

COLORS, LINES AND SYMBOLS



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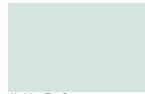
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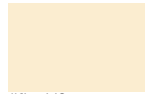
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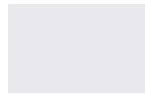
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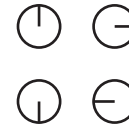


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LINES/ ARROWS



NORTH ARROWS



SCALE (RIGHT CORNER)

1:100

GOOD TO KNOW:

COLORS ARE ALSO IN THE SWATCHES!!!!

10 max pages total (minimum of 8)

- 1st page: INTRO: A-first page from layouts
- 6-8 pages: TEXT&ANALYSIS: any layout from options
(You mix&match left and right pages from layouts if you want)
- 10th page: CONCLUSION: H-Conclusion
(You can choose a left or right page accordenly)

MAIN TITLE (22pt)

Undertitle (12 pt)

ALINEA TITLE (10 PT)

tekst tekst tekst tekst (8 pt)

Under title (6pt)

DETACHED MACHINES IN THE URBAN FABRIC

Man and Machine

INTRODUCTION

For the contextual analysis, we examined the relation between large-scale buildings and their surroundings. We found that these structures were designed on such an expansive scale that human interaction seemed to be diminished.

As a result, we focused on comparing these so-called machines and the activity of humans. These architectural structures detached from their surroundings, function more like solo machines than integral urban elements.

We selected six structures, primarily based on size, and its functional alienation. They fall into three groups based on their current state.

The first group, the Seaplane Hangar and Telliskivi, dating to the late 19th and early 20th centuries, have been successfully redeveloped into a museum and a creative hub. The second, the bunker and Linnahall, are vacant and in need of repurposing, with the bunker chosen for its stark disconnection from its surroundings. The final group, Designers' House (Projekteerijate Maja) and the Ferry Terminal, are either slated for or have undergone demolition.

Our selection highlights varying degrees of integration with the urban fabric—some structures are hidden in plain sight with minimal connection, while others are well integrated in urban fabric remain isolated urban entities due to lack of use.

Cathy Floris, Tessa van der Eng



Seaplane hangar



Telliskivi



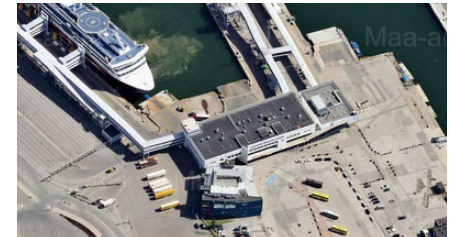
Linnahall



Bunker



Projekteerijate Maja

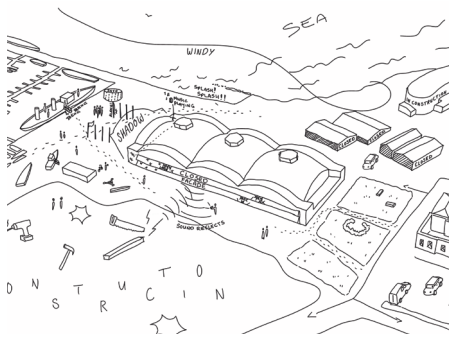


Ferry terminal

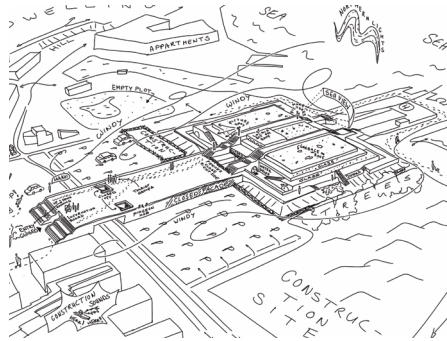
SOFT MAPS

These analyses are based on various Soft Maps created for the six locations we researched. Soft Maps capture all senses, activities, and observations within a specific timeframe. To ensure an accurate interpretation of each location, we created them at different times

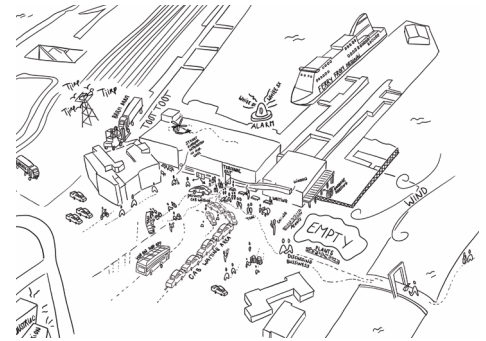
over several days. In these maps, all activities are highlighted, with frequently occurring ones emphasized more prominently than singular events throughout our analysis.



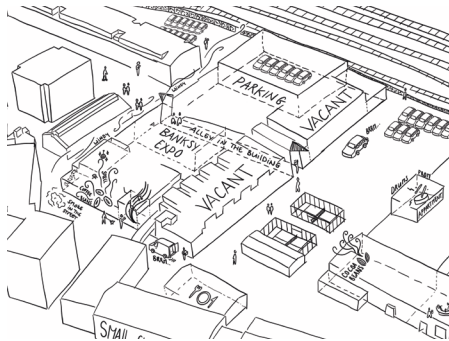
Softmap of Seaplane hangar



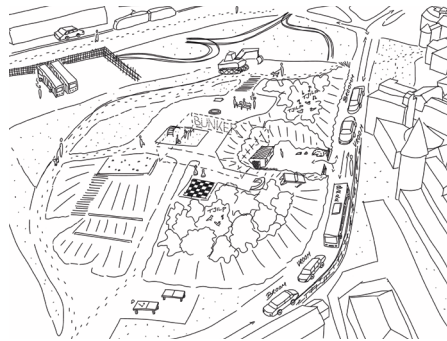
Softmap Linnahall



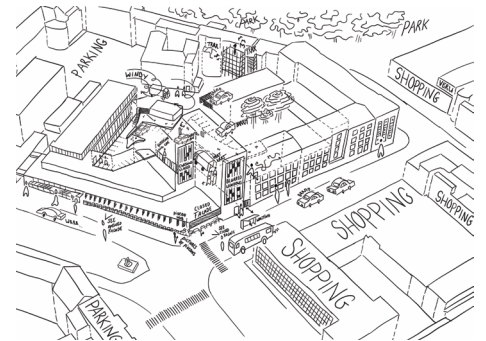
Softmap of Ferry terminal



Softmap Telleskivi



Softmap of Bunker

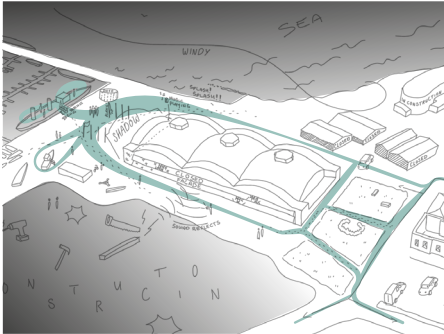


Softmap of Projekterijate Maja

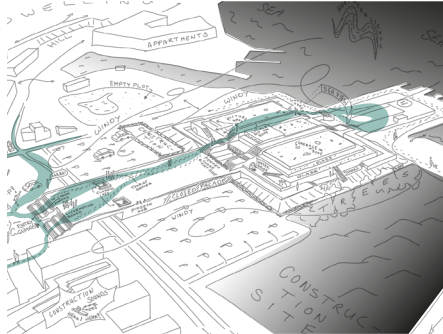
ANALYSIS OF SOFTMAPS

Upon further analysis of the soft maps, several aspects stood out. First, the strong boundaries defining these areas, often shaped by privately owned land, walls, fenced-off construction sites, or vacant terrain. These barriers influenced the routes people took in and

around the buildings, which we observed closely. A key focus was the time people spent at specific points along these routes. This is highlighted in the analytical drawings, where thicker lines indicate areas where people lingered, while narrower sections primarily represent movement.



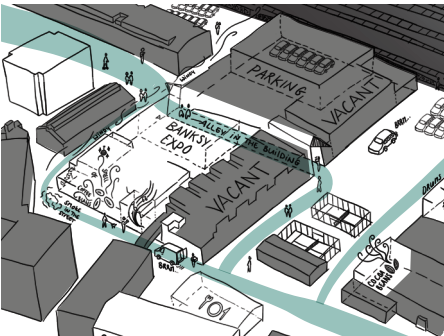
Analysis softmap of Seaplane hangar



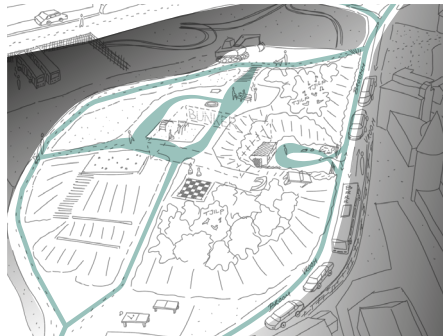
Analysis softmap Linnahall



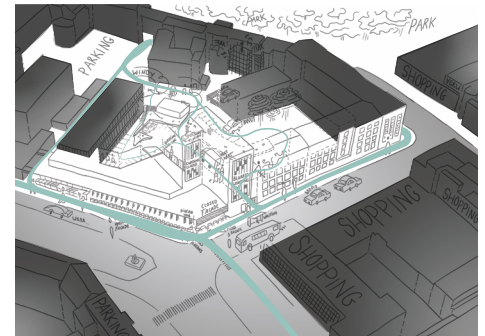
Analysis softmap of Ferry terminal



Analysis softmap Telleskivi



Analysis softmap of Bunker

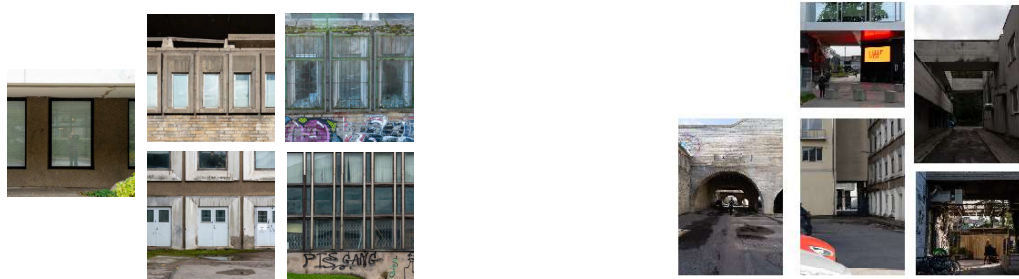


Analysis softmap of Projekterijate Maja

TO STAY OR TO GO

The groups emerged based on visitors' interactions with the facades—whether they lingered, took a break, stood still, or actively avoided pausing. A stark contrast was observed: some areas functioned as “no-man’s zones,” where people moved quickly past, while

others unexpectedly encouraged prolonged lingering. To develop a concise conclusion grounded in a logical understanding of these variations, we analyzed the fundamental characteristics of the facades and categorized them into distinct types.



Categorization of facade fragments

After grouping the facades, four main themes emerged based on the speed around these parts of the facade. Each is represented by a chosen facade fragment that reflects the facades in that category the best. Below is an overview of these four categories, defined by the speed of movements, amount of lingering and how passersby interact with these facade fragments.



Facade fragments that represent the categories

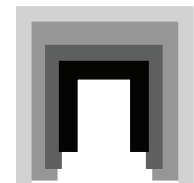
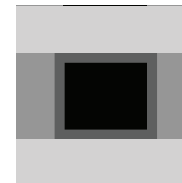
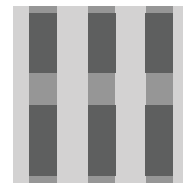
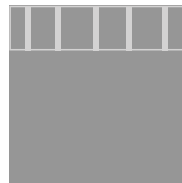
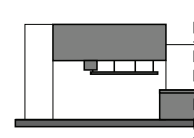
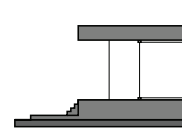
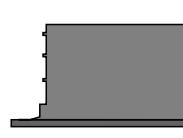
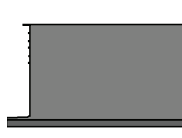
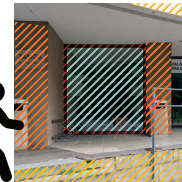
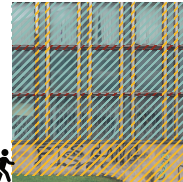
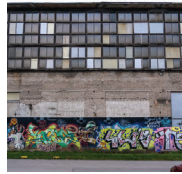
FOUR GENERIC FACADE PINCIPLES

After identifying facade fragments that represent the categories, we delved deeper into aspects that might influence how these facade fragments affect human movement. We measured and compared the facade fragments based on the number of layers and the depth between them.

Each layer was assigned a distinct color: yellow for the closest surfaces from the observer's perspective, orange for subsequent layers, red for frames, and blue for the windows. A human figure was included next to the analytical images to provide a sense of human scale in relation to the facade fragments.

The second part of the analysis focused on comparing sections of facade fragments, revealing how depth and layering shape the perception of scale and spatial experience. From this analysis, four generic diagrams were developed, illustrating how facades are experienced through depth and layering.

Notably, the bottom-left diagram highlights an interesting phenomenon: despite its open design, the combination of facade height and lack of depth creates the perception of a closed space.



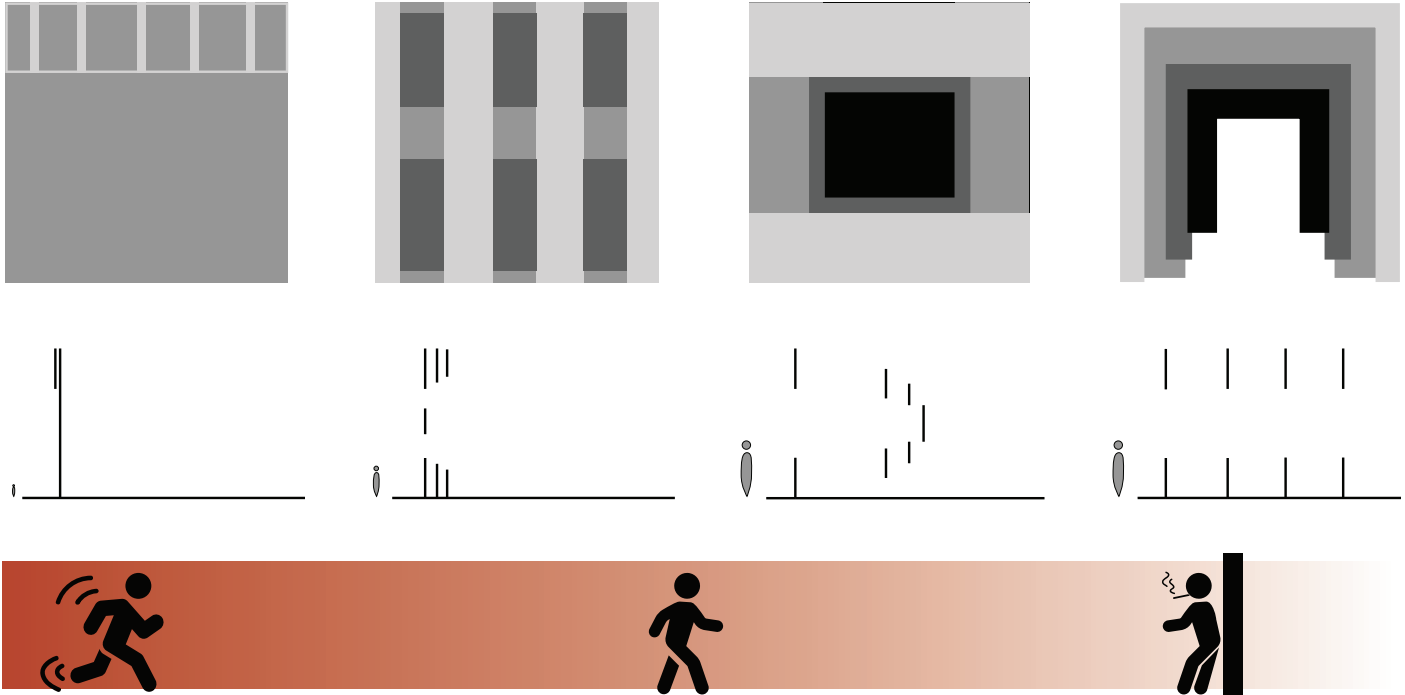
Overview of analytical drawings of facade fragments

Our final output is an overview of diagrams that showcase the relation between the machines and their human connection.

It becomes clear that this relation is fully integrated with the depth of the facade. If

there's a variation in depth, people tend to linger longer, whereas a lack of depth diminishes engagement. Understanding this relationship is essential for future design proposals that operate at a scale where the human-machine dynamic comes into play. To

prevent a proposal from becoming an isolated entity within the urban fabric, integrating depth is both crucial and unavoidable.



CONCLUSION

Our analysis explored the relationship between grand-scale buildings and their surroundings, revealing that their expansive design often diminishes human interaction. By comparing these structures to machines, we examined their detachment from the urban fabric and categorized six case studies based on their current state—redeveloped, vacant, or soon to be demolished.

Through Soft Maps, we identified key movement patterns and the impact of physical boundaries on circulation. Strong barriers, such as fences and private land, dictated pedestrian flow, positively influencing our ability to see where people lingered or moved quickly through certain areas.

Facade analysis further revealed that depth and amount of layers played a crucial role in activity of people. Areas with more facade depth encouraged lingering, while those lacking depth became “no-

man’s zones,” where movement accelerated.

By categorizing facade fragments based on movement patterns, we established four principles of facade design. A deeper examination of facade layering and depth highlighted how these elements influence perception of scale and in doing to also the activity around these facade fragments.

Our final diagrams demonstrate the strong connection between facade depth and human engagement—where depth exists, people tend to linger; where it is absent, interaction is minimal. This understanding is vital for future design proposals at a scale where the human-machine dynamic emerges. To prevent buildings from becoming isolated entities within the urban fabric, integrating depth is essential in fostering interaction and connectivity.

