



The objectives of this research is to study physical, economic and social characteristics of Rangsit Intersection and its surrounding areas in order to propose the guidelines for urban spatial design in regard of the node-place development concept. This is to develop the area as an efficient transport node and a well meaningful place in the city. The analytical study explores key problems and potentials of the area by using primary database gathered during the field investigation on building and land uses in the area. Additionally, relating information from the existing studies, research projects, theoretical grounds and case studies are reviewed and used as secondary data. Both are analyzed in order to set up the most suitable conceptual framework and development programs for urban spatial design of the Rangsit Intersection.

It is found in the study that Rangsit Intersection has functioned as a major interchange of suburb which is intertwined by various transport networks. The area has been popularly used by people who come to change their transport modes and continue on their journeys to somewhere else in the city. This includes pedestrian, private and public vehicular modes. The area also has various space use activity both of local and urban scales. However, its present condition reveals a major problem in the disruption of pedestrian as well as other transport network including the disorganization of other supporting activity such as parking, retails and public facilities. These factors prevent the area to genuinely become an efficient transport node. Consequently, the area also lacks the linkage and the unification of surrounding space use activities. There still have vacant plots of land while the vehicular traffic and interchange facilities are heavily congested in some areas. It also lacks green area and public ground. This cannot create a good environment and a place in the city.

The analysis of problems and potentials leads to spatial design guidelines which emphasis on interconnecting the pedestrian network appropriately and efficiently with a proper urban landscape in addition to improving public vehicular network and parking to solve the traffic problem. The new group building and land uses of open space area are also proposed with an aim to link both moving and static space uses efficiently. Finally, the study proposes how to implement the design guidelines in the area including suggestions in other relating issues for the prospective development. This could well be used by organizations and might also be applicable for other similar cases.