008 LIST OF SOURCES + REFERENCES

A


B

  [Accessed: 9 March 2010]

C


D


Paredes, C. 2006. Industrial Chic - Reconverting Spaces. Italy: Gribaudo


S

T

W
This urban framework was established in the first quarter of the year within a group. The group consisted of Andrea Beckenstrater, Conrad Martin and Samantha Moolman. Even though this thesis project is not located within the study area, the same principles have been applied to the thesis site. The following objectives were established for the study area:

- To create an environment in the inner city of Pretoria which is attractive and desirable to both inhabitants and visitors.
- To increase density within the city and provide a wider range of commercial, social and cultural activities that function throughout the day and night.
- To [re]store existing buildings within the city, thereby [re]juvenating the area and its surrounds.
- To [re]emphasise and highlight the historic link between Church Square and Pretoria Station.
- To [re]inforce the existing rich character of the city, and
- To create an environment which is pedestrian friendly out of the existing fabric which is currently focused on vehicular movement.

These guidelines are intended for the use of any individual or group who wishes to develop within the study area. The study area was investigated according to the categories found in the Susan McDonald File. The categories are: Character, Scale and Form, Siting, Materials and Detailing.

This framework investigates various scales of the context, namely:

- Country wide scale - South Africa
- Provincial scale - Gauteng
- Municipal scale - Tshwane
- City scale - Pretoria, which addresses the particular study area (the Southern Precinct).

On a municipal scale, Tshwane is the metropolitan area in which 13 former city and town municipalities were consolidated to form a municipality under one mayoral system.
The Pretoria CBD forms the main central node of the Tshwane municipality. It is surrounded by various competing nodes, some of which include Atteridgeville, Mamelodi, Menlyn and Centurion. There seems to exist a trend for [re]-sources originate in these outer parts and converge in the Pretoria CBD.

Within the heart of metropolitan Tshwane, the Pretoria CBD is the area from where roads, railway lines and other transportation routes depart. This therefore emphasises the CBD as the portion of the metropolis which is most important as a cultural and economic node.

Church Square forms the centre of the Pretoria CBD, from which the rest of the city radiates.

Unique circumstances strict the outward growth of the city. The Apies River hampers urban expansion to the east, while Salvokop limits spread to the south and the Magaliesberg Mountains contains it to the north.

The Pretoria CBD forms the main central node of the Tshwane municipality. It is surrounded by various competing nodes, some of which include Atteridgeville, Mamelodi, Menlyn and Centurion. There seems to exist a trend for [re]-sources originate in these outer parts and converge in the Pretoria CBD.

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Unique circumstances strict the outward growth of the city. The Apies River hampers urban expansion to the east, while Salvokop limits spread to the south and the Magaliesberg Mountains contains it to the north.

The study area identified for the framework begins two blocks south of Church Square and ends one block north of the Pretoria Station. The study area does not include the historic elements of Church Square and the Pretoria Station. Nevertheless, Paul Kruger Street runs through the middle of the study area, physically linking these two historic spaces. The eastern border of the study area is located one block east of Burgers Park, while the western border lies one block west of Potgieter Road.

During the course of the investigation of the study area, many positive and negative elements were highlighted. Positive elements within the study area should be emphasised, while the negative elements need to be addressed to encourage development in order to positively contribute to the study area.

Negative elements which need to be addressed are:

- A lack of cross programming, 24 hour activities and mixed-use development
- There are many dilapidated buildings
- The social diversity of South Africa is not addressed
- Fences currently surround public green spaces
- There are constant breaks in the city fabric
- Numerous run-down industrial developments exist
- Focus is on the motorist, rather than on pedestrian movement
- Many sidewalks are harsh and hot with too few trees and little shade

The positive elements within the study area which should be highlighted and emphasised are the following:

- The high-density residential stock in the area
- Easy access to the city and transport routes
- The area is within walking distance of Church Square and other significant sites
- There are many tourist attractions and museums in the area
- Burgers Park is an important amenity
Development of a high standard is already taking place in Minnaar, Visagie and Bosman Streets. There are many historically rich buildings in the surrounding areas. The area is rich in social and cultural diversity.

There is however very few to no mixed-use buildings and cross-programmed developments within the study area. Therefore large areas and buildings are left unoccupied for a 24 hour period, resulting in many unsafe and underutilised spaces within the CBD. Skinner Street further manifests itself as a problem as it creates a barrier splitting the CBD in two. This needs to be addressed in order to allow pedestrians and cyclists to move more effectively within the city as well as to encourage development along this busy street.

During the investigation of the study area it was noted that the population and building density decreases to the south and west of both the city as well as of the study area, as seen in image 004.5. The railway line to the South of the study area creates a physical barrier between the CBD and the developments on Salvokop and Freedom Park, and Nelson Mandela Drive creates a barrier between the CBD and development to the east. These physical barriers result in ‘lost space’ alongside them where little development occurs. Land is therefore not being utilised to its full potential.

Additionally, a lack of activity on ground floor level is evident within the city. Numerous buildings do not respond to their immediate environment, which includes the streets they open onto as well as pedestrian movement past the buildings. These are problems which need to be addressed.

**Movement routes** through the city play an important role in this framework. The diagram below shows the proposed pedestrian movement routes, BRT route and stops, and supplementary public transport routes. It is clear that a great deal of movement happens in and through the study area, with Paul Kruger acting as the main axis. This is one of the reasons it is believed that the Southern District has more potential than what has been explored to date.

**Land-use:** A diverse array of land-use types is evident in the study area. Paul Kruger Street links the Station to Church Square and is rich in commercial activity. A predominantly industrial area can be found to the west, while Burgers Park is a green space with residential development occurring on its outskirts. This assortment of uses attracts an assortment of individuals, matching the rich diversity which is evident country-wide.

There is however very few to no mixed-use buildings and cross-programmed developments within the study area. Therefore large areas and buildings are left unoccupied for a 24 hour period, resulting in many unsafe and underutilised spaces within the CBD. Skinner Street further manifests itself as a problem as it creates a barrier splitting the CBD in two. This needs to be addressed in order to allow pedestrians and cyclists to move more effectively within the study area and its surrounds.
Features of Significance: within the city and more importantly the study area appear in various forms, from open public gathering spaces to places of historical significance and even places of lush greenery.

There is a rich diversity in social and cultural activities with locations that encourage local as well as tourist activity within the area. “Museum Mall” is such an area within the Southern Precinct which most notably houses the Cultural Museum, City Hall and the Transvaal Museum, which in turn draws a variety of people into the area.

Historic buildings and uses are scattered throughout the inner city, four of which are of particular importance to the framework and study area: Burgers Park being Pretoria’s first botanical garden as well as housing various historical buildings, Pretoria Station, Pretorius Square and Church Square. All these historical landmarks serve to emphasise Paul Kruger Street as a major axis within the city. These buildings and their associated activities add depth of character to the city and a variety to the urban experience.

It should be noted at this stage that the site of this thesis project is not situated within the study area; nevertheless the same principles will be used on the site, a block north of Church Square on the eastern side of Paul Kruger Street. The site for this thesis will be represented by a green circle in the group framework which is to follow.
**100m Walking distances**: This digital collage serves to demonstrate the proximity to each other of the four major historic landmarks along Paul Kruger Street, which ultimately connects the Pretoria Station with Church Square. It also establishes comfortable walking distances that people would be willing to travel.

Unfortunately the Station and Church Square are too far apart for the average person to traverse comfortably in a single trip. However, the open space between City Hall and the Transvaal Museum, halfway between these two points, serves as a resting spot where pedestrians can catch their breath before continuing their journey.

These images further serve to enforce the immediacy of Church Square in terms of the thesis site.
This section is taken through the taxi rank on the western portion of Skinner Street. The existing road consists of two-way traffic separated with a large island, with four lanes in each direction. In the middle of the two-way traffic, on the island, one finds the taxi depot. The taxi depot consists of ample parking, with sections being used as an informal car wash.

An admirable feature of this portion of the street is the planting of various trees on the “taxi island”. The trees help create the illusion that the street seems narrower, while at the same time beautifying the city.

The second section shows Paul Kruger Street, the major north/south street in the Southern Precinct, as a vibrant street full of commercial activity. Although the street is not without fault, it is relatively pleasant to walk along even with the absence of trees. Pedestrians have adapted by walking on the eastern side of the street where shade is provided by canopies on building façade.

The third section above refers to the eastern side of Minnaar Street bordering Burgers Park. Minnaar Street is one of the few streets within the city which has been rejuvenated through new paved walkways and street furniture with integrated lighting.
The sidewalk surfaces in the study area range wildly in type and texture, creating an exciting tapestry in the city. The continuous level changes in the sidewalks create an environment that is not favourable for pedestrians, especially the very young and old. This framework encourages an assortment of paving types; however, the sidewalk surface needs to be even and consistently level with adjacent buildings where new interventions are to take place. This will ensure that pedestrians can navigate the city with ease.

In the bottom row of the series of paving images shown right above, it can be seen that Minnaar, Visagie and Bosman Streets have physical strengths bringing them closer to reaching this goal.

A variety of textures, materials and colours can be found within the Pretoria CBD, highlighting the multi-layered diversity of Pretoria and South Africa’s history. The existing materials, textures and colours need to be considered when adding another layer to the city fabric.

Fig 009.19: Various sidewalk surfaces which can be found in the study area

Fig 009.20: The city is rich in colour and texture as expressed in these images
The Pretoria Inner City Project, otherwise known as the TICP, identifies three strategic corridors:

- The Church Street Corridor
- The Paul Kruger Street Corridor
- The visual corridor between the Union Buildings and Freedom Park

Furthermore, three symbolic sites are acknowledged:

- The Union Buildings, which houses the seat of the Presidency
- Church Square, which is considered to be the centre of the City
- Freedom Park, the new National Legacy site

The primary objectives of the TICP are to:

- Link the three symbolic sites
- Consolidate infrastructure, pedestrian movement and public transport
- Consolidate individual departments
- Cluster departments in synergistic relationships
- Integrate urban management
- Promote resource efficient design
- Encourage the relocation of the private sector, foreign government offices, institutions and NGO’s to the Inner City

The Pretoria Inner City Spatial Development Framework highlights the following items:

- The study area has good qualities and high-density residential stock; however, it is suffering neglect and decay
- The main areas to be developed in this framework are “Station Square”, “City Hall Square”, “Museum Mall” and the “Skinner Street Crossing”
- This framework focuses on the development of the Berea retail and creational facilities and offices, and promotes the use of the industrial buildings to the west of the area
- It emphasises the link between Church Square and Pretoria Station on both a physical and symbolic level
- The development of Skinner Street is proposed to break the barrier which it currently forms
- Industrial structures found to the west can be used
- Development around Burgers Park should be increased
- Residential development within the CBD should be increased
- The alignment of public transport routes should be addressed and new transport nodes created
- The existing Museum Mall should be emphasised and extend to the Apies River
- The proposed “Woonerf” Street should be developed
- The Apies River open space should be developed
- The Paul Kruger Street axis is to be emphasised and pedestrianised
City of Tshwane Compaction + Densification Strategy

The intentions of the City of Tshwane Compaction and Densification Strategy are the following:

- To inform area specific spatial frameworks
- To propose certain legislative changes and incentives to encourage densification in the city
- To include design guidelines in the framework to ensure that densification does not negatively affect the experience of the users.

Fig 009.23: The promotion of a consistent scale and the principle of building to the erf boundary on the street side of the site.

Fig 009.24: Integrated and connected streets are encouraged.

Fig 009.25: A section through a building demonstrating consistent scale as well as building to the erf boundary.

Fig 009.26: Demonstrating an active edge incorporating the ground floor.

Fig 009.27: Design guidelines promote a fine grain in the architectural fabric. Buildings should be visually permeable except where privacy is specifically needed.
In the framework, precincts have been identified according to their particular character and programme as well as according to information gathered from existing frameworks.

The major part of the study area falls within the Southern Precinct. The areas directly adjacent to this precinct are:

- The CBD Central - where the majority of businesses are found within the city
- The Light Industrial District
- Salvokop - a ‘koppie’ with recent developments such as Freedom Park
- The Station District - the area south of the study area that houses the Pretoria Station and the railway lines, and
- The Nelson Mandela Corridor and Sunnyside Districts towards the east.

The location of this thesis falls within the CBD Central Precinct, and will employ the principles as these set out in this framework.

**Land-use and height allocation:** In general, there is a concern that the study area is not dense enough as many low-rise buildings exist and building sites are not used to their full potential. There is however an opportunity to improve on this. Land-use as well as height suggestions have been allocated to various areas within the study area to allow for an increase in density while still addressing the existing urban environment.

Presently, a strong residential component can be found around Burgers Park, which must be maintained and further densified.

A commercial hub is to be created along Paul Kruger Street to act as a catalytic development representing economic opportunities for current and future inhabitants of the city.
Adaptive [re]use and the introduction of mixed-use development into the area will also help achieve these results.

The concept of Museum Mall from previous frameworks is to be extended to the Apies River to allow a cultural link between the CBD and the sprawl and neglect of the east. This would also increase the tourist trade in the area allowing the economy of the city to flourish.

It is also proposed in this framework to upgrade and develop historic buildings within the city into multi-functional buildings. This will [re]inject of life into stagnant dust-filled buildings, making them more accessible to the public.

The second phase of the framework proposes to upgrade and develop the areas around the social and political nodes of City Hall and Burgers Park. Continued commercial, social and residential development will occur around these nodes.

The third phase entails the upgrading of the existing light industrial area west of City Hall. It is anticipated that development and capital input will be injected back into the area and the light industrial buildings will once again be utilised. This particular area will encourage the principles of adaptive [re]use in order to convert buildings into studio apartments, exhibition spaces and venues for social gatherings.

The final phase for the study area is to upgrade the existing commercial strip along Skinner Street. In future there will be an even larger need to create a safe pedestrian link between Church Square and the newly developed southern parts; therefore this framework proposes to connect these two sides and create a continuous commercial street.

Visual links and circulation: Visual links are important in terms of the orientation and character of a city. Some important visual links in the study area are currently obscured and others need to be [re]inforced. This particularly refers to a traffic signboard placed directly in front of Pretoria Station. This building is a symbol of Pretoria, yet it is most certainly not treated as one as it is largely obscured. Care needs to be taken when planning for and erecting signboards and other advertising media.

The Cultural Museum only [re]presents itself on the Visagie Street façade. Although Schubart Street is a main road leading out of the city, there is nothing along it to suggest the Museum’s presence. Buildings, especially those as significant as the Cultural Museum, need to [re]spond to their immediate environment and make vital visual connections if physical connections are not possible.

The links between Church Square and Paul Kruger Street, as well as between Burger’s Park and Minnaar Street, need to be [re]inforced.

Visual links also need to be considered in the design of the area around Salvokop and the gateway alongside the Prison.

Conclusion

The major issues addressed in the urban framework were to densify the city, make it more active in a 24 hour cycle and [re]inforce the civic spine created by Paul Kruger Street. This is achieved through the incorporation of mixed-use buildings throughout the city and the restoration of existing buildings.
The group framework and guidelines helped to formulate guidelines that can be applied to new and existing buildings in the study area.

### A few general guidelines apply to the entire study area:

- Soffit heights on ground floors should be a minimum of 3.8m and a maximum of 4.5m in height for both commercial & residential use
- Floors above the ground floor ought to have a minimum 3m soffit height
- Buildings that are located on active street edges must be well defined
- Semi-private areas should be demarcated by items like low walls; however, no high fences or walls are to be constructed

### Guidelines for the section through the northern part of Paul Kruger Street:

- The build-to line is 5.5m from the street kerb. 100% of the ground floor façade must be built to this line. If the building is higher than six stories, a step back of no less than 2m from the build-to line is applicable above the third floor
- Pedestrian comfort is taken into consideration through the incorporation of canopies no more than 2.5m high on the active street edge. Care is to be taken to consider adjacent buildings when implementing these elements

### Guidelines for the section in front of City Hall and the Transvaal Museum:

- The location of the BRT and cycle lanes are indicated in their respective positions
- Street furniture is to be added to major routes within the precinct to create identity as well as pause areas for pedestrian comfort
- The area in front of City Hall offers an opportunity for intervention
Guidelines for the intervention on Paul Kruger & Skinner Streets:

- Active street edges are encouraged along the length of Paul Kruger Street
- The harsh environment of the city is to be broken up by the inclusion of vegetation in the form of trees and shrubs, which will not only provide shade for pedestrians but will begin to break the streetscape into a scale appropriate to the users of the city
- BRT and cycle lanes should be in consistent locations from the Station, past Church Square
- The most prevalent intervention that has been made is the sinking of Skinner Street below the level of Paul Kruger. This has been done in order to decrease the barrier effect created by Skinner Street and allow pedestrians and cyclists to move more freely in their daily migrations within the city

Guideline for the intervention on Paul Kruger & Skinner Streets:

Active street edges are encouraged along the length of Paul Kruger Street.

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BRT and cycle lanes should be in consistent locations from the Station, past Church Square.

The most prevalent intervention that has been made is the sinking of Skinner Street below the level of Paul Kruger. This has been done in order to decrease the barrier effect created by Skinner Street and allow pedestrians and cyclists to move more freely in their daily migrations within the city.
Fig 009.37: A section through Skinner Street at the taxi depot. This section proposes a possible intervention over Skinner Street as well as the position of cycle and BRT lanes.

Guidelines for the length of Skinner Street:

- The section depicted above is taken through the widest part of Skinner Street which features the taxi rank in the middle with four lanes of traffic on either side.
- A building line of 3m from the street kerb is implemented, with 100% of all ground floor façades to be built to this line.
- BRT lanes are located on either edge of the taxi rank island, with a dedicated cycle lane to the south of the street.
- An intervention opportunity has been identified over Skinner Street whereby the barrier effect can be eliminated, bringing the north and south of the city back together.

Fig 009.38: Minnaar Street provides the study area with a unique street section, with integrated street furniture and lighting as well as traffic calming methods heading east towards Burgers Park.

The guidelines on Minnaar Street:

- The building line on Minnaar Street is 5m from the street kerb.
- A build-to line of 2.5 - 3m from the boundary line has been established. The exception to this is that buildings with publicly accessible ground floors may extend their street façade to the boundary line.

Fig 009.39: Van der Walt Street a very important pedestrian and vehicular route into the city.

The guidelines demonstrated on Van der Walt Street reveal the following:

- This slide illustrates the approach taken around the Burgers Park area, which is slightly different to the other north/south streets due to its unique qualities. However, the approach is similar to that of Minnaar Street.
- The building line on the streets around Burgers Park are 5m from the street kerb.

Fig 009.40: The effects of light on Van der Walt Street at night.

Guidelines implemented on a typical north/south street:

- This slide indicates a typical north/south street within the boundaries of the framework.
- The boundary and build-to line is 3m from the street kerb, with the exception that buildings with publicly accessible ground floors may extend the street façade to the boundary line.

Fig 009.41: A typical section through a north/south street indicating overhangs, sidewalks and cycle lane.
<table>
<thead>
<tr>
<th>STUDY FIELD</th>
<th>STRENGTH</th>
<th>WEAKNESS</th>
<th>OPPORTUNITY</th>
<th>THREAT</th>
<th>FRAMEWORK APPLICATION</th>
</tr>
</thead>
</table>
| PHYSICAL CONTEXT | • High density residential stock  
• Easy access to the city and other public/private transport routes to other areas (e.g. JHB)  
• Centre of Tshwane municipal district  
• Tourist attractions  
• City boundaries are contained by the mountains | • Lack of activity on ground floor levels  
• Buildings do not respond to the sidewalk activities  
• No cross programming  
• Many dilapidated buildings  
• Semi-private open spaces in need of attention  
• Clay in area makes construction expensive | • We can increase the intensity of sites by building higher  
• Increase the number of residential buildings  
• [Re]store buildings and bring life to them  
• Adaptive [re]use of ground floors  
• Create a commercial 'hub' within the city | • Buy in from the social and private sector is minimal, everyone wants to move east of the CBD | • Proposing higher buildings  
• Increased residential zoning  
• Restoration and [re]use of industrial buildings to the west  
• Increase of commercial activities on ground floor level |
| SOCIAL CONTEXT   | • Social & cultural diversity  
• Variety of income levels  
• Tourists in the area  
• Museum mall | • The social diversity is not utilized to its fullest potential  
• No 24 hour activities  
• Commercial activities along Paul Kruger street are interrupted | • Economic opportunities  
• Extending Museum mall to Apies River  
• Make the most of tourist trade  
• Providing facilities/activities for a wider range of income levels  
• Creating 24 hour activities | • Government policies and bureaucracy | • Improved infrastructure  
• Allowance made for various income and social groups  
• Mixed use development where 24 hour eyes will be on the street  
• Extension of Museum Mall |
| STAKE HOLDERS    | • Government has a vested interest in uplifting the area  
• Strong residential development  
• Influx of people into the Burgers Park vicinity as a | • Council has no money to maintain buildings  
• Owners do not want to spend money fixing up buildings to the west  
• There is little/no | • Create catalytic activities to promote development and economic growth in the area  
• Bringing a wider range of users into the area | • Buy in from the social and private sector is minimal, everyone wants to move east of the CBD | • Increased/improved residential facilities  
• Maintaining Burger's Park as a utilised open green space  
• Increase activities in the area to encourage people to move here |
<table>
<thead>
<tr>
<th>HERITAGE</th>
<th>CURRENT USES</th>
<th>AXES</th>
<th>VISUAL LINKS</th>
</tr>
</thead>
</table>
| • Strong heritage component in the area: modern buildings, synagogue, city hall etc. | • Paul Kruger Street is rich in commercial activity | • Paul Kruger Street (government walk) in the centre of the study area | • Freedom Park  
• Church Square |
| • Many heritage buildings are run down and dilapidated, but are still protected | • Little/no mixed use development  
• most buildings are not utilised to their full potential  
• Industrial buildings to the west are not utilised  
• Skinner Street island is a dead space | • Skinner Street is a barrier, not an axis  
• Emphasize the link between the Station and Church Square | • Sign board outside the station limits views  
• [Re]emphasise the visual link between the Station and Church Square and Freedom Park |
| • Tourism opportunities  
• Upgrade heritage buildings into functional uses - adaptive [re]use  
• Create and promote cultural heritage in Pretoria | • Adaptive [re]use  
• Encourage further commercial activity on ground floor level  
• create mixed use buildings  
• Focus on activities to improve economic growth and increase density | • Emphasize the link between the Station and Church Square  
• Skinner street | • Views from ground floor level is limited  
• Emphasise the link between Church Square and the Station  
• Remove sign board outside the station  
• Other visual links also emphasised |
| • Some heritage buildings hinder new/positive development due to protection  
• Structural decay  
• Creation of superficial environments | • Zoning can conflict with heritage  
• Existing zoning is one dimensional  
• Current zoning hinders commercial activity | • Paul Kruger emphasised as a strong pedestrian and commercial route/axis  
• Allow for safe crossing of Skinner Street | |
<table>
<thead>
<tr>
<th>STUDY FIELD</th>
<th>STRENGTH</th>
<th>WEAKNESS</th>
<th>OPPORTUNITY</th>
<th>THREAT</th>
<th>FRAMEWORK APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPOGRAPHY</td>
<td>• Flat topography allows for easy pedestrian movement</td>
<td>• Limited opportunities for views</td>
<td>• Create more pedestrian friendly streets</td>
<td>• We can't change the topography, therefore views will always be hindered</td>
<td>• Increase pedestrian movements through the city</td>
</tr>
<tr>
<td>PEDESTRIAN ROUTES</td>
<td>• Minnaar, Visagie and Bosman Streets have physical strengths</td>
<td>• Minnaar Street is underutilised</td>
<td>• Create pedestrian friendly sidewalks to encourage walking</td>
<td>• Skinner Street will likely always be a fast vehicular route through the city</td>
<td>• Improvement of existing pavements and pedestrian routes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Skinner Street does not allow for pedestrian use</td>
<td>• Create safe pedestrian crossings etc. at Skinner Street</td>
<td></td>
<td>• Strengths of Minnaar, Visagie and Bosman streets emphasised</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• All streets are unfriendly to pedestrians</td>
<td>• Development on the island at Skinner Street</td>
<td></td>
<td>• Intervention to allow safe pedestrian crossing of Skinner Street</td>
</tr>
<tr>
<td>VEHICULAR/TRAIN ROUTES</td>
<td>• Proposed BRT system</td>
<td>• The city is predominantly designed for vehicles and not pedestrians</td>
<td>• Gautrain will make Paul Kruger etc. a main tourist area</td>
<td>• There is no immediate solution, you cannot design a city with no cars, only try and manage them</td>
<td>• Allowance made for the BRT route</td>
</tr>
<tr>
<td></td>
<td>• Easy access to transport nodes</td>
<td></td>
<td>• BRT route could reduce the need for private transport and increase pedestrian movement</td>
<td></td>
<td>• Station emphasised as an important transport node</td>
</tr>
<tr>
<td></td>
<td>• Gautrain</td>
<td></td>
<td>• Reduce number of parking lots</td>
<td></td>
<td>• Design for fewer cars and slowing down traffic, however not the forced removal of cars</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Create bicycle friendly lanes</td>
<td></td>
<td>• Off street parking limited and parking lots removed</td>
</tr>
<tr>
<td>SCALE &amp; PROPORTION</td>
<td>• Variety of scale along Paul Kruger Street</td>
<td>• Some streets do not utilise the correct heights</td>
<td>• Increasing of densities due to open pieces of land and current height of buildings</td>
<td></td>
<td>• New buildings to [re]late to the existing scales and proportions of their neighbours</td>
</tr>
<tr>
<td></td>
<td>• Proportions of city blocks (N/S acceptable)</td>
<td>• Too many 1 storey buildings and buildings between 5-6 story buildings</td>
<td>• Arcades could reduce dimension of blocks in the E/W direction</td>
<td></td>
<td>• Create walkways through the blocks to limit the E/W length of blocks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• City blocks are too long in E/W direction</td>
<td></td>
<td></td>
<td>• Increase heights of</td>
</tr>
<tr>
<td>MATERIALS &amp; TEXTURES</td>
<td>• Variety of materials &amp; textures in the area</td>
<td>• Road surface harsh</td>
<td>• There is a rich dialogue in which we can take park</td>
<td>• Lack of context analyses</td>
<td>• Try to refer to the rich dialogue of textures and colours that make up the city</td>
</tr>
<tr>
<td>ASPATIAL</td>
<td>• Minnaar Street - flush, enjoyable walk</td>
<td>• Sidewalks need attention, except in Minnaar Street</td>
<td>• Sidewalks to be improved and easily accessible</td>
<td>• Decay &amp; litter</td>
<td>• Commercial activity/buzz created</td>
</tr>
<tr>
<td></td>
<td>• Residential area still has many trees</td>
<td>• Skinner Street - dead, inaccessible space to pedestrians</td>
<td>• To create vibrant, energetic environments which are accessible and democratic</td>
<td>• Excessive allowance for private car use</td>
<td>• Creation of 24 hour activity environments</td>
</tr>
<tr>
<td>LEGISLATION</td>
<td>• 60 year protection of historically rich buildings</td>
<td>• Too many frameworks exist that do not link the area as a whole</td>
<td>• Government will provide incentives to occupy this part of the city (e.g. tax breaks)</td>
<td>• Municipalities are unwilling to make and implement bold decisions</td>
<td>• [Re]zoning to allow increased densities</td>
</tr>
<tr>
<td></td>
<td>• Zoning of the area allows for increased density</td>
<td>• The frameworks that exist are too vague in their solutions</td>
<td>• Increase density</td>
<td>• Create one framework for all people to follow rather than having many different ones</td>
<td></td>
</tr>
<tr>
<td>LANDSCAPING</td>
<td>• Minnaar Street has lovely vegetation leading to Burger's Park</td>
<td>• No trees in Paul Kruger makes for a harsh &amp; hot environment</td>
<td>• City Hall Square</td>
<td>• The fact that you can't plant new Jacaranda trees in the Jacaranda city</td>
<td>• Increased number of trees on pavements etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Fences around public green spaces make areas inaccessible</td>
<td>• Opening up public gardens to the public</td>
<td></td>
<td>• Fences around public and semi-private zones to be removed and not allowed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not enough green pockets within walking distance to one another</td>
<td>• Take advantage of the good qualities at Burgers park</td>
<td></td>
<td>• Development of city hall square</td>
</tr>
</tbody>
</table>