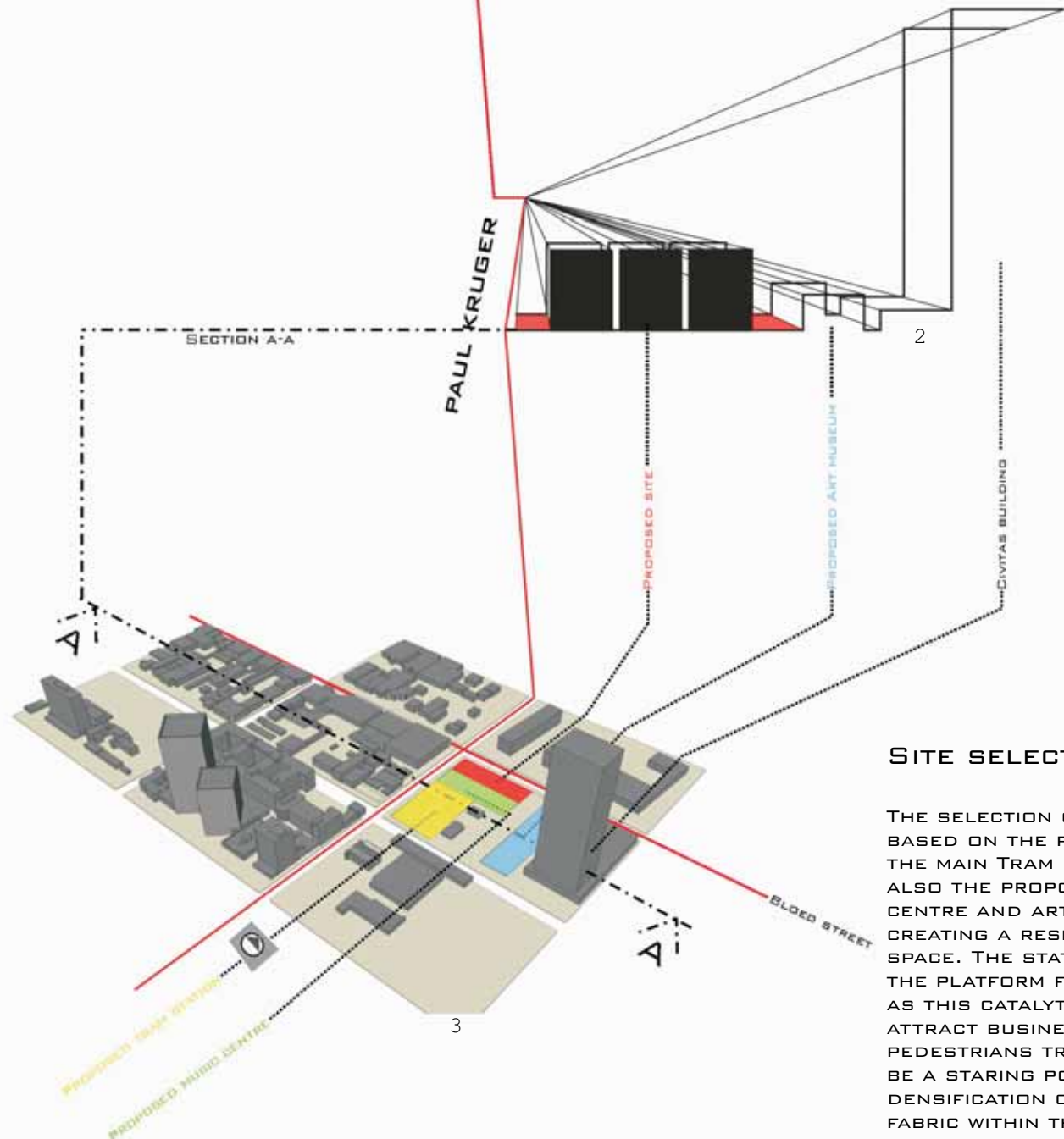


1



### SITE SELECTION

THE SELECTION OF SITE WAS BASED ON THE PLACEMENT OF THE MAIN TRAM STATION, AND ALSO THE PROPOSED MUSIC CENTRE AND ART MUSEUM CREATING A RESIDENTIAL FRIENDLY SPACE. THE STATION WILL FORM THE PLATFORM FOR DEVELOPMENT AS THIS CATALYTIC GENERATOR WILL ATTRACT BUSINESS AND PEDESTRIANS TRAFFIC. THIS WILL BE A STARING POINT FOR THE DENSIFICATION OF THE URBAN FABRIC WITHIN THE INNER CITY.



## LOCALITY

ALL MAJOR NATIONAL GOVERNMENT DEPARTMENTS ARE LOCATED WITHIN THE INNER CITY OF TSHWANE, WITH A FEW EXCEPTIONS. THE GOVERNMENTAL INFRASTRUCTURE IS SUPPORTED BY ELEVEN INTERNATIONAL ORGANIZATIONS, INCLUDING THE UNITED NATIONS, THE INTERNATIONAL RED CROSS, THE WORLD BANK AND THE INTERNATIONAL LABOR ORGANIZATION. SEVERAL DIPLOMATIC REPRESENTATIVES ARE ALSO LOCATED IN PRETORIA. AND PROPOSALS EXIST TO RELOCATE THESE INSTITUTIONS TO THE MARABASTAD AREA TO FORM PART OF THE STRUBEN STREET BOULEVARD DEVELOPMENT. THE DRIVE TO MOVE PARLIAMENT TO PRETORIA WILL IN EFFECT UNIFY GOVERNMENTAL SERVICES AND ENHANCE THEIR EFFICIENCY. IT IS ESSENTIAL TO UTILIZE THIS OPPORTUNITY IN ORDER TO REINFORCE THE IMAGE OF PRETORIA AS CAPITAL CITY. (ISDF: 20)

THE SITE IS LOCATED IN THE CENTRAL BUSINESS DISTRICT OF PRETORIA, ON THE CORNER OF BLOED AND PAUL KRUGER STREETS. THE DISTRICT IS IDENTIFIED AS SUB-FUNCTIONAL AREA IN THE ISDF. THE LAND USE WITHIN THIS PART OF THE CBD CONTAINS RETAIL, OFFICES AND MIXED ACTIVITY AREAS. THIS AREA CONTAINS GOVERNMENTAL AND MUNICIPAL FUNCTIONS. IT CONTAINS LOW-DENSITY MIXED LAND USES AND HAS A LOT OF INFORMAL AND FORMAL COMPONENTS WHICH CREATES HEAVY VEHICULAR AND PEDESTRIAN TRAFFIC. FROM UNCERTAIN ROAD PROPOSALS THIS AREA IS DOMINANTLY GOVERNMENT OWNED.

BELLE OMBRE IS LOCATED TO THE SOUTH OF THE RAILWAY LINE AND TO THE NORTH OF BOOM STREET. IT CONTAINS MAJOR RETAIL FACILITIES CATERING FOR PEDESTRIAN ACTIVITY, AS WELL AS ACTIVITIES RELATING TO MARABASTAD AND THE CBD. THERE IS A MAJOR INFLUX OF PEOPLE TO THE INNER CITY THROUGH THIS AREA VIA BELLE OMBRE STATION. (SOURCE: ISDF)

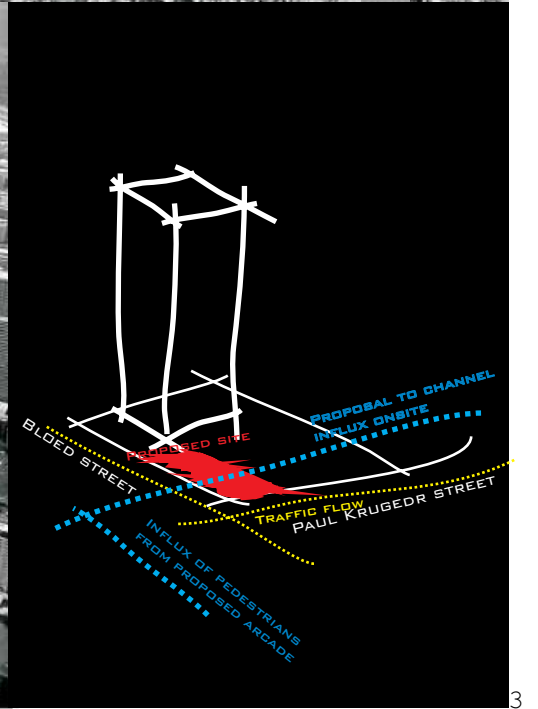




1



2



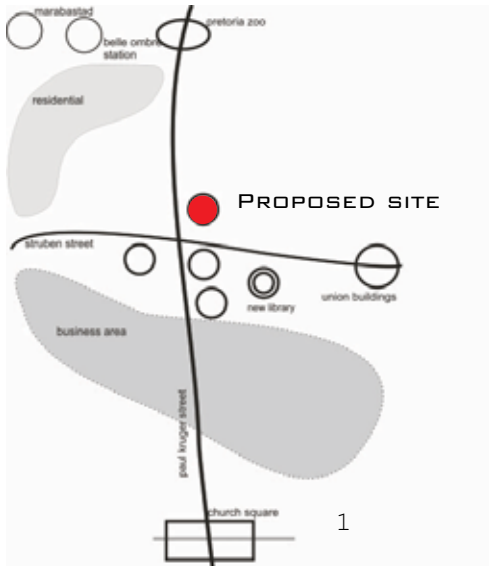
3



4

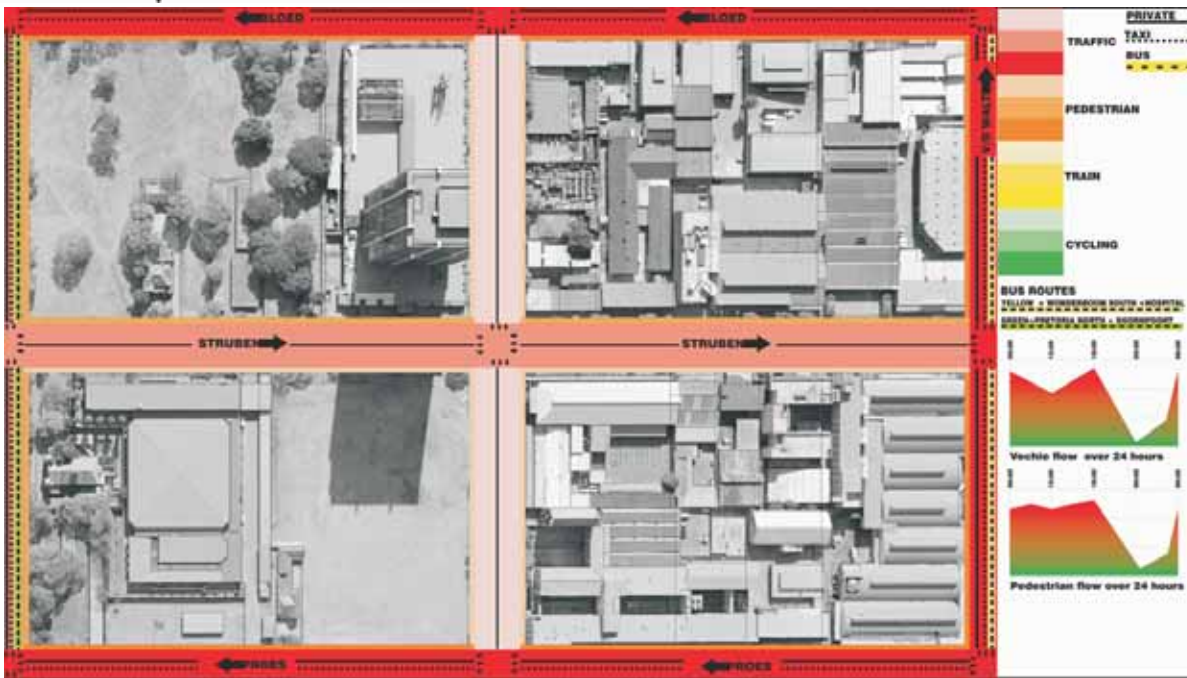
### LAND USE

THE DEVELOPMENT APPROACH STRATEGY FOR THE INNER CITY REVOLVES AROUND TWO MAIN PRINCIPLES:  
FIRSTLY, IT IS ACCEPTED THAT PRETORIA IS IN A CONSTANT STATE OF FLUX CAUSED BY POLITICAL, SOCIAL AND ENVIRONMENTAL CHANGE OVER A PERIOD OF TIME. IN ORDER TO COMPLY WITH THIS PRINCIPLE, ANY DESIGN APPROACH OR BUILDING DEVELOPMENT SHOULD BE FLEXIBLE AND ACCOMMODATING TO CATER FOR PREDICTED OR UNPREDICTED CHANGES IN FUTURE CONDITIONS,  
SECONDLY, THE IMPORTANCE OF INTEGRATION BETWEEN THE MULTITUDES OF COMPONENTS SHOULD BE ADDRESSED AND BALANCED TO ENSURE A HOLISTIC COMPATIBILITY BETWEEN THE CITY ELEMENTS, (ISDF 4.1 P18)



## RESIDENTIAL

THE SITUATION INSIDE THE INNER CITY NOW REFLECTS ALMOST A NON EXISTENCE OF A RESIDENTIAL COMPONENT, ONLY WITHIN THE NORTH WESTERN PART OF THE CBD RESIDENTIAL UNITS ARE IDENTIFIED.



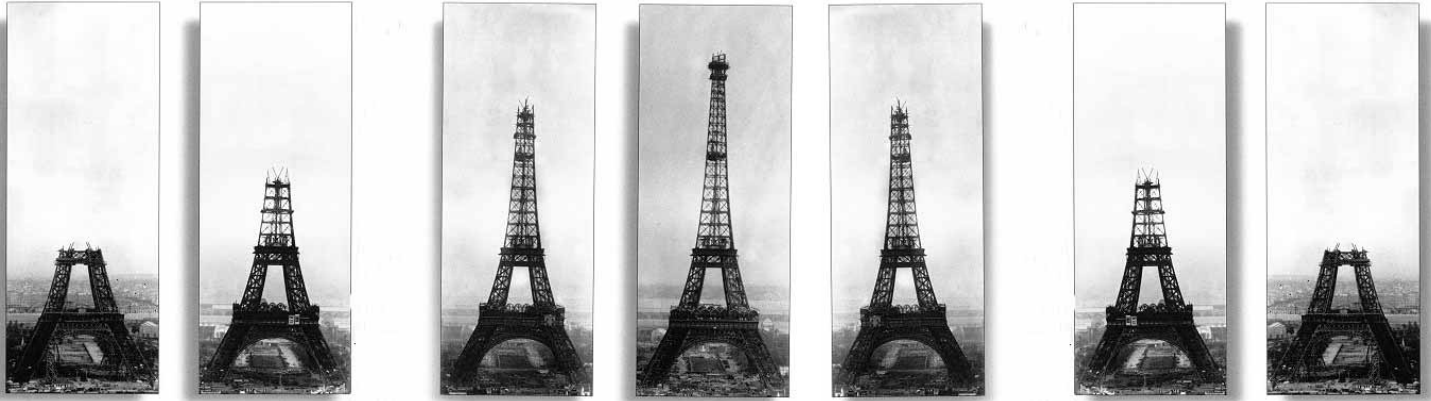
## CITY SCALE

AFTER GROUP RESEARCH DONE EARLIER THIS YEAR IT WAS CONCLUDED THAT THERE IS A GREAT NEED FOR RESIDENTIAL PARTS WITHIN THE INNER CITY. THE RESEARCH INDICATED THAT THE GREAT INFLUX OF PEOPLE FROM THE RURAL AREAS FINDING WORK WITHIN THE INNER CITY, THE GOVERNMENT BUILDINGS BEING BUILT WITHIN THE INNER CITY PROVIDING A LOT OF JOBS, ALL PLAY A MAJOR ROLE IN THIS CONCLUSION. THESE PEOPLE NEED HOMES AND THE CLOSER PEOPLE CAN LIVE TO WORK OR TO A TRAM STATION THE MORE SUSTAINABLE IMPACT IT WILL HAVE ON THE TRAFFIC FLOW WITHIN THE INNER CITY EVERYDAY.

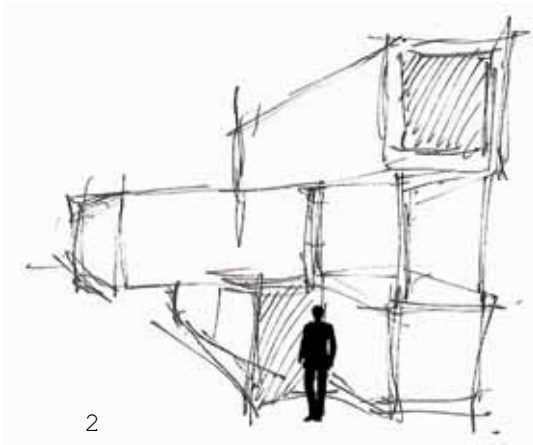
A PROPOSAL THAT EMERGED FROM THE GROUP WORK IS TO LIMIT TRAFFIC MOVEMENT WITHIN THE INNER CITY AND TO MAKE IT PEDESTRIAN DOMINANT. THE ARGUMENT WOULD NOT HAVE BEEN FEASIBLE WITHOUT THE PROPOSED TRAM SYSTEM. PARKING GARAGES WILL BE PROPOSED AT THE INTERSECTION OF (IDENTIFIED AS) IMPORTANT ROADS WITHIN THE INNER CITY. THE TRAM STATIONS WILL BE LOCATED CLOSE TO THESE PARKING GARAGES FEEDING THE PEOPLE INTO THE CITY WITHOUT THEIR CARS. SLOWING DOWN TRAFFIC MOVEMENT WITHIN THIS IDENTIFIED PEDESTRIAN AREA SHOULD MAKE MOVING BY CAR DIFFICULT AND THIS WILL PROMOTE THE USE OF THE TRAM LINE. OTHER EXAMPLES TO MINIMIZE TRAFFIC FLOW ARE TO IMPLEMENT A FEE WHEN ACCESSING THE PEDESTRIAN DOMINANT ZONE.



The adaptability for the proposed system lies in the fact that it will be able to change to fluctuations within the inner city in commercial and residential needs. The building will be able to be fully dismantlable and to be moved from one location to another.



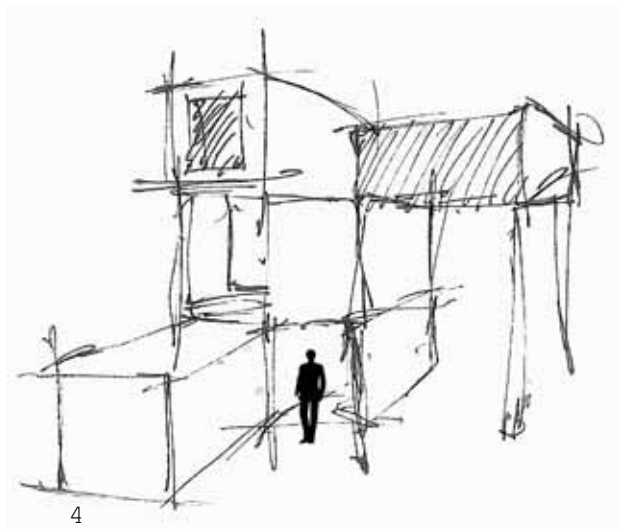
1



2

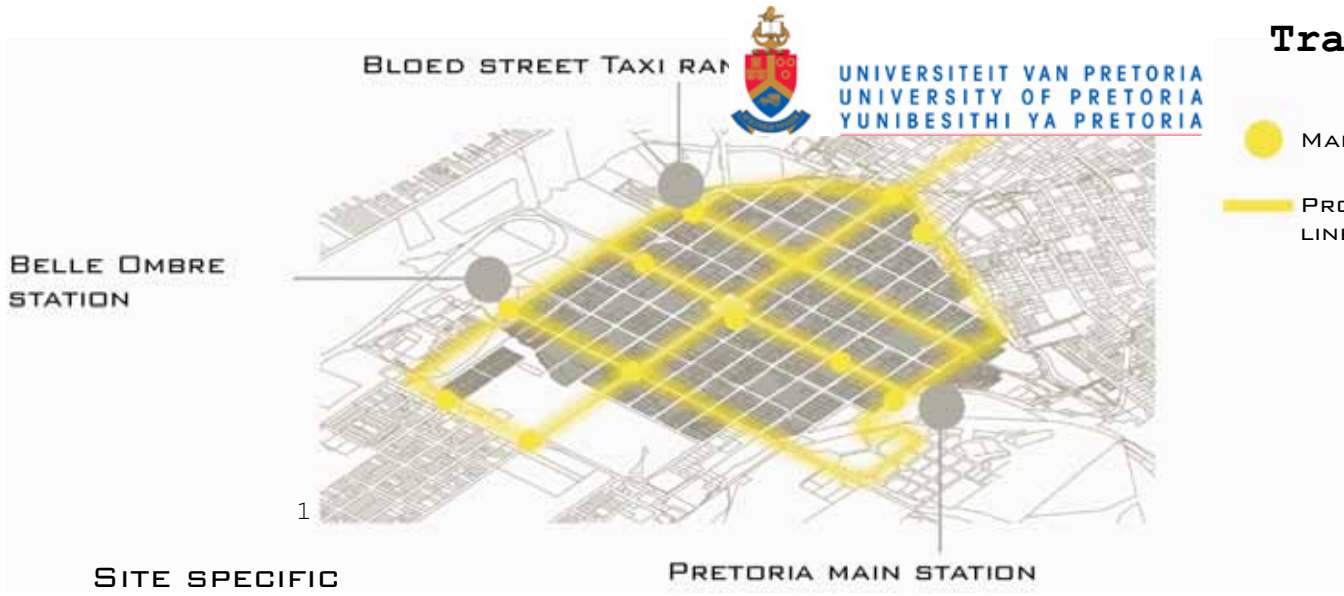


3



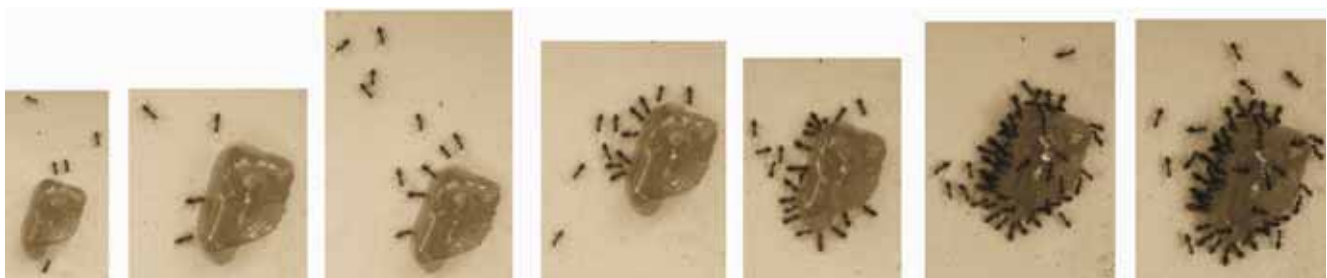
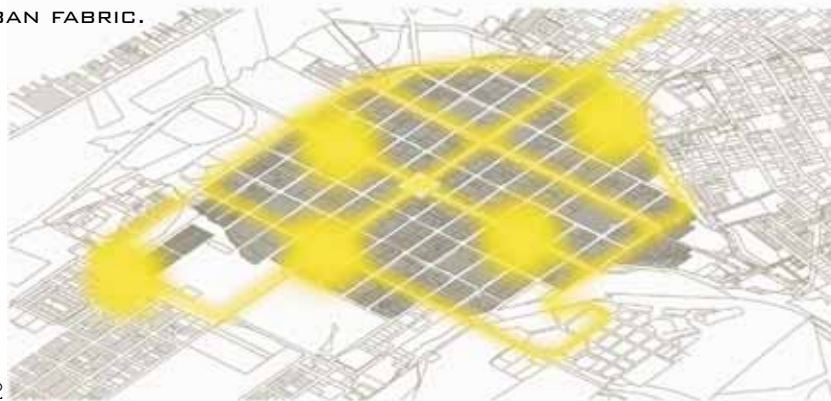
4

'FASHION' IS A DIRTY WORD, SO IS 'TEMPORARY', SO IS 'FLASHY'. YET IT IS THE CREATION OF THOSE THINGS THAT ARE NECESSARILY FASHIONABLE, TEMPORARY OR FLASHY THAT HAS MORE TO DO WITH THE VITALITY OF CITIES THAN 'MONUMENT BUILDINGS'. THE PULSATION OF CITY LIFE IS FAST SO WHY NOT THAT OF ITS ENVIRONMENT? IT REFLECTS RISE AND FALL. COMING AND GOING ... CHANGE. SO WHY NOT BUILD FOR THIS? (BELL, ET AL, 1999:23)



SITE SPECIFIC

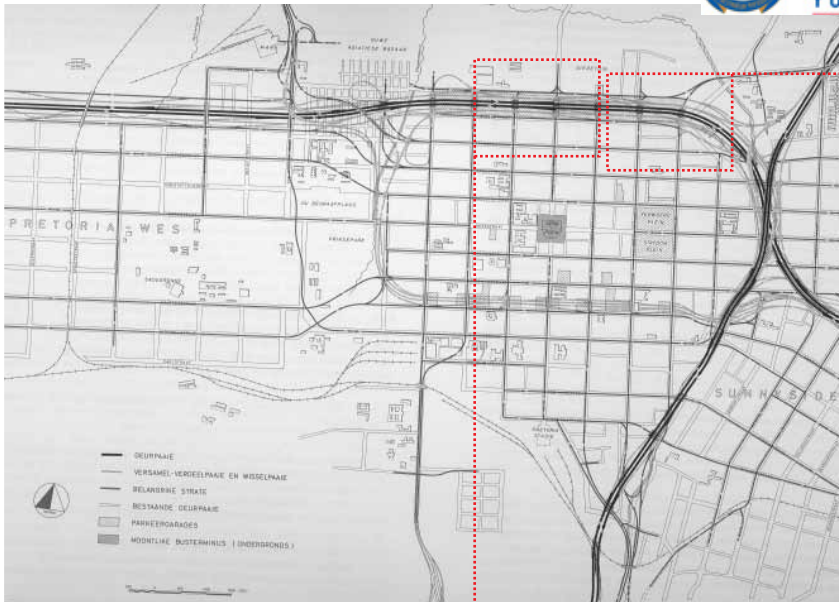
A TWENTY FOUR HOUR CYCLE WILL BE NEEDED TO MAKE THE INNER CITY MORE RESIDENTIAL FRIENDLY. THE PROPOSAL ON THE SITE FOR RESIDENTIAL CLOSE TO THE TRAM STATION WILL BE THE MIDWAY LINK BETWEEN THE GOVERNMENT BOULEVARD ENDING AT THE UNION BUILDINGS AND THE MARABASTAD RESIDENTIAL AREA. SITUATED NEXT TO THE MAIN TRAM STATION THIS WILL BE THE IDEAL STARTING POINT FOR IMPLEMENTING THE RESIDENTIAL SECTOR INTO THE INNER CITY. THE PROPOSED MUSIC CENTRE NEXT IN PAUL KRUGER STREET, THE PROPOSED ART MUSEUM NEXT IN BLOED STREET AND THE PROPOSED BOOKSTORE IN HOUSE JANSEN WILL ACCOMMODATE THE FUNCTIONS TO HELP GIVE A 24 HOUR CYCLE TO THE AREA. CURRENTLY THE INNER CITY IS ONLY IN USE DURING WORKING HOURS. THIS PROPOSAL WILL SERVE AS A STARTING POINT FOR THE RESIDENTIAL TO GROW WITHIN THE INNER CITY. THE OTHER IDENTIFIED CATALYTIC GENERATORS ARE THE TRAM STOPS. THE RESIDENTIAL AND OTHER DEVELOPMENTS THAT WILL FOLLOW WILL HELP TO DENSIFY THE URBAN FABRIC.



3

ONE OF THE MAIN STRATEGIES OF THE STRATEGIC PUBLIC TRANSPORT PLAN (SPTP) OF THE CITY COUNCIL OF TSHWANE IS TO CREATE A "COMPACT CITY" WHERE PUBLIC TRANSPORT STATIONS ACTS AS URBAN GENERATORS IN THE INNER CITY OF PRETORIA. THIS WILL COMBAT THE URBAN SPRAWL PHENOMENON IN THE CITY WHERE LOW DENSITY HOUSING IS PROVIDED ON THE PERIPHERY OF THE CITY. THE OVERALL GOAL OF THIS STRATEGY IS THAT 90% OF DEVELOPMENTS WILL TAKE PLACE IN DENSIFIED URBAN TOWNSHIPS. (CITY OF TSHWANE: 2007 SPTP:40)

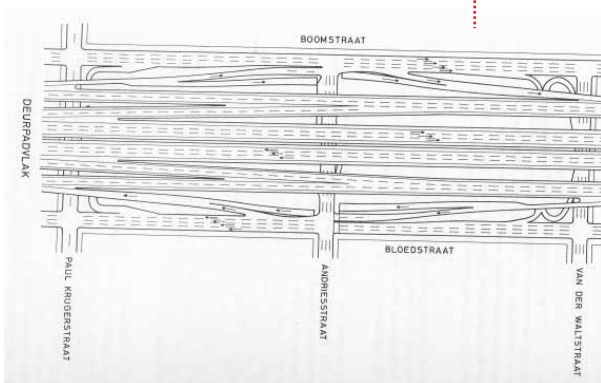
THE KEY INTERCHANGES ON VANCOUVER'S SKYTRAIN SYSTEM, DEVELOPED SINCE THE MID 1980'S, HAVE MIXED COMMERCIAL, OFFICE, RESIDENTIAL, RETAIL AND MARKETS WITHIN SHORT WALK OF THE STATION. STRATEGIES WERE AIMED AT PROVIDING NEW HOUSING NEAR THE STATIONS, CREATING SUB-CENTRES WITH DIVERSITY AND CHARACTER, AND ENCOURAGING FURTHER MEDIUM DENSITY RESIDENTIAL DEVELOPMENT AND COMMERCIAL MIXED USE DEVELOPMENT. (WHAT LIGHT RAIL CAN DO FOR CITIES: A REVIEW OF WHAT CAN BE DONE, APPENDIX)



1



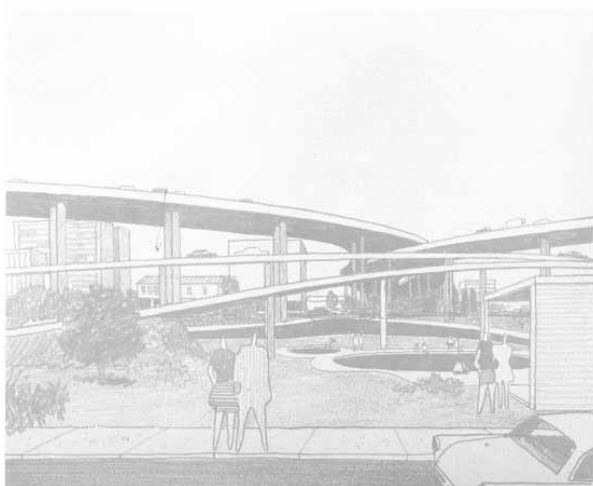
2



3

### FIGURE GROUND

THE FIGURE GROUND STUDY INDICATES THAT THE IMMEDIATE SURROUNDINGS IN THE NORTHERN PART OF PAUL KRUGER STREET, CONSISTS OF A LOT OF OPEN SPACES BETWEEN BUILDINGS, THE URBAN FABRIC IS NOT DENSE ENOUGH. THE GENERATOR OF THE SPATIAL CONFIGURATION OF THE AREA IS THE STRONG STREET STRUCTURE. ALL MOVEMENT PATTERNS FROM PEDESTRIANS AND VEHICULAR MOVEMENT ARE INFLUENCED BY THIS CONFIGURATION. STRATEGIES ARE NECESSARY TO DENSIFY THE URBAN FABRIC TO BE APPROPRIATE FOR THE NEEDS OF THE INNER CITY AND ITS USERS.



4

THE PROPOSED ROADS IN THE NORTHERN PRECINCT OF THE INNER CITY PLAYED A MAJOR ROLE IN THE URBAN FABRIC AND THE POOR DEVELOPED AREA. UNCERTAINTY KEPT DEVELOPERS AWAY FROM THIS AREA; THE PROPERTIES FALLING WITHIN THE DESIGNATED AREA FOR THE PROPOSED ROADS ARE GOVERNMENTALLY OWNED.

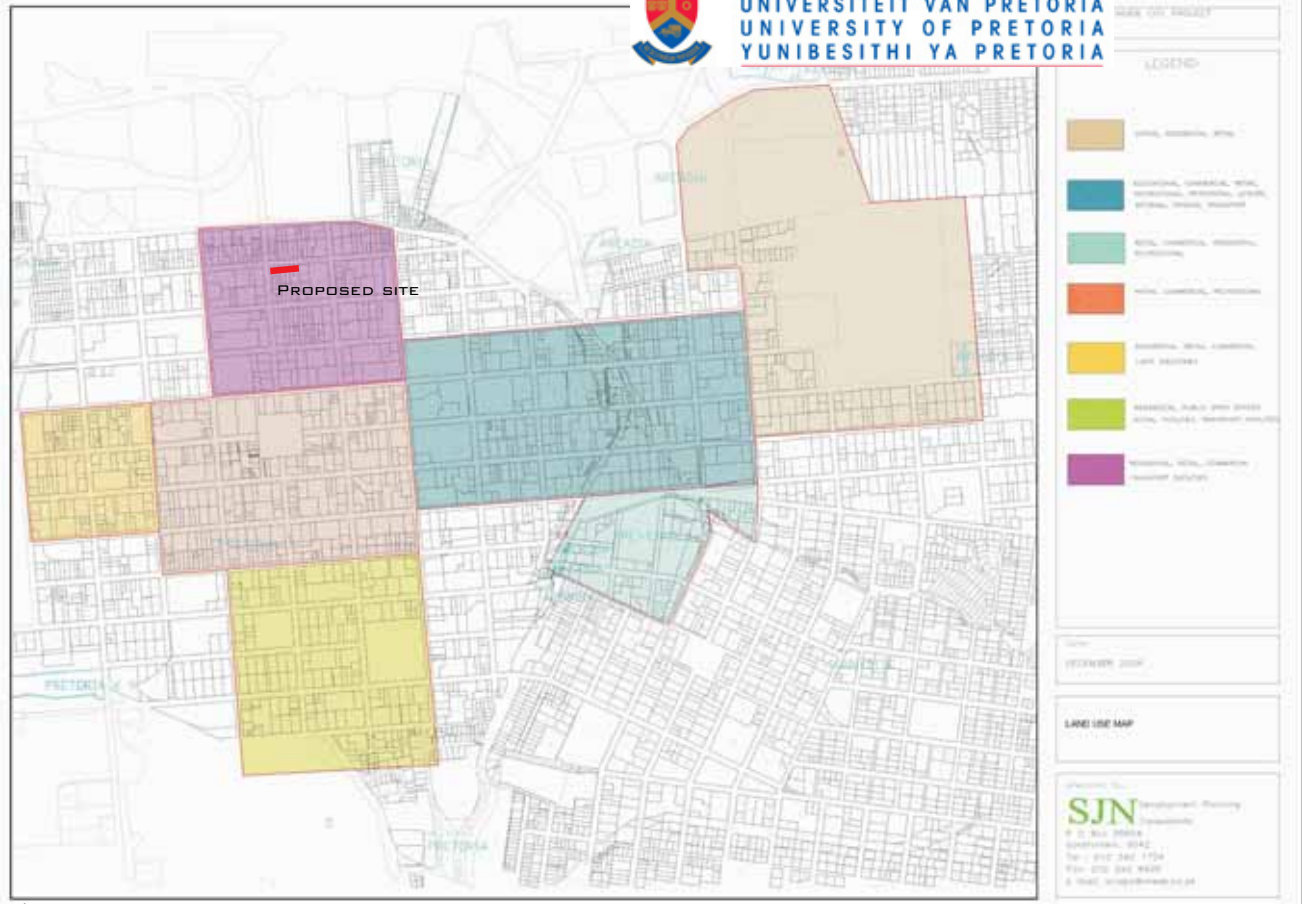
PROPOSING A TRAM LINE RUNNING WITHIN THIS AREA WILL BE A GREAT LINKAGE, NOT ONLY ON SMALL SCALE, BUT LOOKING AT THE MAJOR TRANSPORTING NODES THAT WILL BE LINKED THE TRAM STATIONS BETWEEN THESE IMPORTANT TRANSPORTING NODES WILL ACT AS CATALYTIC GENERATORS. THESE TRAM STATIONS WILL GENERATE MOVEMENT AND ACTIVITIES THAT WILL STIMULATE THE AREA, AND GIVE OPPORTUNITIES TO CONSTRUCT MIX-USE BUILDINGS AROUND THESE NODES. RESIDENTIAL BEING ONE OF THE USES INTRODUCED.



5







1  
 THESE MAPS SHOW STUDIES MADE ON THE NORTHERN PRECINCT REGARDING THE LAND USE, AND THE AREAS THAT NEEDS IMPROVEMENT. NEEDED IMPROVEMENTS TO PAUL KRUGER STREET AND THE IDENTIFICATION OF A RESIDENTIAL ZONE FOR THE AREA WHERE THE PROPOSED SITE ARE SITUATED INDICATES THE NEED FOR THESE IMPROVEMENTS IN STUDIES DONE BY OTHER GROUPS OF PEOPLE ON THIS AREA.



2  
**Precinct 5 Paul Kruger North**



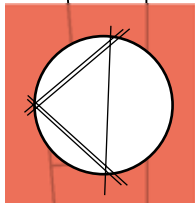




SITE PLAN



UNIVERSITEIT VAN PRETORIA  
UNIVERSITY OF PRETORIA  
YUNIBESITHI YA PRETORIA



BLOED STREET

ANDRIES STREET

STRUBEN STREET

PAUL KRUGER STREET

CIVITAS

New National Library

Proposed refurbished

acad

1307

1308

1309

1310

1311

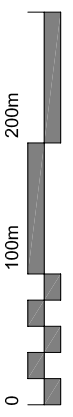
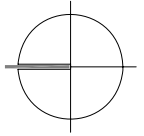




# URBAN DESIGN PROPOSAL



UNIVERSITEIT VAN PRETORIA  
UNIVERSITY OF PRETORIA  
YUNIBESITHI YA PRETORIA



View along Struben Street to the Union Buildings



Proposed Government Boulevard  
Proposed area to include housing

Existing one-way road  
Proposed new one-way road

Semi-pedestrianisation of Paul Kruger Street for 3 blocks North mirroring the pedestrianisation of Church Street 3 blocks to the East

Proposed street improvement

Proposed Tram Line



Hotel

Apartments

Offices / shops

Offices / shops

Old Shops

Offices / shops

Old shop

Public Space

# HOUSE JANSEN



UNIVERSITEIT VAN PRETORIA  
UNIVERSITY OF PRETORIA  
YUNIBESITHI YA PRETORIA

KNOWN EARLIER AS "PALMSIDE". IT WAS BUILT IN 1883 AND HAS BEEN DECLARED A HERITAGE VICTORIAN BUILDING IN THE PRETORIA CBD AREA.

THIS SINGLE STOREY HOUSE HAS A DETAILED PARAPET WALL AND BAY WINDOW, AS WELL AS A TOWER WITH OVERHANGING ROOF OVER A VERANDA. THE VERANDA EXTENDS AROUND THE CORNERS OF THE HOUSE AND IS STRUCTURALLY SUPPORTED ON TIMBER POSTS WITH MOULDINGS. THE ENTRANCE IS EMPHASIZED BY A PITCH ROOF AND WOODEN PEDIMENT BETWEEN THE GABLE WALL AND THE PORCH. THE WALLS ARE CONSTRUCTED WITH RED FACE BRICK AND PAINTED PLASTER, AND ARE COVERED WITH A CORRUGATED SHEET METAL ROOF. THE HOUSE HAS TIMBER WINDOW FRAMES AS WELL AS TIMBER FLOORS.

IT IS A HERITAGE MONUMENT.  
(LE ROUX, 1991, P22)



A

1



D

2



C

3



B

4



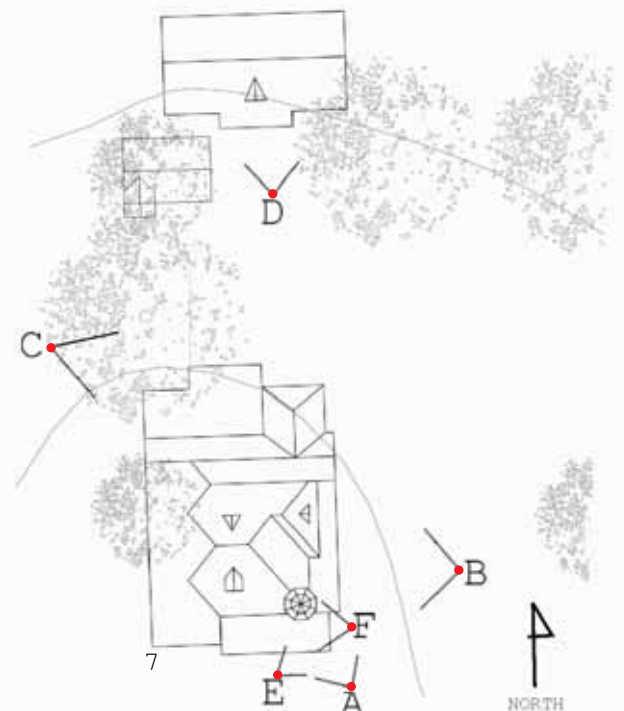
F

5



E

6







WILL BE TO CONVERT IT INTO A BOOKSTORE, THIS FUNCTION WAS CHOSEN TO EXTEND INTO AFTER WORKING HOURS, TO ATTRACT PEOPLE TO THE PUBLIC SQUARE AT NIGHT AS WELL. COMBINED WITH THE RESTAURANTS AND MUSIC CENTRE PROPOSALS IT WILL WORK ALL TOGETHER TO ATTRACT PEOPLE TO THE SITE. WHEN THERE IS PEOPLE ON THE SITE DAY AND NIGHT IT WILL FULLFILL THE AIM TO MAKE THE SPACE RESIDENTIAL FRIENDLY. PEOPLE DO NOT WANT TO LIVE IN A DEAD ISOLATED ENVIRONMENT, WHICH WILL BE THE CASE IF RESIDENTIAL UNITS ARE JUST PLACED WITHIN THE CITY WITHOUT AN URBAN FRAMEWORK.



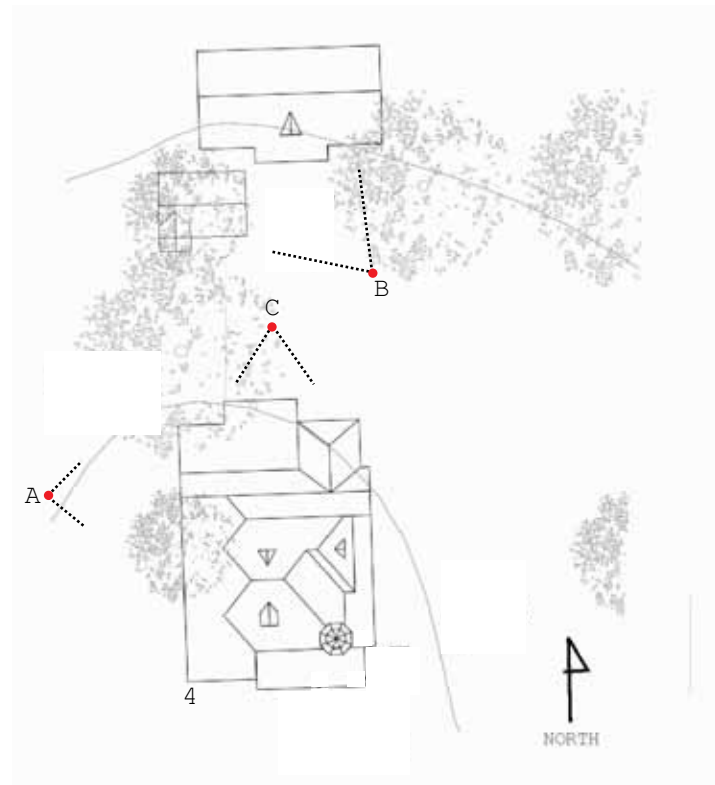
A 1



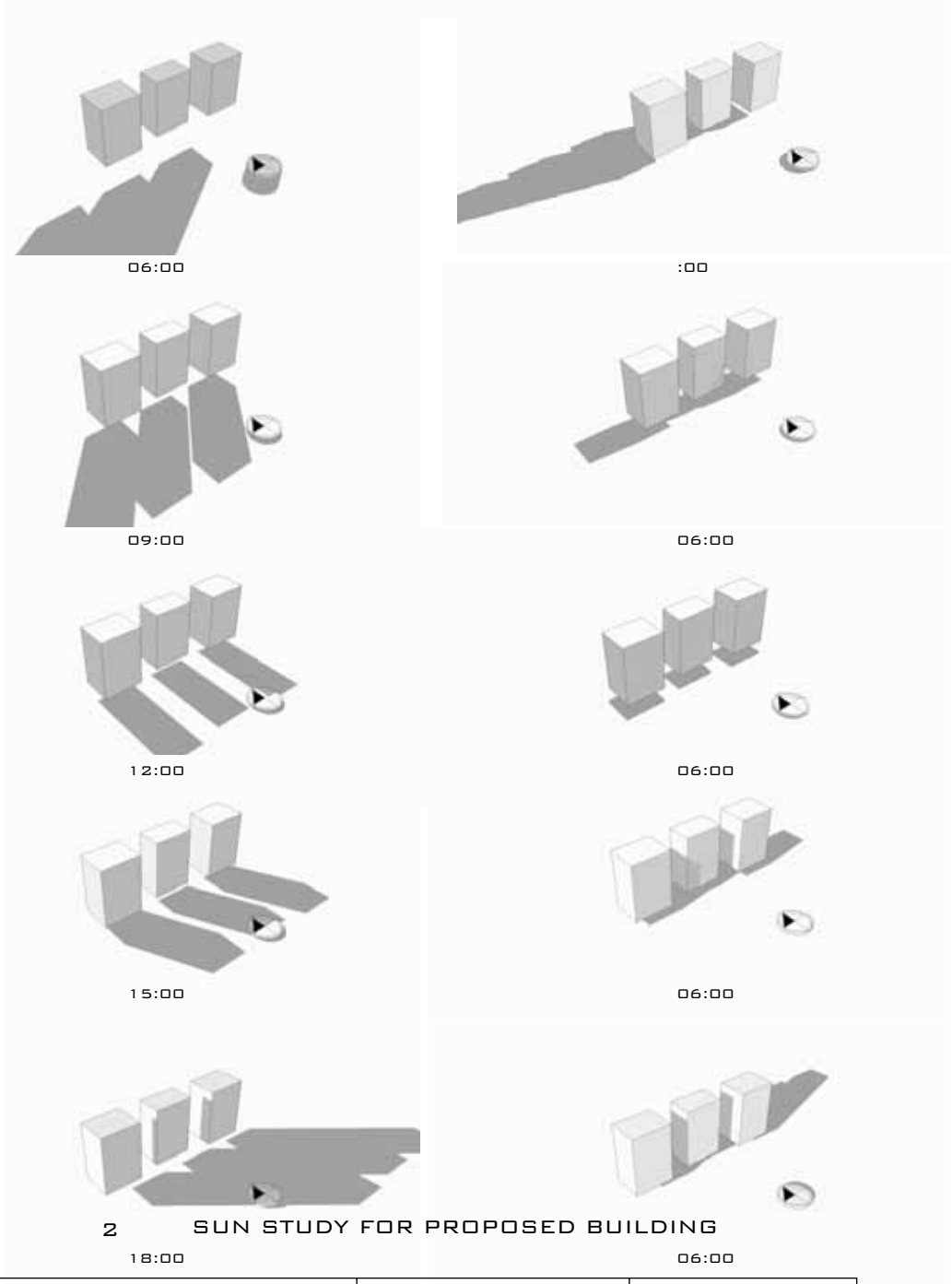
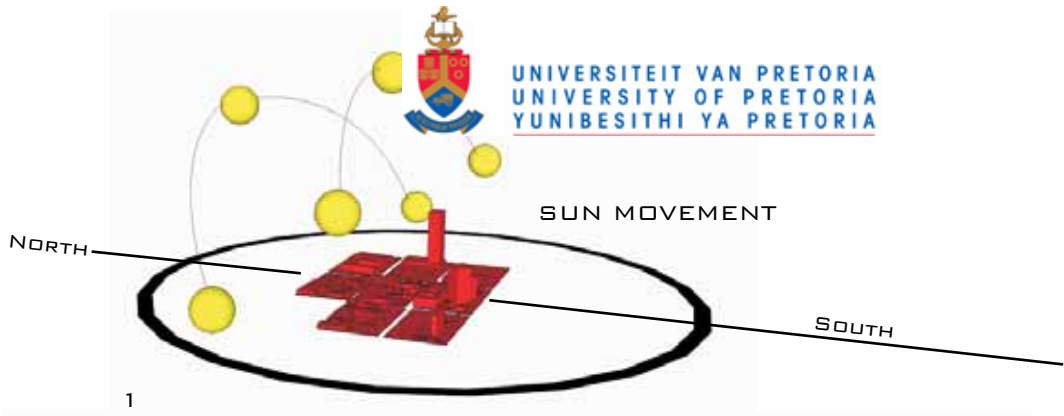
B 2



C 3







PRETORIA CLIMATE	SUMMER	WINTER
AVE TEMPERATURE		
MAX	28.8 C	25.7 C
MIN	12.8 C	2.6 C
AVE WIND SPEED	41 KM/H	60 KM/H
AVE RAINFALL	700 MM	
SUNNY DAYS	60%	80%