Suffocation between Heartbeats

Target Audience

primary focus on the elderly, recognizing their deep-rooted connection to the

continuity.

- Reflects Place–Social bond: identity

According to Scannell and Gifford's Tripartite Model of Place Attachment, there are 3 different dimension. At the person

level, it supports individual connections through comfort-driven design and group identity through shared social spaces. The

psychological process is addressed emotionally (through nostalgic elements), cognitively (by reinforcing a sense of place),

and behaviorally (via routines like walking, resting, and attending events). The place dimension ties to both physical

features—like trellises and plazas—and their social meanings as hubs of memory, culture, and community. Altogether, the design fosters emotional attachment, belonging, and continued engagement for older adults in the evolving urban fabric.

grows from participation.

- Supports Person-Process bond:

memory builds place attachment.

Tripartite Model of Place Attachment

8.1m

Vehicle Zone

Vehicle Zone

- Fulfills Process–Place loop: routine leads to protection.

1869 – Industrial Revolution and the opening of the Suez Canal as well as the tin mining boom in SEA lead

to Penang's prominence in tin

1974 – KOMTAR project begins: Hundreds of heritage buildings and

Displacement of long-standing

communities in city center.

STEER NOW BENEFIT BUTTON

A mismatch in shophouse styles disrupts the urban

architectural details create visual noise. For older

pedestrians, this lack of continuity makes

navigation harder—what should be a familiar path

becomes disorienting and uncomfortable.

rhythm. Inconsistent facades, signage, and

2008-Present

The current street design is inconsistent

and prioritizes vehicles over people.

Pedestrian movement is pushed to the

edges, with shophouses visually and physically blocked by traffic lanes and

parked cars. Even where pedestrian walkways exist, they lack essential

features like shade and seating, making

them uncomfortable to use. At a major

intersections, thete are traffic lights but

no marked crosswalks, creating unsafe

conditions for those on foot. Universal

design is kissing: no ramps, no tactile

paving, and no clear wayfinding.

4.1m

Pedestrian

Zone

15.4m

Vehicle Zone