



Figure 3.1. Urban Vision of interdependency & connection (Author 2015)

3 | URBAN VISION & FRAMEWORK

3.1 | URBAN VISION

3.1.1 | INTRODUCTION

Despite Marabastad’s resilience as a transport node and retail hub its networks are still survivalist. Lack of functional diversity and infrastructure prevents networks from thriving and threatens its resilience to change in the future. Marabastad’s prime location within the city and its culture of opportunism and adaptability has the potential of contributing so much more to its surrounding context than it currently does.

The framework is established through the lens of urban resilience.

Resilience is the positive ability of a system to adapt itself to the consequences of change (Peres & Du Plessis 2013).

Urban resilience thinking is a value neutral concept that represents the strengths and weaknesses of a system, to help make decisions on how to navigate (and thrive in) an uncertain future. Urban resilience can be described as the ability and capacity of cities, or social ecological systems, to adapt to slow change, abrupt crises and evolving worldviews or social regimes, in order to sustain human life (Peres & Du Plessis 2013).

Aspects of resilience include: environmental, physical, social , cultural and economic systems. Urban resilience has the potential to integrate all aspects of resilience by strengthening positive parts (adaptability) of a system that need to be more resilient and decreasing the resilience in those aspect (lack of infrastructure and serices) which negatively affect the city system (Peres & Du Plessis 2013).

The perception of cities as hybrid environments of manipulated natural landscapes and constructed structures with service systems that fulfill human needs, is a selfish one. The cost of such an aim to the planet and ourselves, needs to be considered. A vision to create resilient and regenerative urban systems that are ethically driven and will lead to an abundant and thriving future is a far more appropriate approach to urban upgrading. The development of appropriate solutions for the planning, design, construction and management of a resilient and regenerative built environment is crucial for a resilient approach (Du Plessis 2014).

3.1.2 | VISION

The vision is to reconnect Marabastad to the City – increase the interdependency between the two, retaining unique character of trade and transport and inherent social aspect too.

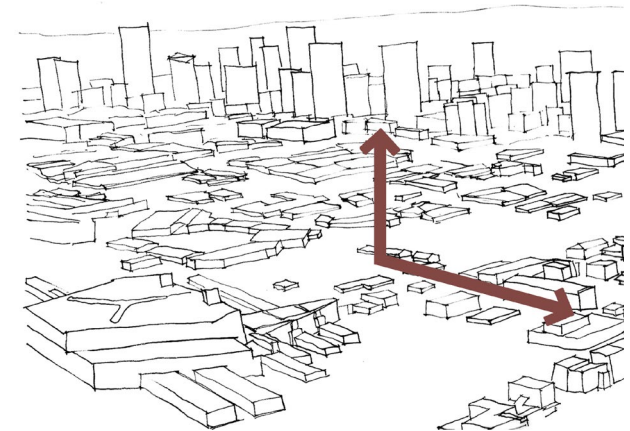


Figure 3.2. Connection between Marabastad & the City (Author 2015)

3.1.3 | URBAN RESILIENCE



Figure 3.3. Urban Resilience Thinking (Author 2015)

3.2 | FRAMEWORK PROPOSAL

The aim of the framework is to identify strengths, weaknesses, opportunities and threats within the existing urban condition and propose catalytic architectural interventions that support the establishment and growth of existing networks as well as the diversity of functions. Through the analysis of isolators and connectors within Marabastad the framework will focus on environmental, economic, social and cultural aspects that have the potential to contribute to positive change.

Life within Marabastad has been identified by the daily rituals of movement of people through it each day. The space for social activities is lacking as a result of domination by transport and retail networks. The establishment of social space and interaction is evident around the activities of trade and transport, however the opportunity for people to be static and engage with each other is limited. Informal restaurants offer commuters a shaded space where they can sit and eat their meal instead of eating on the go. The encouragement of social interaction between friends and strangers will contribute to a sense of community and establishment of place.

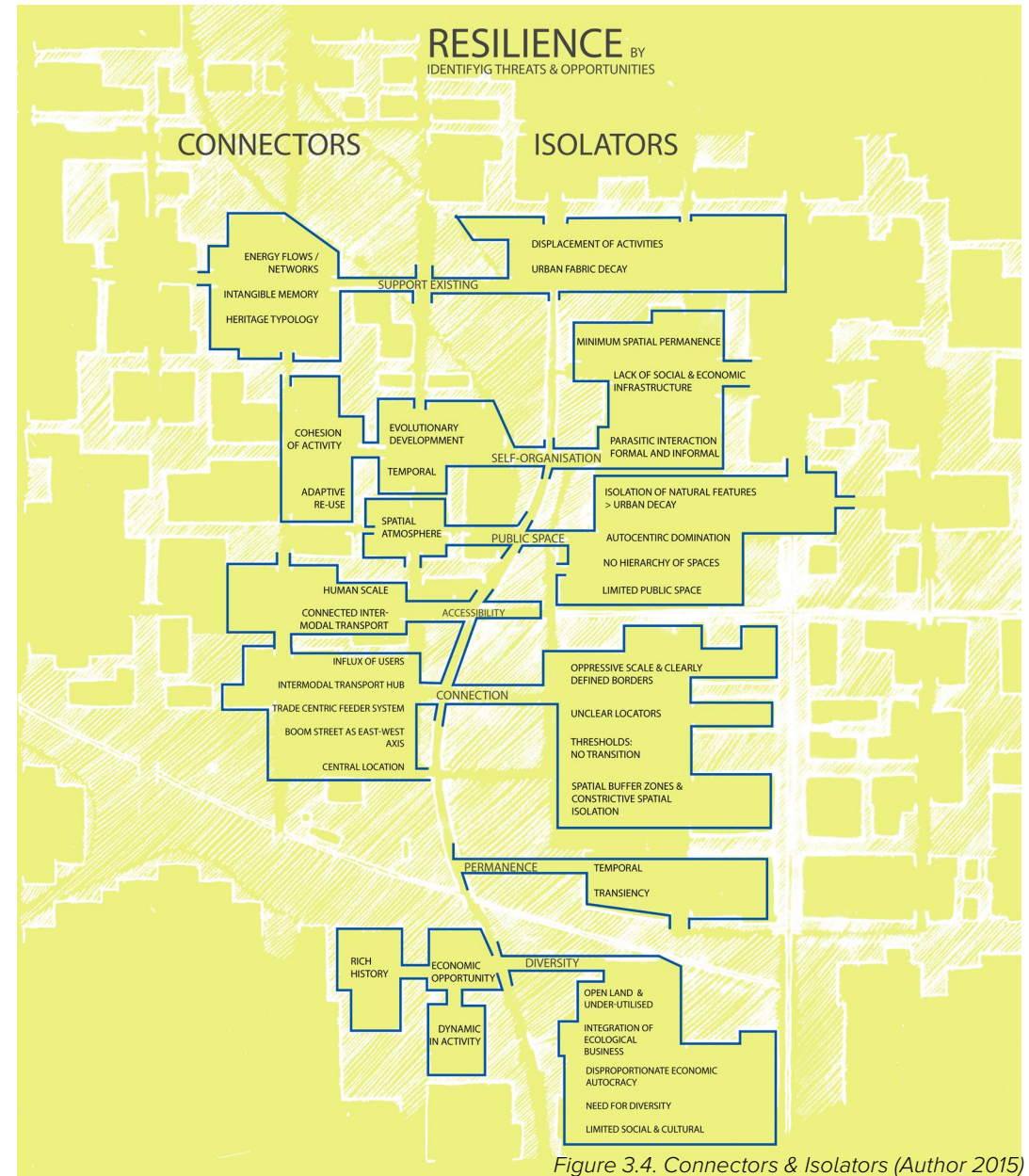


Figure 3.4. Connectors & Isolators (Author 2015)

3.2.1 | URBAN RESILIENCE

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Economic

Provide platforms that *encourage* establishment & growth of existing activities and creates opportunities for new activities/programmes.

Social

Provide social infrastructure that promotes social interaction and the establishment of a permanent community.

Cultural

Introduction of programmes that celebrate Marabastad's intangible memory of cultural diversity and the support the conservation of its tangible heritage fabric.

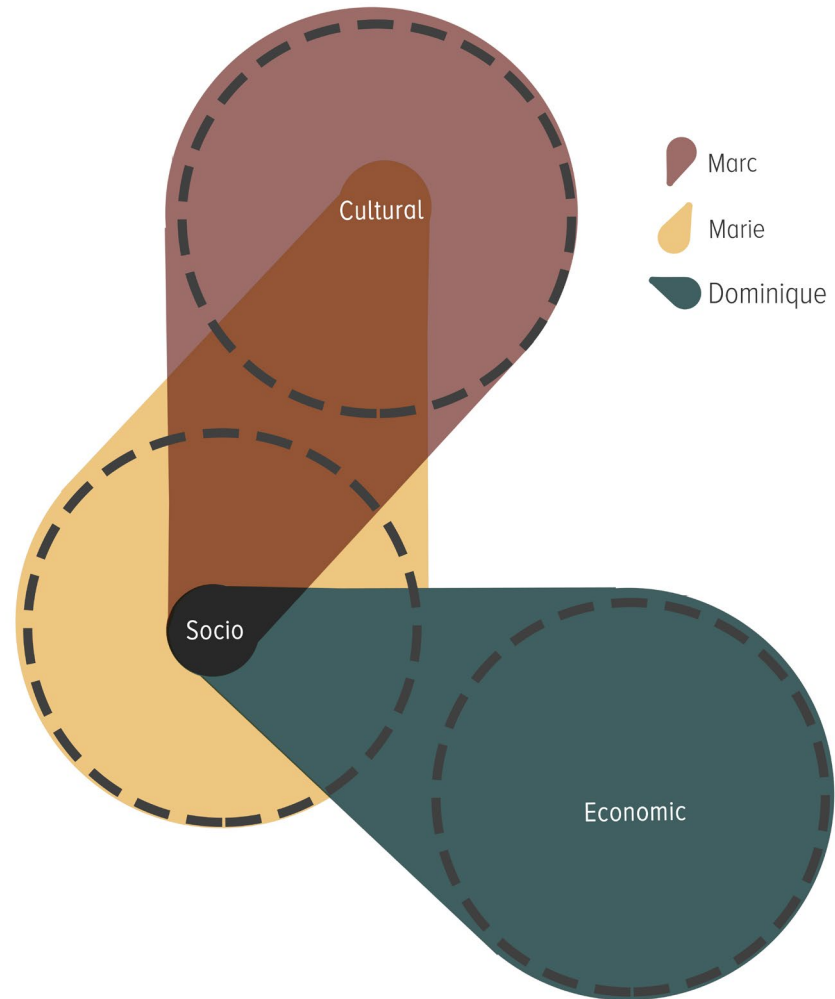
Environmental

Better integration between natural resources and the built environment towards more sustainable and regenerative systems.

Physical

Increase legibility and physical cohesion by establishing hierarchy through the introduction of catalytic programmes and the reclaiming of public space.

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"The resilience of cities should be viewed as determined by the interplay between different types of networks across spatial & temporal scales".

Figure 3.5. Resilience lens (Author, Degenaar, Oberholzer. 2015)

3.2.2 | FOCUS AREA | SITE CHOICES

The focus area of the urban framework starts at the location of the proposed BRT Station on the corner of Boom Street and 11th Street and The Belle Ombre Metro Station [Site 1] moving across to the Belle Ombre Informal Taxi Rank [Site B] and along Boom Street to the corner of Mogul Street [Site 3].

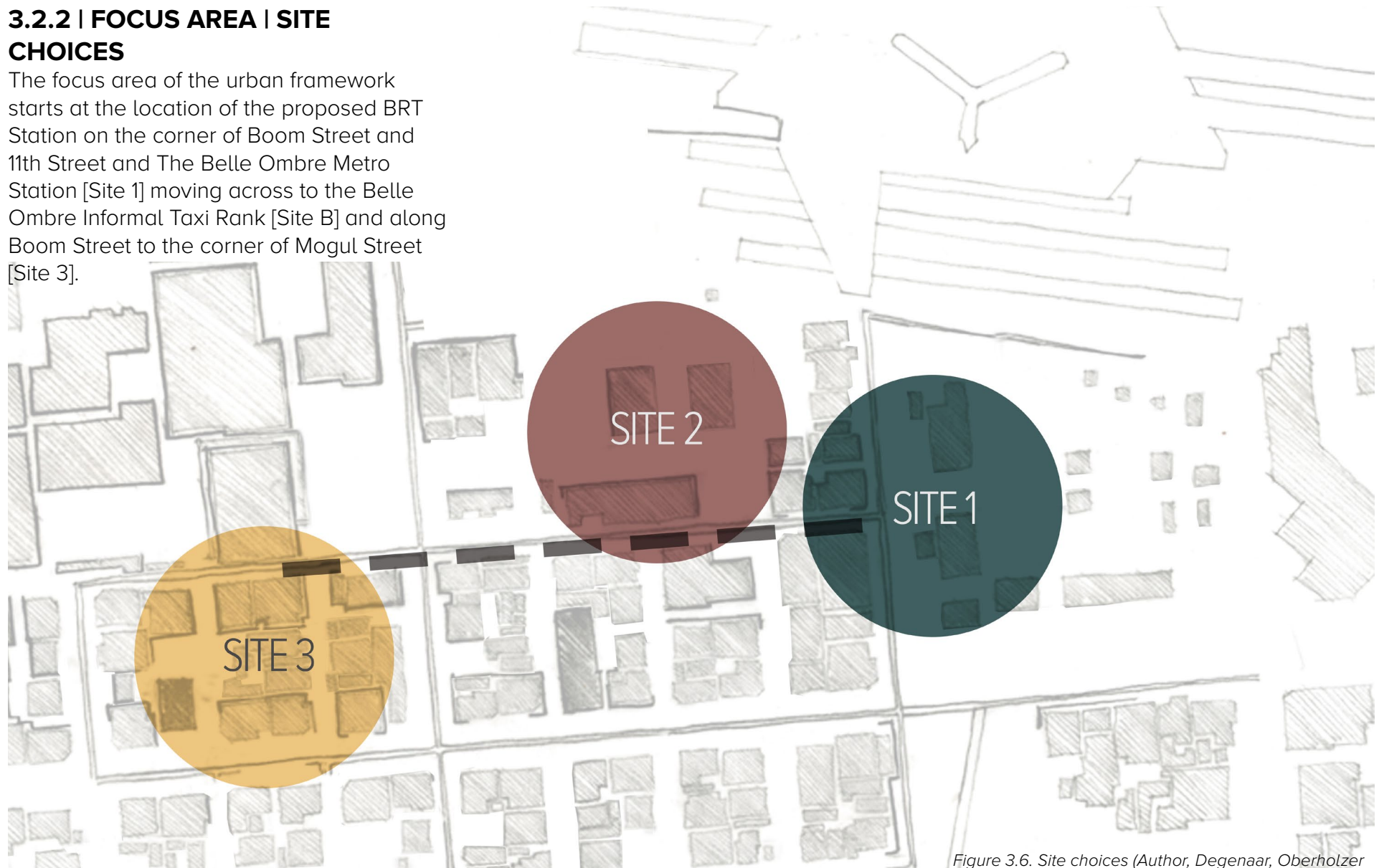


Figure 3.6. Site choices (Author, Degenaar, Oberholzer 2015)

3.2.3 | PROGRAMME ANALYSIS & INTENTION

ANALYSIS

1. Strong relationship between formal & informal networks
2. Lack of diversity of programme
3. Lack of public space

INTENTIONS

1. Introduction of new catalytic programmes

The three sites intend to increase the interdependency between Marabastad and the city by creating catalysts within Marabastad that will connect public space through pedestrian corridors. Enabling programmes which support environmental, economic, social and cultural opportunity by supporting existing activities and introducing new functional diversity through introduction of more permanent programmes such as social and residential components.

2. Provision of infrastructure and services

Infrastructure and service provision for informal activities will clear existing pedestrian walkways and vacant land – increasing the legibility of Marabastad.

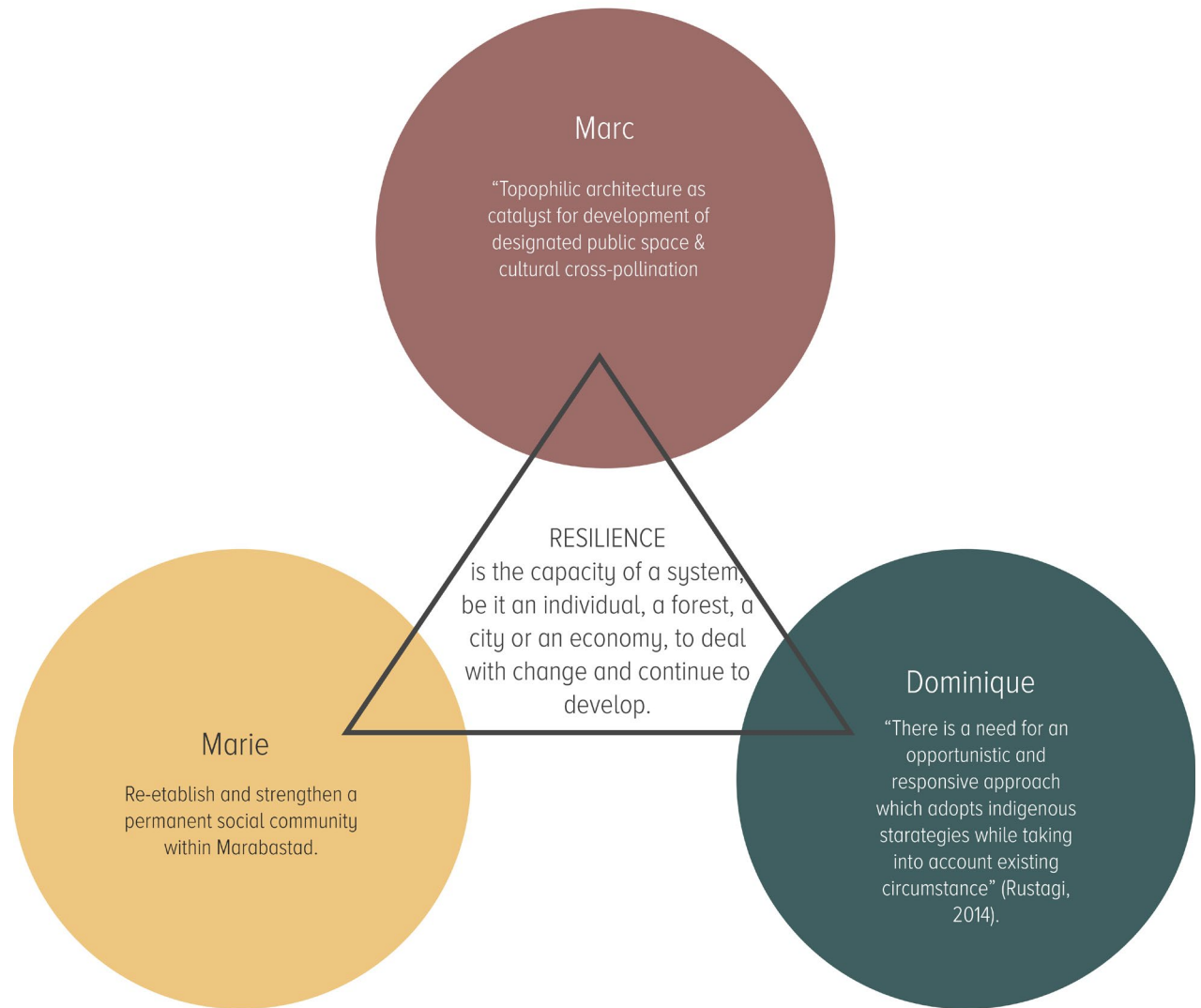


Figure 3.7. Individual resilience intentions (Author, Degenaar, Oberholzer)

3.2.3.1 | PROGRAMMATIC ANALYSIS

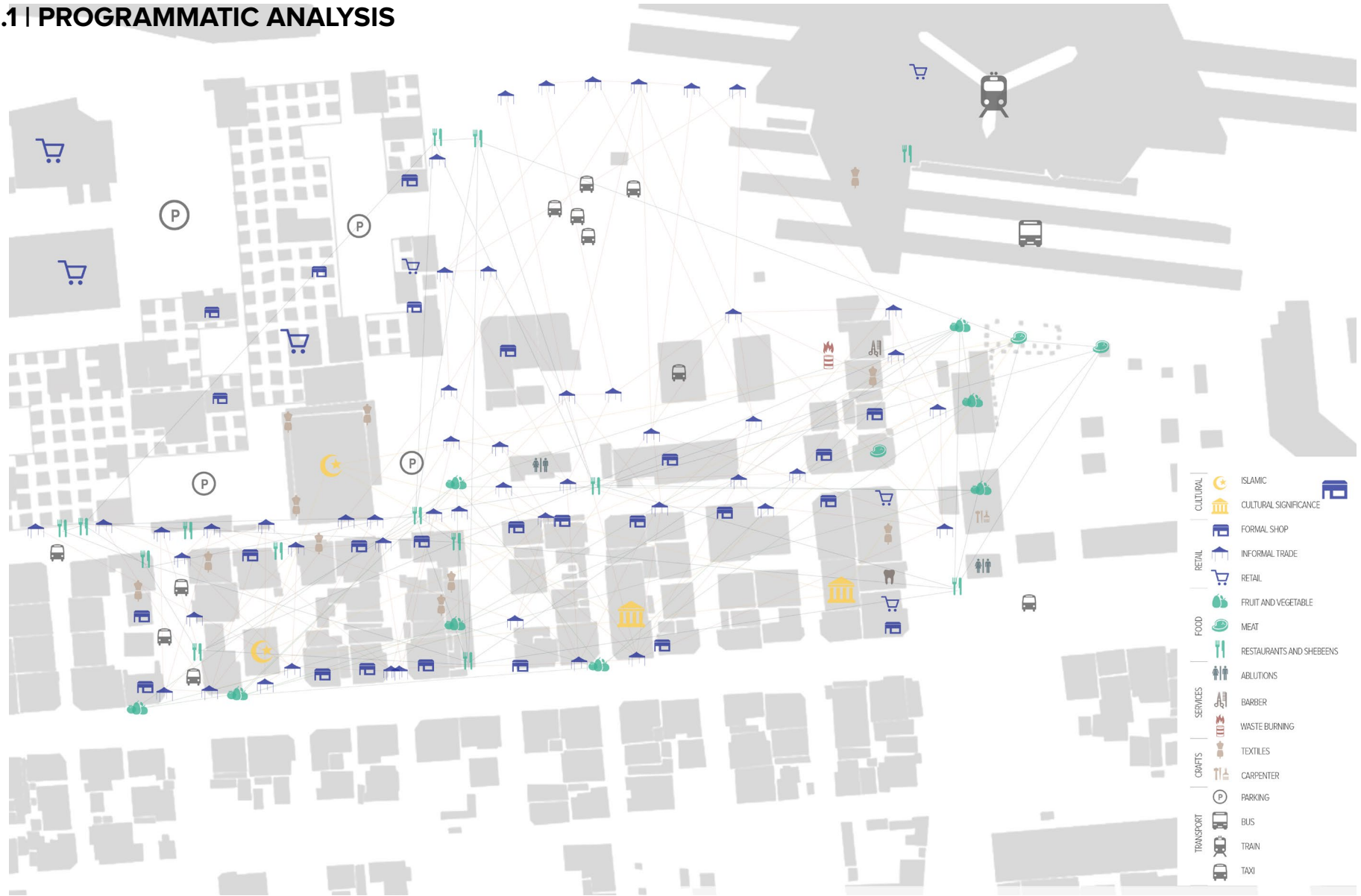


Figure 3.8. Programmatic Analysis (Author, Degenaar, Oberholzer)

3.2.3.2 | PROGRAMMATIC VISION

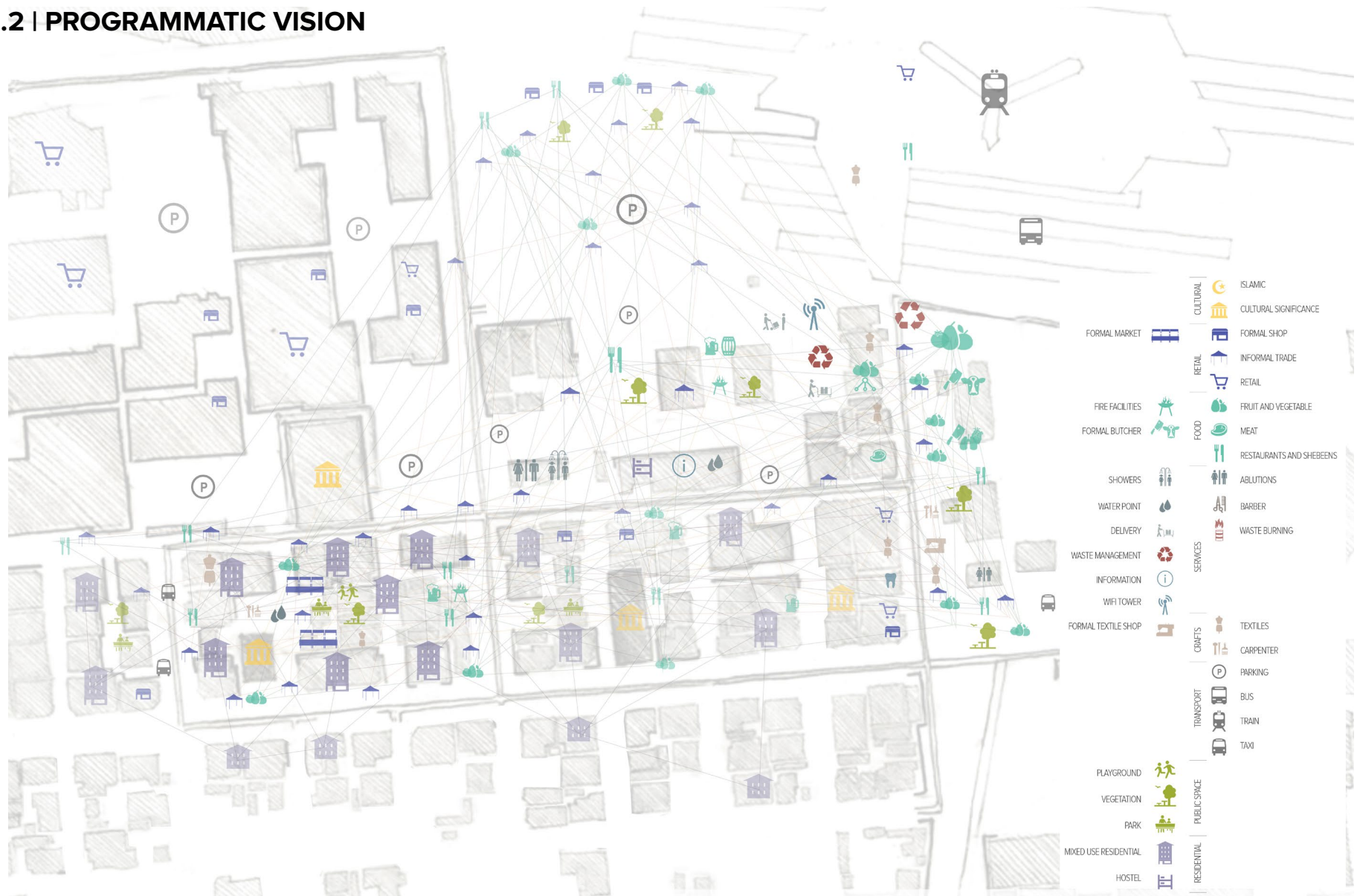


Figure 3.9. Programmatic Vision
(Author, Degenaar, Oberholzer)

3.2.4 | SPATIAL ANALYSIS & INTENTION

SPATIAL ANALYSIS

1. Spatial observations:

- Pedestrian character of the street
- Colonnade on Boom has been taken over by informal traders, forcing pedestrians to walk on the road.
- Scale of buildings
- Setback from building lines
- On-street parking

2. Spatial opportunities:

- Safe overnight storage for informal traders
- Shelter from natural elements provided for traders during the day
- Pedestrianisation of walkways
- Designated public space
- Infrastructure and solutions for the hygienic preparation of food
- Celebration of the Steenhovenspruit
- Maintain the qualities of the informal activities which have allowed Marabastad to be so adaptable and resilient in the past.

SPATIAL INTENTIONS

1. Heritage urban fabric

Boom street is one of the last significant representatives of fine grain heritage fabric and will therefore be restored and maintained as a result of its heritage value.

2. Pedestrian walkways & public space

The Urban Vision also proposes the introduction of designated pedestrian walkways which connect the designated public space and the three catalytic design intervention proposals. Providing designated public walkways will increase access to Marabastad as well as enable safe pedestrian movement.

3 . Proposed extension of 11th Street

The predominant taxi traffic moves from Belle Ombre train station to the informal taxi rank, taking the route down 11th street, right into Mogul and right into 7th Street. With this observation of vehicular movement it is proposed that 11th Street be extended west to connect to 7th Street. This allows direct access between Belle Ombre, the Putco bus station and the Belle Ombre Taxi Rank. The proposed BRT station on the corner of

Boom Street and 11th Street will drastically increase the pedestrian movement along 11th Street. The extension of 11th Street will therefore allow the pedestrianisation of 11th Street from Belle Ombre Train Station to the proposed BRT Station and Boom Street.

4. Steenhovenspruit

The edges of the Steenhovenspruit will be activated with a specific focus on the activation of the river on either side of Boom Street, where the Steenhovenspruit goes underground. New buildings will respond to the spruit's edge and celebrate the natural resource. The spruit will be widened and terraced where possible – firstly as a flooding strategy and secondly to provide public space and allow for social interaction. The terraced areas will contain water during flooding.

3.2.4.1 | SPATIAL ANALYSIS



Figure 3.10. Spatial Analysis (Author, Degenaar, Oberholzer)

3.2.4.2 | SPATIAL VISION

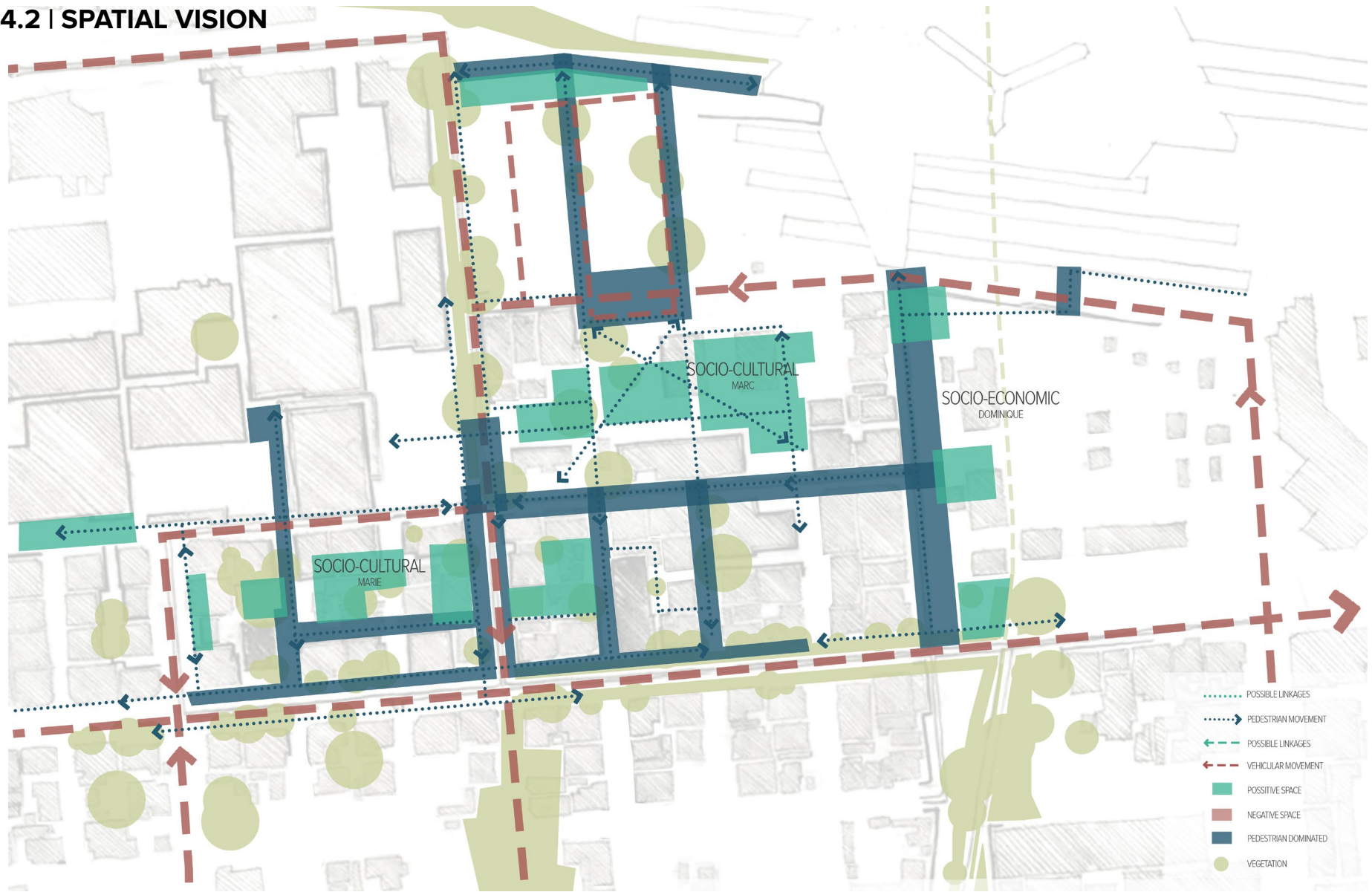
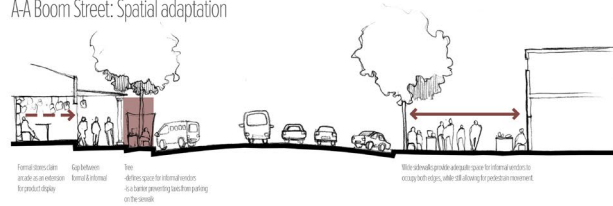


Figure 3.11. Spatial vision (Author, Degenaar, Oberholzer)

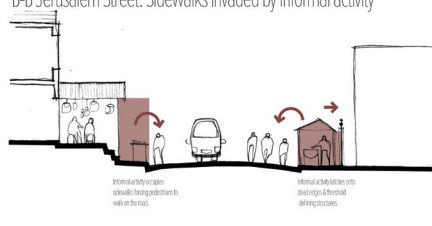
3.2.4.3 | STREET ANALYSIS & VISION

ANALYSIS

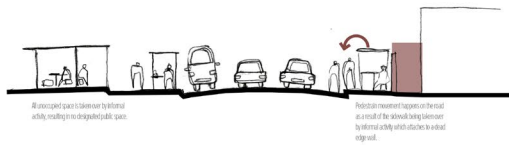
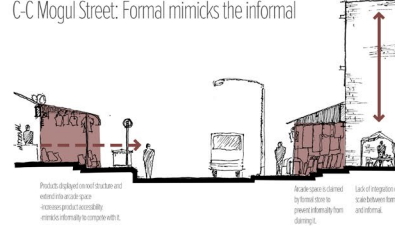
A-A Boom Street: Spatial adaptation



B-B Jerusalem Street: Sidewalks invaded by informal activity

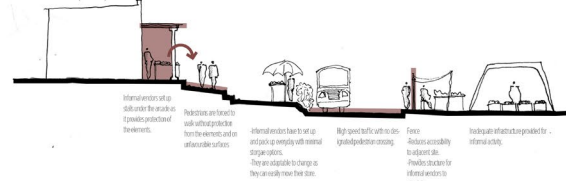


C-C Mogul Street: Formal mimics the informal

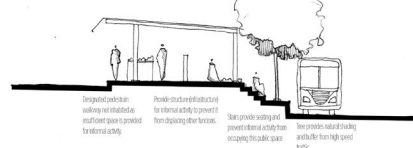


VISION

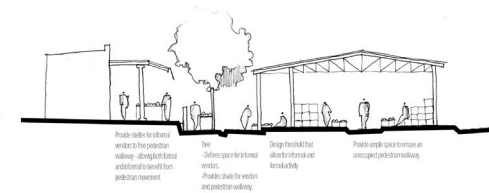
11th Street (East): Lack of infrastructure for informal vendors



Urban vision E: Provision of all functions



Urban vision F: Thresholds



11th Street (North): re-appropriation of existing structures



Urban vision G

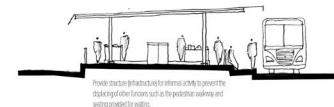


Figure 3.12. Street analysis & vision (Author, Degenaar, Oberholzer)

3.2.5 | CATALYTIC SITE INTERVENTIONS

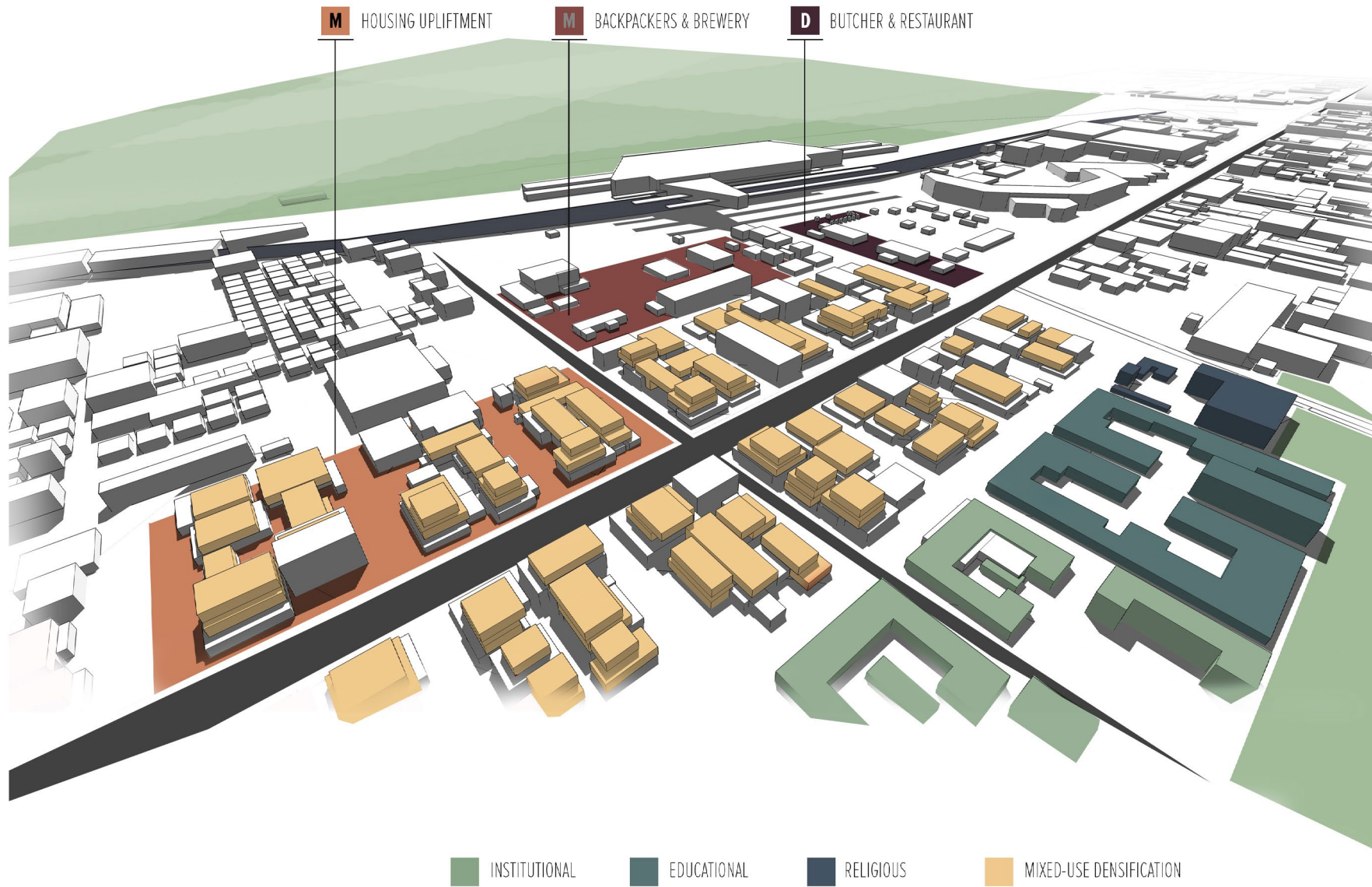


Figure 3.13. Catalytic site interventions
(Author, Degenaar, Oberholzer)

3.2.6 | URBAN VISION



Figure 3.14. Urban Vision
(Author, Degenaar, Oberholzer)

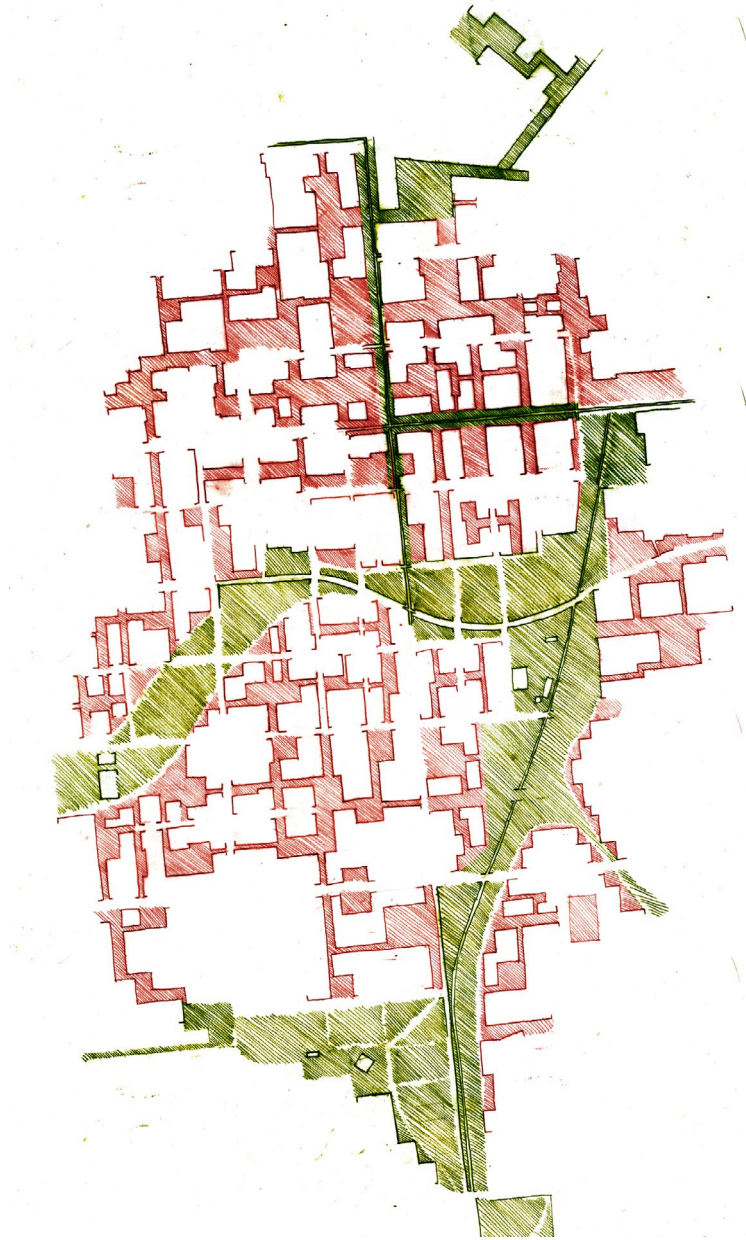


Figure 3.15. Development of Urban vision