

가로단위 공간관리 수단으로서의 특별가로구역 제도 연구

'Streetside Special District'

: an Alternative for Integrated Planning of Street Environments

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In 2013, the 'Streetside Special District' was introduced in the revised 'Building Act': by which several architectural standards such as lot coverage or building height would be able to be tailored to the specific conditions of the district and an integrated planning guideline would be implemented. It was a measure adopted with a view to improve the streetscape especially in the 'scenic zone'. This measure will be in effect October 2014, it is now required to establish legal framework that concretize the directives of the implementation and to estimate the final effect.

This report has four goals: to present the reasons for an integrated planning of street environment from the literature review; to classify the streets according to the problem-types of current regulation system; to carry out the simulation of the implementation of the new street-based regulation; and finally to propose detailed guidance for the implementation of the 'Streetside Special District'.

Streets are the place where coexist diverse public services, cars and people who have conflicting interests. Under the current urban and building regulation system, most of all the streets have almost the same regulations; a more sophisticated rules seems to be necessary to change the way we design streets. The New Urbanists insisted on the importance of place-oriented regulation, and Marshall(2011) made a suggestion of the introduction of a 'street-based urbanism'. In the street-based urbanism, an integrated planning of street, buildings and public facilities is essential. The functional classification of the road will be replaced by the new criteria for place-oriented street design.

The new classification of the streets would have to be based on the analyses

of problems of walkability and livability of the streets. The harmonious coexistence of cars and people should be considered. The streets can be categorized into three types: large streets over than 20m of the width, designated to the 'scenic zone'(type A); medium-sized commercial streets(type B); and neighborhood streets in the Residential Zone(type C). Three types could be subdivided into several subtypes according to the width and use of the streets.

The 'Streetside Special District' could allow the policy-makers to take account of the variety of street conditions. In type A where most of buildings are placed at the setback line designated according to the 'scenic zone' legislation, an integrated planning of the setback areas would have to be established. In type B, there are many contravention of current regulation which prohibits almost all the occupations exceeding boundaries of lot line. This is why the building frontage of commercial use should be controled assuring more flexibility in the light of the commercial demands. In type C where the pedestrian walkways are not physically defined, the building alignment would have to reestablished guaranteeing the right of way to pedestrians in the condition that the owners of properties should be properly rewarded.

The regulation simulation for three street-types showed that the diversified application of the architectural standards in the 'Streetside Special District' could correct the problems of current regulation systems, improve the walkability and the livability of the street and make better streetscape. But the abatement of some architectural standards such as the planting obligation or the maximum lot coverage could cause the congestion of the ground level or the problem of safety in the case of the fire. This is why the abatement measures should be elaborated with a detailed examination and be accompanied with the integrated planning of street environment established for the sake of the public interest.

The revised 'Building Act' containing 'Streetside Special District' become effective from October 2014. The expected effect of three types of street was examined in this study, the more practical and substantive issues will be able to be raised in the process of the law enforcement, which will be the object of the following studies.

keywords : Streetside Special District, street-based urbanism, street types, integrated planning of street environment