become a packed and congested commercial corridor, resulting in physical alteration, making its commercial corridor character difficult to distinguish.

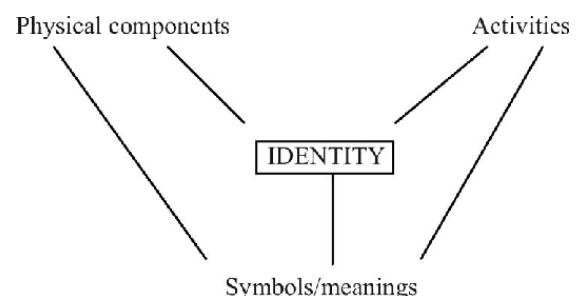
Index Terms - Commercial corridor, Identity, Physical component, Place

I. INTRODUCTION

The physical shape, activity, and meaning all contribute to the creation of places (J, 1998). The cognition of the physical world in which an individual life is a sub-structure of human self-identification called place identity (Proshansky, Fabian, & Kaminoff, 1983). The physical component, activities and functions, and the meaning of individuals and groups generated through the experience and intents of the people linked with the place are three interrelated components that can define a space's particular identity (Sepe, 2014). The physical component is one of the most influential components, as it provides the strongest bond to its occupants since it becomes a location where people execute their activities and experience their everyday lives every day. (Darjosanjoto, 2015)

The physical components of commercial corridors are separated into three categories in this study: Building height, Building age, Figure ground. This corridor form begins in commercial regions and extends to urban centers in the form of office building complexes and trade service centers created along corridors, all of which are characterized by significant levels of activity.

In this paper, building height is the scale and proportion of buildings that occur along the corridor. The entire footprint of a corridor that may realize its identity and image is the face and shape of the structure. Scale, proportion, architectural style / style, accents, and building rhythm are all things to consider from this sub-aspect (Cullen, 1961). Figure ground refers to the land use relationships between the mass of buildings and open spaces, which are made up of two basic elements: the built area (urban solid) and the open space area (urban void). Building age refers to the categories such as how old the built structure is, its condition and use. Blue green network refers to the landscape elements and water bodies present in the locality.



II. METHODOLOGY

This research includes the qualitative strategies as part of descriptive research. Descriptive research aims at writing description in a systematic, factual and accurate facts about the place or region. This research focuses on characteristics of physical component that gives street an identity.

Initial phase of the research is through physical survey and assessment of physical setting with visual analysis and primary survey. A visual survey is an examination of the form, appearance and composition through recordings or taking pictures of existing built form. Assessment is done through observation and interpretation by the observer.

The steps of this analysis are:

- Direct observation of physical components in study area.
- Analyse the existing condition of built environment in the study area with the literature review based on observation.
- Evaluation of streets to get the character of the street.

III. ANALYSIS

This research explores the physical component by taking 3 major commercial corridors of Bangalore city. These streets are Indiranagar 100' road , Bannerghatta road and M G Road

1. Indiranagar 100' road.

1.1 Building height

Indiranagar mostly have low-rise structures in the residential zones. The high-rise buildings are mostly concentrated along the 100' road and 12th main road.

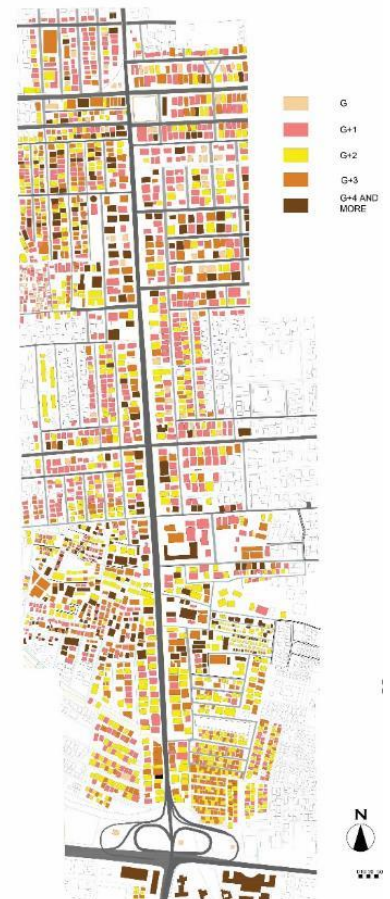
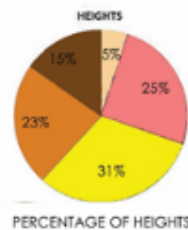
Although the FAR within the 15m radius of metro is 4, it has not been achieved due to other zonal regulations.

Because of booming land values and changing of land use from residential to mixed use, single and double storey structures are adding extra floors. The new residential typology which are coming up are apartments which are G+3 or higher.

The height of the building is also linked to the width of the road it is situated in.



BUILDINGS OF DIFFERENT HEIGHTS ON 100FT ROAD





1.2 Figure ground

Indiranagar is fine grain in nature. The buildings are to human scale in terms of height as well as width. The built structures have a smaller foot print when compared to areas like Bannerghatta, where the number of foot prints is lesser but cover a wider area.

The grid iron layout of the locality means that the built areas are punctures by wider roads. This combined with the parks ensure that the ratio of built space to unbuilt space uniformly. There is also a gradual change created due to the hierarchy of road widths. Thus the pedestrian walking across the 33 meter (100ft) road will have a different experience from one walking down the 6 meter wide 5th cross.



1.3 Building age

The change in land use is reflected in age of the structure along 12th main and 100ft road. Most of structures along CMH road 100 ft road have been renovated or demolished to make way for newer commercial structures. 12th has many

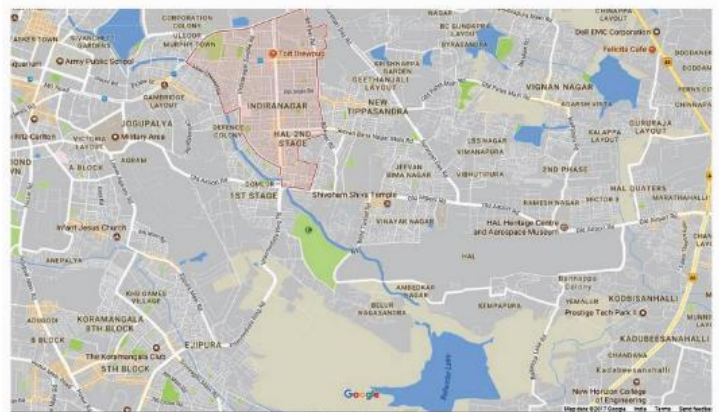
new structures built due to an increase in amount of commercial activity along the road over last 4 – 5 years.



1.4 Blue Green network

Most of the pathways, from 100 ft road to arterial roads are shaded, thus its encouraging pedestriains as well as hawker activity. When compared to most other planned layouts in Bangalore, Indiranagar has retained most of its vegetation. The trees many of which are 40-50 yrs old gives a sense of character to the place.

The parks are slowly getting crowded out because of built structres, but still adequate in number to provide a reasonable lung space in the locality.



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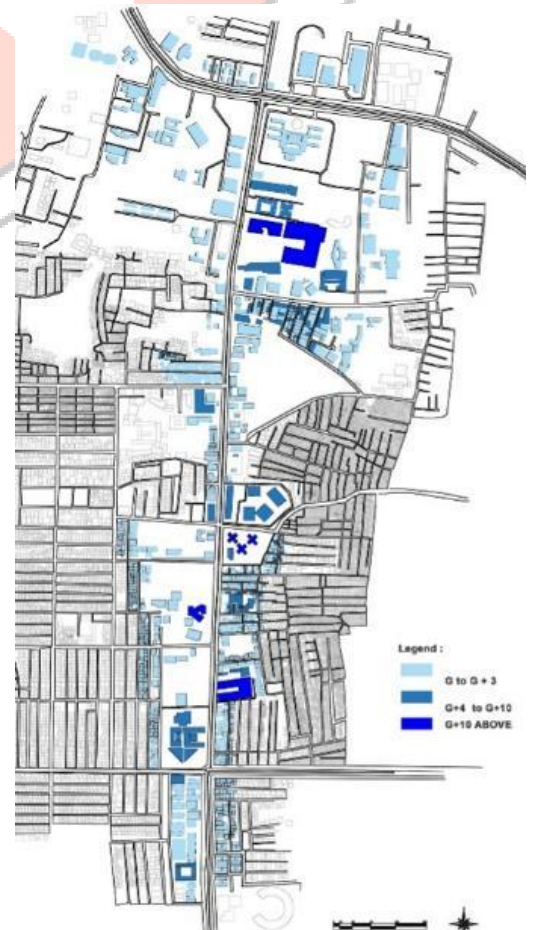
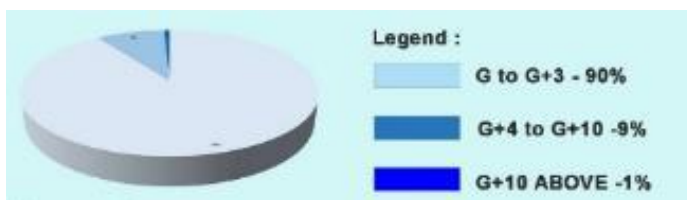


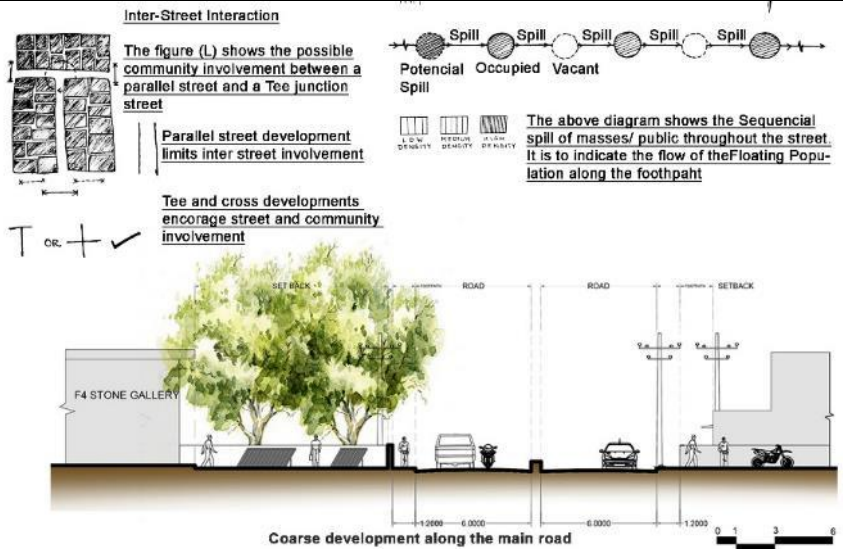
2. Bannergatta Road

2.1 Building height

90% of the overall built is under G+3, only recent developments have tried to achieve the maximum FAR. Due to sudden variations in built form from one building to next building, there is huge variation in skyline of the street.

Since the overall development is sprawl development, we won't see uniformity in built structures. Due to high compound wall for privacy towards road side by private properties, pedestrians feel insecure due to no visual connectivity.





2.2 Figure Ground

Unplanned distribution of open spaces is seen in the locality. Even though large open spaces are present it's not used to its full extent.

A planned development in terms of parks or open spaces may enhance the usage of open spaces by local community.

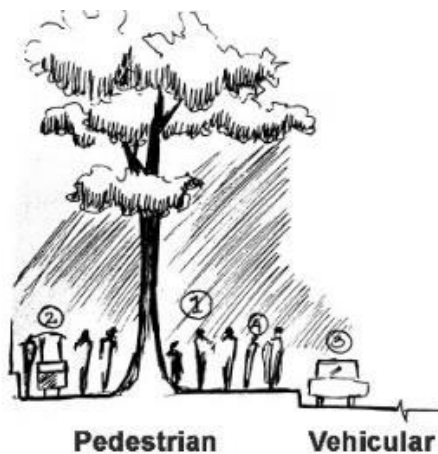
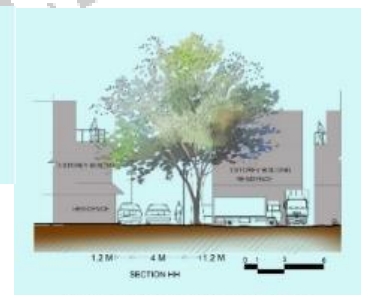
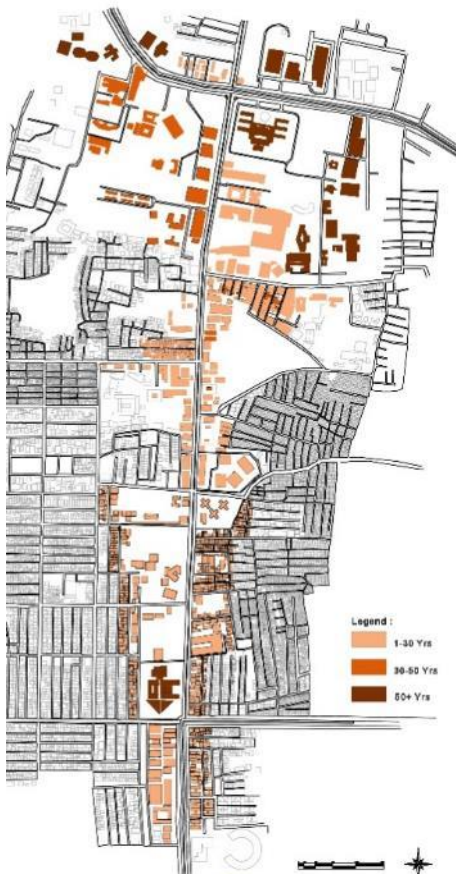
Wide roads also separate one side of the street with the other, by creating an impervious layer, hence people will not cross over the street to other side to use the facilities available.

2.3 Building Age

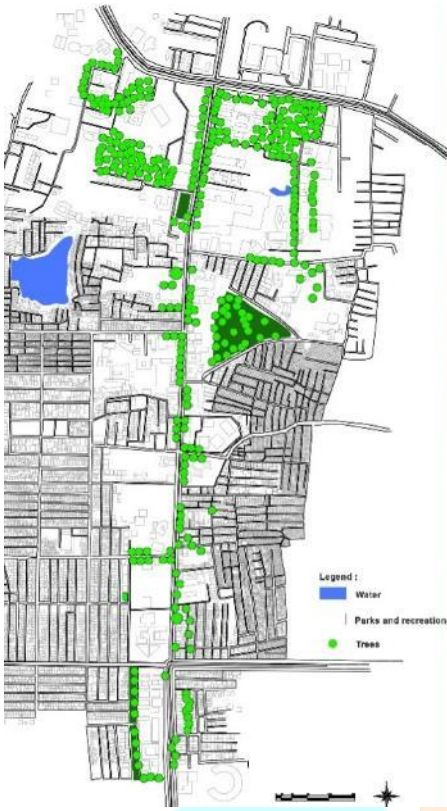
89% of the existing structures are below 30 yrs age, that shows that new developments can be seen along the whole stretch of the street.

Novel development along the mutation corridor is seen, and it has potential towards expansion.

Only 11% of the overall street is more than 30 years old, which shows that transformation of street is high in last 30 years.



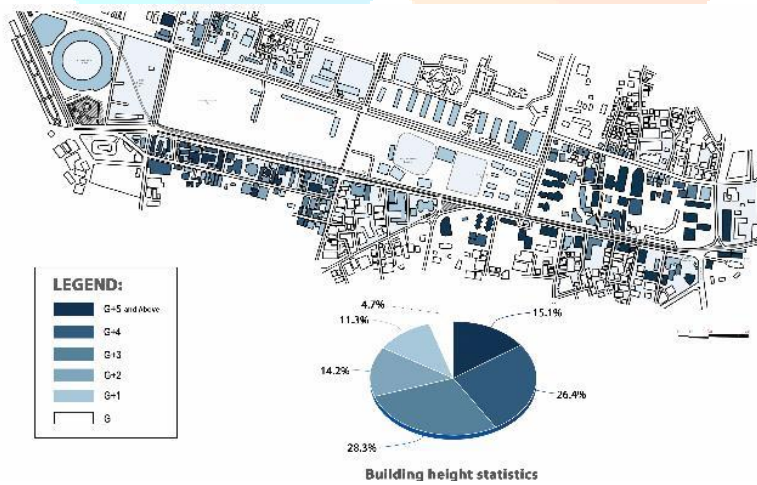
2.4 Blue Green network



Entire stretch of the road is shaded. Along the road, most of the frontyards have trees in front of the buildings. Since whole stretch is shaded, pedestrians feel comfortable while walking and in certain stretch, shaded portions is even used for parking. The wide canopies of the streets creates an enclosure for the road, since it spreads across the road on either sides. Various activities is seen because of presence of green shaded spaces, such as hawking, gathering of people, it also acts as buffer spaces in certain cases.



3. M G Road



3.1 Building height

Due to presence of metro, the FAR of the region is 4, which doesn't constrict the construction of commercial building typologies to go as high as 15m. The clear distinction between the main road and the adjacent road is seen evidently as the building height reduces gradually in adjacent roads, compared to the main road. Even though 4 FAR is given around metro station, none of the buildings have achieved it, due to smaller plot sizes.



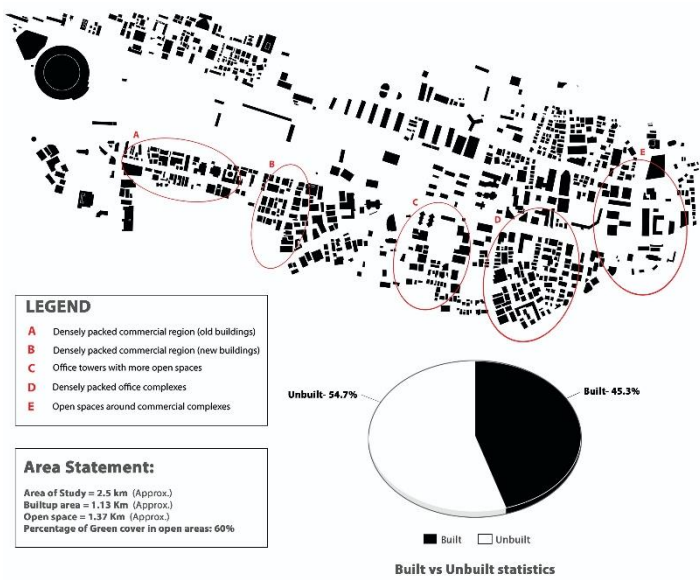
Low Rise (G+2): Cauvery emporium



Mid Rise (G+7): Centenary Building



High Rise (G+15): Barton centre, Trinity Towers



3.2 Figure Ground

The figure ground map shows that the density of the built space is higher at the MG circle. This density decreases as the buildings become less packed allowing permeability for pedestrians. Built v/s open percentage is 45 & 55 respectively. That shows even though the built is dense there are more open lung spaces in the overall stretch.

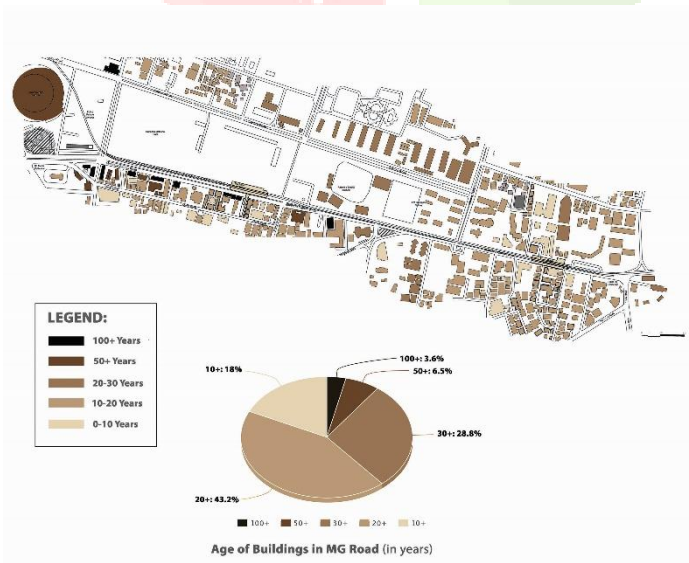


3.3 Building Age

The ratio of old to new buildings in the precinct talks about the type of development taking place along the stretch of the street which is observed to be commercial.

There are few buildings over the age of 100 years that are redeveloped as an attempt to preserve and conserve the existing heritage.

A few buildings are redeveloped with a different function in to interiors whilst preserving the exterior facade and structure.



3.4 Blue Green network

The vegetation map shows that there is provision for more green spaces to be introduced in the area as it is lacking right now.

The walkway with existing vegetation is inactive most of the time.

We can see most of the buildings have vegetation as an aesthetic element in front of it like low height plants, palm trees, vertical gardening on facades etc.

IV. CONCLUSION

The result of this research is how place identity is changing in commercial corridors of Bangalore, through physical component analysis and visual survey. The observations based on the physical component analysis is as follows:

- Due to rapid transformations of streets, we don't see any particular style of architecture. Most of the buildings have glass facades as the common building material used for façade.
- Many buildings have the potential to become the landmarks of the particular street but they are not processed or used to full extent.
- The figure ground map of all streets shows that the whole stretch has high density built and the void spaces present is also not utilised to the full extent due to lack of infrastructure.
- If all the streets are guided with proper guidelines for transformations, there is potential that each street will have its own unique identity.
- In all the three roads we can see that some of the old buildings which are more than 30 or 40 years have been renovated and used for different use, such as they have been transformed from residential to commercial use or residential to public semi-public use retaining the architecture style of old building.
- Blue and green networks of streets are slowly getting diminishing due to the new structures coming up. All streets have good vegetation wide canopy trees which can be retained.
- Looking at the transformations from past 20 years it seems like major transformations is going to happen to achieve the FAR given for the particular zone. Hence proper design guidelines for buildings should be provided for individual streets looking at the character of the street which enhances the identity of streets.

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