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A SOCIAL ENTERTAINMENT COMPLEX, CAR WASH- AND REPAIR SHOP
AND DAY CARE CENTRE IN CENTRAL CITY BLOEMFONTEIN

ABSTRACT

A vibrant characteristic is present in the city of Bloemfontein which is often misunderstood and arguably misplaced in the process of urban formalisation. The rational city grid and subsequent ordered teachings have laid a foundation for functional planning and similar design methodologies which, for the most part, seem to be successful.

Yet certain nodes within the city not yet contemporary formalised, seem to penetrate any form of pre-determined containment. Fragmented within this vibrant event are multifaceted typologies of places and people, densely compacted behind false facades and under arcades with a camouflage and a phenomena of perceived chaos, inflicted on the city by masses of moving things, consequently making them invisible.

The obscurity of this invisible city is often disregarded with avoidance when its unimportant functions are viewed within the scope of the entirety of the urban fabric, only becoming prominent when something new has to be reintroduced.

Its existence could be regarded not as a reaction to formality, but rather a different, more dynamic, form of formality – an informality. An experience which cannot be easily understood from a privileged position, a phenomenological investigation has revealed a glimpse into the inner workings of its vernacular manifestation.

This thesis will attempt to informalise the formal boundaries of an existing urban block with the insertion of an entertainment complex, with subsequent functions as fragments, relevant to the multicultural narrative of places and people of the surrounding context.



Figure 1. Wall art at a tavern and night club in Bloemfontein CBD (Site Visit)

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Figure 2. Street Panorama (Site Visit)





PRIMARY HEALTH CARE
CLINIC

PRIMARY HEALTH CARE
CLINIC

PRIMARY HEALTH CARE
CLINIC

PRIMARY HEALTH CARE
CLINIC

PRIMARY HEALTH CARE
CLINIC

E.L. SHADDAI
HAIR SALON
and
BOUTIQUE

Figure 3. Street Panorama (Site Visit)

CHAPTER | 1

PROLOGUE



Figure 5. Cooling Towers in central city Bloemfontein (Site Visit)



Figure 6. Wall patterns and colours at a tavern in the city (Site Visit)

1.1 | INTRODUCTION

Often disregarded because of its perceived unorganized nature and misunderstood intricateness, the central business district of Bloemfontein is buzzing with a distinctive local vernacular of street trading, side walk shops, music, taverns, taxis and an immediate awareness of a dynamic energy which is seemingly uncontrollable. The essence of this vibrant phenomenon is not purposefully expressed in any notable built-structure as a pre-conceived design thought, although in some cases attempts are made to formalise it.

For the most part, much of the city's plasticity is a clear distinction of rational planning, and the conduct of organization is present in a layout which is easily understood and relatable from a western ideology. Totalitarian doctrines of shrines and monuments embedded within grass planes are visible as reminders of ordered thinking, and the evolving aesthetics of proceeding buildings' forms and styles depict a similar methodology. This vibrancy however, seems to become unconstrained in certain parts of the city, constantly questioning the continuation of the manicured Cartesian moulds.

Improvised agora's are spread along sidewalks and manifested in crevasses and cavities, undetermined within the grid in the seemingly only available space left over. Masses of taxis add motion, which can be overbearingly abundant during certain times, and also seem to regard their designated part of the grid without vigilance. A plethora of human dwellers and cultural identity, this phenomenon of urban porosity can seem like chaos to any unfamiliar viewer.

At the eastern periphery of the inner metropolis lies an embankment, unpoetically entrenched as a train track, which is only punctured at certain control points. It used to be a barrier between the central city and outlying residential settlements, and was used as a stepping stone for people traveling to and beyond the city for work. Today, only the shells of formality remain, the scars still visible of what once was. This part of the CBD now is occupied by a multi-narrative abundance of new places and people, albeit with a seemingly looser grip.



Figure 7. Informal decomposition in city centre (Site Visit)

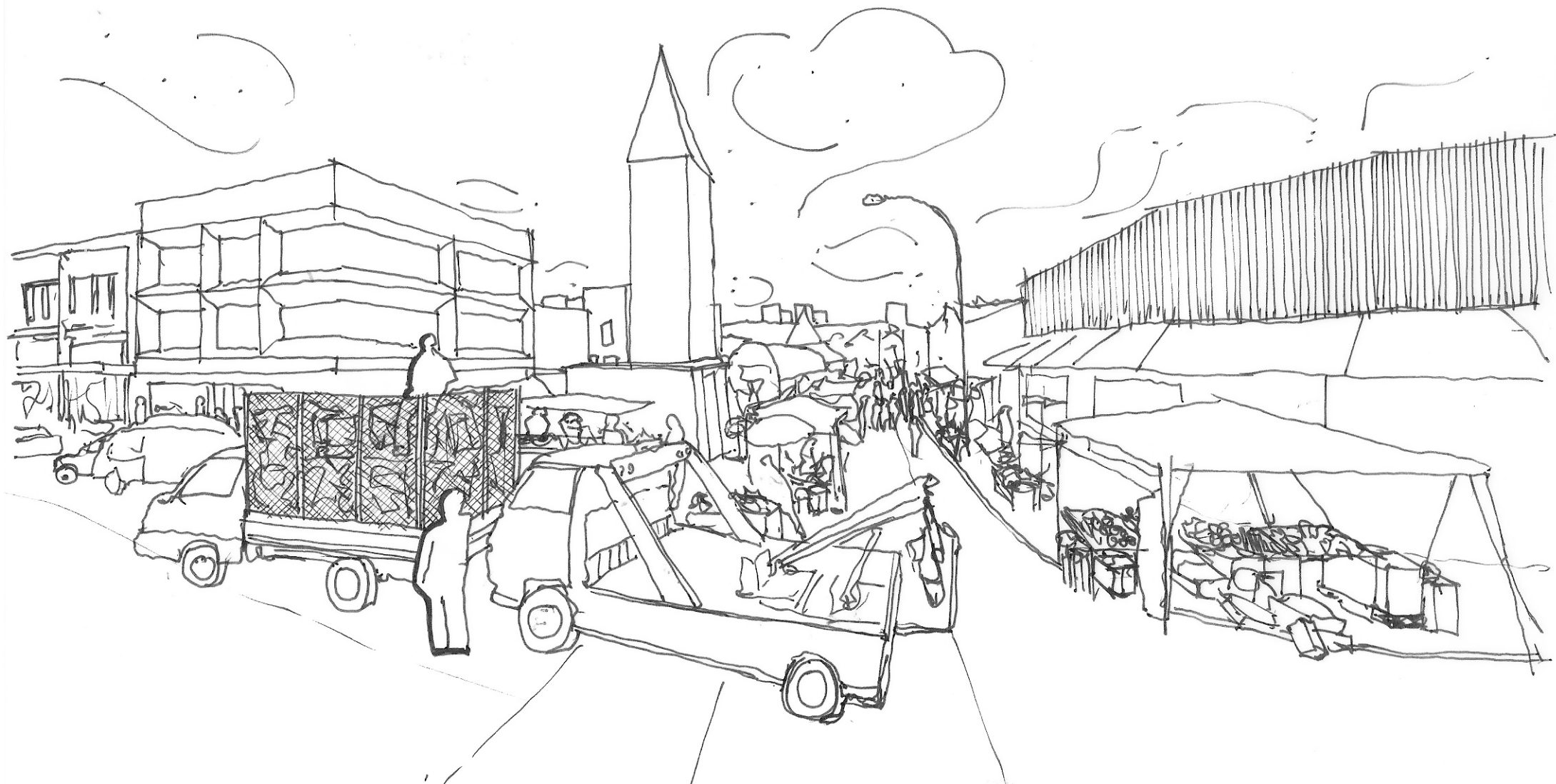


Figure 8. Informal traders market Fichardt St. in Bloemfontein CBD

Informal¹ small business traders occupy compartmentalized city block spaces and seemingly any space available with a variety of multifaceted typologies that range from retail cell-phone dealers, clothing shops, spaza shops, fruit, vegetables and meat shops, institutional buildings, residential top floor apartments, salons, seemingly (un)empty offices, and entertainment venues such as clubs, chesa nyama's and quite a few taverns. Street vending stands include mobile mechanics, traditional medicine, car and taxi washers, grilled foods, sweets and chips, tobacco, amagwinya (or vetkoek), shoe- and fabric repairmen, and makeshift barbers.

Likewise, a colourful cocktail of dissimilarities and parallels are present within the dwellers and inhabitants. Culture and ethnicity are broader strokes of unique and individual career and life paths. Business men in (in)formal attire, Indian shop owners talking (un)familiar languages, taxi drivers always looking so taxi-driverish, domestic workers and cleaners buying food or commodities on their way to the taxi rank, random people having a beer at a local tavern, black hipsters or 'smarties'², and a new generation of people who call themselves the 'born free's'³.

Each of the urban blocks within the eastern edge of the city resonates as a smaller version of the western and newly appropriated and adapted 'informal' master plan of the city. The blocks read as fractals of the larger area, echoing the congested nature of the latter within their own functioning. The inherited rigid structural order stands juxtaposed with dynamic dwellers that inhabit them.

This investigation, through site analysis, interviews, and personal narration, will attempt to argue for an appropriate architectural intervention in this area, and to communicate and understanding of this part of the city and its varied occupants. Subsequently this investigation proposes to develop a fractal of the 'whole' within an urban block, expressing the dynamic nature of the surroundings.

¹*Sous Rature* is a strategic philosophical device that was used by the prominent post-modernist philosopher Jacques Derrida to emphasize a word, which is "inadequate yet necessary" (Sarup, 1993:33). Likewise the word 'informal' is often judged as a misconception of its meaning in an African urban context. Rahul Mehrotra calls informality in a city a "state of being", and not necessarily the opposite of formal, but rather what cannot be explained by it, or what is left over by it (Mehrotra, 2013:81).

²Smarteez, meaning to make dressing "smart" look "easy" is a self-titled "collective" of young individuals in Johannesburg, that celebrate the freedom of being young and expressive as a reward for their hard fought freedom. The style has sparked a popular trend that has influences of the west, such as vintage, but is mostly expressive of the dynamic colourfulness and vibrancy of growing up in Johannesburg (Murphy, 2012).

³"Born-free's" is a term often used describing people born after the abolishment of apartheid in 1994. They celebrate having no affiliation with the tainted South African past, and growing up as the country's first true democratically free citizens. They are considered to have materialistic and hedonistic characteristics in their styles and personalities, often influenced by the latest commercial, fashion and technological trends. (Goschen, 2013).

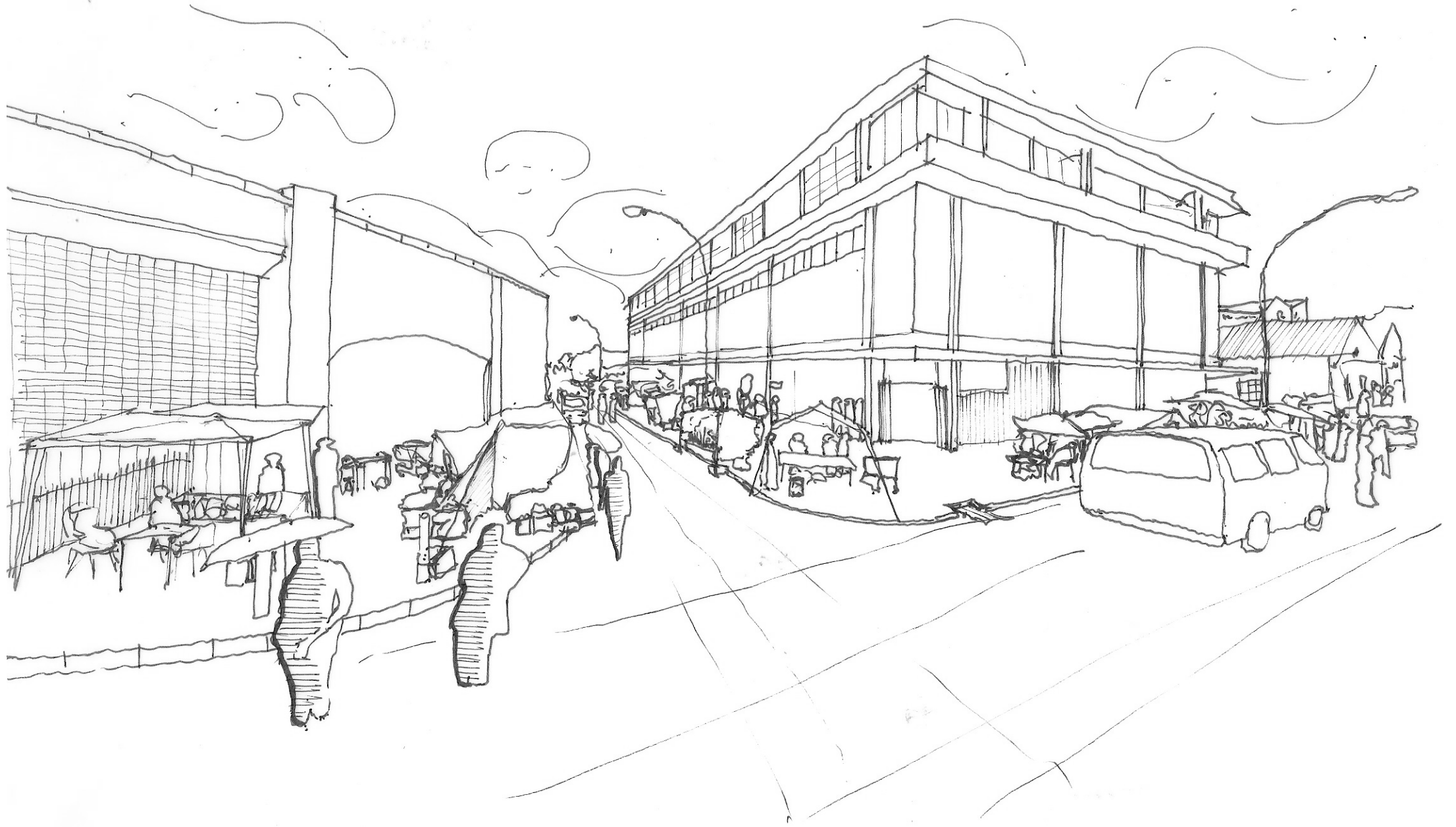


Figure 9. Street with informal traders in Bloemfontein CBD.

1.2 | CLIENT BRIEF

Given the exploratory approach to this thesis, the normal parameters set by a predetermined client were disregarded, instead leaving these parameters to reveal themselves.



Figure 10. Passengers waiting at unregulated taxi rank in the city centre (Site Visit)

Figure 11. Train track as a barrier to eastern edge of the CBD (2013 Site Visit)

CHAPTER | 2

CONCEPTUAL FRAMEWORK

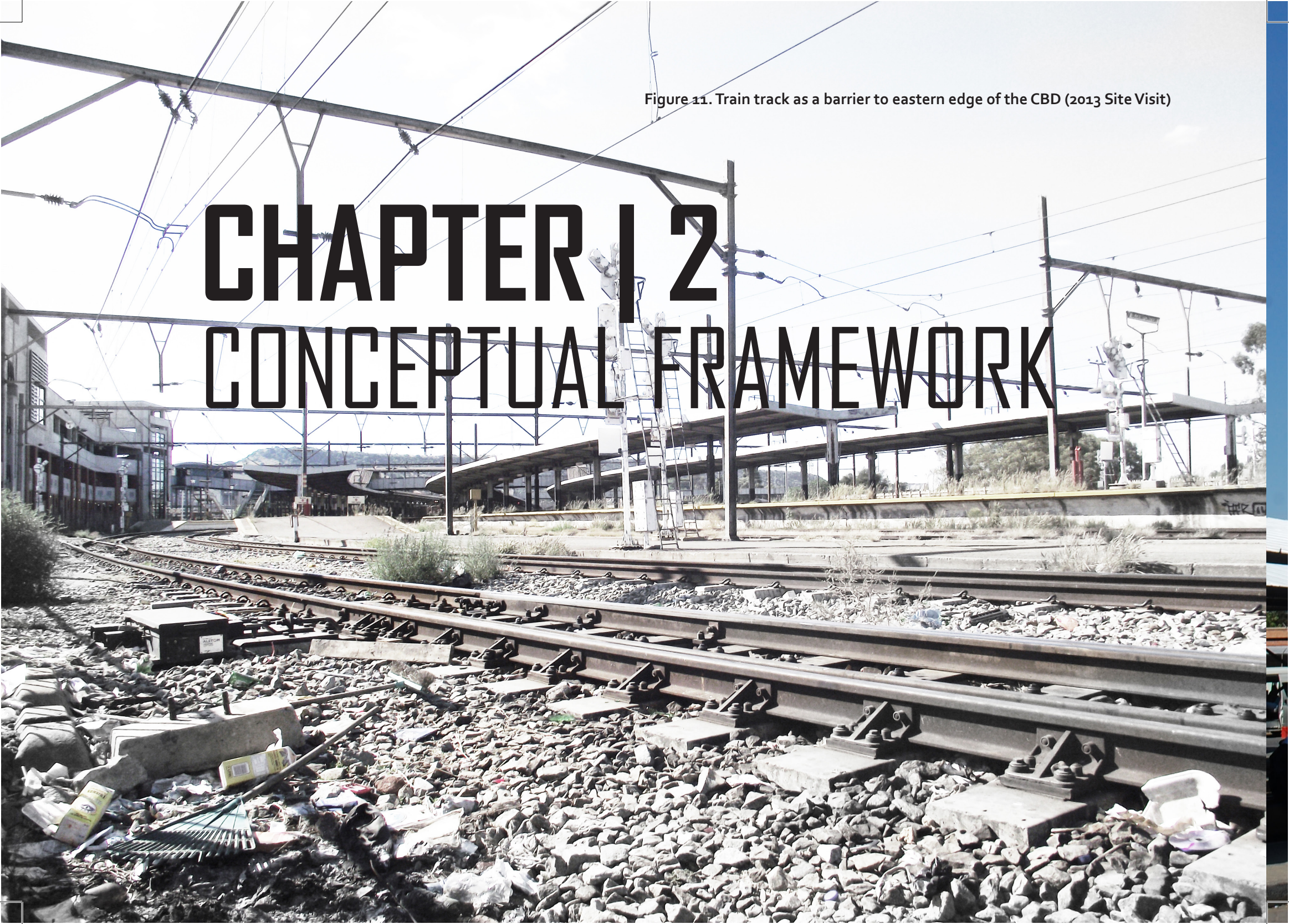




Figure 12. The historical power station (Site Visit)

2.1 | FIRST PERSON EXPLORATION

Predetermined, the original thesis proposal was set to develop a recycling centre within the eastern periphery of the CBD of Bloemfontein with Mangaung Metro Municipality as the client. However, upon a closer view of the specific area, the nature of the thesis dramatically changed.

This thesis is a testimony to my (the author as a first person narrator) preconceived ideas of what this specific city area requires, and to my exploration (through site analysis, interviews and flaneurship⁴) which inevitably questioned my views (predominantly western based) of the informality and chaos of inner city Bloemfontein. This thesis is also an attempt, by no means complete or absolute, to realise an appropriate, probably still tainted by the glasses of my historical and cultural background, architectural approach and intervention. By attempting to understand the phenomenon of these city blocks, the true complexity and order present came to light. It seemed obvious that the role of architecture should not be to impose order on a seemingly unordered system but to echo the underlying systems and complexity.

A touchstone was designed to characterise the improvised informal character of street recyclers and how mechanical ingenuity could improve their absolute dependency on their trollies as an extension of themselves and a survival within the city. Although the focus of the thesis shifted, the idea of informal mechanical systems that improve a space which is occupied, remained a concept which could possibly be developed further.

⁴Flâneur (French) refers to the act of strolling through urban spaces. Walter Benjamin bolsters this notion, to be applicable to 'the designer', by referring to the cognitive benefits of observing, experiencing and subsequently surveying the urban landscape as it currently is. (Lauster, 2007:104).

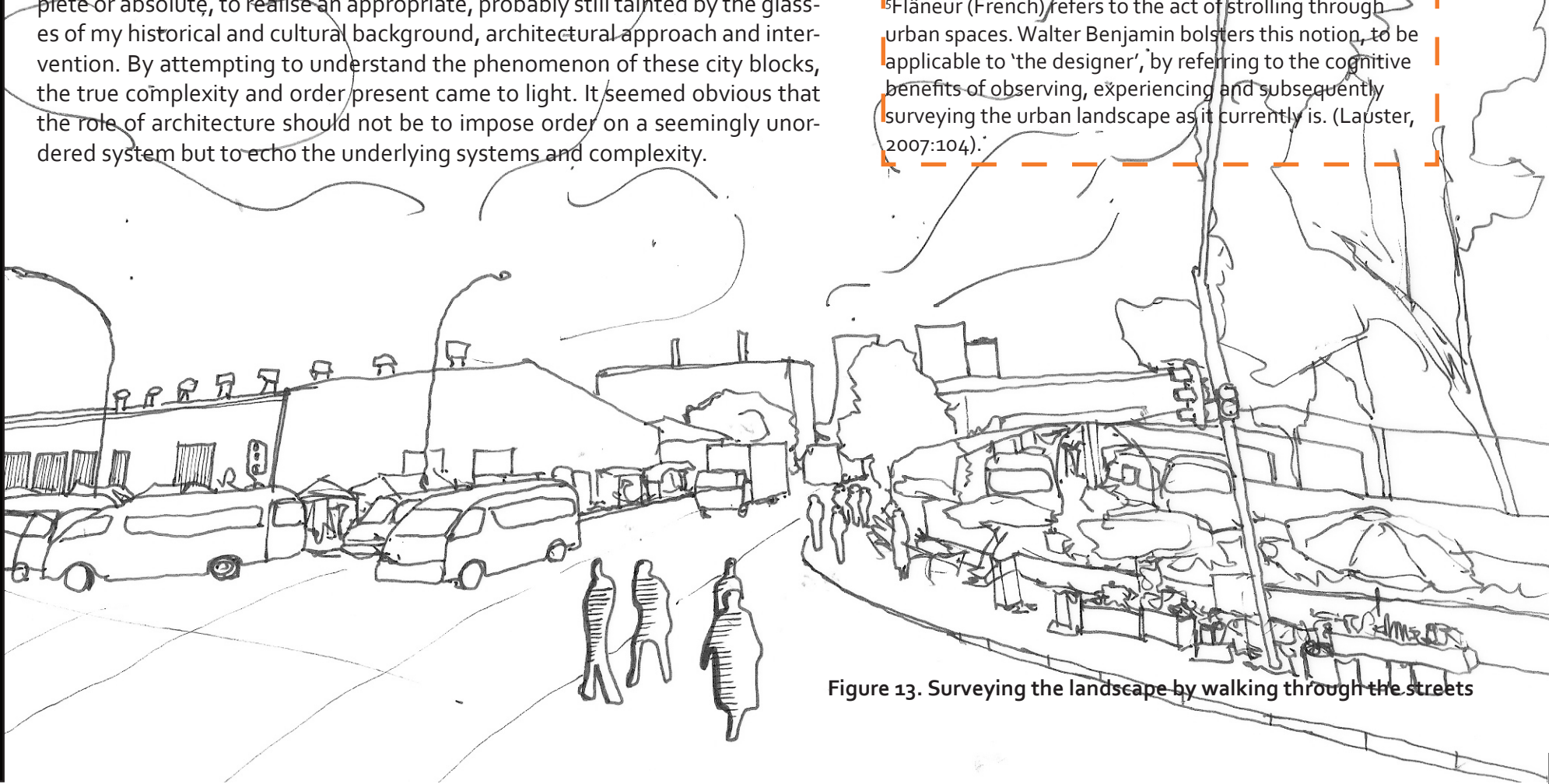


Figure 13. Surveying the landscape by walking through the streets

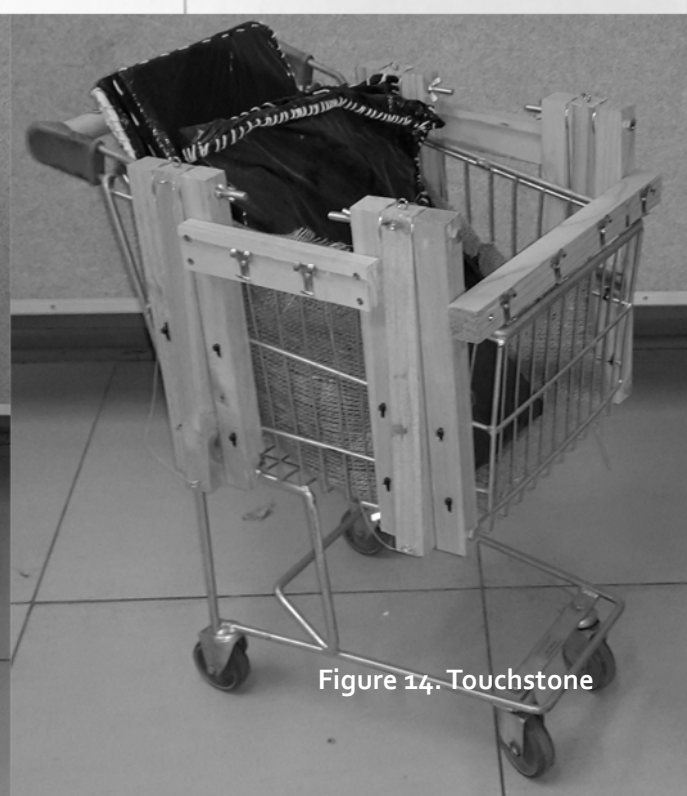
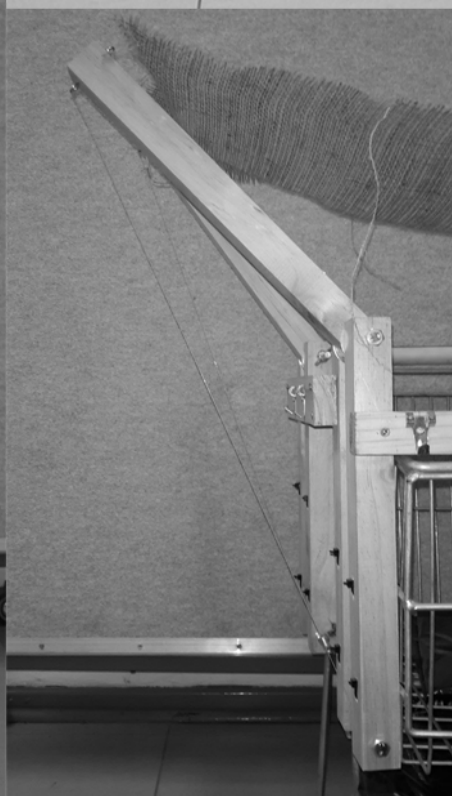
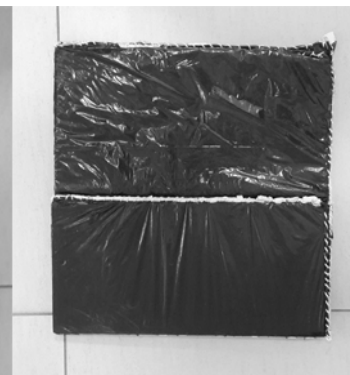
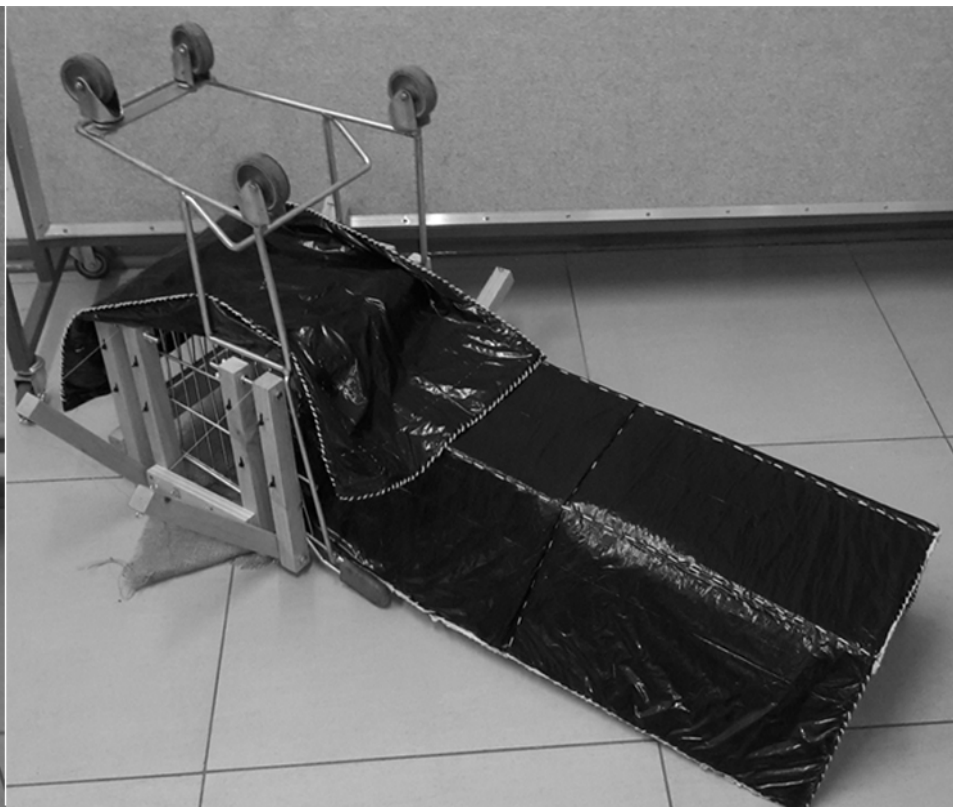


Figure 14. Touchstone

2.2 | PROJECT PARAMETERS AND DESIGN CHALLENGES

Although a predetermined client and brief were abandoned, some general project parameters were set relating to the need of the specific place and the occupants of the area.

It is assumed that the architectural intervention should react to occupants' and users' need to have applicable spaces for each independent function within the fractal, and also be relatable within the 'whole' of the context. This originates from the methodology of creating 'place' which has a significance to occupants.

As the entire scope of the typological, morphological and topological characteristics of the area at this point were still unknown, distance was kept from delving too deep into pre-conceived ideas of adding to Bloemfontein's urban landscape with an honest formal approach of Le Corbusier like mechanical functionalism or the self-contemplation and peculiar place seeking of Frampton's critical regionalism (Frampton, 1983:20-24). Instead, a more subtle approach to contemporary thinking, albeit slightly flawed for the purpose, was found in Tadao Ando; seeking an extrapolation of the contextual essence and combining it with modern rational thinking (Ando, 1996:458-461). Finding an essence which enveloped the individuality of the occupants and the complexity of the context, would require information about an (un)familiar subject, being South African.

Phenomenology, is defined as a study of subjective sensorial experiences of spatial and material qualities within the environment. (Porter, 2004: 109). Any personal familiar or unfamiliar reaction to a space in a city, could become a phenomenon for the involved person that experienced it. Norberg Schulz (Norberg-Schulz, 1996:416-419) emphasised the importance of personal experiences (or phenomena) in the spirit of place or *genius loci*, theorizing that the complexities of cognitive interactions with the city are just as important as built form. A cognitive and quantitative approach to the exploration process was adopted to reveal and view phenomena within the city more clearly.

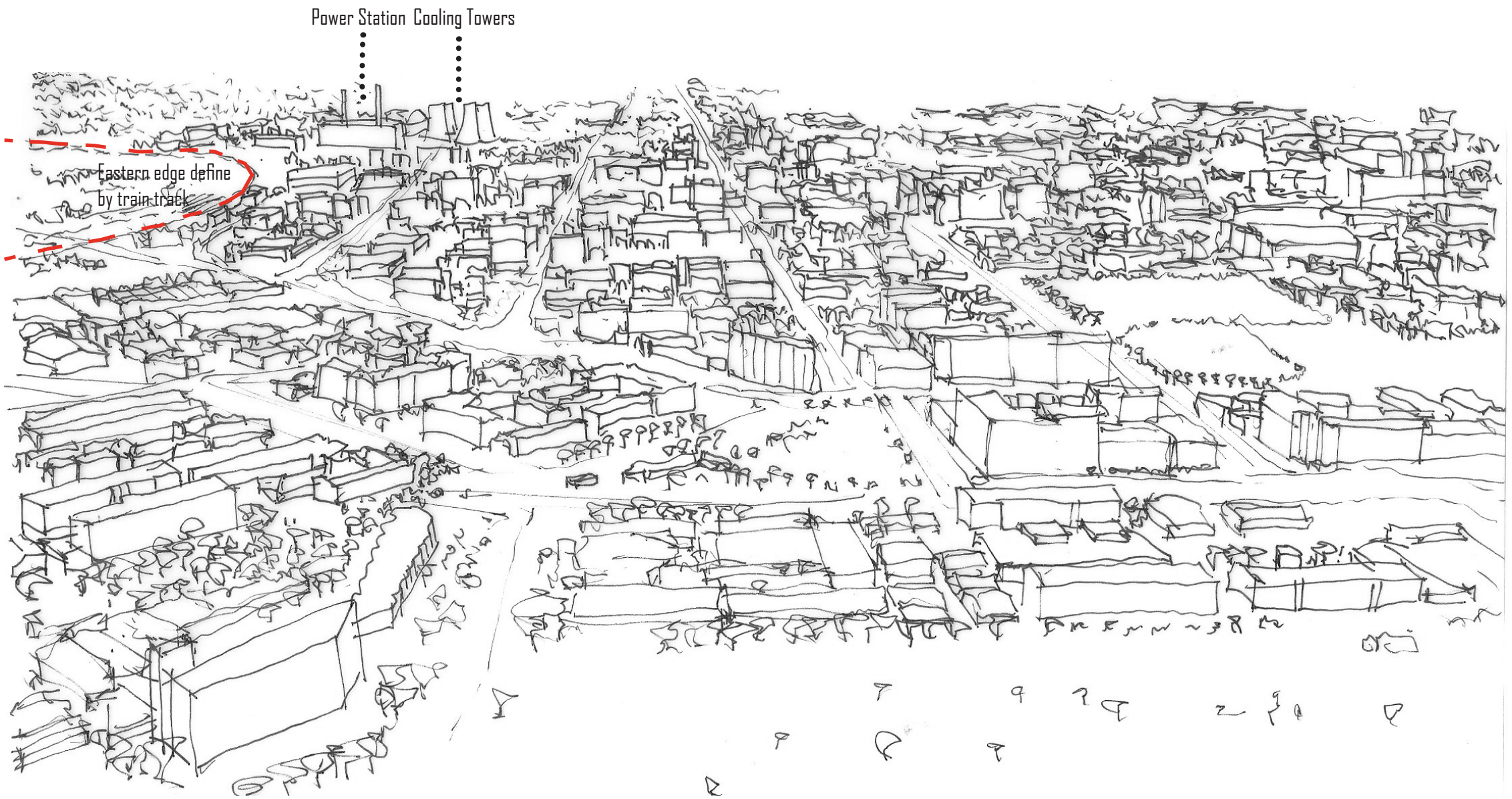


Figure 15. Cityscape sketch from Naval Hill.

Rem Koolhaas orchestrated a research method in the Harvard Project on the City (HPC) in a video documentary, *Lagos: Wide and Close* (Koolhaas, 2004) and the subsequent literature *Mutations* (Koolhaas et al., 2000:652-718). This study focused on the rapidly expanding population of Lagos and the distinctive manner in which urbanization consequently grew, as well as the continuous redevelopment of existing built form over itself. He [Koolhaas] stated that western methodology could not possibly encapsulate the essence of such a place, possibly because of its overbearing and chaotic misconceptions. Therefore, western architects would never be able to adequate design in such a place, as they do not truly understand the essence.

The HPC was conducted over two years by Koolhaas and his students and was implemented as a first hand exploratory study which included personal interaction (and by extension flaneuring) on street level with the city and its people. Looking past the recognisable problems, which would arguably not be as common within western based societies, such as traffic, water and electricity, Koolhaas could create a positive conception of Lagos as a 'congested city', where halted traffic created a platform for the market to function simultaneously between the logged vehicles. The dynamic characteristic of creating opportunity as a self-generative organism, was why Koolhaas (et al., 2000:653) suggested "Lagos is not catching up with us [western society]. Rather, we may be catching up with Lagos . . ." and that this mega-city may be in the lead to globalizing modernity.

Picture and video footage dominate the investigation, with words merely being present for annotations and certain explanatory reasons. In doing so, the study tries to explain the city as an empirical experience. Lagos is similar to Bloemfontein in many respects, and could be a way in which to introduce any informal vibrancy, potentially present in the city. If the familiar and unfamiliar phenomena of chaos can be extrapolated, even if the misunderstood, could possibly reveal an opportunity for western society to learn and experience it.

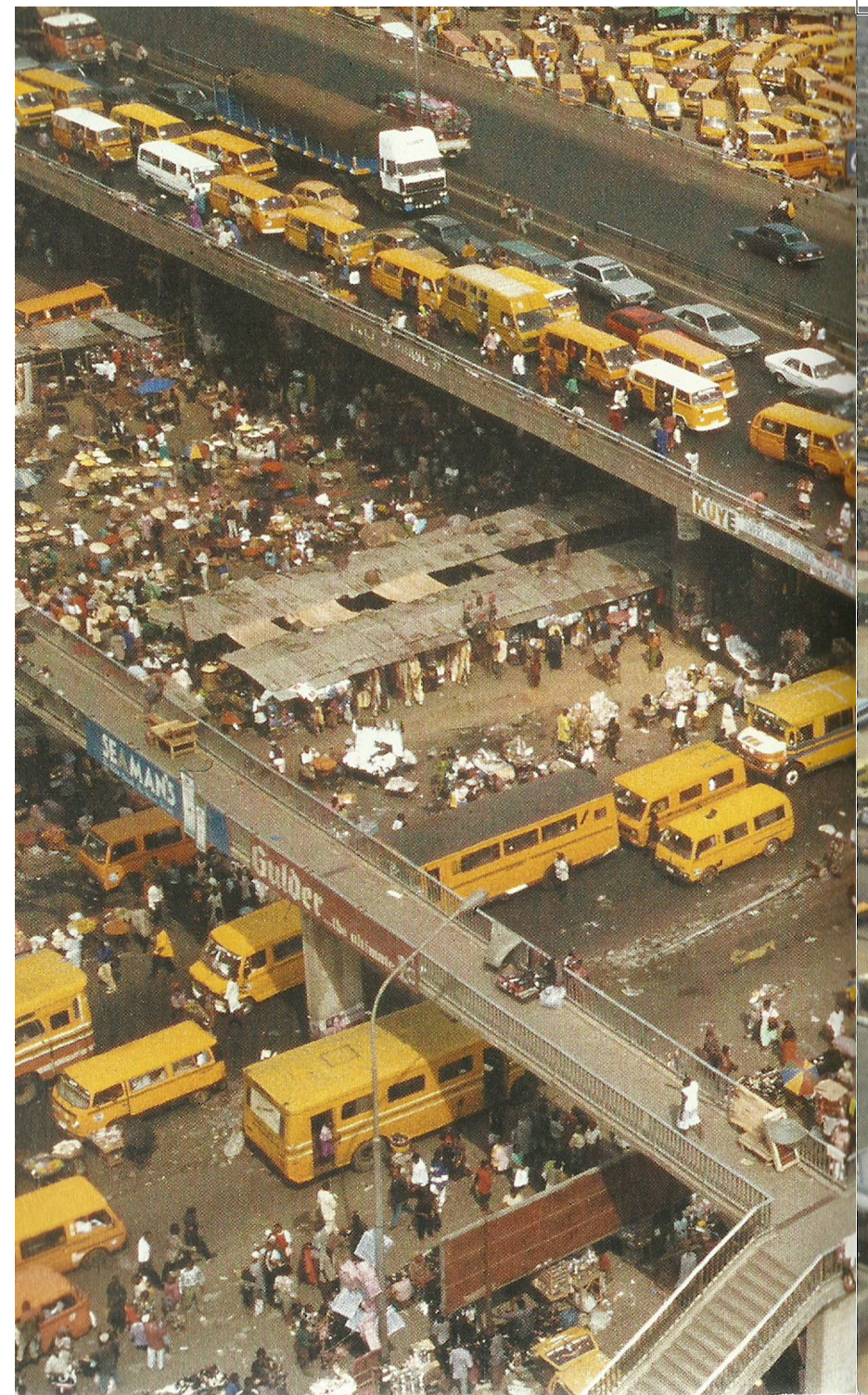


Figure 16. Traffic congestion in Lagos, Nigeria (Koolhaas, 2000: 697)

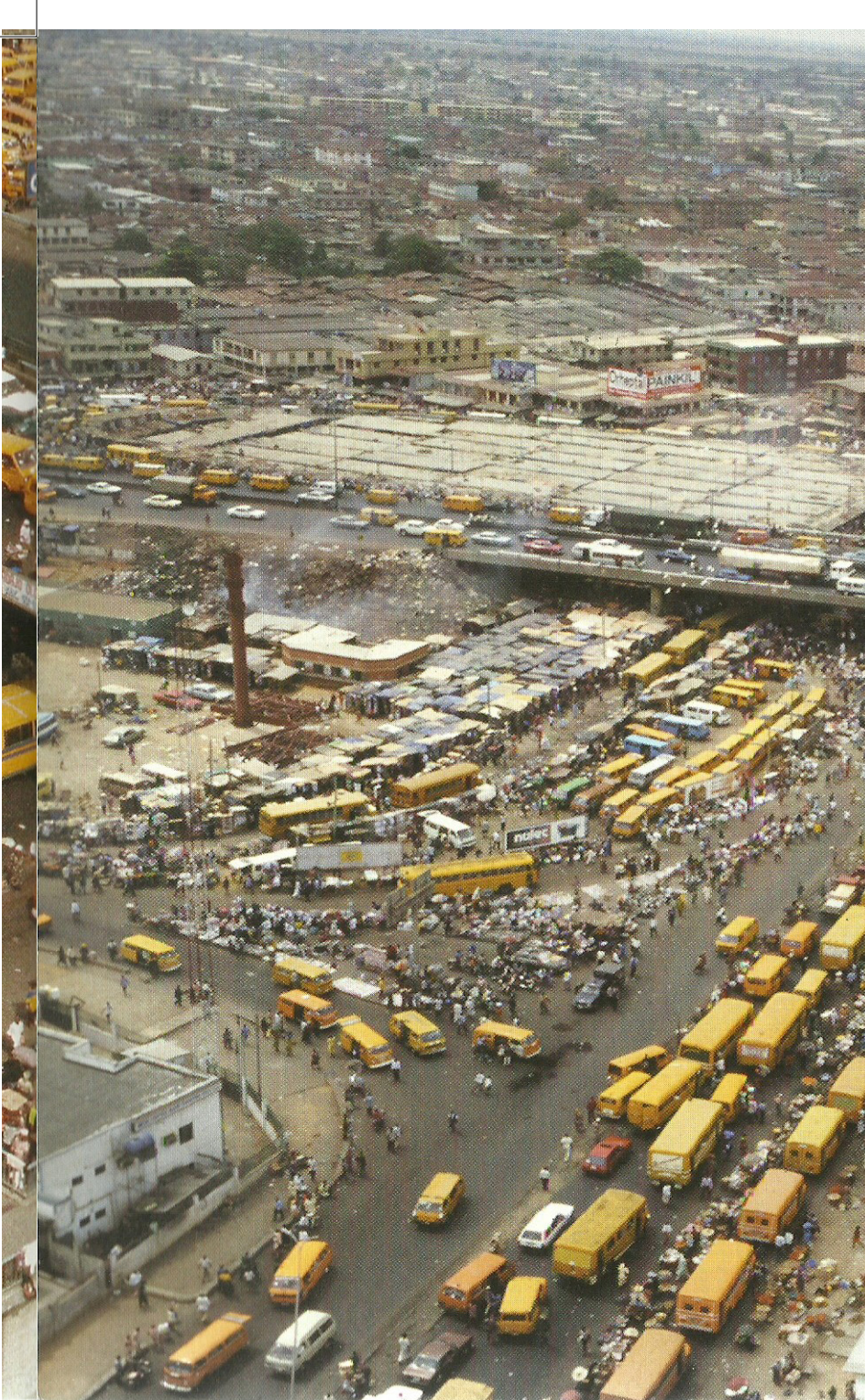


Figure 17. Traffic congestion in Lagos, Nigeria (Koolhaas, 2000: 697)



Figure 18. Traffic congestion in Bloemfontein CBD (online)



Figure 19. Traffic congestion in Bloemfontein CBD (online)

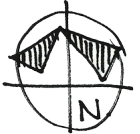
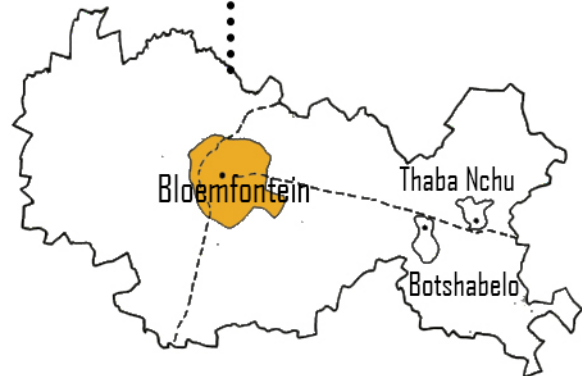
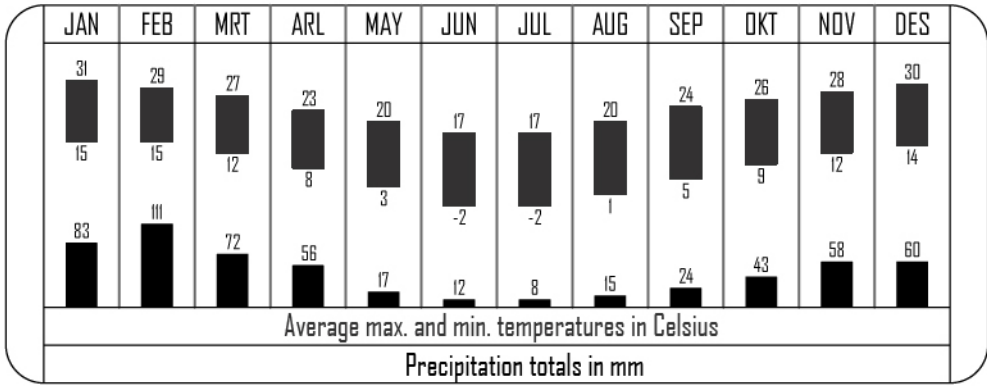
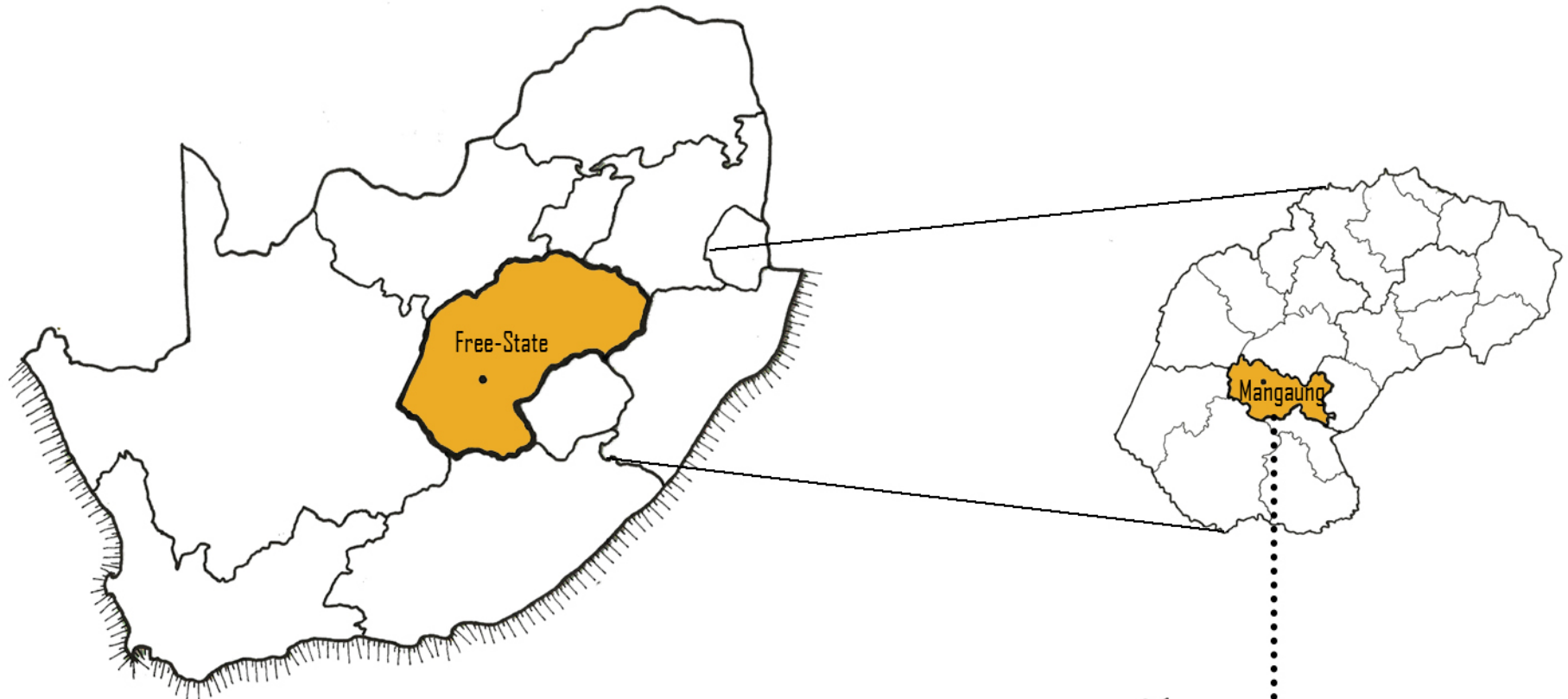


Figure 20. Location of Bloemfontein in South Africa



Map depicting Bloemfontein zones and main roads

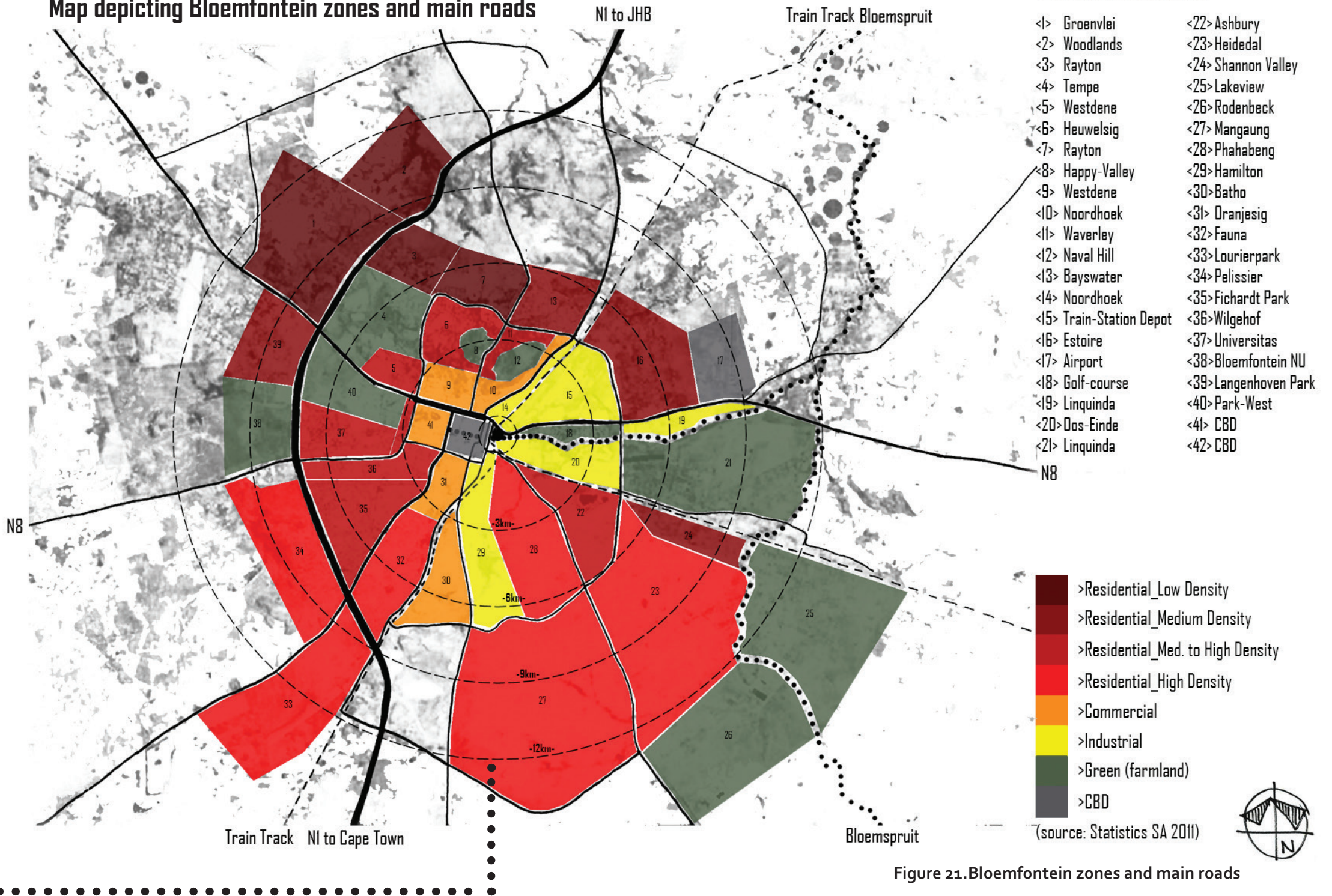
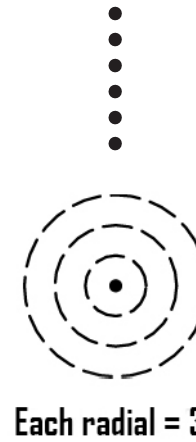
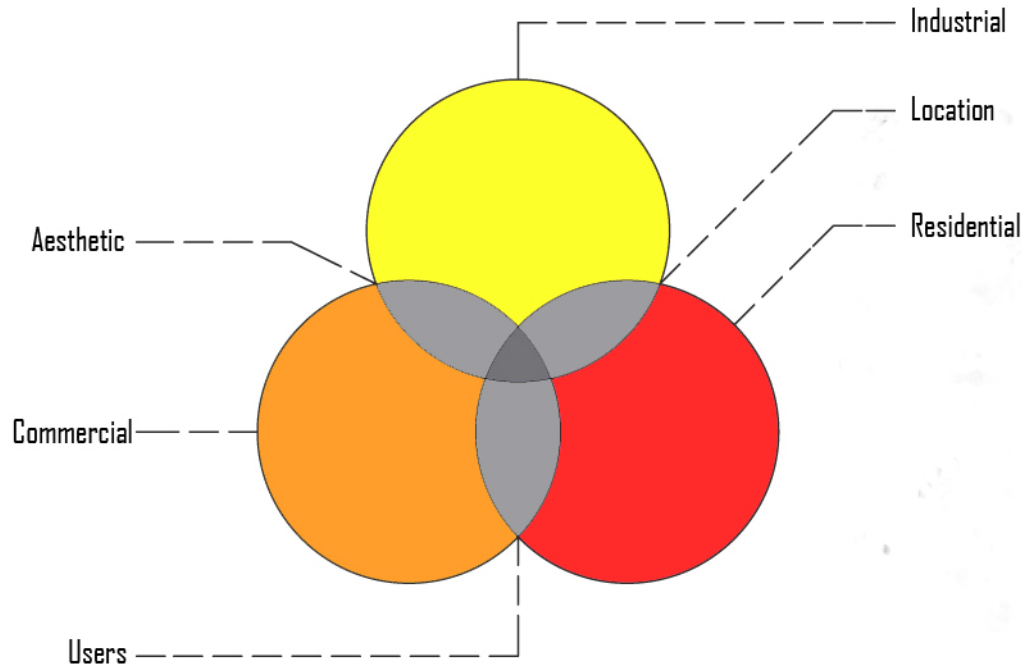


Figure 21. Bloemfontein zones and main roads

Mbembé & Nuttal (2004:349) state that the difficulty in pertaining applicable contemporary research of the African metropolis is a consequence of its fast evolving nature. Consequently this means that once research is documented, in some cases, the epistemology has already changed for it to be considered applicable for a phenomenological study. The urban entity of shanty towns comes to mind as an example of the organic evolving capabilities of a city's outer boundaries.

To identify a phenomenon which is unique, not only to South Africa, but also to Bloemfontein, became the main objective of the urban exploration process and subsequent documentation. A vibrant essence within the city, which would later be viewed with less prejudice and a more intuitive perception, was a familiar, yet admittedly always avoided characteristic of chaos.

The radial nature of Bloemfontein and the subsequent central location of the CBD allows for circulation by people and vehicles to be continuous for most parts of the day. This, along with the size of the CBD, which allows for pedestrian exploration, makes the CBD a nucleus for activity which hopefully would reveal the chaos which is sought.



Naval Hill ●●●●●●●●●●●●●●●●●●

Cell C Tower ●●●●●●●●●●●●●●●●●●

Provincial Government Office ●●●●●●●●●●●●●●●●●●

Train Station ●●●●●●●●●●●●●●●●●●

EVENTUAL SITE - - - - -

Cooling Towers ●●●●●●●●●●●●●●●●●●

Historical Fort ●●●●●●●●●●●●●●●●●●

Power Station ●●●●●●●●●●●●●●●●●●

Train Tracks ●●●●●●●●●●●●●●●●●●



Figure 22. Location of CBD and orientation beacons.



Figure 23. BFN perspective depicting beacons taken from Naval Hill



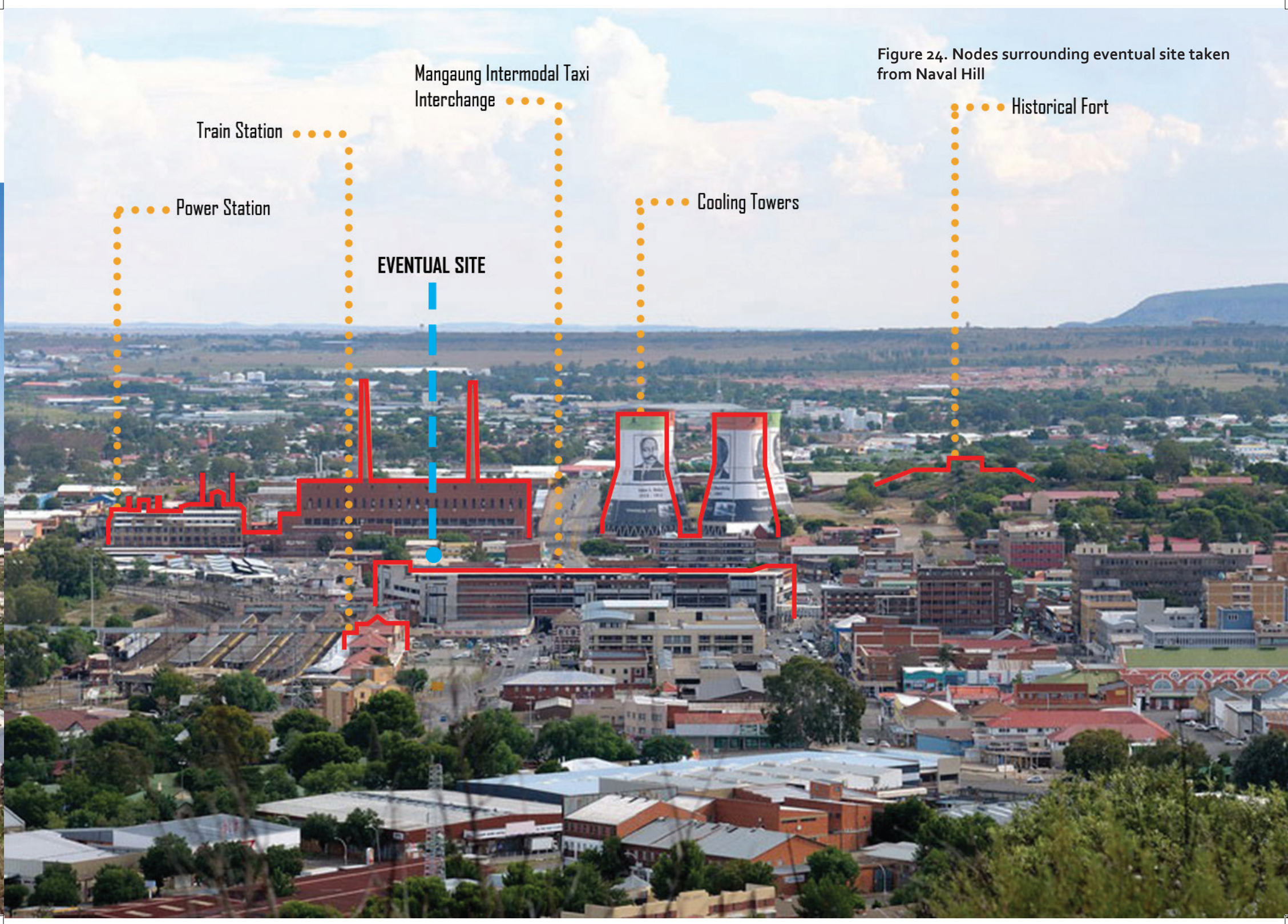
Power Station

Cooling Towers

Regional Government Office

Cell C Tower

Figure 24. Nodes surrounding eventual site taken from Naval Hill



Train Station

Mangaung Intermodal Taxi Interchange

Power Station

EVENTUAL SITE

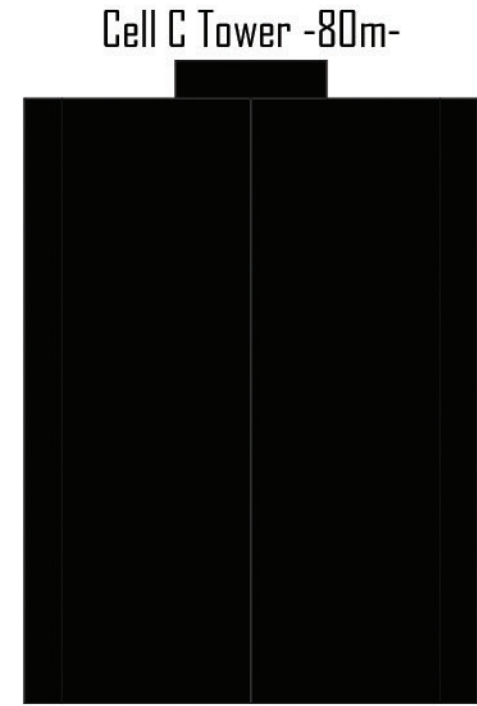
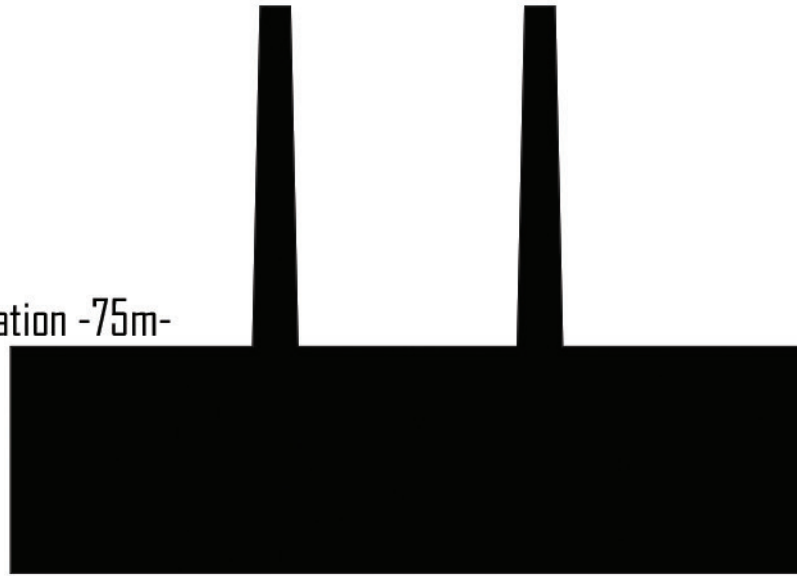
Cooling Towers

Historical Fort

Orientation Beacons Scale



Power Station -75m-

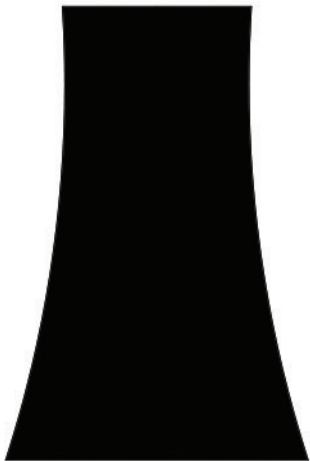


Cell C Tower -80m-

Provincial Government Office

-100m-

Cooling Towers -60m-



Human -2m-



Historical Fort -15m-

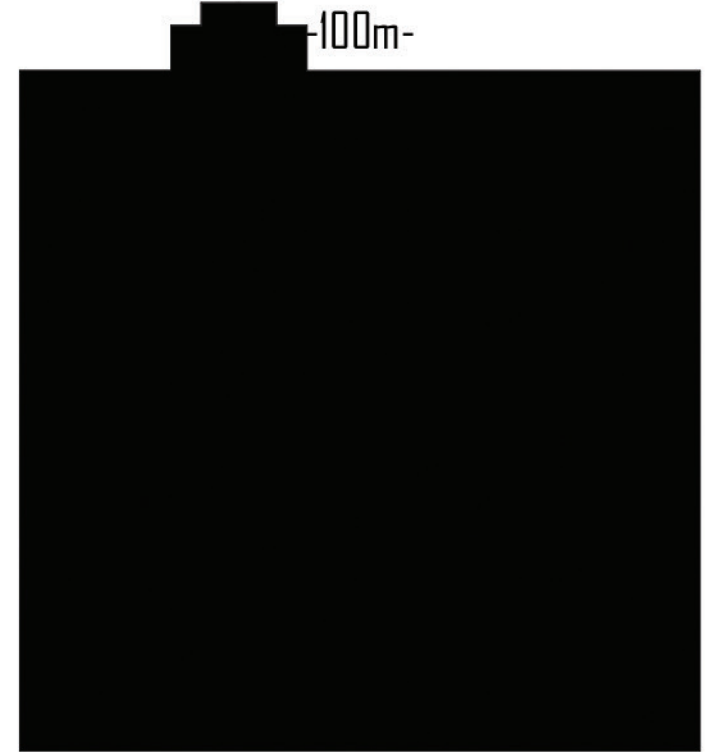
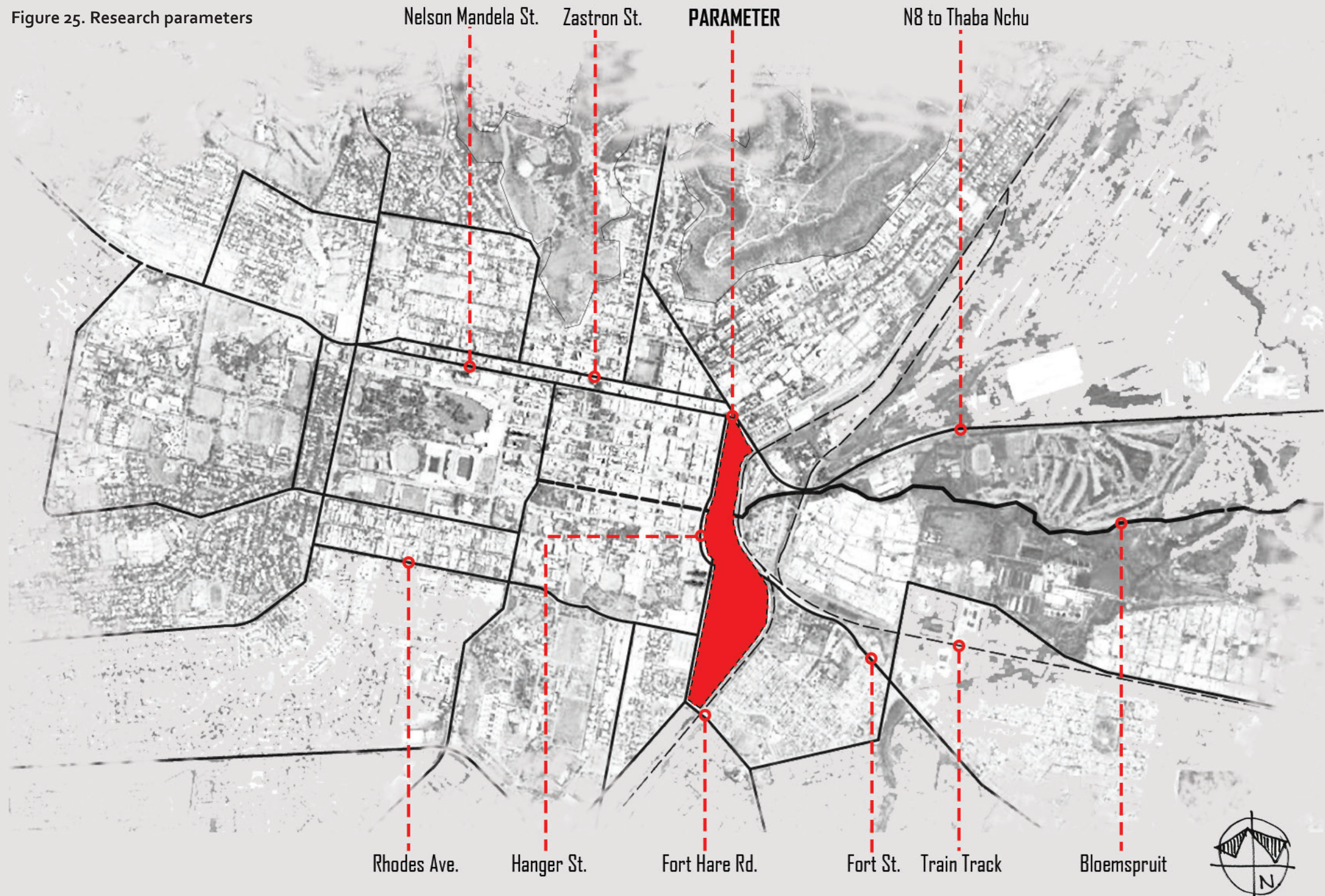


Figure 25. Research parameters

**RESEARCH CBD
PARAMETER**



2.3 | EXPLORATION OF PLACE

Designing in such a complex multi-layered context required an investigative approach where a personally identified phenomenon of chaos within the city, would need to be investigated on a phenomenological and physical level. In Bloemfontein the underlying rational planning of ratios and geometries, which constitute classical order (Johnson, 1994:233-234), in the placement of existing structures that are topologically simple enough to differentiate from one another and to map (Figure 29). The phenomenon however, lies in the dynamic essence, which is camouflaged behind the un-regulatory nature and the constant motion of inhabitants; within masses of other people, on sidewalks, between cars in the street and inside structures, which creates a camouflage (Figure 26,27,28)).

If an *invisible order* is part of the essence of the context, it should not overpower the present dynamism, as its manifestation is already present in the plasticity of the city blocks. Accordingly, a rational design approach to spatial function and placement can be *invisible*, yet identifiable, behind interactive facades and spatial circulation which represents the chaotic vibrancy. Order does not necessarily convey simplicity however, as aesthetics and detail in tectonics can be articulated to seem chaotic, but be justified as structural logic.

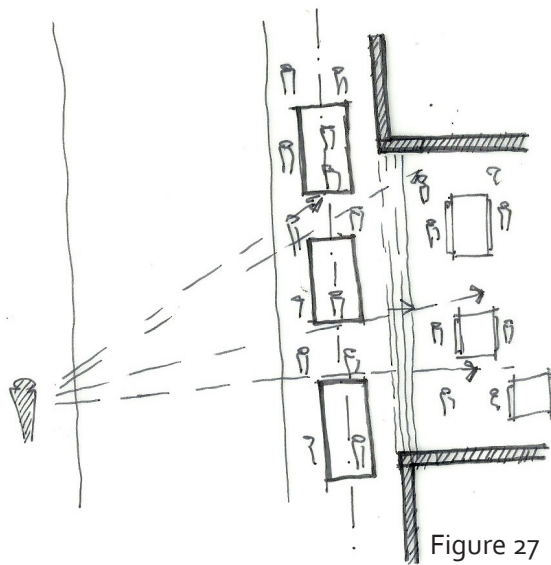


Figure 27

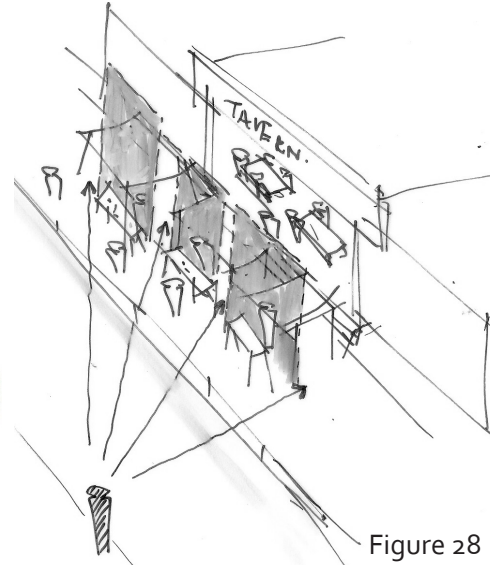


Figure 28

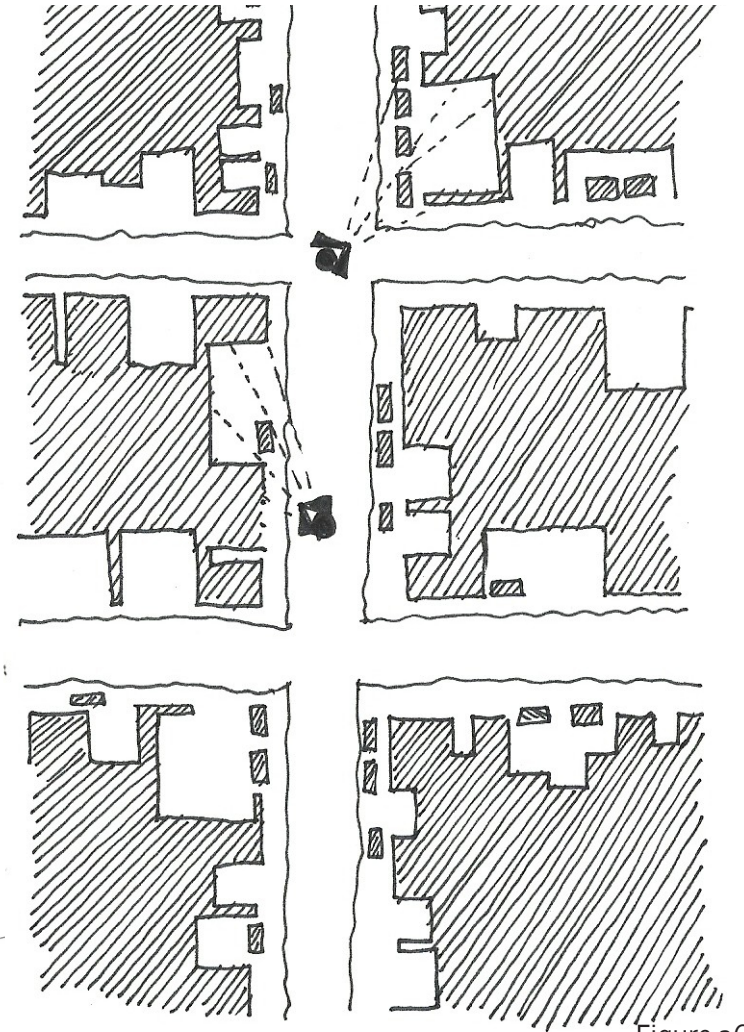
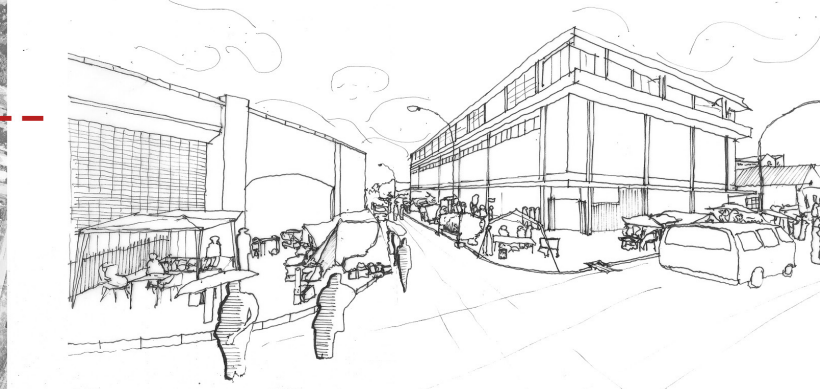
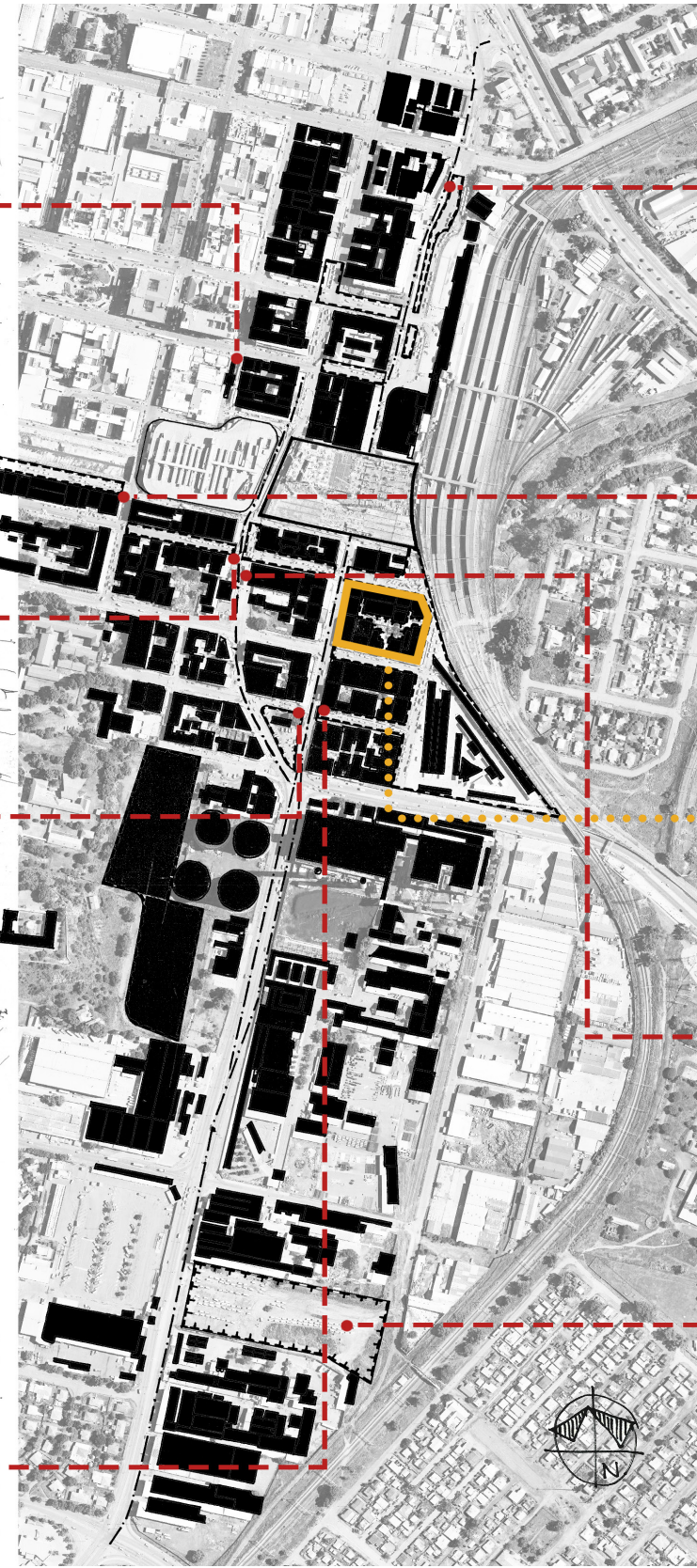


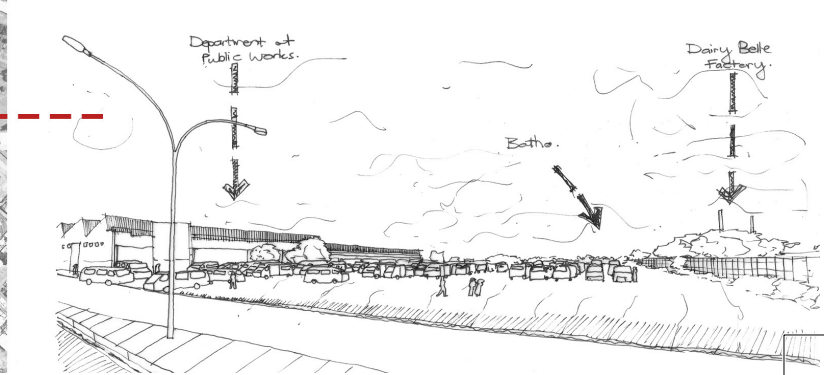
Figure 26

Figure 26,27,28. The dynamic movement within the city creates a camouflage which limits the vision of the true nature within city buildings.

Figure 29. Exploration of Research Zone



EVENTUAL SITE



CHAPTER 13

PRECONCEIVED IDEAS AND CONCEPTS



Figure 30. Vibrancy within city centre.
(Site Visit)



Figure 31. Obscurity in spaces
(Site Visit)

3.1 | PERCEIVED CHAOS

If you've ever driven in a South African city like Johannesburg, Cape Town or Pretoria and you suddenly realise that the amount of taxis and people around you has drastically increased, the chances are good that you're close to (or already in) a taxi rank. For some people this invokes an immediate reaction of anxiousness - not as a connotation to fear necessarily, but rather the feeling of being overwhelmed by the sheer amount of moving things. Arguably, for any person who does not regularly experience this, it could be *perceived as chaos* (Figure 32).

The most common understanding of the Chaos Theory states that any event within a dynamic system, however ordered, would eventually dissolve into randomness (Kellert, 1993:32-62). All variables (people for example) are susceptible to factors outside of the event which changes the outcome completely. It is therefore difficult to make any prediction which would be entirely accurate. If predictability constitutes order, then any organization within the event would seem chaotic. The perception of chaos as an artificial (not natural) phenomenon in a city could therefore have an underlying order which only seems invisible (Johnson, 1994:244)

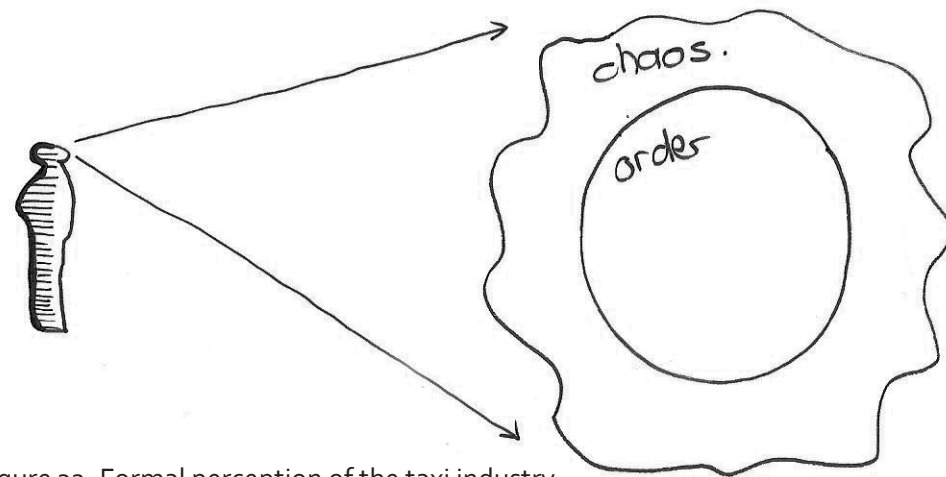


Figure 32. Formal perception of the taxi industry

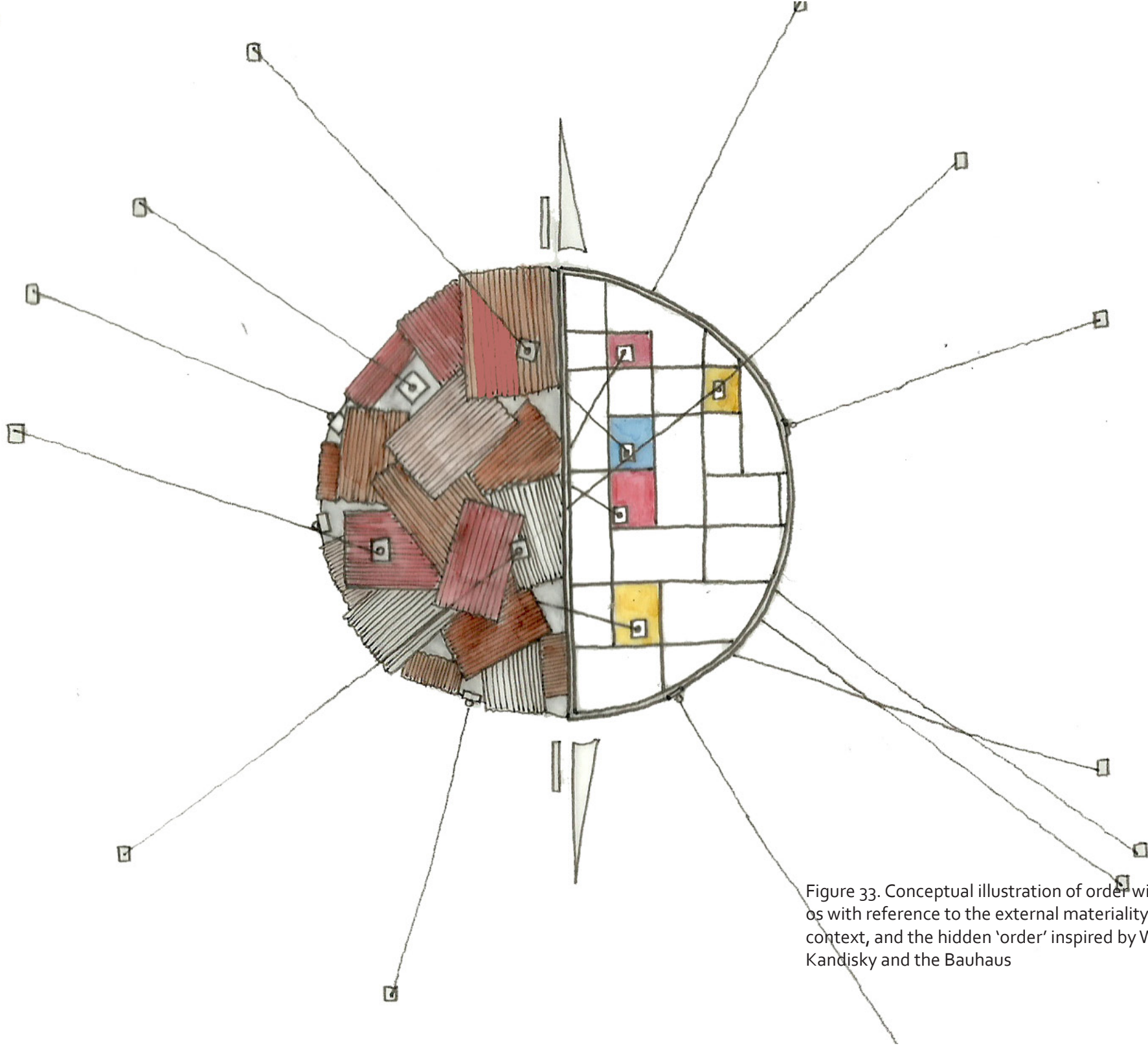
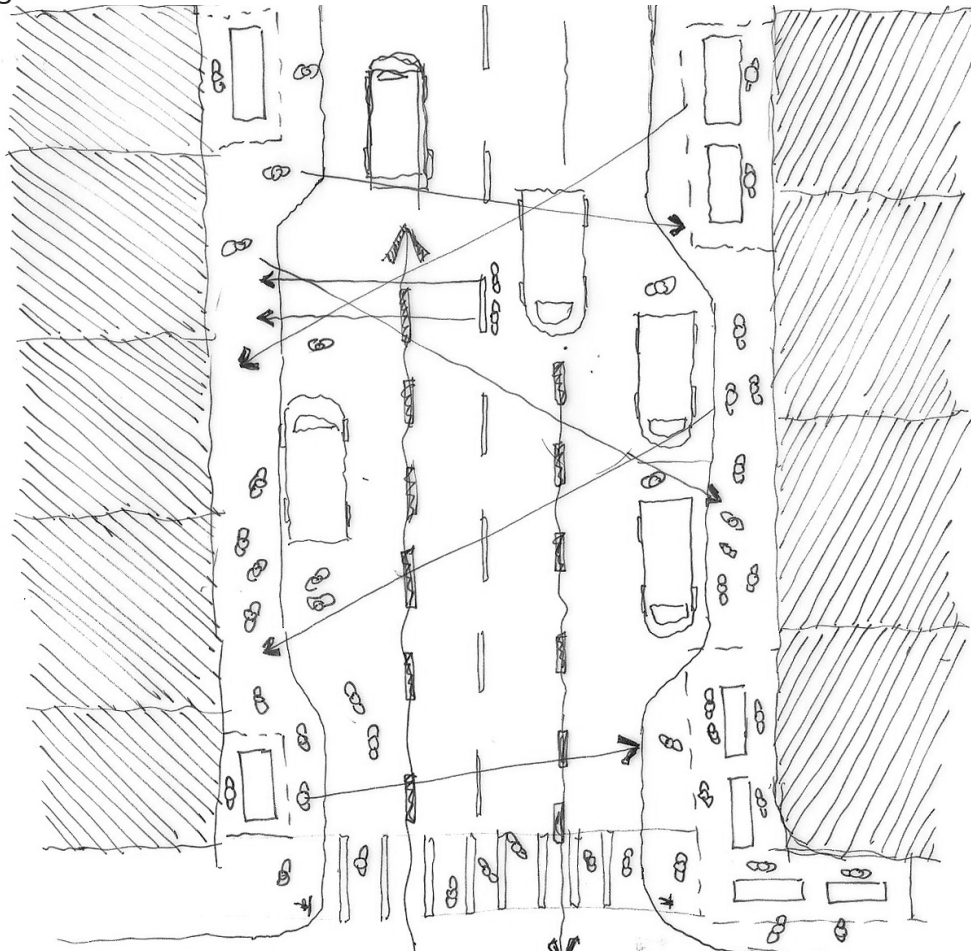


Figure 33. Conceptual illustration of order within chaos with reference to the external materiality of the context, and the hidden 'order' inspired by Wassily Kandisky and the Bauhaus

Certain parts of the city could bare similar reactions when confronted with. The city centre for instance, is a dynamic mixture of people and cars moving between blocks of urbanization. The combination of vehicle circulation, which is mostly fixed upon the city grid, combined with pedestrian circulation, which can be seemingly unpredictable on the compacted sidewalks, could also be justified as a form of *chaos* to an (un)familiar onlooker (Figure 36). In the case of South African cities however, taxis seem to play a major role in intensifying friction within the city grid, which subsequently adds to the *perceived chaos* in the urban environment.

To more clearly understand if there exists a correlation between taxis and perceived chaos in the inner city, the taxi industry was more closely investigated.



Page

Figure 34. Unpredictable dynamism in the city



Figure 35. Taxis 'occupying' an entire street in central Bloemfontein (Google Maps, 2014: online).

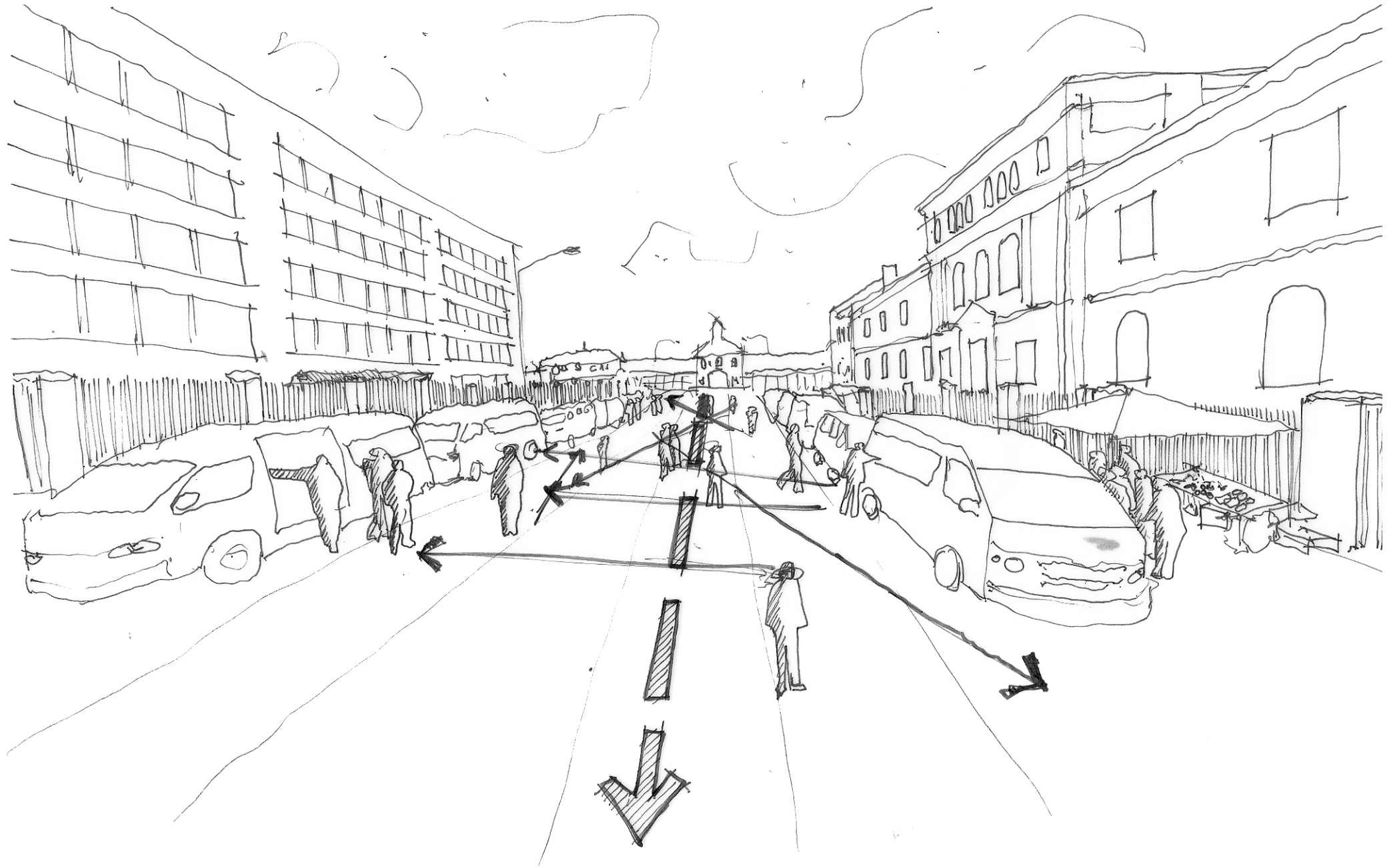
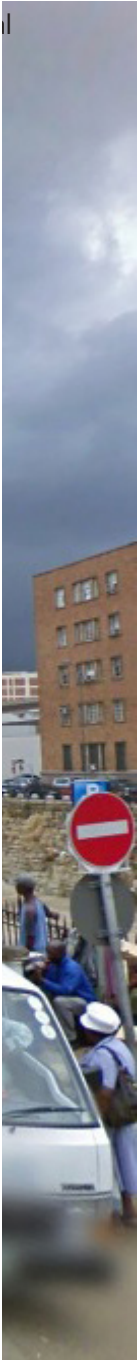


Figure 36. Perspective of unpredictable dynamism

3.2 | THE TAXI INDUSTRY

The taxi industry in South Africa is often depicted in the media as violent and uncontrollable (Figure 38). Although some of the prejudice against the industry is justifiable, the cause of its stigma is one of collective oppression by previous powers, and the aftermath of opportunity. Yet 60% percent of people in South Africa, make use of this form of public transport and of the available forms, it's the most popular because of its abundance and versatility (Dugard & Sekhonyane, 2004:13). For someone who's never had to rely on public forms of transportation, generalizations become the filter through which it is perceived, which also blinds you to any sort of order that may exist.



Figure 37. Taxi stands next to cooling towers (Hlongwane, S. 2011: online)

5 Hurt as Bullets fly in taxi shooting

- News 24 (1)

Taxi Violence not to be tolerated

- News 24 (3)

Vier sterf in taxi geweld

- Beeld (9)

Doodskis op wiede

- Beeld (12)

Taxi violence witnesses reluctant to come forward

- News 24 (8)

Skote eis 2 in taxi's kort na mekaar

- Beeld (10)

Reiger Park taxi war claims another life - IOL News (23)

Buses and taxis impounded, condition 'shocking'

- City Press (15)

4 Sentenced for KZN taxi boss murder

- News 24 (4)

MEC pleas to KZN taxi associations to end violence

- News 24 (5)

Johannesburg taxi boss shot dead

- News 24 (7)

Drugs at Johannesburg rank

- News 24 (6)

Taxi commuters stranded as strike turns violent

- Mail & Guardian (21)

Meer as n ton dagga in taxi gevind

- Beeld (11)

Road rage taxi "killer" in court

- City Press (13)

Police forced to use tear gas as city taxi operators go on

- The Witness (18)

Violence erupts at taxi rank

- City Press (16)

Cops monitoring taxi violence

- City Press (17)

Taxi Association chair gunned down

- News 24 (2)

Taxi Driver gets 18 years for shooting pedestrian

- City Press (14)

1 hurt, 17 hurt in taxi crash - The Witness (19)

Figure 38. Complication of news articles depicting the violence in the taxi industry.

3.3 | FRAGMENTS

To understand what a phenomenon of *perceived chaos* incorporated behind the smoke screen of the taxi industry, meant investigating each part in isolation. By fragmenting the events into different functions a clearer picture was revealed of an underlying structure within the chaos albeit an unfamiliar type.



Figure 39. Taxi car washer near Bloemfontein train station (online).



Figure 40. View of perceived chaos near Bloemfontein railway station

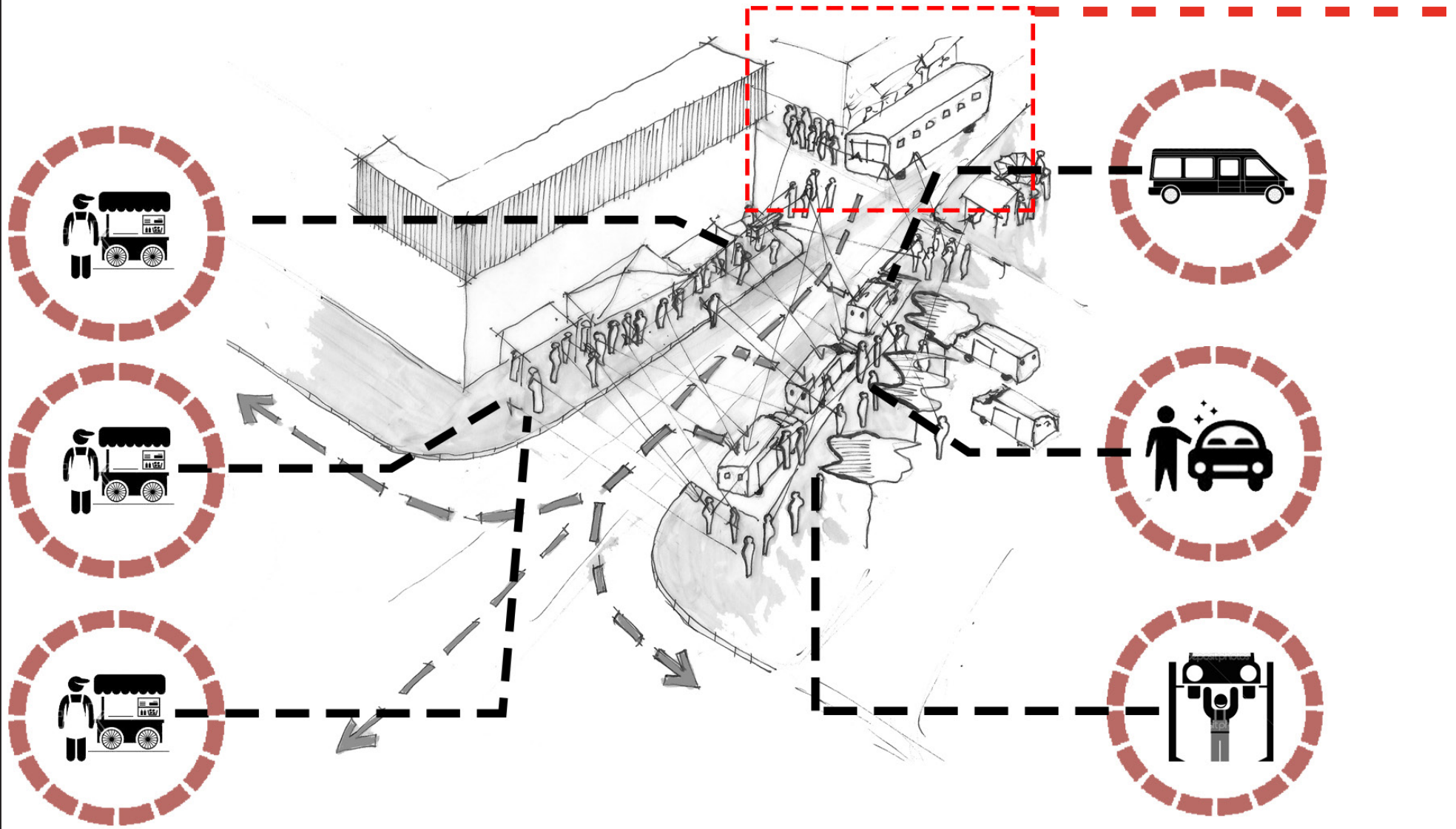


Figure 41. Perspective of fragmented functions within the chaos.

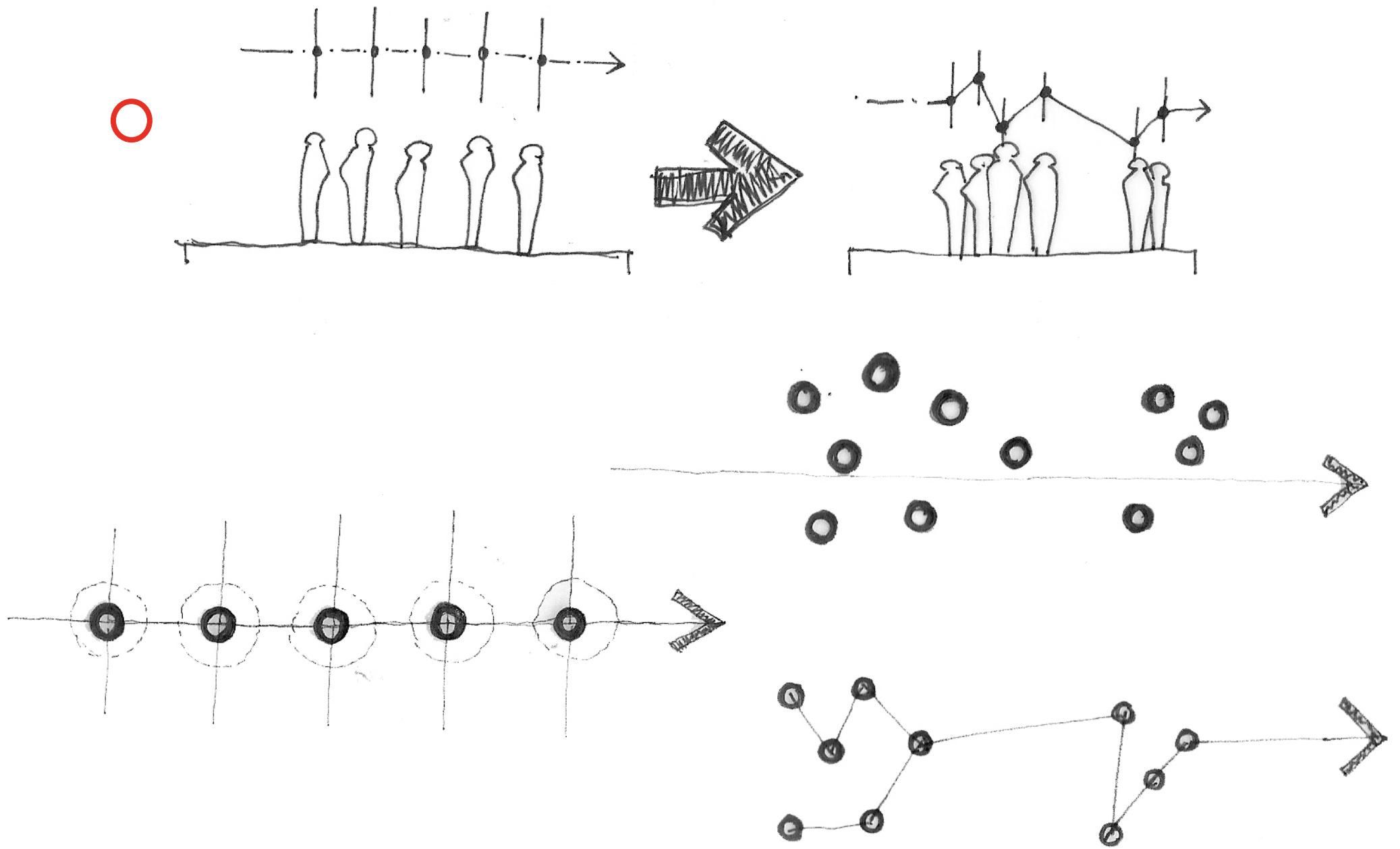


Figure 42. (Un)familiar type of order.

3.4 REVEALING STRUCTURE

The taxi industry is a business (Dugard & Sekhonyane, 2004:15). You could justify the need for structure even within a business of the informal nature, as the taxi industry is often portrayed (Figure #) (Mbatha, 2008). Many of the negative stigma's surrounding the industry supposedly take place at the taxi ranks (Xaba, 2012). The amount of people alone and the usually open nature of the site and its structures means containing movement beyond the white lines painted on the asphalt (which are ignored anyway), appears impossible. In some cases, taxi associations (multiple taxi owners that form an alliance) group together and the rank becomes divided into turfs, which causes friction between the different associations. The rank becomes a self-governed entity, portraying its extradited nature from the formal system (Mbatha, 2008).

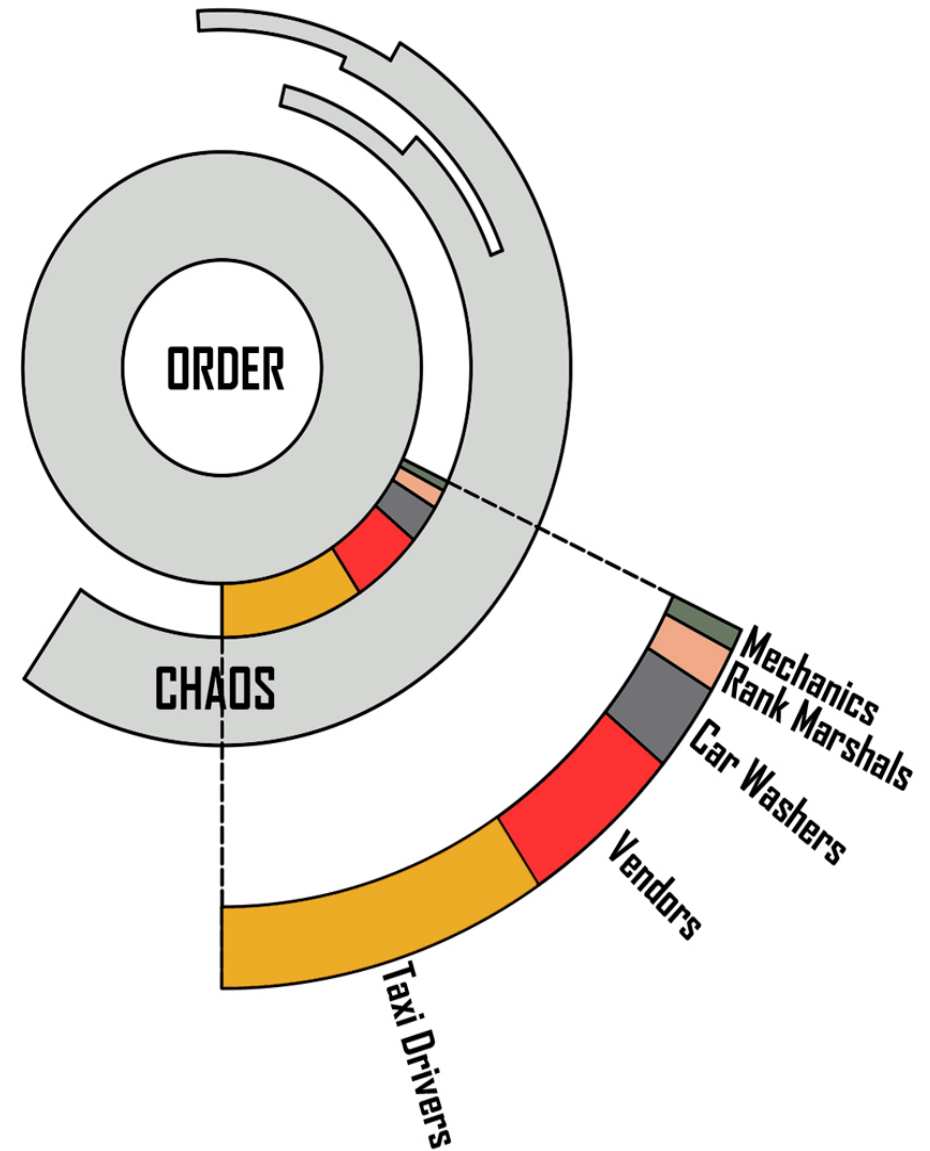


Figure 44. Diagram of fragments

Taxi Industry Hierarchy

TAXI DRIVERS

Employed by taxi owners. Are responsible for driving and maintaining taxis as well as reaching the daily quota of remuneration.

'GAUDIES' (slang for door guards)

Operates the taxi door and works in tandem with the driver and the rank marshals. Usually sits on the passenger seat next to the driver or close to the door. Collects money from passengers and also bellows the next destination.

MECHANICS

Repair and maintain taxis. Can be located in makeshift workshops, or in buildings nearby taxi ranks.

TAXI WASHERS

Cleans and washes taxis in makeshift car wash stands or in taxi ranks.

TAXI OWNERS

Private owners buy taxis and employ drivers and rank marshals.

RANK MARSHALS

No official job descriptions. Usually 1 per 4 taxi's owned by owner. Governs the turf or part of the taxi rank occupied. Includes general activities such as counting passengers.

VENDORS/HAWKERS

Serves passengers, drivers, marshals, and the general public. Ranges from food, beverages, clothing, traditional medicines, herbs, makeshift barbers.

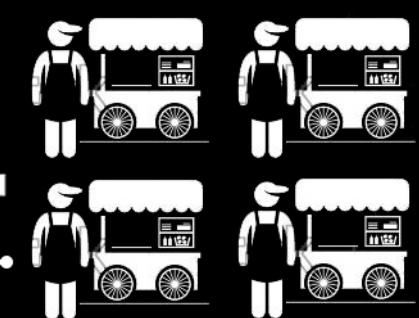
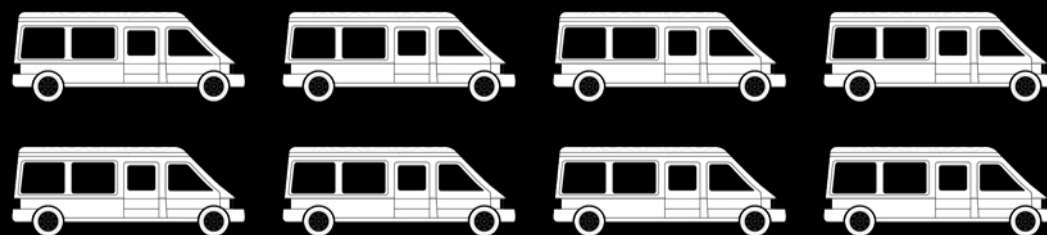


Figure 45. Hierarchy in a taxi rank

3.5 REVEALING CLIENT

The vigilant nature of taxis within the inner city was interpreted as a sort of rebellion against conformity. In the eastern part of Bloemfontein CBD, a recently built multi-story taxi rank has had mixed reactions from taxi operators (Figure 46). This contemporary building, although portraying an honest intention to contribute to the city's transportation network, seemed to lack the surrounding infrastructure needed for the building to function appropriately. As a result, the rank becomes congested during peak traffic hours and is therefore avoided (Ntwaagae, 2012). Political differences between the taxi associations and the municipality has seemingly become the main source of why the building is not used as intended, taxi operators boycotting the formal system, rather than the building (Motshabi, 2013).

The anti-confirmative characteristic which seemed to be evident within the taxi industry prompted a proposed response of a structure designed as conceptual anti-formal typology.



Figure 46. Mangaung Intermodal Transport Interchange
(Molebatsi, T. 2013: online)

3.6 | INITIAL CONCEPT

The subsequent investigation into the workings of the taxi industry revealed an interesting notion of informality. At its bare constituencies, the taxi industry seems to be just like any other service providing business, with a structure, hierarchy, employees, owners, managers and clients.

Admittedly very ambitious, this prompted the idea of designing an administrative command center or for a taxi boss as a client. A steel platform structure (Figure 47,48) would function as base of operations where taxis were maintained, washed and serviced and included a space for meetings, bungalows for resting, and a small canteen for employee leisure. Its hidden lair characteristics would have the analogy of a tree house, invisible to everyone who did not know where it was, or hidden behind urban foliage. Although purely conceptual, this sort of structure would require a very specific type of space and site.

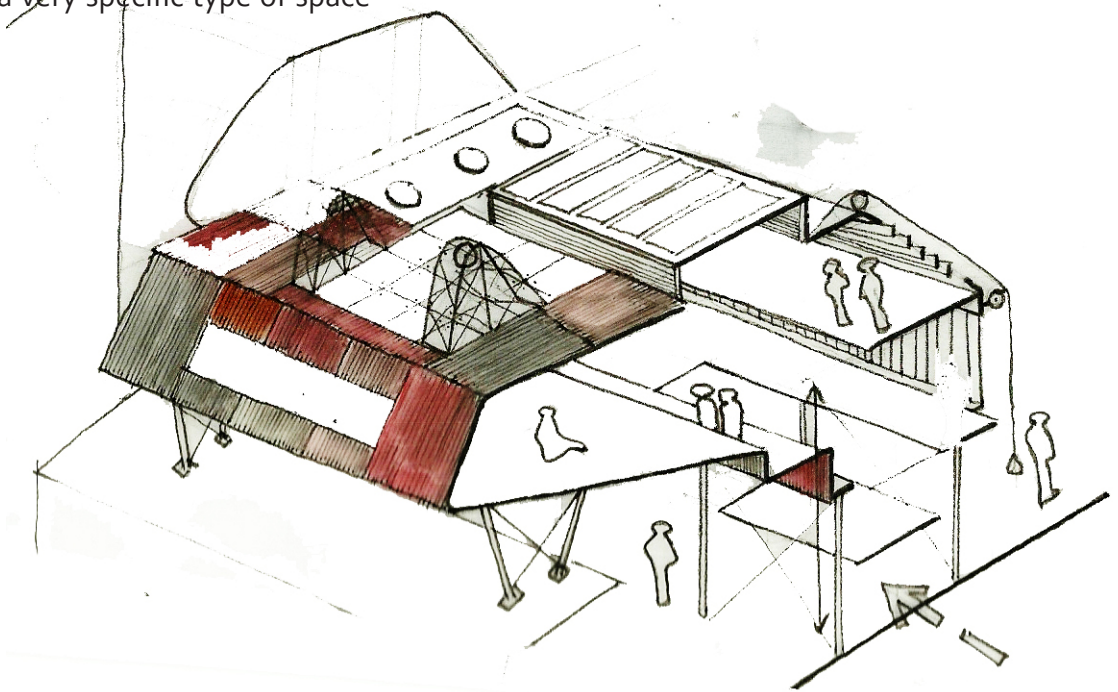
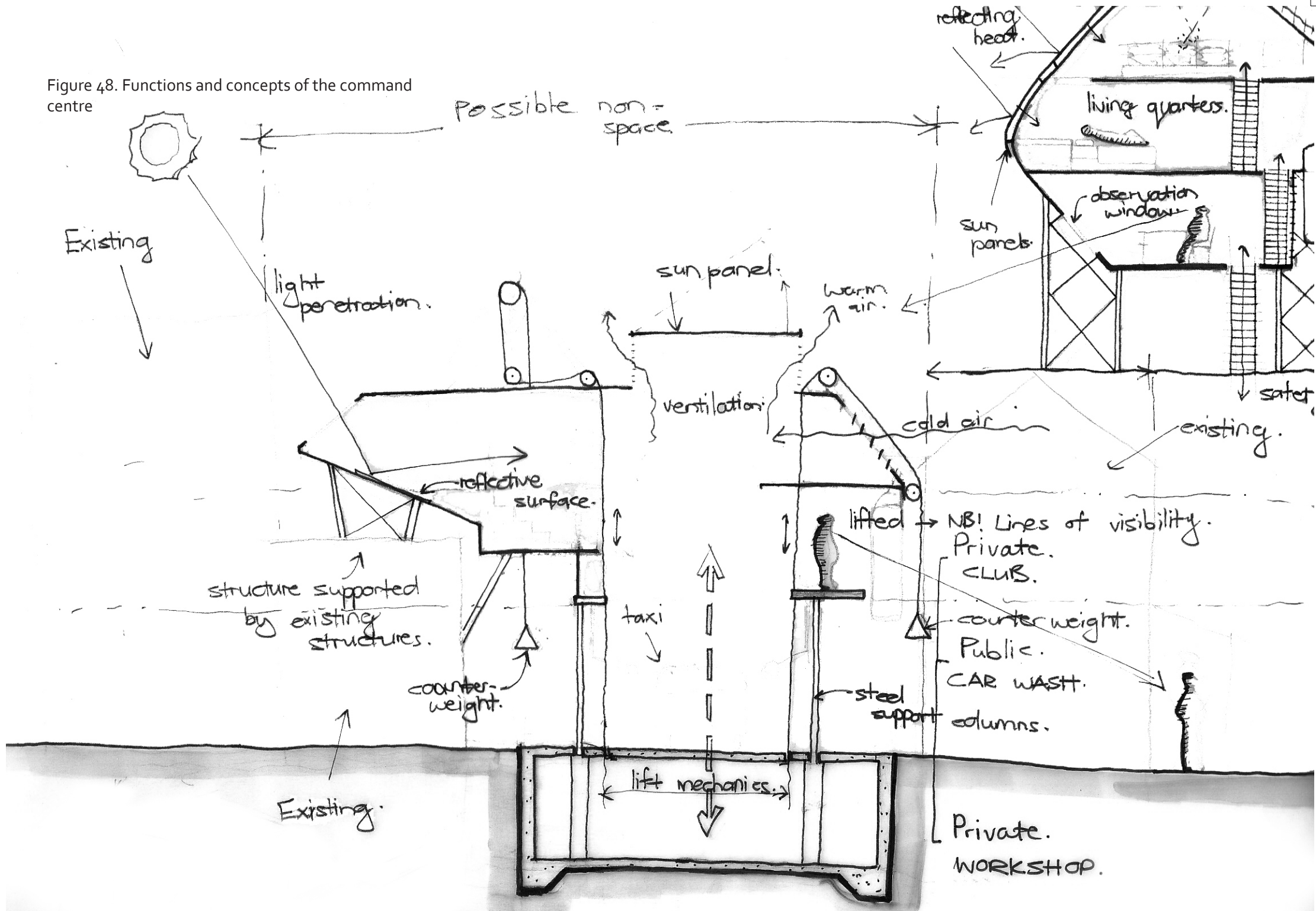


Figure 47. Raised steel platforms creates a space for the command center to removed from the conventional circulation routes on the ground.

Figure 48. Functions and concepts of the command centre



3.7 | INVISIBLE SPACES

Perceived Chaos appeared to be most prominent where taxis were statically abundant during off-peak hours at the ranks (Figure 34). Mapping these locations revealed that most of the spaces were in close proximity to one another, within the same vicinity of the central city, and situated around two prominent other forms of public transportation.

Taxi stands are open spaces where taxis (usually form the same associations) gather during off peak hours.

Differentiating city mass from non-mass revealed that many of Bloemfontein's urban blocks had fair amounts of internal spaces (Figure *right*). For this conceptual idea, a city block was required which had enough internal space to include all functions, and if a structure was placed inside it, did not intrude too much on the existing urban mass. There also had to be enough existing structures for a boundary or camouflage to be manifested.

One such a space was identified to have all the required qualities; sufficient interior space, an existing boundary of structures, and located within a part of the city where *perceived chaos* was experienced (Figure 49).

Figure 48. Map revealing spaces where taxi stands and ranks are located between the prominent public transportation nodes of Bloemfontein

Figure 49. Map revealing internal spaces of urban blocks

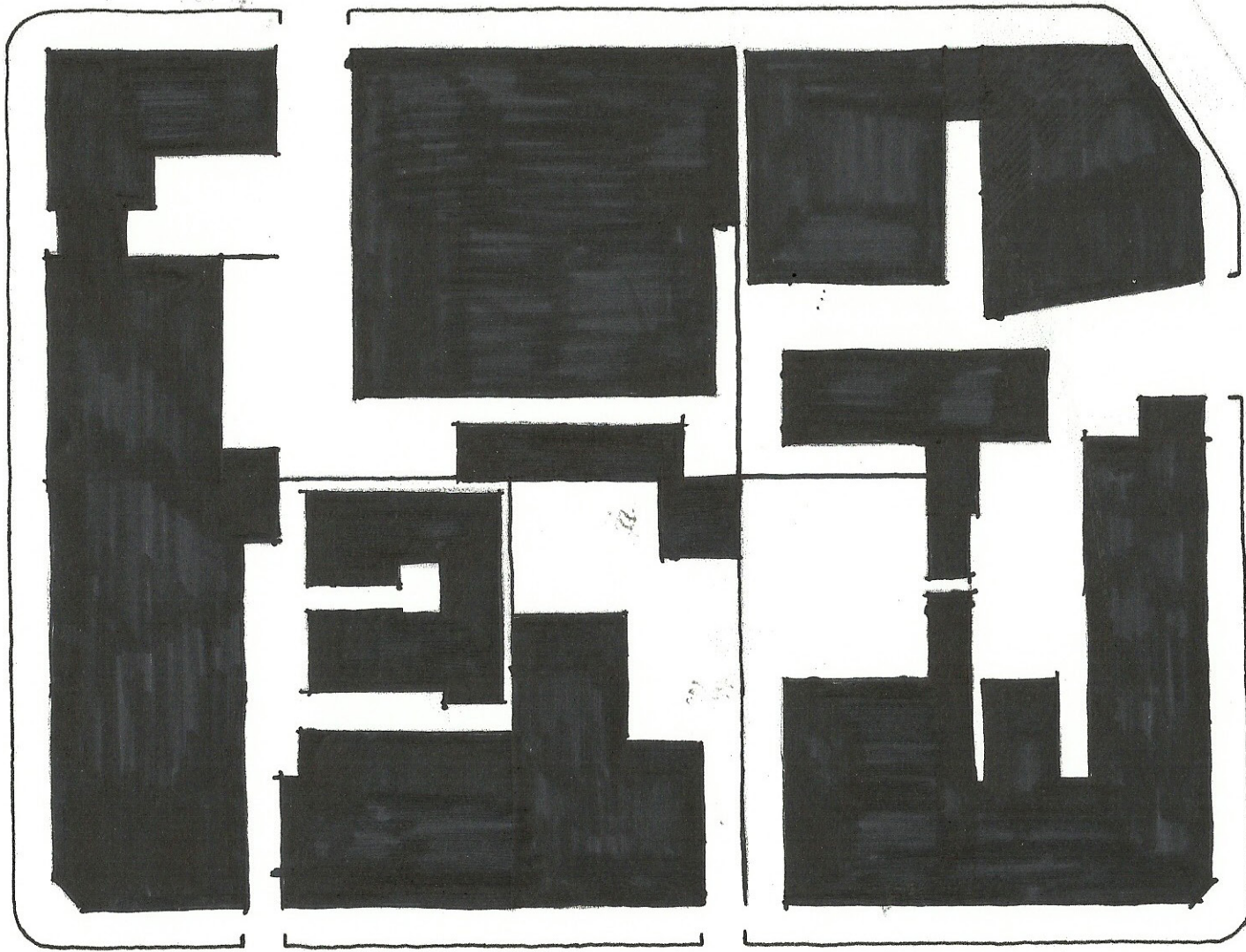


Figure 50. Possible site reveals adequate internal space and exterior boundary

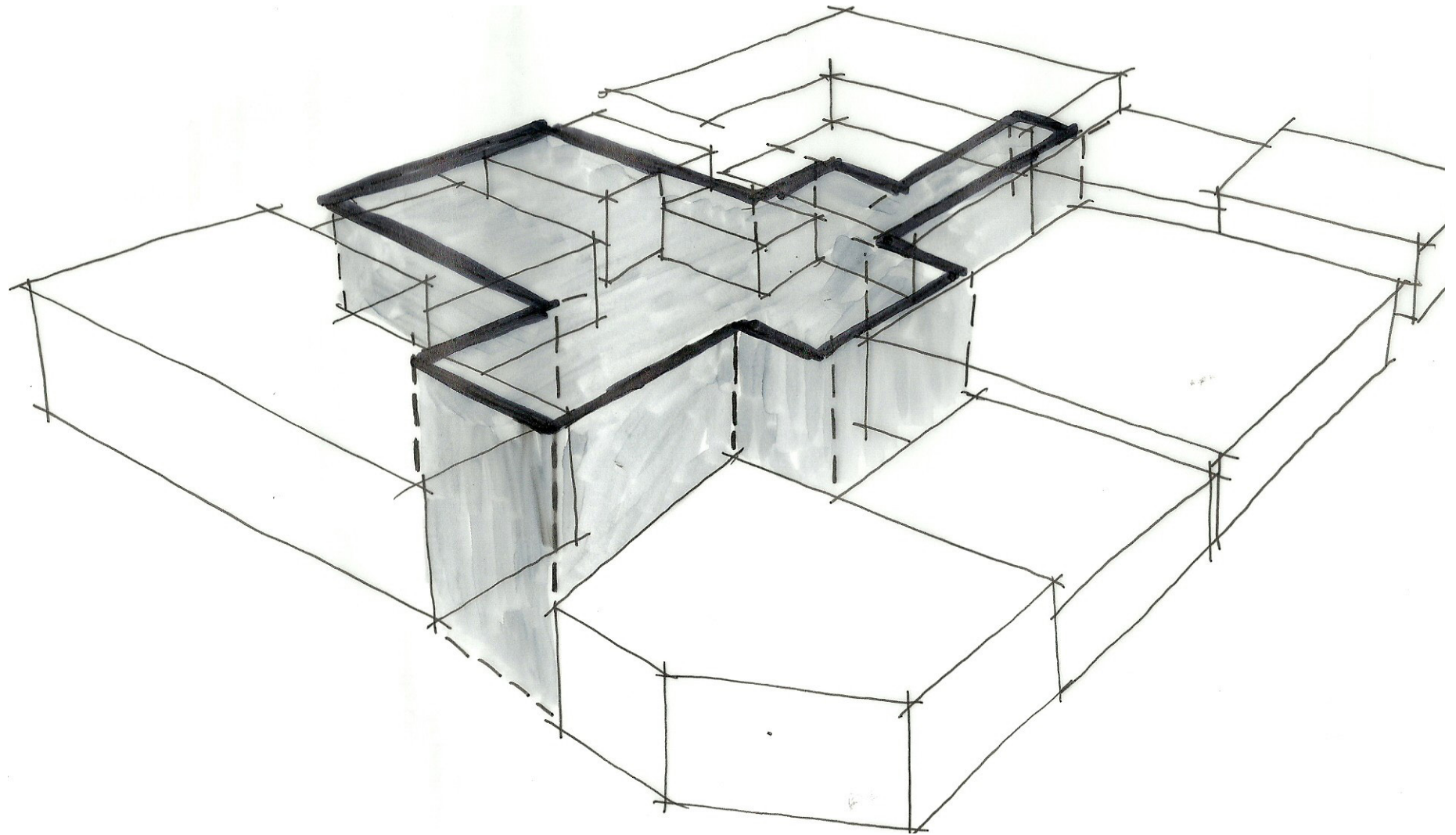


Figure 51. Map revealing internal spaces of urban blocks

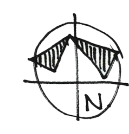
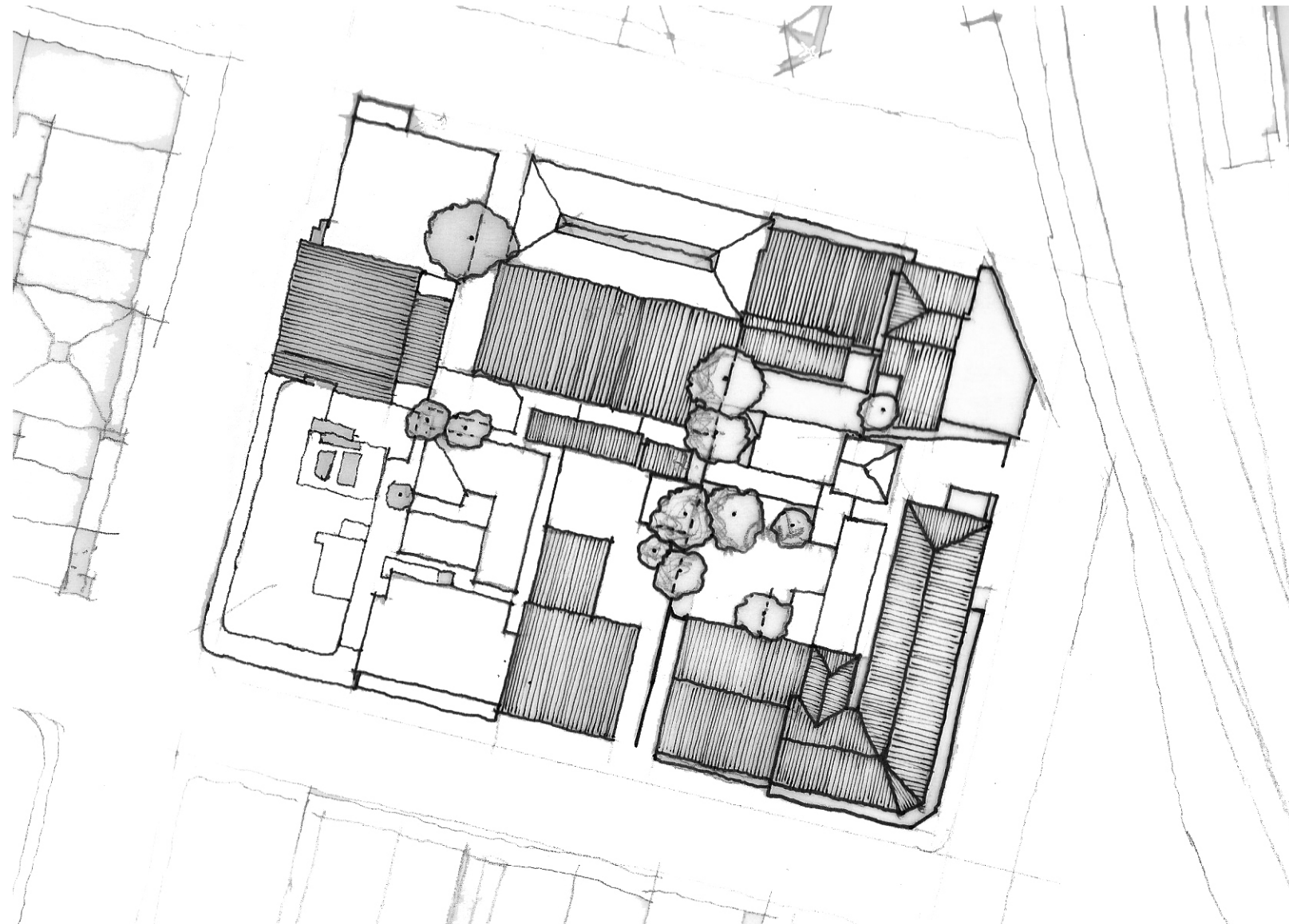


Figure 52. Detailed sketch of identified site
Page | 55

3.8 | CONCEPTUAL MODEL

The model was designed to represent a 'detached' structure which floats above the existing functions and in between the outer barrier of the block's urban mass (Figure 53). Closer inspection of the site during the mapping process revealed internal structures were present, but were not as distinguishable as the outer mass, possibly reflecting 'backyard' structures (Figure 54). The conceptual command center was lifted above these functions and placed on the east western axis as it seem to allow enough room for the structure to become a self-sustained manifestation, also not reaching above the existing height parameter, adding to its camouflaged appearance.

Raised from the ground floor

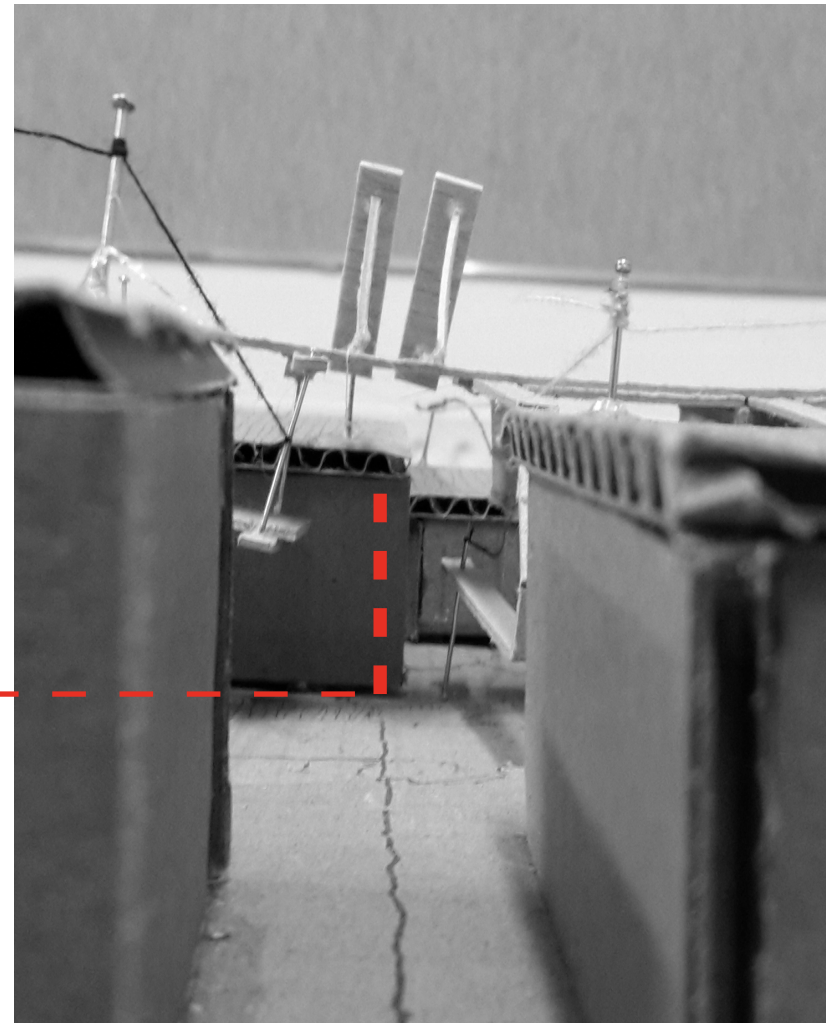


Figure 53. Hidden from the street.



Figure 54. Placed along the east-west axis



Figure 55. Invisible behind the external boundary

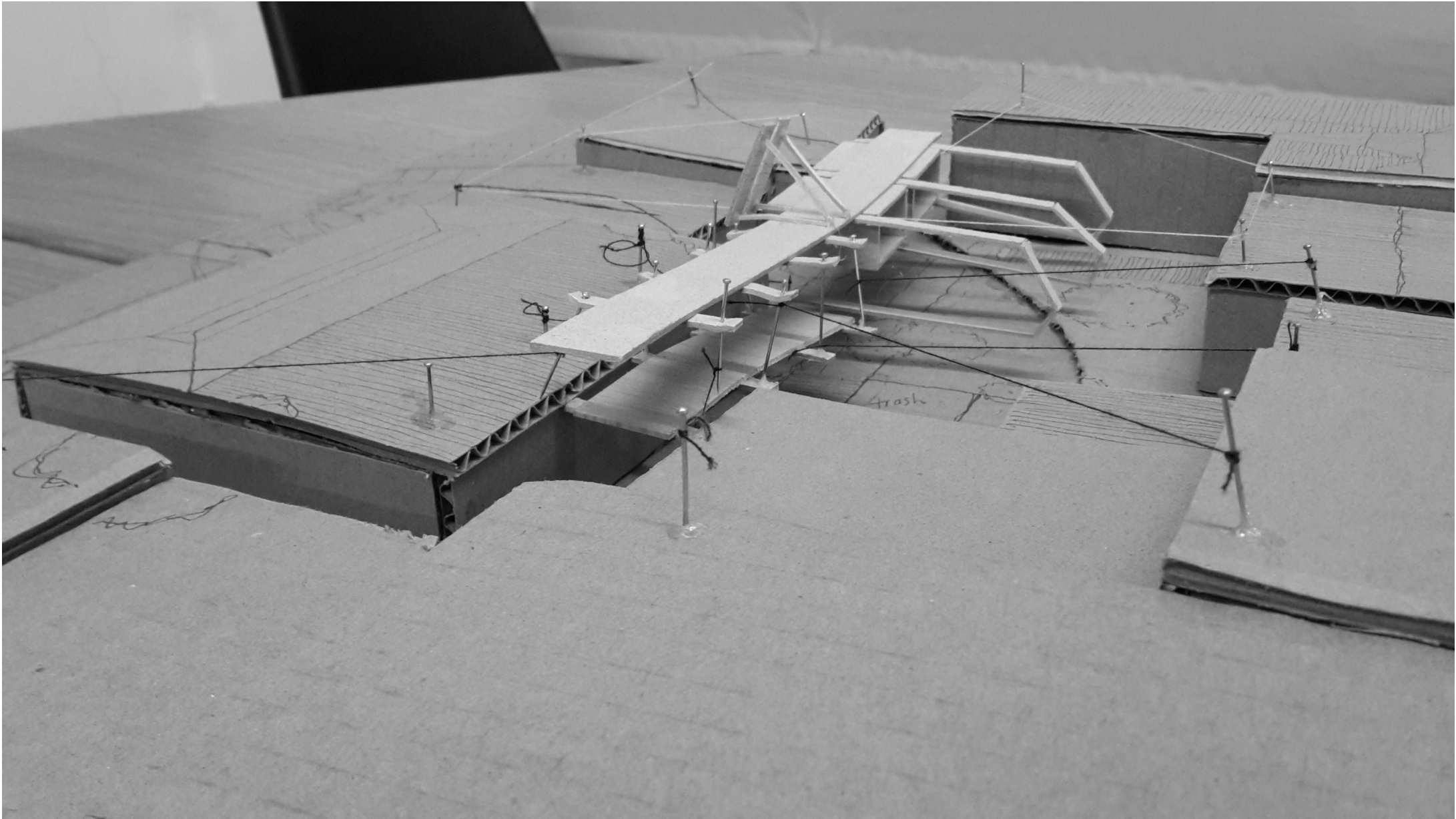


Figure 56. Raised above the existing spaces.

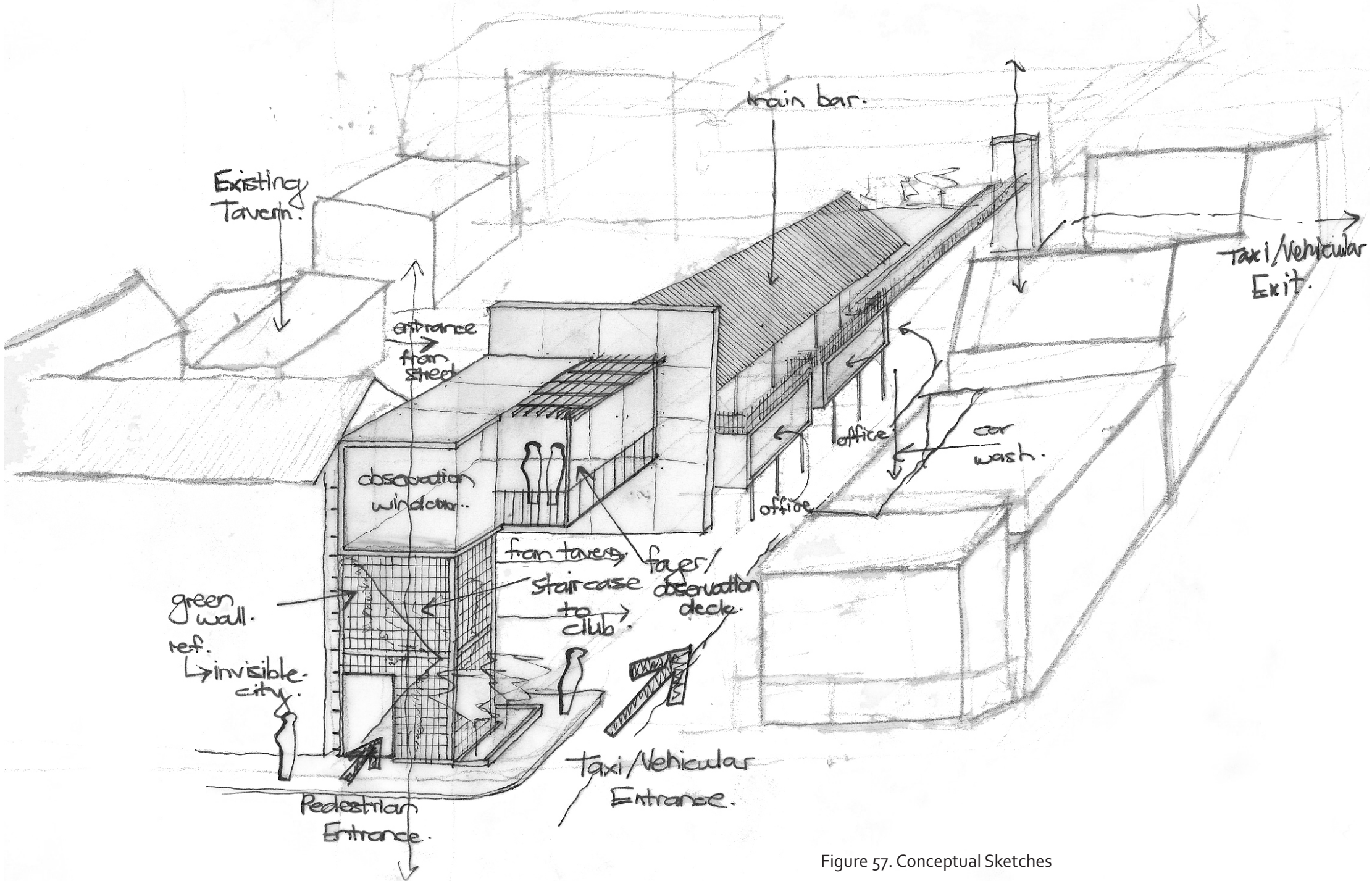


Figure 57. Conceptual Sketches

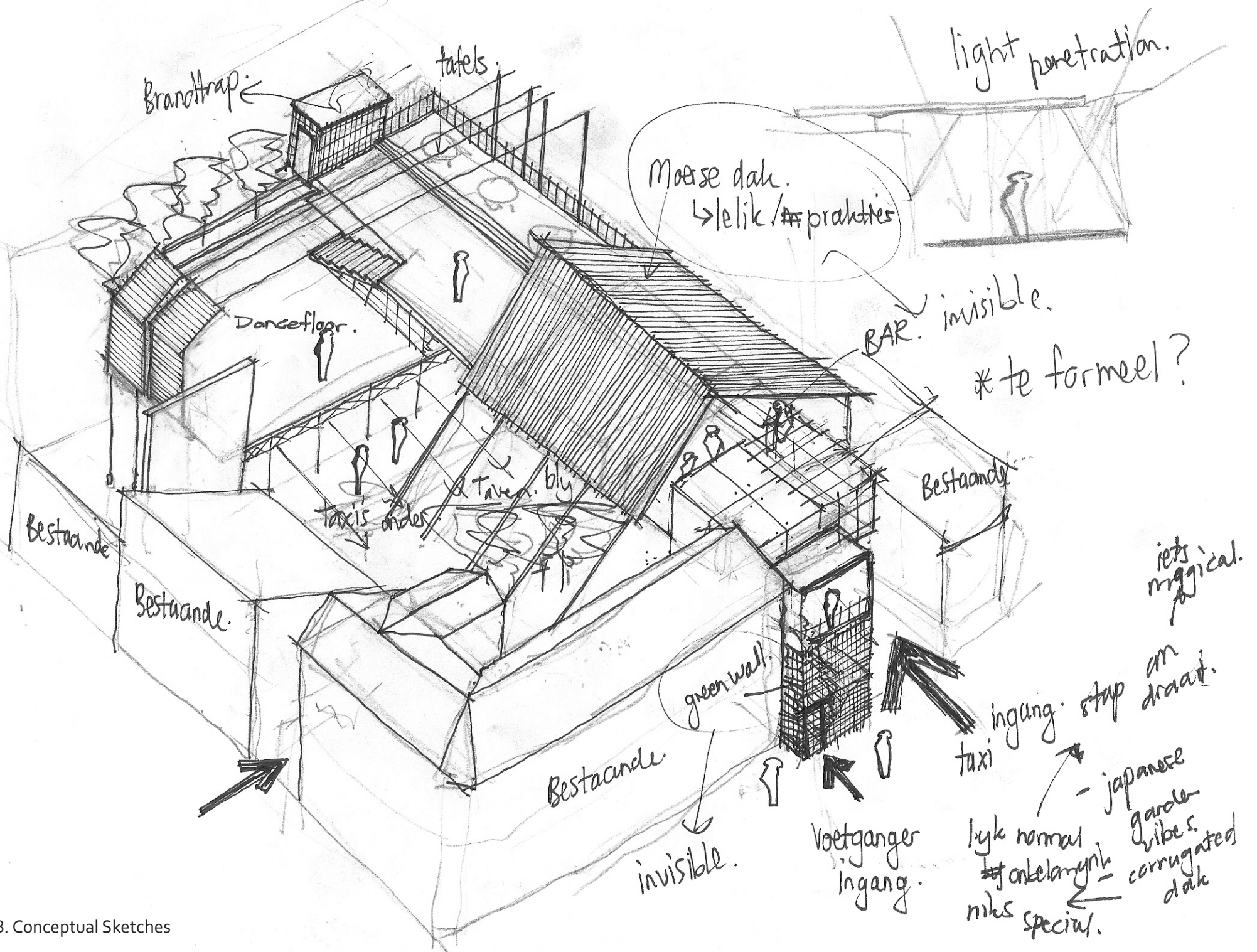
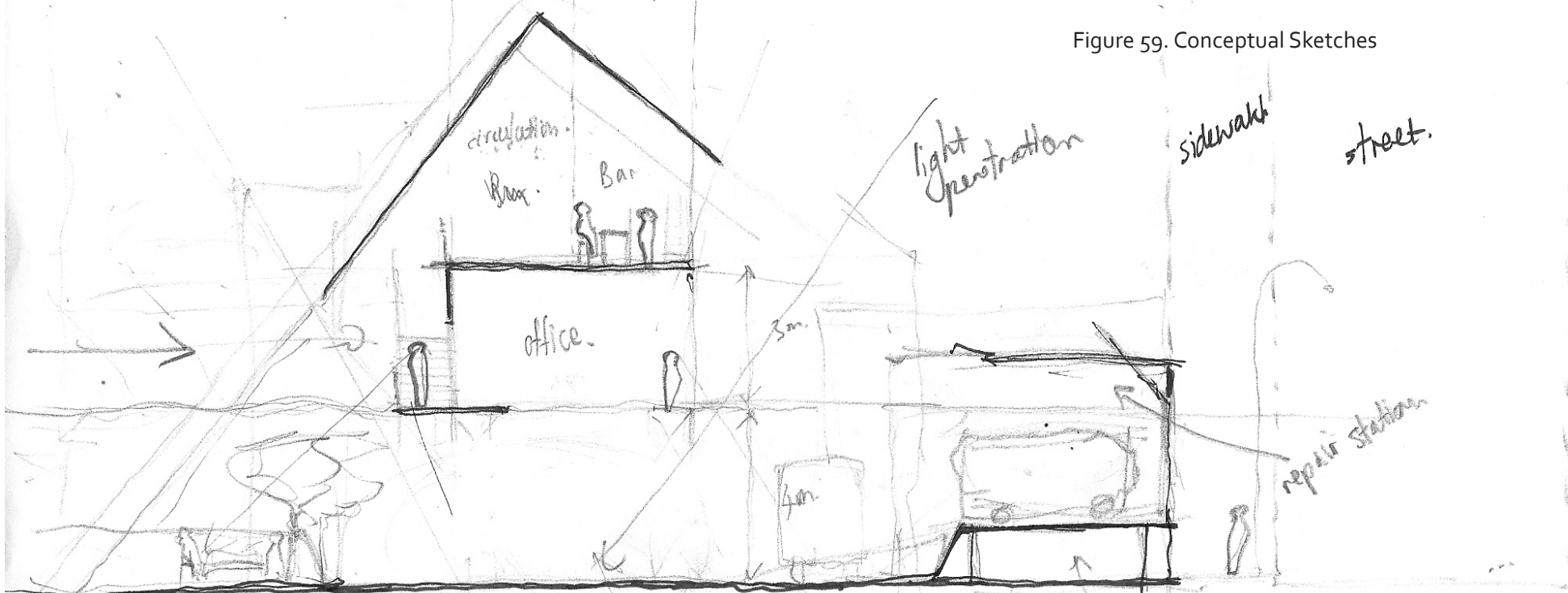


Figure 58. Conceptual Sketches

Figure 59. Conceptual Sketches



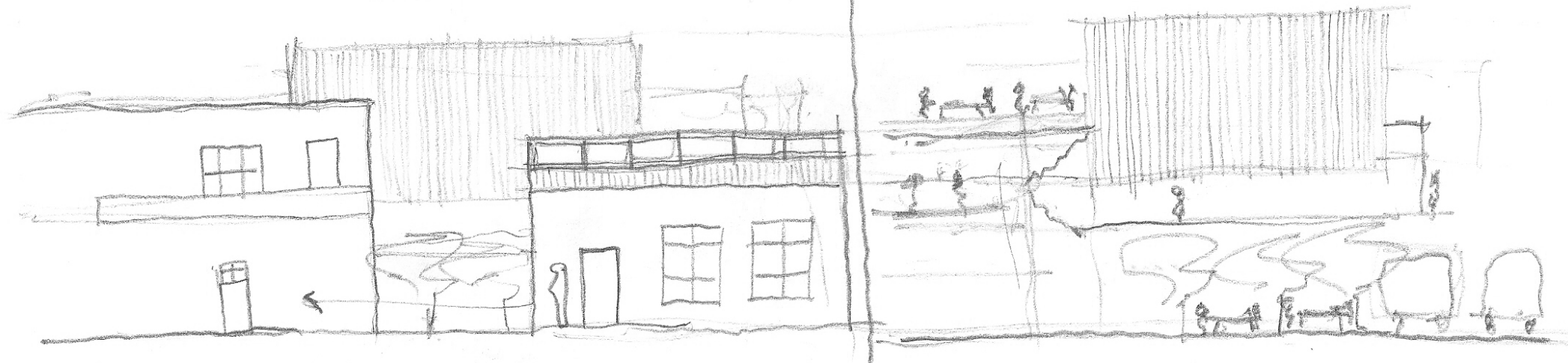
Wat gebeurt hier binnen ??

Visible.

Perceptions.

vakuum order taxi.

Invisible



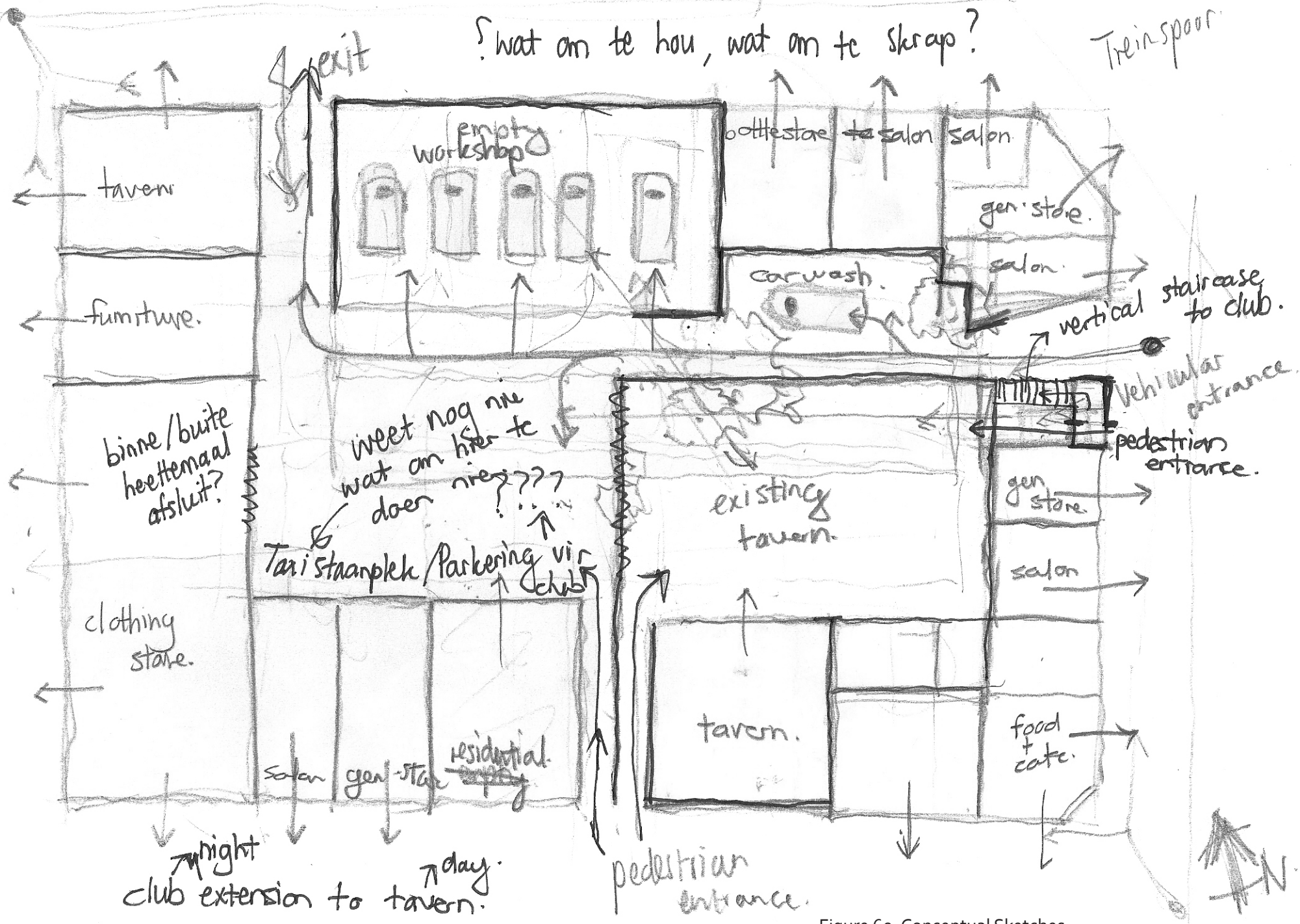


Figure 60. Conceptual Sketches

3.9 | CASE STUDY – JOHANNESBURG TAXI RANKS

The initial investigation of the Bloemfontein CBD confirmed the presence of *perceived chaos*. To determine if the phenomenon was not solely limited to Bloemfontein, other local cities were also investigated.

Around Joubert Park in central city Johannesburg are two of the busiest taxi ranks in South Africa, Park Central taxi terminus and Wanderers taxi rank. This area is an example of the effect that the taxi industry has on the surrounding city and the [phenomenon] of perceived chaos. Joubert Park is located close to the city train station. Many people make use of the train as a form of transportation which arises the need for the taxi ranks to, get to, and from the station. Recently the area also acquired Rea Vaya bus rapid transport interchanges which validates it as a prominent node of transportation in the city. This is cause for a richness of human circulation and opportunity for informal traders to manifest.

Figure # shows the spaces occupied by informal traders in the area. The spaces between the two taxi ranks have disorganized the rigid urban fabric [order] and as a result some sections of Noord Street are 'taken over' by pedestrians and the informal markets. The western edge of Joubert Park has parallel arcades on the façade facing Wanderers taxi rank. These informal zones remain fixed within the city grid however, but the spaces have accumulated their own dynamic vibrancy.



Figure 61. Traders 'occupy' the street, becoming a market space. (Google Maps, 2011: online)

Figure 62. Location of taxi ranks in central Johannesburg

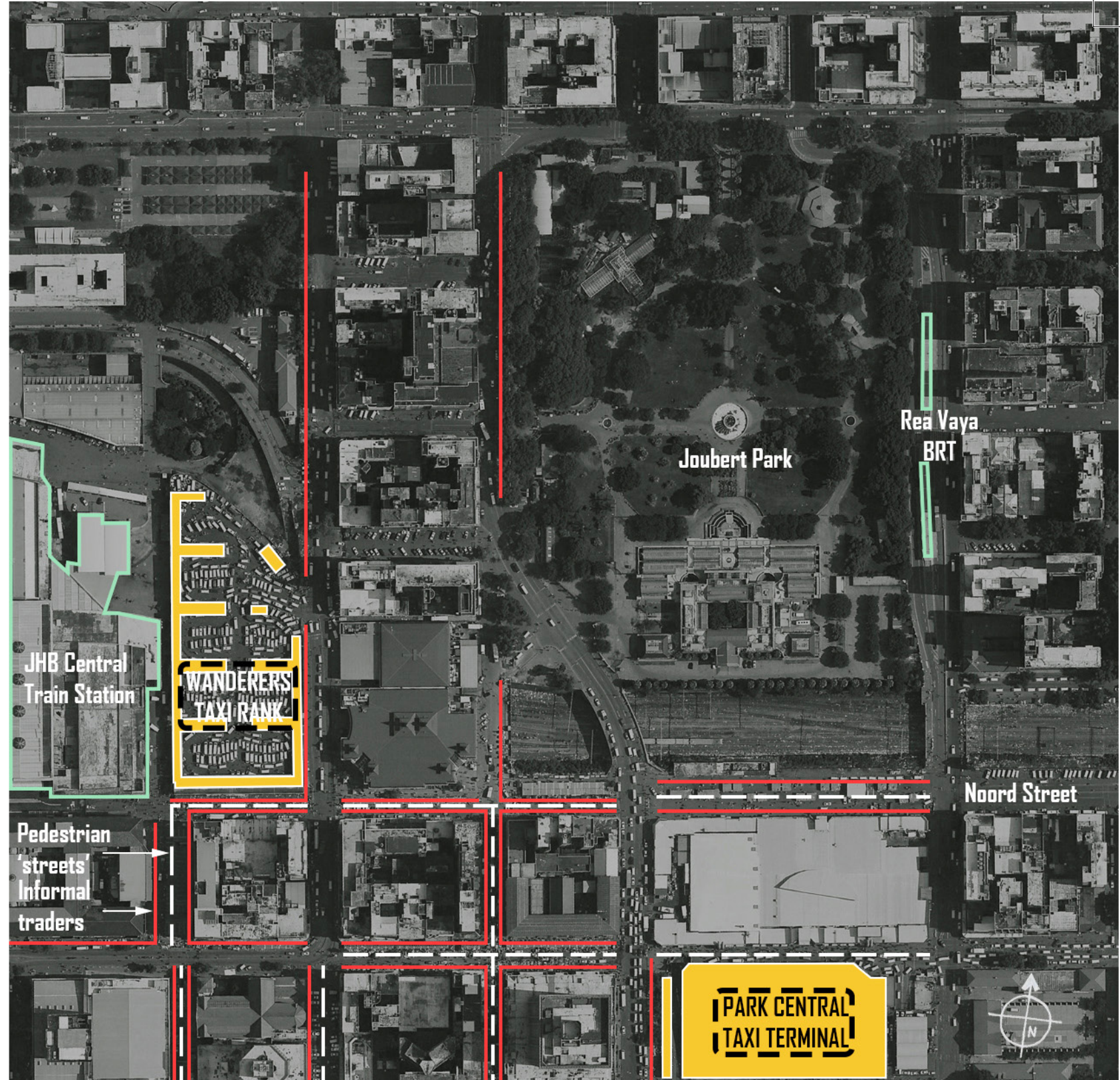


Figure 63. right. Section. Wanderers Taxi Rank

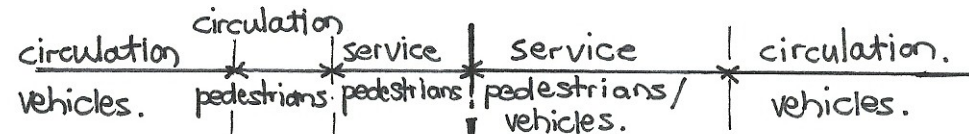
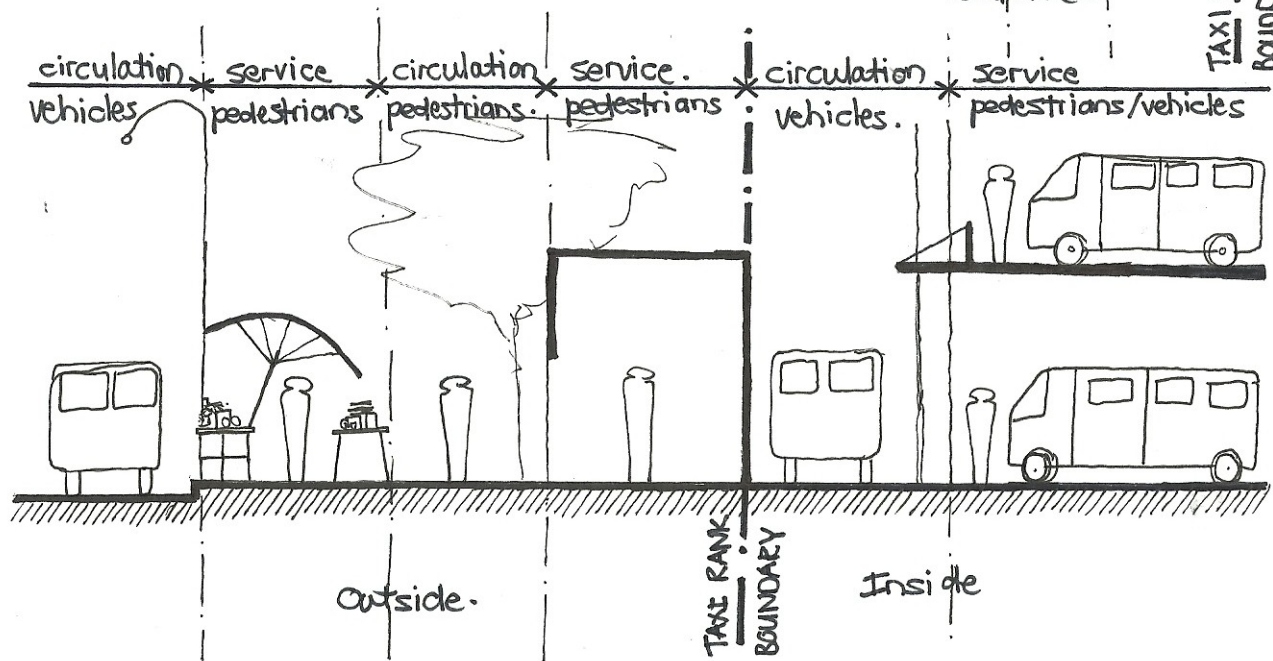


Figure 64. top. Section. Park Central Taxi Terminal



By including the traders pavilions within the design of the structure, rational placement of functions can be implemented. This keeps circulation of vehicles away from pedestrian movement, which increases general safety as well as creating a threshold between spaces. The 'chaotic' perception which so far was key to the individual character which makes these spaces unique, is kept, but layered under rational planning.



Figure 65. *top*. Perspective. Wanderers Taxi Rank



Figure 66. *right*. Perspective. Park Central Taxi Rank

3.10 BARAGWANATH TAXI RANK

Baragwanath, completed in 2008, is an applicable precedent of a taxi rank which took the surrounding characteristics of the informal context into consideration by including spaces for the trader, artist and entrepreneur as a predetermined design parameter.

Compared with the taxi ranks in Noord Street in central Johannesburg which were much older, (Figure 6g) reveals how contemporary thinking can create spaces which are specifically designed for the individual to have a place within the building, and subsequently a familiar relationship to it.



Figure 67. *left bottom*. Perspective. Baragwanath Taxi Rank (Site Visit)

Figure 68. *top right*. Perspective. Baragwanath Taxi Rank (online)



Figure

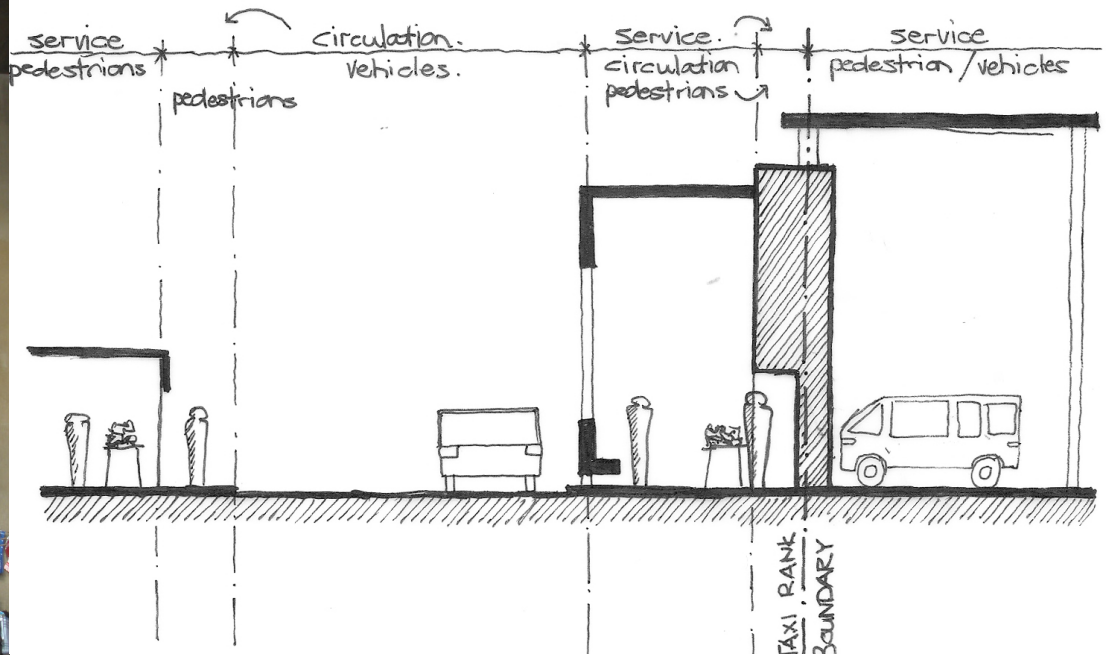


Figure 69. Baragwanath Taxi Rank Section

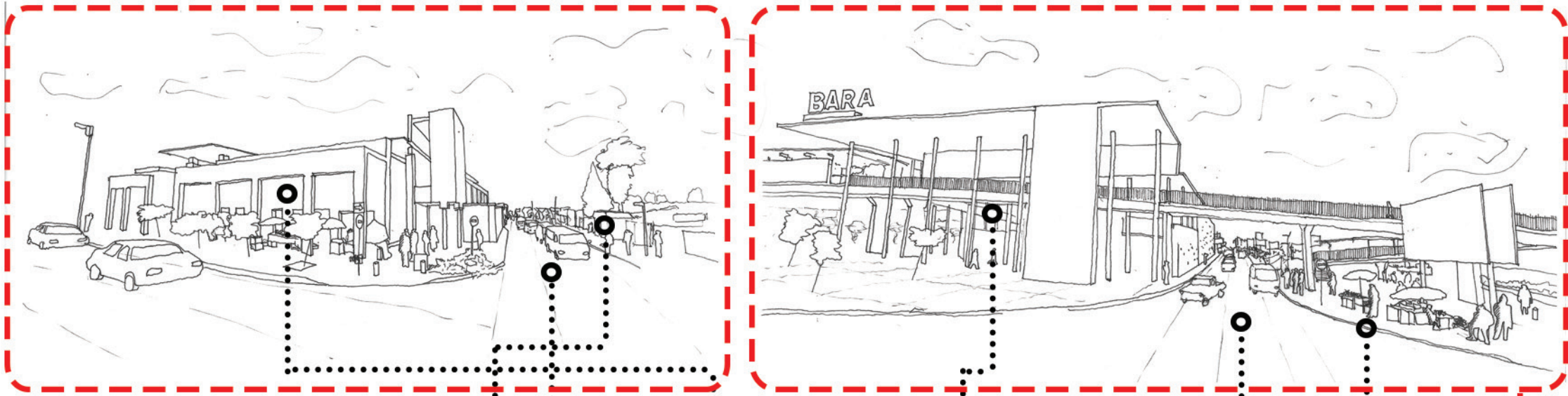
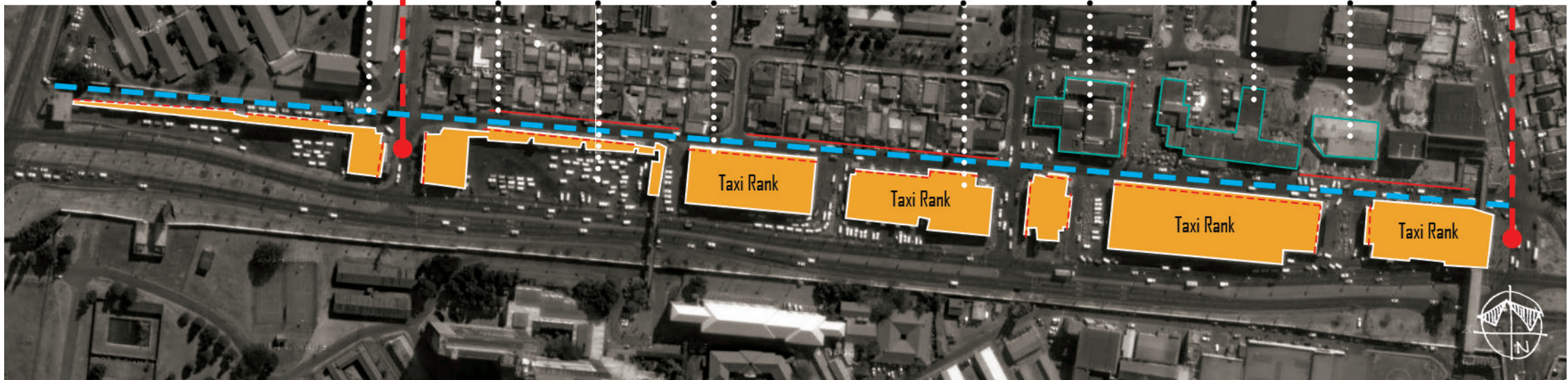


Figure 70. Baragwanath taxi rank diagram of functions

Taxi Circulation Route Traders Open-air Parking Covered Traders Covered Parking Petrol Station Fractal Functions Studio 6 Performing Arts Venue



3.11 | CONCLUSION

It quickly became apparent that although the concept would be envisioned with positive intentions of creating an anti-formal space without malice, the vague workings of the industry and conspicuous location would open up too many possibilities for the functions to be misused and have a counter productive and negative impact on the surrounding places and people.

A taxi boss as a private owner of a business however, (and subsequently a client) could possibly initiate attentive ownership over the site and additionally insure security, maintenance and administration.

A restructuring of the anti-formal typological idea, which still had a certain sense of excitement and unknown complexity to it, could be further developed as the potential site was still within a part of the city where *perceived chaos* was at its most intense. A case study in Johannesburg clarified the phenomenon not being an isolated occurrence in Bloemfontein, but present wherever taxies and taxi ranks were located within the bigger urban cities.

The focus shifted from not only limiting the influences on the taxi industry, but also the people who shared the city with them. The taxi industry subsequently became a window into the informal economy of a the city .

CHAPTER | 4

DEVELOPMENT OF IDEAS AND CONCEPTS



Figure 71. 'Spaza' shop. (Site Visit)



Figure 72. Traditional medicine (Site Visit)

4.1 | THE INFORMAL ECONOMY

There are positives of the effect of the taxi industry on the urban fabric. A consequence of the ranks and terminals is an opportunity for the entire surrounding area to become economically stimulated. Pedestrian spaces such as sidewalks which are not covered by the rank become a place for the informal trader to occupy. Some ranks incorporate this as a pre-conceived awareness and design parameter. Either way, where there are taxi ranks, there appear to be spaces for opportunity.

The informal economy of the city, that is, vendors, hawkers, small shop and business operators, and to certain degree, taxi-owners, can be located almost anywhere where there is an opportunity for monetary gain (Preston-Whyte, 1991:1). Many people within a city make use of the informal economy because of its abundance, and relatively cheap goods and services. 'Informal' would also be an ignorant word to describe it, as although they neglect certain characteristics of the wider recorded formal economy (Preston-Whyte, 1991:2), they tailor products which are commercial and socially trending, albeit sometimes counterfeit. Rahul Mehrotra calls it a "fringe condition". One that is not necessarily the opposite of formal, but a consequence of what cannot be explained by it – what is left over (Mehrotra, 2013: 81).



Figure 73. 'Pedestrian Street' where Stereotomic meets tectonic

4.2 REVEALING TYPOLOGIES

A clearer insight into the informal economy of central city Bloemfontein reveals an interesting paradox in the typologies of informal traders and their occupied places.

External street traders, who use any open pedestrian space available to set up their shop shelter which is not enclosed within a fixed shell could potentially be classified as dynamic traders. They are the most commonly perceived form of traders because of their abundance, and occupancy of usually unregulated, non-permissive spaces (Figure 75).

Internal traders have fixed locations within a built structure of a building in the city, and can be classified as static traders. They are small business operators that rent and pay levy for a compartmentalized space usually on the ground floor of a building which could independent, or part of another function such as an office block (Figure 78).

Godfried Semper postulated a distinction between different compositions of architectural materiality in structures and laid the theoretical premise for two types; stereotomic solids, and tectonic dematerialisation (1990:521). Kenneth Frampton romanticises the distinction between stereotomic and tectonic by comparing it to the earth and the sky. The 'poetry in construction' could be manifested by the relationship between them as individual elements, or as a combination where one connects to the other. (Frampton, 1990: 522-523).

If stereotomic constitutes heavy or earth elements, and tectonic constitutes light or sky elements than a distinction could be made between the compositional values of the materials that enclose spaces within the urban environment.

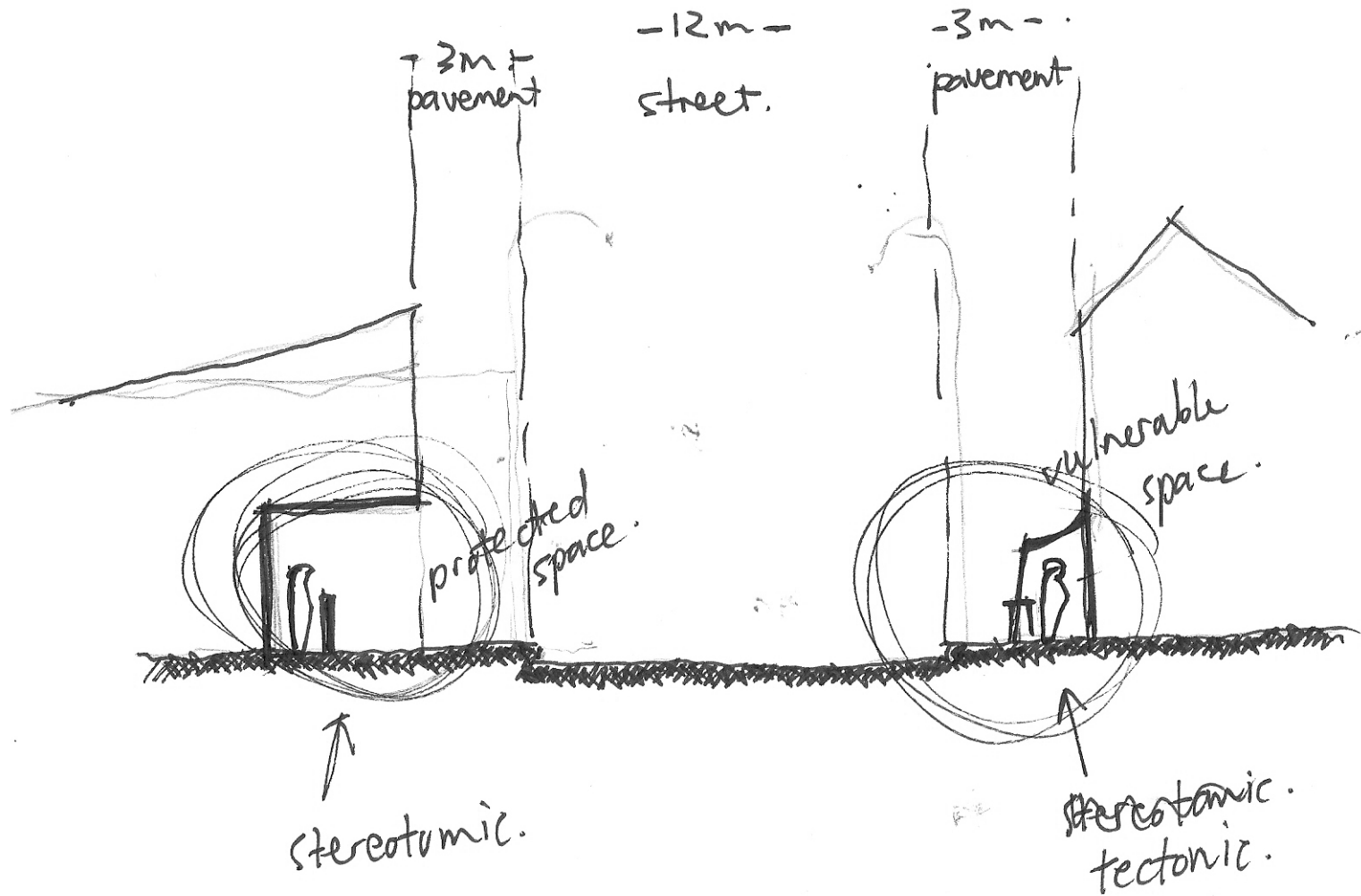


Figure 74. Difference between tectonic and stereotomic traders

4.3 | DYNAMIC/TECTONIC INHABITANTS

Dynamic traders appear to be versatile in the placements of their shops shelters because of the tectonic quality and construction of their shells. Shelters are constructed from light-weight and easily moveable materials such as wood and steel poles, mesh fabric and cardboard boxes - materials which can easily be transported and manually assembled with creative connections made of rope and wire. Although it would seem that most traders have a specific space which is utilized daily, there is never a fixed location as the plasticity of the shell is boundless. Dynamic traders portrayed references to tectonic compositions in the manifestations of their shells.



Figure 75. Tectonic traders spaces (Site Visit)

4.4 | WARWICK BRIDGE

Warwick Bridge was designed to encapsulate the essence of a symbolic connection between two distinctive places as an entrance and exit node and threshold to the city of Durban. The tectonic material composition of the structure was specifically chosen to portray references to the context and of particular phenomena, inherent to the character, myths and struggles of the surrounding populace (The Architect's Collective, 2012)

A primary steel frame for the spleen with subsequent ribbing for balustrades and support trusses is anchored by trading decks at both ends. Timber poles are used to suspend the structure over the gap, and the trading decks are shaded by closely packed timber slats. The structure is almost completely tectonic in nature, with almost no stereotomic elements other than a supporting concrete wall on one side.

The spleen was designed to represent the importance of Durban being a port city, and the engineered industrialist assemblies which supported the economy, without which, there would be no city. The tectonic construction was purposefully chosen to keep resources at a minimum, and for the trading decks to represent a tree, becoming a shelter or protected space between two points.

Humans as organisms of the city should be able to represent their dynamism and vibrancy through unrestricted movement. Warwick Bridge is not only a connection between two points, but also a gateway to opportunity

Warwick Bridge represents a metaphor to the freedom of dynamic movement within the regulated grid of the old versus new paradigm that is present within Bloemfontein's informal economy and the characteristic of freedom for the dynamic and tectonic trader.



Figure 76. Perspective of Warwick Bridge
(KZNIA, 2014: online)

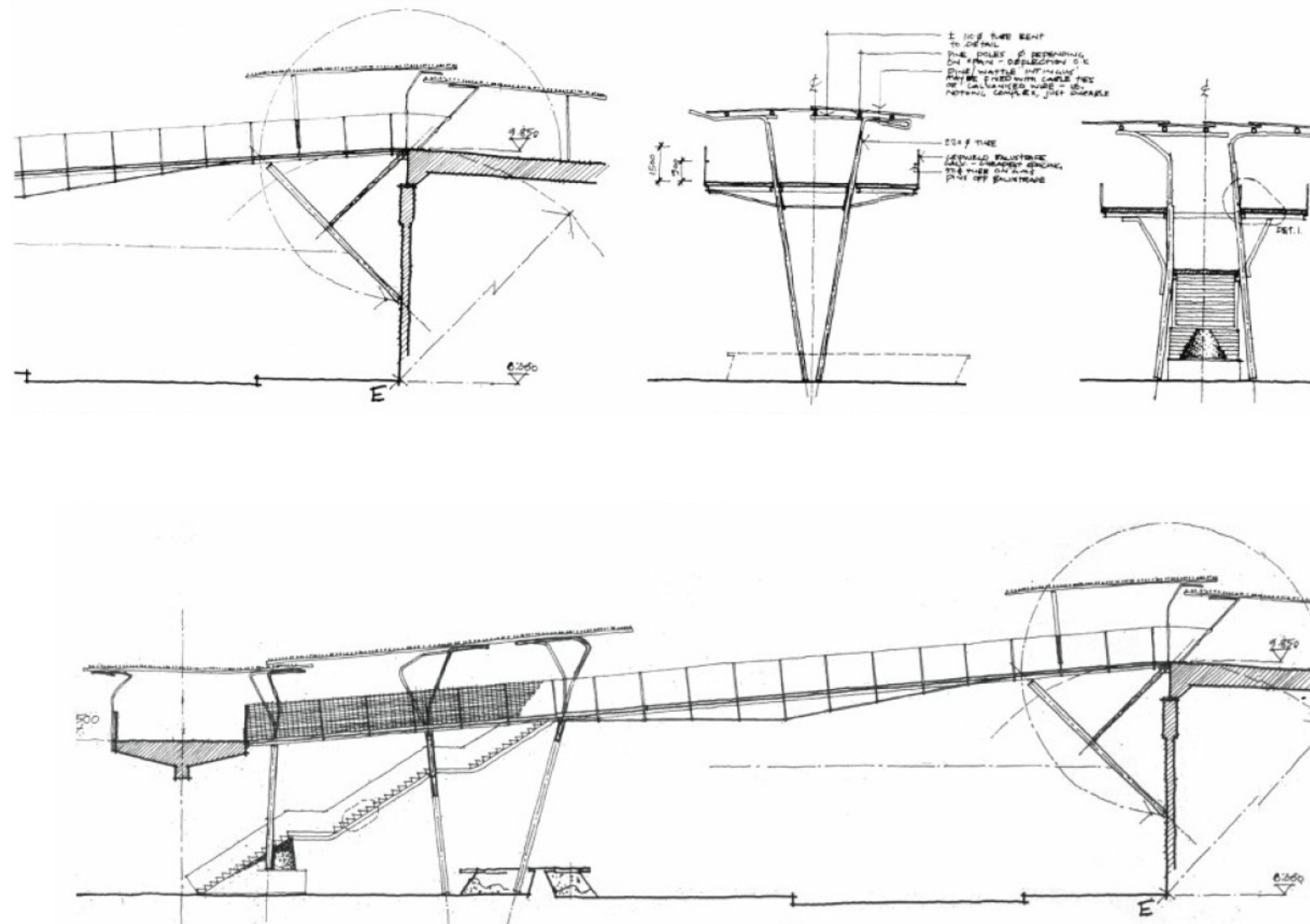


Figure 50. Warwick Bridge Section (The Architect's Collective, 2012: online)



Figure 77. Warwick Bridge Traders Market (Ricci, K. 2012: online)

4.5 | STATIC/STEREOTOMIC MASS

In some cases a city block would accommodate more than one type of static trader, where two fabric shops for instance, would be located close to, or right next to each other. The regularity of similar functions and abundance of these small shops, show a resemblance in nature to street traders. Somehow they seem to survive, be it with regular customers or a dependency on random feet walking by. Like dynamic traders, they also appear expendable and quickly replaceable, albeit less aggressively because of a lease agreement.

The durability, density and containment of static shelters within existing buildings can be manifested as the analogy of a cave. These tectonic qualities are a representation of stereotomic mass. Static trading spaces are obtainable manifestations of determined place.

Figure 78. Stereotomic trader in Bloemfontein. (Site Visit)



Unique Cellular
Airtime Sold Here!
voda.com

ADT
Armed Response
086 12 12 600

VALOZONE Hair Salon

GO JEWELLERY

PHONE REPAIRS
HAIR SALON

SHAW-LEWIS

4.6 | MANGAUNG INTERMODAL TRANSPORT INTERCHANGE

The Intermodal Transport Interchange in central city Bloemfontein, although previously mentioned for its current state of problems, still represents an honest intention to signify the durability of the infrastructure needed for the dynamic movement of the taxi industry to flourish. The rational approach to design methodology that focuses on practicality, could signify an attempt to formalise some order within this particularly complex part of the inner city (Incline Architects, 2014).

The structure has a massive footprint on the city (almost 60 000m²), and also reaches over 5 stories in height at certain places. Its brutalistic appearance of brick and concrete is a clear representation of stereotomic composition in materiality, influenced by the Bloemfontein Power Station (Incline Architects, 2014).

A retail component and street trading facilities were added to generate funding for maintenance, but could also be an attempt for the structure to form a connection with the informal network of the city.

The location of this contemporary structure within a part of the city which showed evidence of being dynamic and vibrant in its reflection, created an interesting paradox because of its clearly formal approach to function and rational intentions. However, where the surrounding static traders, were almost invisible, the Intermodal Interchange has a much more prominent influence on the city scape because of its size.

Figure 79. Perspective of Magaung Intermodal Transport Interchange. (Site Visit)



4.7 | COMBINING INFLUENCES

Francis Kere, a German architect who originated from Gando, Burkina Faso, revealed a manner in which 'poetry in construction' could be contextually manifested in a building. His design incorporated the use of local materials and forms in nature to create functional spaces and expressed the relationship between both stereotomic and tectonic composition through articulation.

The occurrence of tectonic and stereotomic typologies within the central city granted an opportunity for a relationship to exist between any design proposal and the context, as well as the design freedom to combine both forms of structural materiality.

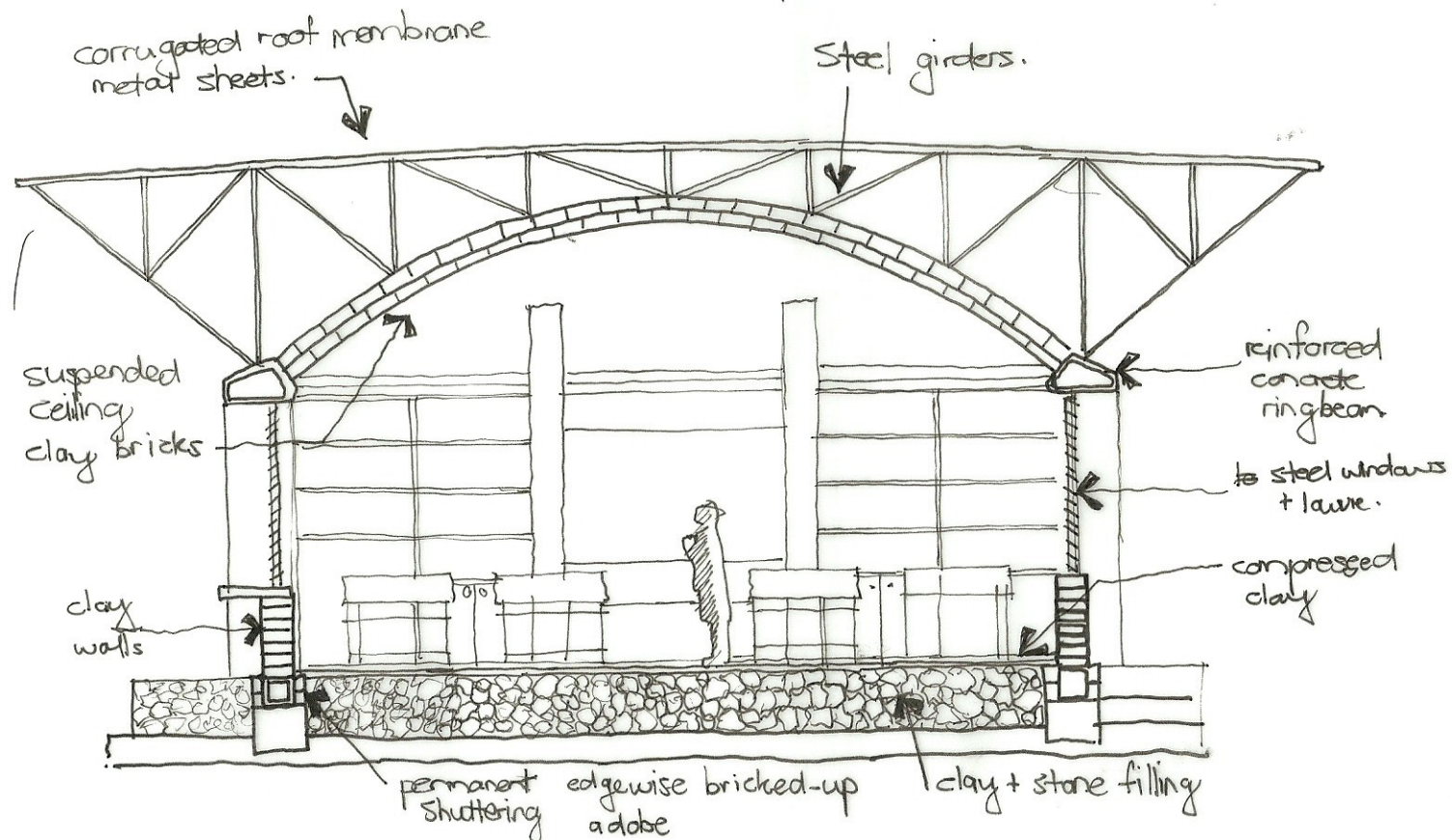


Figure 80. Section of Gando Primary School Extension



Figure 81. Gando Primary School Extension by Francis Kere. (Gandolt, 2009: online)

4.8 | FRACTALS

A fractal is a natural phenomenon or mathematical set which consists of repeating patterns within itself. Self-similar patterns are mathematically identical at every scale although non identical layers also exist especially in nature. (Gouyet, 1996). Scale can be spatial, such as regions, zones and suburbs or 'parts' of the city, or temporal, such as time variables. In regards to the city, the 'self-similarity' of scale through which land use by type, density and different levels of aggregation, can also be an invariable through which scale is applied (Batty, 1994).

For spatial scale, fractal properties lie between 2-dimensional planes and 3-dimensional volumes. A coastline for example, is a non-linear path with infinite length yet varying volume. In a city, the same spatial scale is evident in urban blocks and building volumes (Figure 84,85). Form and geometry, as the morphology of the urban fabric, are the generators of spatial scale and the fractal, which can be characterised as buildings and developed forms, or spaces in between buildings and non-developed form (Batty, 1994).

Nikos Salingaros, a mathematician and town planner from the University of Texas of San Antonio hypothesized in his article *Connecting the Fractal City*, the need for fractals for a pedestrian city to be 'the future' of contemporary urban planning, which he states has gotten lost with the introduction of the machine and the idea of the modern city (as envisioned by Le Corbusier)(Figure 86). A pedestrian city utilizes spaces and connections between fractals on all scales by incorporating solutions from traditional cities, but using appropriate fractal structure of the current time

Morphology, as defined by Goethe "is the study of interconnectedness or relations that define a pattern which in terms of cities, relate location and form to interaction, flows and flexes" (Batty,1994)

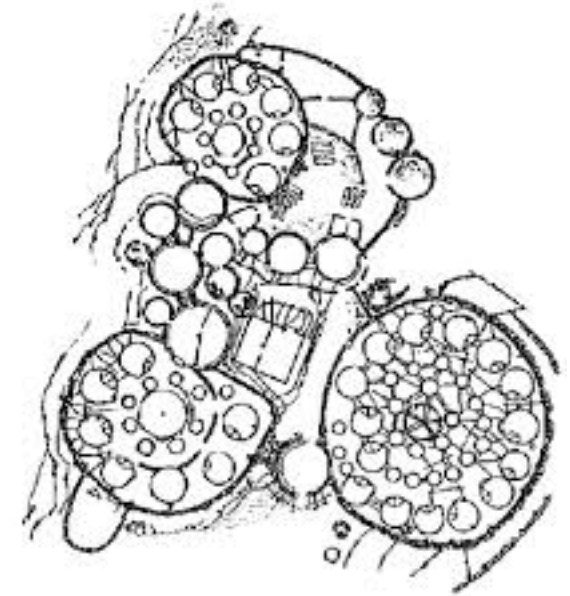
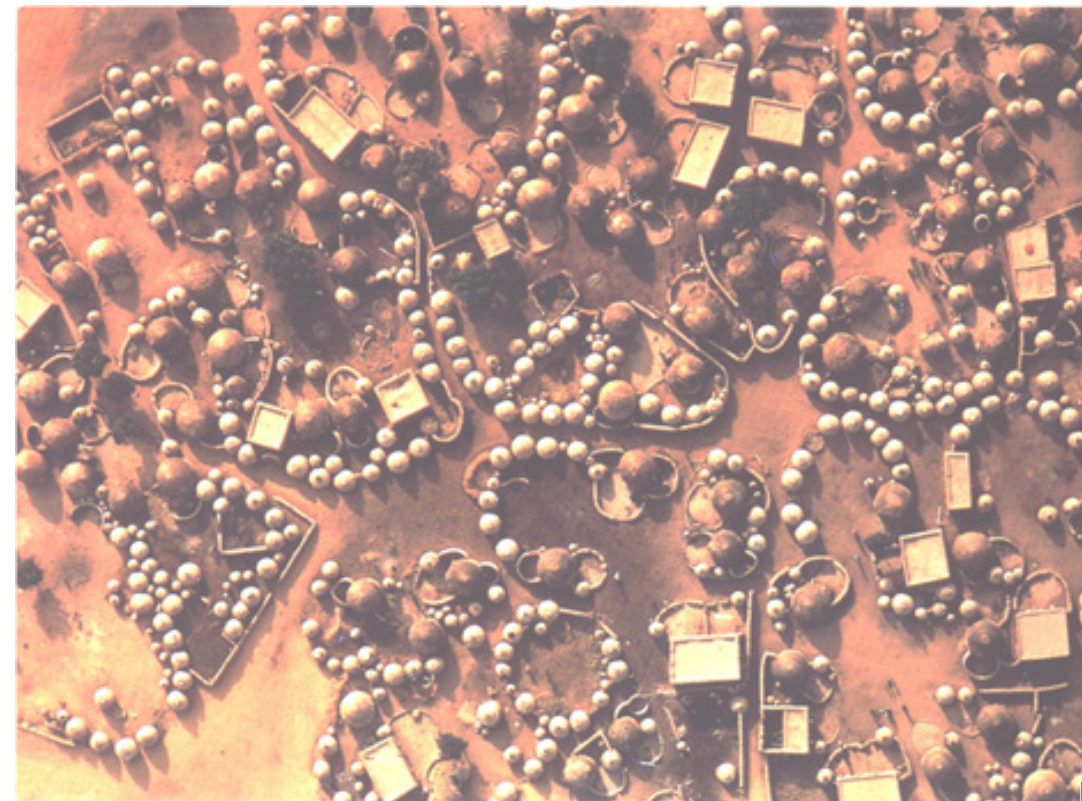


Figure 82. *right*. Mokoulek village plan in Cameroon (online).

Figure 83. *bottom*. Labbazanga village in Mali (online).



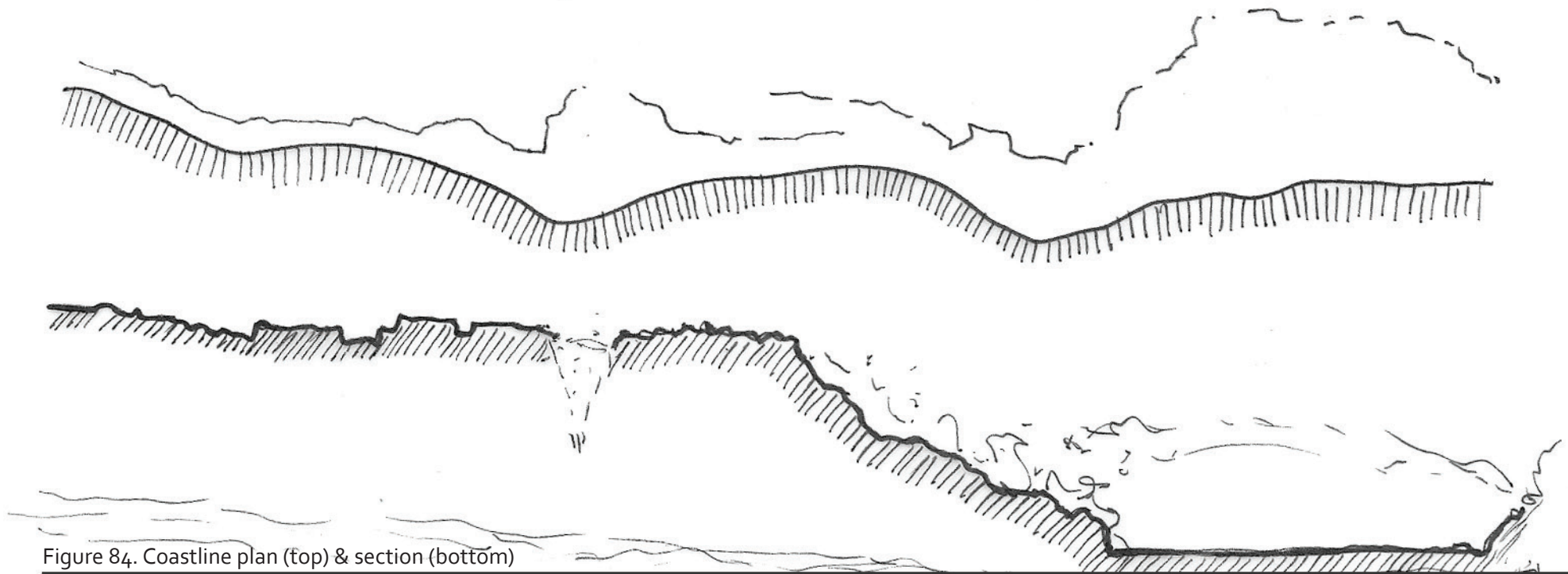
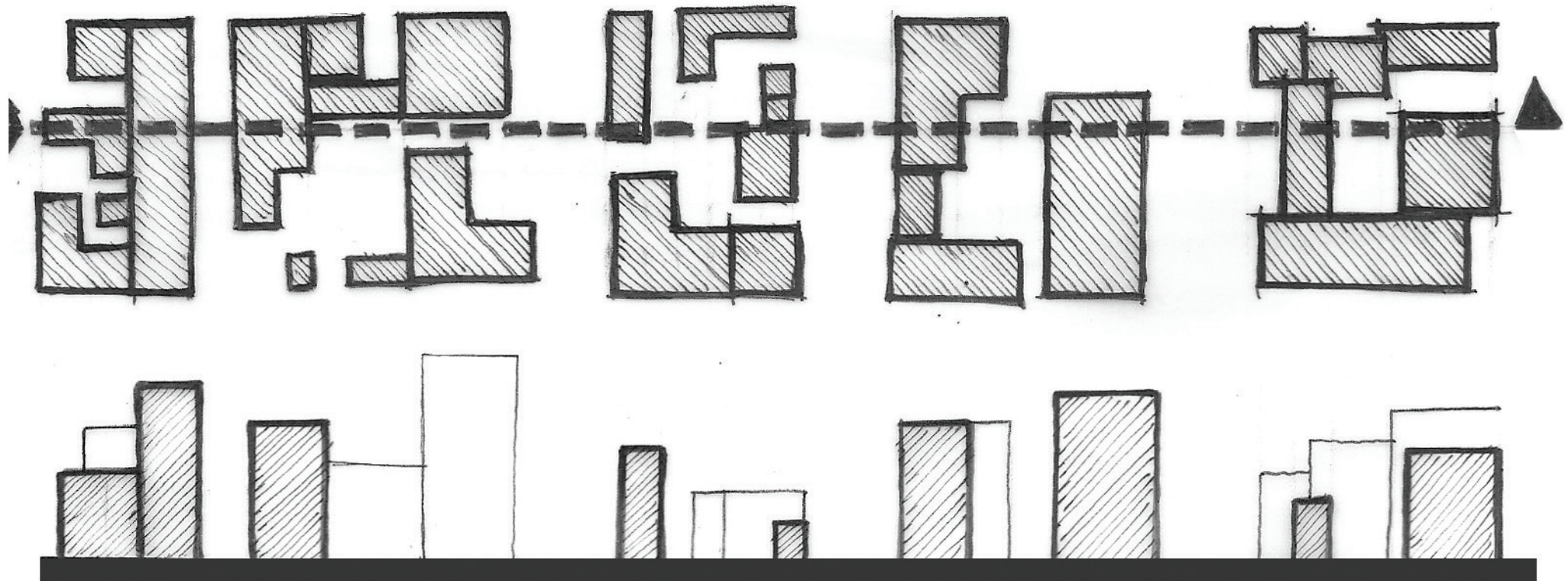


Figure 84. Coastline plan (top) & section (bottom)

Figure 85. Urban fabric plan (top) & section (bottom)



(2004).

Traditional cities such as medieval towns generate fractals on a small scale (1cm - 2m), and 19th century cities on a larger scale (but still within the human-scale framework). The fractal morphology is manifested because the urban form is part of the spatial scale of the pedestrian transportation web which is complex. The human mind, according to Mikiten (et al., 2000), generates fractal forms naturally, therefore older towns and cities developed fractally over time as populations grew and additions to the urban form was needed. The complexity of connections are needed to create nourishing physical environment for the pedestrian (2004).

The city for the machine has replaced the city for the individual in the 21st century (Salingaros, 2004). The network of connections is no longer complex within the spatial scale, rather direct connections are preferred such as highways. People are subsequently even further removed from physical contact by capsules [vehicles]. The contemporary city of the 21st century, also remains anti-fractal in most aspects according to Salingaros (2004).

Fractals on the 1cm-2m scale, which includes ornament, patterns, and decorated materials of surfaces are substituted for "high-tech" materials and pure surfaces, and that "their structural language is incoherent" (2004). The urban fabric becomes mundane and monotone and the hierarchy of scale (fractals on all levels) is lost which is needed for the pedestrian to interact with a space.

Figure 82 and 83 shows how tribes in Africa constructed their villages in fractal patterns. Ron Eglash suggests that fractals are most prominent in African art, games, trade and architecture (Eglash, 1999). The isolated locations of these tribes has limited the influences from western ideology and by extension the machine city and its taxing infrastructure needed to sustain

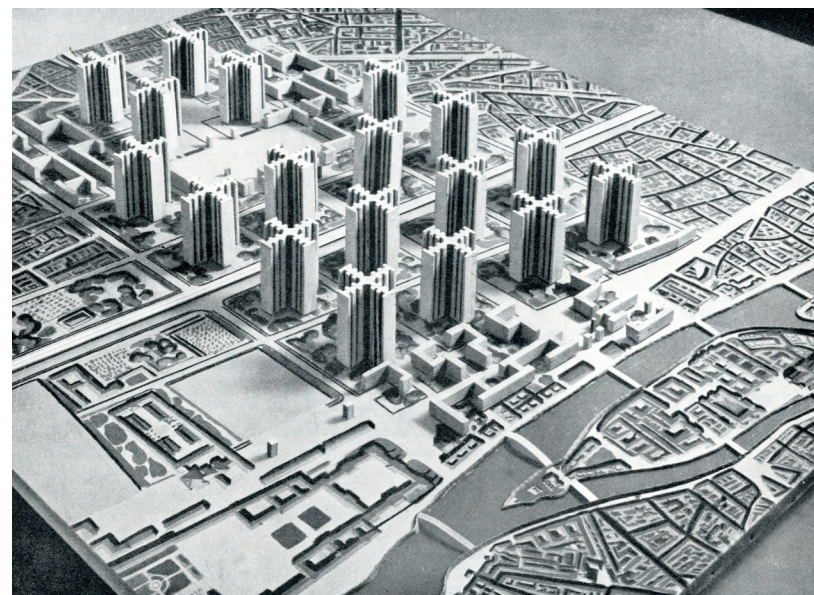


Figure 86. Le Corbusiers 'city of the future' (online)

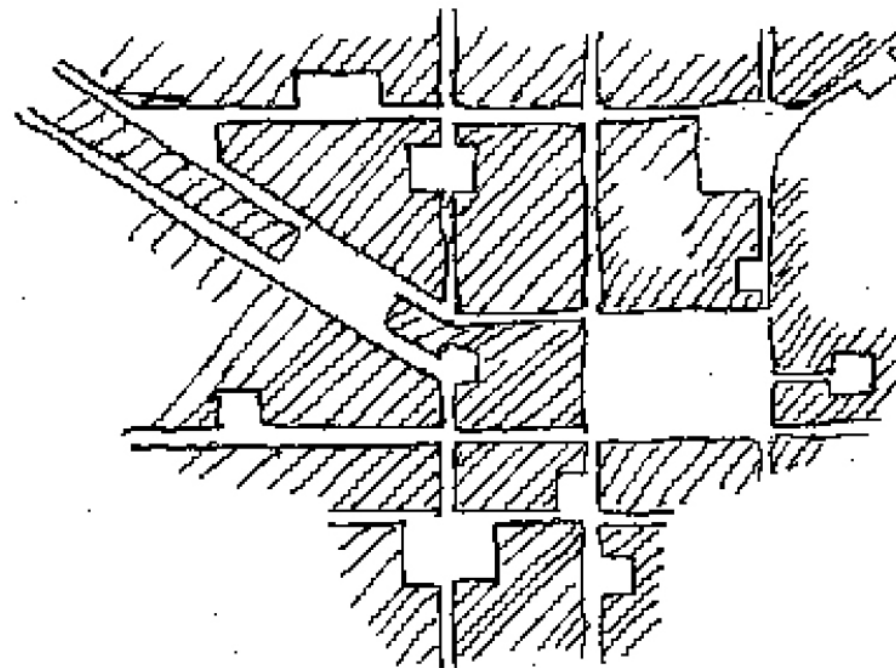


Figure 87. Distribution and connectivity of urban spaces. (Salingaros, 2004)

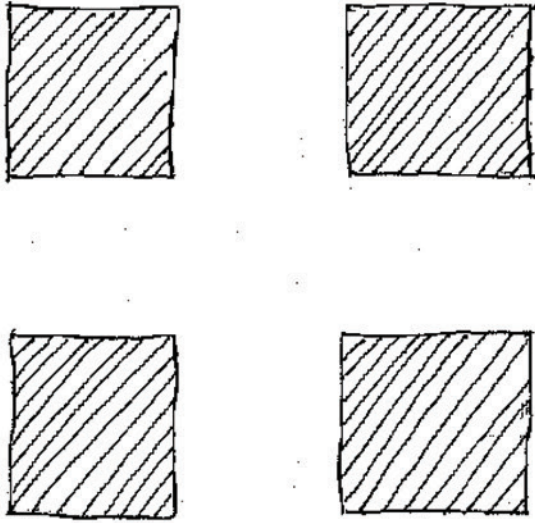


Figure 88. Plan of a non-fractal modernist city. (Salingaros, 2004)

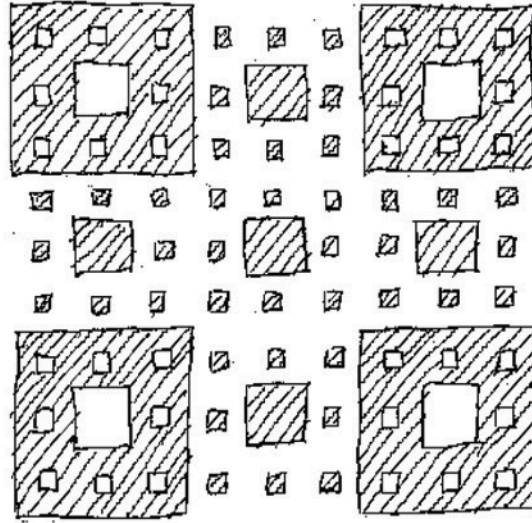


Figure 89. Plan of unrealistically ordered fractal city. (Salingaros, 2004)

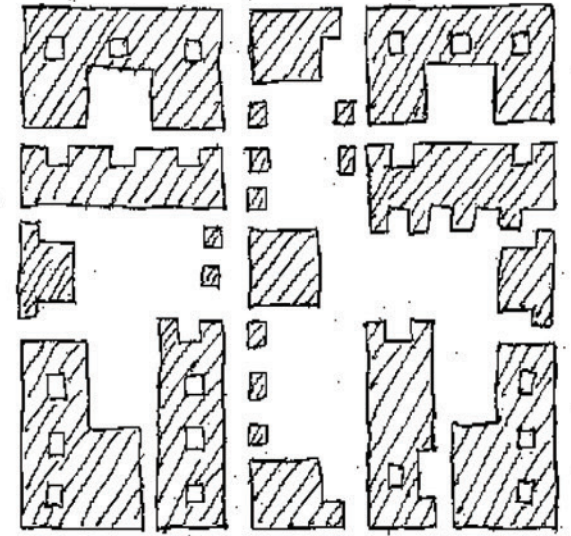


Figure 90. Flowing geometry of the city defines urban spaces. (Salingaros, 2004)

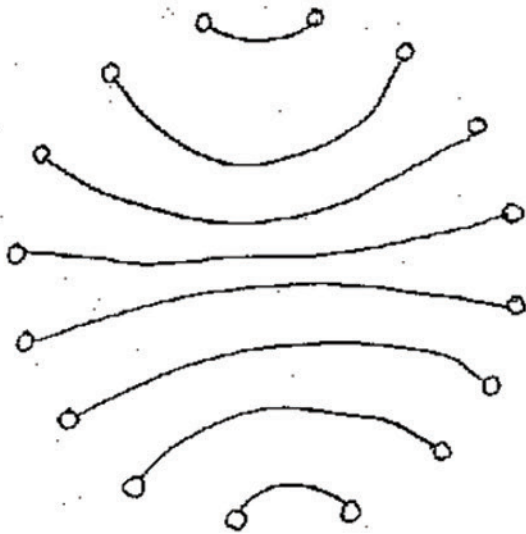


Figure 91. A pairwise-connected set of nodes does not define a network. (Salingaros, 2004)

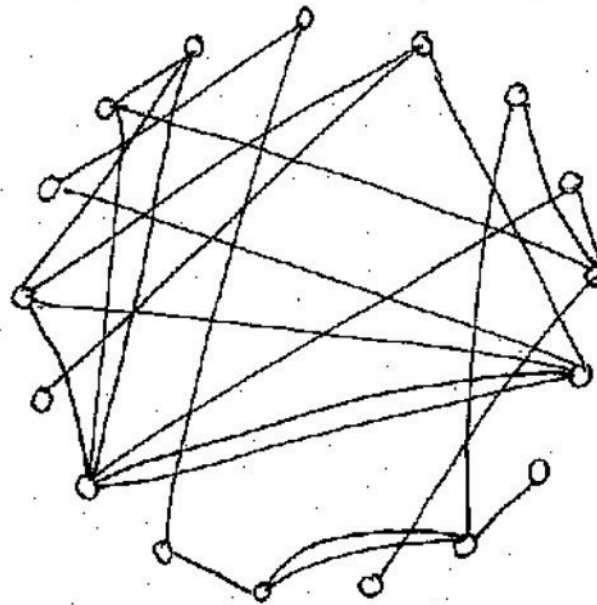


Figure 92. Connecting pairs of nodes at random eventually connects most of them into one network. (Salingaros, 2004)

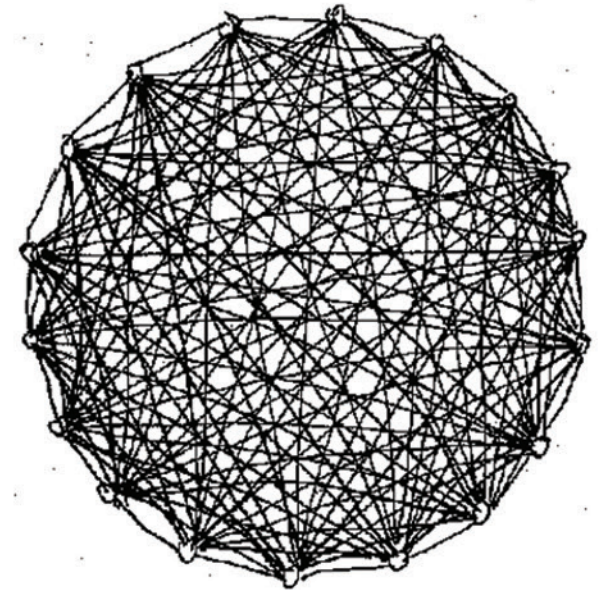


Figure 93. A completely-connected set of nodes. (Salingaros, 2004)

it (Bryn, 2009). These towns are fractally designed to allow for the complex networks between functions to be woven together, creating pockets of space where social interaction is encouraged.

The morphology of Bloemfontein suggests fractal properties are evident in its Cartesian grid (figure 97). Each block has fractal properties in its form, and the subsequent investigation would later reveal similar fractal properties in the functions of each form in a specific part of the city. Based solely on form, volume and geometry however, it would appear as if each fractal within a urban block is topologically isolated from the surrounding blocks by the vehicle pathways. The need for the city to accommodate the vehicle is not the problem. By destroying the pedestrian city to make way for the vehicle is (2004).

Salingaros uses the example of Ebenezer Howard's Green City to explain how green spaces are forced onto the city. A plant is a natural dynamic fractal, but is forced in a non-fractal unnatural geometric city. The modern and subsequent contemporary city includes the creation of green spaces, although Salingaros argues, they are isolated from the pedestrian and from each other. Demolishing parts of the city for a "open space" such as a green space has in some cases been misused to form parking lots. The dynamism is consequently trapped within the city.

The part of the city where chaos is mostly perceived has revealed that the constraints of the urban blocks are being punctured to accommodate the dynamic habitation and movement of a traditionally non-western society which has been influenced by western society. The urban fractal blocks have revealed to have adequate interior spaces which are underutilized. If the inner spaces of these blocks could be redeveloped to accommodate the spatial scale of the dynamic, deconstruction of the urban form could be beneficial to the pedestrian. Subsequently the urban block could be an activated fractal within the city.

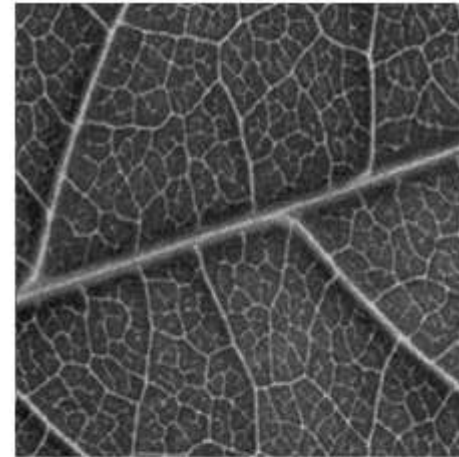


Figure 94. Fractal in nature. (online)



Figure 95. Fractal in cities. (online)

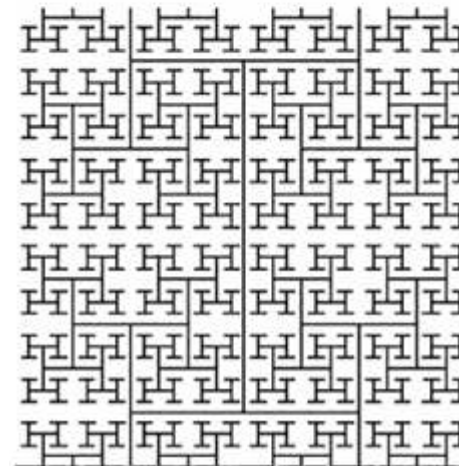


Figure 96. Geometric fractals. (online)

Figure 97. Transportation connections in Bloemfontein CBD.

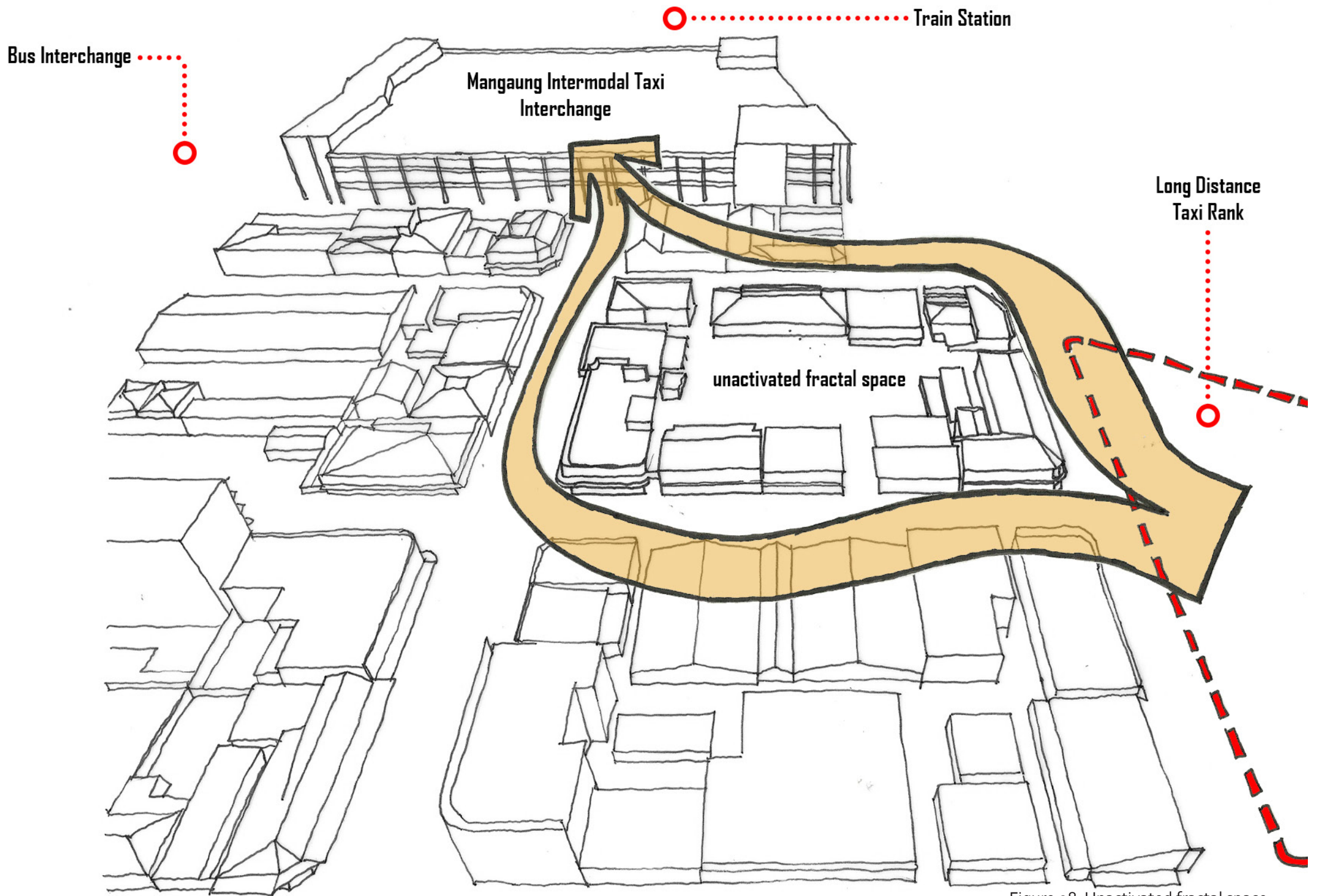


Figure 98. Unactivated fractal space.

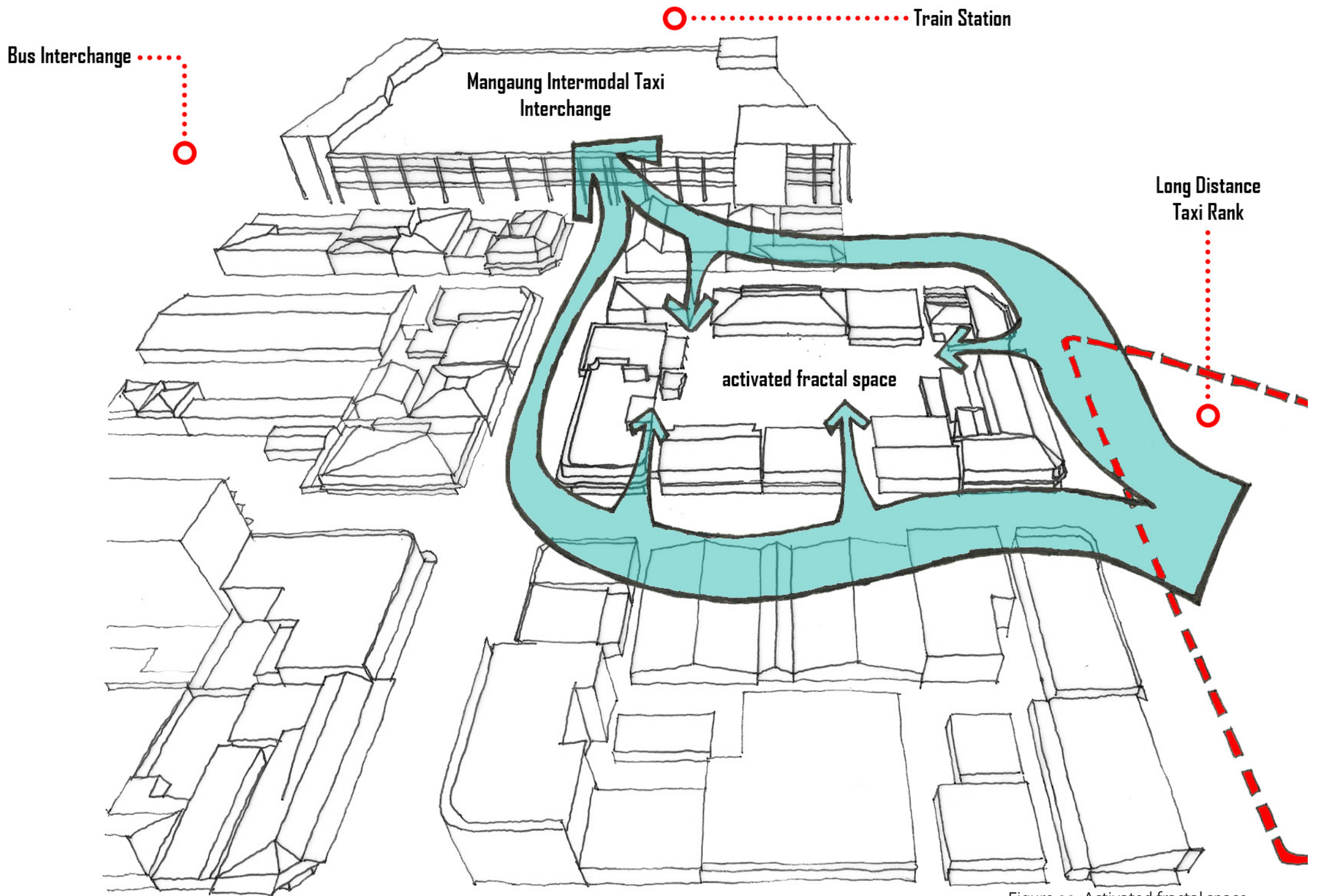
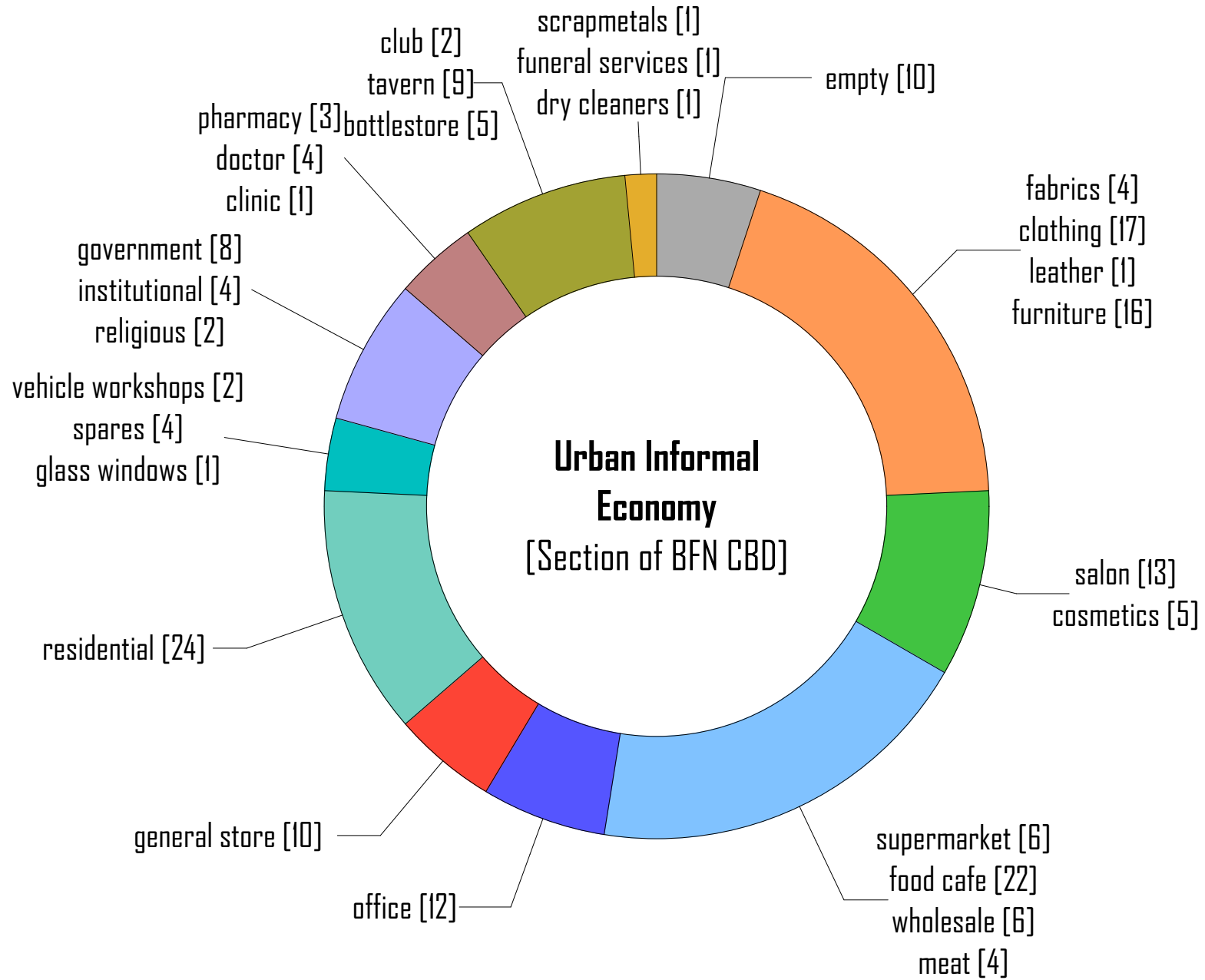


Figure 99. Activated fractal space.

Figure # through # reveals the proposed site as a fractal of the rest of the city.



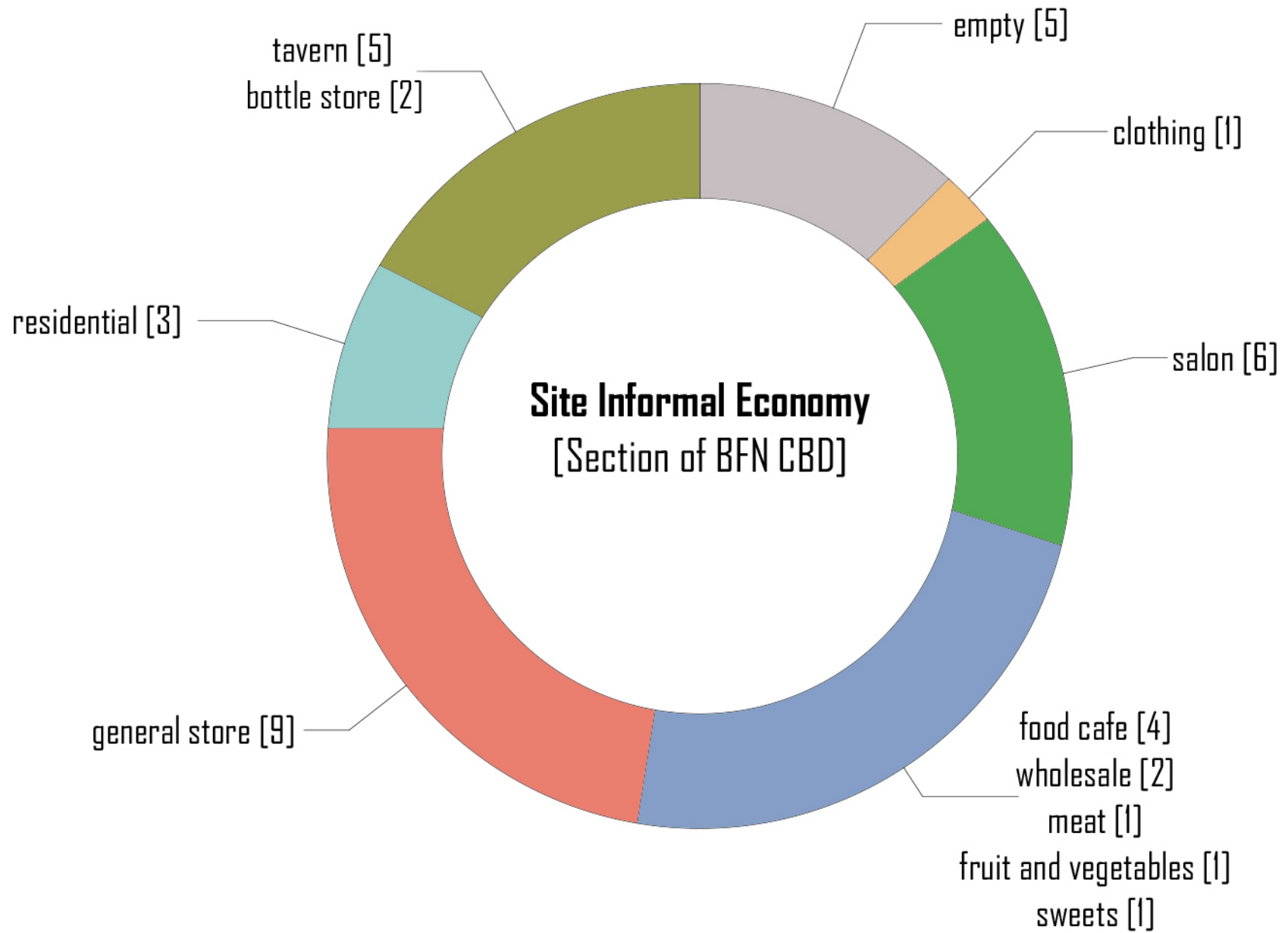


Figure 101. Diagram depicting the most occurring functions of the proposed site as part of a fractal

4.9 | CONCLUSION

The phenomenon of *perceived chaos* in central city Bloemfontein, can be partially owed to presence of a dynamic taxi industry, as well as a vibrant informal economy. Both the taxi industry and the informal economy have intricate parts which make up the 'whole', yet their independent functions, seem insignificant within the greater scale.

The proposed site is located centrally within a part of the city where the taxi industry and the informal economy has manifested themselves. The site as a fractal of the city reveals that it could be potentially utilized in manner which would complement the discovered identity of this part of the city.

The insignificance of individuality is a paradox to it's importance within the 'whole'. which makes the site a location which has many possibilities for architecture to become part. The dynamism should not however be lost, but any intervention should improve on the functional and spatial qualities of the existing fabric, i.e adding 'order' as a layer as part of the spatial fractal scale.

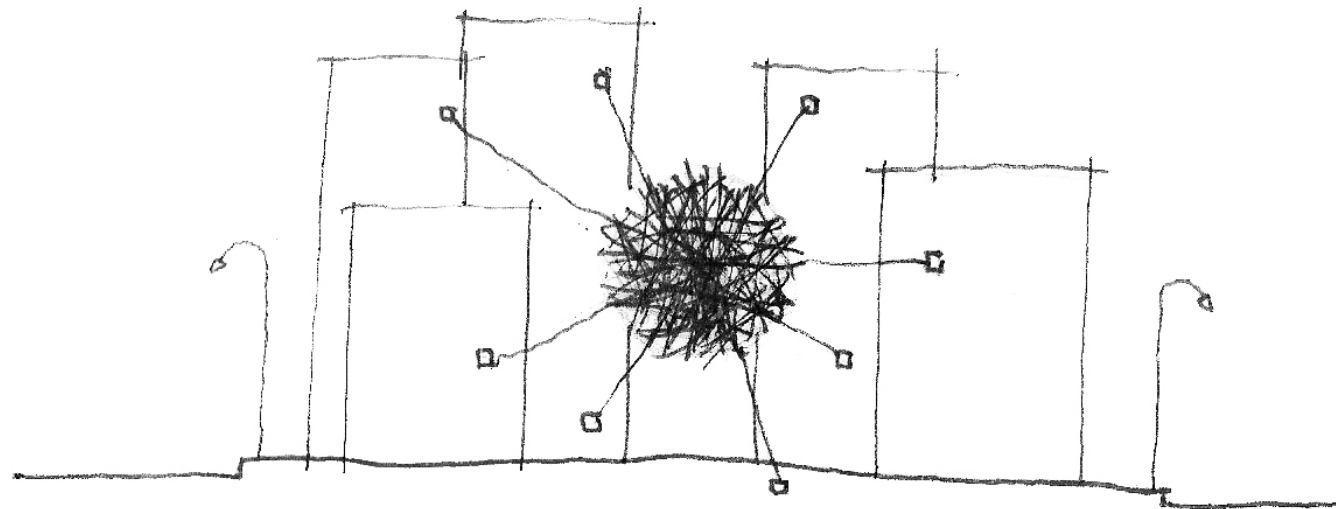


Figure 103. Proposal methodology

Figure 104. CBD Tavern (Site Visit)

CHAPTER 15 DESIGN SYNTHESIS



Figure 105. Custom security upgrades (Site Visit)



5.1 | PROPOSED METHODOLOGY

The location of the site in between major transportation nodes proposes an opportunity for it to become part of the motion between these places. An analysis of the area has revealed that taverns and pubs are prominent along these routes, and that the function of entertaining could be a viable way to become part of the rhythm of the this part of the city, without the need to formalise (and possibly impact) the informal vibrancy.

The proposed urban block has revealed that the interior space could be re-utilized to accommodate other functions. The existing site has three taverns which could be re-envisioned to utilize the interior space. An entertainment complex could become a way for the exterior boundary functions to benefit from any event which it encloses.

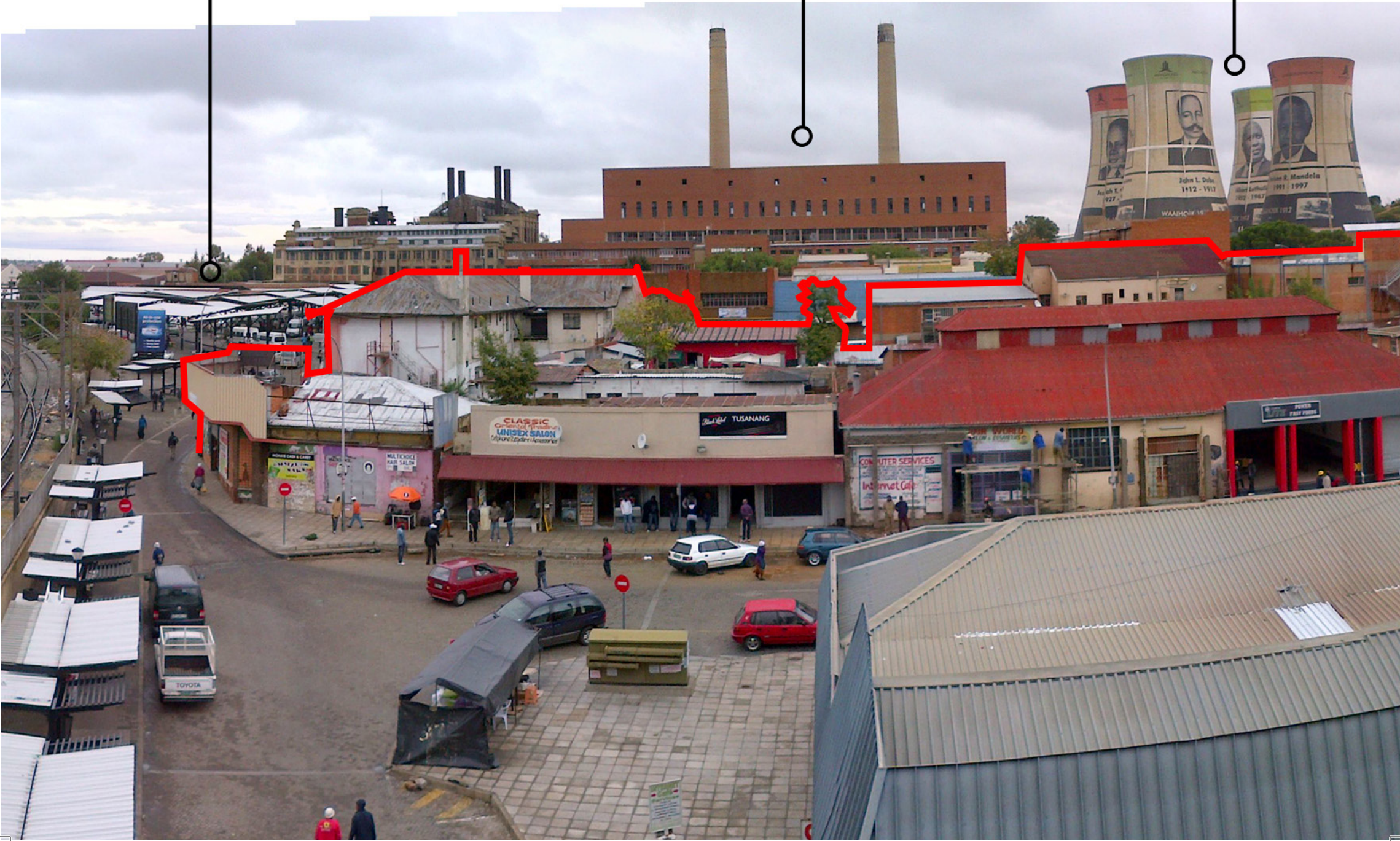
Figure 106. Map depicting taverns between transportation nodes and site

Long Distance Taxi Rank

5.2 | SITE PANORAMA

Power Station

Cooling Towers



Historical Fort

PROPOSED URBAN BLOCK
for (Re)development



Figure 107. Panoramic view of site from Mangaung Intermodal Interchange. (Site Visit)

5.3 | SITE PERSPECTIVES



Figure 108. Perspective of urban block. Corner of Harvey St & St. Georges St. (Site Visit)



Figure 109. Pedestrian connection from Long Distance Taxi Rank to Intermodal Taxi Interchange past site (Site Visit)







Figure 110. Visual perception of scale between Intermodal Transport Interchange and site.
(Site Visit)



Figure 111. View of proposed site from Long Distance taxi rank (Site Visit)





Galaxy
SUPERETTE
STORE

Retail
Wholesale

Galaxy
SUPERETTE
STORE

Smart
vodacom

Galaxy
SUPERETTE
STORE
Wholesale
and
RETAIL

8-b

MAMA
KITCHEN JS

BIG SHOW
GENERAL TRADING

DAY +

JEWELLERY

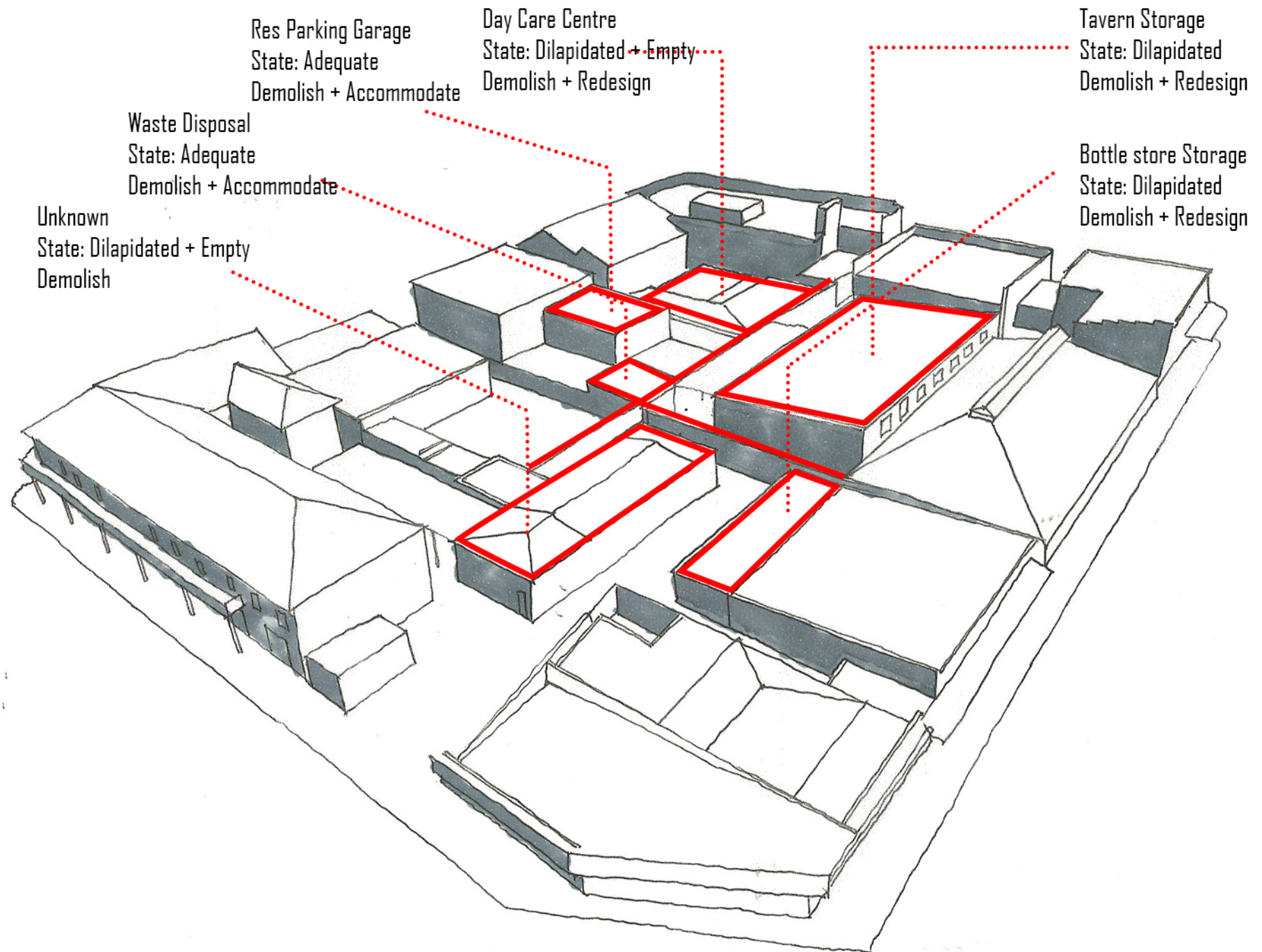
BIG SHOW
GOLD &
JEWELLERY

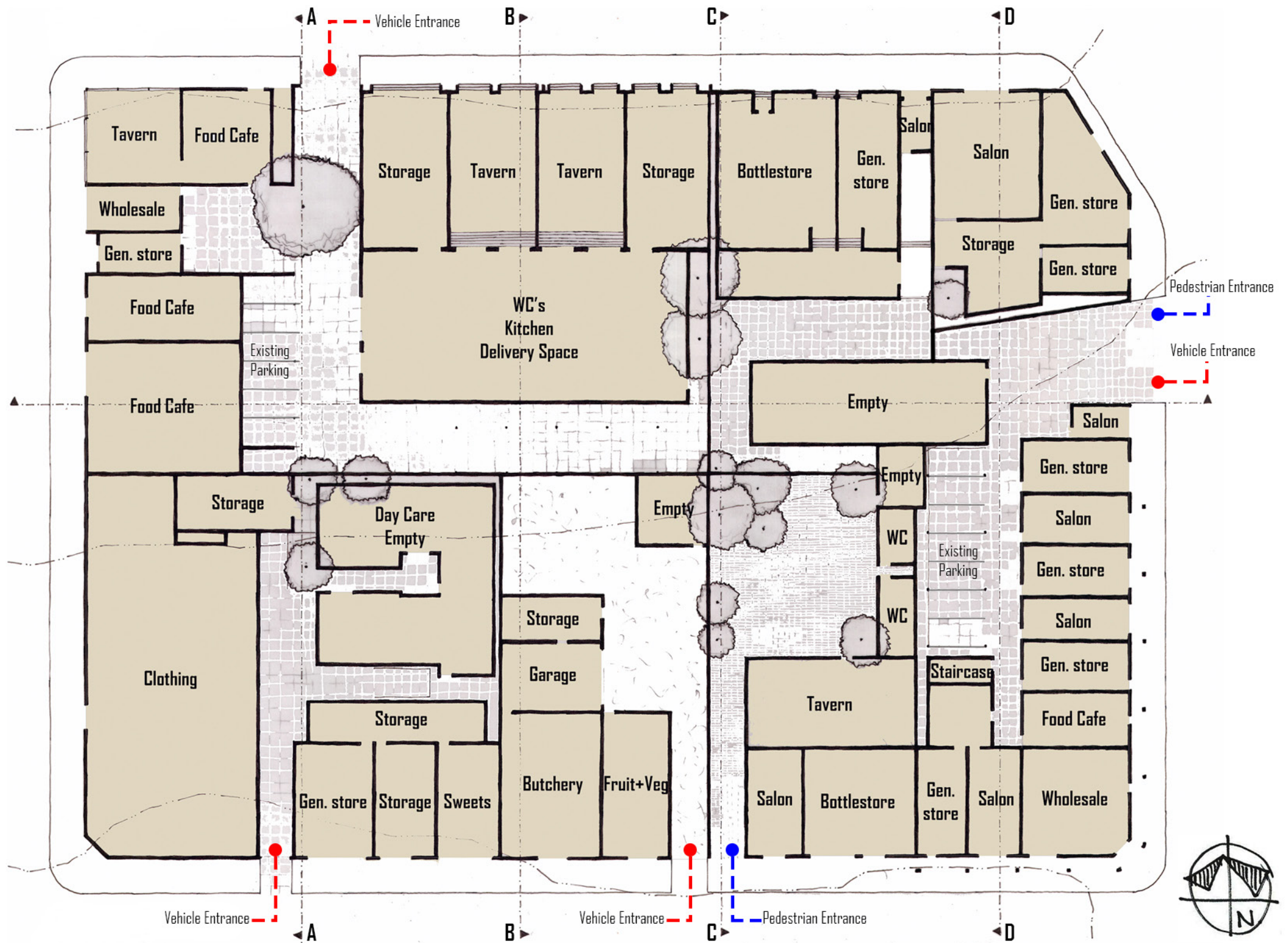
BIG SHOW
GOLD
CASH

MANICURE

MANICURE

5.4 | STATE OF EXISTING FUNCTIONS

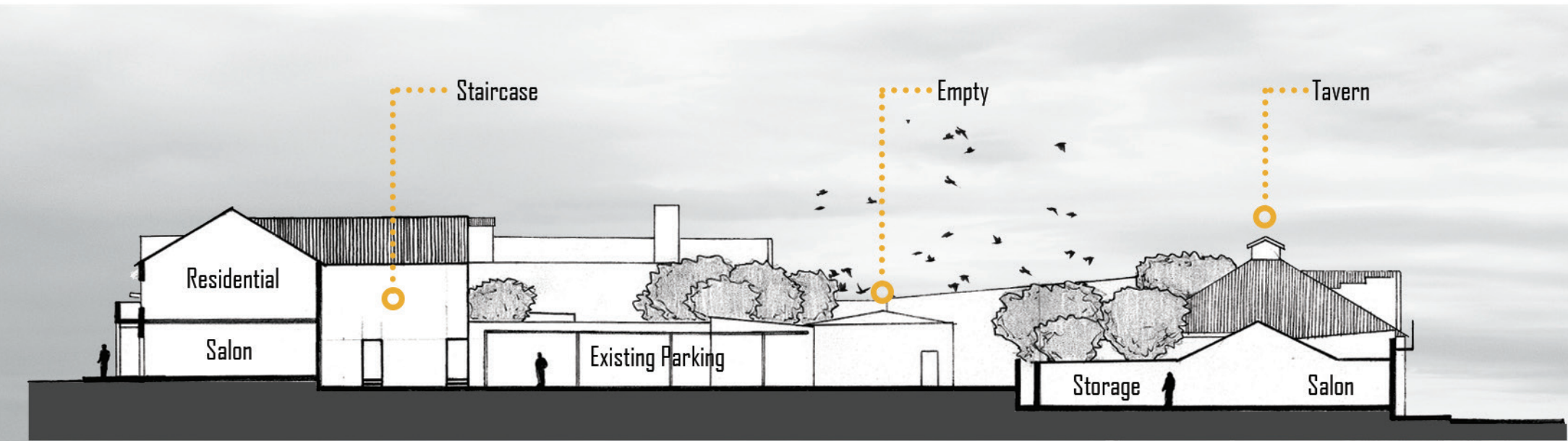




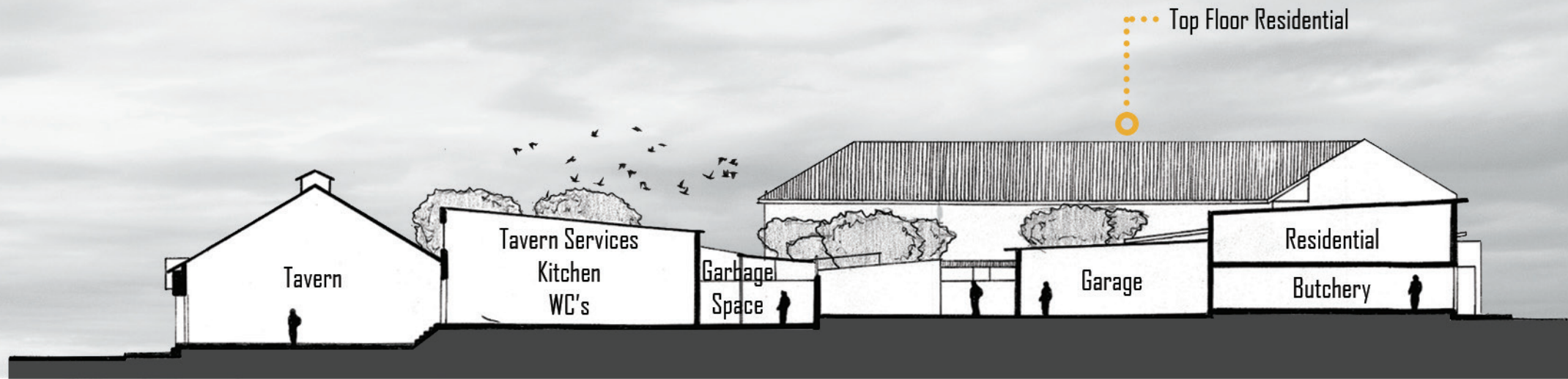
5.5 | SITE SECTIONS



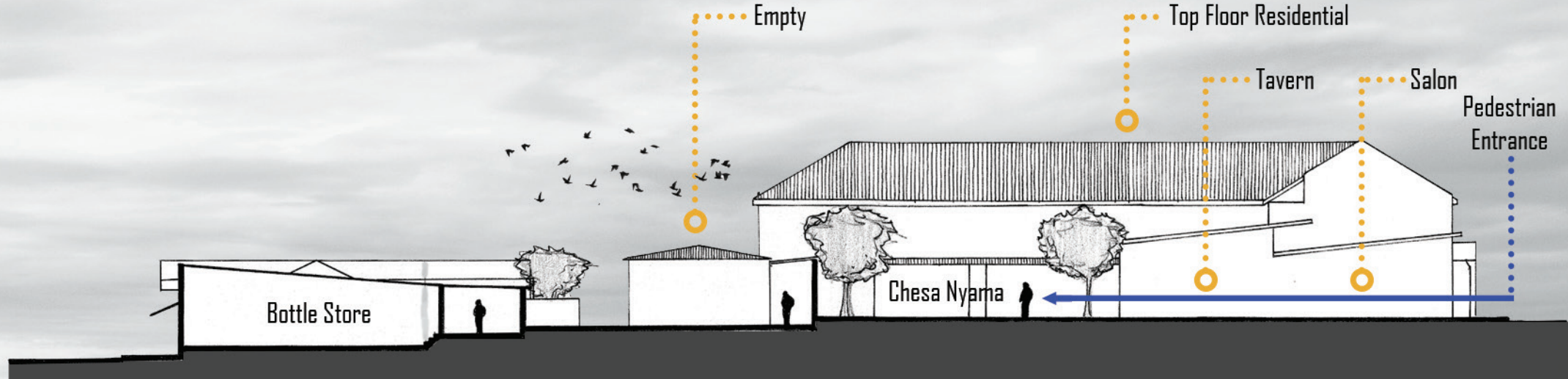
Section A-A



Section D-D

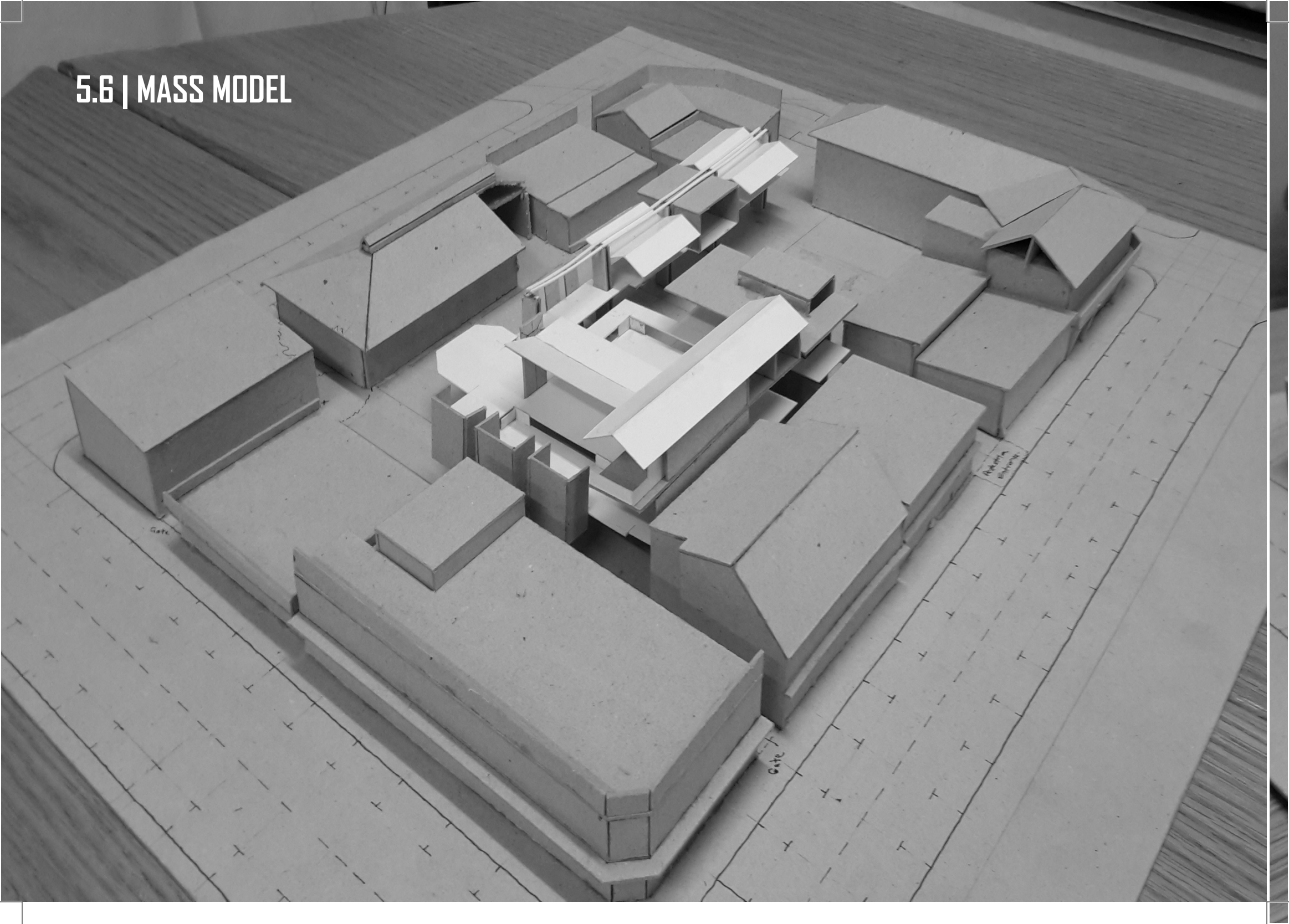


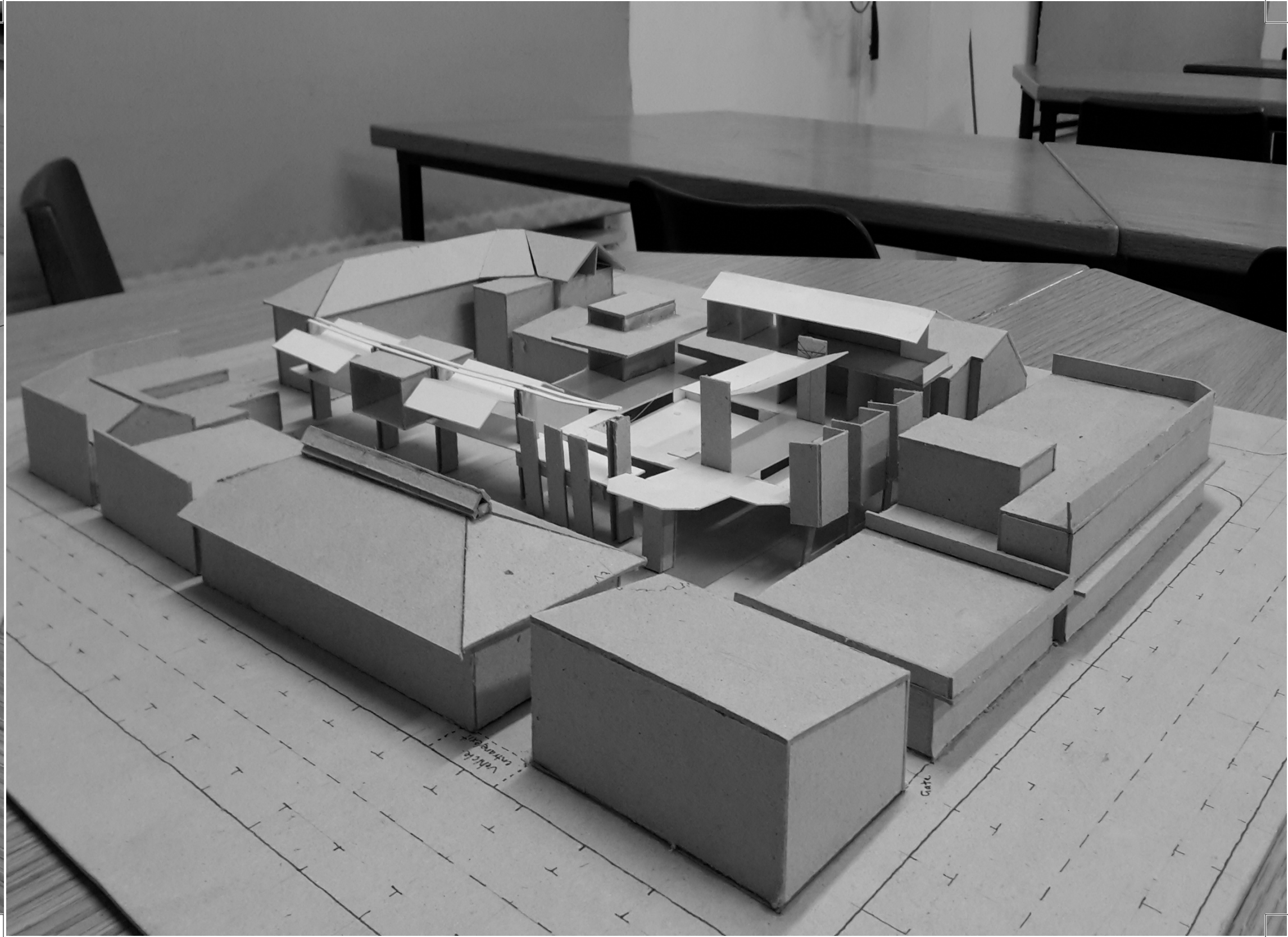
Section B-B



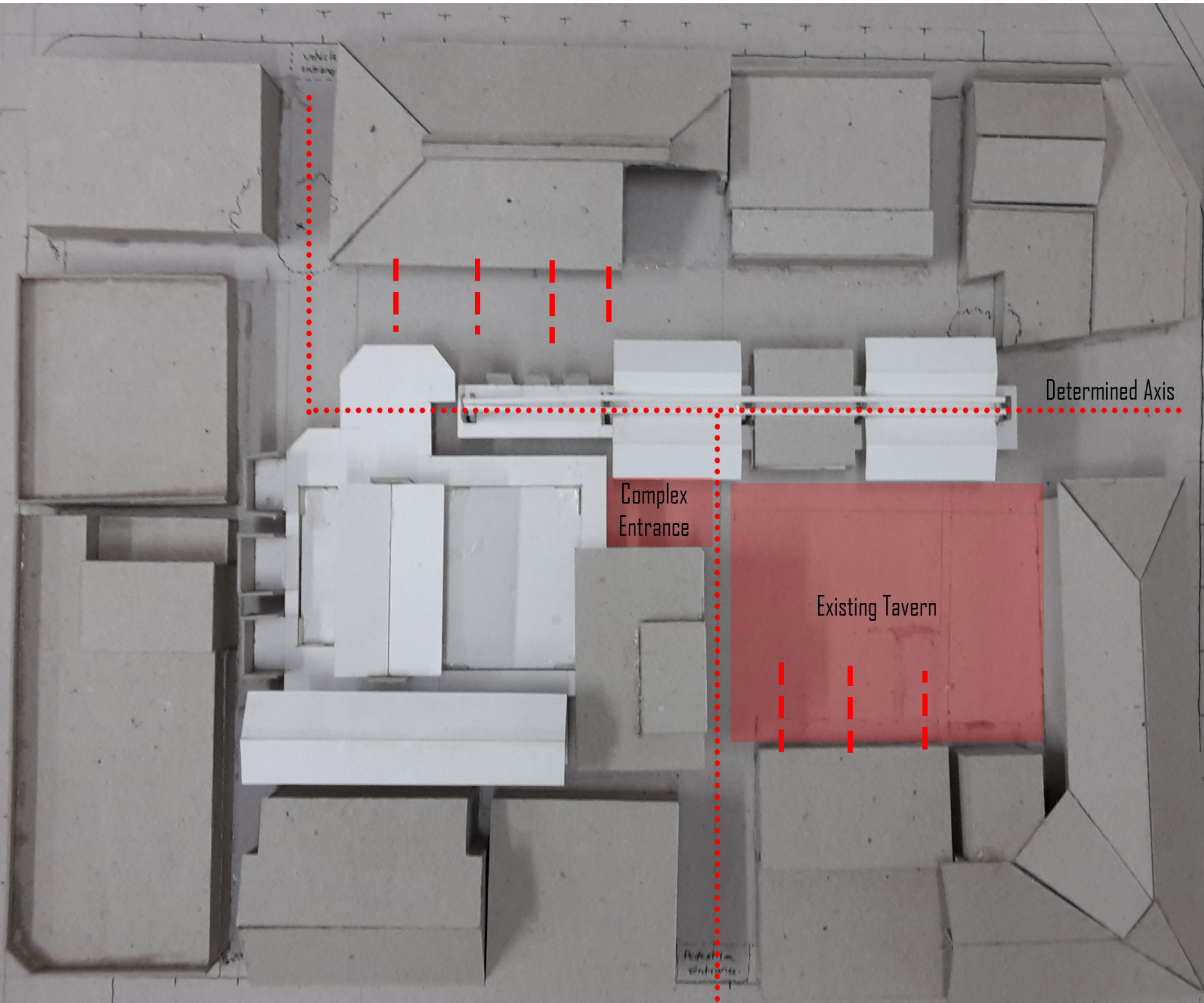
Section C-C

5.6 | MASS MODEL









Vehicle Entrance

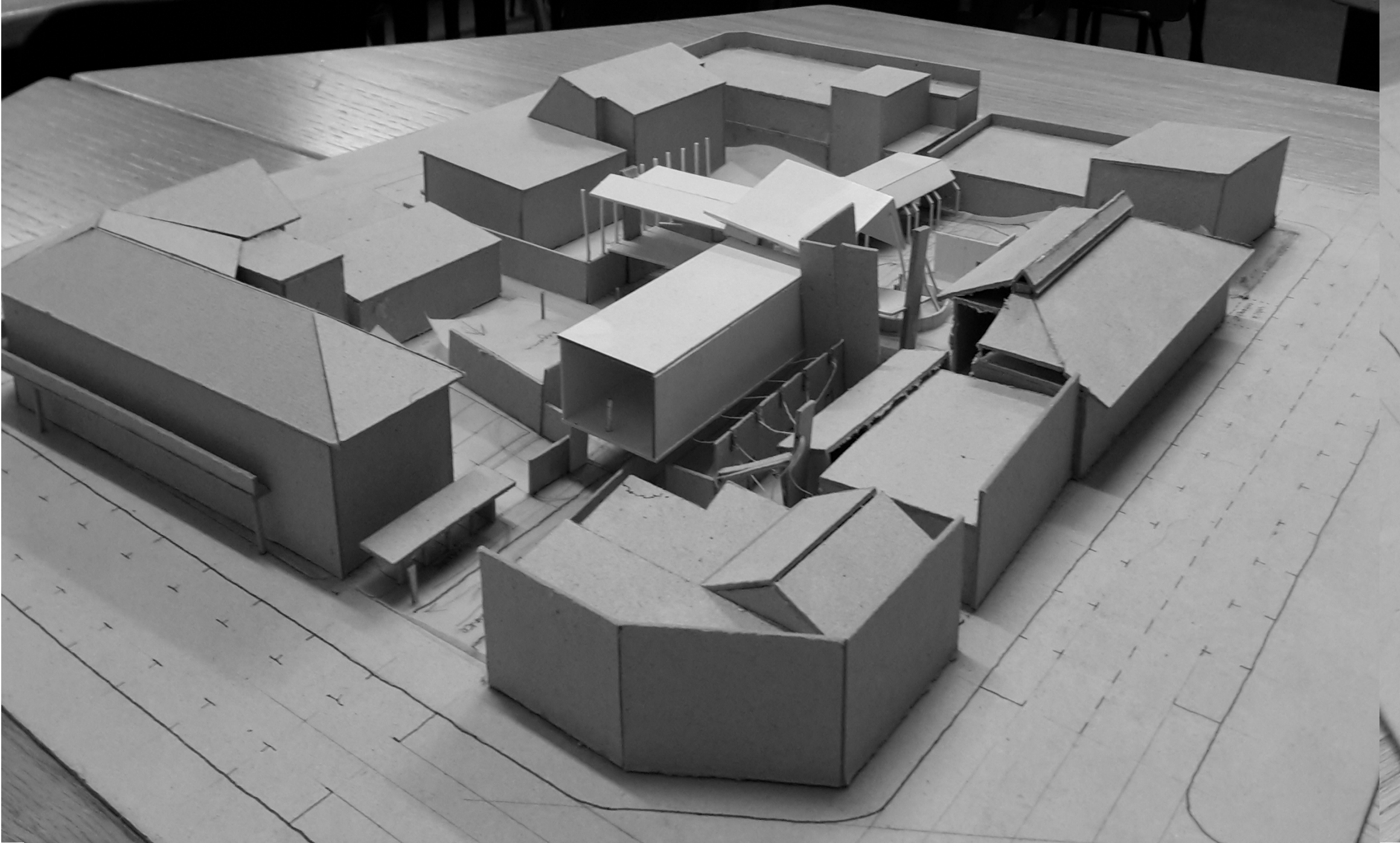
Determined Axis

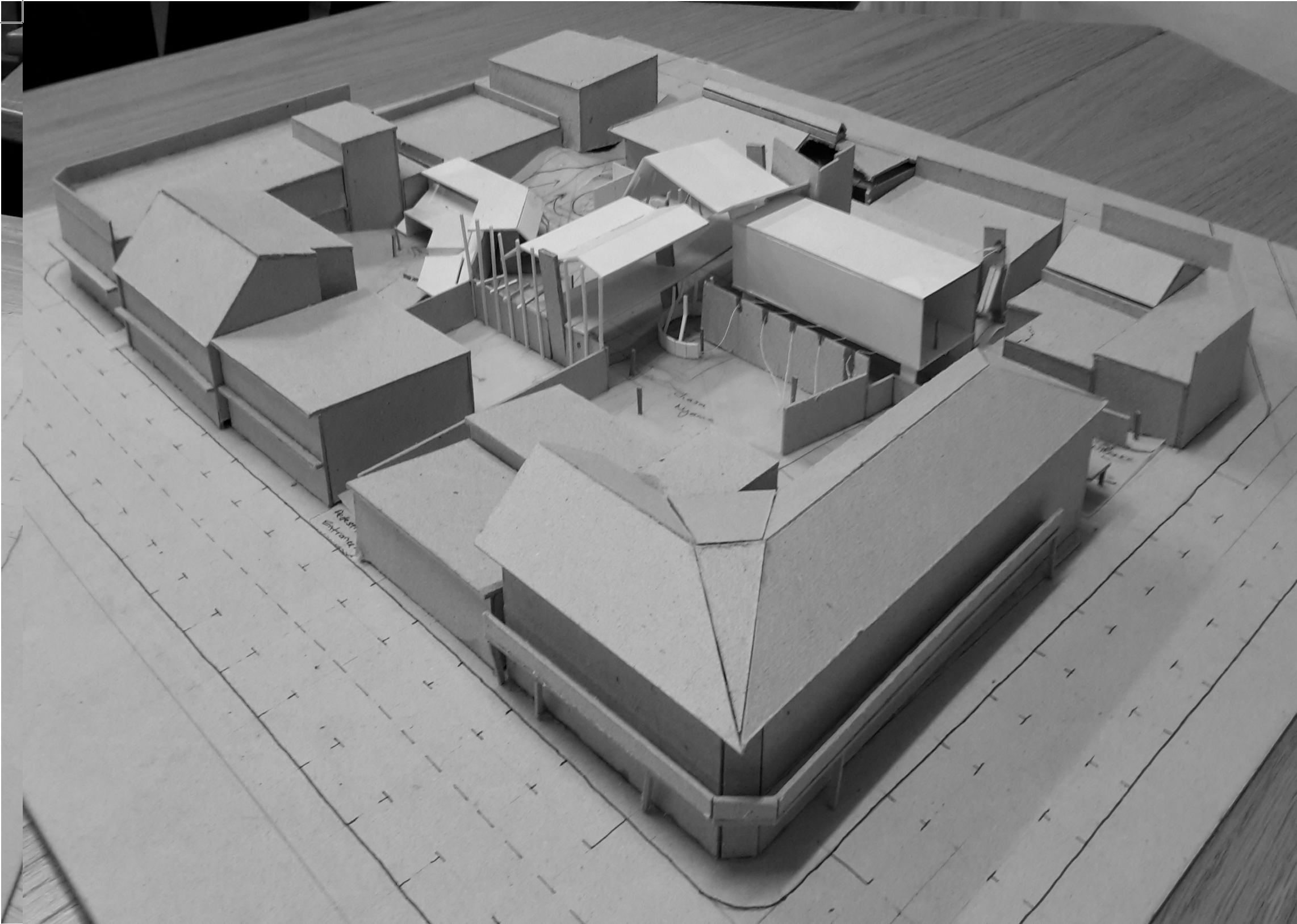
Complex Entrance

Existing Tavern

Pedestrian Entrance

5.7 | FORMAL MODEL







Vehicle
entrance

Existing
Tavern

Complex
Entrance

Car Wash

Lounge

Dance Floor

Taxi Repair
Shop

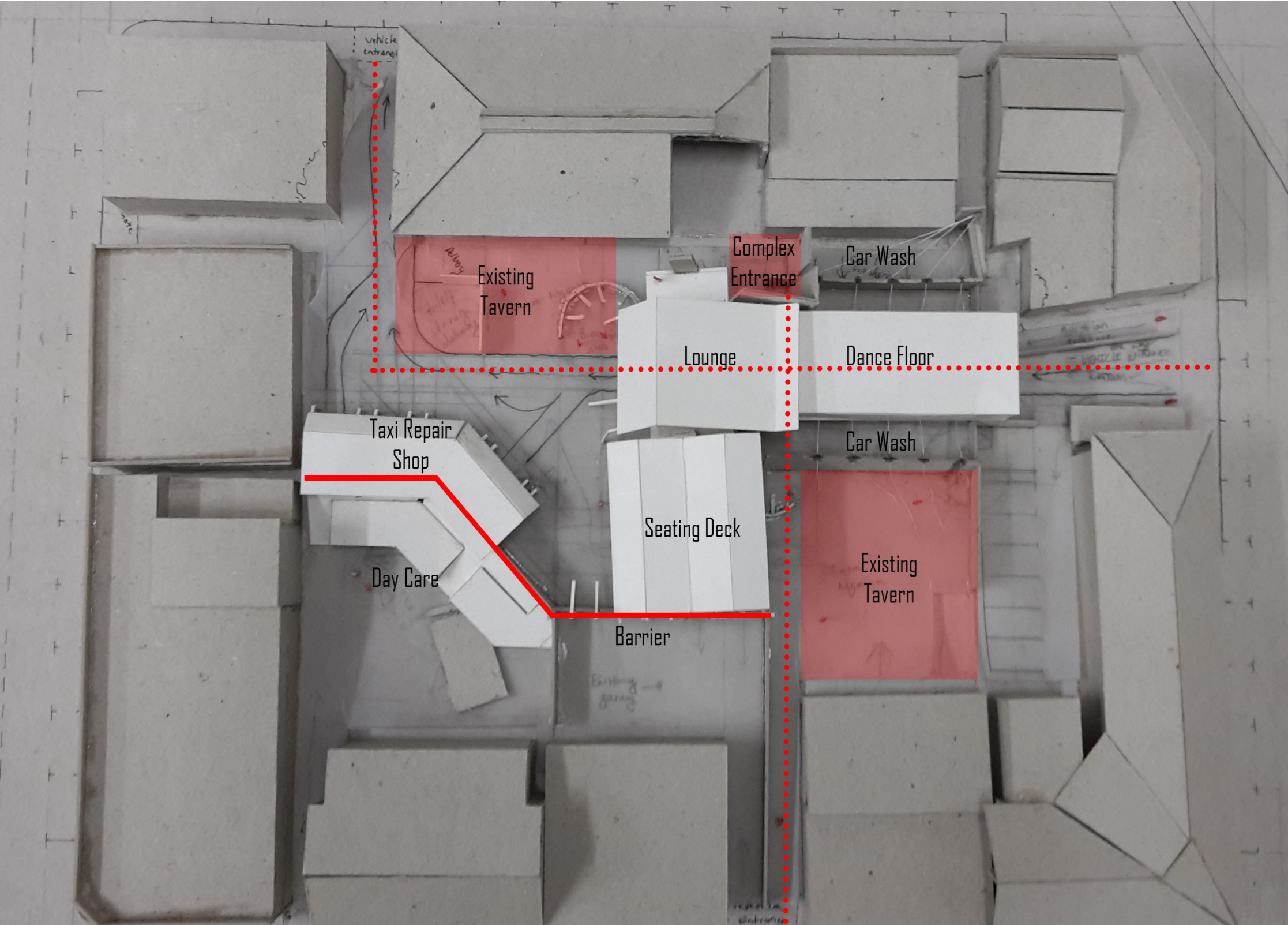
Car Wash

Seating Deck

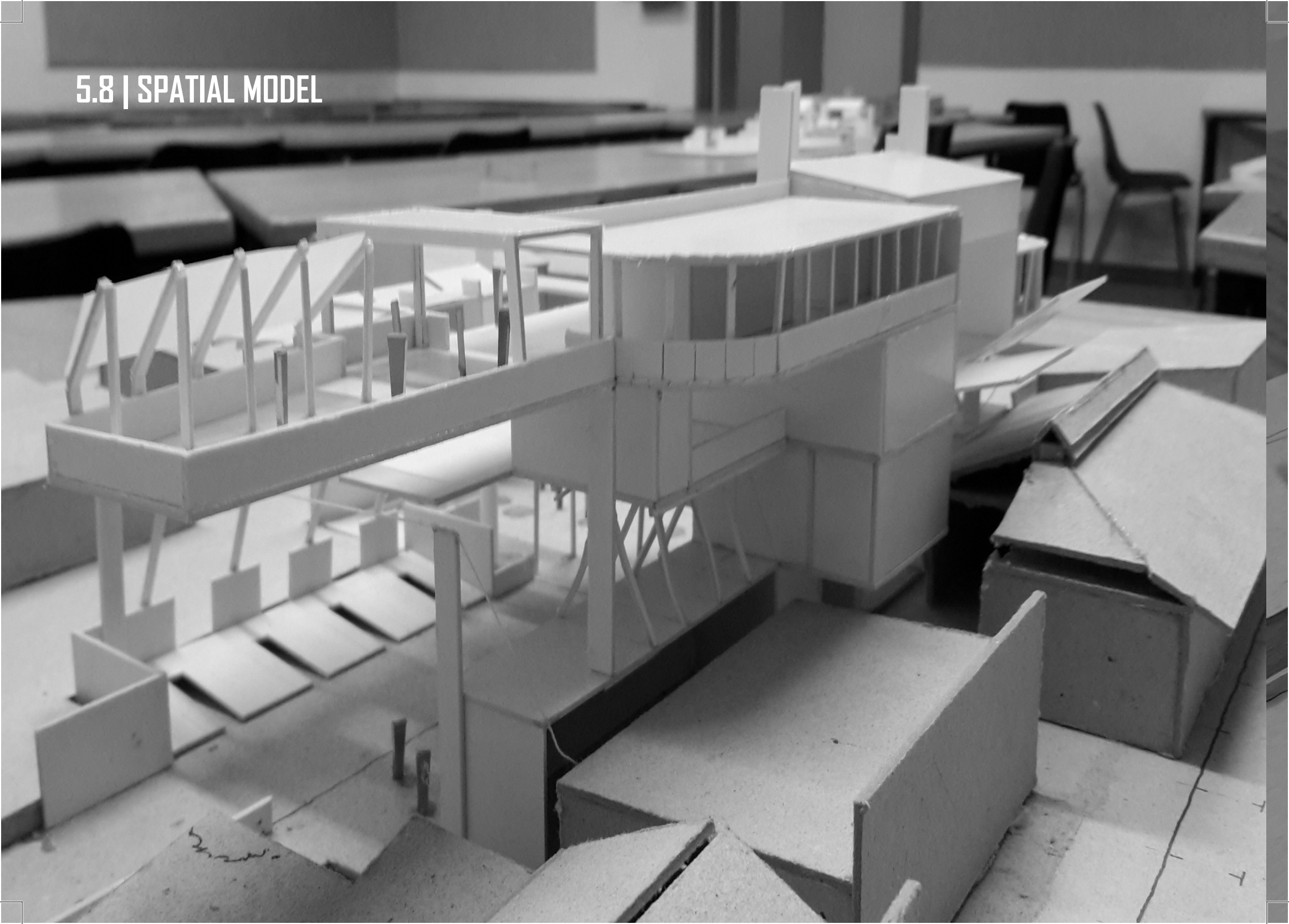
Day Care

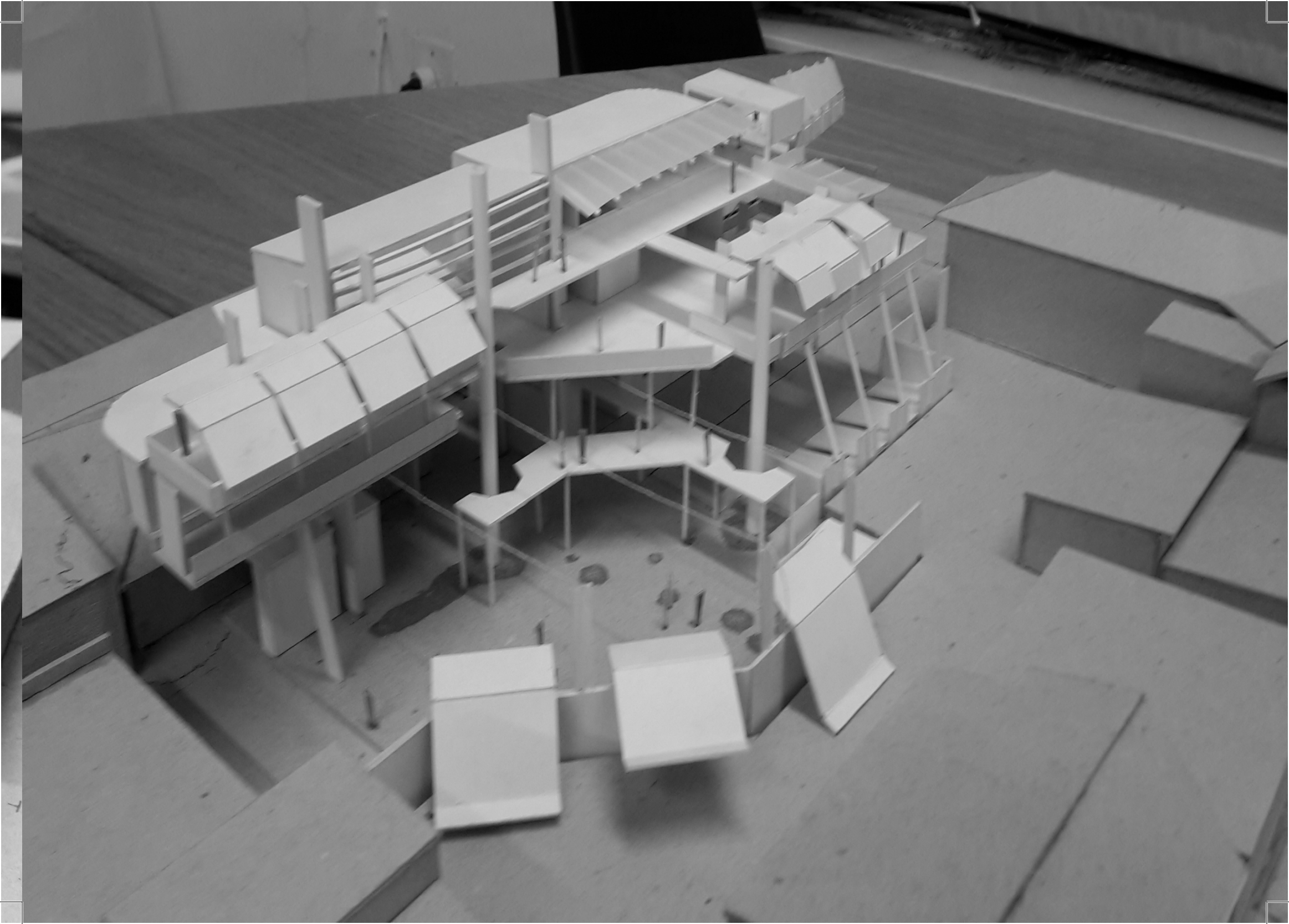
Existing
Tavern

Barrier



5.8 | SPATIAL MODEL







Existing
Tavern

Complex
Entrance

Chesa Nyama

Car Wash +
Repair shop

Chesa Nyama

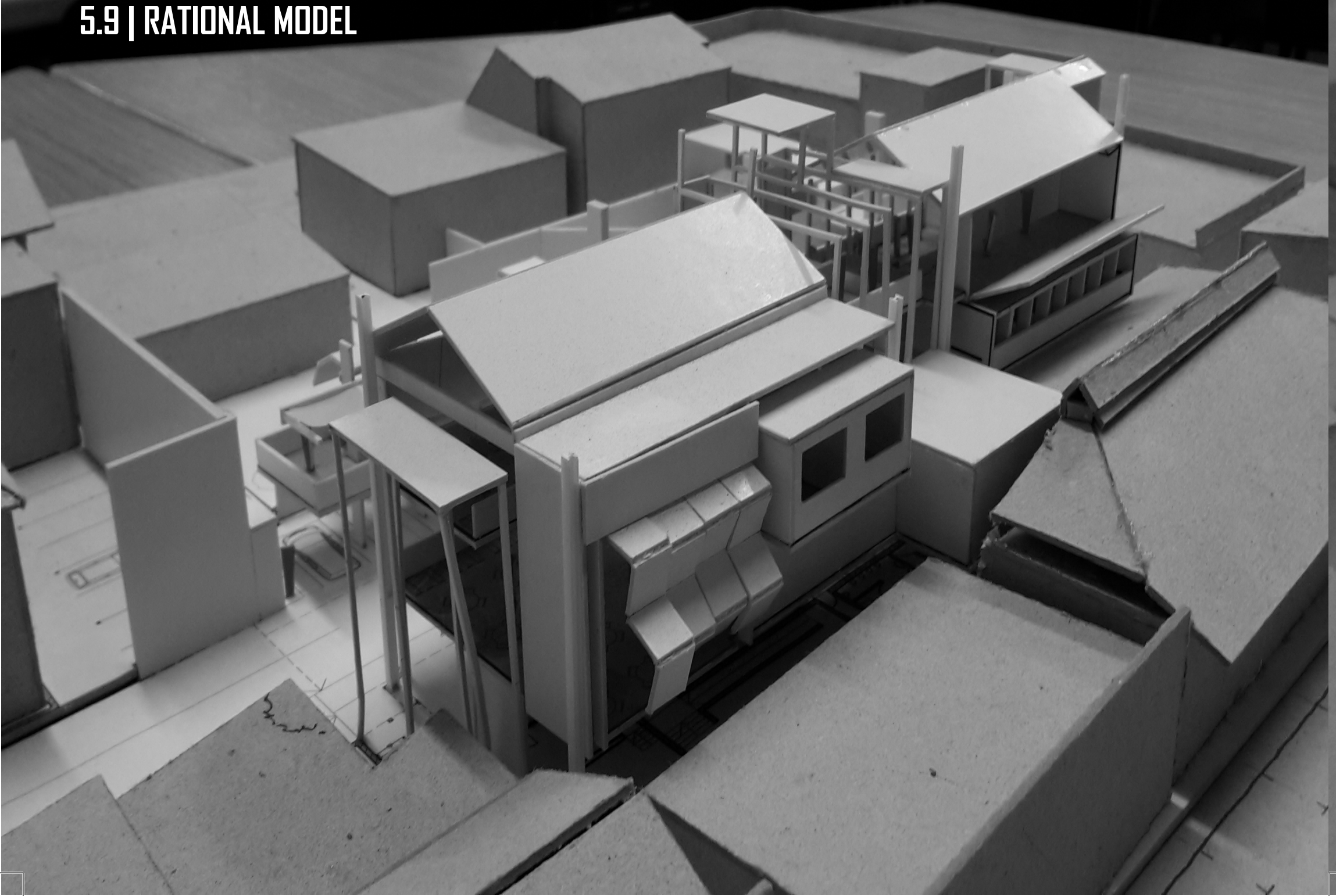
Barrier Line

Day Care Centre

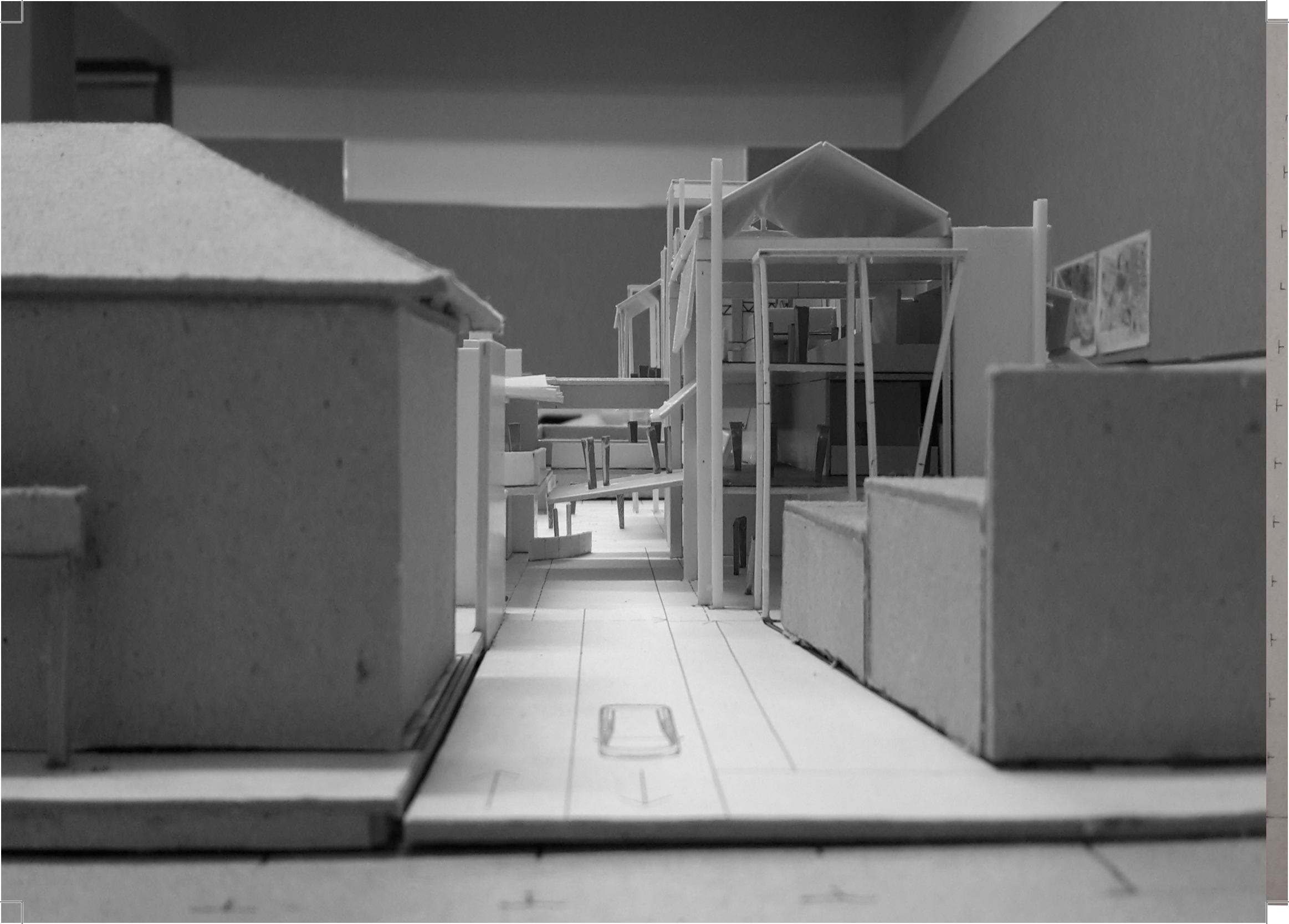
Existing
Tavern



5.9 | RATIONAL MODEL







Existing Tavern

Dance floor

Complex Entrance

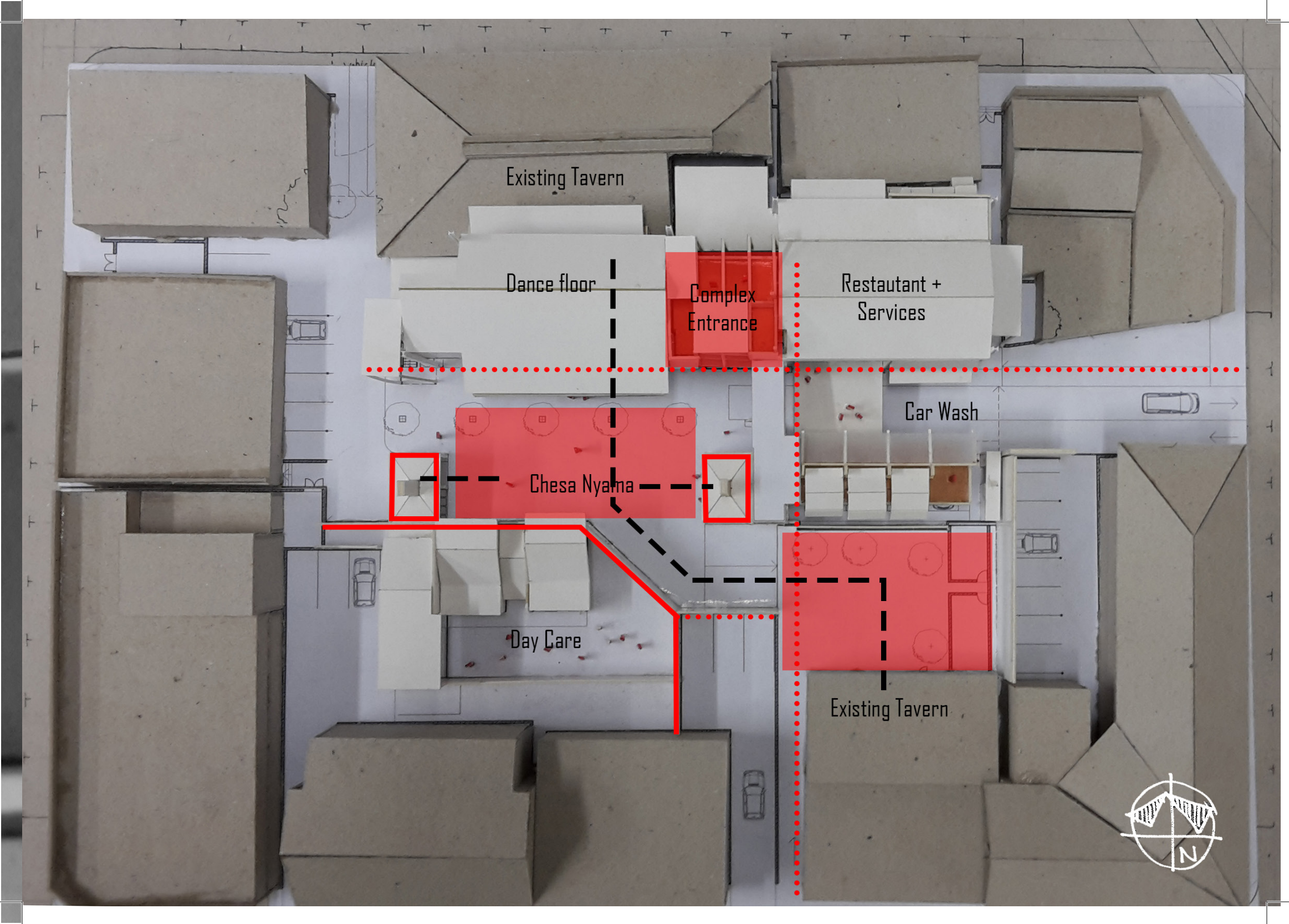
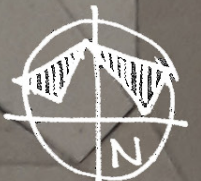
Restautant + Services

Car Wash

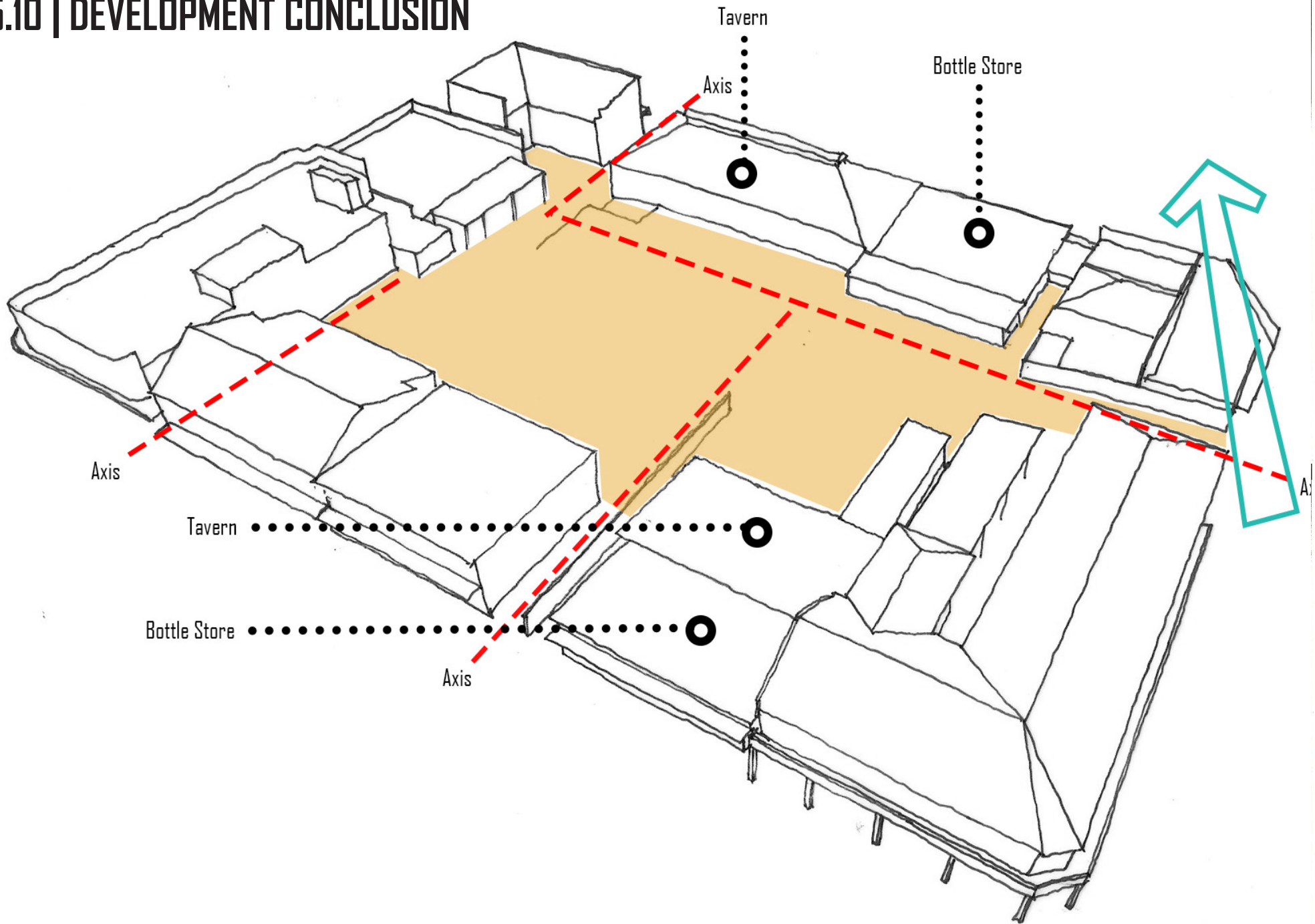
Chesa Nyama

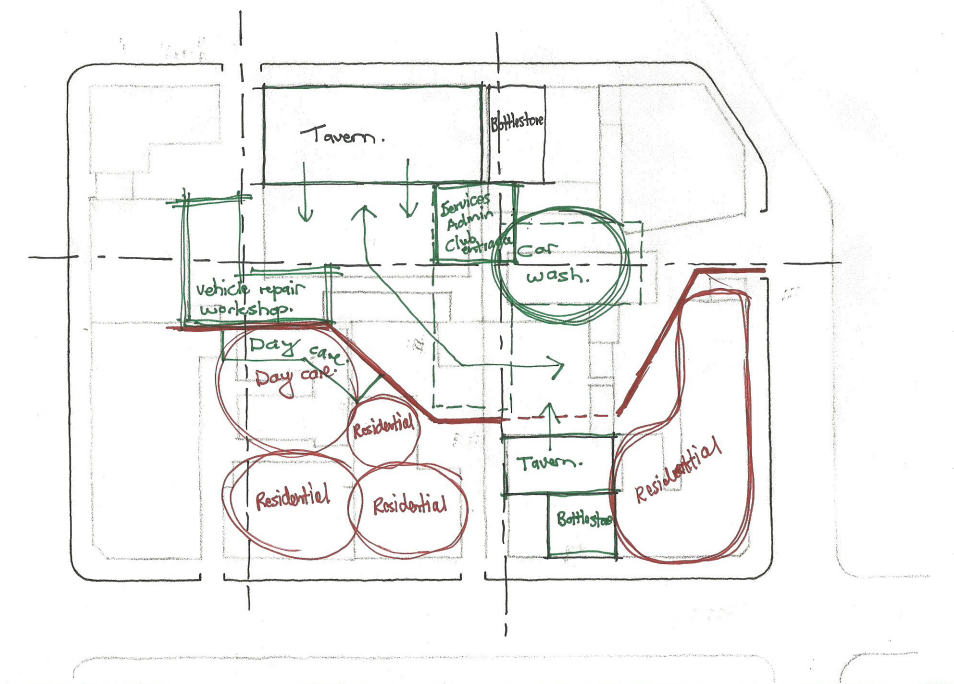
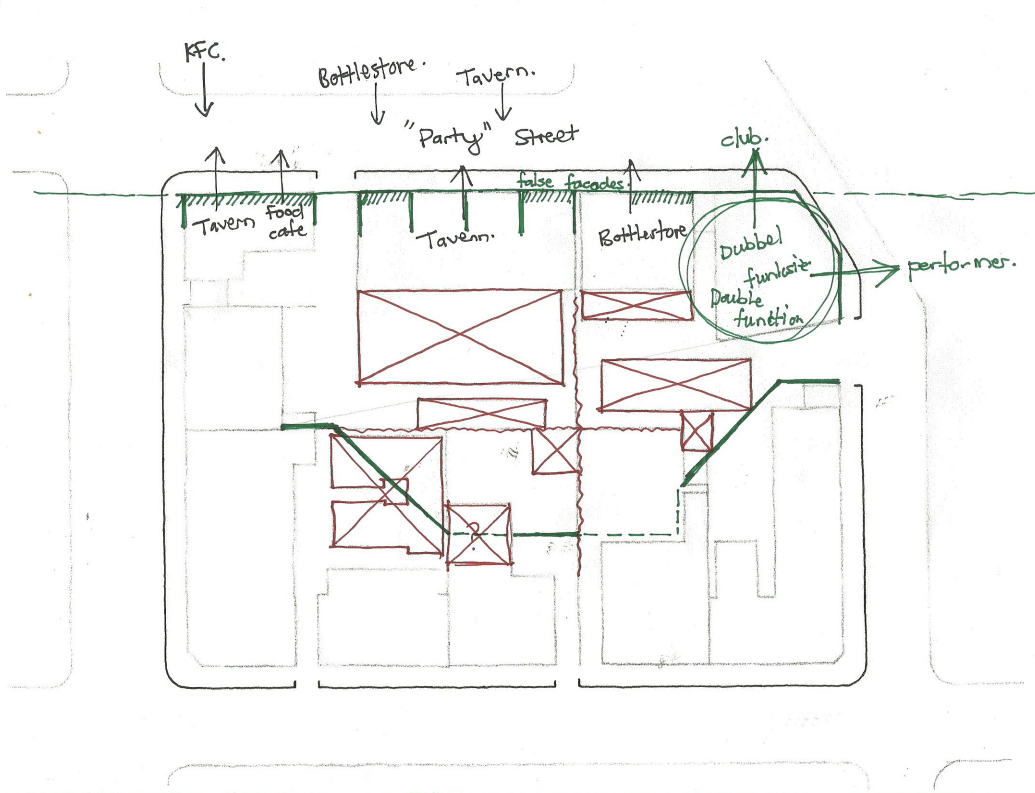
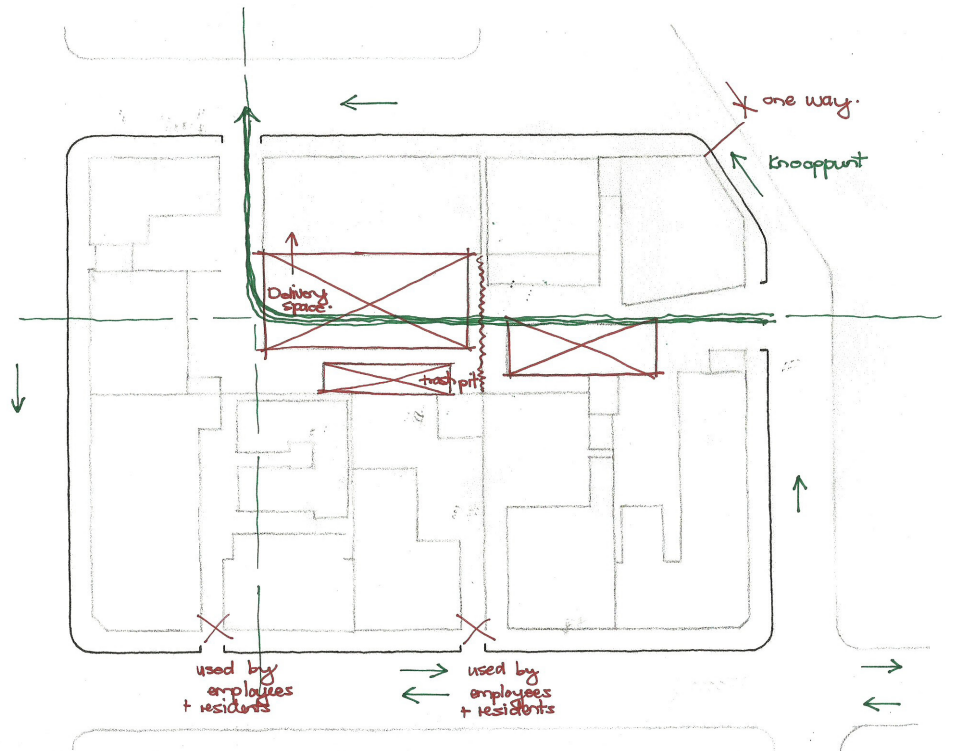
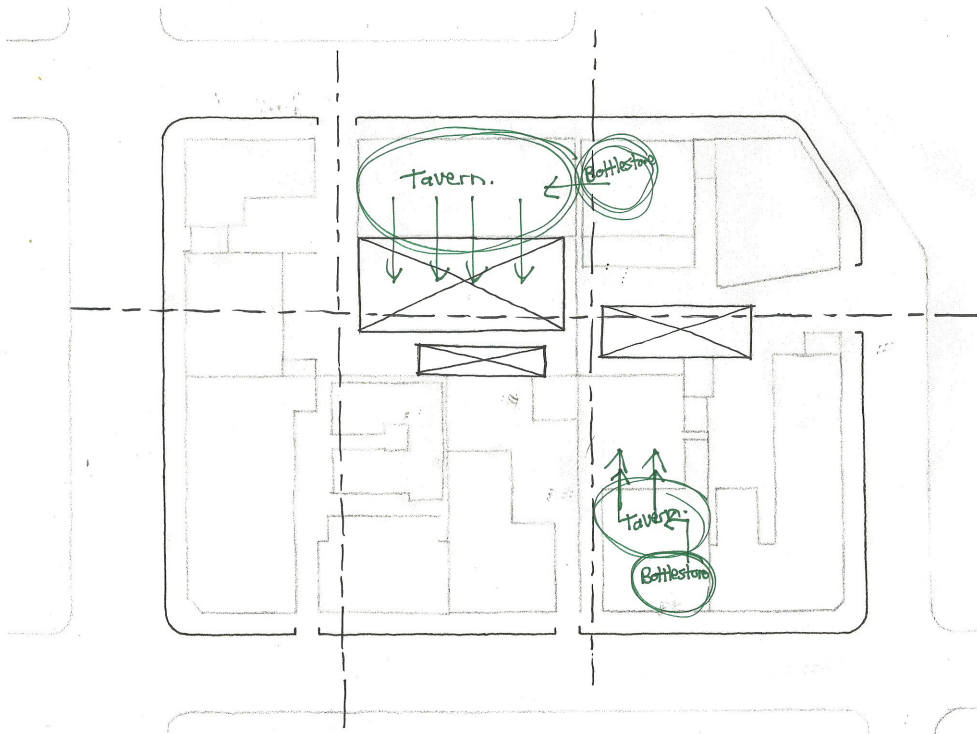
Day Care

Existing Tavern



5.10 | DEVELOPMENT CONCLUSION





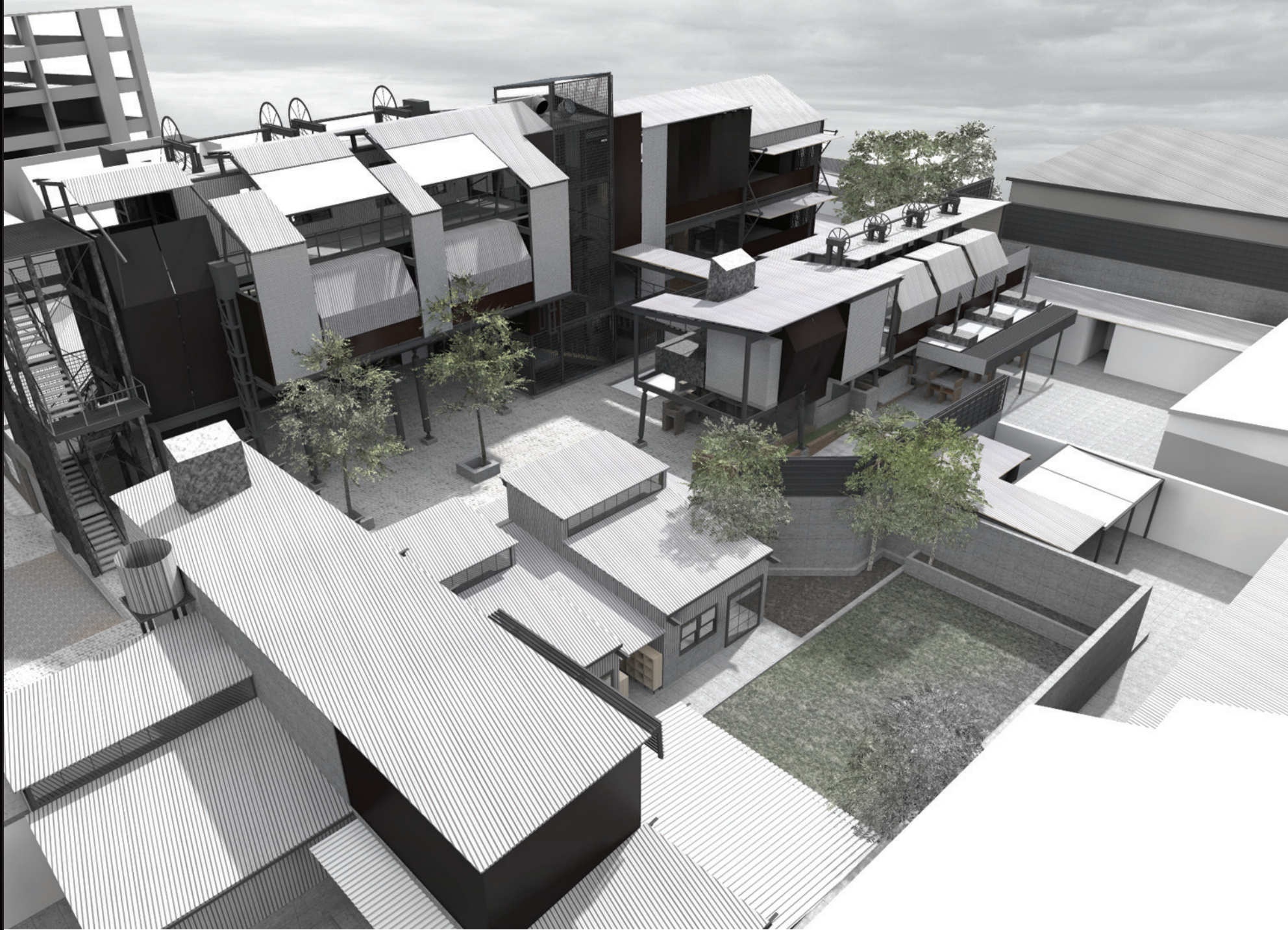
CHAPTER | 6

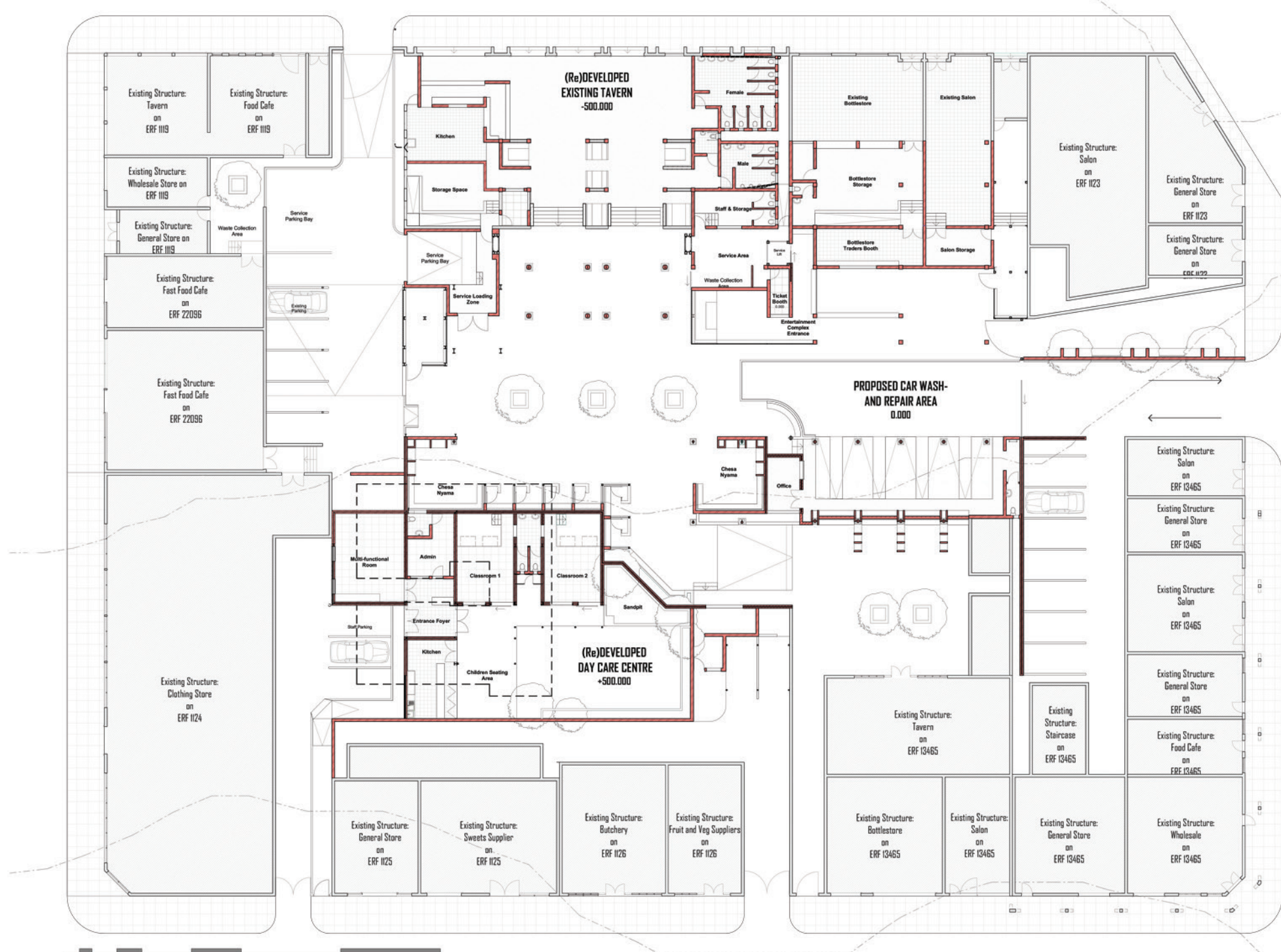
DESIGN DISCOURSE





6.1 | ENTERTAINMENT COMPLEX

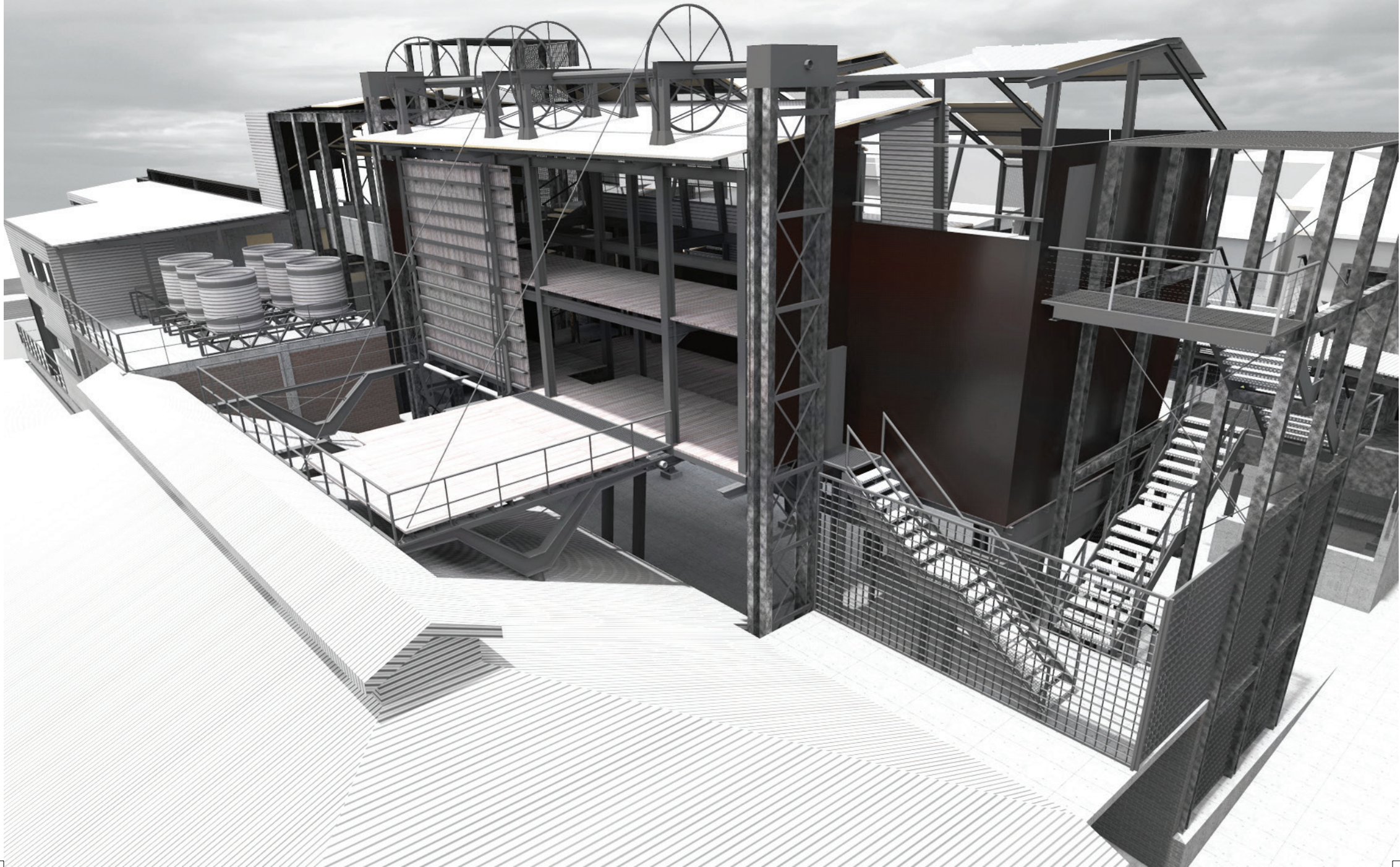




Ground Floor Plan



Revealing Mechanisms

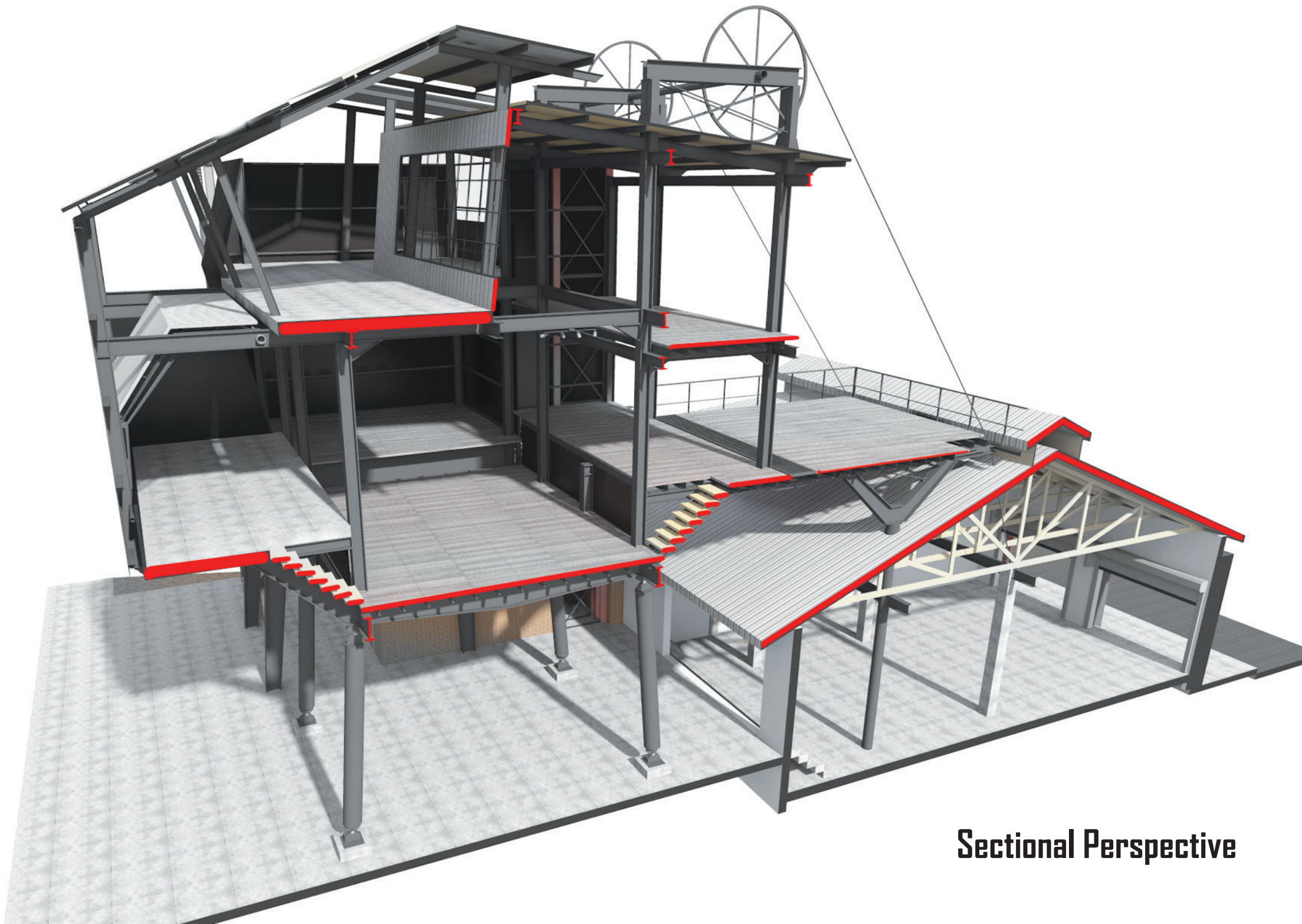


External Space Perspective

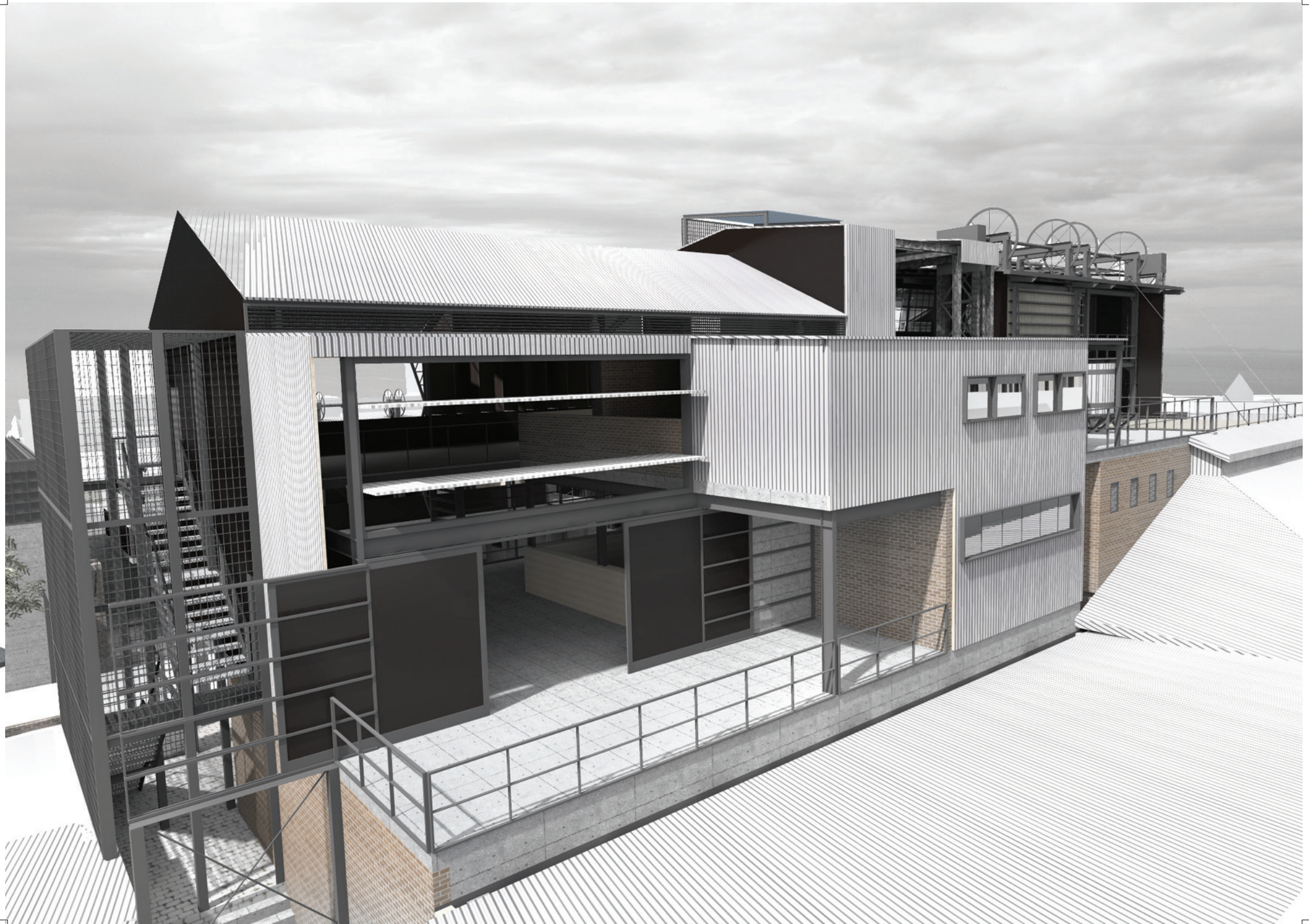


(Re)developed Day Care Centre

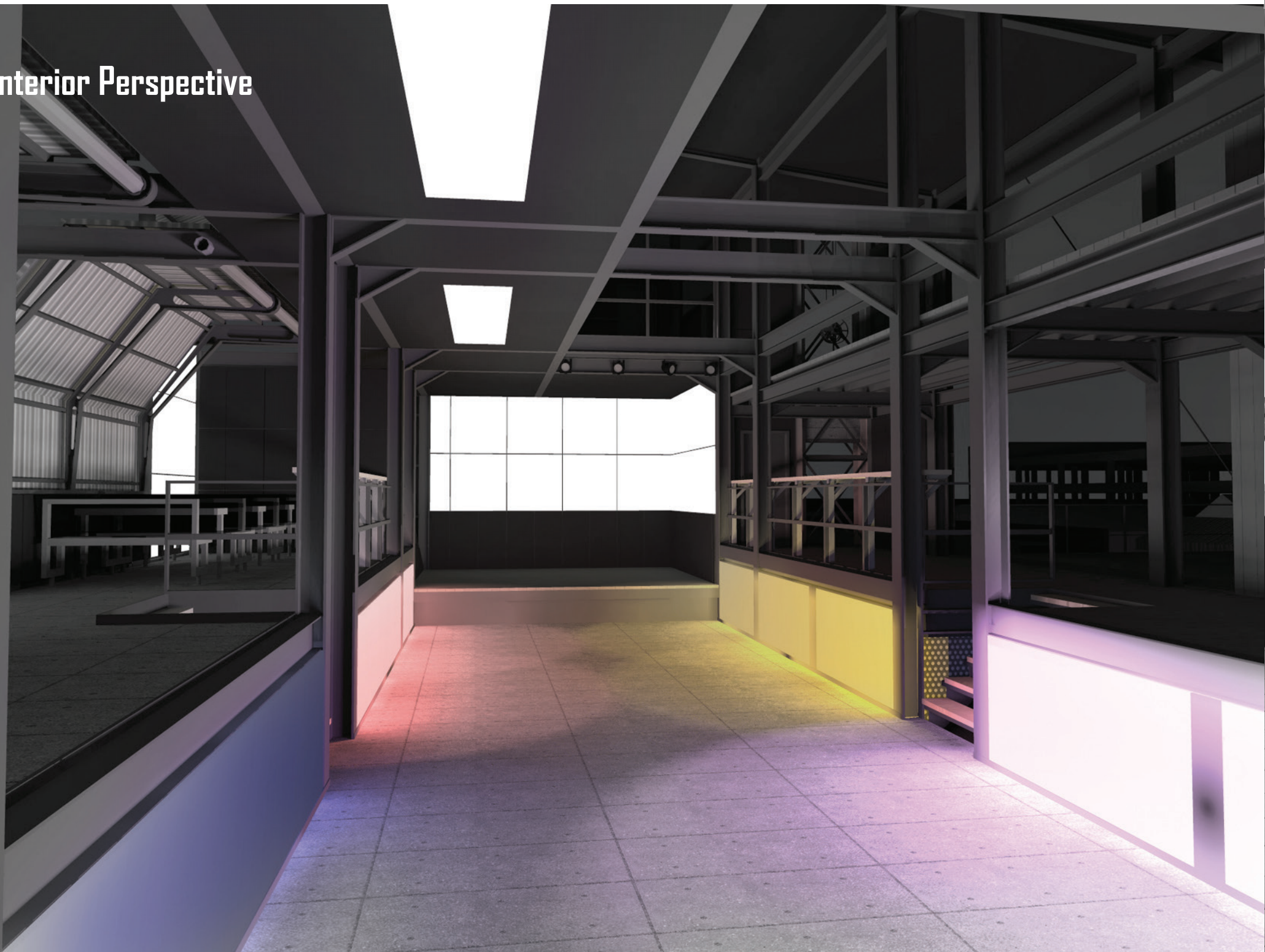




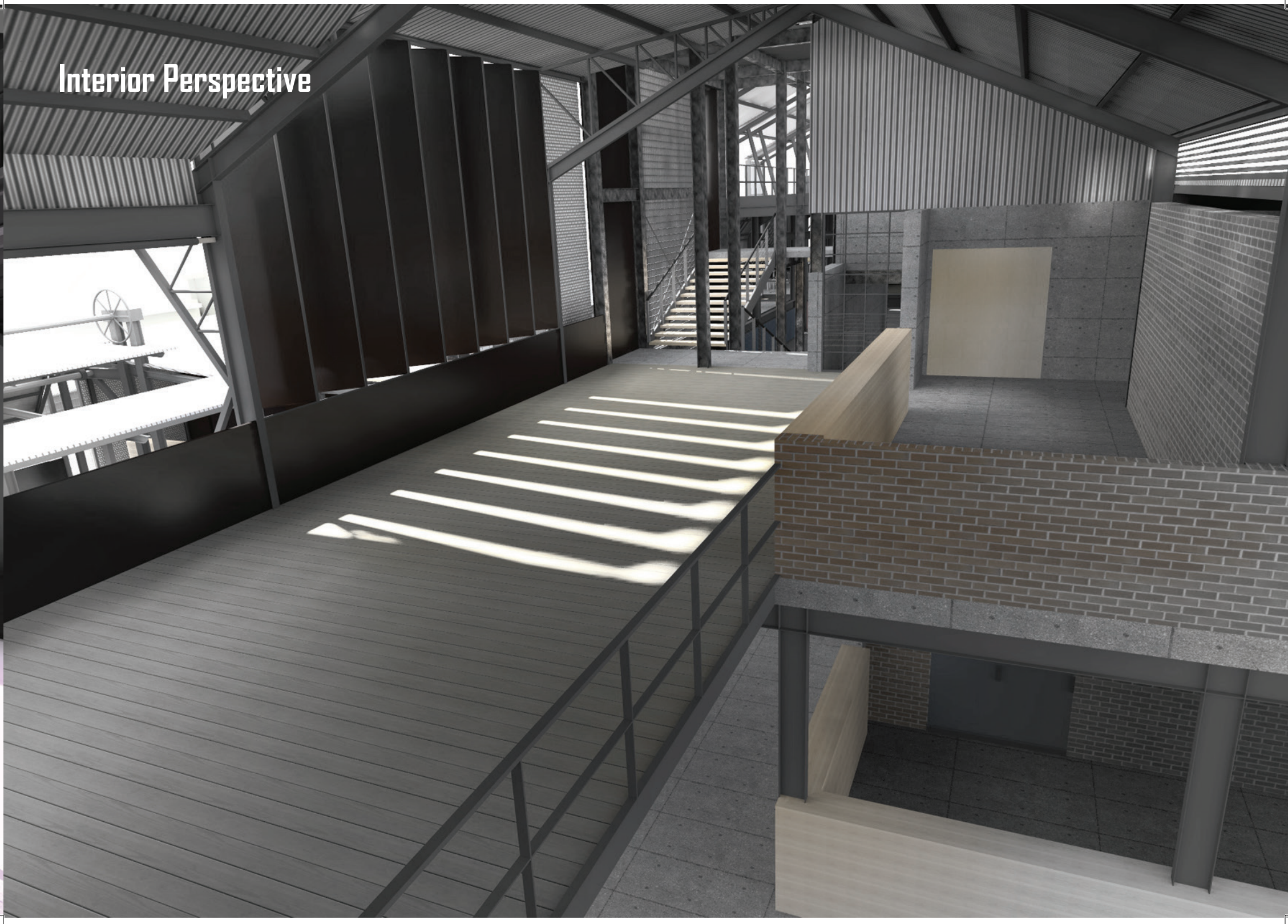
Sectional Perspective



Interior Perspective

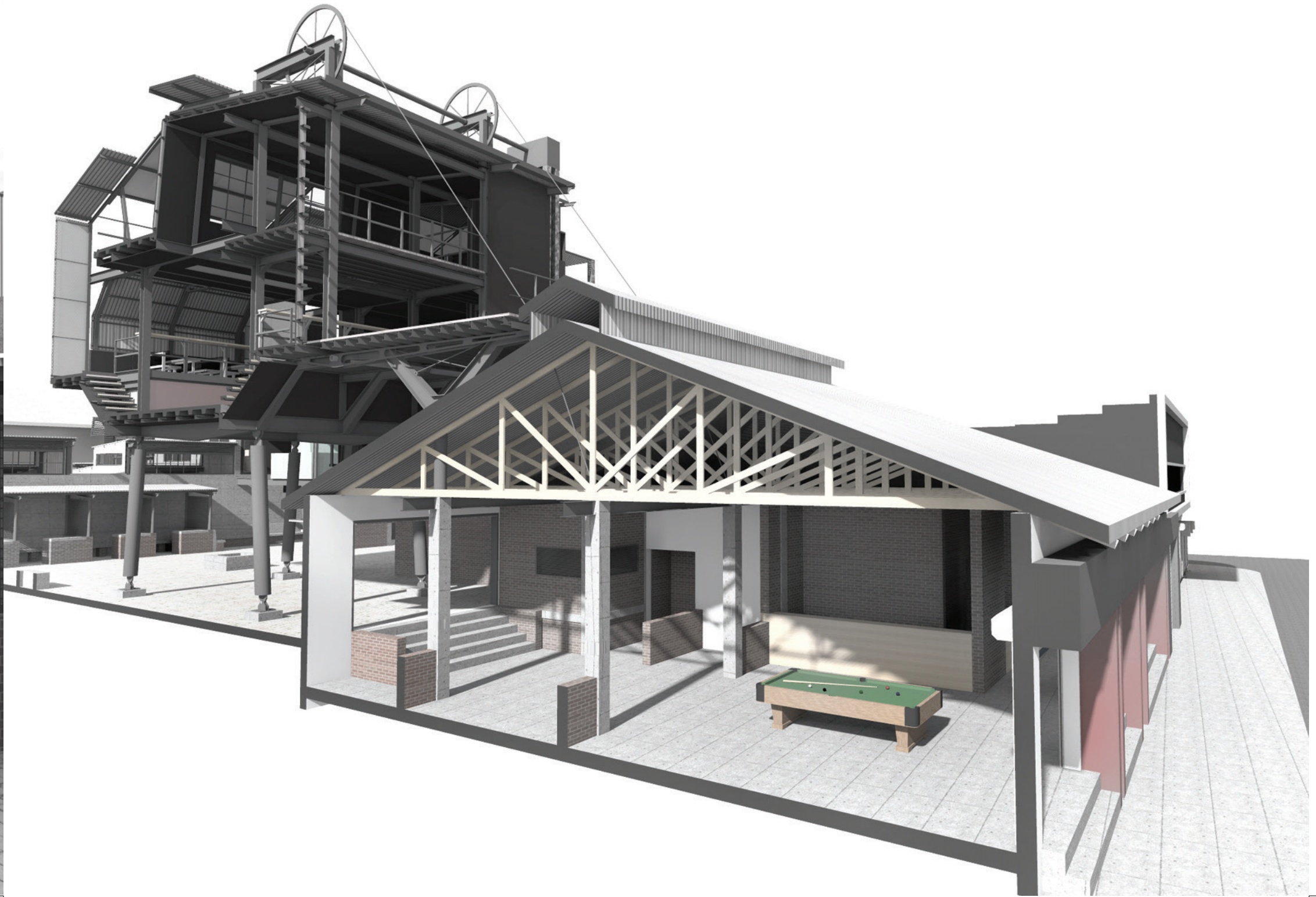


Interior Perspective

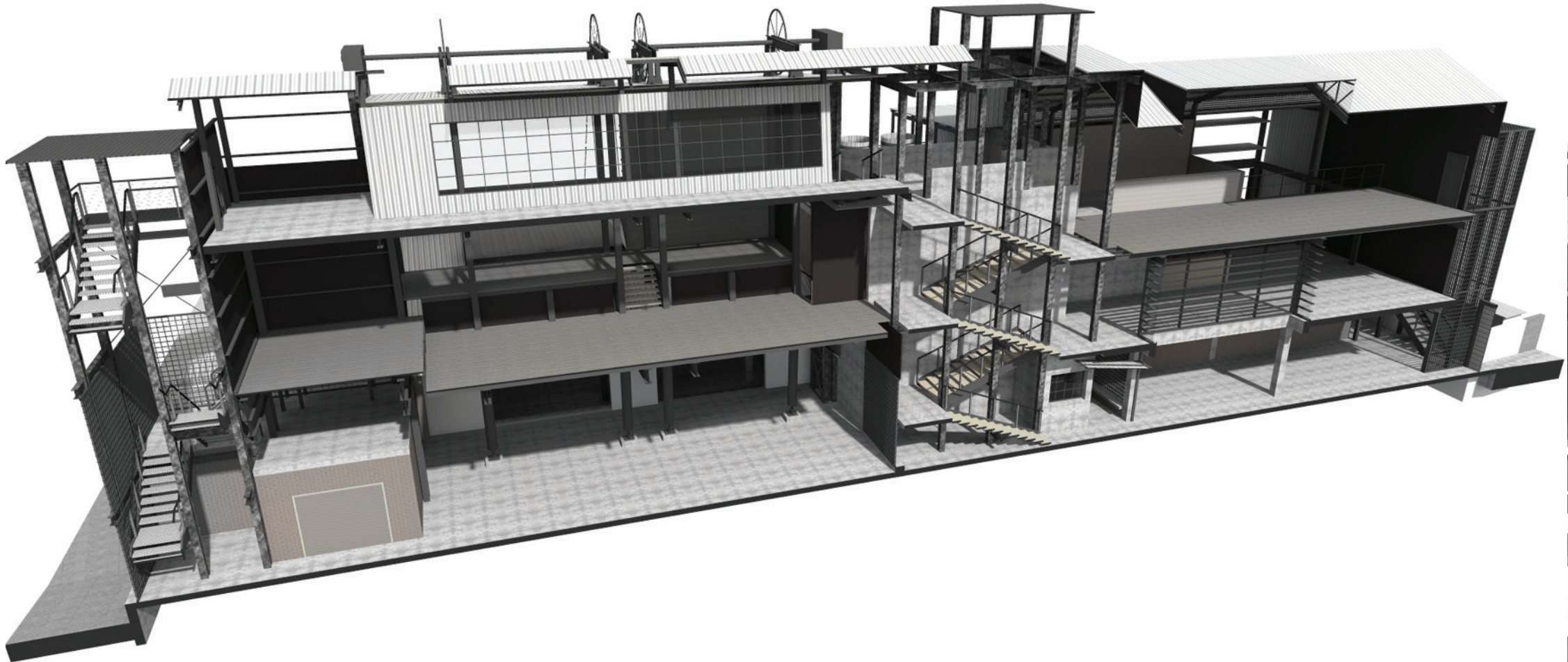


Interior Space Utilized





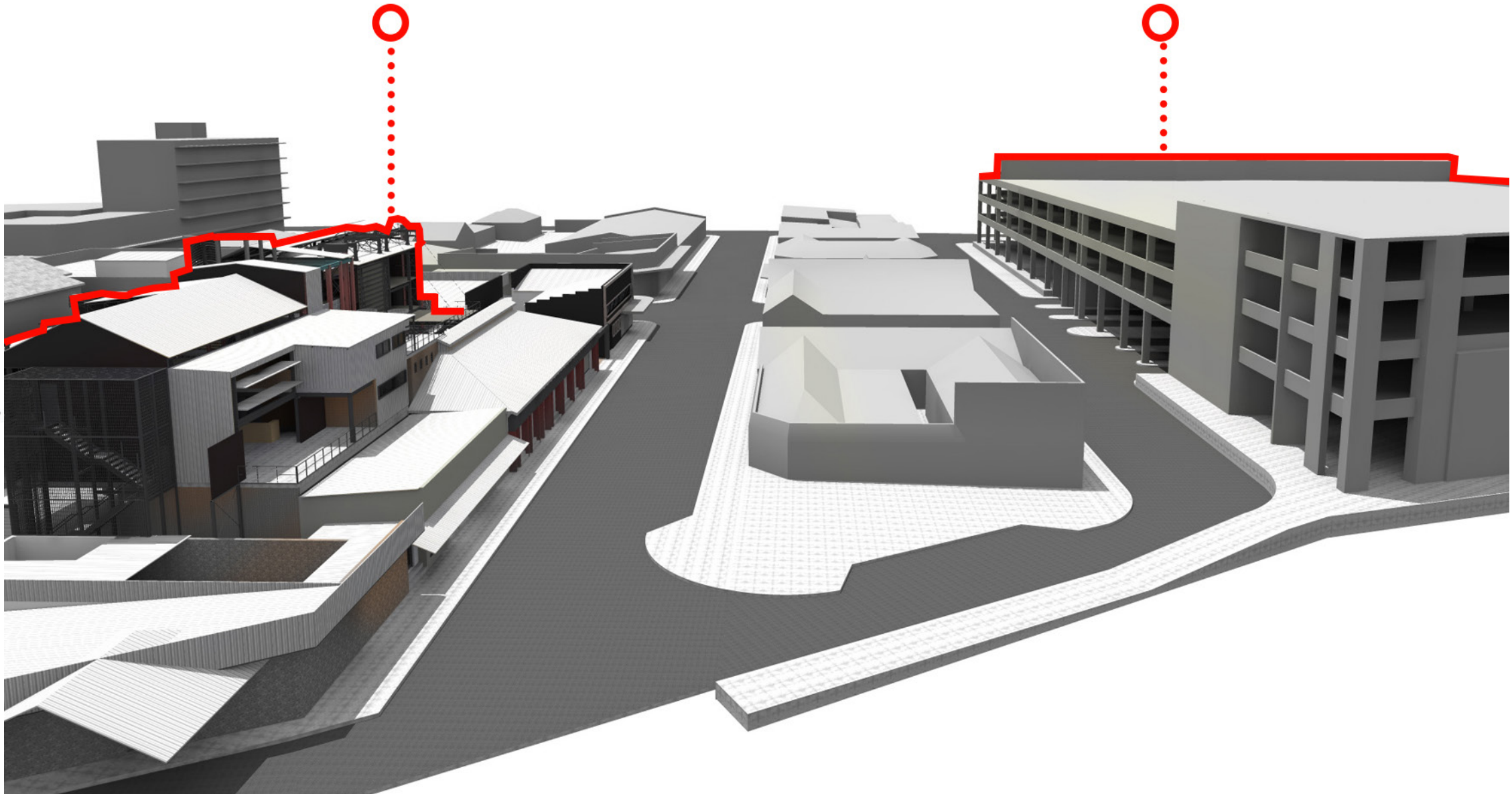
Floor Levels



Relationship with Informal/Formal

Proposed - Invisible city

Mangaung Intermodal Transport Interchange



6.2 | CONCLUSION

The formal nature of the Intermodal Transport Interchange allowed for a direct influential precedent which could define what vernacular the proposed building would envelop. The fractal nature of the site within is bigger fragmented context revealed a multitude of intricateness which possibly would have been more difficult to be perceived when viewed within the 'whole'. A formal approach to any proposal on this particular site (at this particular time) would arguably have miss communicated the initial objective and the goal of the thesis; which was to investigate a phenomenon in the city (presently active) and to attempt to incorporate such an essence into an appropriate architectural response.

The typology of this design was inspired from the surrounding urban context. The use of a 'shed' as a basic form with its subsequent steel frame, allowed the freedom to articulate the shell but still be able to maintain functional relevance as structural support elements. Using the relationship between stereotomic and tectonic materiality would portray a sense of non-permanency which would seem to be in tune with nature of the informal economy of the city.

The context required many of the design aspects of the project to occur on section. This caused problems regarding the floor plans which could have seemed to be only extrapolated spaces from the sectional design process. For this reason the design was fragmented into different structural sub-structures, which were based purely on the function and the required spatial value. Each part could be individually designed which produced a different character to each 'shed' and its subsequent inner spaces.

The facades were envisioned to have communicative abilities with the dynamic movement of people around and within the spaces. The chaos which could be perceived when the entertainment complex was at full capacity would have encapsulated the relationship which was desired between building and man. It also showed an honesty in function and workings as the northern façade of structure became a commercial advertisement board during the day, and a transparent movie of expression and vibrancy during the night.

The essence of the multi-narrative context included variety, and the incorporation of the day care centre and car wash as day-to-day functions gave the entertainment complex a sustainable factor which would portray its positive and honest intentions on the surrounding community. Moreover the exterior boundary functions would arguably benefit from the prominence which such a structure would add to their part of the city.

The order was revealed to be contained within the chaos as a different type, not necessarily that different from a rational western based perspective, yet completely different in its containment boundaries. The organization of spaces and the circulation between them, the structural honesty of the elements, and the scale and subject of its functions within the community, would arguably have the same intentions as the Intermodal Interchange, but possibly be applied differently.

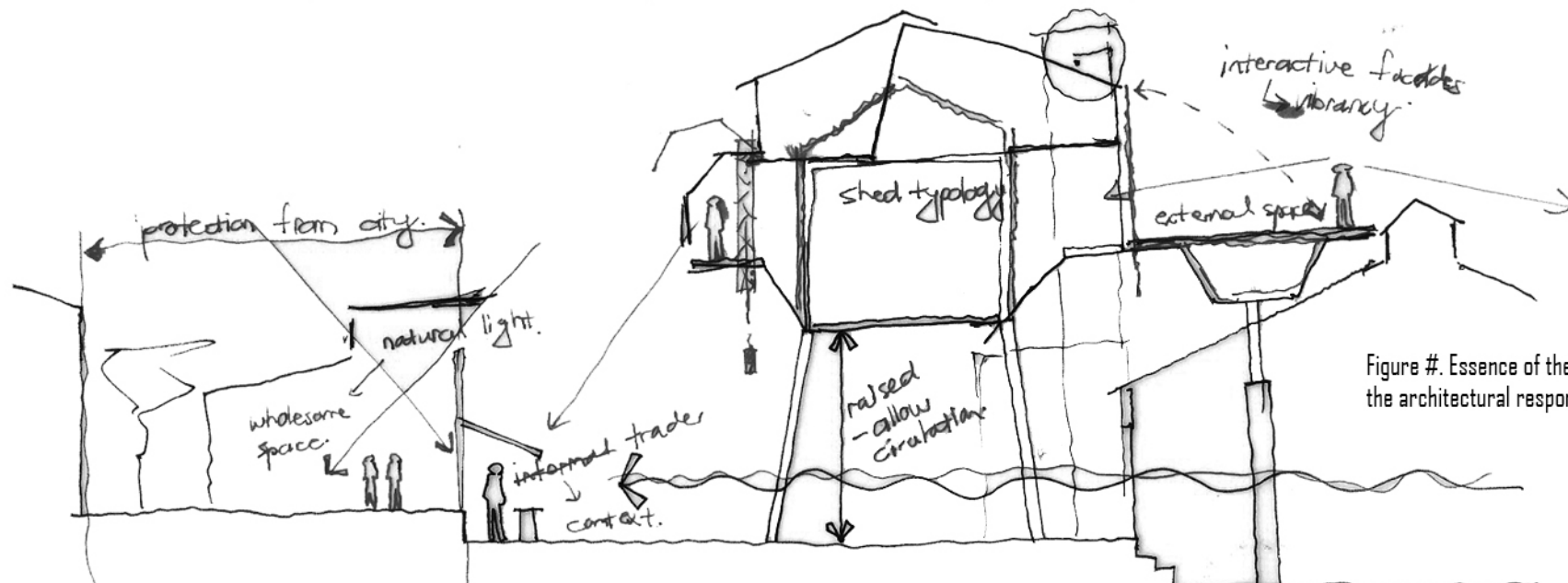


Figure #. Essence of the phenomena applied to the architectural response

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