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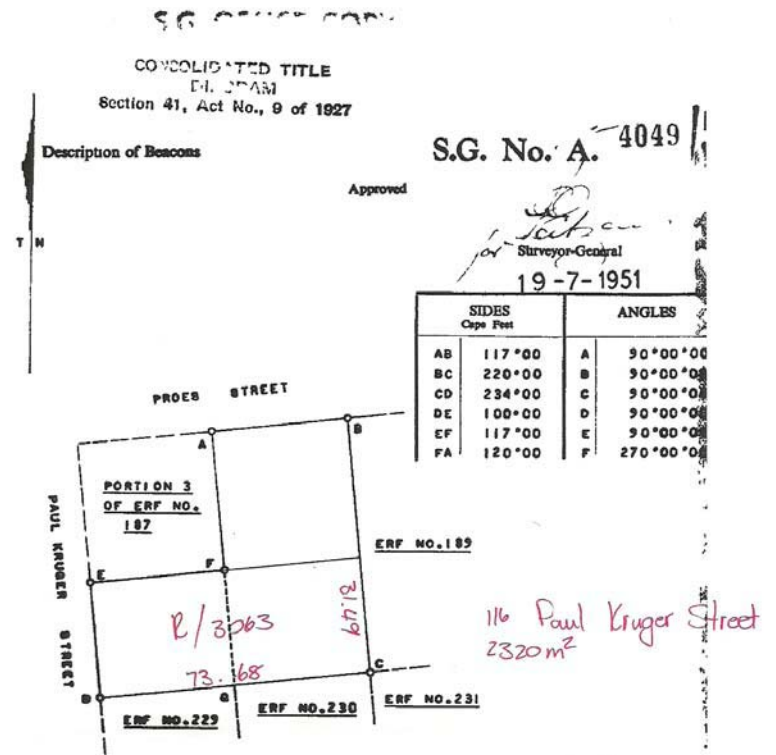
009

APPENDIX

EXISTING BUILDING'S DOCUMENTATION 009-1

URBAN FRAMEWORK 009-2

009 - 1 EXISTING BUILDING'S
DOCUMENTATION



* Now known as Erf/No. 3063

Scale 1 : 1250

The figure A B C D E F represents 37440 Square Feet
of land being CONSOLIDATED ERF NO. 188
in the Township of PRETORIA and comprises:-

1. THE FIGURE A B C D E F REPRESENTING ERF NO. 188, IN EXTENT 178 SQ. RODS 108 SQUARE FEET. VIDE DIAGRAM S.G. NO. ~~1041/1925~~ DEED OF TRANSFER NO. ~~6000/1919~~ 1791/1875.
2. THE FIGURE E F G D REPRESENTING THE REMAINDER OF PORTION OF ERF NO. 188 IN EXTENT 81 SQUARE RODS 36 SQUARE FEET. VIDE DIAGRAM S.G. NO. ~~1110/1877~~ DEED OF TRANSFER NO. 1110/1877.

situate in the District of PRETORIA Transvaal Province
Compiled in MAY, 1951 by me *[Signature]*

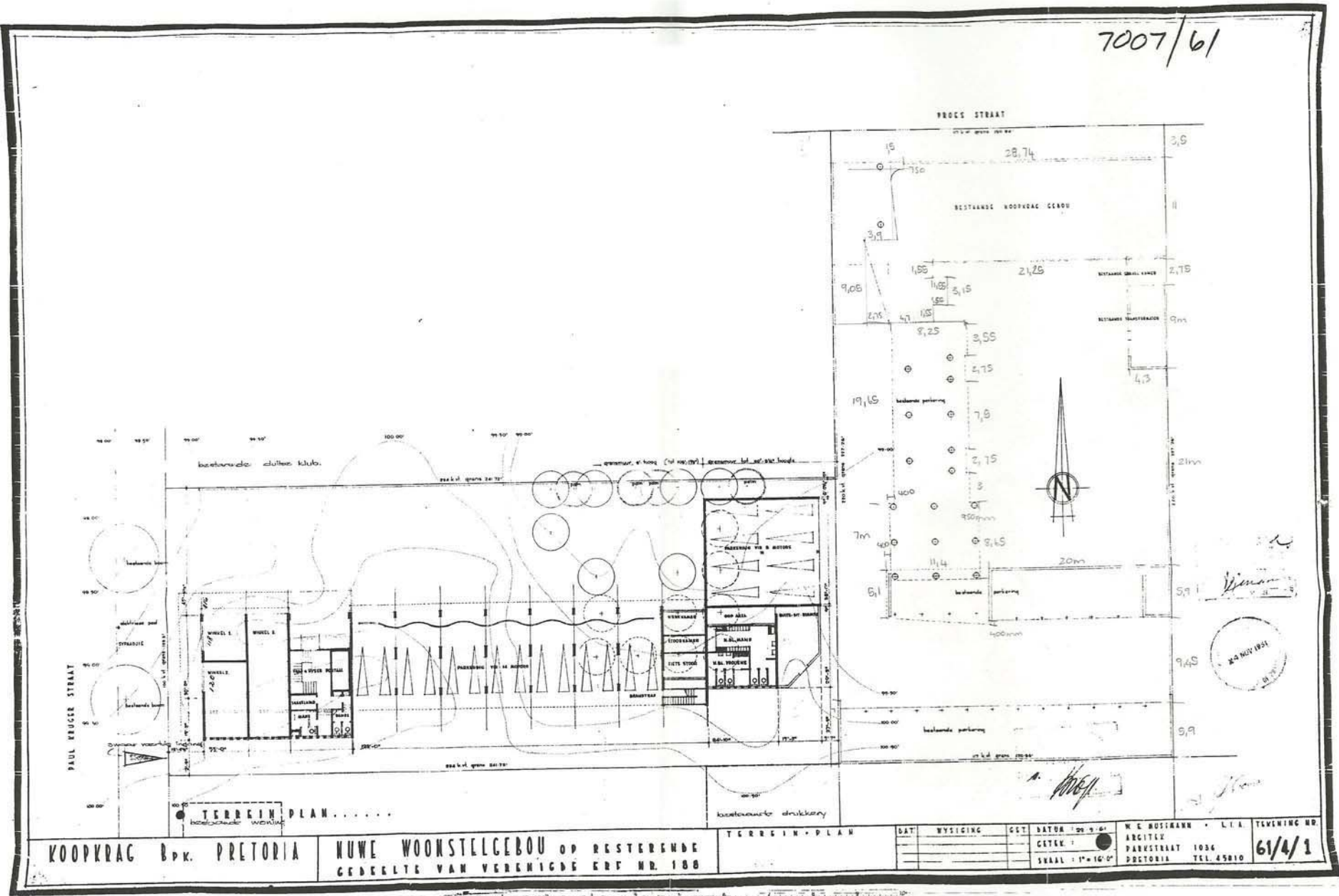
Land Surveyor

| | | |
|--|---|--|
| This diagram is annexed to Transfer Deed No. <u>10929/54</u> dated in favour of | The existing diagrams are as indicated above | File No. <u>30/7/1951</u> General Plan No. <u>21/5</u> Survey Branch No. <u>1</u> CITY OF BISHWANE CITY PLANNING 2210-05-05 GEOMATICS METROPOLITAN MUNICIPALITY |
|--|---|--|

Registrar of Deeds

R. L. SMITH & CO LTD JOHANNESBURG 4805, 1, 25 210, 480 (Consolidation)

7007/61

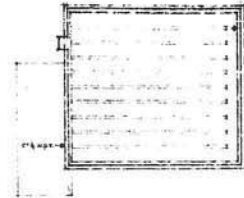


TERREIN PLAN.....
KOOPKRAG B.P.K. PRETORIA
NUWE WOONSTELGEBOU OP RESTERENDE
GEDEELTE VAN VERENIGDE ERF NR. 188

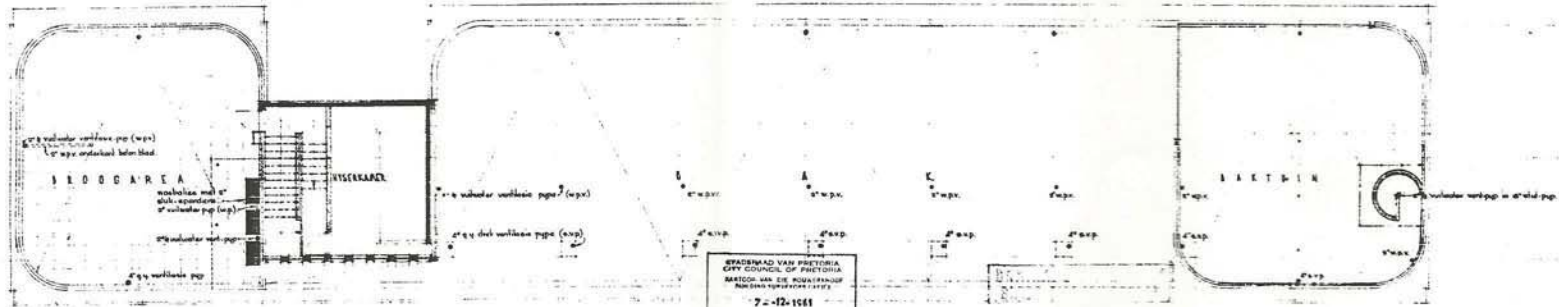
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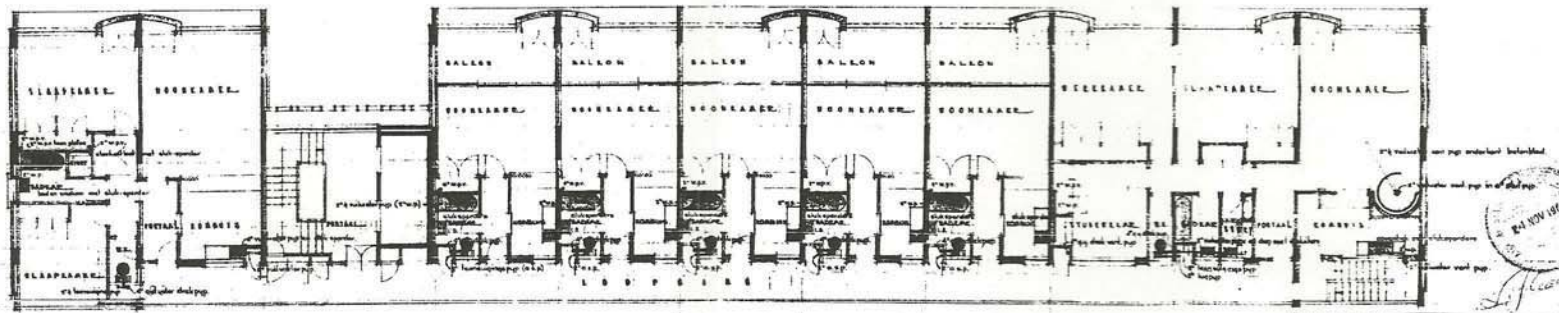
● HYSEKAMER DAKPLAN



STADSWAARD VAN PRETORIA
CITY COUNCIL OF PRETORIA
STADSRAAD VAN DIE KOUKSTAD
MUNICIPALITY OF PRETORIA
7-2-1961
INGELIENDE VAN OORSGRONSER
ONTWERP VAN A.P. HALLERD

IMPORTANT - BELANGSIK
ACCESS TO ALL PIPES AND DUCTS MUST
BE PROVIDED AT EACH FLOOR LEVEL.
TOEGANG NODIG VERLEEN WARD TOT ALLE
PIPE EN DUKKANTE OP ELKE VLOERPLAN.

● DAKPLAN



● 7de VLOERPLAN

LET WEL!
1. 50% net detail uitlaats van woonstelsel.
2. Die kranepot van alle dakte en waterloer pipe moet van
skourwerk of verskerp wees.

KOOPKRAG BPK. PRETORIA

NUWE WOONSTELGEBOU OP RESTERENDE
GEDELTJE VAN VERENIGDE ERF NR. 188.

DAE 7de VLOERE
RIOLERING.

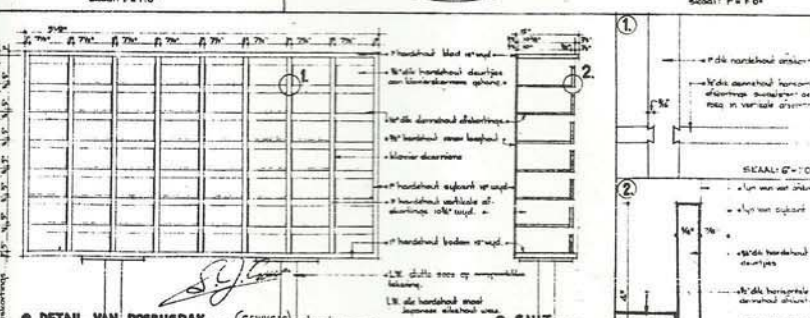
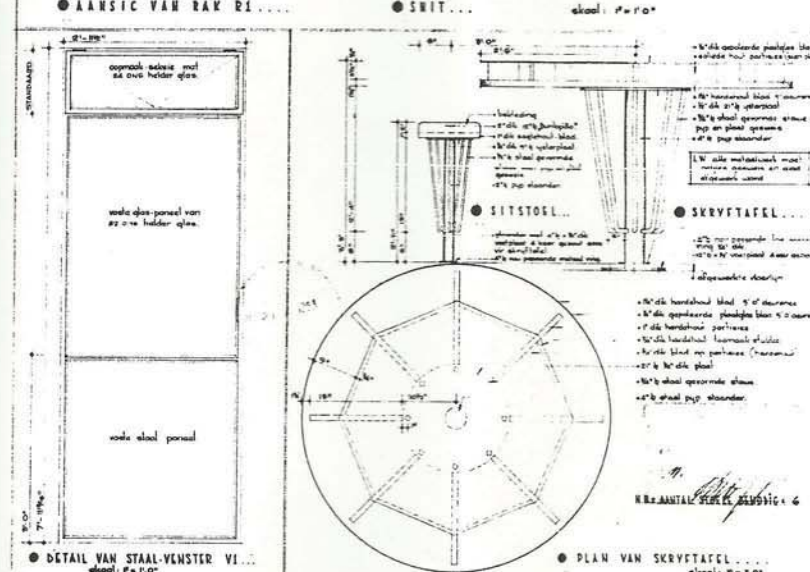
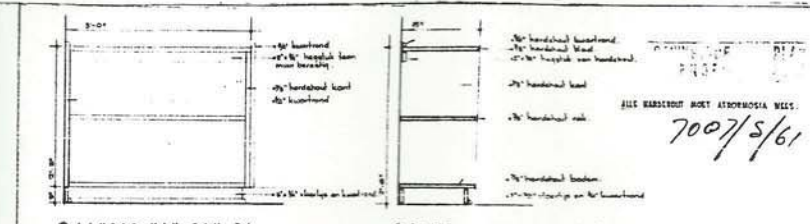
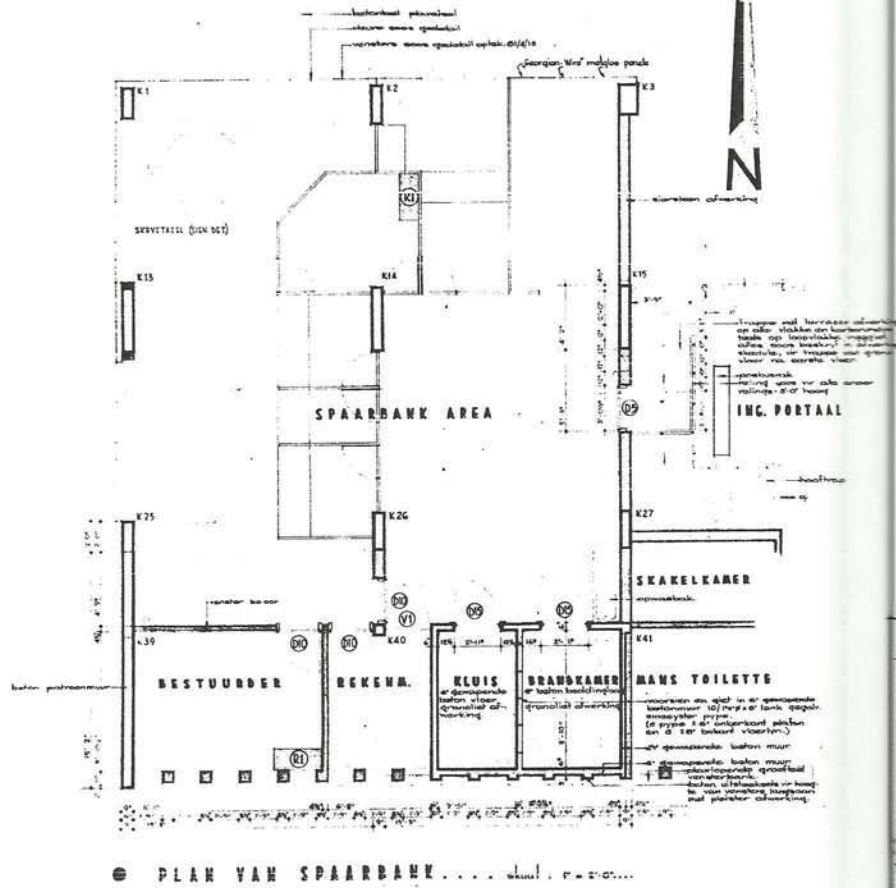
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PARKWAY 1086
PRETORIA
TELEFON. NR. 12510

TEK. NO. 61/31





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KOOPKRAC B.P.K. PRETORIA

NUWE WOONSTELCEBOU OP RESTERENDE
GEDELTJE VAN VERENIGDE ERF NR. 188

NUWE SPAARBANK

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| BAT. | WYSIGING | GET DATUM : |
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| | | SKAAL : |

W. E. MUSSMANN • L. I. A.
ARCHITECT
PARESTRAT 1036 P.T.A.
TEL. 74-9810 • PRETORIA

TEKENING NO. 61/4/54

009 - 2 URBAN FRAMEWORK

009 - 2.1 OBJECTIVES OF THE FRAMEWORK

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 to 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.

009 - 2.2 CHARACTER ANALYSIS OF THE STUDY AREA



Fig 009.1: A map of Tshwane indicating the location of mountains and main roads in relation to competing nodes

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.

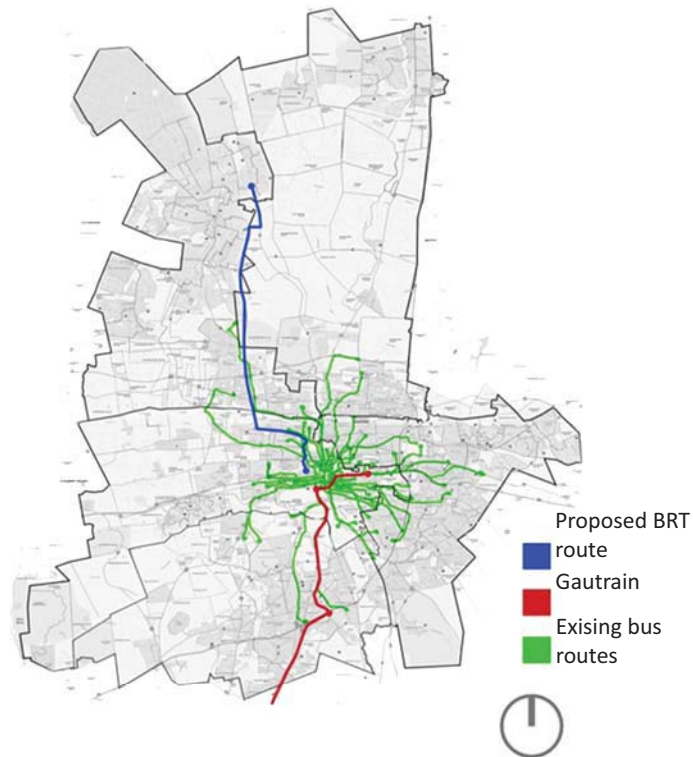


Fig 009.2: A map indicating various methods of public transportation. The prominence of bus routes is noticeable over the Gautrain and BRT routes

The original street grid of the city was designed by A.F. du Toit according to the Roman Cardo Decomanus system. Pretoria is based on the Graaff Reinet urban design scheme, where the public square is situated at the centre of the city.

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.



Fig 009.3: The design of Pretoria is illustrated through this image of a Nolly map. The solid blocks represent building footprints while the voids represent roads and open spaces. Church Square, the open space between City Hall and the Transvaal Museum, and the station are evident. Skinner Street, the Apies River and Nelson Mandela Drive are seen as linear barriers

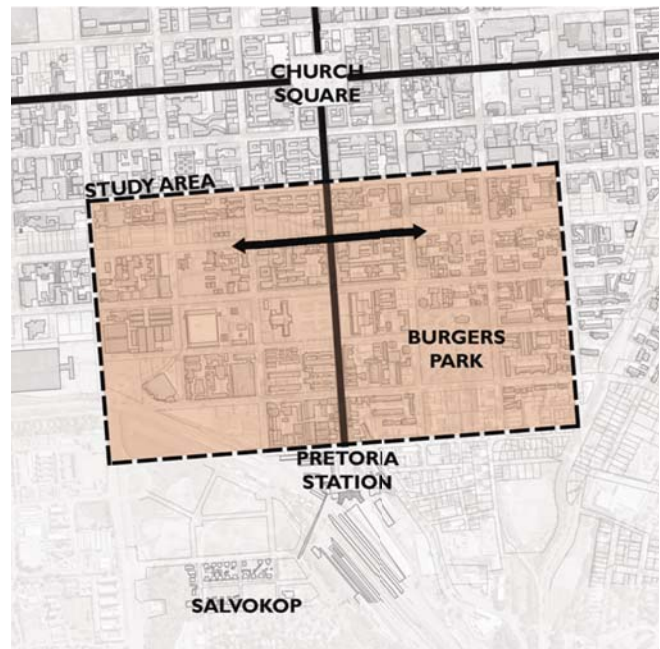


Fig 009.4: A digital collage illustrating the study area

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 the 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

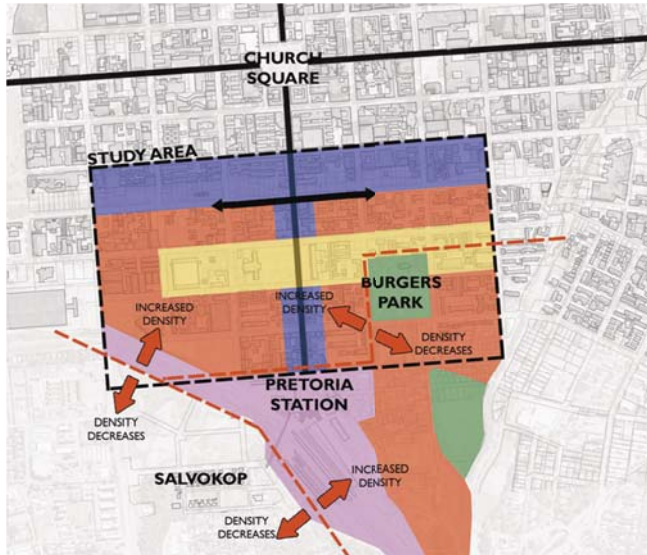


Fig 009.5: A schematic image illustrating the land use and density of the study area and its surrounds

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, [re]sulting 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 [re]sult 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

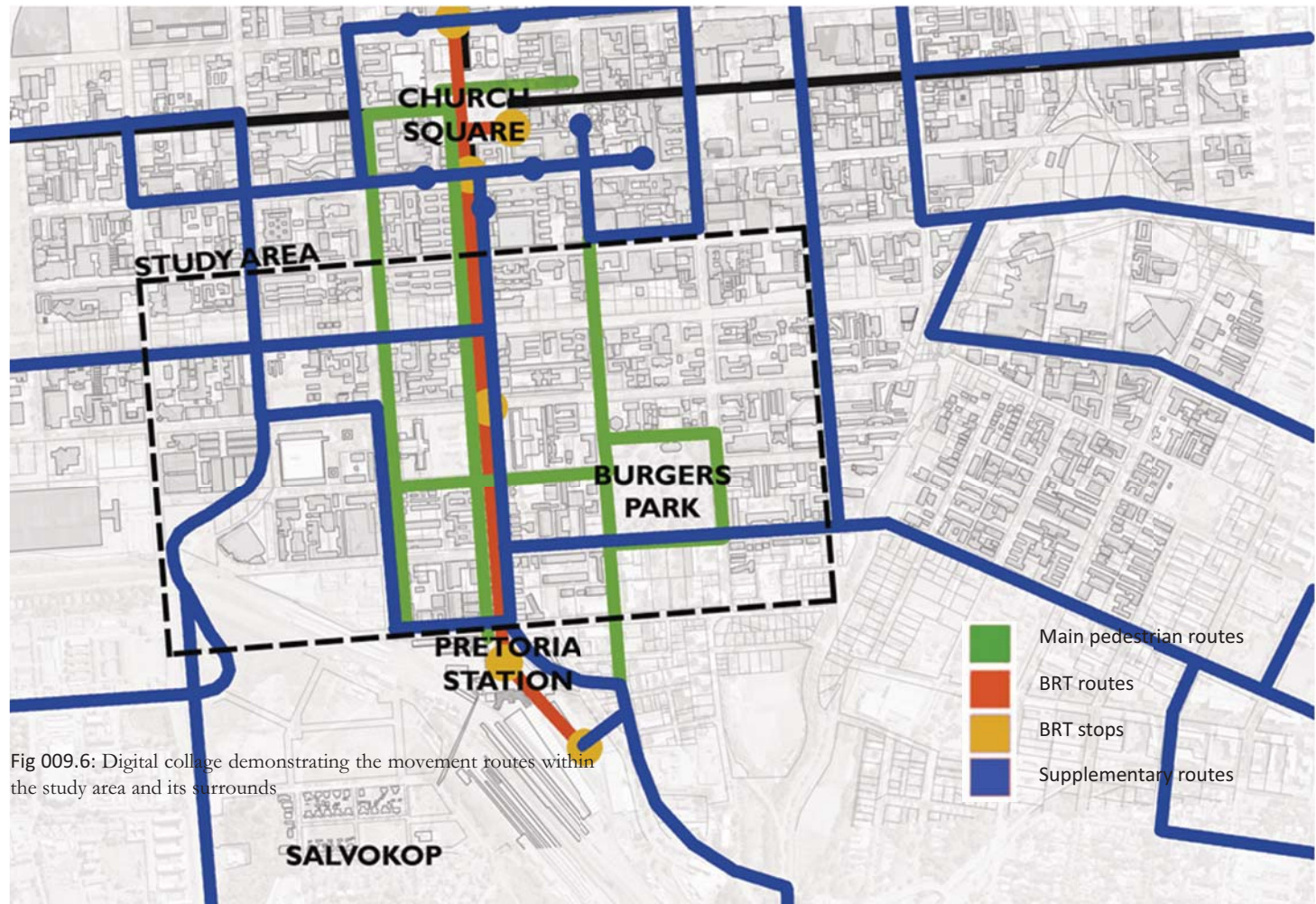


Fig 009.6: Digital collage demonstrating the movement routes within the study area and its surrounds

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.

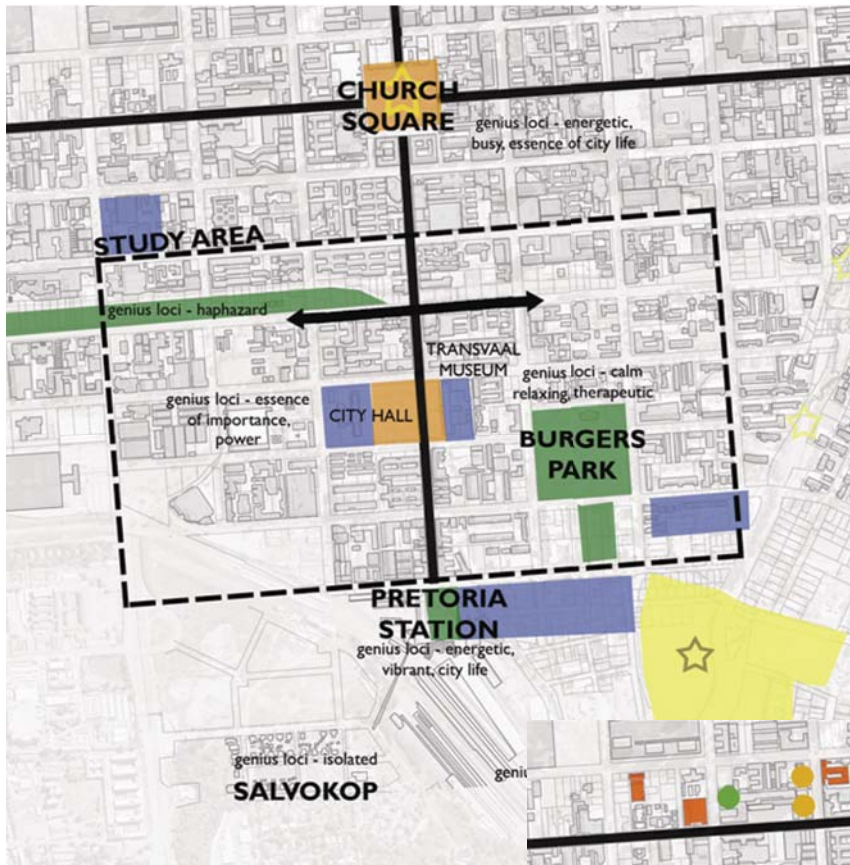


Fig 009.7: Features of significance

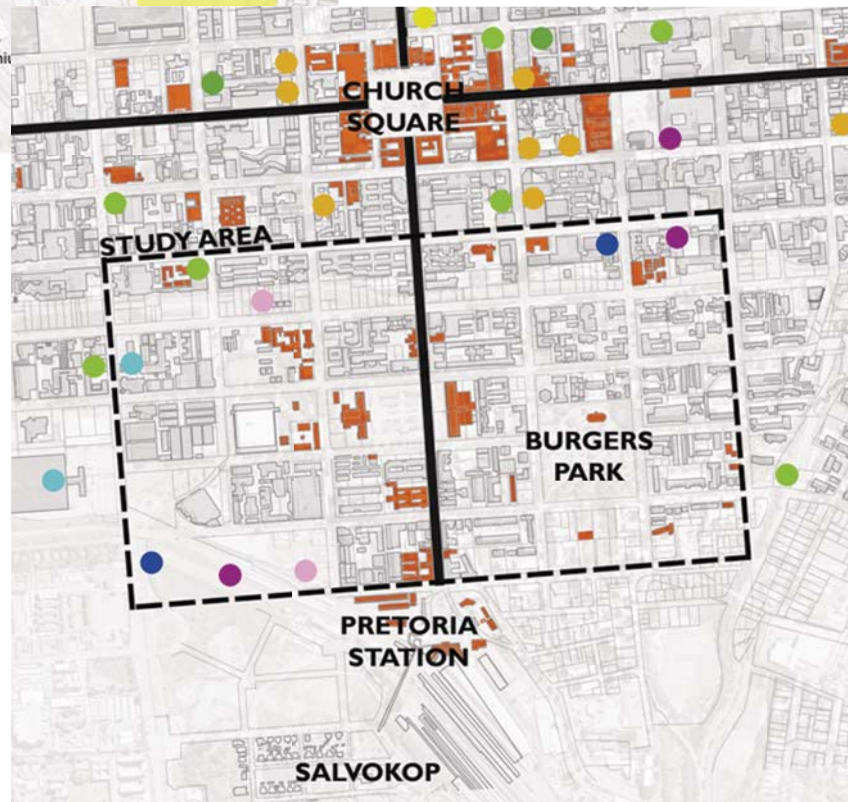


Fig 009.8: Historical buildings and uses

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.



2



3



6



1



4



5

A

The location of the proposed thesis site

1

Fig 009.10: The statue of Paul Kruger at the centre of Church Square

2

Fig 009.11: Portion of Paul Kruger Street looking towards the Station

3

Fig 009.12: The front of the Pretoria City Hall

4

Fig 009.13: The Transvaal Museum, which overlooks City Hall

5

Fig 009.14: Burgers Park seen from the perimeter fence

6

Fig 009.15: The façade of Pretoria Station

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.

Fig 004.9: Image indicating 100m walking distances from places of significance

009 - 2.3 SITING: SCALE + FORM OF EXISTING STREET SECTIONS

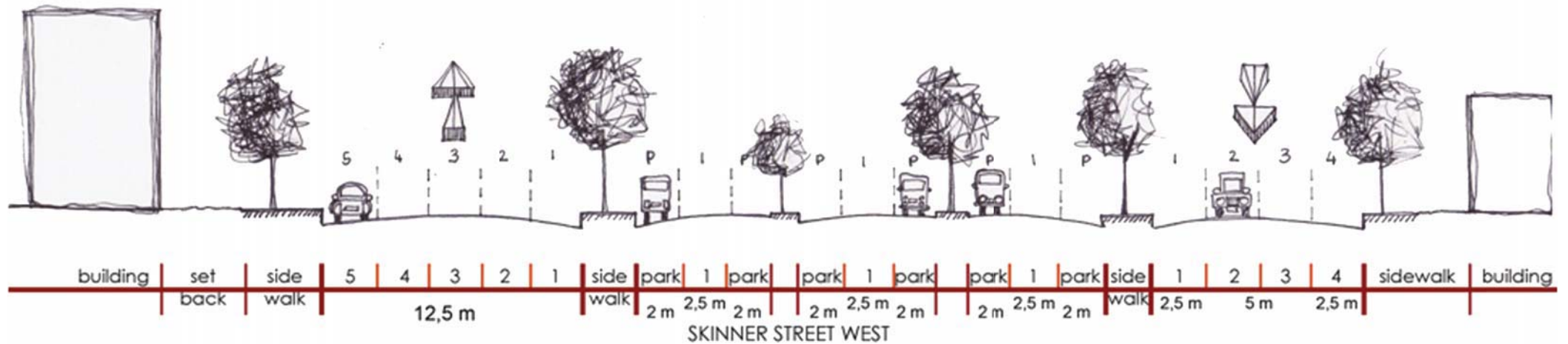


Fig 009.16: Existing section through Skinner Street

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.

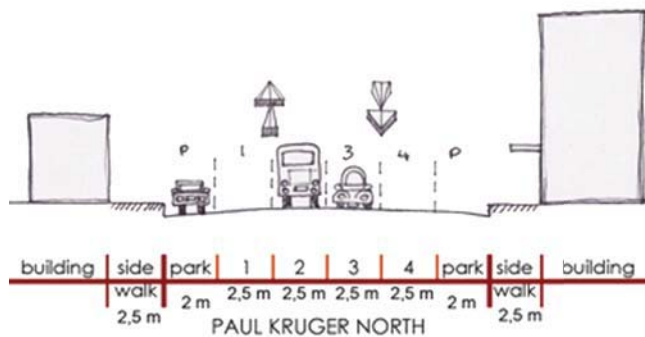


Fig 009.17: Existing section through the northern part of Paul Kruger street

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.

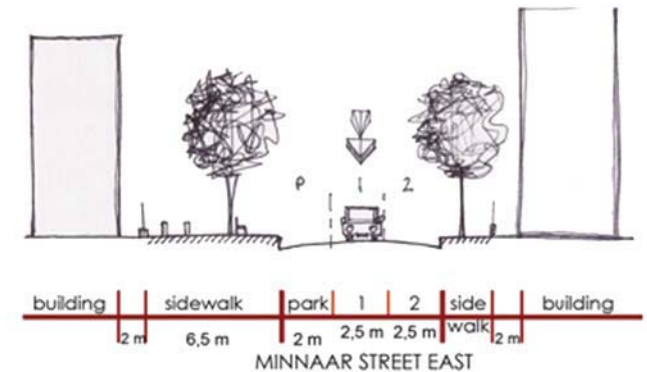
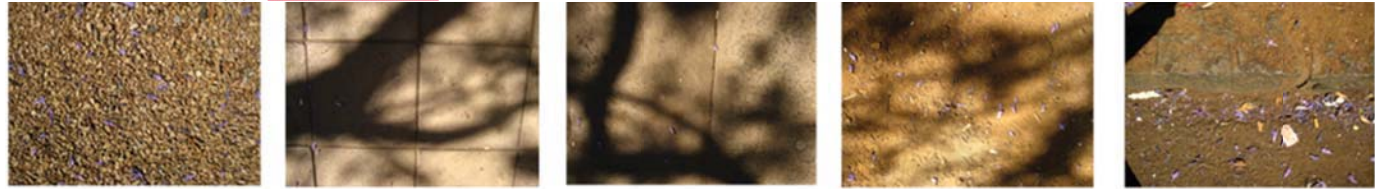
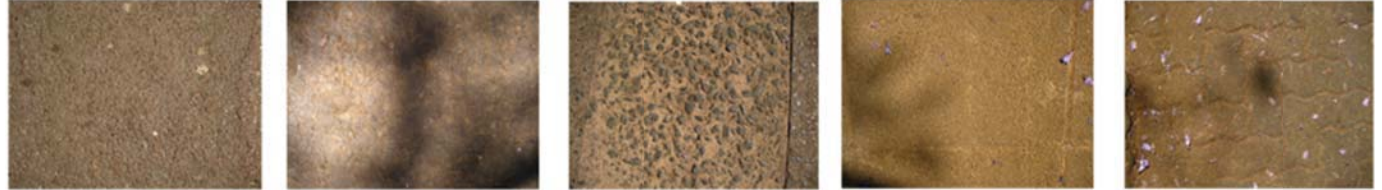


Fig 009.18: Existing section through Minnaar Street

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 [re]juvenated through new paved walkways and street furniture with integrated lighting.



Sidewalk surfaces



Sidewalk surfaces where buildings are derelict



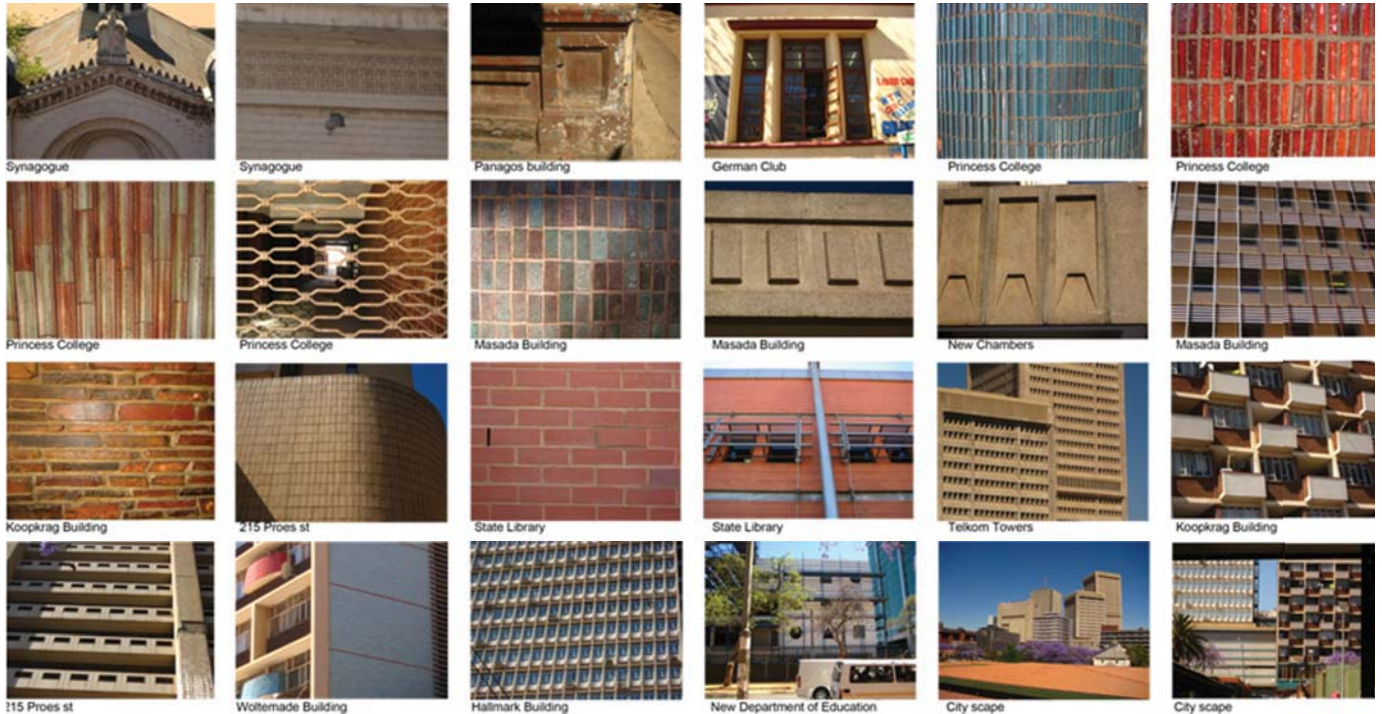
Sidewalk surfaces where buildings are new or maintained

009 - 2.4 MATERIALS + DETAILING

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.



Synagogue

Synagogue

Panagos building

German Club

Princess College

Princess College

Princess College

Princess College

Masada Building

Masada Building

New Chambers

Masada Building

Koopkrag Building

215 Proes st

State Library

State Library

Telkom Towers

Koopkrag Building

115 Proes st

Woltemade Building

Hallmark Building

New Department of Education

City scape

City scape

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

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 [re]lationships
- Integrate urban management
- Promote resource efficient design
- Encourage the [re]location of the private sector, foreign government offices, institutions and NGO's to the Inner City

Pretoria Inner City Spatial Development Framework

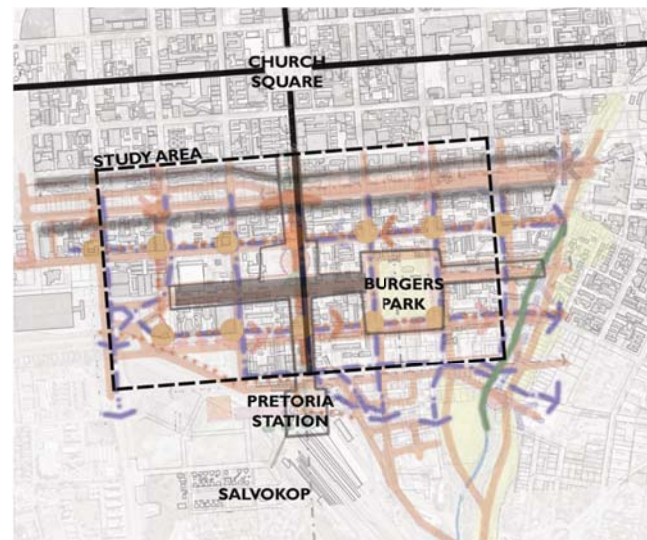


Fig 009.22: A diagrammatic representation of the Pretoria Inner City Spatial Development Framework

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 [re]creational facilities and offices, and promotes the [re]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 [re]-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 & pedestrianised

009 - 2.5 FRAMEWORK PRECEDENTS

Tshwane Inner City Project

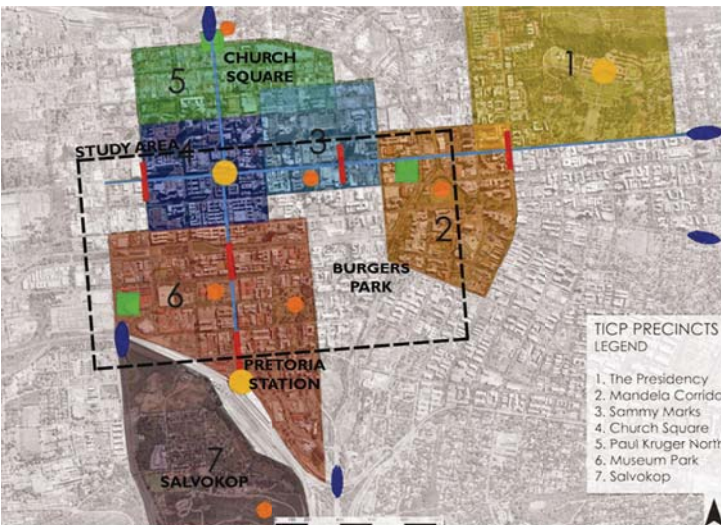


Fig 009.21: A diagrammatic representation of the TICP framework

The Tshwane 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

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



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 009.26: Demonstrating an active edge incorporating the ground floor

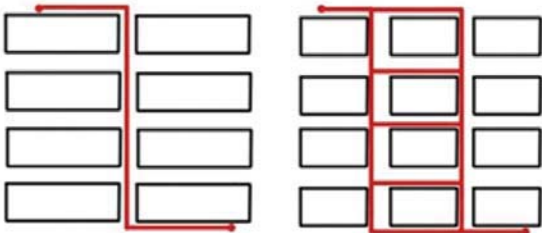


Fig 009.24: Integrated and connected streets are encouraged

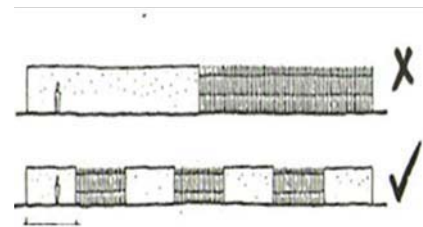


Fig 009.27: Design guidelines promote a fine grain in the architectural fabric. Buildings should be visually permeable except where privacy is specifically needed

- 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 to the east.

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.

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

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.

009 - 2.6 GROUP FRAMEWORK + GUIDELINES

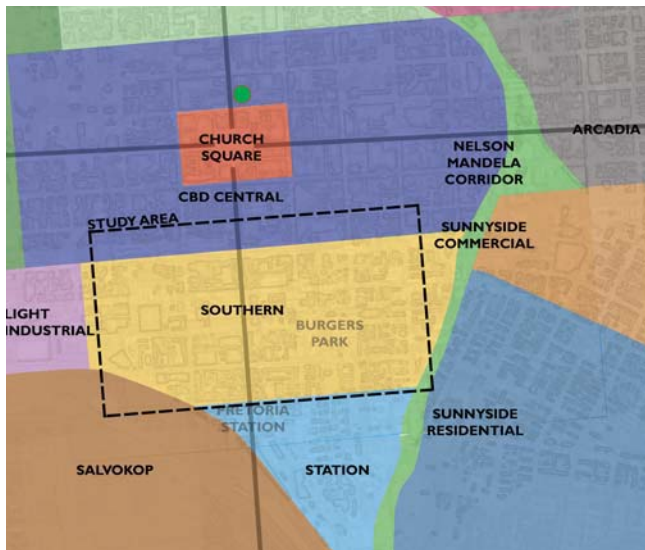


Fig 009.28: Various precincts are identified in the study area

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

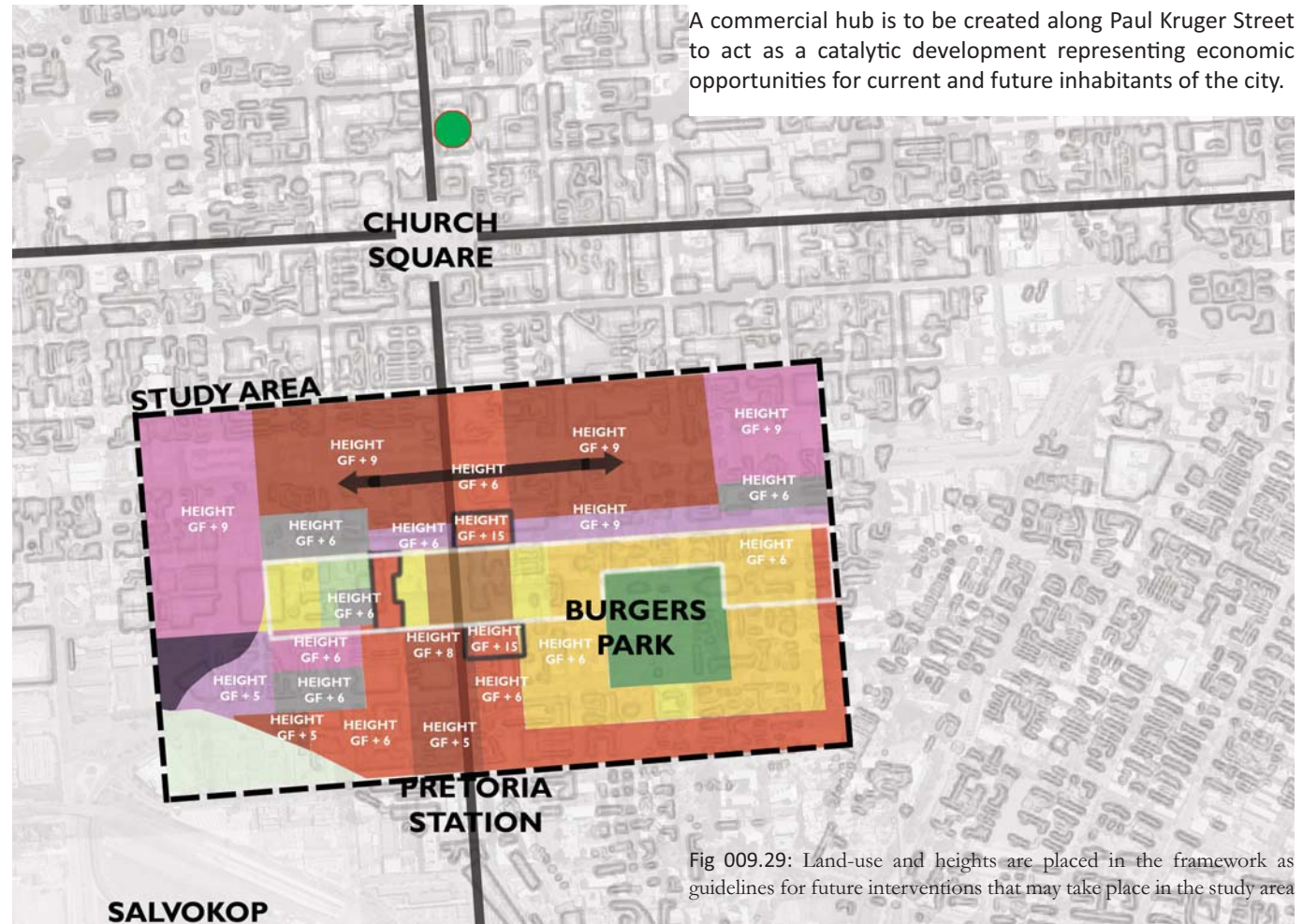


Fig 009.29: Land-use and heights are placed in the framework as guidelines for future interventions that may take place in the study area

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 life into stagnant dust-filled buildings, making them more accessible to the public.

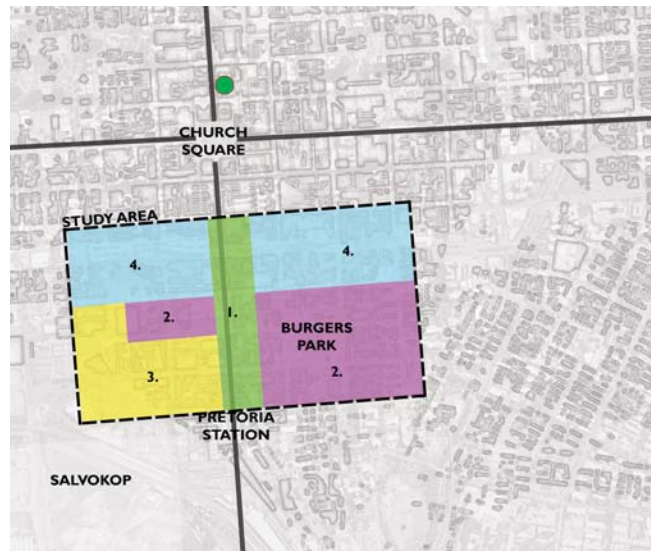


Fig 009.30: Development of the study area is broken down into four phases according to importance

Phasing: The development of the Southern Precinct is divided into four phases.

The first phase entails interventions along the Paul Kruger Street Spine. These would act as catalysts for the development of the entire area and will encourage future development and growth around the area as a commercial hub. The thesis proposal will take part in this first phase of development.

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.

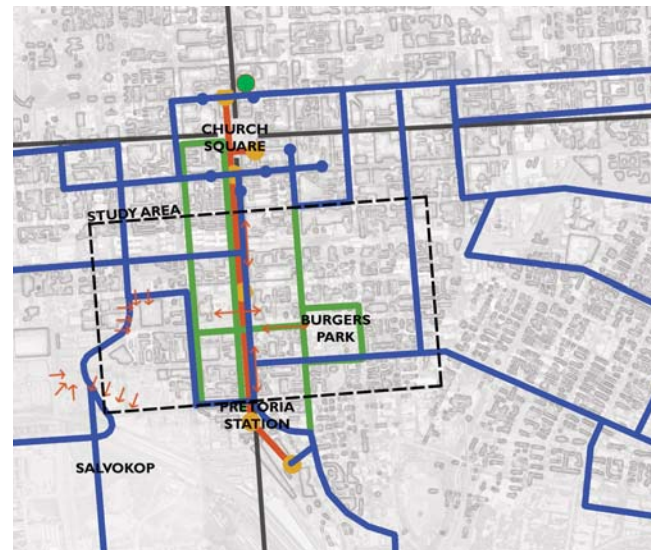


Fig 009.31: Visual links and circulation routes in and around the study area

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.

009 - 2.7 GUIDELINES: STREET EDGES + SETBACKS

The group frame work 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

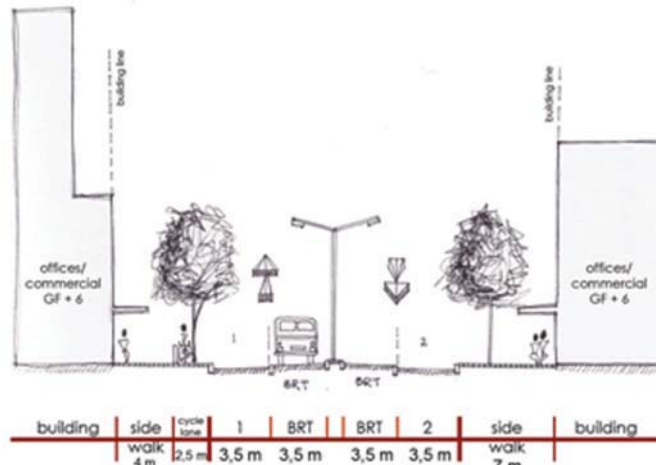


Fig 009.32: A section through the northern part of Paul Kruger Street depicting the character of the street

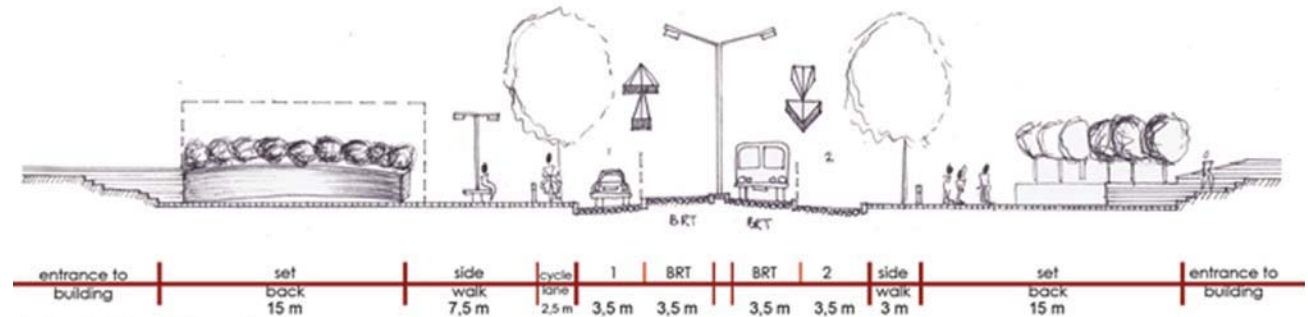


Fig 009.33: A second section through Paul Kruger Street in front of City Hall and the Transvaal Museum

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

- The incorporation of trees along Paul Kruger is another component of this intervention

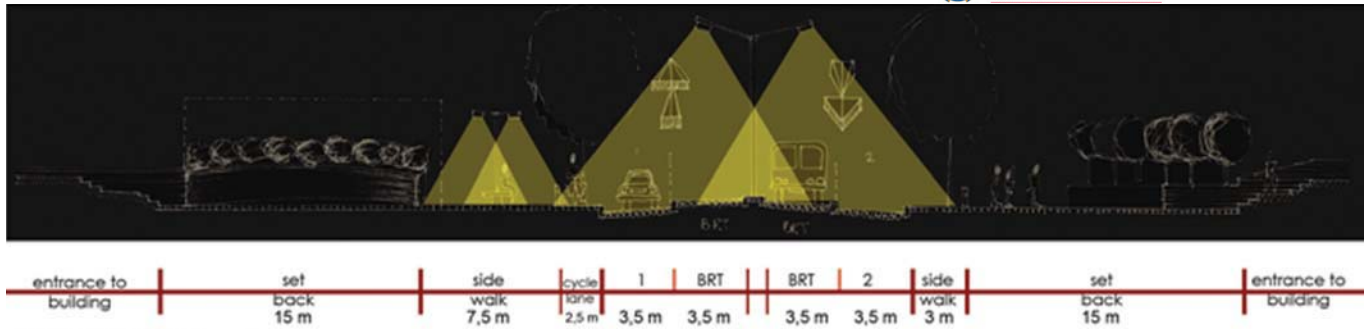


Fig 009.34: The same section as before, this time illustrating the impact of new lighting on the character of the street

The image above illustrates the position of new lighting in front of City Hall and the Transvaal Museum and the effect it would have on the surrounding area.

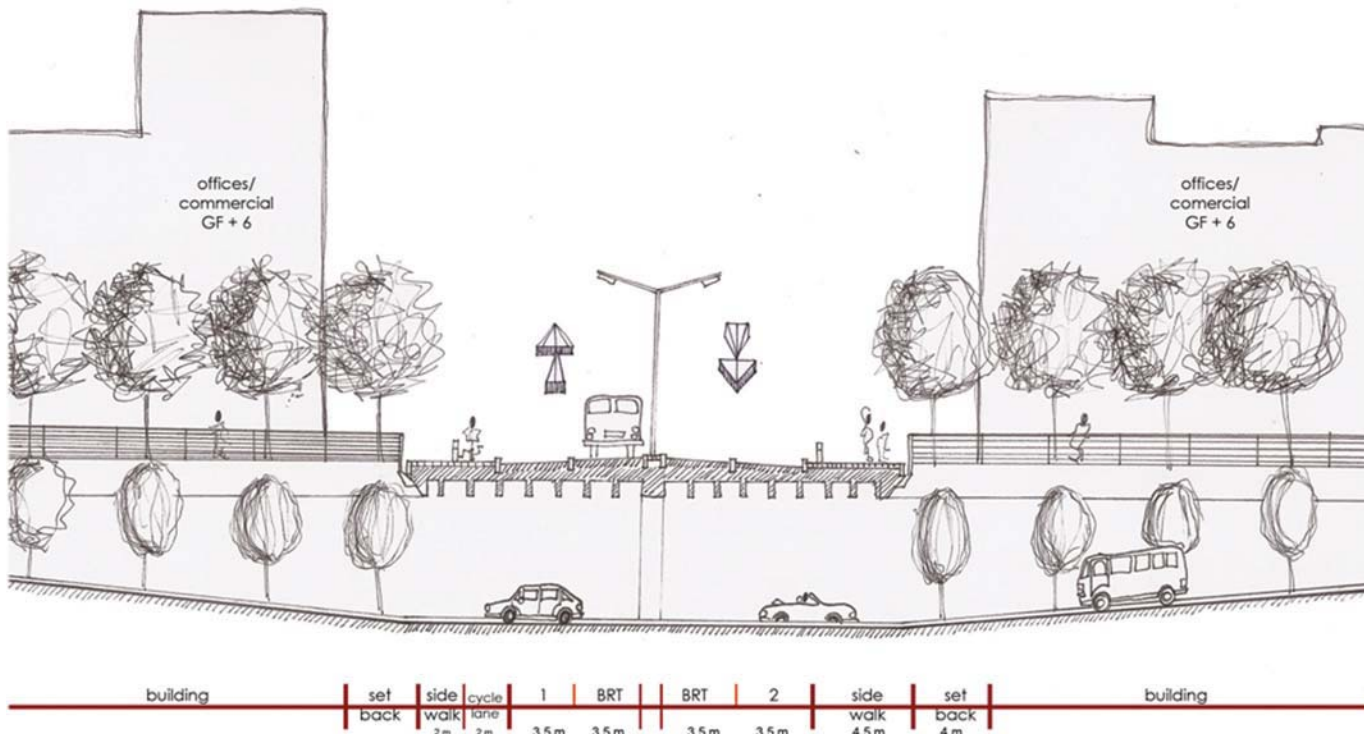


Fig 009.35: This section taken through the intersection of Paul Kruger and Skinner Streets reveals the intention to accommodate pedestrians in crossing this otherwise busy intersection

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

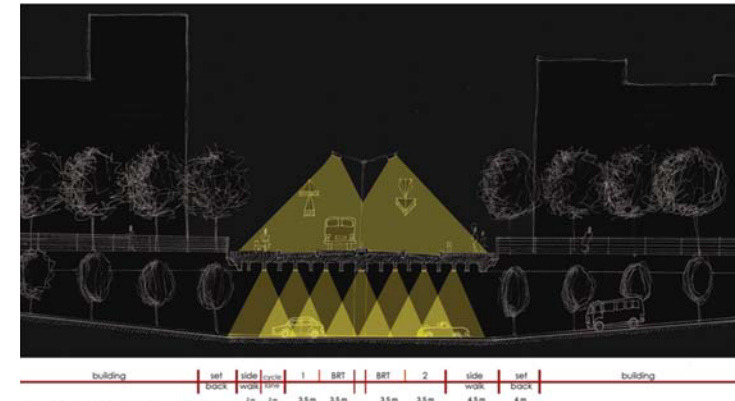


Fig 009.36: Study of the effects of light at night at the Paul Kruger/Skinner Street intersection

The image above illustrates the position of new lighting and the impact it would have on the surrounding area.

It is important in this framework to keep the sidewalks and cycle lanes lit to promote safety and a 24 hour cycle of activity.

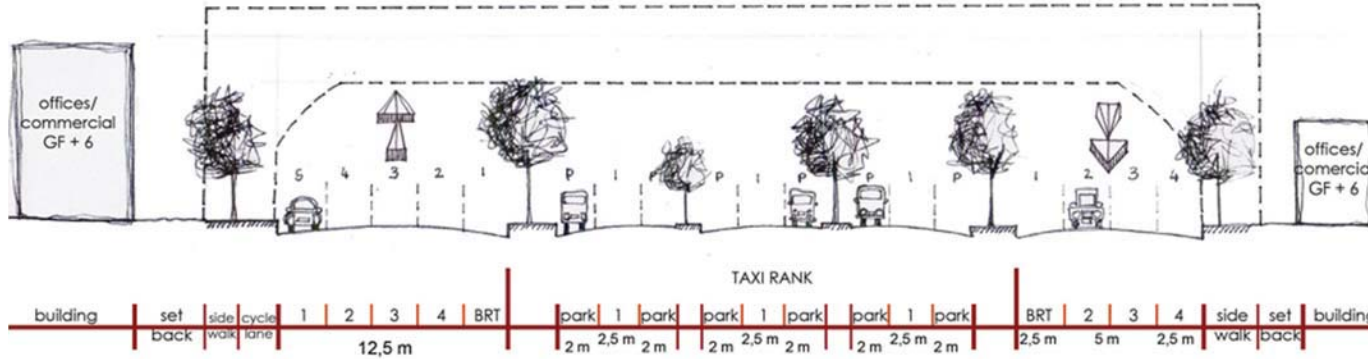


Fig 009.37: A section through Skinner Street at the taxi depot. This section proposes a possible intervention over Skinner Street as well as the position of cycle and BRT lanes

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

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

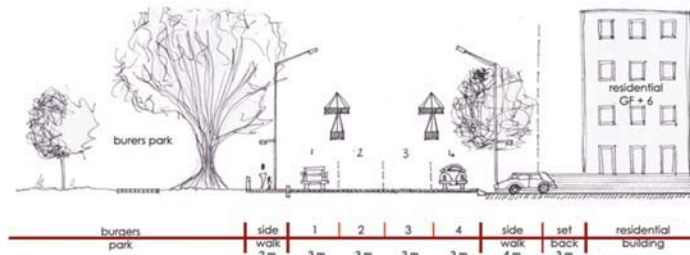


Fig 009.39: Van der Walt Street a very important pedestrian and vehicular route into the city

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

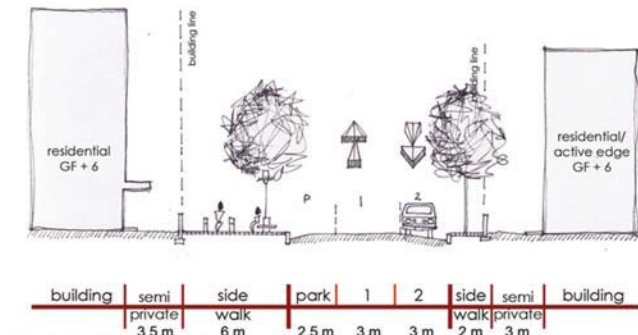


Fig 009.38: Minnaar Street provides the study area with a unique street section, with integrated street furniture and lighting as well as traffic calming methods heading east towards Burgers Park

- A build-to line of 2.5 - 3m from the boundary line has been established. Once again, the exception is that buildings with publicly accessible ground floors may extend the street façade to the boundary line
- Lighting has been added to Burgers Park and the surrounding streets in order to create a safe 24 hour active zone, as indicated in the image below

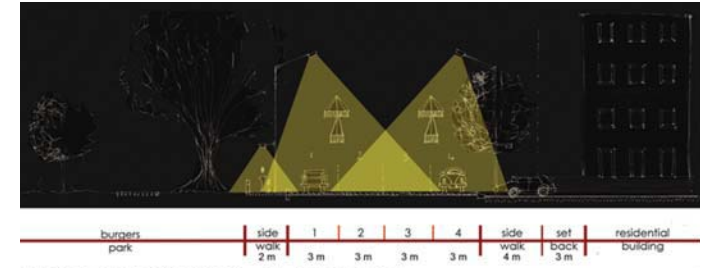


Fig 009.40: The effects of light on Van der Walt Street at night

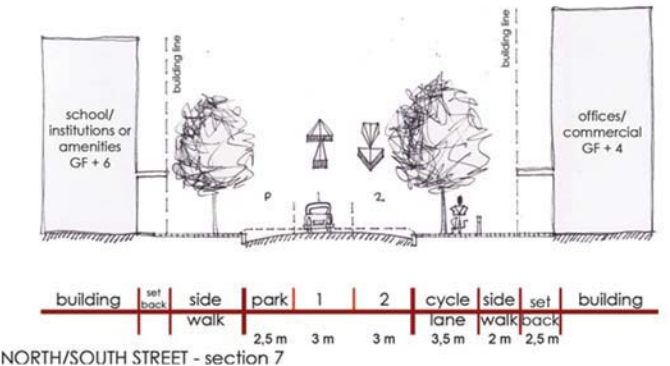


Fig 009.41: A typical section through a north/south street indicating overhangs, sidewalks and cycle lane

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

| BEREA PRECINCT SWOT ANALYSIS | | | | | |
|-------------------------------------|--|--|---|--|--|
| STUDY FIELD | STRENGTH | WEAKNESS | OPPORTUNITY | THREAT | FRAMEWORK APPLICATION |
| PHYSICAL CONTEXT | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Buy in from the social and private sector is minimal, everyone wants to move east of the CBD | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Social & cultural diversity • Variety of income levels • Tourists in the area • Museum mall | <ul style="list-style-type: none"> • The social diversity is not utilized to its fullest potential • No 24 hour activities • Commercial activities along Paul Kruger street are interrupted | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Government policies and bureaucracy | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Government has a vested interest in uplifting the area • Strong residential development • Influx of people into the Burgers Park vicinity as a | <ul style="list-style-type: none"> • Council has no money to maintain buildings • Owners do not want to spend money fixing up buildings to the west • There is little/no | <ul style="list-style-type: none"> • Create catalytic activities to promote development and economic growth in the area • Bringing a wider range of users into the area | <ul style="list-style-type: none"> • Buy in from the social and private sector is minimal, everyone wants to move east of the CBD • Financial • Threat of lower | <ul style="list-style-type: none"> • 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 |

| | residential area | interest in occupying the west | | income groups being 'pushed out' | |
|----------------------|---|--|--|---|---|
| HERITGE | <ul style="list-style-type: none"> Strong heritage component in the area: modern buildings, synagogue, city hall etc. | <ul style="list-style-type: none"> Many heritage buildings are run down and dilapidated, but are still protected Break in city fabric due to these buildings having lower densities | <ul style="list-style-type: none"> Tourism opportunities Upgrade heritage buildings into functional uses - adaptive [re]use Create and promote cultural heritage in Pretoria | <ul style="list-style-type: none"> Some heritage buildings hinder new/positive development due to protection Structural decay Creation of superficial environments | <ul style="list-style-type: none"> Museum Mall Upgrading of heritage buildings with adaptive [re]use |
| CURRENT USSES | <ul style="list-style-type: none"> Paul Kruger Street is rich in commercial activity Burger's park is well utilised and maintained Variety of uses in the area, which attract different people | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> Zoning can conflict with heritage Existing zoning is one dimensional Current zoning hinders commercial activity | <ul style="list-style-type: none"> Highlight Paul Kruger Street as an interactive commercial node Maintaining Burgers Park Increase mixed development Upgrading and adaptive[re]use of buildings to the west Intervention to cross Skinner Street safely |
| AXES | <ul style="list-style-type: none"> Paul Kruger Street (government walk) in the centre of the study area | <ul style="list-style-type: none"> Skinner Street is a barrier, not an axis | <ul style="list-style-type: none"> Emphasize the link between the Station and Church Square | <ul style="list-style-type: none"> Skinner street | <ul style="list-style-type: none"> Paul Kruger emphasised as a strong pedestrian and commercial route/ axis Allow for safe crossing of Skinner Street |
| VISUAL LINKS | <ul style="list-style-type: none"> Freedom Park Church Square | <ul style="list-style-type: none"> Sign board outside the station limits views | <ul style="list-style-type: none"> [Re]emphasise the visual link between the Station and Church Square and Freedom Park | <ul style="list-style-type: none"> Views from ground floor level is limited | <ul style="list-style-type: none"> Emphasise the link between Church Square and the Station Remove sign board outside the station Other visual links also emphasised |

| STUDY FIELD | STRENGTH | WEAKNESS | OPPORTUNITY | THREAT | FRAMEWORK APPLICATION |
|-------------------------------|--|---|---|---|--|
| TOPOGRAPHY | <ul style="list-style-type: none"> Flat topography allows for easy pedestrian movement | <ul style="list-style-type: none"> Limited opportunities for views | <ul style="list-style-type: none"> Create more pedestrian friendly streets | <ul style="list-style-type: none"> We can't change the topography, therefore views will always be hindered | <ul style="list-style-type: none"> Increase pedestrian movements through the city |
| PEDESTRIAN ROUTES | <ul style="list-style-type: none"> Minnaar, Visagie and Bosman Streets have physical strengths | <ul style="list-style-type: none"> Minnaar Street is underutilised Skinner Street does not allow for pedestrian use All streets are unfriendly to pedestrians | <ul style="list-style-type: none"> Create pedestrian friendly sidewalks to encourage walking Create safe pedestrian crossings etc. at Skinner Street Development on the island at Skinner Street | <ul style="list-style-type: none"> Skinner Street will likely always be a fast vehicular route through the city | <ul style="list-style-type: none"> Improvement of existing pavements and pedestrian routes Strengths of Minnaar, Visagie and Bosman streets emphasised Intervention to allow safe pedestrian crossing of Skinner Street |
| VEHICULAR/TRAIN ROUTES | <ul style="list-style-type: none"> Proposed BRT system Easy access to transport nodes Gautrain | <ul style="list-style-type: none"> The city is predominantly designed for vehicles and not pedestrians | <ul style="list-style-type: none"> Gautrain will make Paul Kruger etc. a main tourist area BRT route could reduce the need for private transport and increase pedestrian movement Reduce number of parking lots Create bicycle friendly lanes | <ul style="list-style-type: none"> There is no immediate solution, you cannot design a city with no cars, only try and manage them | <ul style="list-style-type: none"> Allowance made for the BRT route Station emphasised as an important transport node Design for fewer cars and slowing down traffic, however not the forced removal of cars Off street parking limited and parking lots removed |
| SCALE & PROPORTION | <ul style="list-style-type: none"> Variety of scale along Paul Kruger Street Proportions of city blocks (N/S acceptable) | <ul style="list-style-type: none"> Some streets do not utilise the correct heights Too many 1 storey buildings and buildings between 5-6 story buildings City blocks are too long in E/W direction | <ul style="list-style-type: none"> Increasing of densities due to open pieces of land and current height of buildings Arcades could reduce dimension of blocks in the E/W direction | <ul style="list-style-type: none"> Heritage buildings are of a much lower scale than the density required | <ul style="list-style-type: none"> New buildings to [re]late to the existing scales and proportions of their neighbours Create walkways through the blocks to limit the E/W length of blocks Increase heights of |

| | | | | | |
|---------------------------------|---|---|--|---|---|
| | | | | | lower buildings where allowed |
| MATERIALS & TEXTURES | <ul style="list-style-type: none"> Variety of materials & textures in the area | <ul style="list-style-type: none"> Road surface harsh Sidewalks need attention, except in Minnaar Street | <ul style="list-style-type: none"> There is a rich dialogue in which we can take park Sidewalks to be improved and easily accessible | <ul style="list-style-type: none"> Lack of context analyses | <ul style="list-style-type: none"> Try to refer to the rich dialogue of textures and colours that make up the city |
| ASPATIAL | <ul style="list-style-type: none"> Minnaar Street - flush, enjoyable walk Residential area still has many trees Paul Kruger is vibrant | <ul style="list-style-type: none"> Skinner Street - dead, inaccessible space to pedestrians | <ul style="list-style-type: none"> To create vibrant, energetic environments which are accessible and democratic | <ul style="list-style-type: none"> Decay & litter Excessive allowance for private car use | <ul style="list-style-type: none"> Commercial activity/buzz created Creation of 24 hour activity environments |
| LEGISLATION | <ul style="list-style-type: none"> 60 year protection of historically rich buildings Zoning of the area allows for increased density | <ul style="list-style-type: none"> Too many frameworks exist that do not link the area as a whole The frameworks that exist are too vague in their solutions | <ul style="list-style-type: none"> Government will provide incentives to occupy this part of the city (e.g. tax breaks) Increase density Create one framework for all people to follow rather than having many different ones | <ul style="list-style-type: none"> Municipalities are unwilling to make and implement bold decisions | <ul style="list-style-type: none"> [Re]zoning to allow increased densities |
| LANDSCAPING | <ul style="list-style-type: none"> Minnaar Street has lovely vegetation leading to Burger's Park | <ul style="list-style-type: none"> No trees in Paul Kruger makes for a harsh & hot environment Fences around public green spaces make areas inaccessible Not enough green pockets within walking distance to one another | <ul style="list-style-type: none"> City Hall Square Opening up public gardens to the public Take advantage of the good qualities at Burgers park Increase green spaces within the city | <ul style="list-style-type: none"> The fact that you can't plant new Jacaranda trees in the Jacaranda city | <ul style="list-style-type: none"> Increased number of trees on pavements etc. Fences around public and semi-private zones to be removed and not allowed Development of city hall square |