

CHAPTER 3: CONTEXT AND MAPPING

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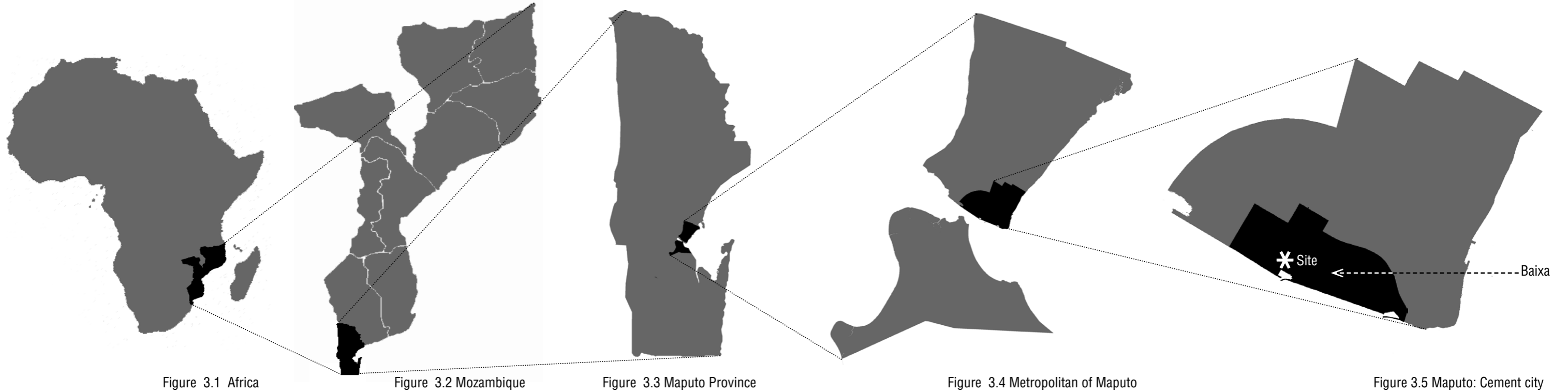


Figure 3.1 Africa

Figure 3.2 Mozambique

Figure 3.3 Maputo Province

Figure 3.4 Metropolitan of Maputo

Figure 3.5 Maputo: Cement city

City Profile

The city of Maputo is situated on the eastern side of Maputo Province; located in the southern portion of Mozambique. The city is however designated as its own province and does not fall under the jurisdiction of the Maputo Province. The capital city of Maputo Province is Matola, which is governed under its own municipality. However, Maputo and Matola can be described as one single greater metropolitan area despite their separate governance and planning.

The city of Maputo consists of two distinct areas, namely “Cidade de Cimento” or the Cement City and the “Canicos” or the Reed City; also described as the formal and informal city respectively. The historical growth of the metropolitan area from island to mainland and the expansion of vast informal areas on the city’s periphery is discussed in Appendix A. The causes involved in the formation of these two distinct city zones as well as the subsequent present day relationship between them is demonstrated.



Figure 3.8 (above): Textures of the 'Reed City'

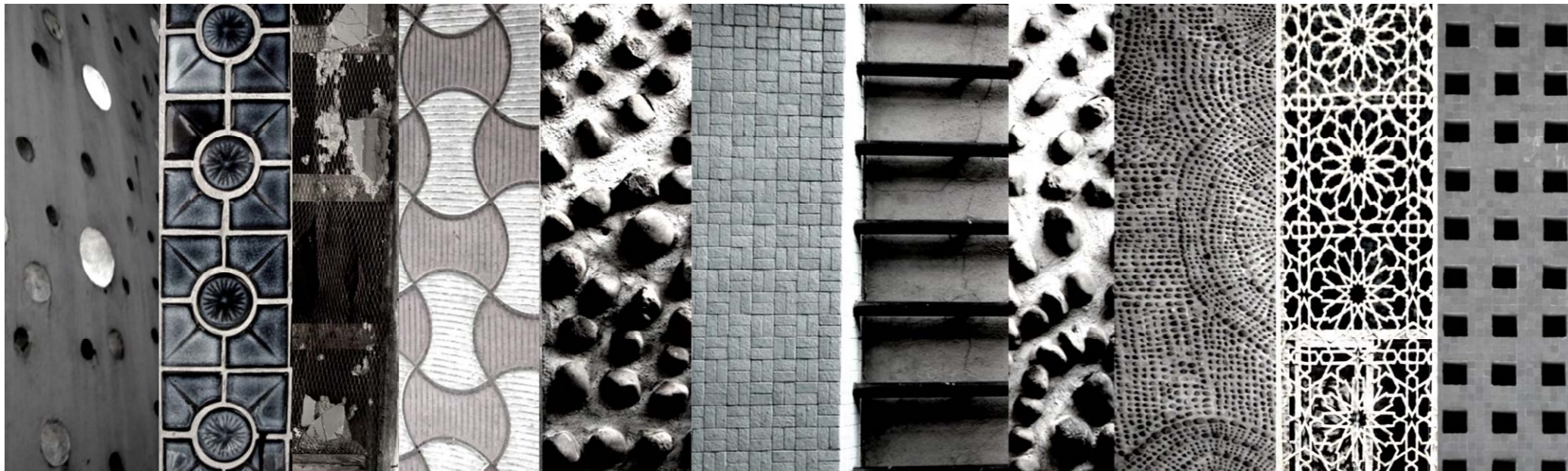


Figure 3.9 (above): Textures of the 'Cement City'

Periphery

Read in opposition to one another, these two portions of the Maputo Metropolitan area can be seen to unfold in a polarity of economic levels. This polarity is particular to the colonial city form (Andrag, 2007: 1). However, it is important to note that this condition is not completely unique to colonial African cities; the inhabitants of the margins of global cities have always been, as the title aptly describes, marginalised: *To be in the margin is to be part of the whole but outside the main body... the railroad tracks were a daily reminder of our marginality. Across those tracks were paved streets, stores we could not enter, restaurants we could not eat in, and people we could not look directly in the face... We could enter that world but we could not live there. We had always to return to the margin.* (Hooks, 1989: 206)

The Greater city of Maputo is no exception. It once centred around the Cement City which itself centred around the Baixa (historic city centre). This historic centre has become just one within a large web of poly-centrality. The Baixa (adjacent to the harbour) can be read simultaneously as an economic centre for the city but also as a gateway for resources and migrants into the city and therefore an edge or periphery of the city. Both local and global; the city centre exhibits an urban form characterised through strong emplacement while in the same instance it is conversely characterised through strong extensions.

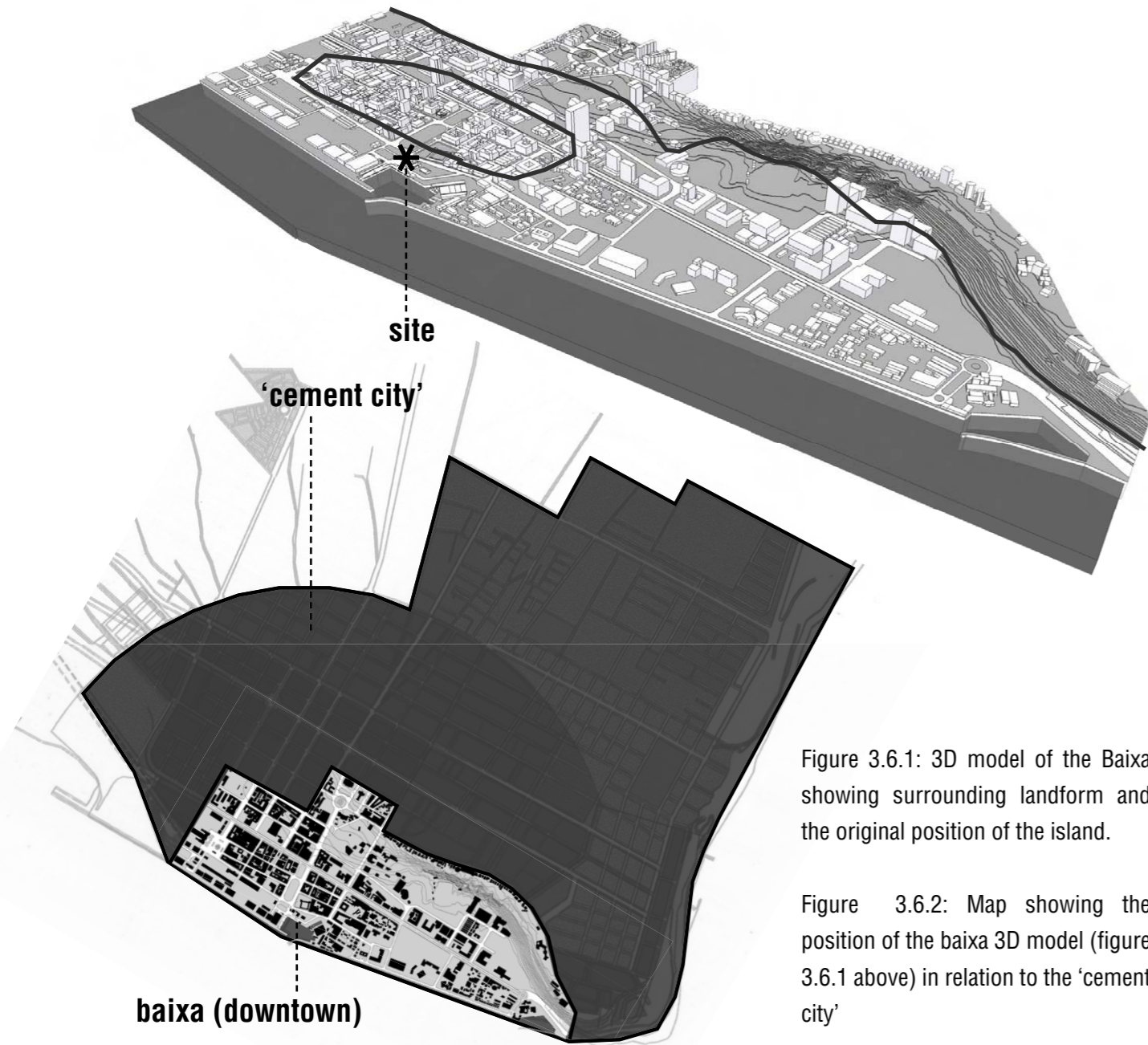


Figure 3.6.1: 3D model of the Baixa showing surrounding landform and the original position of the island.

Figure 3.6.2: Map showing the position of the baixa 3D model (figure 3.6.1 above) in relation to the 'cement city'

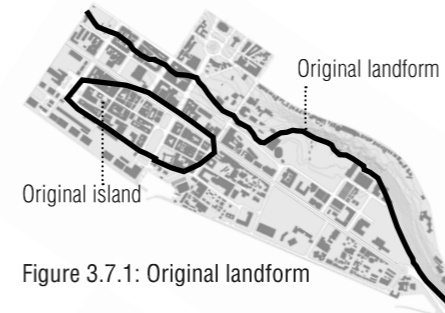


Figure 3.7.1: Original landform

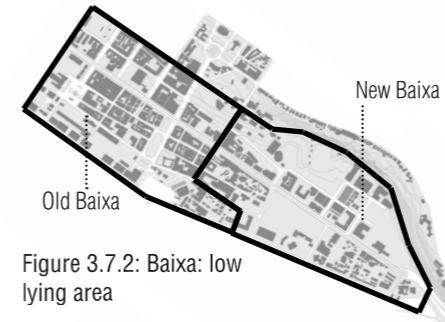


Figure 3.7.2: Baixa: low lying area



Figure 3.7.3: Protected historic area

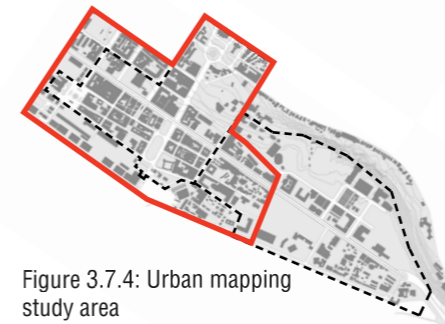


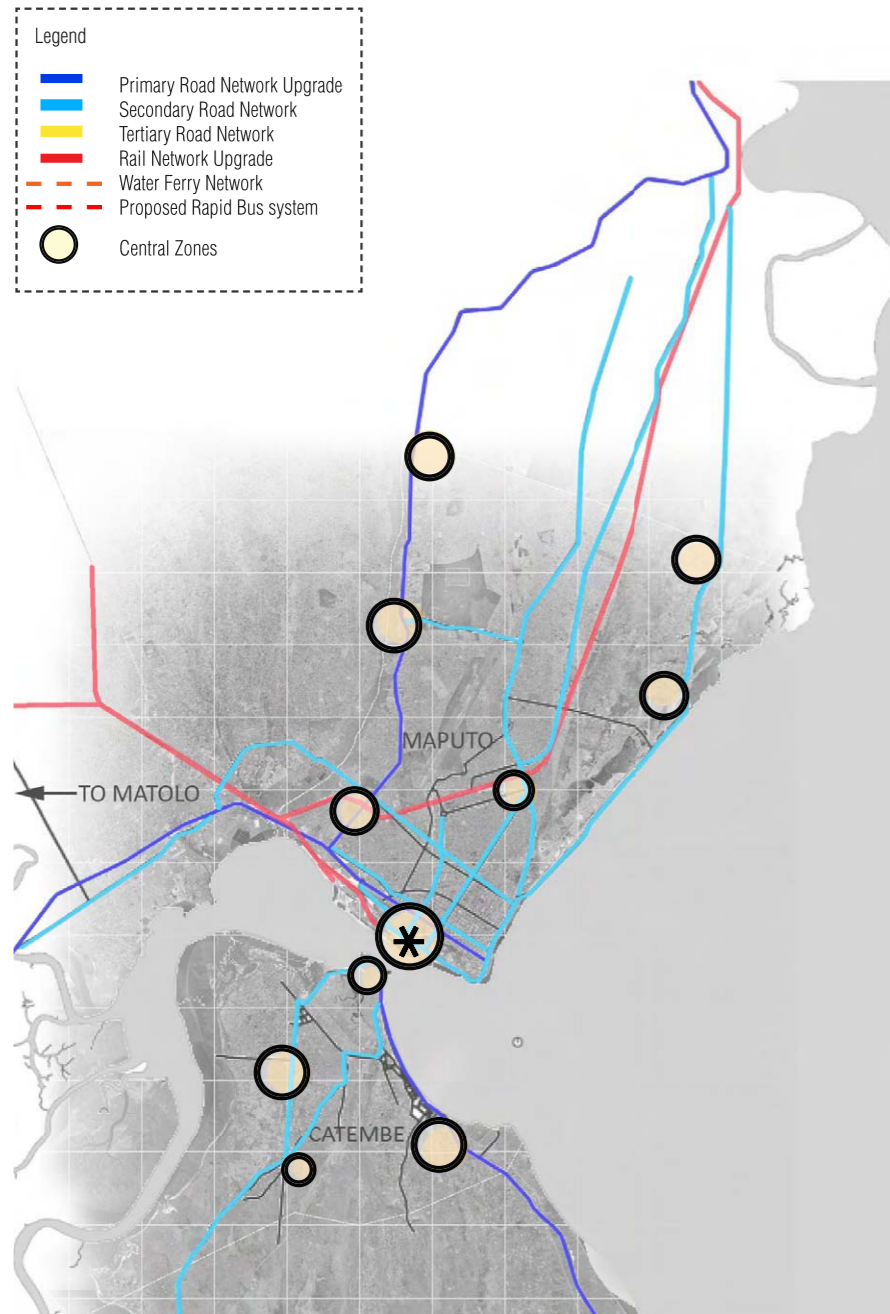
Figure 3.7.4: Urban mapping study area

Defining the Baixa

The urban investigation in this dissertation forms part of an international design collaboration in which the revitalisation of Maputo's historic Baixa district serves as the active laboratory for learning. The collaboration is with students from the University of Pretoria, the University of Eduardo Mondlane in Maputo and TU Delft in Holland and took the form of several key workshops throughout 2011. One of the key discussion during the first workshop in February 2011 was locating the boundaries and definitions of the "Baixa". The term "Baixa" is a Portuguese word that translates roughly as downtown and is used to denote the low lying area of the city. In Maputo the Baixa forms the oldest part of the city. The Baixa is the city's central business district, its heart and its arrival point for many modes of transport; the boundaries or limits of these concepts are demonstrated in figures 3.7.1 - 3.7.3. The study area outlined in figure 3.7.4 is a consequence of these definitions, perceptions, and the emphasis placed on revitalisation and heritage.

Mapping

'Formal placism', as discussed in chapter 2, informs the initial investigation of the context and seeks to identify and understand these qualities of boundary; hierarchy; heritage; and entry, access and movement across the study area. These conditions are demonstrated in figures 3.12.1 - 3.15. The second aspect of the mapping study then focuses on use and inhabitation within this formal system and is demonstrated in figures 3.14, 3.16 & 3.17, of specific interest in this regard is the degree to which the peripheral condition of informality informs use and action in formal context.



Current city framework

Presently the urban development of Maputo is regulated under the PEUMM Framework of 2008. In this framework various important centres in the metropolitan area are identified and earmarked for the development of a polycentral metropolitan. Emphasis is placed on the present zoning around these centres as well as the transport links between them. Figures 3.10 - 3.11.2 demonstrate these centres and networks as well as current proposed network upgrades

Figure 3.10: Transport network, Public transport and city improvement projects: Metropolitan scale

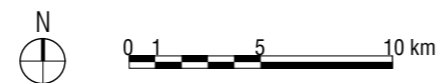


Figure 3.11.1: Maputo Citywide Transport Networks

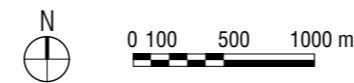
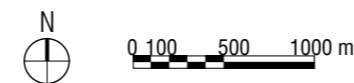


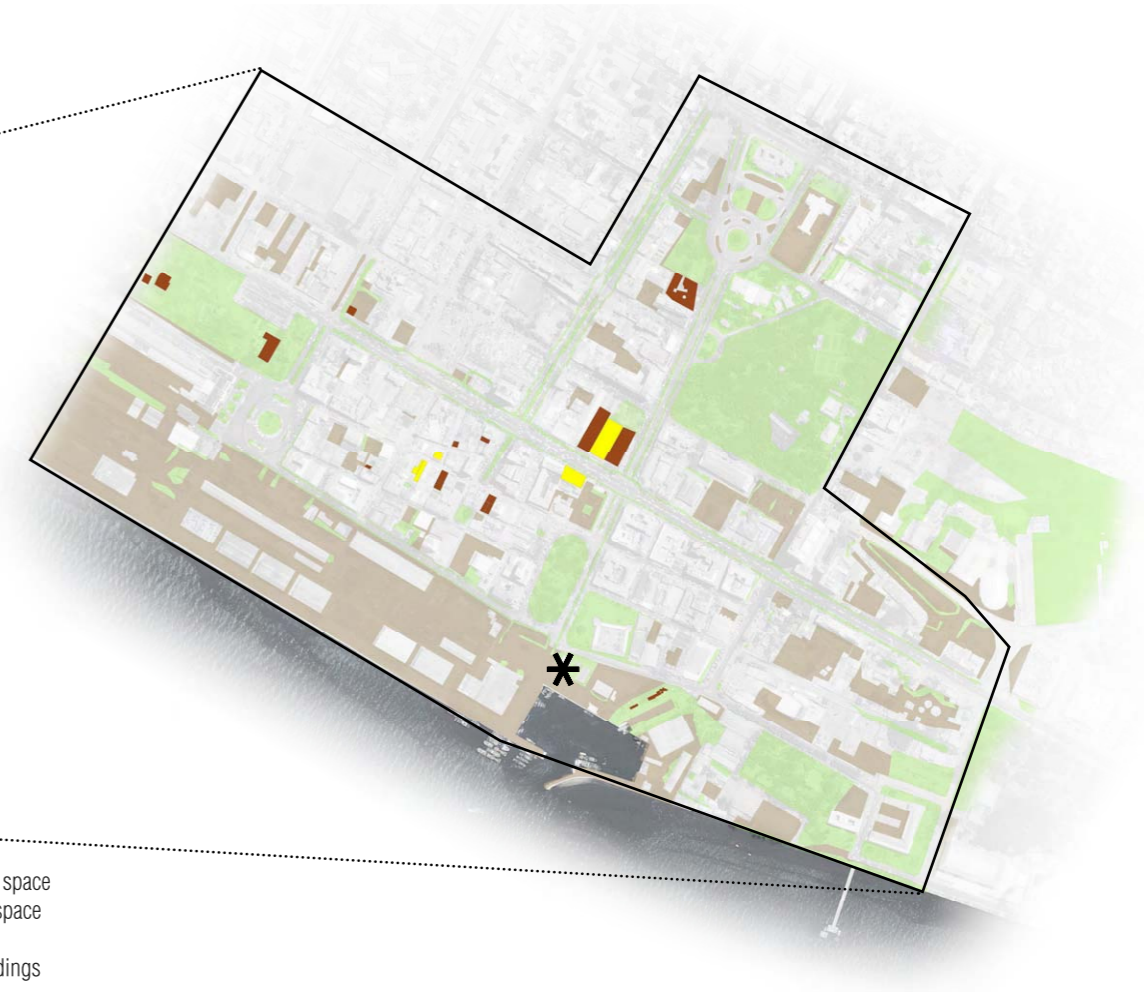
Figure 3.11.2: Public transport and city improvement projects: Citywide Scale





- Parks and gardens
- Natural/ undeveloped vegetation
- Vacant/ partially vegetated

Figure 3.12.1: Citywide green open spaces



- Green open space
- Hard open space
- Ruins
- Vacant buildings

Figure 3.12.2: Baixa study area open space network

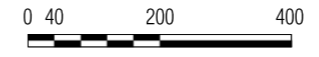




Figure 3.13: Public Transport

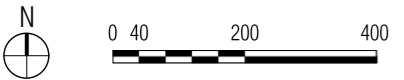
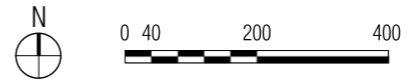


Figure 3.14: Figure-ground study and pedestrian density



3.15.1 Conselho Municipal
(City Council)
1903-1905



3.15.2 Catedral
(Our Lady Cathedral)
1936- 1944
Gothic style



3.15.3 Radio Mozambique
1948
Modern style
Tropical climate
response: brise soleil



3.15.4 Telecommunications
of Mozambique
1946-1948
Art Deco style



3.15.5 Centro Cultural
Franco, Moçambique
(French cultural Centre)
1898



3.15.6 Casa do Ferro
(Iron House)
1892
Prefabrication iron and steel



3.15.7 Statue Samora
Moses Machel
Inaugurated 1989
Reinforced concrete,
marble, bronze



3.15.8 Tribunal Supremo
(Supreme Court)
1890
Colonial style



3.15.9 Mercado Centrale
(Central Market)
1901-1903
Cast-iron construction dome



3.15.10 Predio Pott
1891-1905
Steel frame construction
built for late consul to Transvaal



3.15.11 Correios de Moçambique
(Central post office)
1903



3.15.12 Imprensa Nacional
(National Press)
1857



3.15.13 Museu de Moeda
(Museum of Money)
1873
Portuguese Government Building
Proclaimed historic monument in 1964



3.15.14 Caminhos de Ferro
de Moçambique
(Central Station)
1908-1910



3.15.15 Monumento a
Primeira Guerra Mundial
(WW1 Monument)
Inaugurated 1935



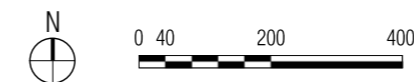
3.15.16 Casa dos Azuleijos
(House of Tiles)
1879



3.15.17 Fortaleza de Maputo
Rebuilt: 1851-1867
Old fort: circa 1780-1796



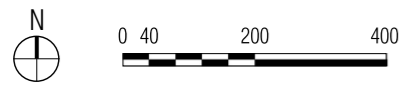
Figure 3.15: Heritage buildings (protected)





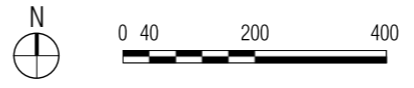
- Residential
- Commercial: Retail and Services
- Commercial: Offices
- Industrial: Fishing
- Industrial: Warehouse and Manufacturing
- Transport
- Cultural, Arts and Entertainment
- Institutional, Public Administration
- Construction related Business

Figure 3.16: Predominant Functions



- Formal retail
- Stationary informal retail
- Mobile informal retail

Figure 3.17: Formal and informal retail



CHAPTER 4: URBAN CONDITION

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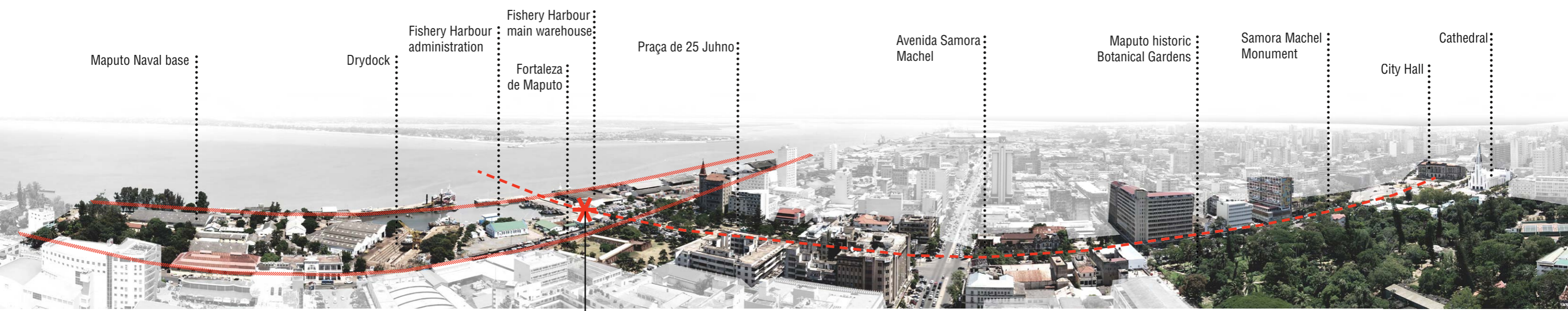


Figure 4.1: Site in context, Harbour condition and Axis condition shown

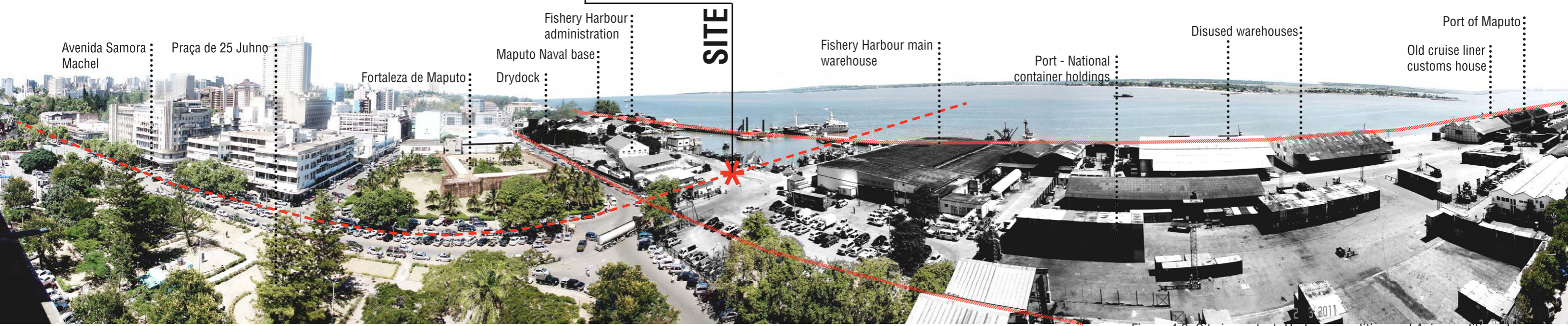


Figure 4.2: Site in context, Harbour condition and Axis condition shown

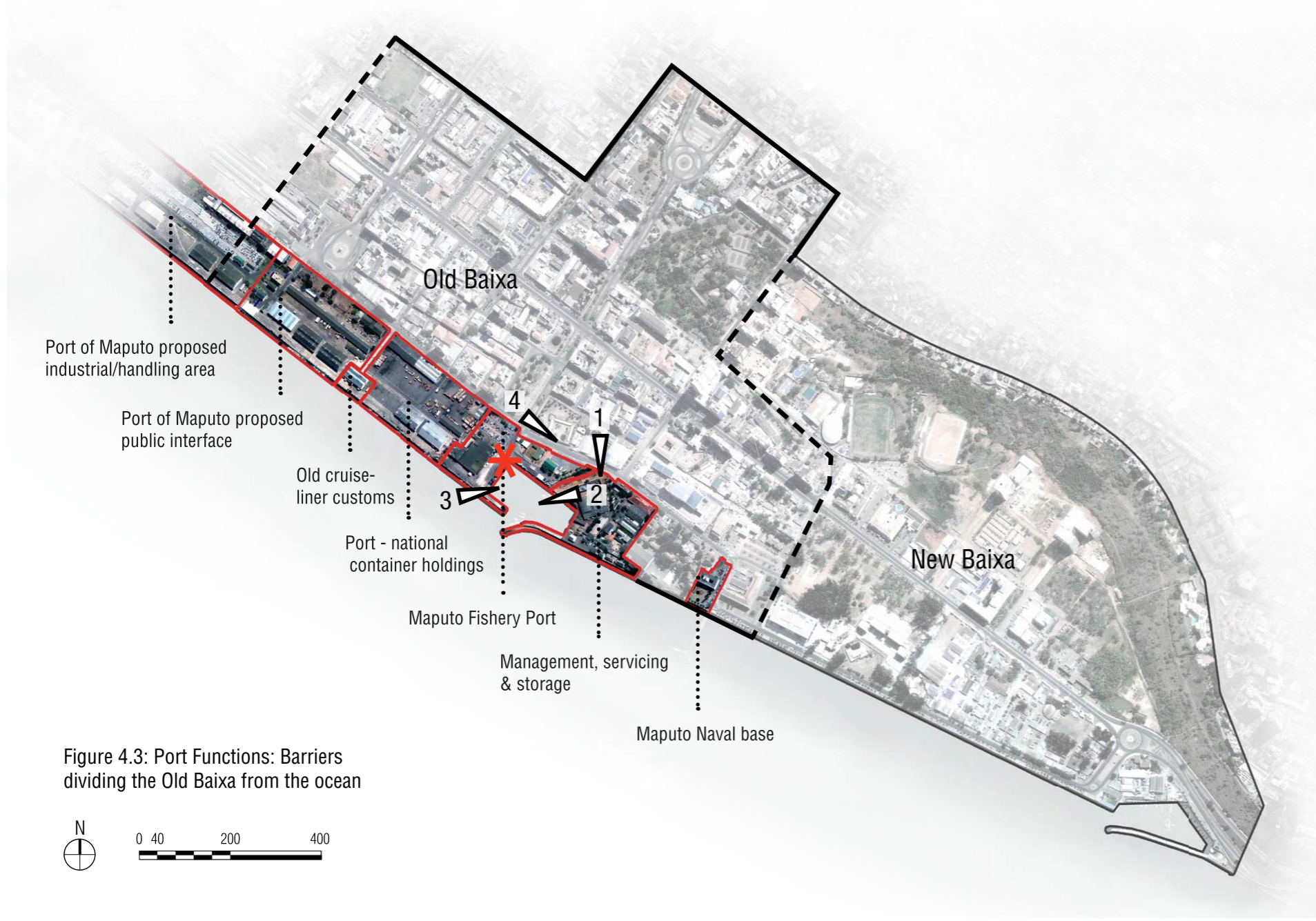


Figure 4.3: Port Functions: Barriers dividing the Old Baixa from the ocean

Port Condition - Confronting the barrier

The general aim of the design project in this dissertation is to investigate the establishment of a public interface between the port and the city. On an urban scale this interface should strengthen the connection between downtown Maputo and the surrounding bay. On a localised scale the public interface should position the port as an establishment that is accessible to the general public.

The port precinct is shown in the figure 4.3 (left) and can be read as a significant barrier between the Old Baixa and the Bay of Maputo. The vast majority of large scale industrial port activities have shifted and expanded in a north westward direction beyond the inner city region. Given its state of partial disuse, we assume from port management speculation that the sections of the Maputo Port labelled 'Port - National container holdings' and 'Port of Maputo proposed public interface' will undergo extensive redevelopment in the future and that much of this redevelopment will be of a private and commercial nature (McPherson, 2011).

Kim Dovey refers generally to the relocation of global ports beyond the confines of inner cities and from this, he positions the partially disused urban port of the late twentieth century at the forefront of adaptive and experimental reuse and development. He cites that the redevelopment of the urban port often unfolds in a tension between global and local place identity - which has as its result functional gentrification - and between public and private interests through commercial exclusions (Dovey, 2004: 9). This tendency parallels closely to the port of Maputo in which emphasis is placed by Maputo Fisheries Port (MFP) officials on the historic and cultural significance of the marine port in relation to the city (Nyambir, 2002: 13).



Figure 4.4 (above): Panoramic view of dry dock adjacent to Maputo Fisheries Harbour



Figure 4.5 (above): Panoramic view of Maputo Fisheries Harbour from dry dock site



Figure 4.5 (above): Panoramic view of Maputo Fisheries Harbour



Figure 4.6 (above): Panoramic view of street in front Maputo Fisheries Harbour, showing informal street eatery

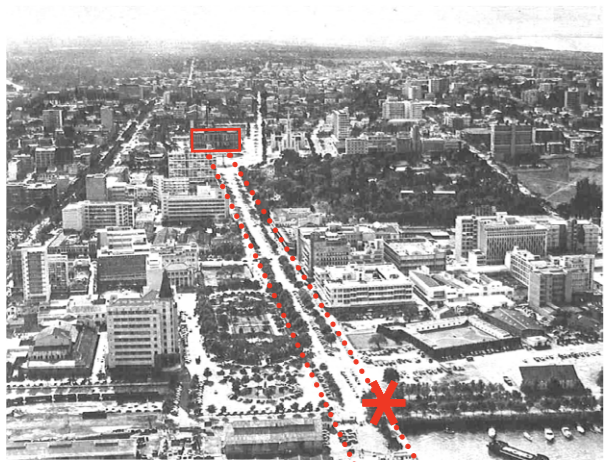


Figure 4.7.1 (top): Aerial view along Avenida Samora Machel looking north
Figure 4.7.2 (middle): Aerial view showing termination of Avenida Samora Machel in the Maputo Fisheries Harbour
Figure 4.7.3 (bottom): View along Avenida Samora Machel looking south

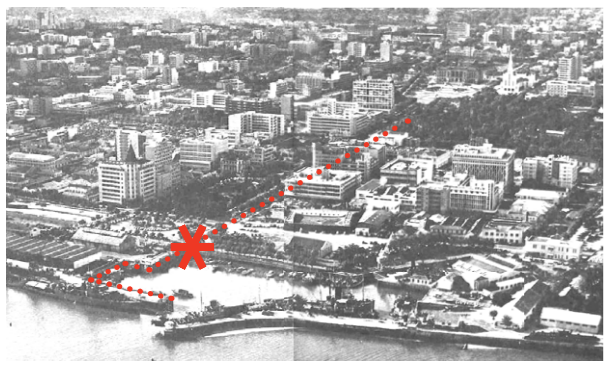


Figure 4.8: Avenida Samora Machel

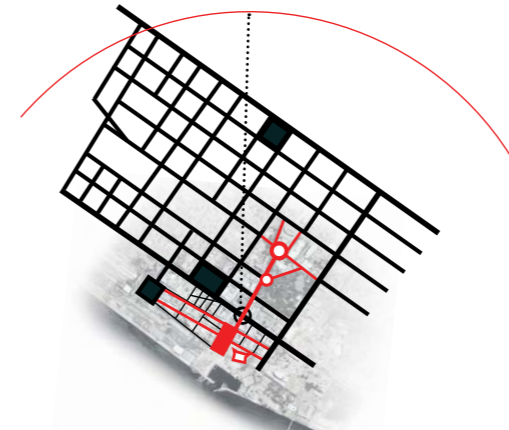
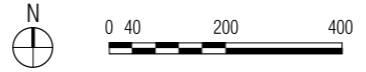
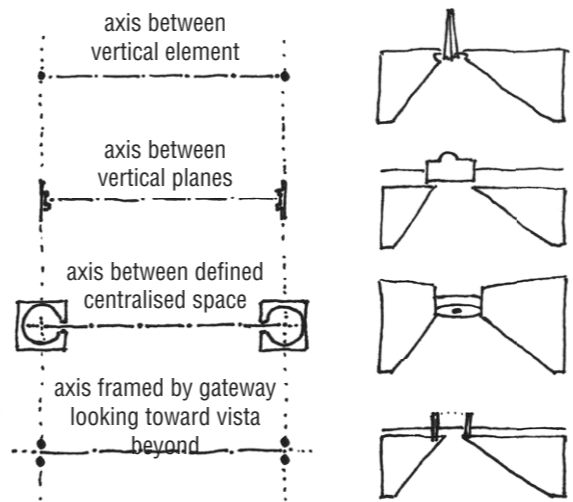


Figure 4.9: Axis distinct from rest of city form



Axis guideline for termination of Avenida Samora Machel: centralised space linked to gateway looking toward ocean vista beyond



Figure 4.10: Axis terminating elements and its application in Avenida Samora Machel

Axis Condition - Avenida Samora Machel

The Municipality of Maputo has identified Avenida Samora Machel to be upgraded as a main pedestrian promenade in the city. It is proposed by city planners that this upgrade be based on 'la Ramblas' in Barcelona with the establishment of a wide landscaped island in the middle of the road.

Presently this avenue links landmarks such as the City Hall and the cathedral (figures 4.11 & 4.12) to Praça de 25 Junho and the Fortaleza de Maputo (figures 4.13 & 4.14). As a means to strengthen this framework José Forjaz has designed two projects situated at either end of this avenue. The first of these 2 projects is the Independence Square, designed in 2006 (figures 4.16.1 & 4.16.2) which aligns with the category "defined centralised space" demonstrated in figure 4.10. The second project is the Fisheries Museum, designed in 2008 (Figures 4.17.1- 4.17.3).

In this dissertation both of these projects are included as a means to enrich the framework. The design project in this dissertation together with the Fisheries Museum form a gateway across Avenida Samora Machel. In line with the ideas established in figure 4.10 Avenida Samora Machel is framed by this gateway to reveal an entry point to the Fisheries Harbour as well as to frame a vista of the harbour and ocean beyond.



Figure 4.11: City Cathedral



Figure 4.12: City Hall



Figure 4.13: Praça de 25 Junho



Figure 4.14: Fortaleza de Maputo



Figure 4.15: Avenida Samora Machel

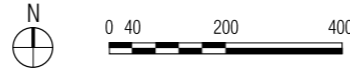


Figure 4.16.1: Independence Square Plan



Figure 4.16.2: Independence Square Perspective

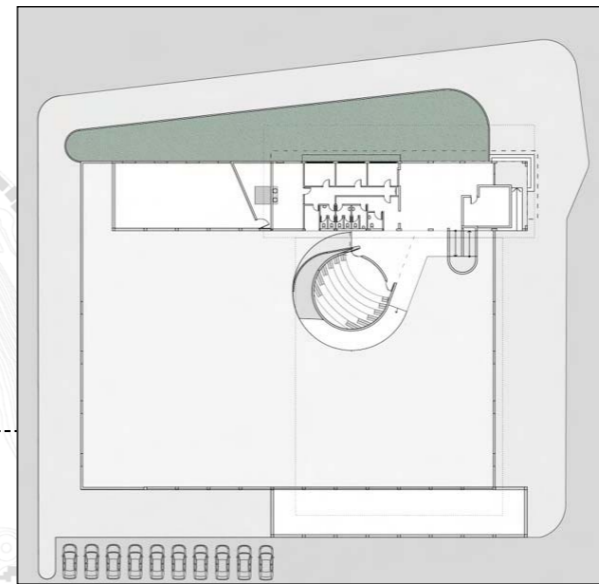


Figure 4.17.1: Fisheries Museum Plan



Figure 4.17.2: Fisheries Museum Perspective 1



Figure 4.17.3: Fisheries Museum Perspective 2

CASE STUDY: URBAN FORM

Cultural Forum precinct 2004, Barcelona, Spain
 GPS Location: 41°24'43.12"N; 2°13'26.47"E

Projects:

- Forum 2004 Congress centre by Herzog & de Meuron
- Plaza Forum 2004 and Photo-voltaic Pergola by Martinez Lapena-Torres
- Forum 2004 Bathing strip by Beth Gali
- Coastal park and amphitheater at Forum 2004 by Foreign Office Architects
- Torre Diagonal Zero Zero by Enric Massip-Bosch



Figure 4.18.1 (left): Aerial photograph of Barcelona showing Diagonal Avenue axis and the position of Plaza Forum 2004 at its point of termination.

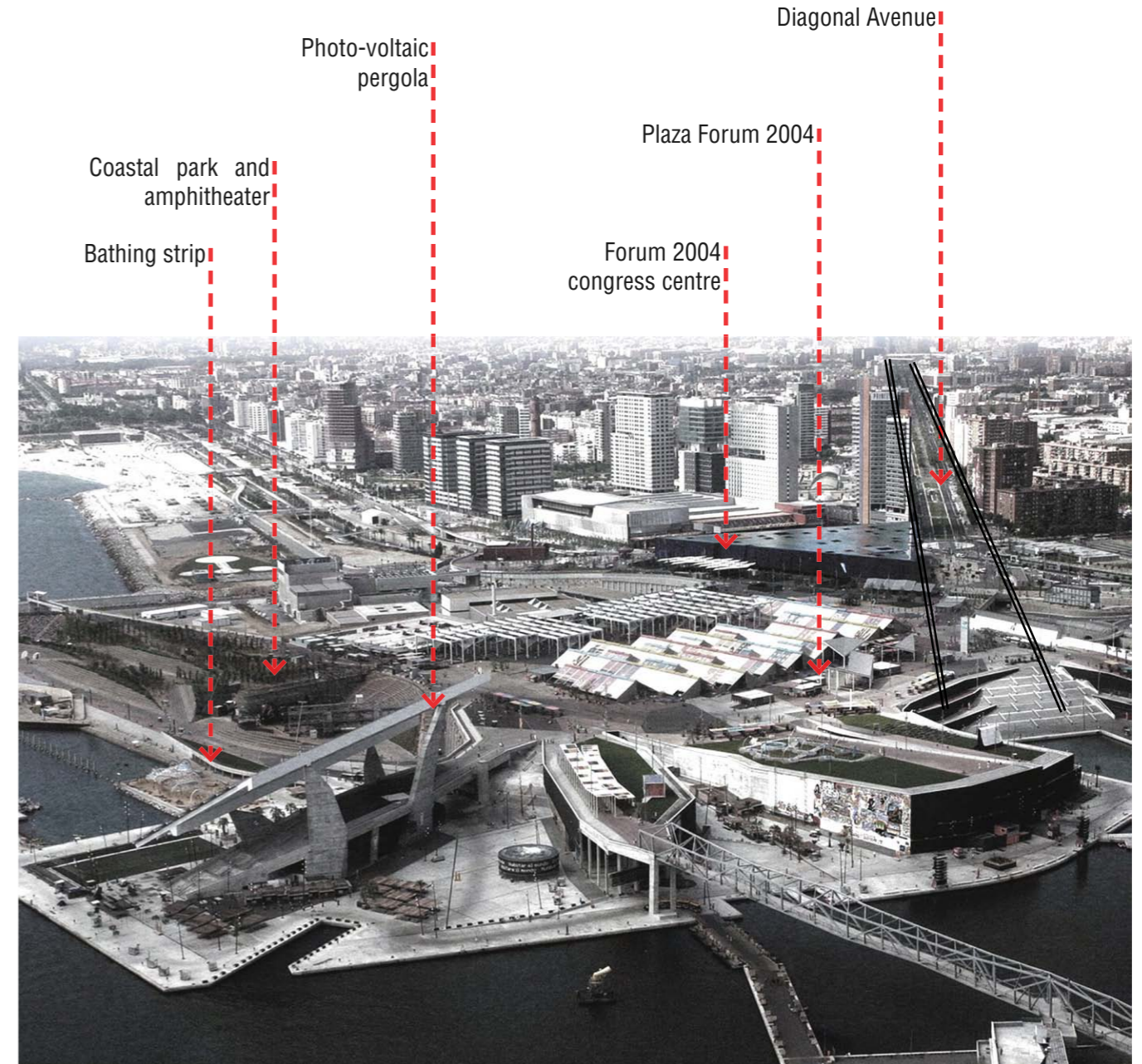


Figure 4.18.2 (right): Aerial perspective photograph of Plaza Forum 2004.

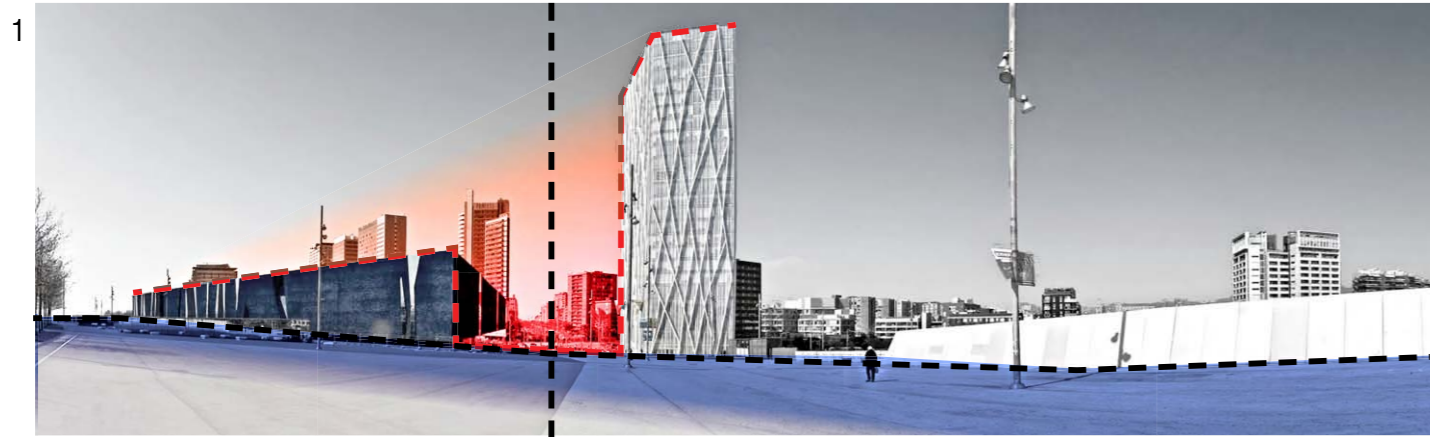


Figure 4.19.1 (left): View from Plaza looking back along Diagonal Avenue. Gateway framing axis is shown.



Figure 4.19.2 (left): View from Plaza looking towards the ocean through framed vista.



Figure 4.19.3 (left): View from Plaza, architectural form articulating the movement of space beyond itself.

As part of the World Cultural Forum 2004 the city of Barcelona commissioned the development of its northern waterfront as an extension to the 1992 Olympic waterfront development precinct further to its south (Fagerstrom, 2003: 34). Of primary interest in this dissertation is the site's location at the termination point for one of the city's primary axes; namely, Diagonal Avenue, shown in figure 4.18.1 and 4.18.2. The axis is framed by both the Forum 2004 Congress centre by Herzog & de Meuron and Torre Diagonal Zero Zero by Enric Massip-Bosch (figure 4.19.1) which together demarcate a gateway for the termination/culmination of an axis (as discussed in figure 4.10).

Beyond this gateway, however, the axis does not continue in a single straight line. Rather a series of dynamic forms (figures 4.19.1 & 4.19.2) are established which together host an events plane. The axis is periodically offset as it moves through this events plane to create a finger/branch network of viewing platforms.

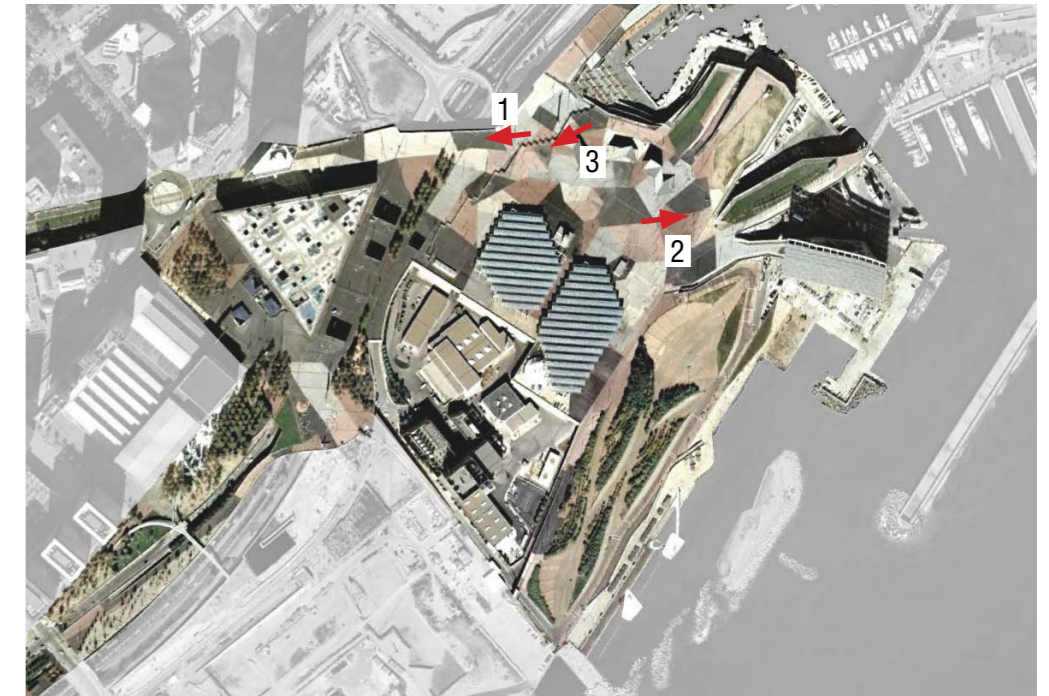


Figure 4.20 (Right): Aerial photo of the Forum 2004 precinct showing position of left views.

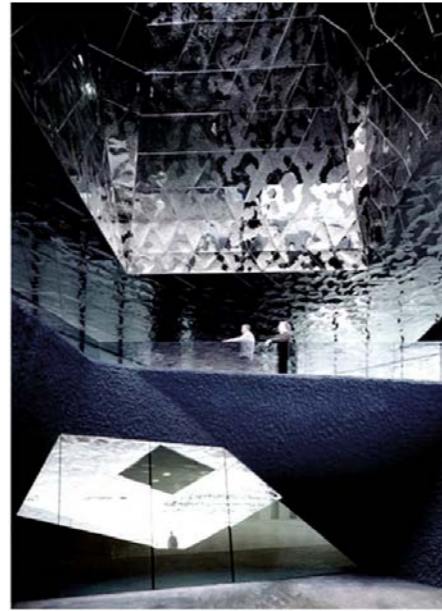


Figure 4.21.1 (far left): Exterior view of Forum 2004 Congress centre by Herzog & de Meuron

Figure 4.21.2 (immediate left): Interior view of Forum 2004 Congress centre by Herzog & de Meuron



Figure 4.21.3 (left): Exterior view along Diagonal Avenue, Forum 2004 Congress centre by Herzog & de Meuron to the right.

These offsets can be read as design informants that are generated by alternative and opposing contextual geometries. The Forum 2004 Congress Centre building edge aligns with the city grid. The diagonal that cuts through the grid implies a force or a movement. The alignment of the building, as seen in figure 4.22, therefore, rotates 1° off the contextual grid orientation. The architects attribute this to an acknowledgement of the force and movement implied by the diagonal (Herzog & de Meuron, 2004).

Where two distinct geometries meet, one is likely to dominate. The grid is seen as repetitive and rhythmic while the diagonal is distinct, its force and movement therefore dominate. In the Plaza Forum 2004 this tension in urban form establishes an events plane with multiple referential points over and above the Diagonal Avenue. Fingers of vistas surround a landform of trace and distorted offset.

Figure 4.22 (Right): Aerial photo of the Forum 2004 precinct showing urban geometry and its influence on design.

