

1

introduction

"We must become sucked up, drawn into the system, the situation, the arrangement, the combination, the composition: a series of crossings of varying length, a network of knowledge made up of borrowings, detours, figures and passages that cross each other, creating unforeseeable connections and nodes. A conglomeration of different spaces and times, sometimes in harmony, sometimes in discord but always mobile — encountering — alive."

[DELLEUZE AND GUTTARI_1987:WWW.PUBLICACTS.COM]

The focus of this dissertation is a spatial exploration of urban ground surface infrastructure as catalyst for spatial interaction.

We exist within a **formal urban fabric**, which encompasses a fixed physical urban fabric: built environment, transport infrastructure, information and telecommunication systems. Emerging **evidence of frustration** reveals the **obsolete nature of ground surface infrastructure**, aggravating fragmented **spatial disconnections**, and tension with the public urban territories within which we subsist. Examples of **resistances** can be seen in up and coming car-sharing movements, such as Zip Cars; or bicycle-sharing schemes evident from the Storefront exhibit in New York City more formally known as Yellow-cycles. Even the subversive taxi-bus system in South Africa proves ample confirmation.

Modern society lives at a time of increasing **speed and immediacy**. Our progressive behaviour was made probable by recent electronic-technological advancements. The **accessibility** and **performance** of telecommunication and transport systems are detrimental qualities for the fluid dynamics of our apparent mobility. Our mobile patterns stimulate growth of global cities that foster **diversity, velocity, and connectivity**. Global cities are intrinsically embedded in local fabric and ground networks, while continuously preserving universal activity. Consequentially establishing a cosmos pertinent for the endurance of modern society.



FIG 1:

Built and Transport fabric: Elevated commuter rail "L" tracks.

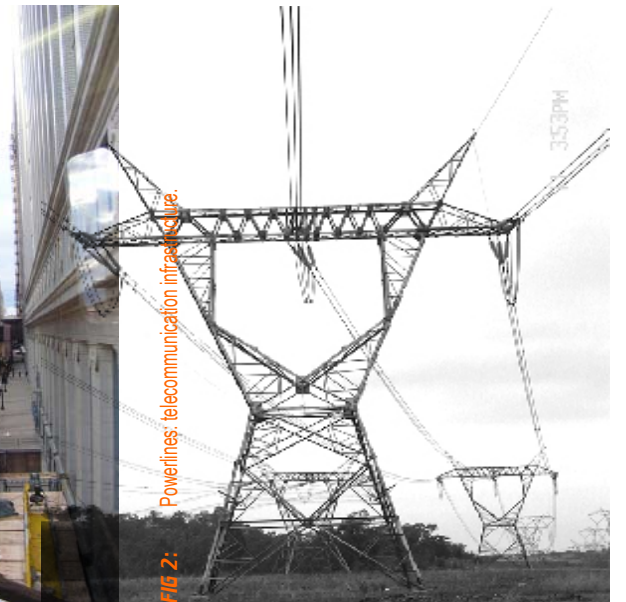


FIG 2:

Powerlines: telecommunication infrastructure.



Today the human quest for comfort is the search not only for security, protection and privacy but also for **connection**. Opportunities reside in these vibrant cosmopolitan cities, but they pass us unemployed. **Transparent interactions** reveal the apparent anonymity of our modern, virtual society. Albeit electronic technologies that facilitated our mobile behaviour; it **detaches** us from the physical, sensory experience of physical surroundings and collective collaboration thus, we reside in **isolative co-existence**.

Supportive ground surface infrastructure is presented within an **archaic** habitude. These conveniences include: public

transport facilities, (bus stops or bicycles storage apparatus); information services, newspaper equipment and public amenities. Our current **accelerated** existence questions the relativity and **ownership** of these supportive ground surface infrastructures.

My intention is to employ intelligent mutation of the supportive ground surface infrastructure embedded with electronic resources. Facilitating a systemic prototypical egalitarian public territory strategically located as a structural spine of social-networks merged with the urban fabric of a contemporary city.



FIG- 8: Ground surface infrastructure: newspaper stand.



FIG 9: Ground surface infrastructure: bicycle storage.



FIG 10: Ground surface infrastructure: bus shelter.



FIG 11: Transition, diversity and isolation: New York.

