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# 09



FIG.129. FUEL OF PROJECT



## ADDENDUM

### ADDENDUM A:

#### NEEDS ASSESSMENT:

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### ADDENDUM B:

#### SITE FRAMEWORK



QUESTIONNAIRE

NAME: \_\_\_\_\_  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? To

2. WHERE ARE YOU GOING TO? N

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? \_\_\_\_\_

4. WHAT IS YOUR GENERAL OPINION OF TAXIS? \_\_\_\_\_

5. WHAT DO YOU CALL A TAXI? \_\_\_\_\_

6. WHAT ARE THE MAIN PROBLEMS WITH THE TAXI RANK? \_\_\_\_\_

WEST FLATS

I LIKE THEM

DE

QUESTIONNAIRE

NAME: Sibetso MASHOJI  
OCCUPATION: DRIVER

1. WHERE ARE YOU COMING FROM? MABO

2. WHERE ARE YOU GOING TO? PRETOR

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? \_\_\_\_\_

4. WHAT IS YOUR GENERAL OPINION OF TAXIS? GO

5. WHAT DO YOU CALL A TAXI? Pu

MS WITH

HOW TO FIX

NAME: Rebrey Matambela  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? Mabopane

2. WHERE ARE YOU GOING TO? Pretoria

QUESTIONNAIRE

NAME: Joseph Mankwane  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? mabopane

QUESTIONNAIRE

NAME: he Baku  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? City

2. WHERE ARE YOU GOING TO? Silverton (Mamelodi)

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? \_\_\_\_\_

4. WHAT IS YOUR GENERAL OPINION OF TAXIS? New taxis much better

QUESTIONNAIRE

NAME: Thomas Mzembe  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? Mabopane

2. WHERE ARE YOU GOING TO? Pretoria Beatix

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? Land 4

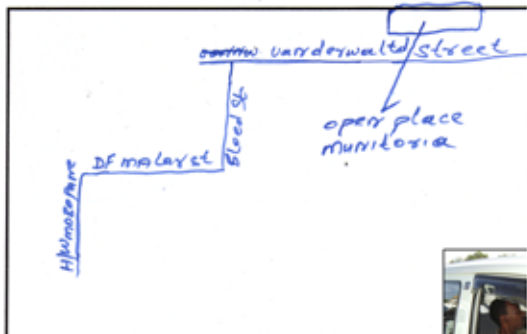
4. WHAT IS YOUR GENERAL OPINION OF TAXIS? Just work

5. WHAT DO YOU CALL A TAXI? \_\_\_\_\_

6. WHAT ARE THE MAIN PROBLEMS WITH THE TAXI RANK? no shelters no Park; no toilets

7. WHAT DO YOU THINK ARE THE MOST IMPORTANT CONSIDERATIONS WHEN DESIGNING A TAXI RANK? enough parking close to the city

8. DRAW A MAP OF YOUR EVERYDAY JOURNEY. SHOW IMPORTANT PLACES.



QUESTIONNAIRE

NAME: SAMUEL NLOMANG  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? ATTERIDGEVILLE

2. WHERE ARE YOU GOING TO? CBD

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? ATTERIDGEVILLE

4. WHAT IS YOUR GENERAL OPINION OF TAXIS? EXP & MORE USED IN MAMMOT

5. WHAT DO YOU CALL A TAXI? TAXI

6. WHAT ARE THE MAIN PROBLEMS WITH THE TAXI RANK? TAXIS TAKE LONGER TO GET TO THE RANK

7. WHAT DO YOU THINK ARE THE MOST IMPORTANT CONSIDERATIONS WHEN DESIGNING A TAXI RANK? THE TAXI RANK SHOULD BE IN A PLACE WHERE TAXIS CAN GET TO EASY

8. DRAW A MAP OF YOUR EVERYDAY JOURNEY. SHOW IMPORTANT PLACES.



QUESTIONNAIRE

NAME: \_\_\_\_\_  
OCCUPATION: \_\_\_\_\_

1. WHERE ARE YOU COMING FROM? \_\_\_\_\_

2. WHERE ARE YOU GOING TO? \_\_\_\_\_

3. WHAT IS THE HAND SIGNAL FOR YOUR DESTINATION? \_\_\_\_\_

4. WHAT IS YOUR GENERAL OPINION OF TAXIS? \_\_\_\_\_

5. WHAT DO YOU CALL A TAXI? \_\_\_\_\_

6. WHAT ARE THE MAIN PROBLEMS WITH THE TAXI RANK? \_\_\_\_\_

7. WHAT DO YOU THINK ARE THE MOST IMPORTANT CONSIDERATIONS WHEN DESIGNING A TAXI RANK? \_\_\_\_\_

8. DRAW A MAP OF YOUR EVERYDAY JOURNEY. SHOW IMPORTANT PLACES.





## 2. SOIL CONDITIONS AND TESTS

Geology: shale

Geology Patterns: Plinthic catena: upland duplex and marginalitic soils rare, dystrophic and/or mesotrophic; red soils widespread.

Soil Classes: Red – Yellow – Grey Latosol Plinthic Catena, Neutral, sands/loams, red dominant, but with much rocky land

Rainfall: 700-750mm

Native Vegetation Description: Bushveld

Vegetation type: disturbed urban temperate bushveld

Reservoir zone: PR15

Pretoria water supply: Findlay

## 3. CURRENT LANDUSE

### 4. NOISE AND FORMS OF POLLUTION

Noise pollution predominantly from the west-east axis streets of Proes and Struben as well as north-south along Potgieter and Schubart.

### 5. VIEWS AND OTHER ASSETS

Steenhovenspruit

Kruger Park (Opportunity that can become an asset)

Schubert Park (Opportunity that can become an asset)

### 6.2. High places

Build occasional high places as landmarks throughout the city. They can be a natural part of the topography, or towers, or part of the roofs if the highest local building – but, in any case, they should include a physical climb. (Alexander1977:317)

Landmarks are a point of reference - "are another type of point-reference, but in this case the observer does not enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store, or mountain" (LYNCH1975:48).

## 6. MONUMENTS TO BE CONSERVED

Kruger House

Ga Mohle

## 7. FRAMEWORK OBJECTIVE

To create a sustainable borough in the city with its own identity in the city:

- Focussing on the needs of the pedestrian by densifying and placing focus on shared public space

- That becomes South African by providing dwellers with adequate access and choice
- By utilising existing fabric to its fullest potential, both natural and man-made
- By reconnecting the city with the landscape, creating a productive system

### 8. Mosaic of subcultures

Do everything possible to enrich the cultures and sub-cultures of the city, by breaking the city, as far as possible into a vast mosaic small and different subcultures, each with the power to create its own distinct life style. Make sure that the subcultures are small enough, so that each person has access to the full variety of life styles in the subcultures near his own. (Alexander1977:50)

### 12. Community of 7000

Decentralise the city governments in a way that gives local control communities of 5000-10000 persons. As nearly as possible, use natural geographic and historical boundaries to mark these communities. Give each community the power to initiate, decide, and execute the affairs that concern it closely: land use, housing, maintenance, streets, parks, police, schooling, welfare, neighbourhood services. (Alexander1977:74)

13. Subculture boundary Separate neighbouring subcultures with a swatch of land at least 200 feet wide. Let this boundary be natural – wilderness, farmland, water – or man-made – rail roads, major roads, parks, schools, some housing. Along the seam between two subcultures, build meeting places, shared functions, touching each community. (Alexander1977:78)

### 15. Neighbourhood boundary

Encourage the formation of a boundary around each neighbourhood, to separate it from the next door neighbourhoods. From this boundary by closing down streets and limiting access to the neighbourhood – cut the normal number of streets at least in half. Place the gateways at those points where the restricted access paths cross the boundary; and make the boundary zone wide enough to contain meeting places for the common functions shared by several neighbourhoods. (Alexander1977:90)

Districts- areas with perceived internal homogeneity - "are medium-to-large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters 'inside of,'

and which are recognizable as having some common identifying character" (LYNCH1975:47)

## 8. BUILDING GUIDELINES BY FOCUS AREA

A: Vermeulen Promenade

### 31. Promenade

Encourage the gradual formation of a promenade at the heart of every community, linking the main activity nodes and placed centrally, so that each point in the community is within 10 minutes walk of it. Put main points of attraction at the two ends, to keep a constant movement up and down. (Alexander1977:173)

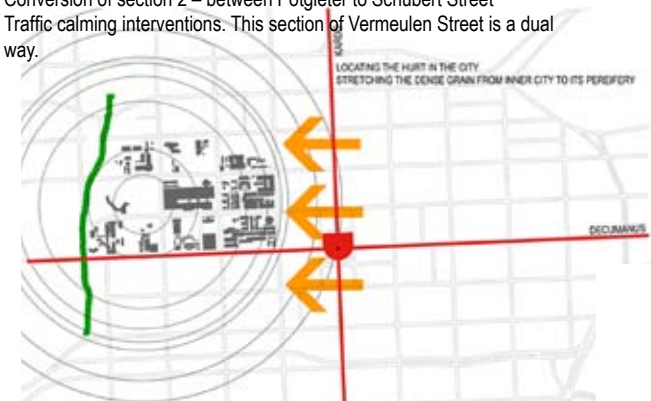
Edges: dividing lines between districts - "are the linear elements not used or considered as paths by the observer. They are boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development, walls .." (LYNCH197:47)

Paths: familiar routes followed - "are the channels along which the observer customarily, occasionally, or potentially moves. They may be streets, walkways, transit lines, canals, railroads .." (LYNCH1975:47)

Main focus area from Steenhovenspruit to Schubert Street with civic connections to Bosman street. The Promenade is divided into two sections:

Conversion of section 1- from Steenhovenspruit to Potgieter Street  
Complete pedestrian promenade, with access for service vehicles.

Conversion of section 2 – between Potgieter to Schubert Street  
Traffic calming interventions. This section of Vermeulen Street is a dual way.





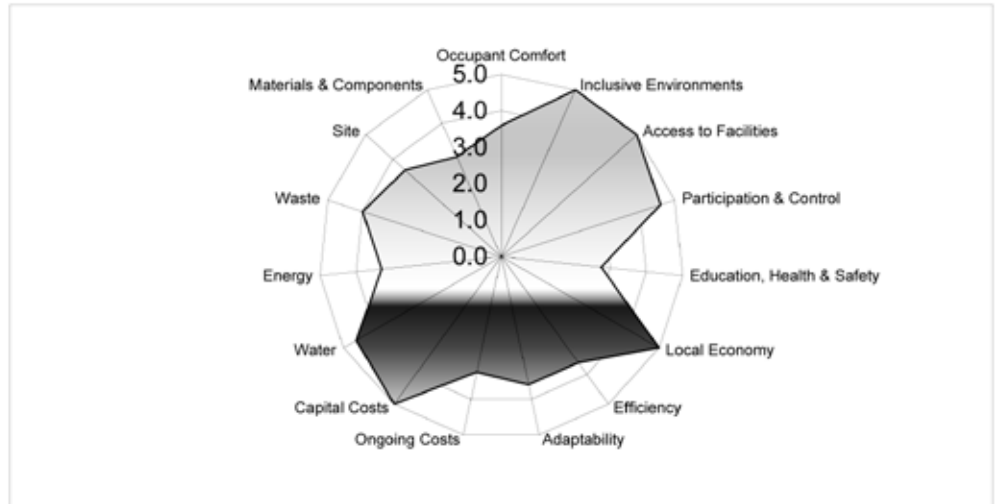
**SUSTAINABLE STUDY:**

The self assessment sustainable building design tool was used as model to generate a more sustainable orientated design. The tool consists of three components rated out of five, the social-, economic- and environmental- aspect of the design that should be evaluated. From these three an overall building performance in terms of sustainability is provided.

The design achieved a four, which is a very good in terms of sustainability.

**SUSTAINABLE BUILDING ASSESSMENT TOOL (SBAT- P) V1**

PROJECT	ASSESSMENT
Project title: TAXI TRANSIT PARK	Date: Oct-09
Location: Pretoria CBD	Undertaken by: Buys
Building type: Transport Facility	Company / organisation: SANTACO
Internal area (m2): 2241	



Social	4.2	Economic	4.1	Environmental	3.7
Overall	4.0	Classification	VERY GOOD		





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