

# ***APPENDIX A\_*** **THE FRAMEWORK, 2011**

# Maputo Studio

Baixa

Revitalising the historic core of the port city

2011

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An international design collaboration in which the revitalisation of Maputo's historic Baixa district serves as the active laboratory for learning.

**June 2010 (Maputo workshop):**  
Quick scan analysis of the Baixa

**February 2011 (Maputo workshop):**  
Delft, Pretoria and Maputo students  
First impressions

Analysis and identification of problems

- 1) Flooding
- Cars
- Insensitive building practices
- Poor connection to sea
- Mapping

**July 2011 (Maputo workshop):**  
Pretoria students visit Maputo  
conduct further site specific research

**August 2011 (Pretoria workshop):**  
Delft, Pretoria and Maputo students visit Pretoria  
Presentation of frameworks  
Discuss design proposals



experience

Experiencing the city as a architectural coalition on a pedestrian level allowed for the production of impressions sketches and a dialogue facilitating understanding of the various points of reference and opposing opinions.



analysis

Group discussions as part of a basic framework design involved analysing problem and possible solutions for the Baixa. Separate groups of student proposed varying SWOT analyses as well as mapping of different conditions with the existing fabric.

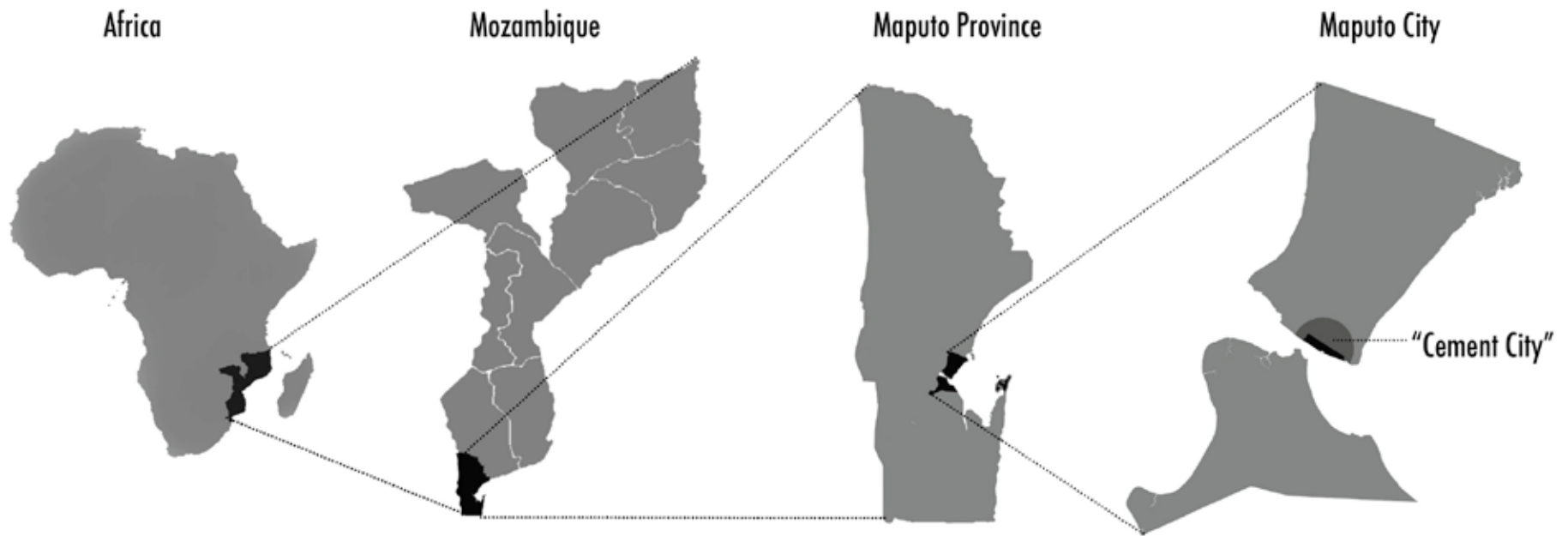


scenario development

Scenarios for the development of the Baixa are determined through analysis and group work consisting of ideas from various and opposing frames of reference. Scenarios were then combined and presented to lecturers from the various schools and criticized.

## Project Background

# MSA 2011



## Locating: Geographical

MSA 2011



Locating: the 'cement city'



**MSA 2011**

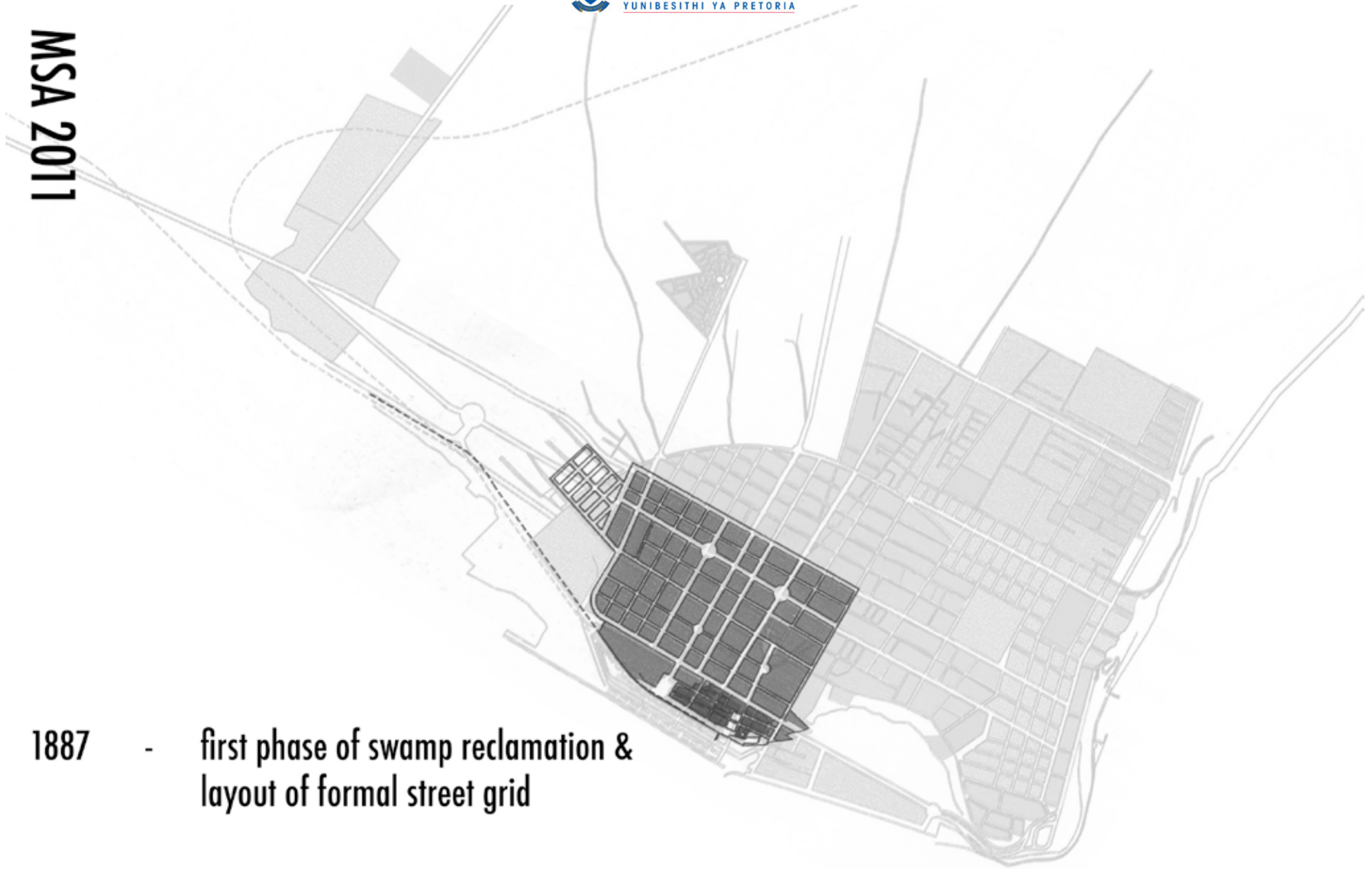


**1876** - the fort & trading settlement on an island swamp

**Historic growth of 'cement city'**



**MSA 2011**

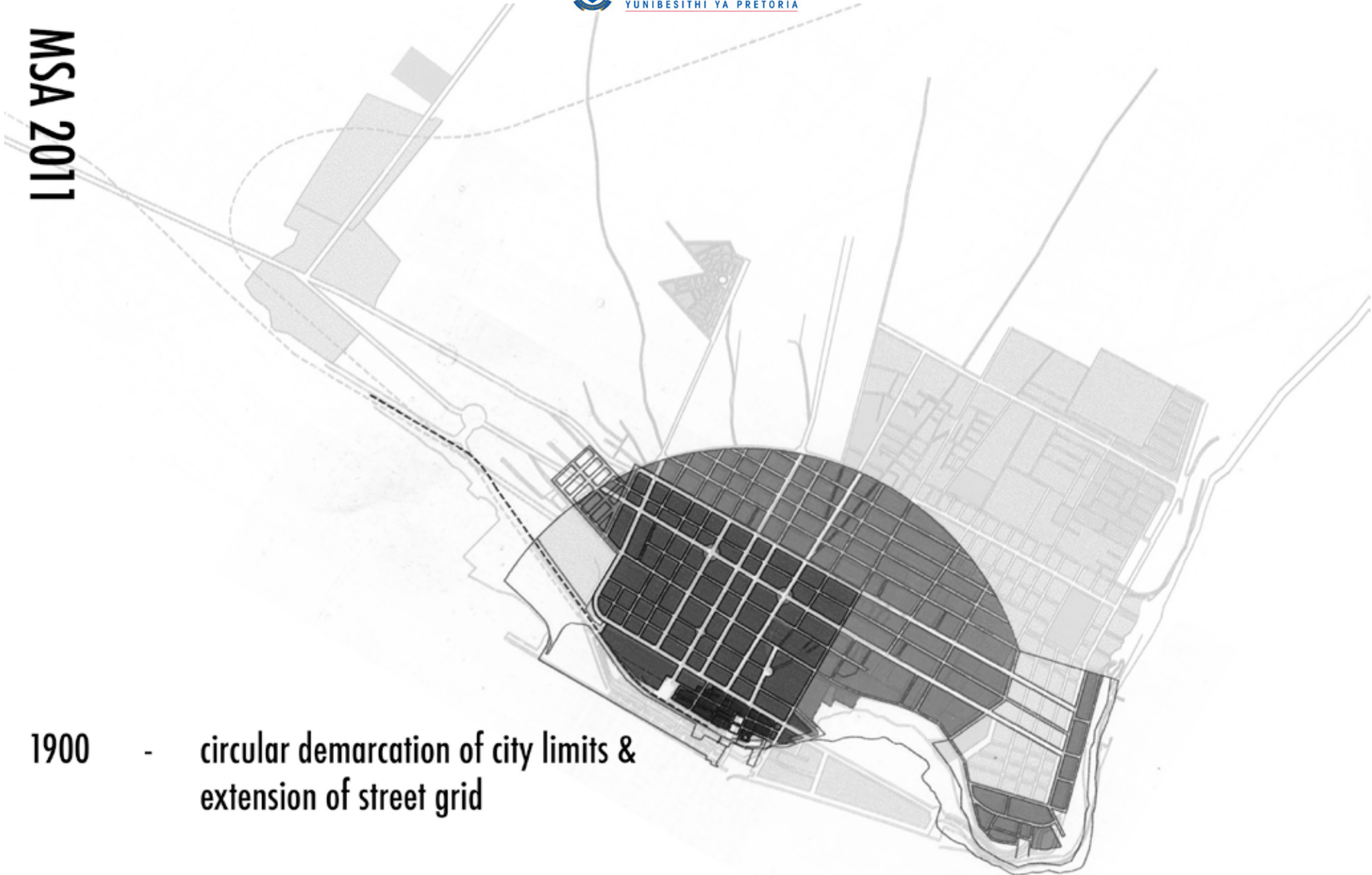


**1887** - first phase of swamp reclamation & layout of formal street grid

**Historic growth of 'cement city'**



**MSA 2011**



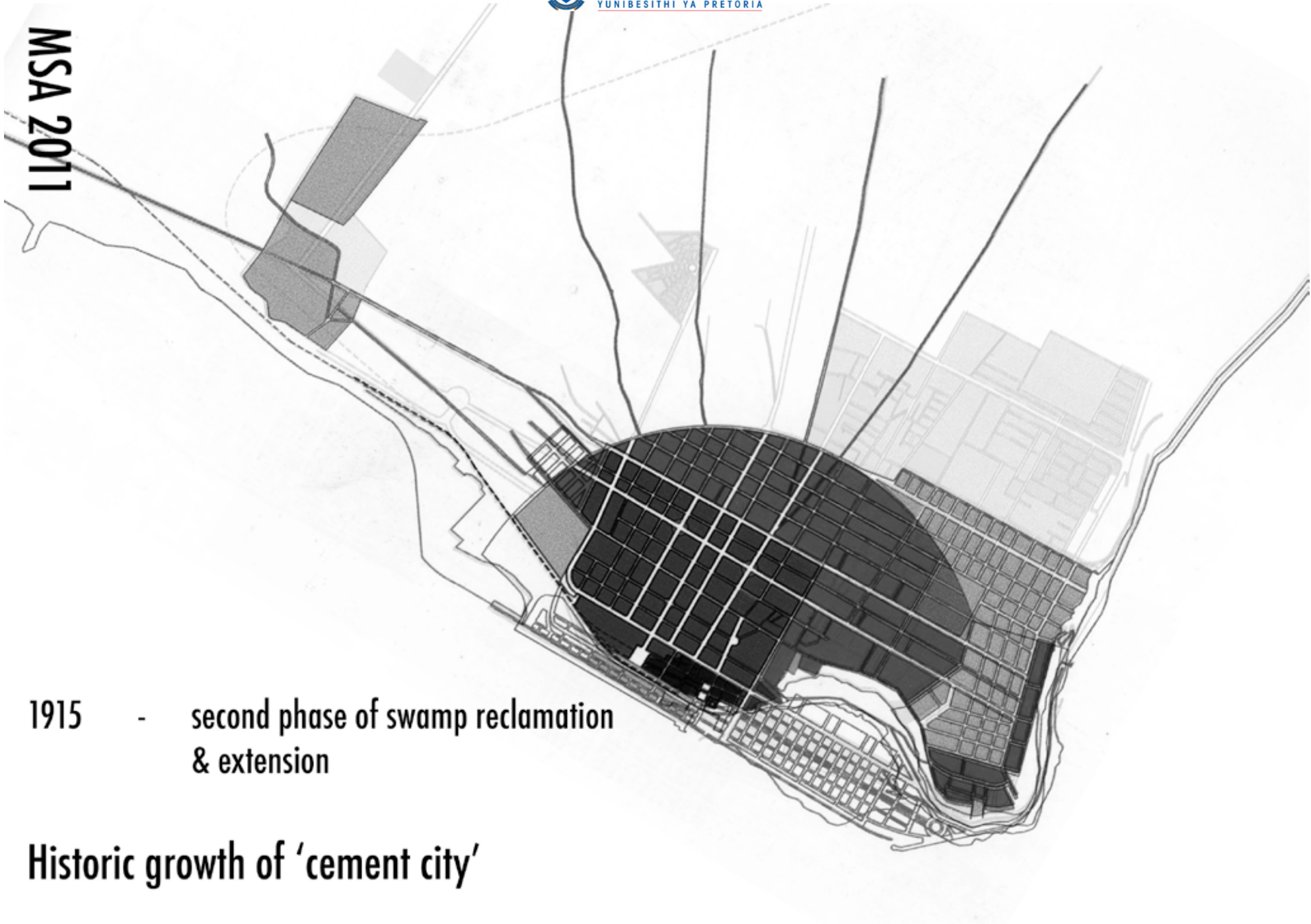
**1900** - circular demarcation of city limits & extension of street grid

**Historic growth of 'cement city'**





MSA 2011

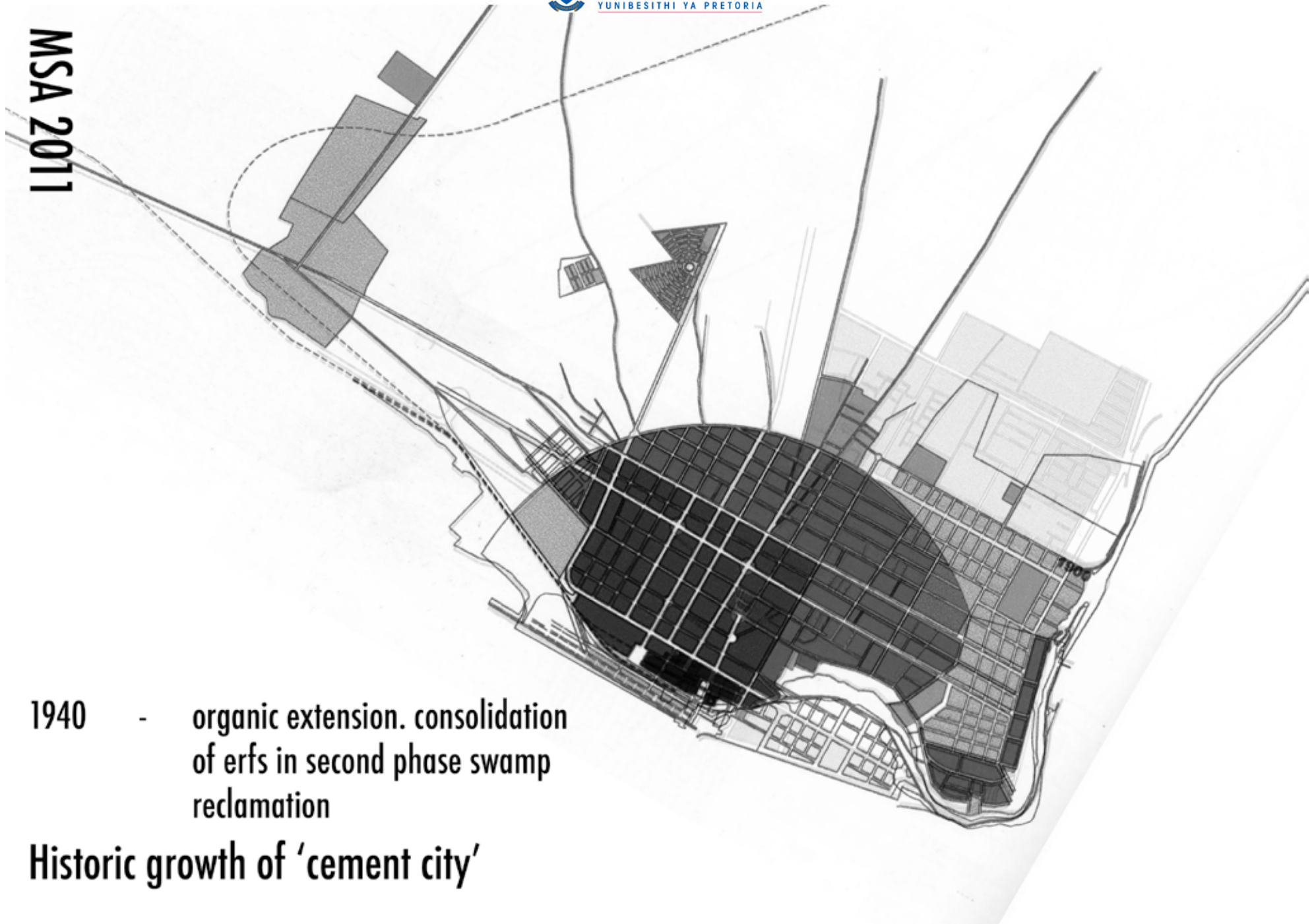


1915 - second phase of swamp reclamation & extension

Historic growth of 'cement city'



MSA 2011

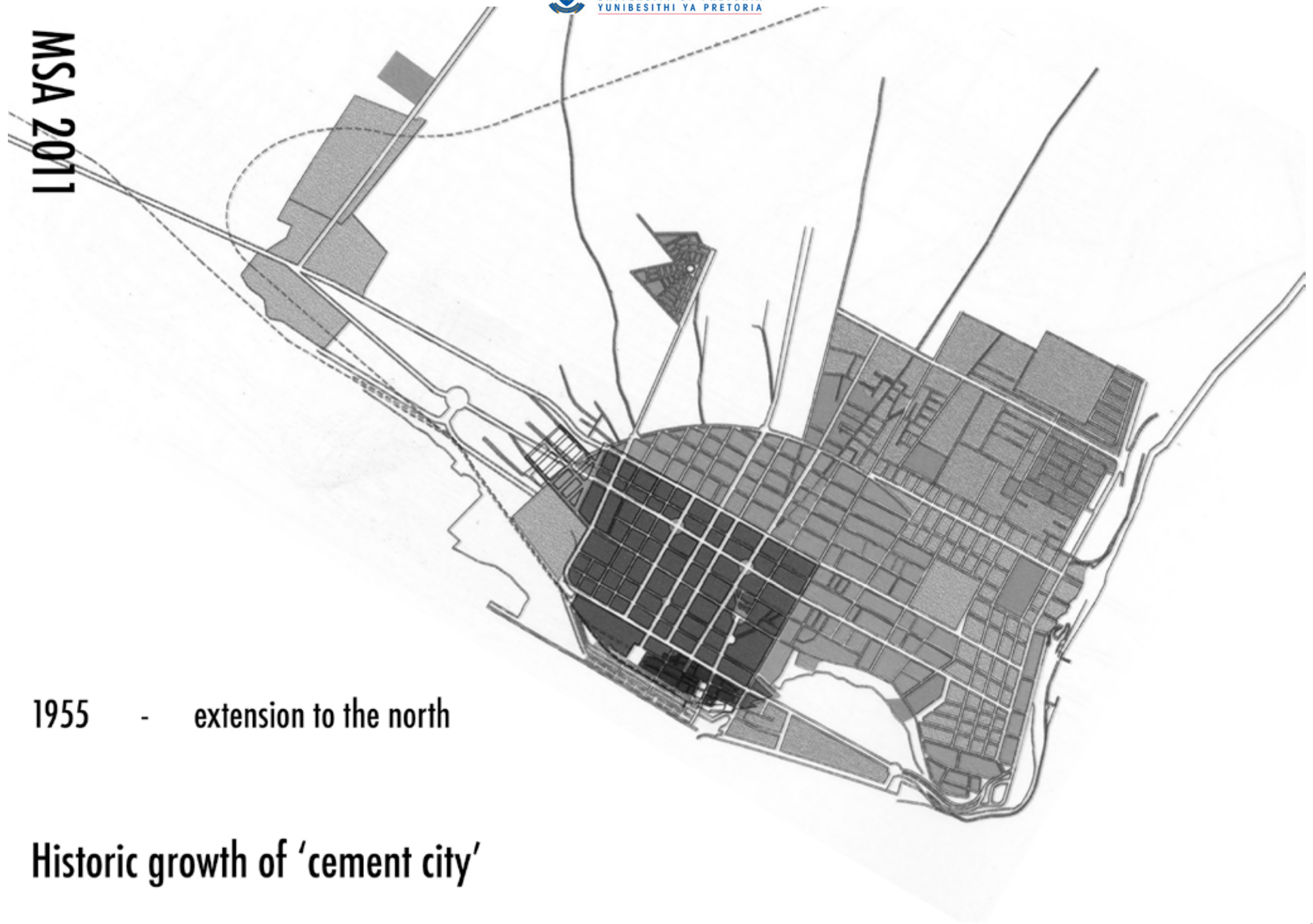


1940 - organic extension. consolidation of erfs in second phase swamp reclamation

Historic growth of 'cement city'



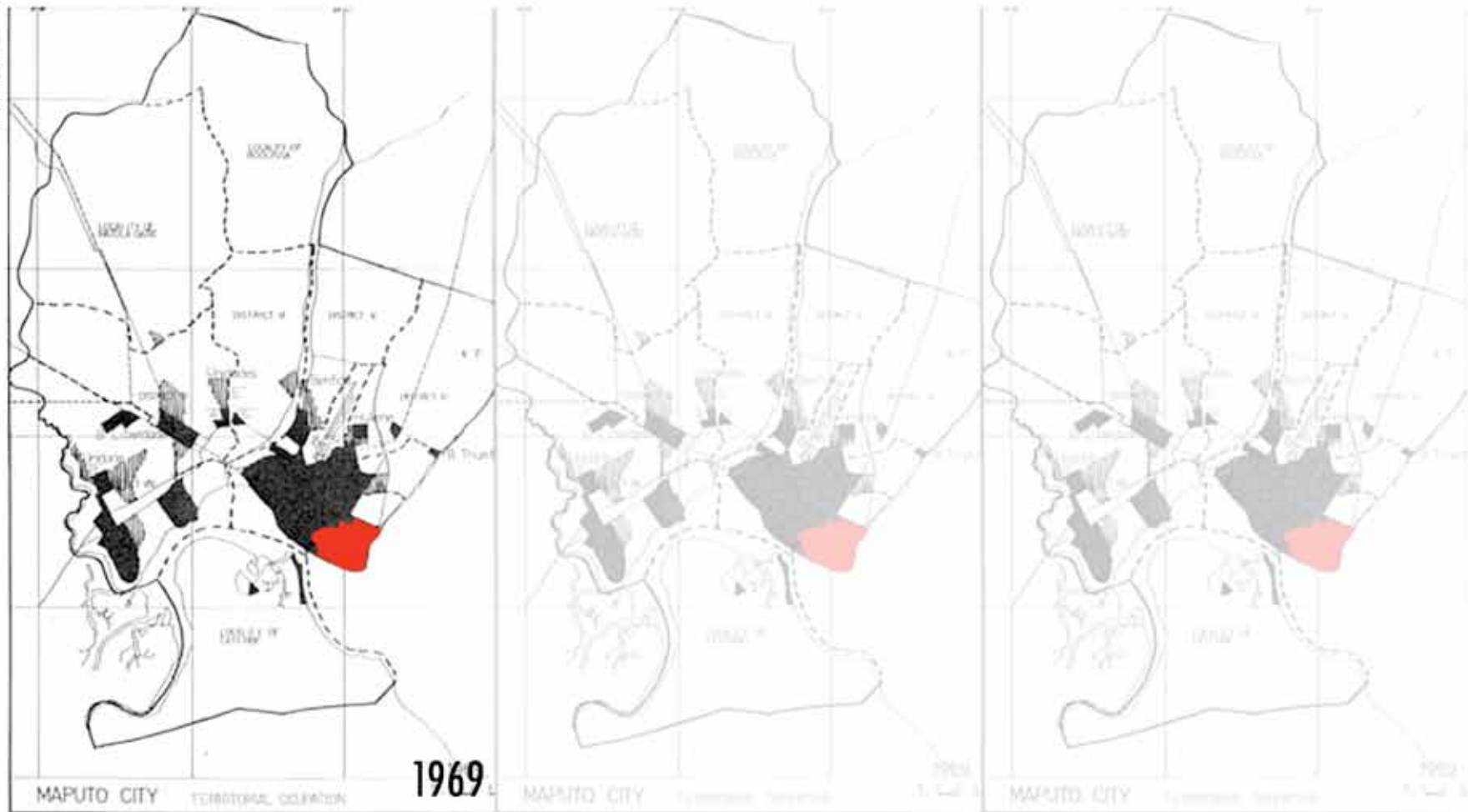
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1955 - extension to the north

Historic growth of 'cement city'

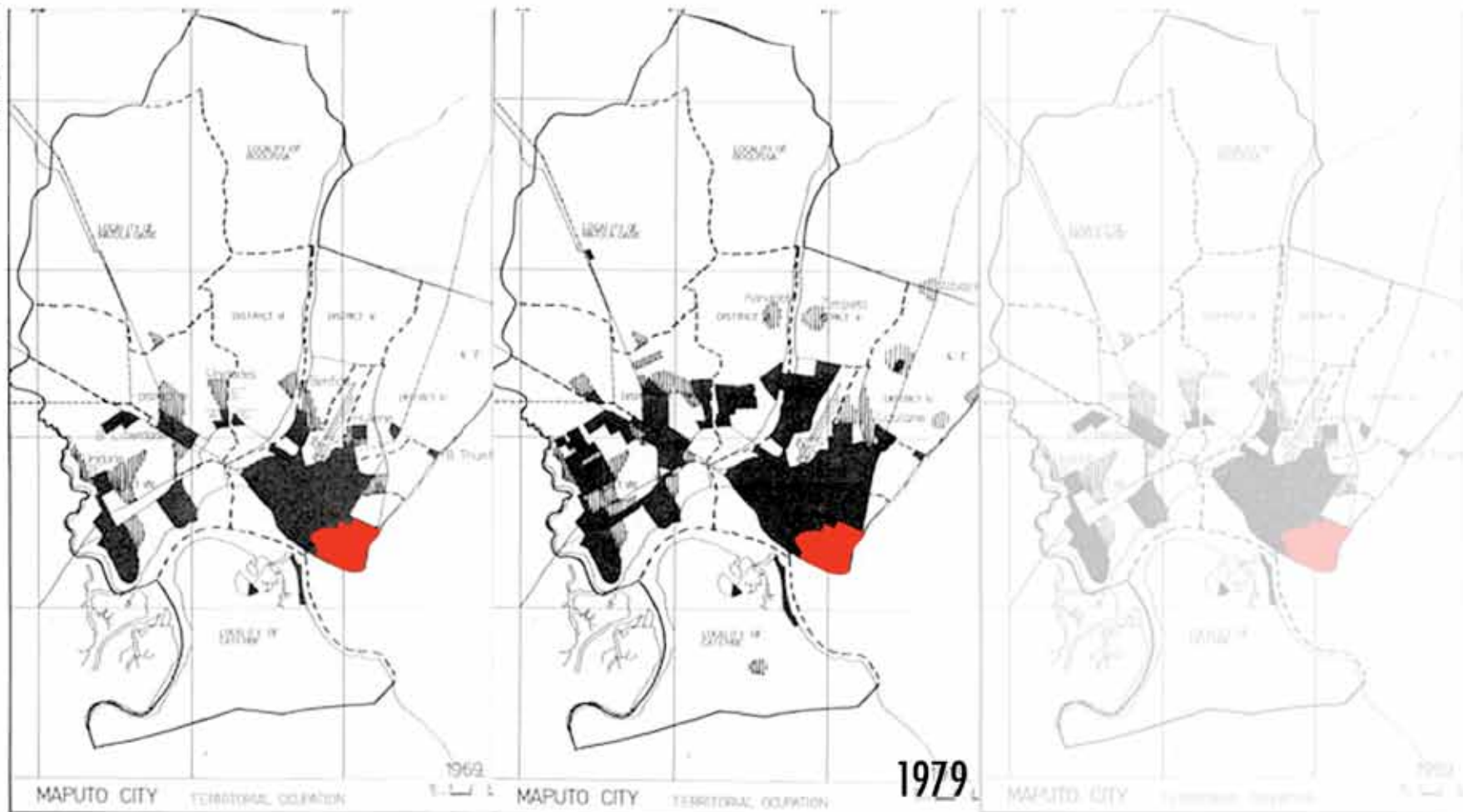
MSA 2011



1969 - 1989 post independence: influx of people from rural areas and resultantly an expansion of informal areas of greater maputo

**Historic growth of the 'reed city' (greater Maputo)**

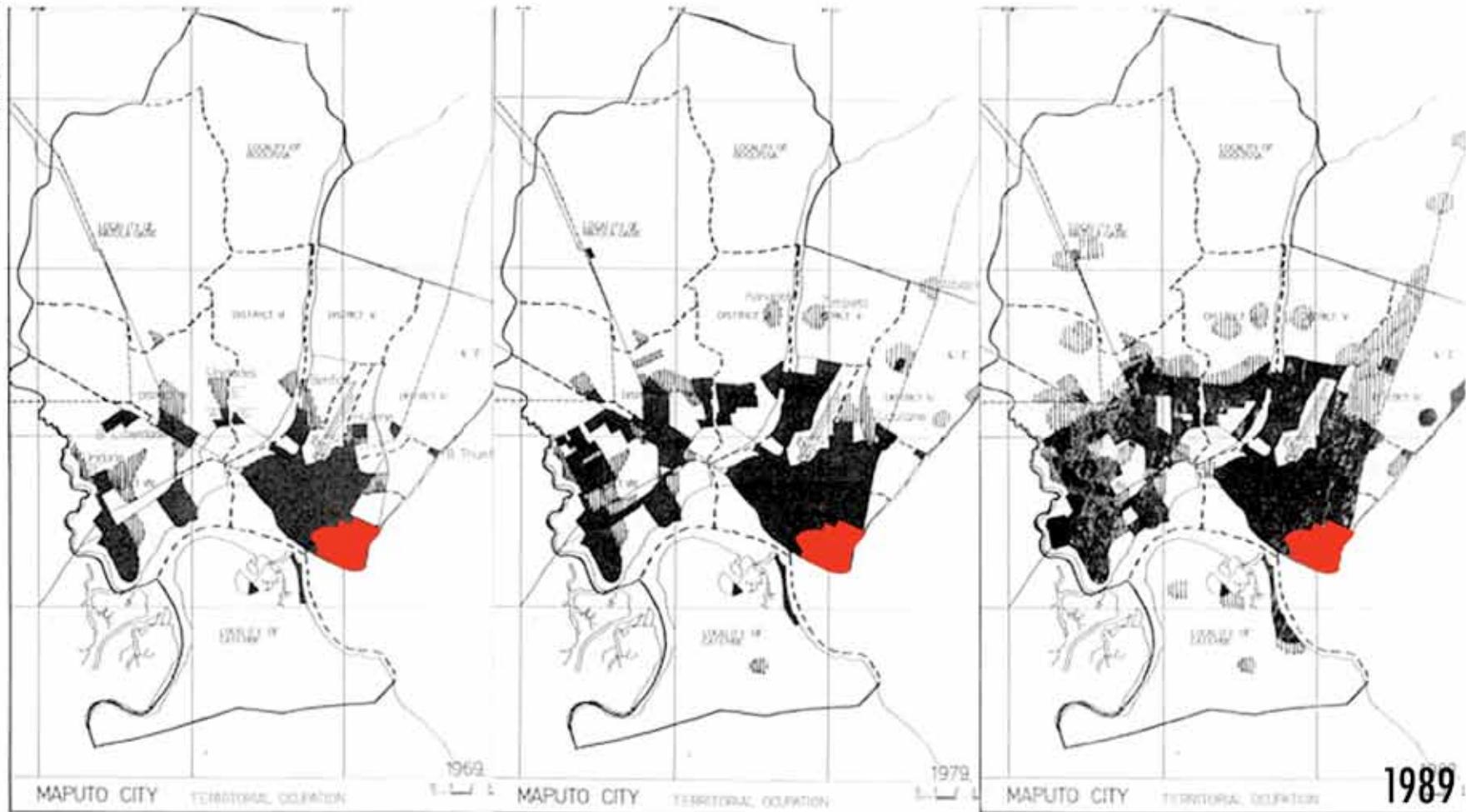
MSA 2011



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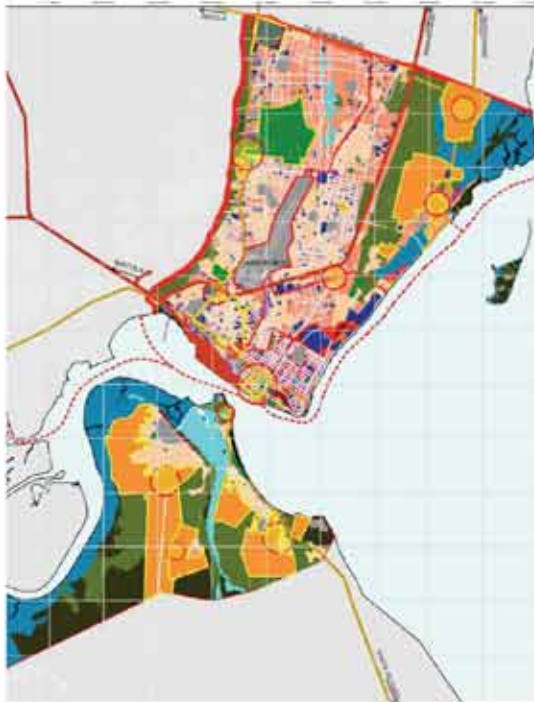
MSA 2011



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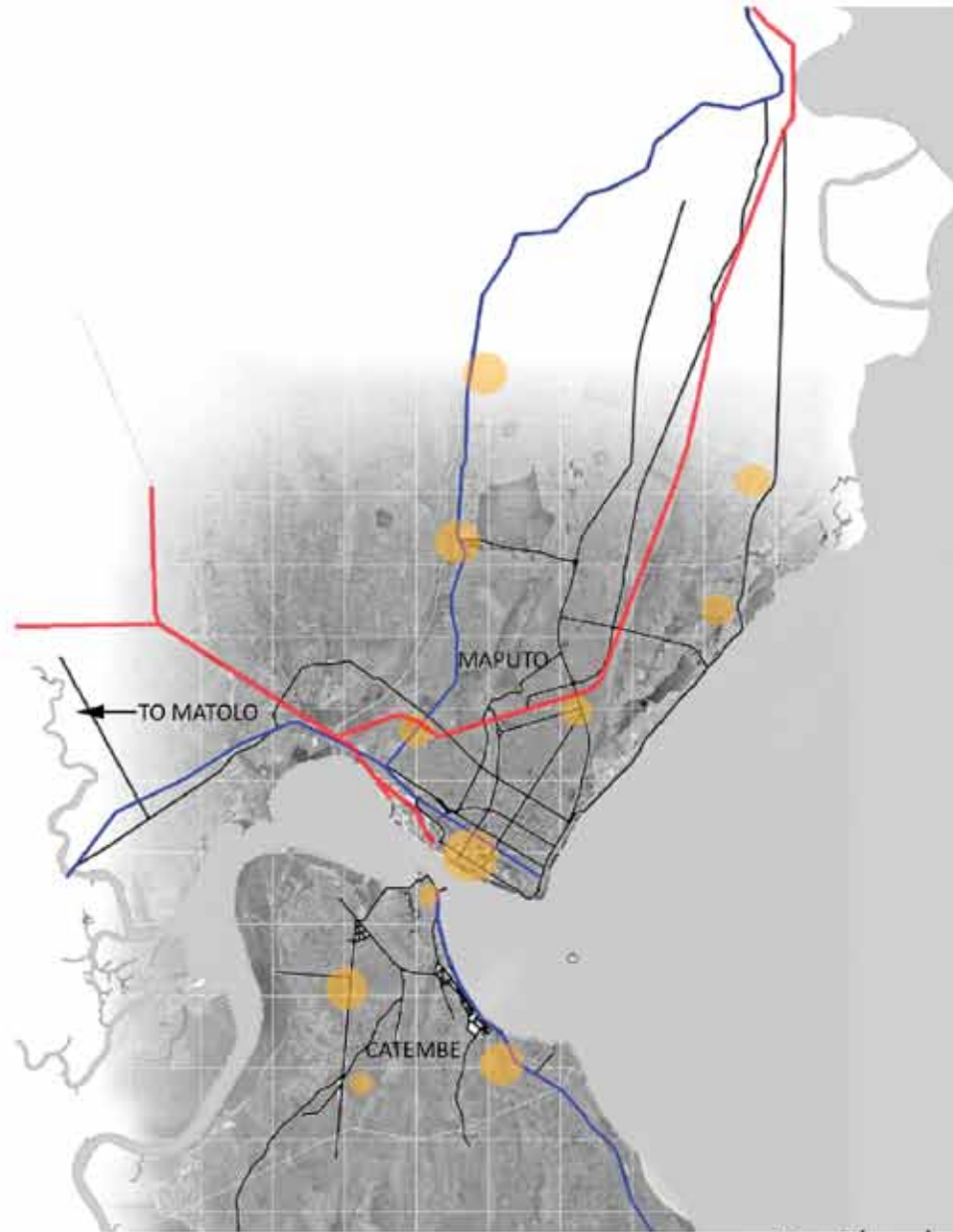
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2008 PEUMM greater Maputo framework

- the right to the city
- the right to urbanized land
- the right to decent housing
- the right to sanitation
- the right to safe transit and urban mobility

Existing City Framework - Poly-central



city- wide scale

MSA 2011



The informal 'reed city'

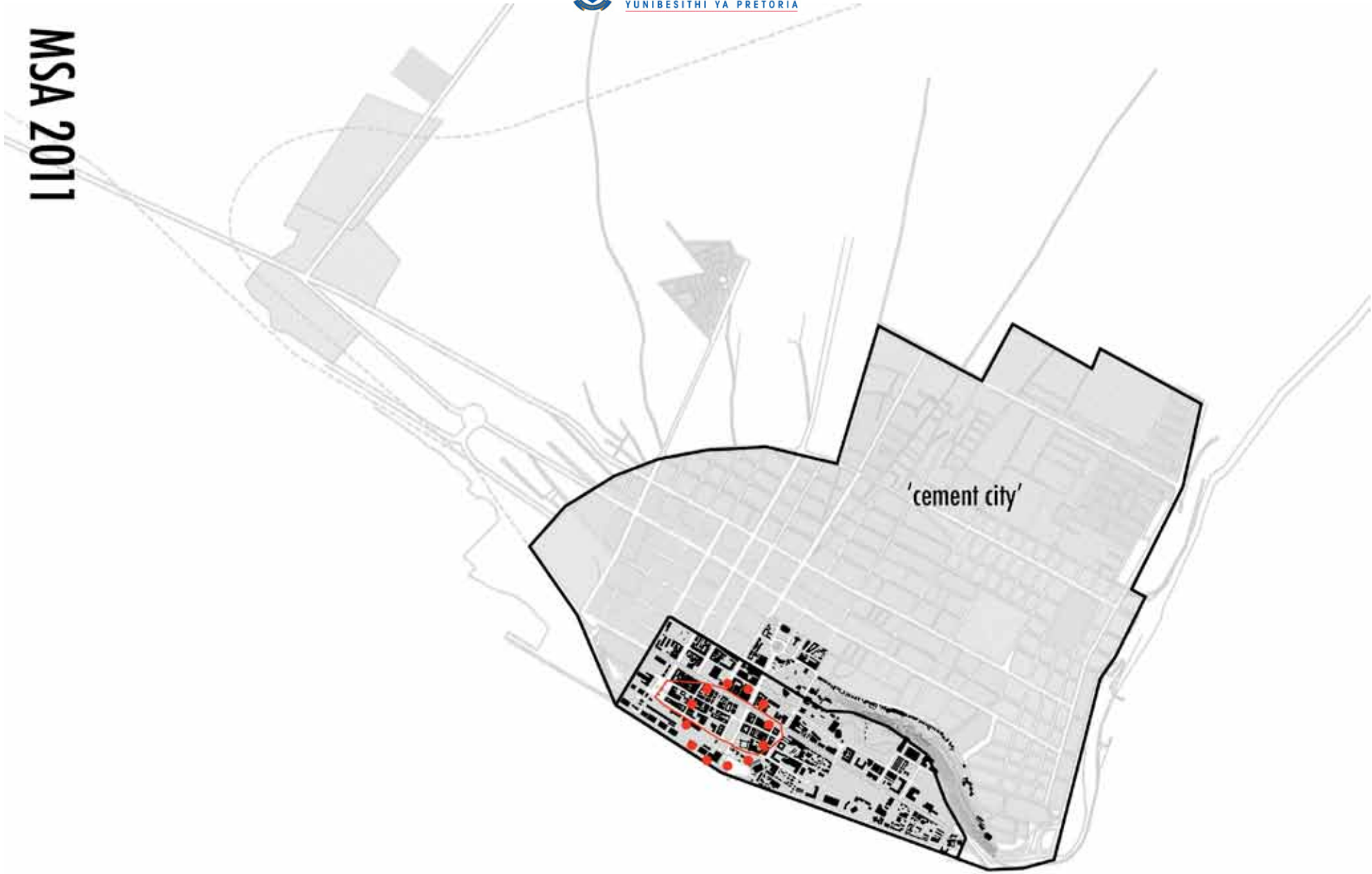


city-wide scale

## Existing City Framework - transport networks



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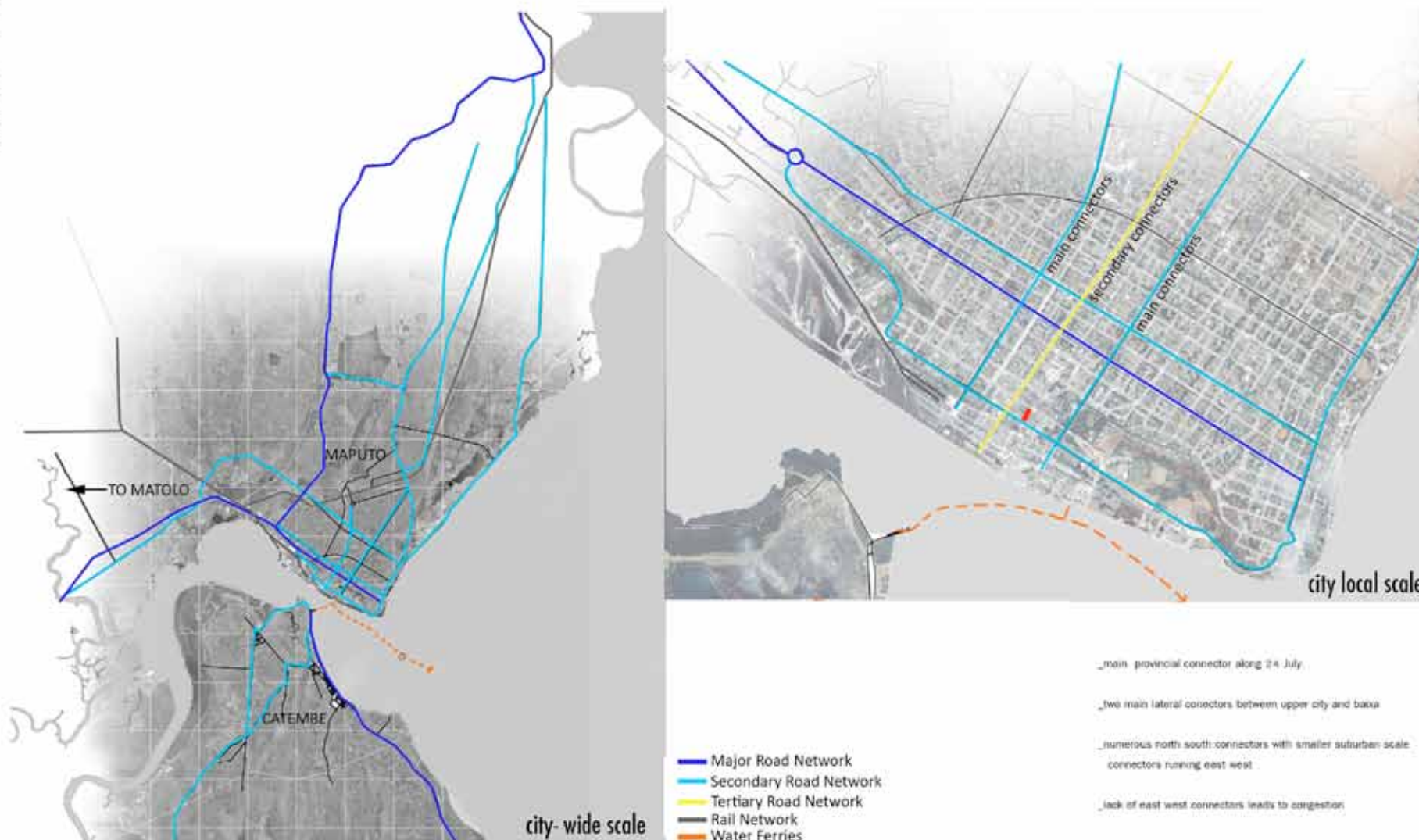
the poly-central city

MSA 2011



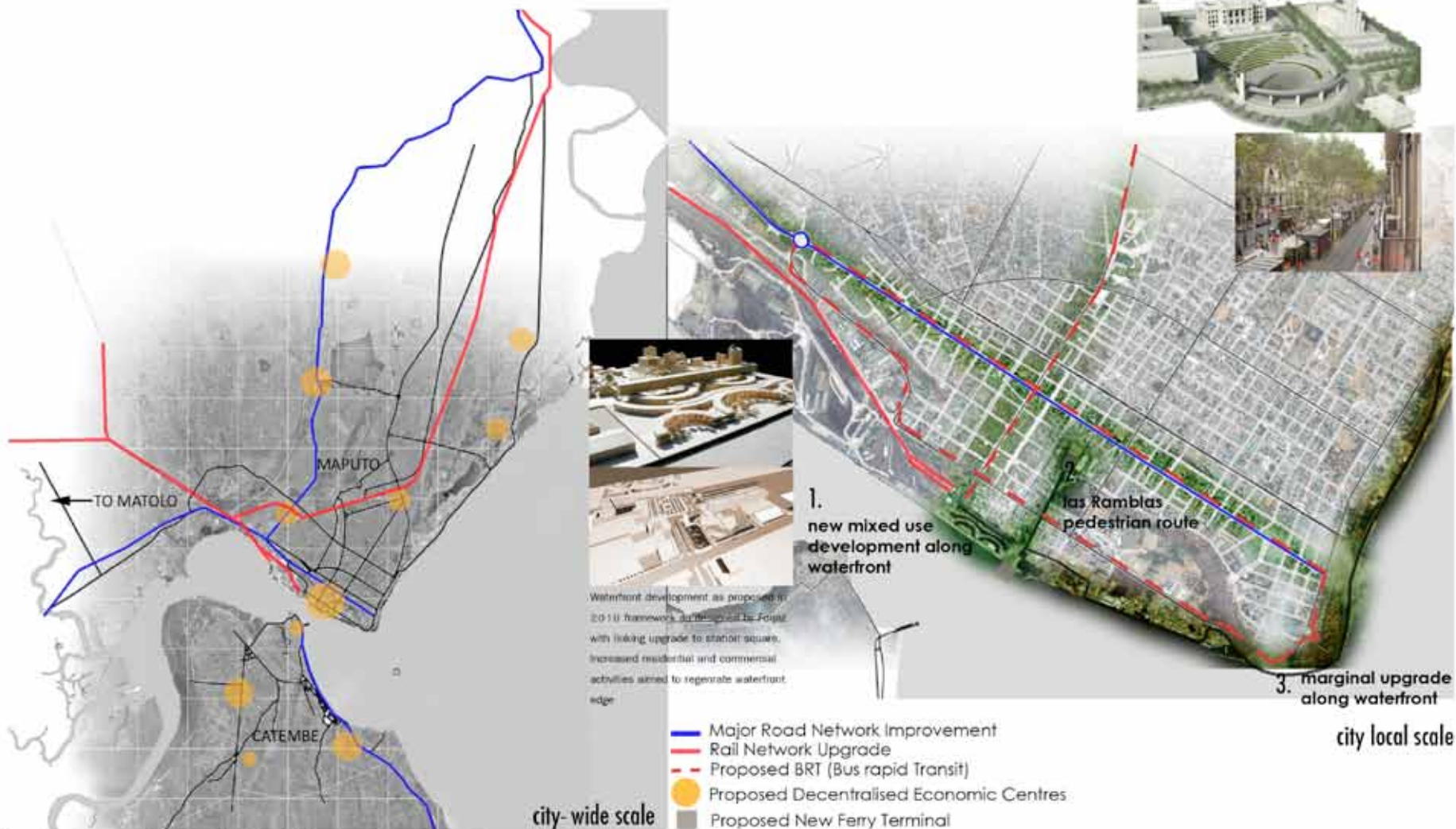
the poly-central city

MSA 2011



## Transport network Existing City Framework

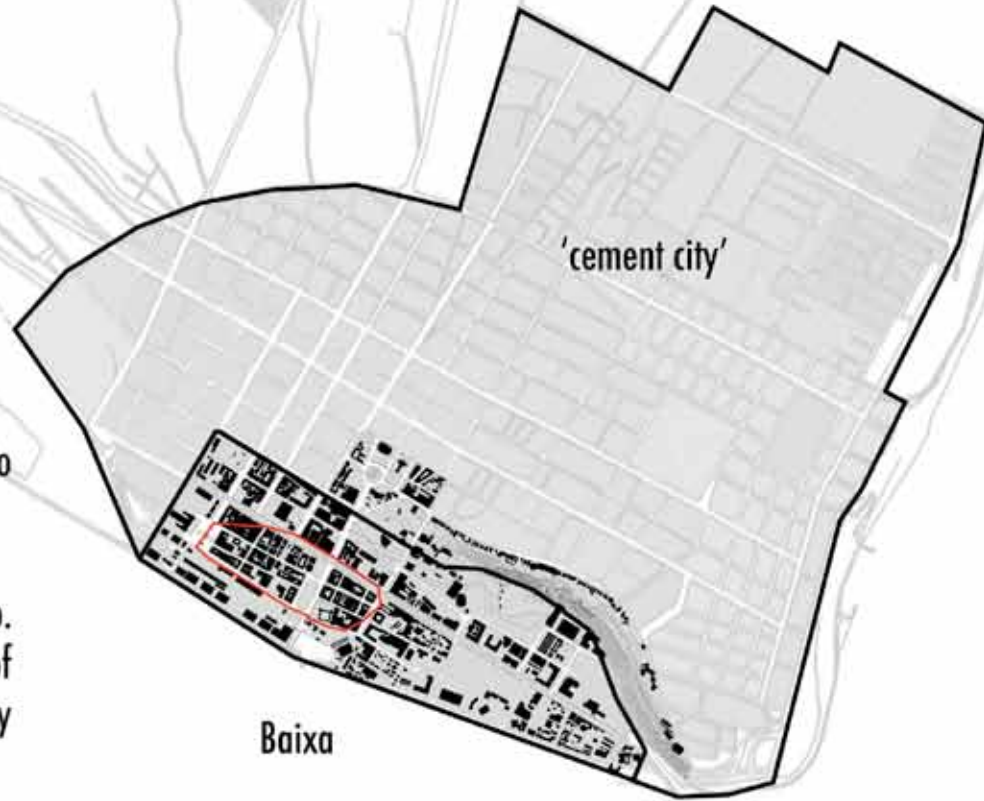
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Public transport and city improvement projects  
Existing City Framework



# MSA 2011



**Baixa:** a Portuguese word that translates into 'downtown'.

In Maputo the Baixa forms the oldest part of Maputo. The Baixa is the central business district, the heart of the city and the arrival point into the city for many modes of transport.

## Defining the 'Baixa'

# MSA 2011

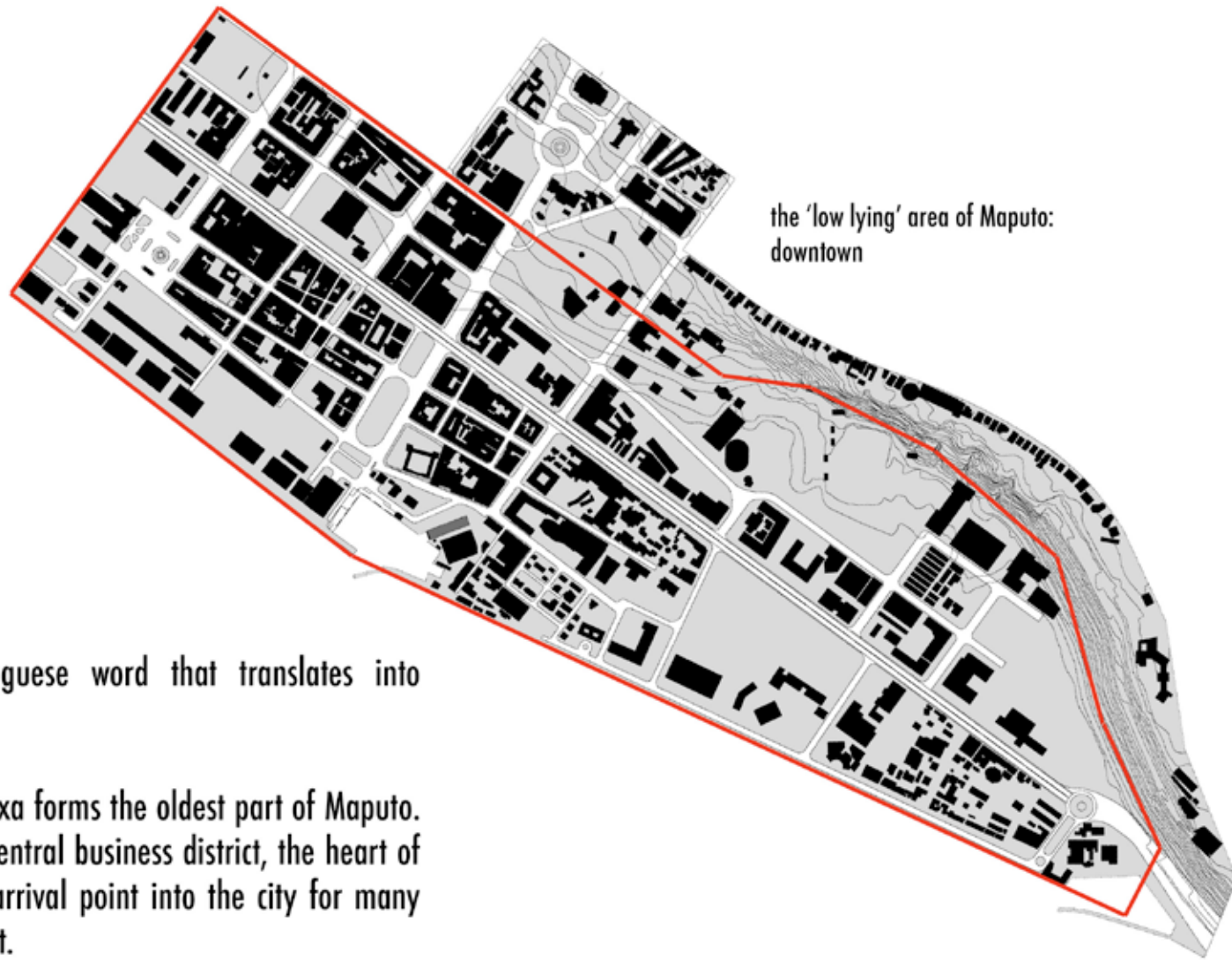


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## Defining the 'Baixa'

# MSA 2011



Area defined by the Maputo Municipality as historical protected

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In Maputo the Baixa forms the oldest part of Maputo. The Baixa is the central business district, the heart of the city and the arrival point into the city for many modes of transport.

## Defining the 'Baixa'



Focus area for study:  
'the revitalisation of Maputo's historic Baixa district'

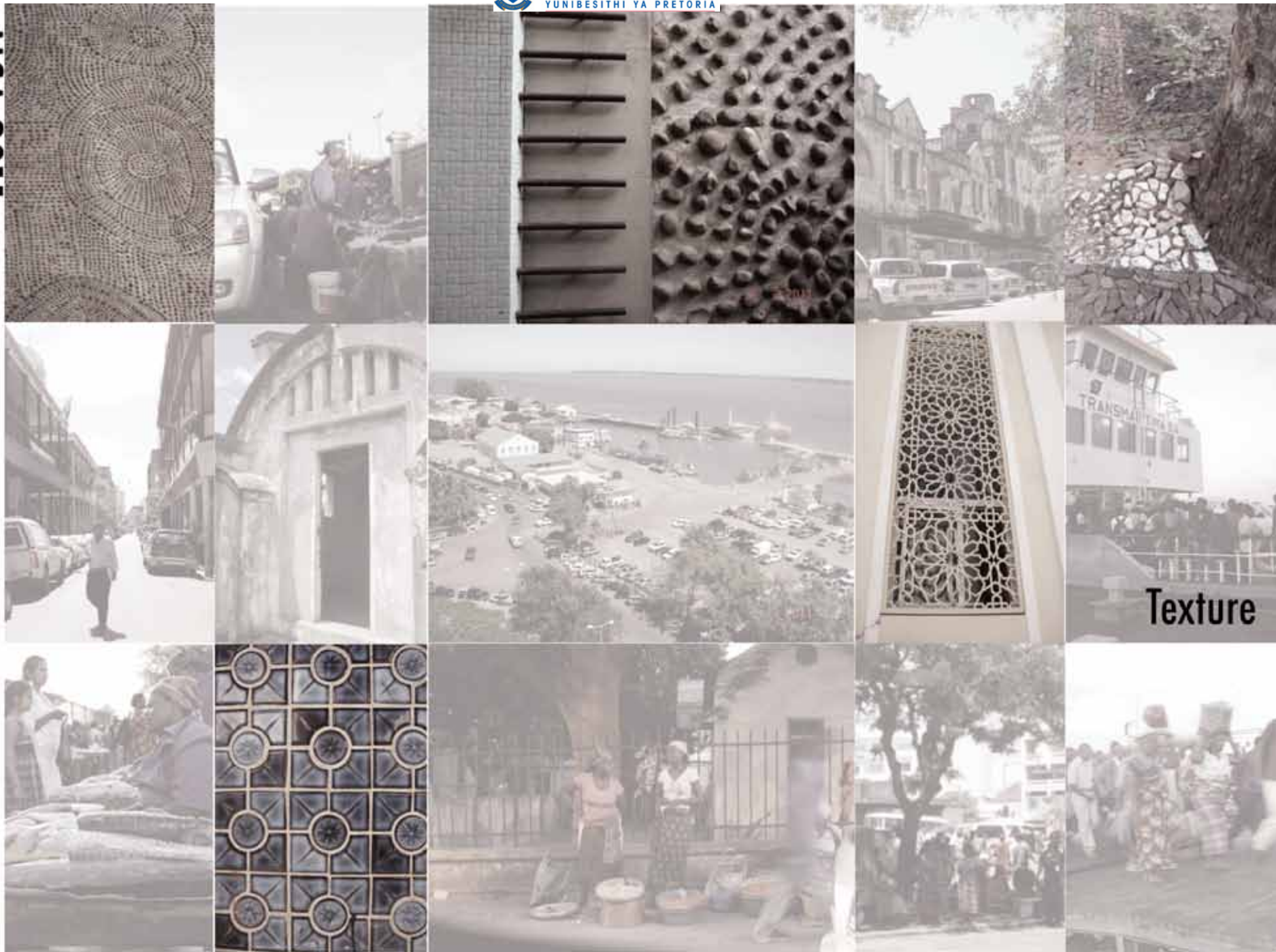
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## Defining the 'Baixa'

## Mapping the 'Baixa'

MSA 2011



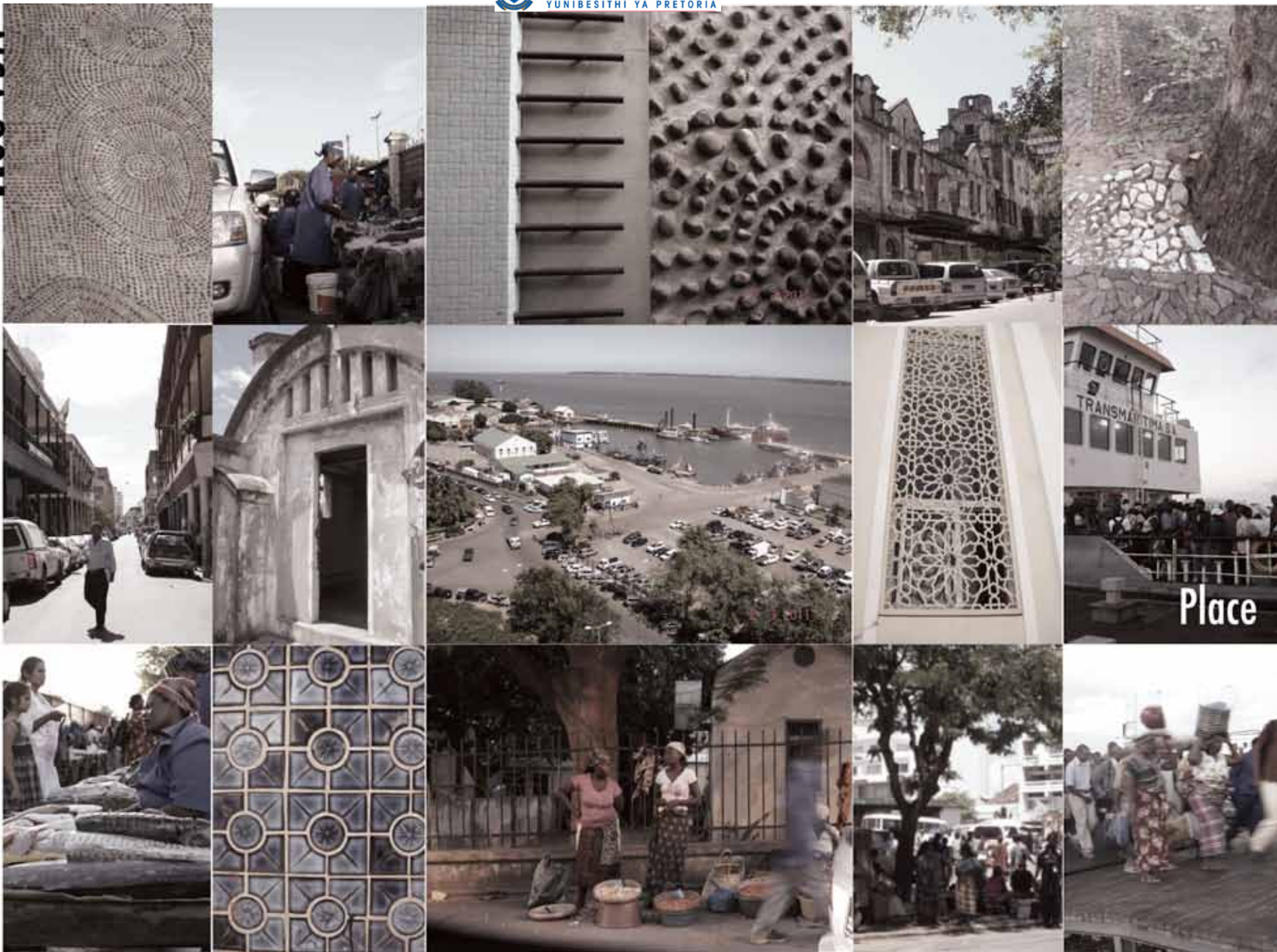
Texture

MSA 2011



Event

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Place

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**historical character:**

- \_vibrancy of open space
- \_narrow street
- \_character with colonades
- \_multiple transport modes create bustling street spaces

**current character:**

- \_derelict green spaces
- \_congestion and parking on pavements and plaza's
- \_privatised sea edge
- \_juxtaposition of formal and informal activities

1 Harbour edge

2 Plaza 24 de April

3

4

5 Fishing Harbour

6

7 Informal garden

8

9 Avenue between Frontiers

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## Mapping: character



MSA 2011



then



now

2 Praça la Trabalhadores (formerly Man Malver)



then



now

historical character:  
\_ vibrancy of open space  
\_ narrow street  
\_ character with colonades  
\_ multiple transport modes create bustling street spaces

current character:  
\_ derelict green spaces  
\_ congestion and parking on pavements and plaza's  
\_ privatised sea edge  
\_ juxtaposition of formal and informal activities



then



now



then



now



then



now



then



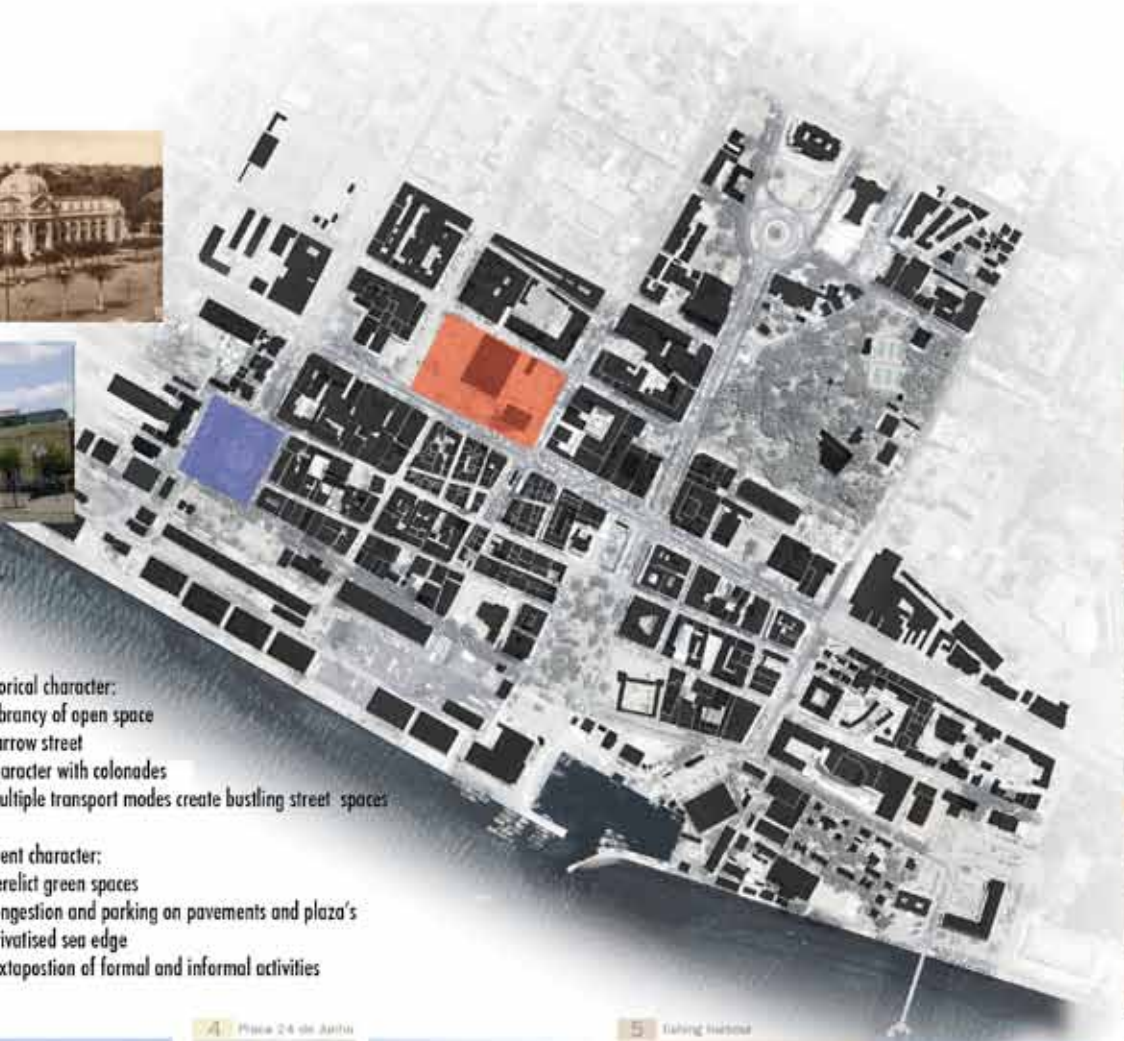
now



then



now



Mapping: character

# MSA 2011



then



now



then



now



then



now



then



now



then



now



then



now



then



now

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## Mapping: character

MSA 2011



then



now



then



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then



now



then



now



then



now



then



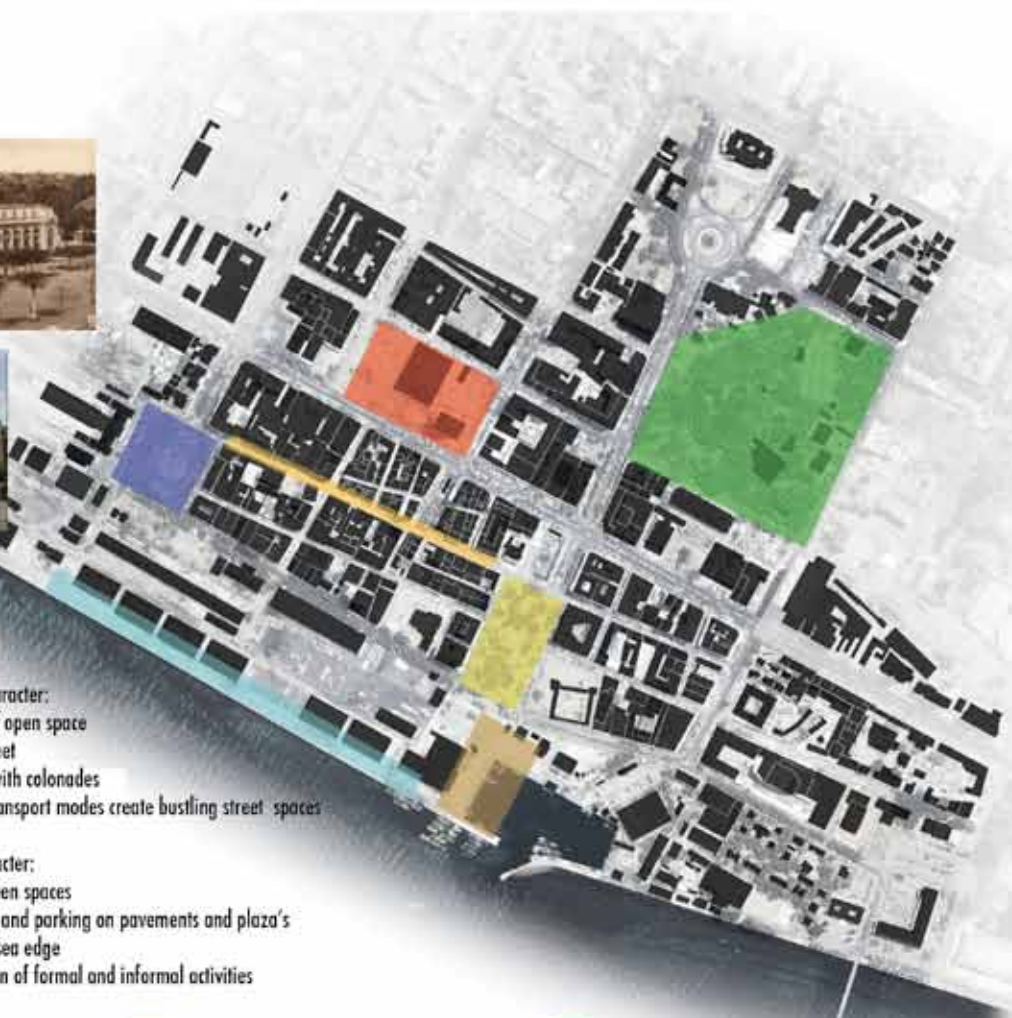
now



then

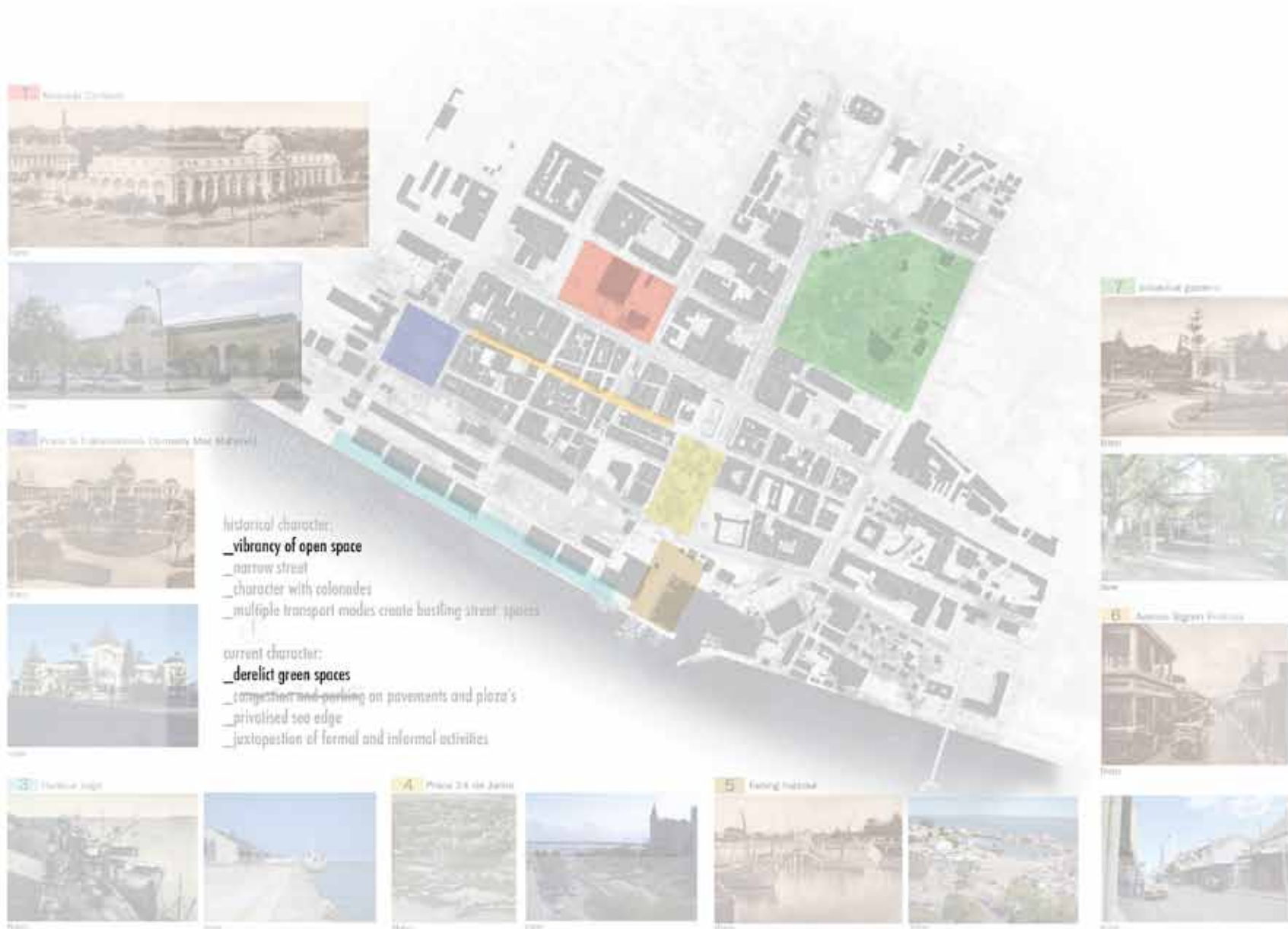


now



Mapping: character

# MSA 2011



## Mapping: character



Map showing Maputo\_greenescapes  
(unspecified scale)

— natural vegetation  
— parks & gardens



\_natural vegetation along steep coast edge  
(natural coast line)

\_important ecological element:  
- keeps natural soil in position.  
- counteracts flooding

\_in decline due to development.

\_shows limited amount of green space in  
Maputo.

\_small parks & gardens scattered throughout  
city.

## Mapping: green spaces city local scale



\_large amount of green space within the area but poorly maintained

\_linkages of green networks should be strengthened

\_large section of hard open space at waterfront which is inaccessible to public

\_numerous vacant buildings and business premises in area

\_derelict sites become areas for informal housing and waste disposal

\_vacant land parcels form inconsistent urban fabric

## Mapping: open spaces green spaces, brownfield sites, ruins and vacant buildings

MSA 2011



\_flooding primarily takes place along Avenida 25 de Setembro.

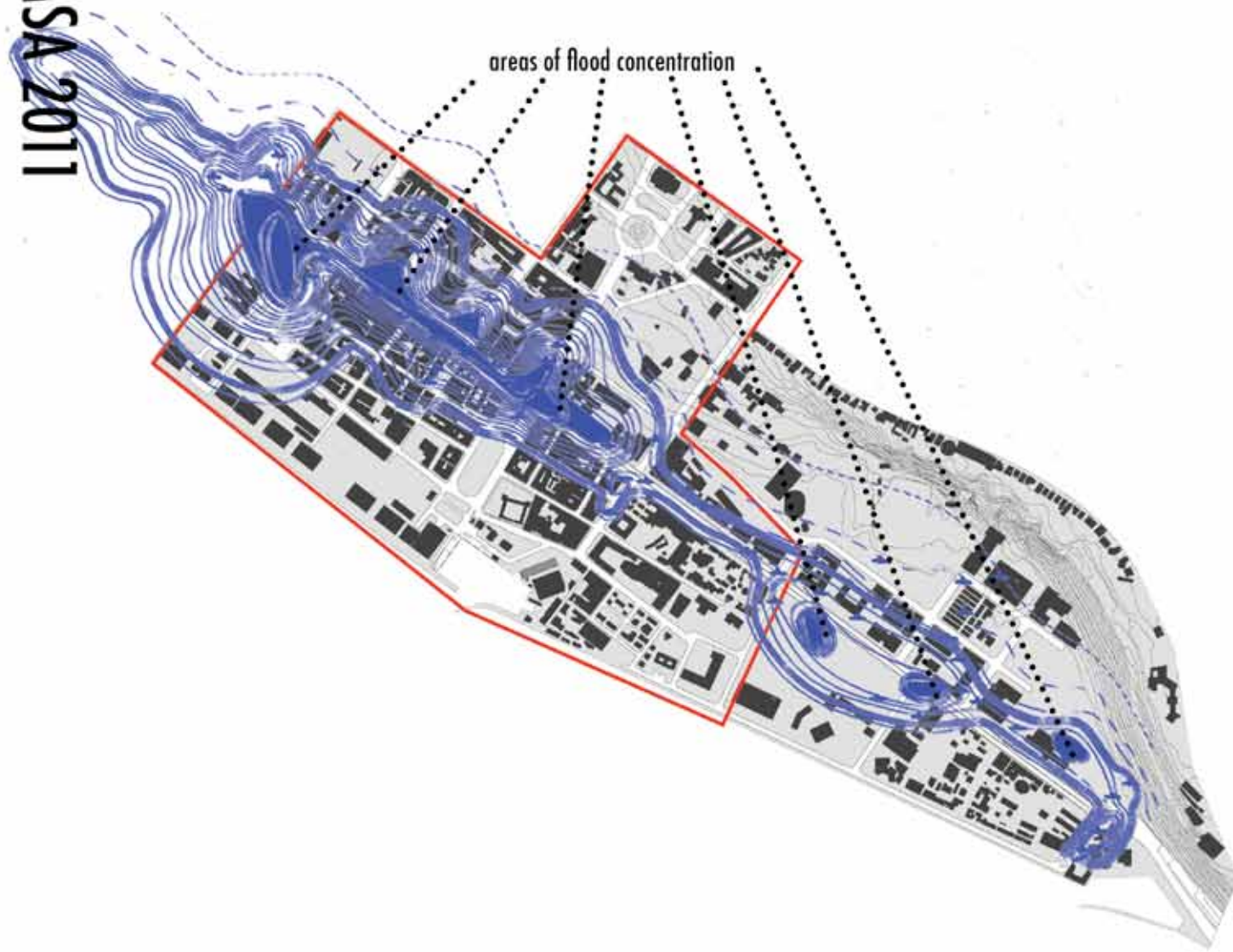
\_causes range from the following:

- a topographical dip due to infill
- hard urban landscape
- flatness of the baixa
- insufficient/unmaintained infrastructure
- rising ocean tides

occurs during rainstorms and lasts for a few hours until infiltrated.

## Mapping: flooding in the Baixa

MSA 2011



\_flooding primarily takes place along Avenida 25 de Setembro.

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- a topographical dip due to infill
- hard urban landscape
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- insufficient/unmaintained infrastructure
- rising ocean tides

occurs during rainstorms and lasts for a few hours until filtrated.

## Mapping: flooding in the Baixa



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\_historic baixa core forms part of historical protection zone

\_17 buildings of historical merit

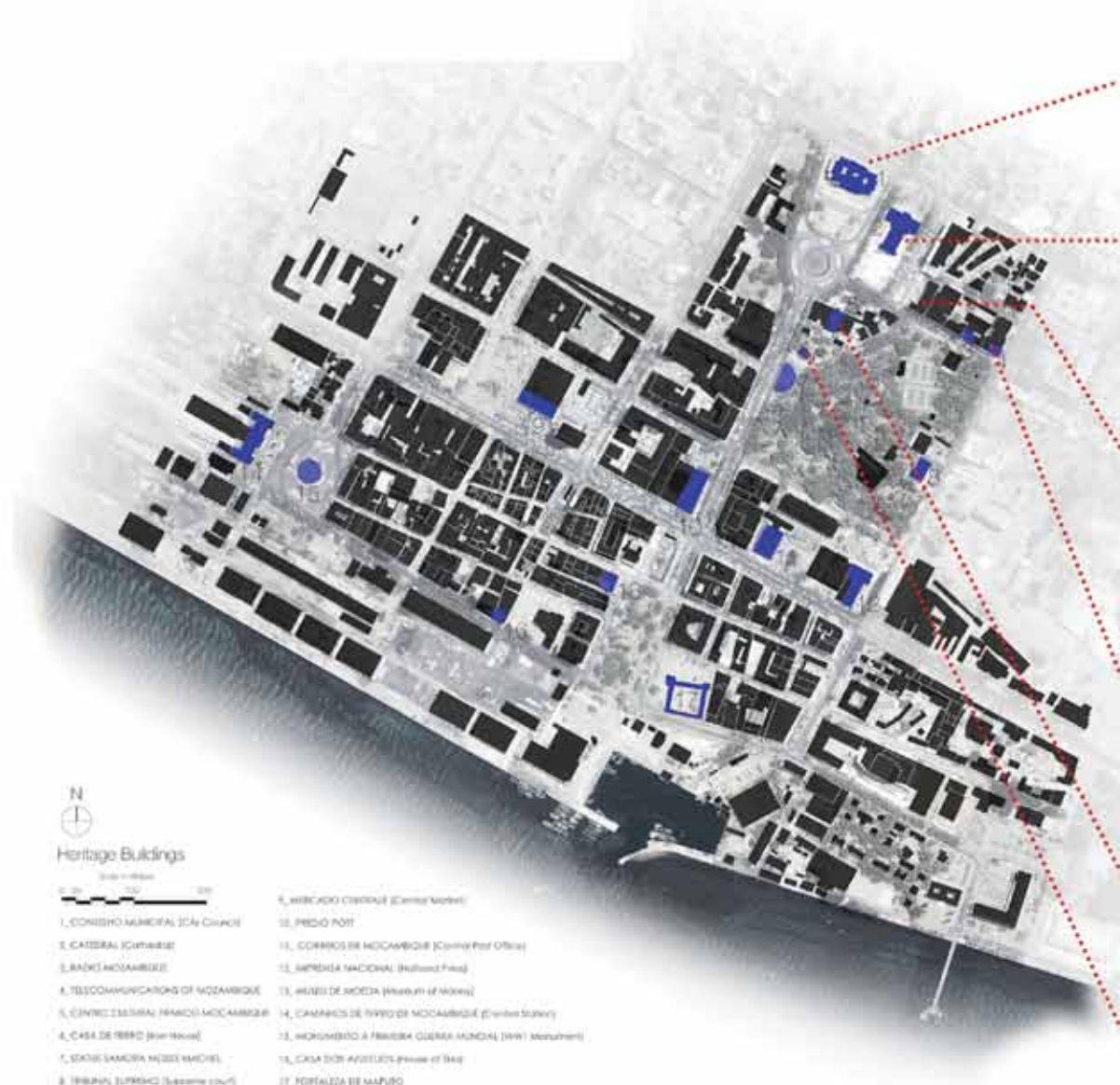
\_buildings built before 1920 given protection under law.

\_heritage fabric adds to sense of place within the area

\_rich diversity between historical and new urban fabric allows for a unique identity for the area

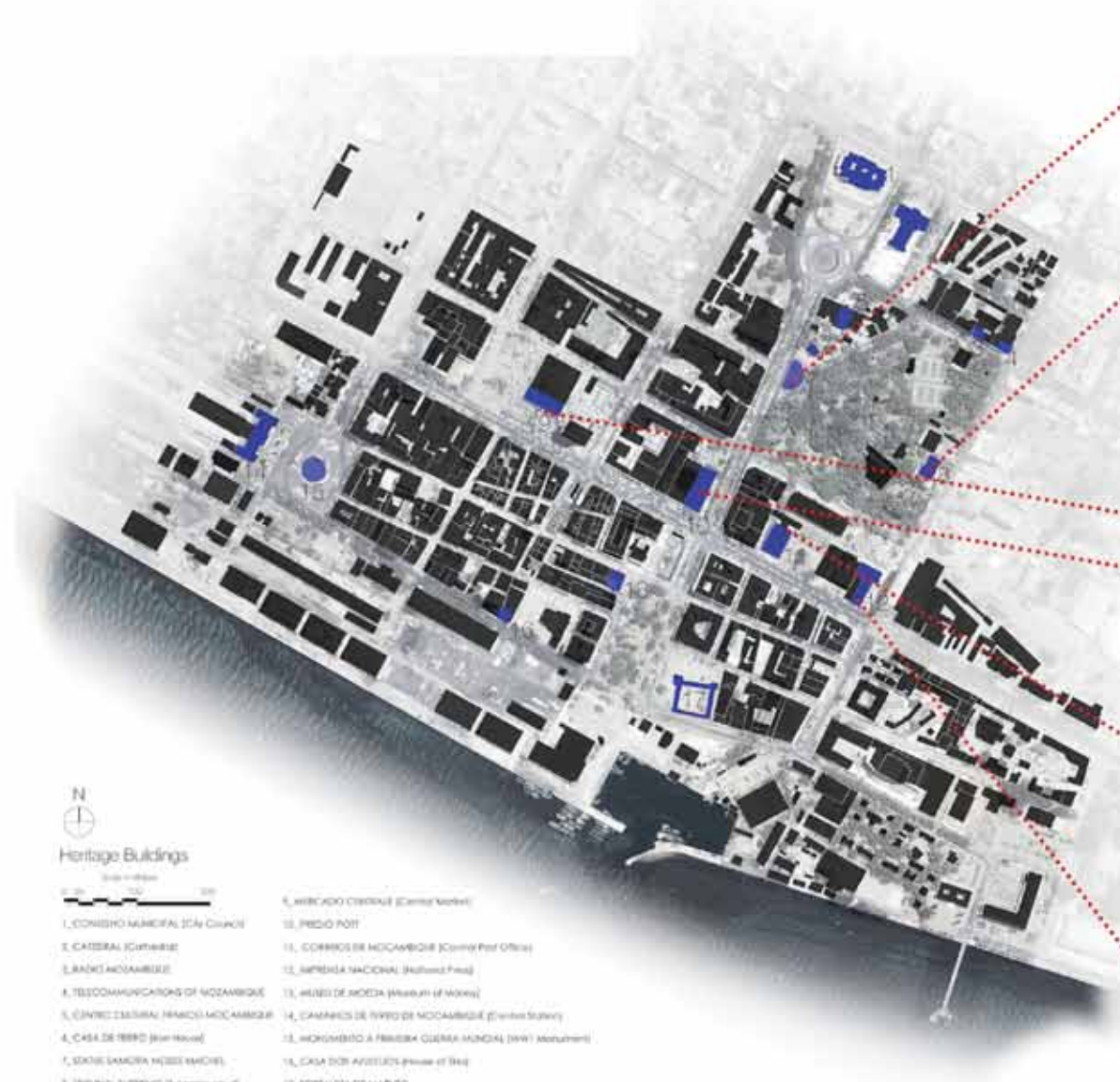
**Mapping: heritage buildings** as identified by municipal authorities

# MSA 2011



Mapping: heritage buildings as identified by municipal authorities

# MSA 2011



N  
Heritage Buildings

- |                                       |   |
|---------------------------------------|---|
| 1. CONSELHO MUNICIPAL (City Council)  | 6. MERCADO CENTRAL (Central Market)                     |
| 2. CATEDRAL (Cathedral)               | 7. STATUE SAMORA MOSES MACHEL                           |
| 3. BANCO MOÇAMBIQUE                   | 8. TRIBUNAL SUPREMO (Supreme Court)                     |
| 4. TELECOMUNICAÇÕES DE MOÇAMBIQUE     | 9. MERCADO CENTRAL (Central Market)                     |
| 5. CENTRO CULTURAL FRANCÊS MOÇAMBIQUE | 10. Predio Post   |
| 7. CASA DE FERRO (Iron House)         | 11. CORREIOS DE MOÇAMBIQUE (Central Post Office)        |
| 8. TRIBUNAL SUPREMO (Supreme Court)   | 12. IMPRENSA NACIONAL (National Press)                  |
|                                       | 13. MUSEU DE MODA (Museum of Fashion)                   |
|                                       | 14. CAMARAS DE NEGÓCIO DE MOÇAMBIQUE (Business Chamber) |
|                                       | 15. MONUMENTO À PRIMEIRA GUERRA MUNDIAL (WWI Monument)  |
|                                       | 16. CASA DOS AVIADORES (House of Pilots)                |
|                                       | 17. FORTALEZA DE MAURO                                  |



7. STATUE SAMORA MOSES MACHEL  
\_Inaugurated 1989  
\_Reinforced concrete, marble, bronze

8. TRIBUNAL SUPREMO (Supreme Court)  
1898  
\_Colonial style

9. MERCADO CENTRAL (Central Market)  
\_1901-1903  
\_manifestation of Industrial Revolution  
\_Iron construction, dome

10. Predio Post  
\_1891-1905  
\_steel frame construction  
\_built for late colonial to Transvaal

11. CORREIOS DE MOÇAMBIQUE (Central post office)  
\_1903

12. IMPRENSA NACIONAL (National Press)  
\_1857

Mapping: heritage buildings as identified by municipal authorities

# MSA 2011



14\_CAMINHOS DE FERRO DE MOÇAMBIQUE (Central Station)  
\_ 1909-1910  
\_ Manifestation of Industrial Revolution



15\_MONUMENTO A PRIMEIRA GUERRA MUNDIAL (WW1 Monument)  
\_ Inaugurated 1920



13\_MUSEU DE MOEDA (Museum of Money)  
\_ 1873 Portuguese Government Building  
\_ 1964 proclaimed historical monument



16\_CASA DOS AZULEJOS (House of Tiles)  
\_ 1879

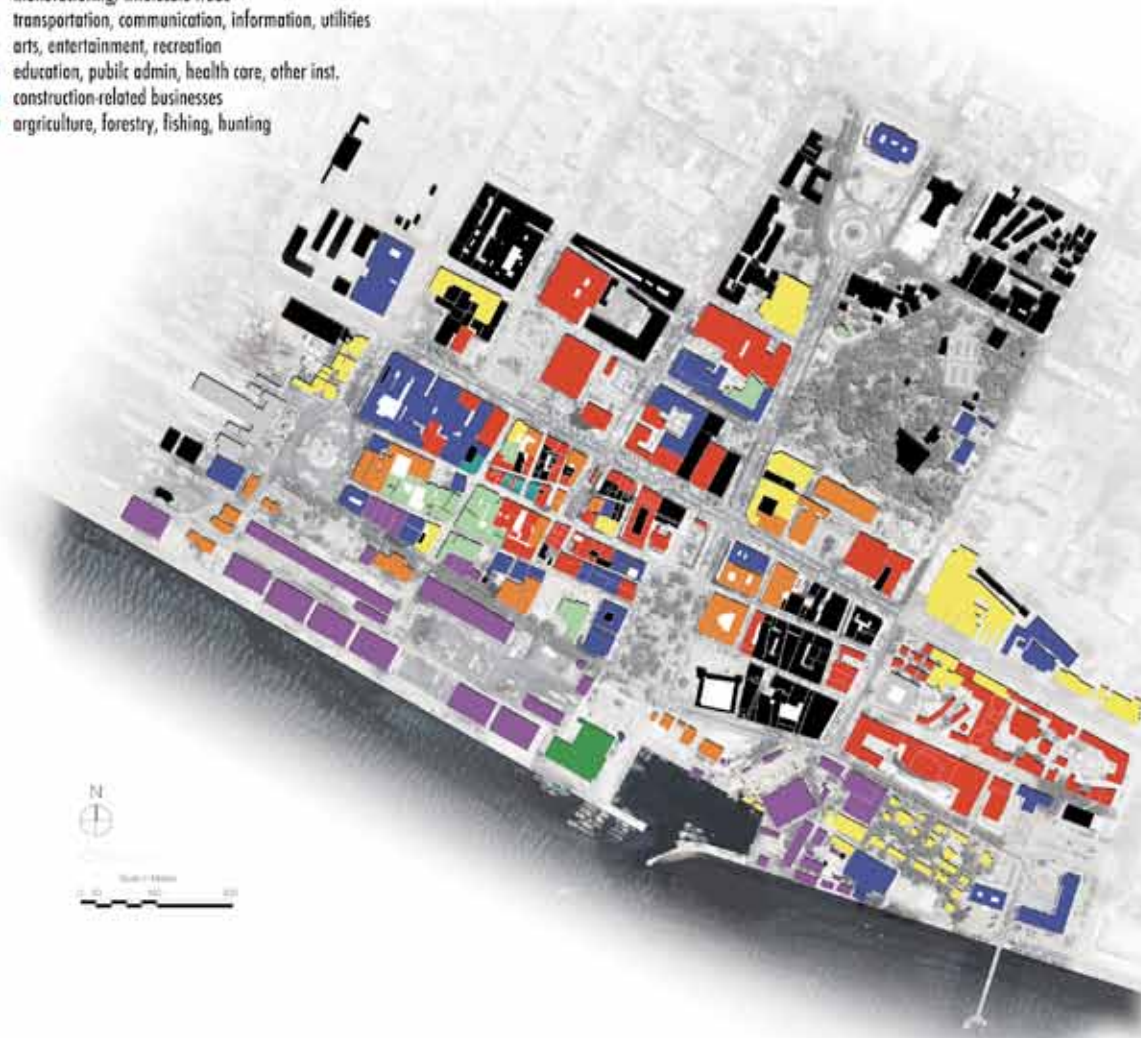


17\_FORTALEZA DE MAPUTO  
\_ Between 1851-1867  
\_ Site of old fort circa 1780-1788

Mapping: heritage buildings as identified by municipal authorities

# MSA 2011

- residence/accommodation
- general sales/services
- manufacturing/wholesale trade
- transportation, communication, information, utilities
- arts, entertainment, recreation
- education, public admin, health care, other inst.
- construction-related businesses
- agriculture, forestry, fishing, hunting



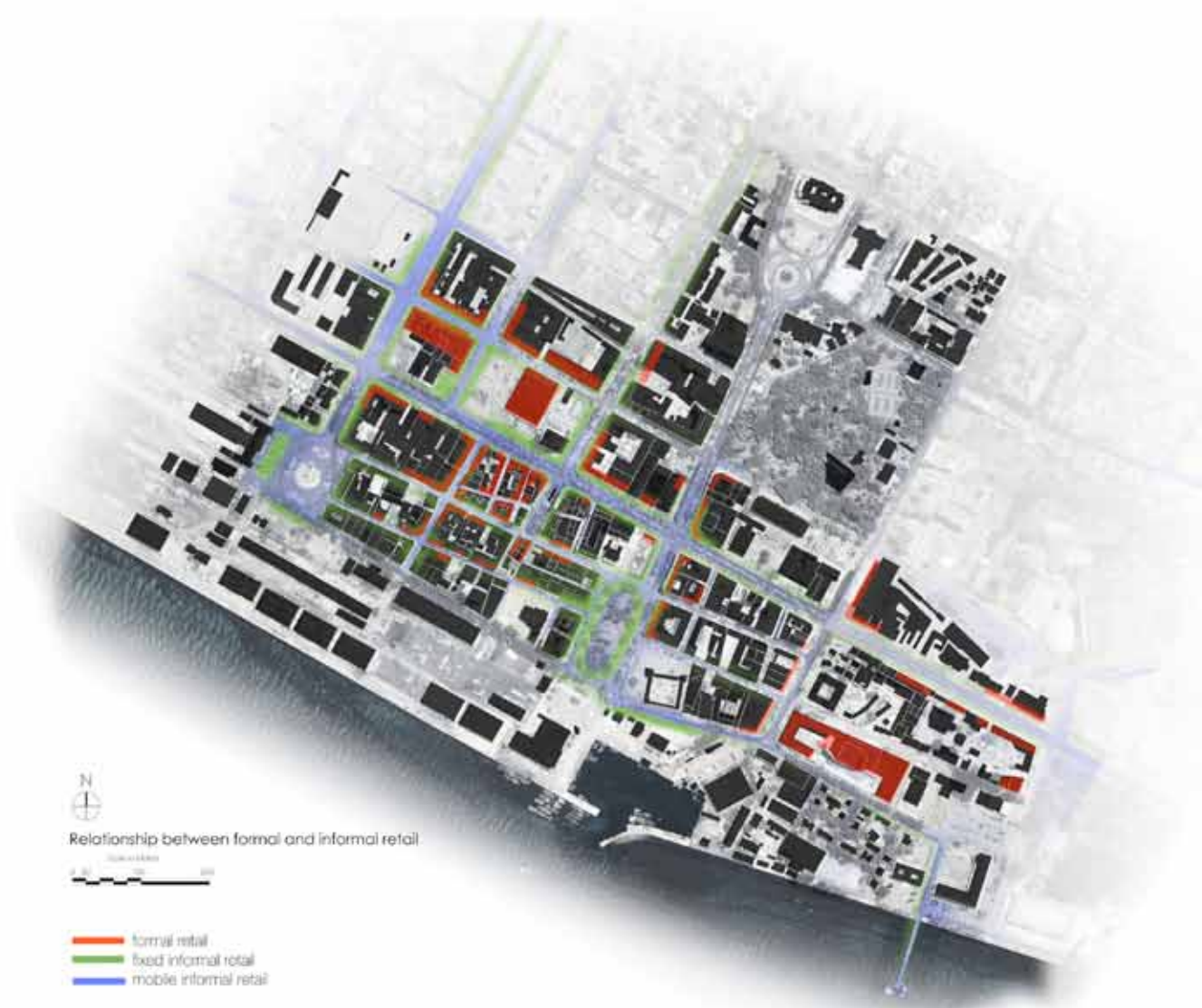
\_functions in the Biakha range on the different uses.

\_functions in the south is allocated to private warehouses and trade.

\_the northern part in essence, is residential and general trade.

\_the core inbetween is mixed use.

## Mapping: functions



Relationship between formal and informal retail

0 50 100 200

formal retail  
fixed informal retail  
mobile informal retail



\_informal sales on pavement linked to internal formal sales. Often vendors are employed by formal retail sector

\_informal trade largely mobile within the area

\_informal sales largely associated with high pedestrian density such as places of interest and public transport

\_vending largely linked to necessities such as food, clothing and airtime

# Mapping: formal and informal retail

# MSA 2011



1. GFM TRAIN STATION  
 06000 Train from MATOLA  
 ~500 people disembarked  
 06150 Train from MANICA  
 800+ people disembarked  
 07015 Train from PESSING GARICA  
 ~1000 people disembarked
2. STARLIGHT CRUISES  
 Passenger Cruise Ship  
 Arrival: Tuesday morning  
 Departure: Tuesday evening
3. VODACOS FERRY to RHACA ISLAND  
 08100 Friday, Saturday, Sunday  
 Journey time: 1 hour 45 minutes
4. TRANSMASITHA FERRY SERVICE  
 Ferry to COLUMBO  
 Licensed to carry 240 passengers, 20 cars  
 Starts: 07000 Mafaka  
 08100 Celenkoe  
 Ends: 09000 Celenkoe  
 Ferry to Inhamo  
 Leaves: 08000 Friday morning  
 MAPHAM WATER TAXIS  
 07000-08000  
 08000-10000  
 Entry to Inhamo: 10000 required



- \_upper city well served by bus and chapas.
- \_strong north-south transport linkages.
- \_informal chapa rank along ave Guerra Pop-uler.
- \_formal transport routes do not cross line of Ave 25 de Setembro.
- \_ferry terminal removed from biaxa activi-ties-large amount of congestion along streets.
- \_high pedestrian movement close to main at-traction node
- \_pedestrian movement on sidewalks & where vehicle access is limited

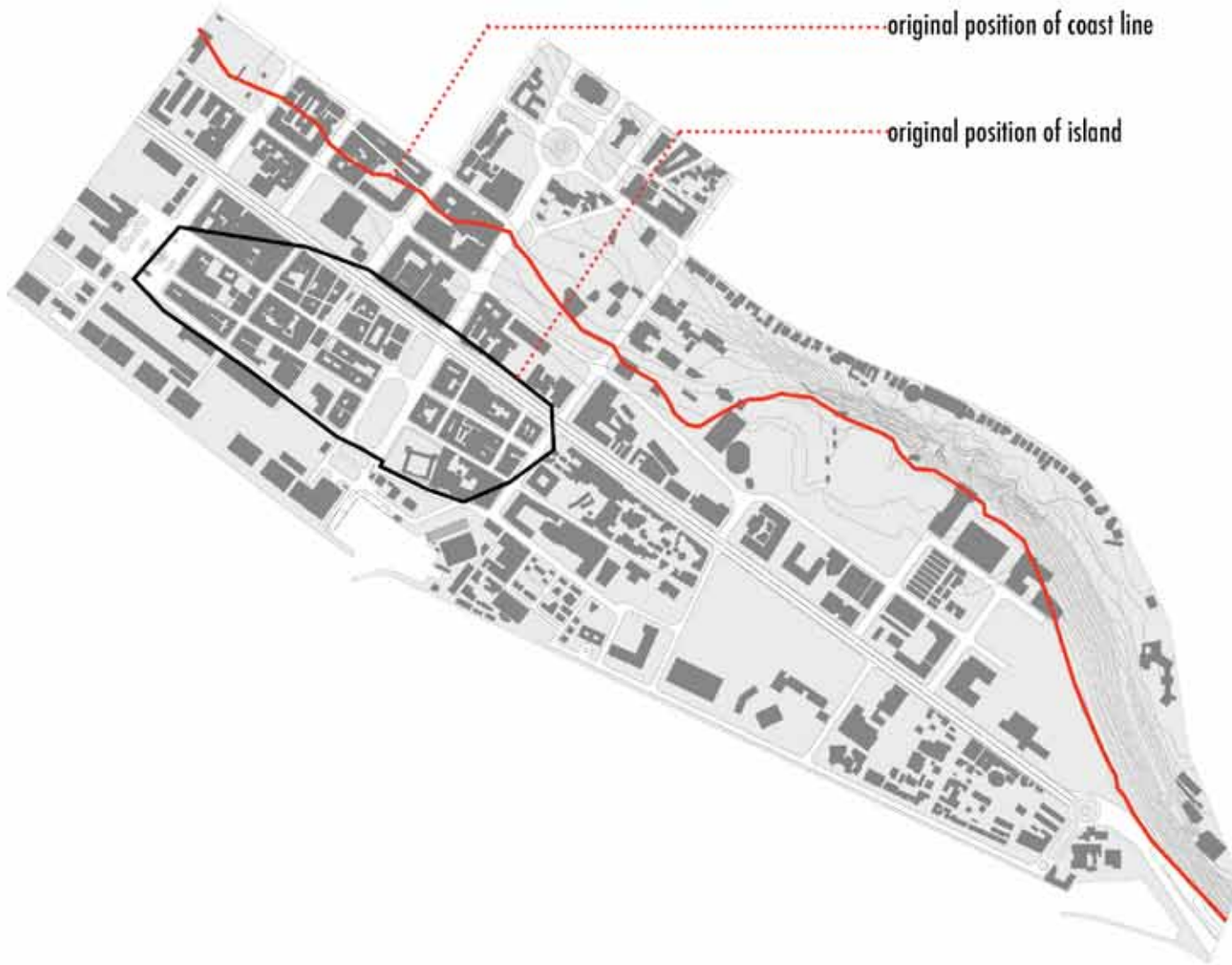
## Mapping: public transport and pedestrian concentration

# MSA 2011

## Observations and Strategies

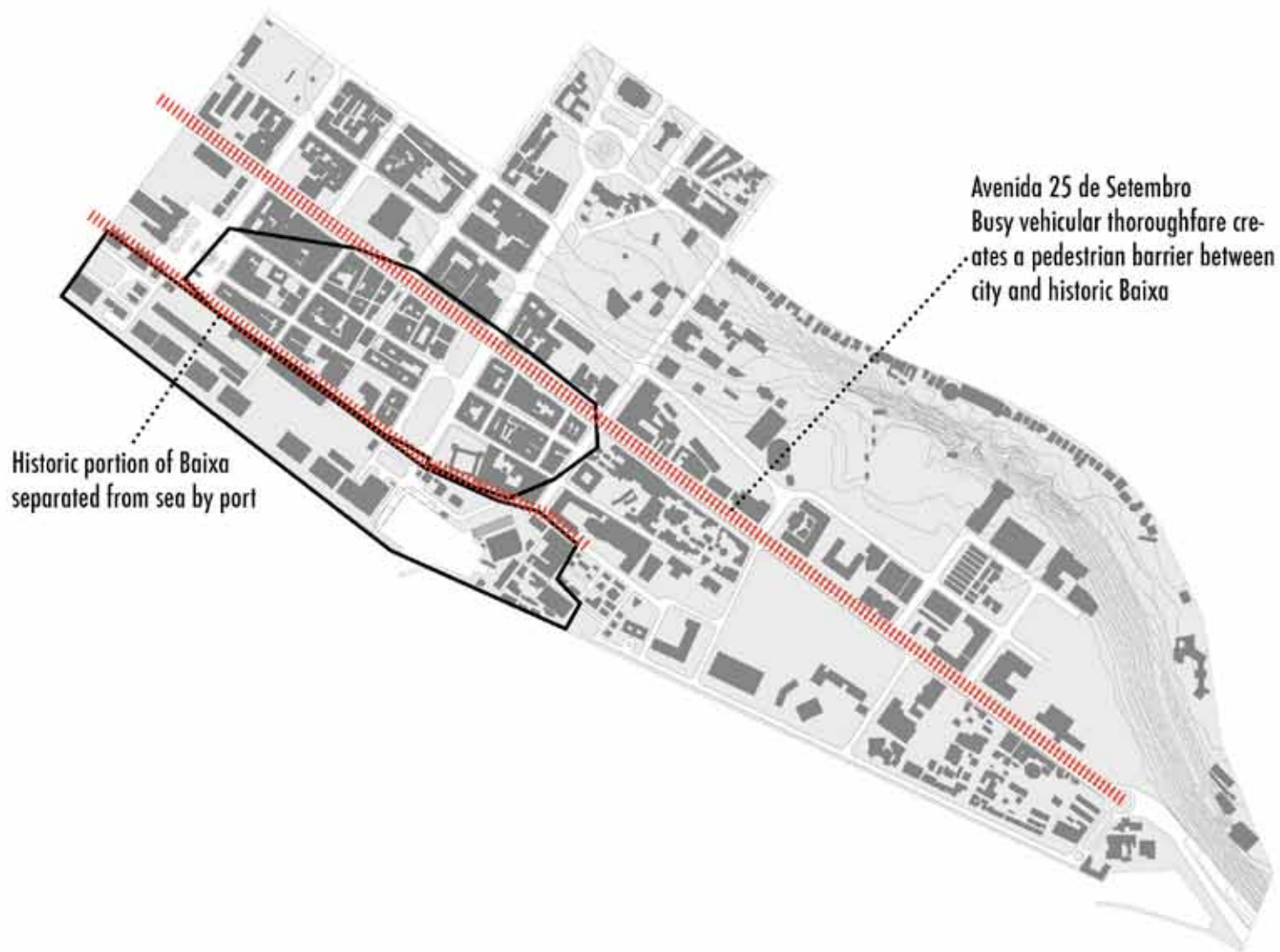


# MSA 2011



## Barriers

# MSA 2011



## Barriers

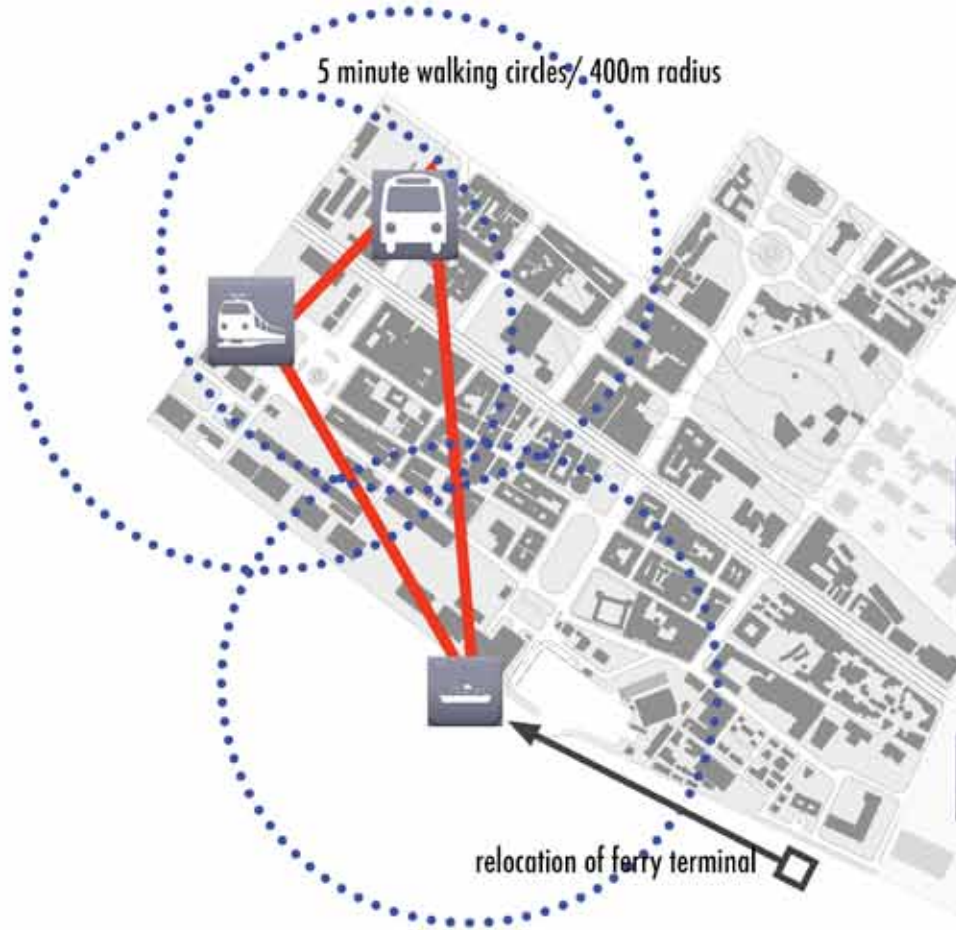
# MSA 2011



## 1. Creating links



## 1. Creating links transverse pedestrian links between open spaces



### 1\_CHAPAS & BUSES (Chapas: A minibus taxi)



View of Current chapas stop

The intention within the framework is to formalise and expand the existing chapas stop. Currently the service causes traffic congestion along Avenida Guerra Popular.

The upgrade of the facility would include increased area to the east of the current site to be demarcated for a larger transport node, facilitating an improved chapas service. Provision for the BRT (Bus Rapid Transit) service will also be considered. Additionally, a parkade will be provided in the vicinity to cater for a change from private car to public transport.



### 2\_TRAIN



View of Train Station building and Plaza de Trabalhadores

Maputo Central Train Station is a landmark building facing Praça de Trabalhadores. The building and square function as an intermodal exchange, with buses and chapas frequenting the area in front of the station building.

The framework intention for this transport node is to retain its landmark quality. Chapas and bus stops are to be formalised, with infrastructural upgrade of waiting space and provision for informal trade.



### 3\_FERRY



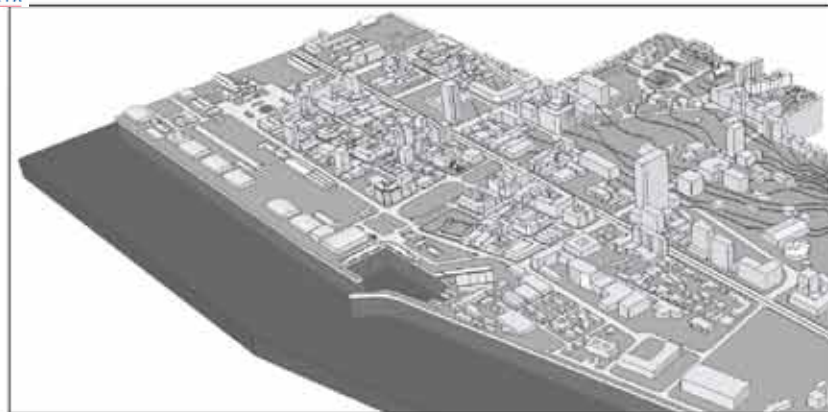
View of proposed ferry site

The framework proposes moving the ferry terminal from its current location to a new site at the culmination of Avenida Samora Machel. The proposed new site will consolidate all water-borne transport for the city to a central location. This is in line with the existing city framework of 2010.

By moving the terminal building, interconnection between the three defined transport focal points is greatly improved, ensuring ease of movement between nodes for the user.

## 1. Creating links: walkable city

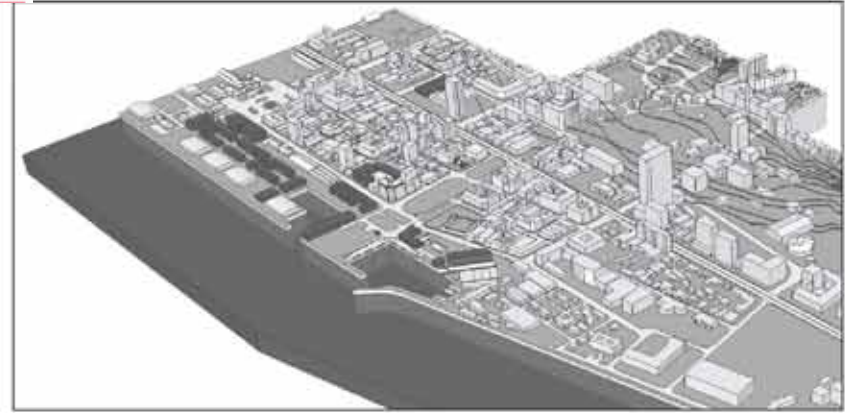
MSA 2011



Existing building footprints

## 1. Creating links: port redevelopment

MSA 2011



- New building footprints
- Existing building footprints

New building footprints

## 1. Creating links: port redevelopment



**CURRENT CHARACTER OF STREET:**

Avenida Samora Machel links the historic core of the city with the newer parts of the 'concrete city' further inland. It is not the heart of the downtown vehicular streets, but was designed as the 'Via Hispanica' of Maseru.

**PROPOSED CHARACTER OF THE STREET:**

Avenida Samora Machel (now identified by Maseru City Planners) to be adapted as the main pedestrian promenade street in Maseru, the possibility to be based upon La Ramblas in Barcelona. The overall quality is essential in nature, linking to city landmarks such as the Botanical Garden and the Cathedral. It is intended as the central (government) space for both tourists and residents, creating in a public space at the urban edge. It will act as an overtake area with facilities, pedestrian associated with slow moving traffic.

**Precedent - La Ramblas in Central Barcelona**

- Popular with both locals and tourists
- 1.2 km long linear street pedestrian walking from the city centre to the harbour
- Many contemporary urban activities, with the gradual diversity of people, concerts, by shops, terraces, street markets, markets, activities.
- Works as a through street. People are willing to drive a long distance to it.

**Characteristics of a successful promenade:**

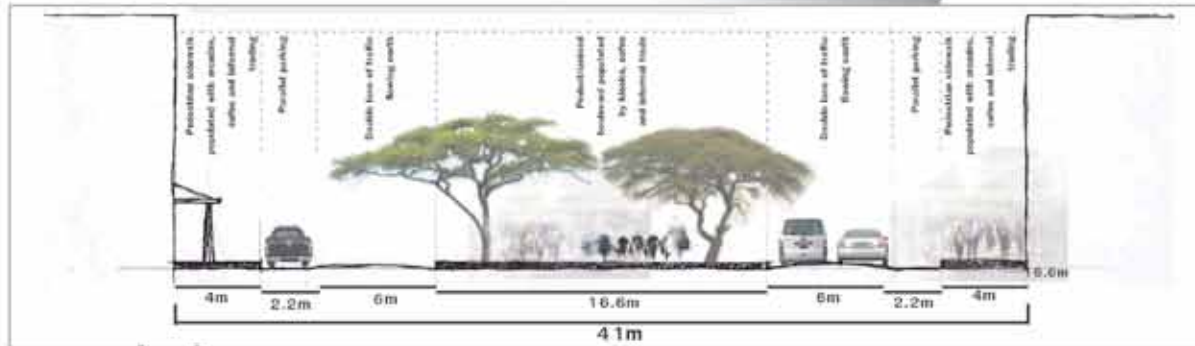
In promenade in Charlotte - Barcelona, the issues for the boulevard is as follows:

- ... High density pedestrian usage
- ... Accessible facilities: seating places and small shops
- ... Diverse and strong grid
- ... Variety of functions that act as destinations
- ... Promenade for people to slow walking of pedestrian paths, starting of terraces, walls to keep apart, trees and benches and tables for sitting, opening of storefronts to provide pedestrian cafe, outdoor encouraging signage (1977:168)

'Encourage... a promenade at the heart of every community, linking the main activity nodes, and placed centrally... Put main points of attraction at the two ends, to keep a constant movement up and down. (Alexandre et al, 1977:173)



Aerial view - Avenida Samora Machel



Precedent - La Ramblas in Central Barcelona

# 1. Creating links: Avenida Samora Machel





ORIENTATION KEY



'The 'movement space' constituted by streets forms the essential connective tissue of urban public space – from the micro scale of circulation within buildings to the macro scale of whole cities...

So streetspace forms the basic core of all public space – forming a contiguous network or continuum by which everything is linked to everything else... The challenge is to address the street work – not just as an isolated architectural set piece, but as a contribution to wider urban structure.' (Marshall, S. 2009:113)

LINK \_ HEIRARCHY OF STREETS

Roger Trancik in his book *Finding Lost Space* describes linkage through a network of streets as one of the key ingredients of place-making. Streets, their layout and connectiveness are pivotal within a greater urban design vision. This is in line with the views of Kevin Lynch's theoretical approach to urban design, whereby paths are one of the five areas of investigation.

Magato streets are characterized by their high degree of pedestrian activity and informality. Add to that the enormous presence of the car, and the result is a rich foundation for public urban space. The intention within the framework is to define the proposed character of each street within the study laboratory, and to then formulate a strategy to reach the desired outcomes.

Below is a table showing generic street types and hierarchies, as defined by the *Institute of Highways and Transportation*. These are compared to street types as suggested by *Llewellyn-Davies* in his book *Urban Design Compendium*. Streets within the Baza are then identified as having the current or potential characteristics as stated.

STREET TYPE AND HEIRARCHY

| ROAD TYPE                    | PREDOMINANT ACTIVITIES  | SUGGESTIONS   | APPLICATION  |
|------------------------------|---|---|--|
| <i>Source: FH (1987:144)</i> | <i>Source: Llewellyn-Davies (2000:111)</i>  | <i>Source: Baza</i>   |  |
| <b>Primary distributor</b>   | Fast moving long distance through traffic; No pedestrian or freight access  | Main road – routes providing connectivity across the city                     |  |
| <b>District distributor</b>  | Medium distance traffic in green network; services. All through traffic between different parts of the urban area | Arterial or backbone – serves numerous localities                             | Av. Sabori Maches<br>Av. 25 de Setembro<br>Av. Guerra Popular<br>Av. Aires Marek |
| <b>Local distributor</b>     | Vehicle movement only beginning or end of all journeys  | High street – street with active frontages                                    | Rua da Nequiza<br>Av. Manteires de Inhamitanga                                   |
| <b>Access road</b>           | Walking; Use of bicycles for freight; Delivery of goods and servicing of premises. Slow passing vehicles          | Street or square – serves residential, commercial, industrial traffic loading | Rua do Bagarrojo<br>Rua Conselheiro Pedross                                      |
| <b>Pedestrian street</b>     | Walking; Moving; Loading  |   | Internal Baza streets  |
| <b>Pedestrian route</b>      | Walking; Some cycling to street level   |   | Waterfront residential streets   |
| <b>Cycle route</b>           | Cycling   |   |  |

1. Creating links: summary of north-south and east-west links



ORIENTATION KEY



*'The 'movement space' constituted by streets forms the essential connective tissue of urban public space - from the micro scale of circulation within buildings to the macro scale of whole cities... So streetspace forms the basic core of all public space - forming a contiguous network or continuum by which everything is linked to everything else... The challenge is to address the street as an urban place as well as a movement channel, and how to make this conception of the street work - not just as an isolated architectural set piece, but as a contribution to wider urban structure.'* (Marshall, S. 2005:13)

LINK - HEIRARCHY OF STREETS

Engel Yoneda in the book Finding Lost Space devotes linkage through a network of streets as one of the key ingredients of place-making. Streets, their layout and connections are pivotal within a greater urban design vision. This is in line with the work of Kevin Lynch's theoretical approach to urban design, whereby paths are one of the five main axes of investigation.

Major streets are characterised by their high degree of pedestrian activity and informality. Not to limit the excessive presence of the car, and the result is a firm foundation for public urban space. The mission within the framework is to define the proposed character of each street within the study laboratory, and to then formulate a strategy to reach the intended outcomes.

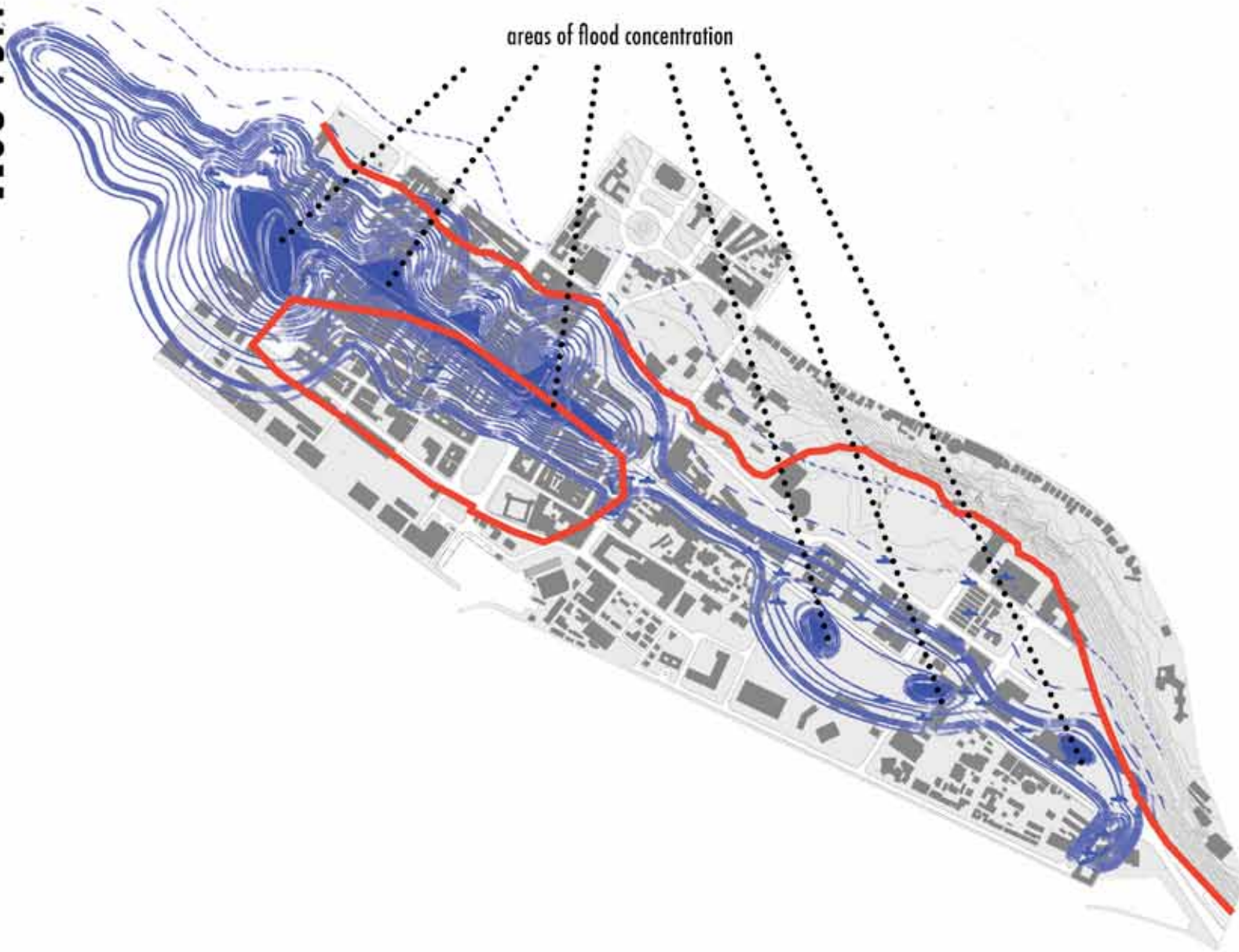
Below is a table showing general street types and hierarchies, as defined by the Institute of Highway and Transportation. These are contained to street types as suggested by Lowenthal-Gaines in his book Urban Design Corporation. Streets within the table are then identified as having the correct or potential characteristics as stated.

STREET TYPE AND HEIRARCHY

| ROAD TYPE             | DOMINANT ACTIVITIES   | SUBSTITUTIONS  | APPLICATION  |
|-----------------------|---|--|--|
| Expressway            | Long distance travel  | Inter-city travel  | Highway  |
| Primary thoroughfare  | Fast moving long distance through traffic, no pedestrians or bicycles allowed                                 | Main road - intercity connecting communities across the city |  |
| District thoroughfare | Medium distance traffic in various directions, no through traffic, accesses different parts of the urban area | Arterial to Suburban - arterial                              | Av. Sefako Mphahlele<br>Av. 25 de Setembro<br>Av. Duarte Pacheco<br>Av. Rui Afonso |
| Local thoroughfare    | Local residential traffic, shopping in area, etc.   | High street - local main arterial                            | Rua da República<br>Av. Bartolomeu de Gusmão                                       |
| Arterial road         | Working, Use of Highway by Strategic Delivery of goods and services, long distance, heavy vehicles            | General purpose - arterial                                   | Rua do Espadachim<br>Rua Conselheiro Pedrosa                                       |
| Collector street      | Working, Shopping, parking  |  | General Urban Street   |
| Feeder road           | Working, Street carrying in-coming traffic  |  | Suburban Residential Street  |
| Local road            | Living  |  |  |

1. Creating links: summary of north-south and east-west links

MSA 2011



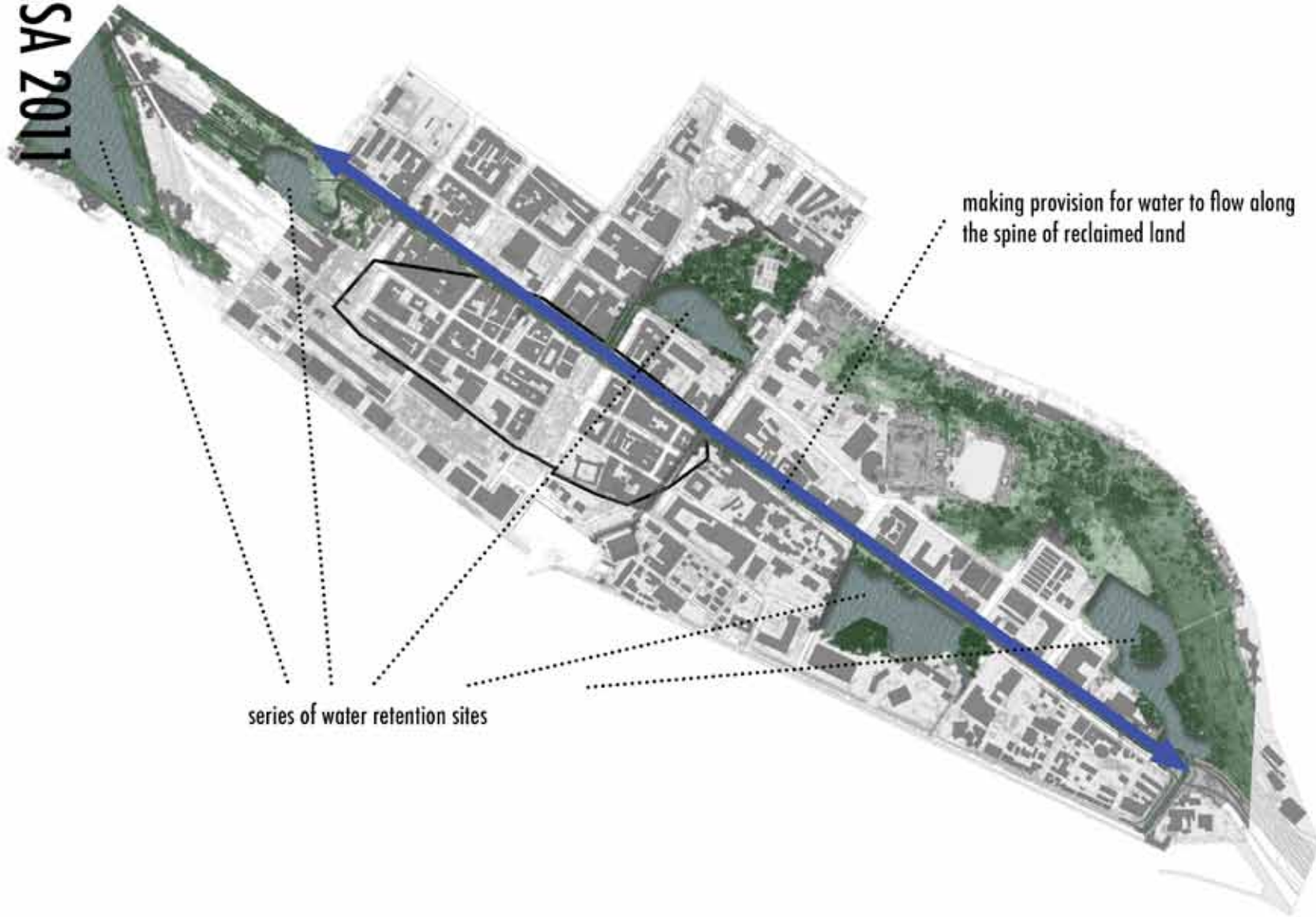
## 2. Managing flooding

MSA 2011



## 2. Managing flooding

MSA 2011



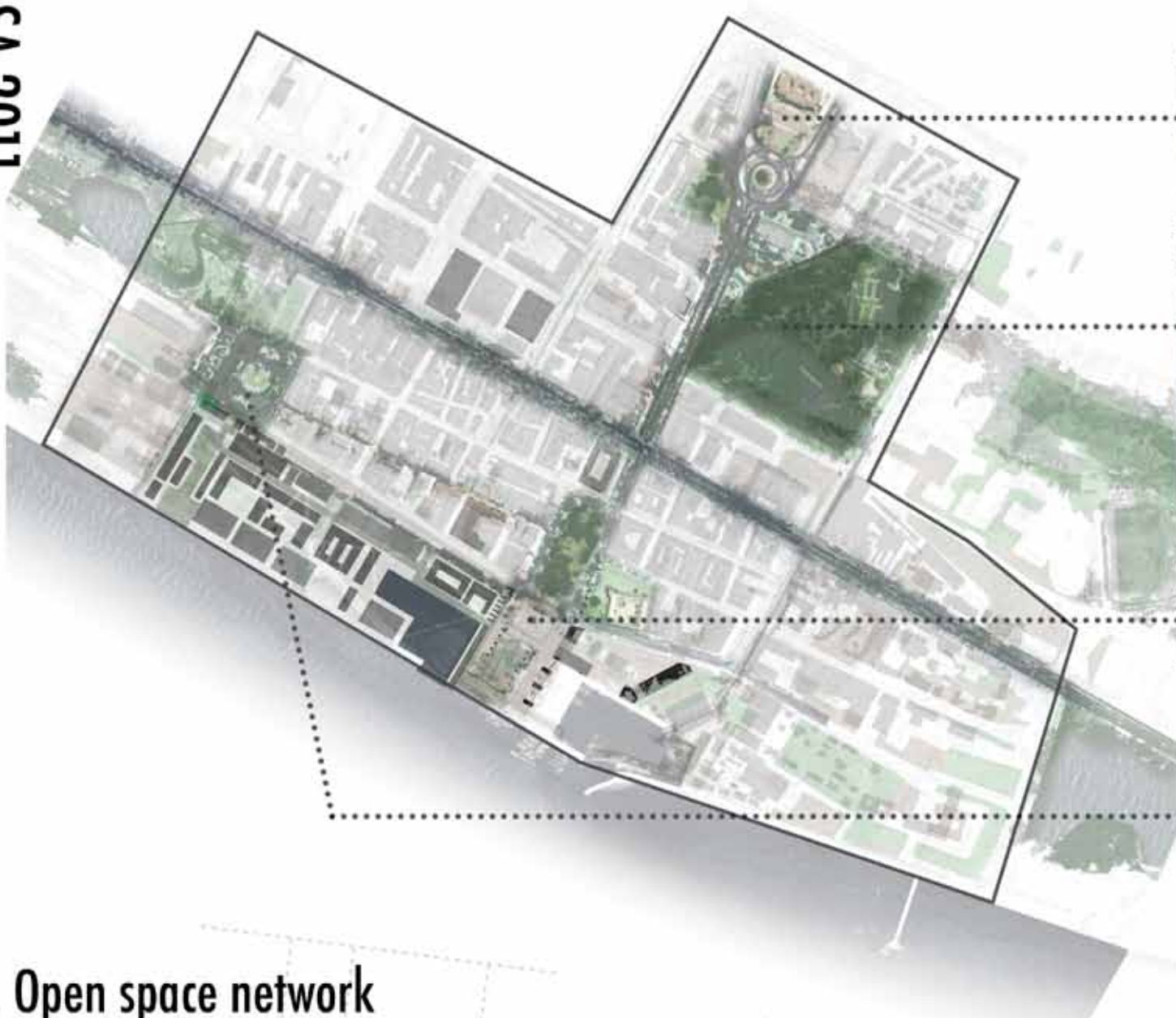
## 2. Managing flooding

MSA 2011

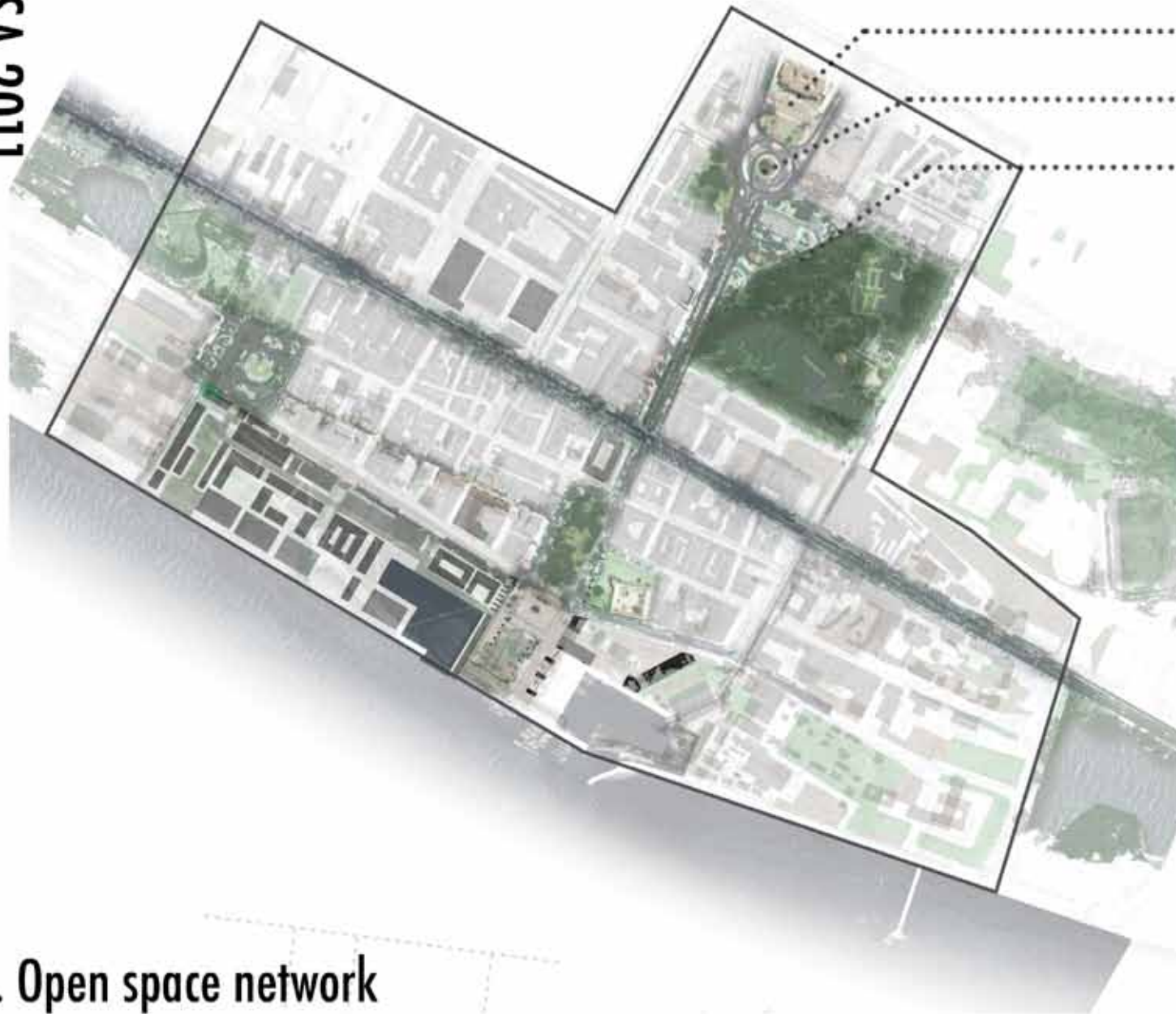


### 3. Open space network

MSA 2011



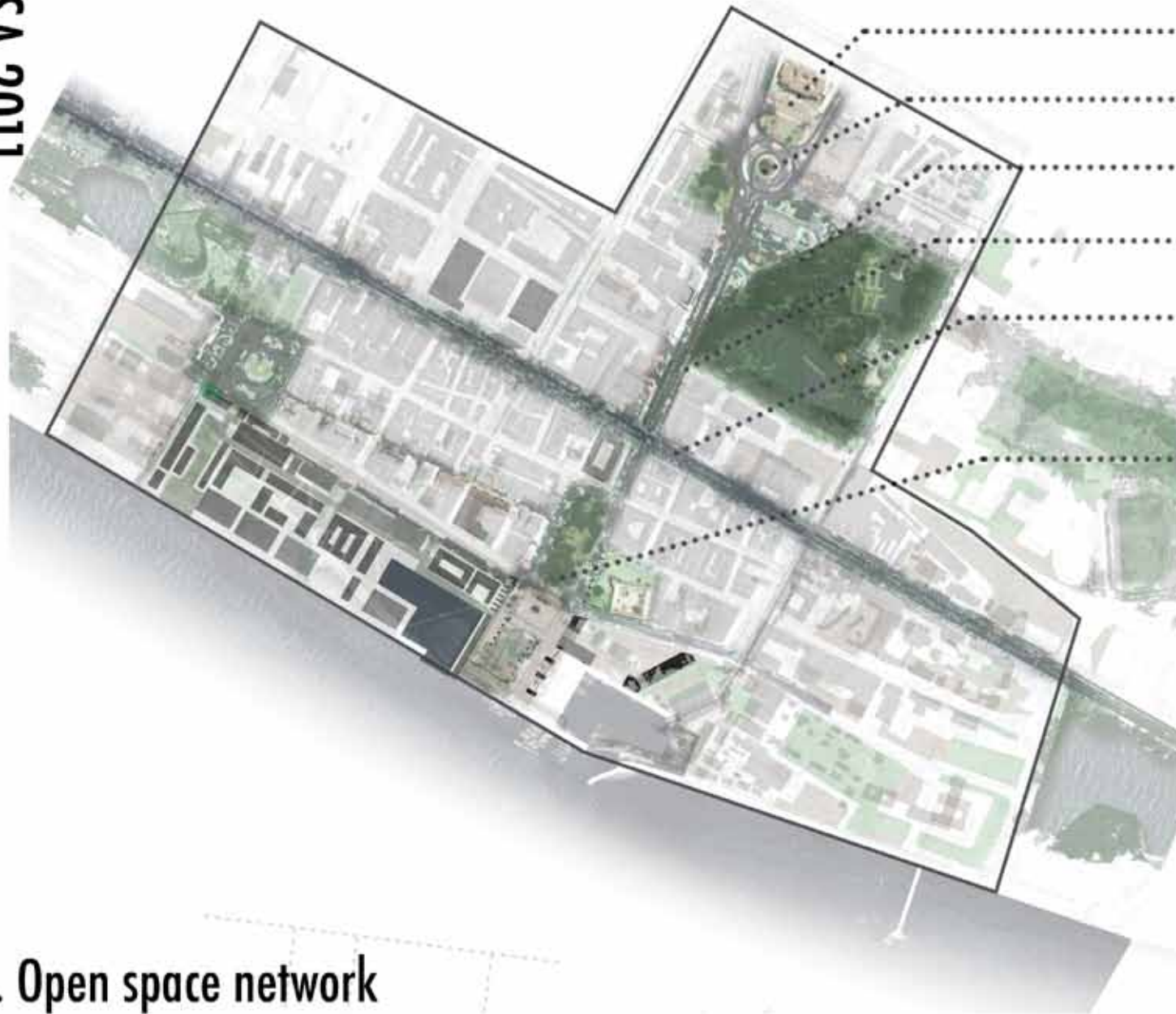
### 3. Open space network



1. New Civic Precinct as per Jose Forjaz design
2. New Landscape intervention as Per Jose Forjaz
3. Botanical Gardens to be repaired and maintained.
4. "La Ramblas" Project as proposed by the Maputo Municipality
5. Rua de 25 Setembro, Creating pedestrian treatments and connecting praças. Design as per J. Hart and B. Snow
6. Praça De 24 Junho- To remain as existing urban Park
7. Fort Gardens - To become more publicly accessible
8. Promenade towards Marginal, Hard Pedestrian surface including planting
9. Urban hard surface, terminal space as per design C. Deacon.
10. Rua De Bagamoyo- Hard surface connect two Praças as per design J. Cassan
11. New Harbour front development C. Deacon
12. Praça De Trabalhadores Re-introduction of green Space
13. Water retention W. Gosthuysen

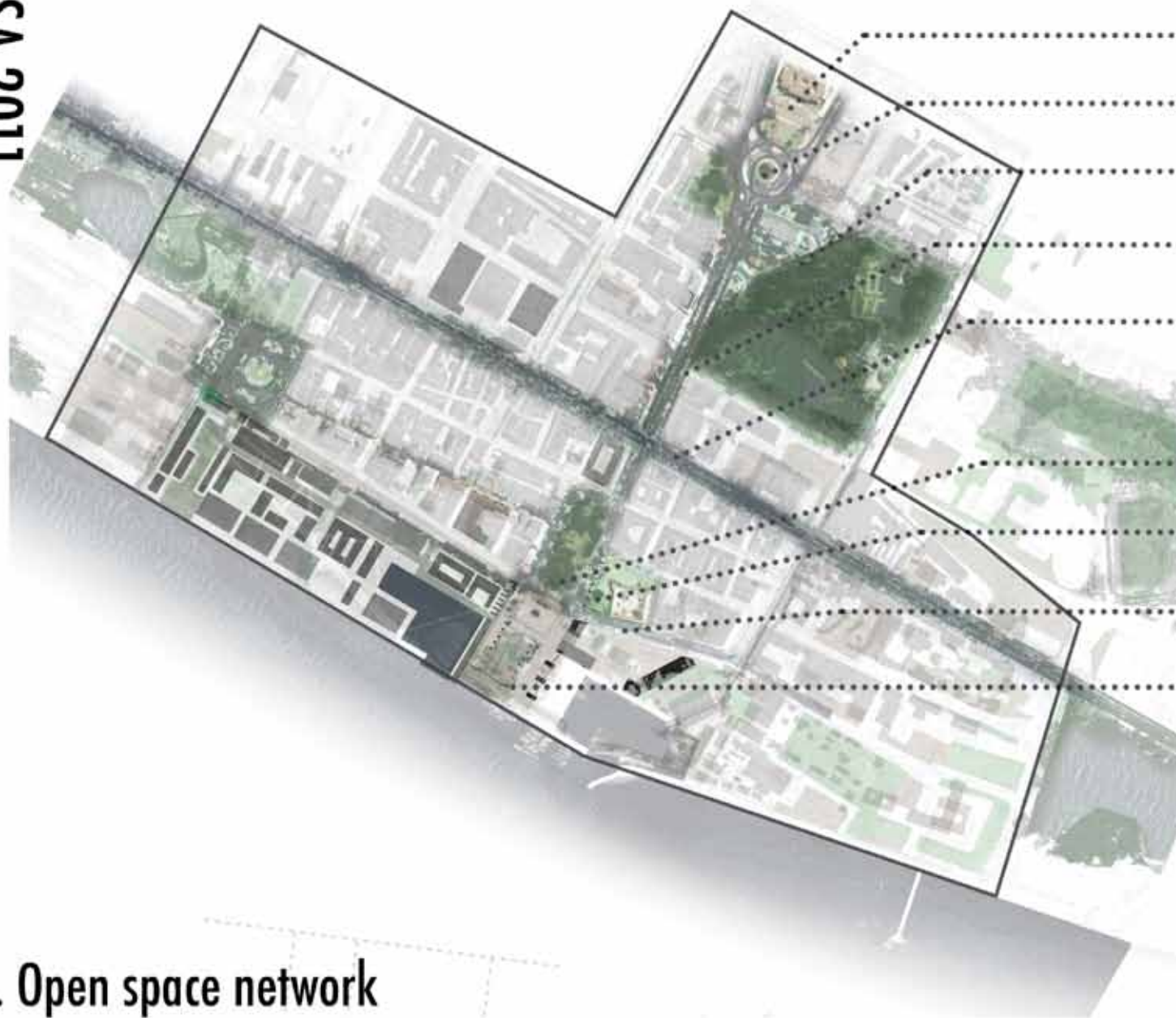
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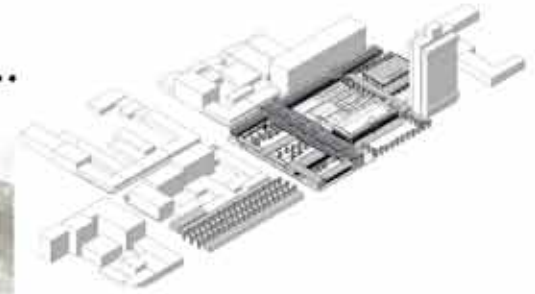
### 3. Open space network

MSA 2011

Flood harvesting: urban infrastructure as landscape



Maputo Central Market:  
Seeing the informal economy  
in Formal Architecture



Food workshop: Inhabiting the ruin



Re-invention: a night life precinct



Transition as event: Ferry terminal



Individual design interventions

***APPENDIX B***  
**INITIAL SITE INVESTIGATION JUNE 2010**

## QUICK SCAN – MAPUTO. JULY 2010

### A description of results by drs. Jean Paul Corten, Quick Scan Project Leader

During the Maputo Field Study a quick scan was executed by students from the Universities of Eduardo Mondlane, Maputo and Pretoria, South Africa. This project was led by drs. Jena Paul Corten, supported by Edna Peres and Nicholas Clarke. The goal of this quick scan is to gain insight in the future perspectives of the Baixa's historical features. For that reason the Baixa's historical identity, state of maintenance and present use have been investigated. The gathered data were used to determine the Baixa's development potentials and restoration need. A quick scan is not a thorough research but meant to be a first step towards a revitalization policy.

#### Historical identity

During the quick scan concerning the historical identity, all built structures within the boundaries of the defined area were validated according to the features of their urban surrounding. Architectural appearance is not the only relevant aspect in this respect. Scale, volume and position are equally important. Three categories are distinguished: the first category contains those structures that determine -or contribute to- the historical identity of the precinct. They are marked red on the map. The second category contains structures that are

neutral to -and fit within- the historical identity of the precinct, and are marked yellow on the map. The third category, marked blue on the map, contains structures that are disturbing -and do not fit within- the historical features of the precinct. This quick scan is not meant to be an identification of to be listed monuments, but aims at providing an idea of the coherence of the urban precinct.

Map 1. shows the results of the quick scan concerning the historical identity. From this map we may conclude that the Baixa is a relatively coherent urban precinct. The abundance of red and yellow dots on the map indicates a strong historical identity. The Baixa's features are nevertheless incidentally disturbed by structures that do not fit well into this identity. Most of these disturbing structures do fit into the urban pattern but differ mainly in height, appearance or architecture. Some of them dominate their surrounding.

#### Technical Condition:

During the quick scan concerning the technical condition, the state of maintenance of the existing building stock was mapped and also presented in three categories. Buildings that are in a bad state of maintenance are marked red. Buildings in a moderate state of maintenance are marked green and buildings in a good state of maintenance yellow.

The general condition of Maputo's historical core turns out to be moderate, as we may conclude from map 2. A relatively big amount of structures is in no direct need of repair. Only a few structures are in really bad condition. They do however have a rather big impact on the appearance of their surrounding. Maintenance of its building stock thus seems not to be the Baixa's main concern.

#### Present use:

The quick scan concerning the functions consists of mapping present use of the buildings within the boundaries of the defined area. Public services (schools, museums, theatres, religious buildings, police stations etc.) are marked red. Commercial activities like office buildings and retail trade are marked blue. Residential buildings are coloured yellow. Workshops and industrial activities are marked brown. Vacant plots and idle buildings are left unmarked

Map 3. shows the Baixa's unbalanced use. The lack of yellow dots on the map indicates that the Baixa is not a favourable residential area and explains the deserted streets after working hours. It also largely explains the general feeling of insecurity and neglect. the Baixa is surrounded by industrialised zones at the harbour and around the railway station. They may discourage residential use of the Baixa. Commercial activities are dominating the area. They mainly exist of marginal retail

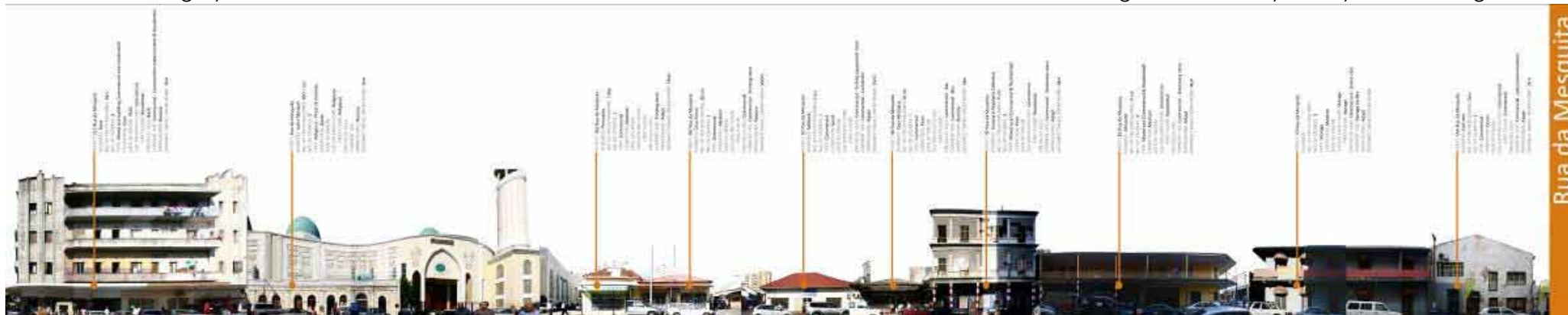


Fig. 1 Rue de Mesquita, Maputo. A typical street in the Baixa of Maputo

trade. the Baixa contains a relatively large amount of public functions, which should be considered a positive feature, supporting its function as city centre, and maybe a base for future development. The Baixa's mal-functioning seems to be its main problem and revitalization thus its main challenge.

#### Conclusion

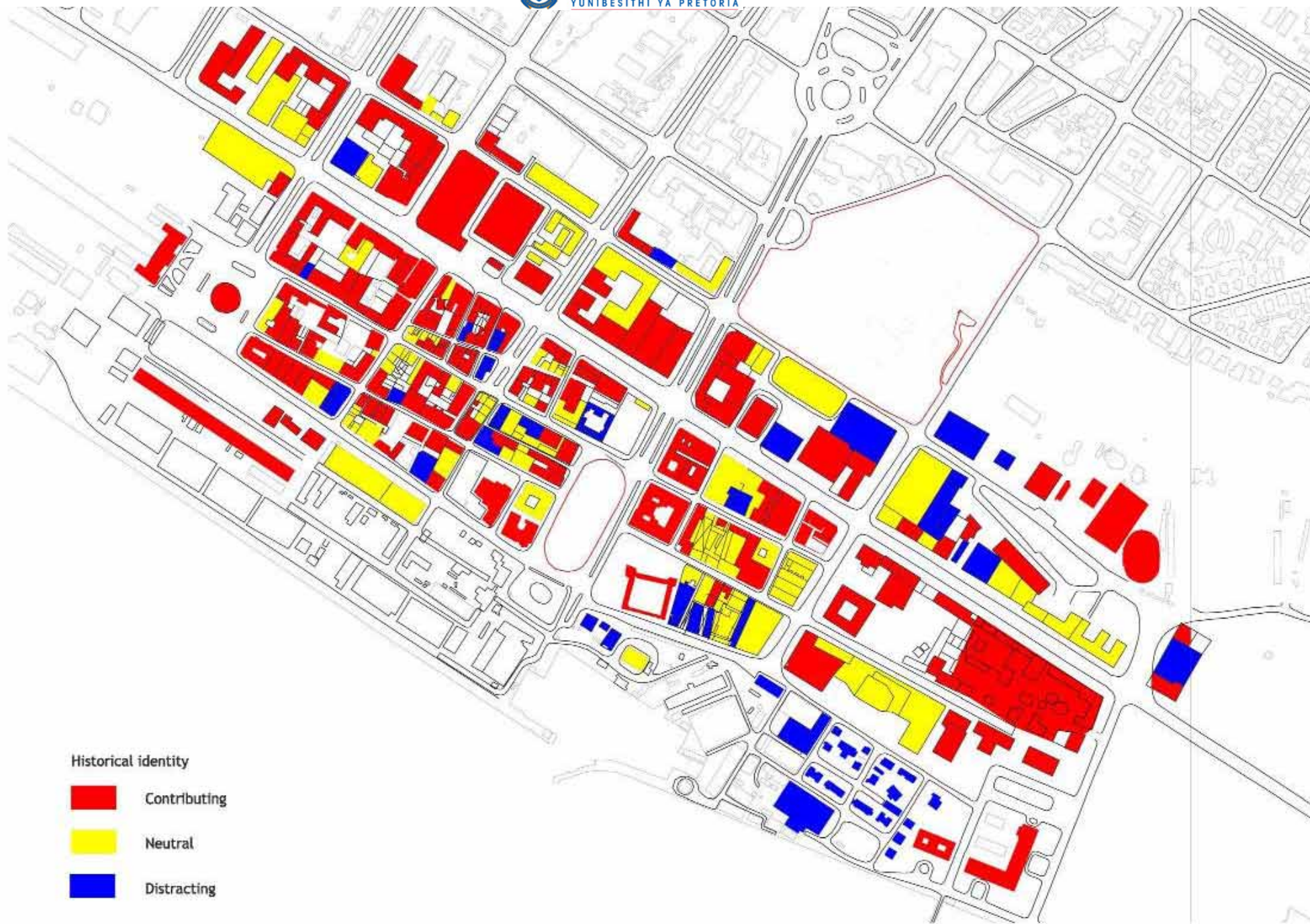
the Baixa, largely dating back to the second half of the 19th century, forms an enclosed and quiet enclave amidst a vibrant 20th century metropolis. Maputo's historical core distinguishes itself from the rest of the metropolis by its modesty; in urban fabric, architecture and infrastructure. The precinct is separated from the metropolis by rather harsh borders. Southwest the Baixa is separated from the harbour area by huge fences. Northwest the precinct is closed off from the city by the Railway Station and its surroundings. Northeast and Southeast, Av. 25 de Setembro and Av. V.I. Lenin separate small scale the Baixa from large scale Maputo. Notwithstanding this conflict in scale, the Baixa has considerably been connected to the expanding city by the main axes, all penetrating the precinct from Northeast. The Baixa's three main squares also function to connect Maputo's extravagancy to the Baixa's modesty. the Baixa is not only the historical centre of Maputo, but -due to this- also its geographical centre. the Baixa is connected to its surroundings by waterway, railway and motorway. This favourable position may be

the Baixa's main potential for future development.

From the quick scan we may conclude that the Baixa is badly in need of revitalization. Its strong historical identity should be considered as an important asset to this goal. Restoration of the historical structures will be supportive in this respect. First challenge is to convince the local authority of the development potentials the Baixa's historical features offer. The role of the Municipal Government is not so much to provide funding, but in the first place to create favourable conditions for a vital future of the Baixa's historical identity. A spatial policy -preferably legally secured in a master plan or land use plan- should be supportive to residential housing, since this seems to be one of the main issues in the Baixa. Besides this policy should favour the public services, one of its main strengths. In addition retail trade should become more specialized, so it can serve the whole city and will be complementary to the retail trade presently located on the borders of the Baixa. Also the Baixa's tourist potentials and leisure and night life possibilities could be exploited. Although they should be balanced with a desired residential use.

Combining the historical Identity Map (map 1) and the Technical Condition Map (map 2), shows which contributing and neutral structures are in need of fully or partly repair. The so called Synthesis Map (map 4) thus shows the extend of the restoration

need. On base if this map a rough estimation of the Baixa's recovery costs can be made. A full restoration of an average structure is estimated to cost USD 180.000,- and a party restoration is estimated to cost half that prize. For recovery of public space 25% of the total restoration costs should be added, and for overhead 5% of the total restoration costs. Thus a full recovery of the Baixa can be estimated to cost a total amount of some 20,- million USD. When put into an 10 year renovation programme, this means investors (public, private and owners) should be tempted to invest about 2,- million USD a year.



Map 1. Historical Identity Map  
224

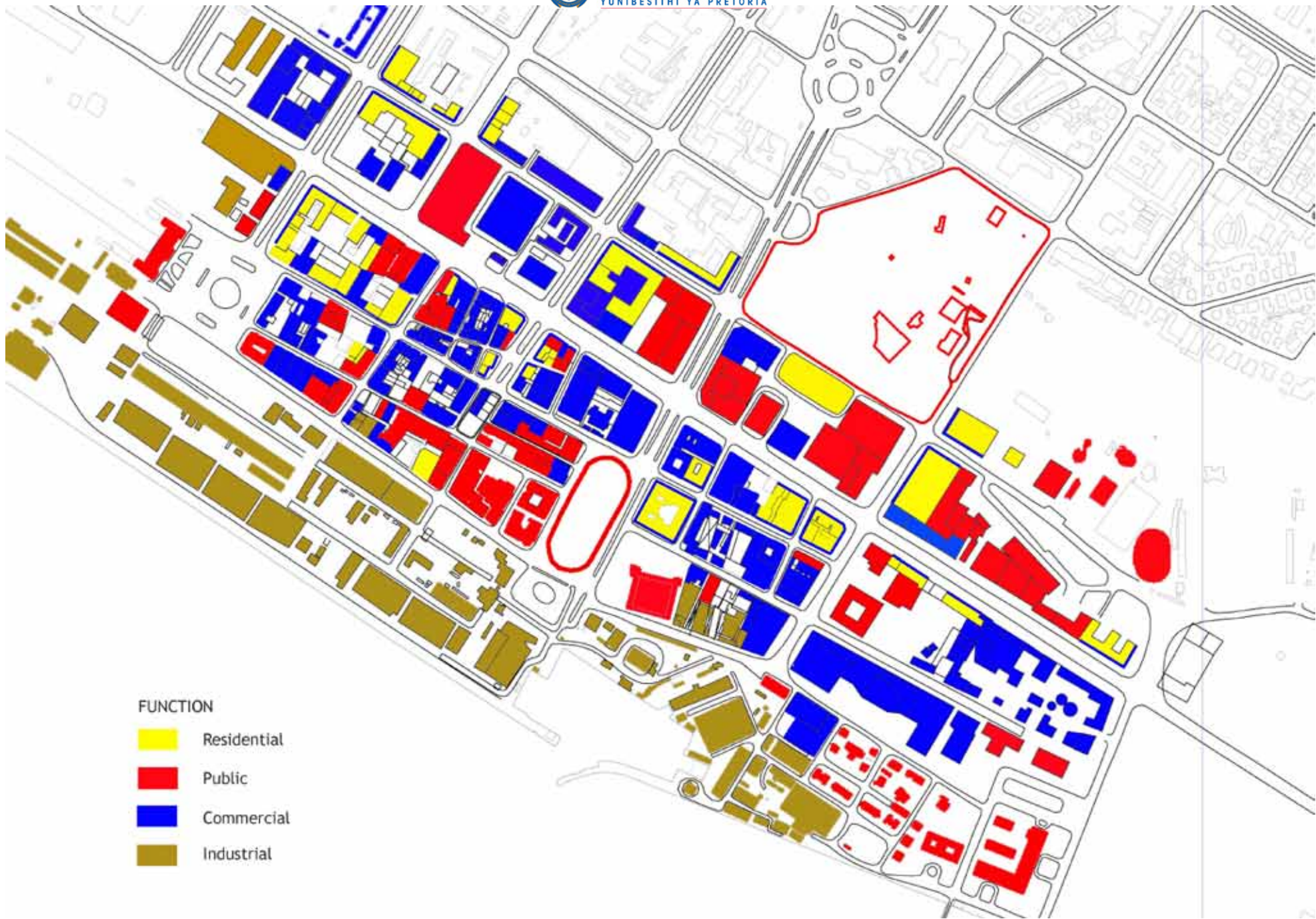




Technical Condition

|        |          |
|--------|----------|
| Yellow | Good     |
| Green  | Moderate |
| Red    | Bad      |

Map 2. Conditions Map

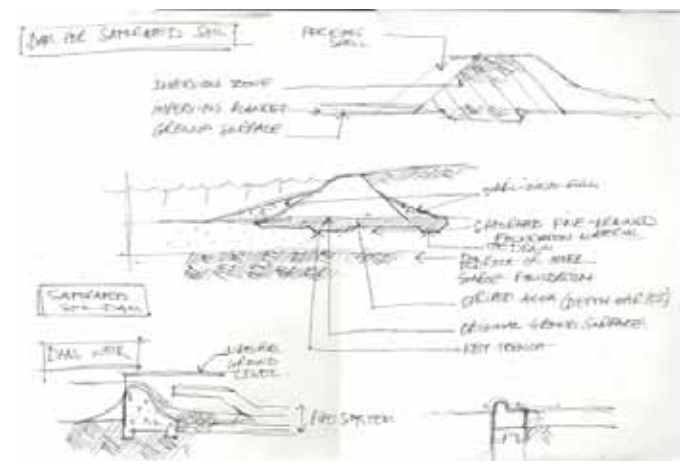
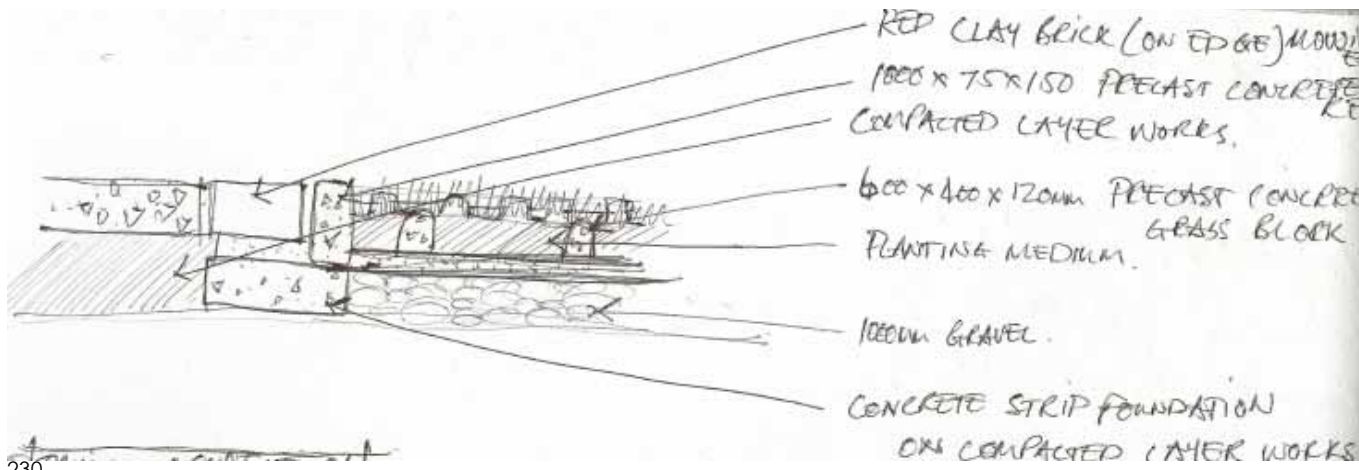
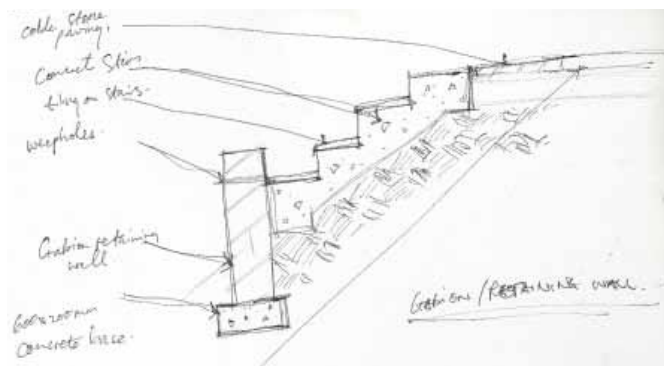
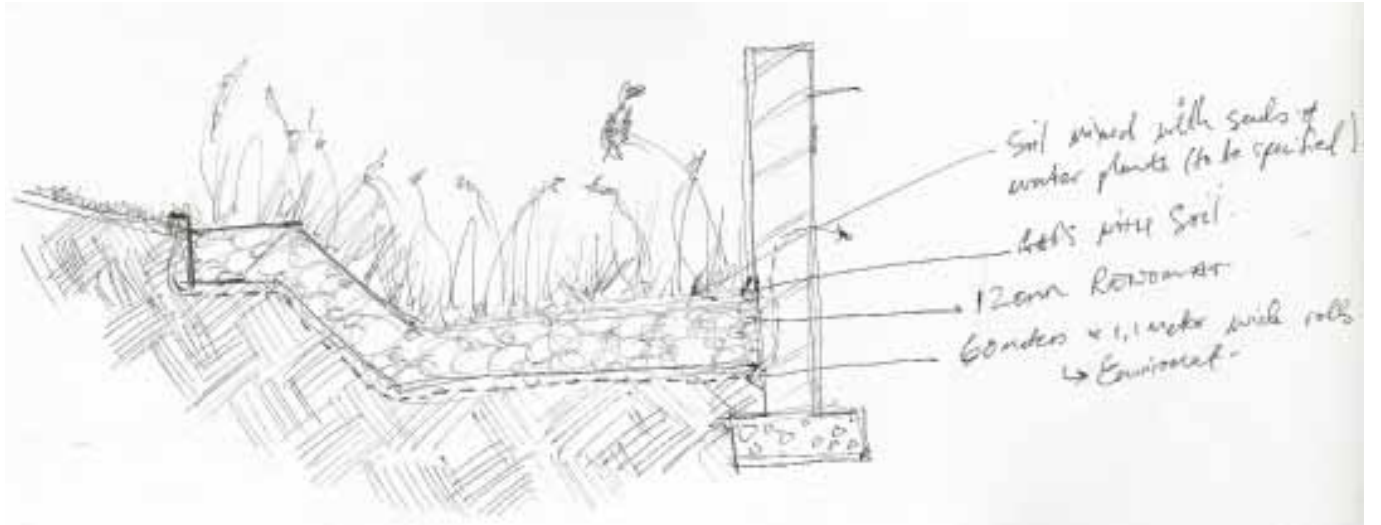
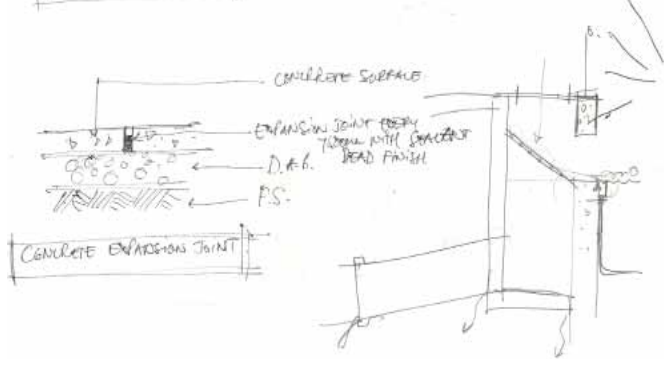
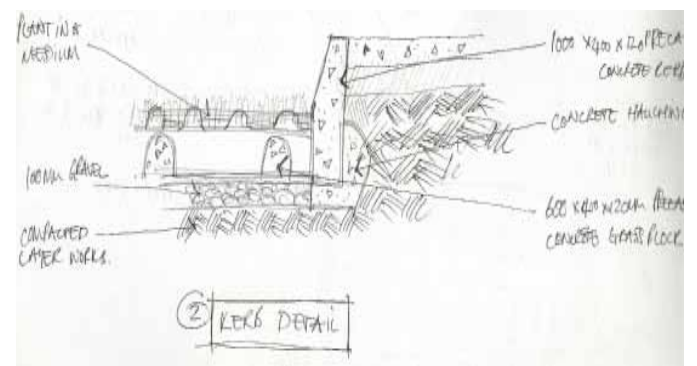
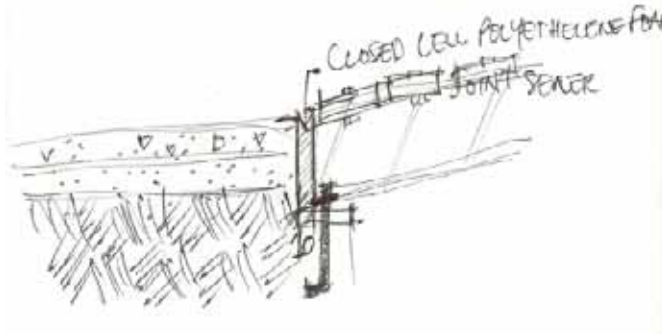
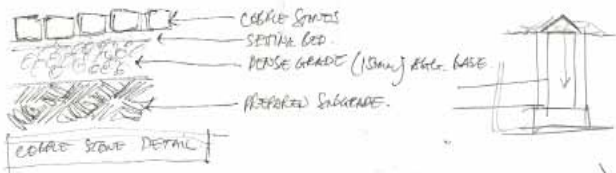


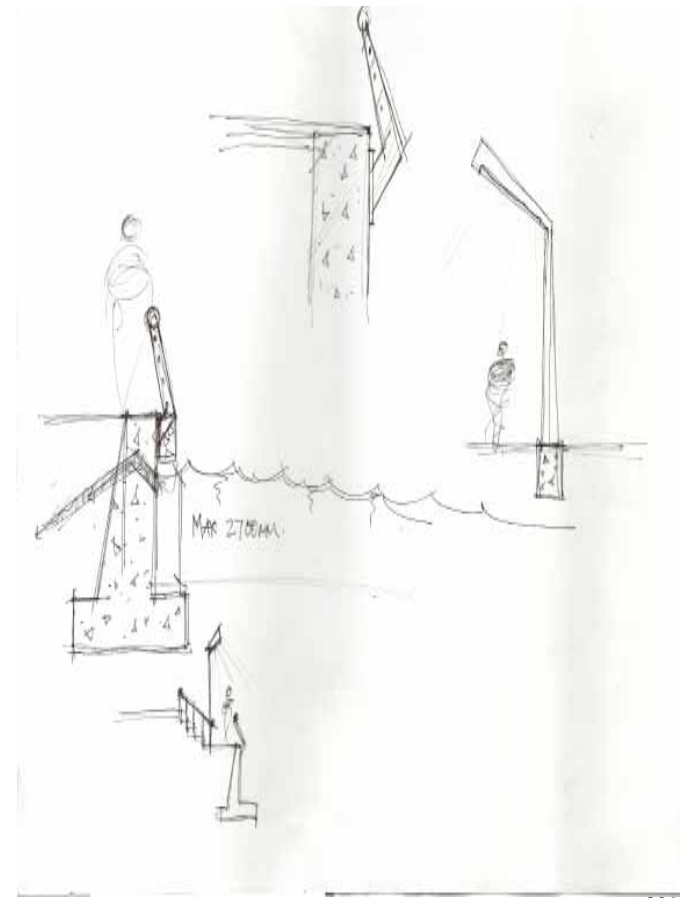
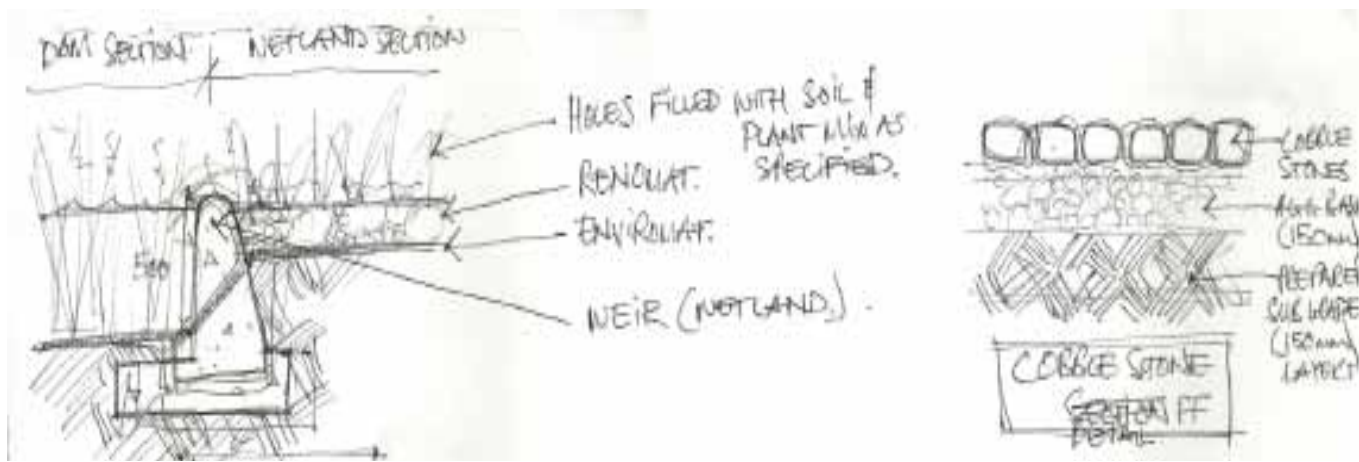
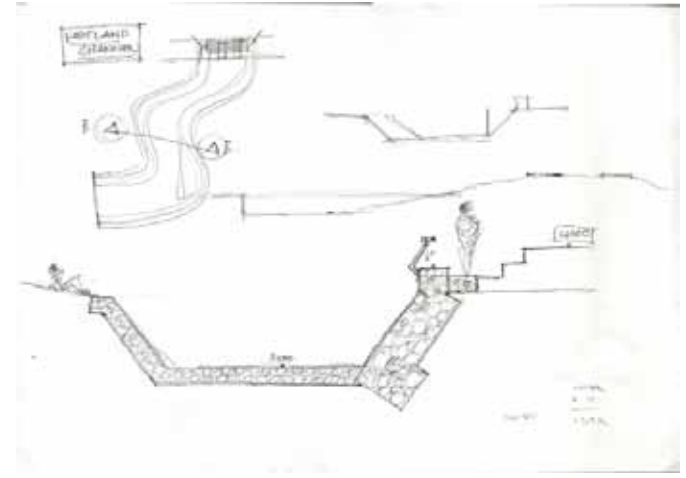
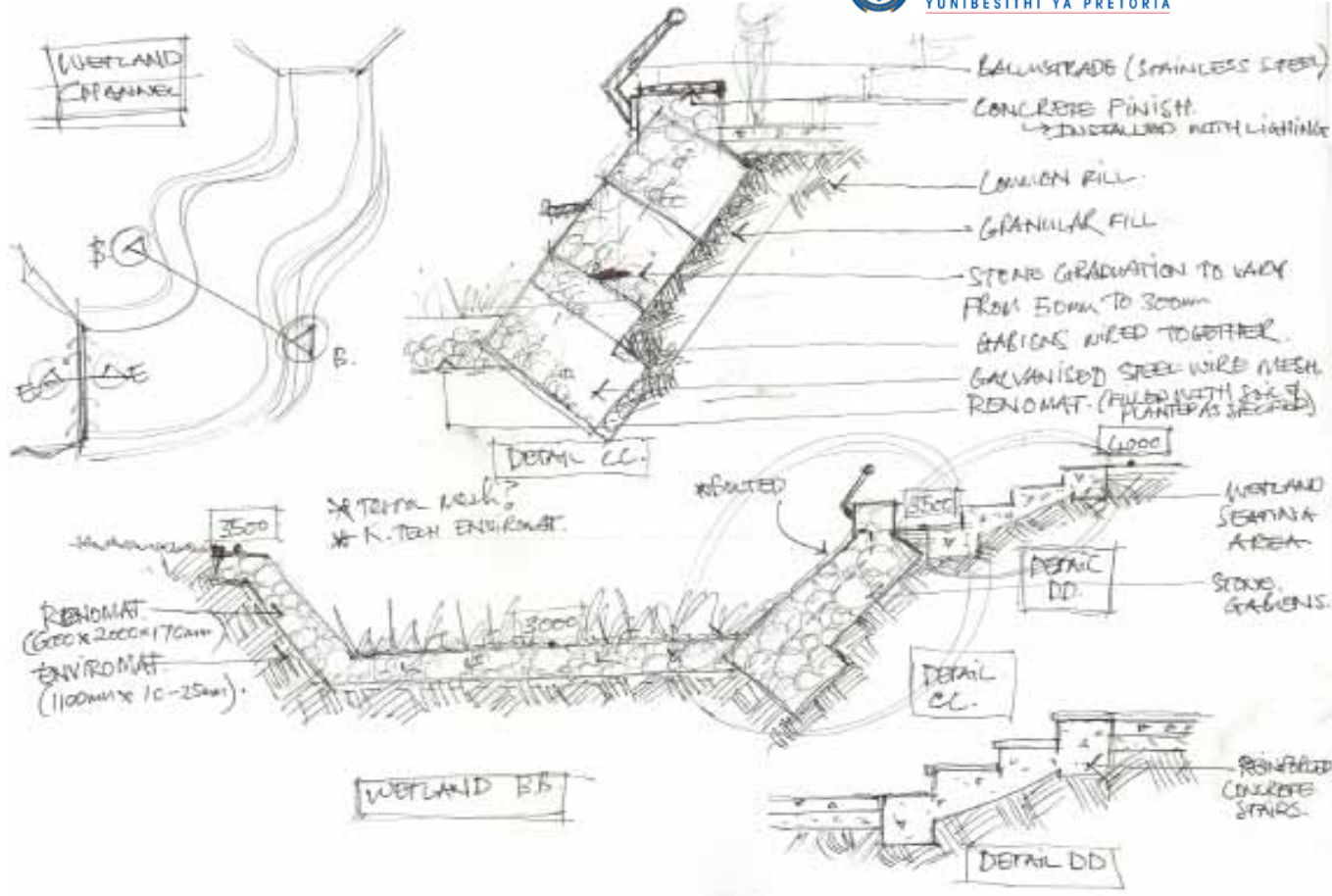
Map 3. Function map



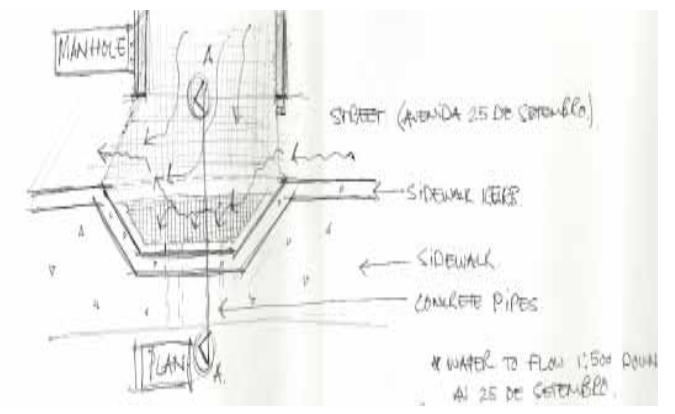
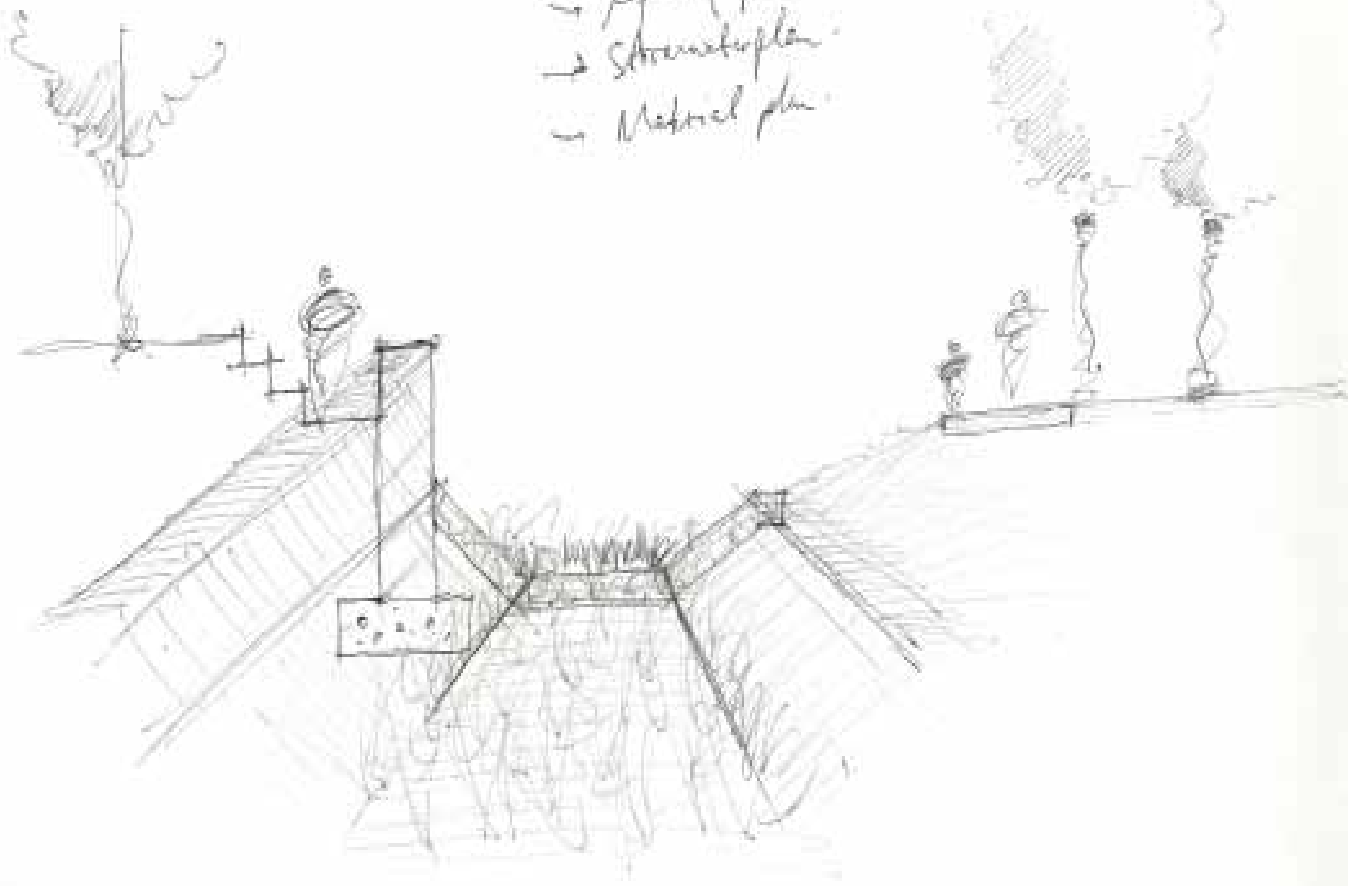
Map 4. Synthesis map and key

# *APPENDIX C*<sub>—</sub> TECHNICAL DEVELOPMENT





→ Lighting plan  
 → Stormwater plan  
 → Material plan



2

