



Meeting on borders

VOLUME I



Democratic Design in recovering city life in District Six



MSc Urban Design / Master Thesis / June 2016



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Democratic Design in recovering city life in District Six
Cape Town

Msc 04 Urban Design
Master Thesis

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The project attempts to catalyze the urban regeneration of district six through democratic design. District Six is one of the neighborhoods in Cape Town, South Africa, which went through a difficult period of relocations and demolitions due to the apartheid policy. The project deals with the land ownership problem, which has prevented the area's development, by designing on its borders, found and defined during a study trip to Cape Town. The design proposal regenerates city life in District Six by catalyzing community-bonding processes through performative events (Performative Urbanism) implemented in selected points of interaction along the "border" of Keizersgracht Street (Urban Acupuncture and Landscape Urbanism). The project is heading toward creating a Democratic City, understood as togetherness.

Key words: Cape Town, District Six, public space, mobility, apartheid, social segregation, social inequity, sense of community, democratic design, urban regeneration, performative urbanism, urban catalyst, urban acupuncture, landscape urbanism, democratic city

Meeting on borders

Democratic design in recovering city life in District Six, Cape Town

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[Our motivation]

The question of "Why Cape Town?" has become one of the most frequently asked during the last couple of months, ever since we started working on our final master project. Given our diverse backgrounds and the Danish context in which we collaborate, we wanted to find a common ground where we could explore our interests, use the potential of our respective backgrounds and ultimately challenge ourselves as designers.

As a group, our strongest common interest lies in public spaces and issues of mobility. In our view, a good connection (networking) of public space represents a specific standard of living in society. This level of urban mobility is, largely, a representation of a freedom of movement only possible when contextualized in a democratic city. When we consider mobility in a city, democracy starts with something as simple as the ability to move freely from A to B and, more importantly, choosing the path to take.

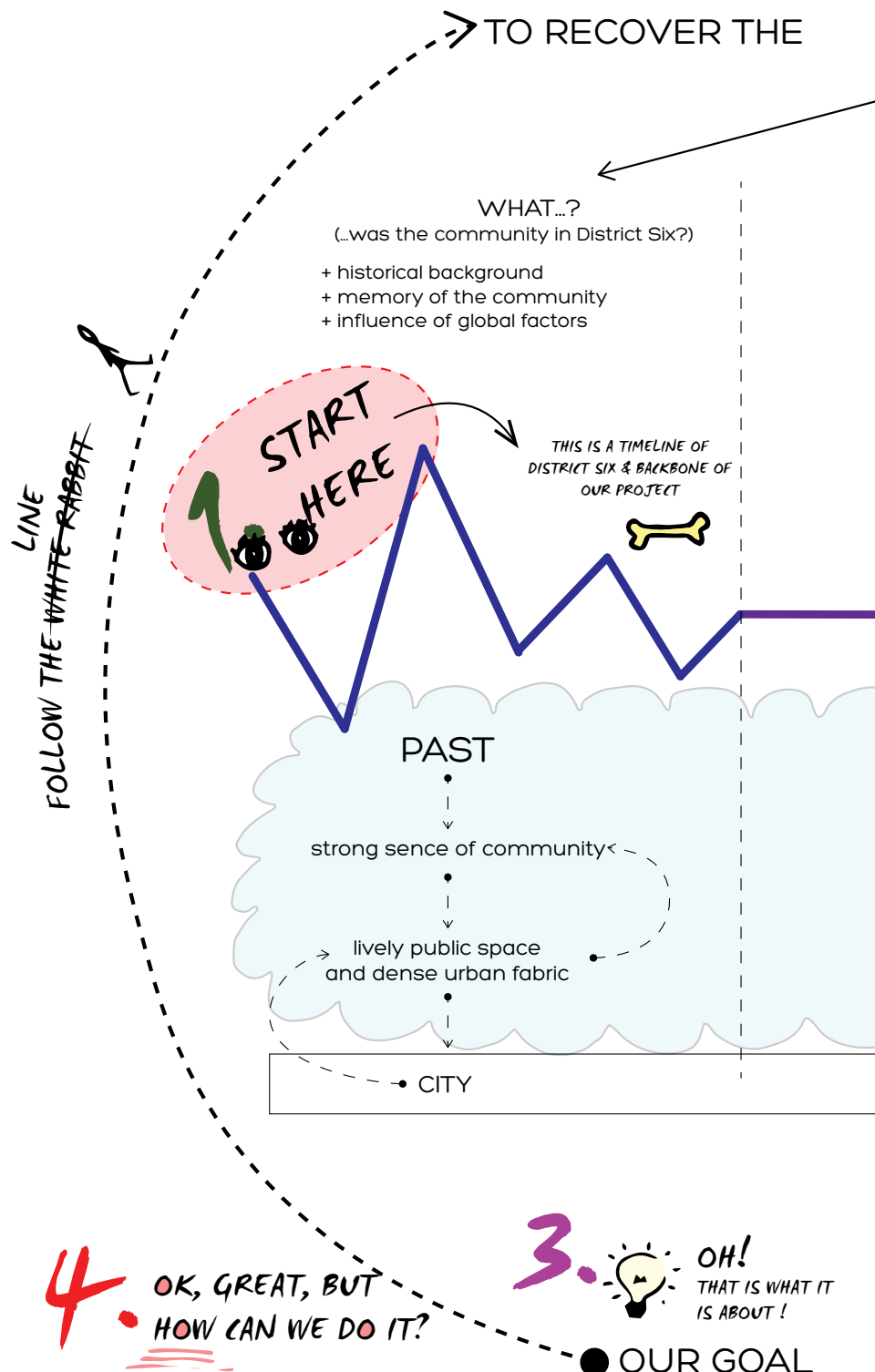
Our research preceding the choice of the topic, showed us that developing countries are the ones struggling the most with these problems (UN-Habitat, 2012). It showed us also that, there is a link between some recently developed projects in Cape Town and Danish architect and urban planner Jan Gehl, whose approach was used to improve the quality of urban spaces (Dignified Public Spaces, City of Cape Town, 2003). That was a direct inspiration for choosing the city as a study case example for our project. The study trip, a milestone in unfolding the problems and potentials of our assignment, gave us the opportunity to witness firsthand how Cape Town is struggling with serious mobility problems, which coupled with the apartheid heritage - patent in visible racial segregation -, afforded us a bigger picture of the challenges ahead of us. Our personal perception of moving through Cape Town is best described as a feeling of being trapped, both due to the difficult access to public transportation but, perhaps more importantly, due to the insecurity in using private transportation associations (private taxis companies). The social inequity reinforced by infrastructural borders has come to a critical standpoint in District Six - a neighborhood located only ten minutes walking distance from the central station, surrounded by astonishing natural features - the ideal place to live, if the opportunity to do so was there. District Six has been struggling under the weight of the memory of the apartheid relocations and the persistent bulldozing over the course of the last fifty years and today it is an underdeveloped spot in the city fabric. That 'emptiness' and a big question mark rising above it, were too tempting to pass by and, as designers, we could not resist attempting to unfold its potential.

Talking about the motivation in our project, we have to mention our desire to challenge ourselves. Shortly before graduation, questions regarding our future career have started to come to our minds. Who are we as urban designers today, and what tasks are waiting for us? What does it mean to be an urban designer today? What is the field of the urban design nowadays? Throughout our education, we have had the chance to observe its intense evolution. It is not the same as it was the day we entered university for the first time and - we can already risk the statement -, it will not be the same in five years' time. How can and how should we react to this continuous evolvement? How to design a city? What does 'the city' mean?

The project you are about to get familiar with was an attempt to answer these questions. During our design process, we tried to stay out of the box - as much as we could manage. Sometimes, many doubts came to our minds. In those moments, we had to reverse almost everything we knew about designing and learn how to approach it from a different perspective. The result is presented on the next pages of the report you have in your hands.

[Read to understand!!!!]

The project is organized in three chapters presented on the below timeline. Each chapter is answering one question regarding the key issue of the project: the community (what, why and how). The chapters are opened with a short introduction text and closed with a concluding spread, which creates a link to a next part of the report. Following two pages contain general guidelines that give the reader an overview of the project's content.



5. THIS IS THE KEY

CITY, THE COMMUNITY MUST BE RECOVERED

WHY...?

(...do we need to recover it?)

- + analysis (emptiness & big question mark)
- + ownership problem
- + democratic design

HOW...?

(...can we do it?)

- + democratic design = urban regeneration
- + urban regeneration = urban theories
- + dynamic masterplan
- + plan of action
- + points of interaction
- + actions, actors and elements
- + scenarios of urban regeneration
- + towards democratic city

6. LET'S DO IT!!!

WE ARE SOMEWHERE HERE.
IN A COUPLE OF SECS THE DEATH OF BRAIN
WILL OCCUR

BUT! ...

WE HAVE!
A PLAN

2. OUR PLAN

NOW

"emptiness" and memory

'wild west' landscape

NO CITY

FUTURE

recovering the memory

recovering the city life

RECOVERING THE CITY

TO RECOVER THE CITY, THE COMMUNITY MUST BE RECOVERED

HMMMM... BUT
WHAT IS THIS
PROJECT ABOUT?

IS THE URBAN REGENERATION OF DISTRICT SIX

[Index]





[Cape Town]





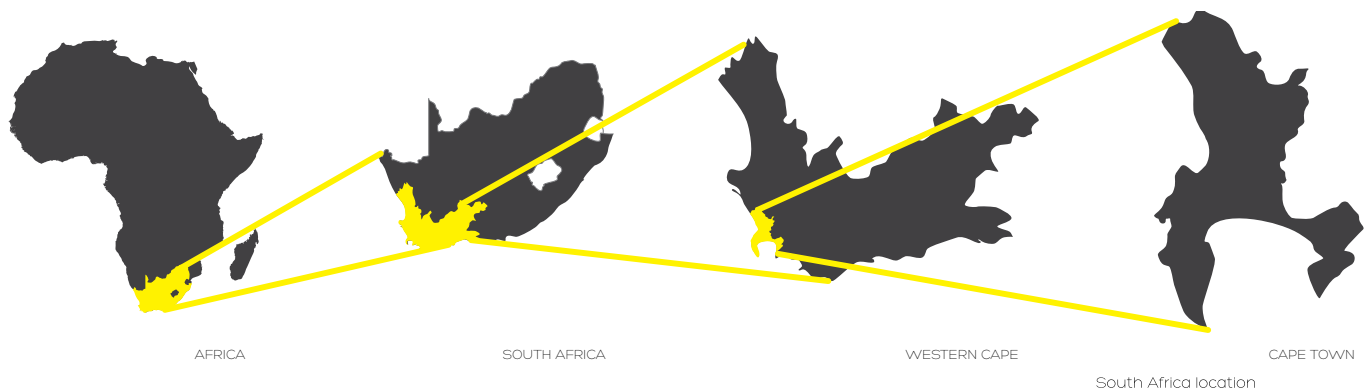
[Cape Town]

Cape Town, located in the Western Cape, is the third largest city in South Africa. The city, settled around majestic landscape, has a difficult background, both in terms of history and development. (Shared Interest, 2013). In the period between 1968 and 1994, South Africa was divided by deep racial segregation, reinforced by the apartheid laws. After 1994, the fight against the apartheid, led by Nelson Mandela, switched the status of the country into a democracy, which is its current political system.

Even though it is a developing country, South Africa is the largest economy on the continent, being responsible for 30 percent of the GDP (gross domestic product) of Africa (City of Cape Town, 2016). Since the 90s it has had a turnaround of

investments, economic growth and tourism, which improved the economic situation of its major cities - Cape Town, Johannesburg and Durban - (Cape Town Partnership. 2009). The big cities became an attractive immigration destination for inhabitants from neighboring countries, such as Zimbabwe, Mozambique or Malawi (City of Cape Town, 2016).

Surrounded by world-renowned landscapes, from the Table Mountain to the Cape of Good Hope, with large bio-diverse areas - some of them established as protected natural reserves (Wikipedia the Free Encyclopedia, 2016) -, the population growth and city expansion is becoming a risk for this unique biodiversity and a threat to the social diversity of such a vibrant and full of activities city.



Although the city center is a rather compact and dense area, most of the urban fabric of Cape Town was developed in a low-density construction, which, due to a great amount of inhabitants, led to a sprawl city. To give the reader a better picture of its scale, the illustration on the side compares the Cape Town Metropolitan Area to Big Copenhagen Area.



Scale comparison map between Cape Town and Big Copenhagen

Population [city]

3.74 million

Copenhagen: 1,28 million

Area occupied [city]

2,454 km²

Copenhagen: 615 km²

Data source: Rosa M.L., Welland U.E. ed, 2013
Handmade Urbanism/Wikipedia



[Cape Town]

Average density [metro/city]

2,454 Inhabitants/km²

Copenhagen: 1,850 inhabitants/km²

Diversity

Khoisan, Dutch, English, French, Madagascar, Mauritius, Ceylon, India, Malaysia, Indonesia, Germans, Portuguese, Italians, Chinese, Xhosa, Zulu, Othr Africans, South Africans

Data source: Rosa M.L., Welland U.E. ed, 2013. Handmade Urbanism/Wikipedia



Informal settlements

13.6 % of the population

Unemployment rate

21.7 %

Copenhagen: 4.3%

Literacy rate / population with a high school education

97.3 %

38 %

Copenhagen: 99% / 93%

Data source: Rosa M.L., Weiland U.E. ed, 2013. Handmade Urbanism/Wikipedia

[Cape Town]



Number of registered Non-profit
Organizations

4,296

Copenhagen: n/a

Informal Economy

10.63 %

Copenhagen: n/a

Green space per capita

160 m²/per person

Copenhagen: 150 m²/per person

Data source: Rosa M.L., Welland U.E. ed, 2013. Handmade
Urbanism/Wikipedia



“It’s funny thing, but it’s
only in the District Six
that I feel safe.
District Six is like an
island, (...) an island in
a sea of apartheid.”

Rive R., ‘Buckingham Palace’, District Six, 1986
Memories about Life in District Six during the apartheid in 1960





PAST

City growth

How modernism reinforced apartheid

Apartheid city

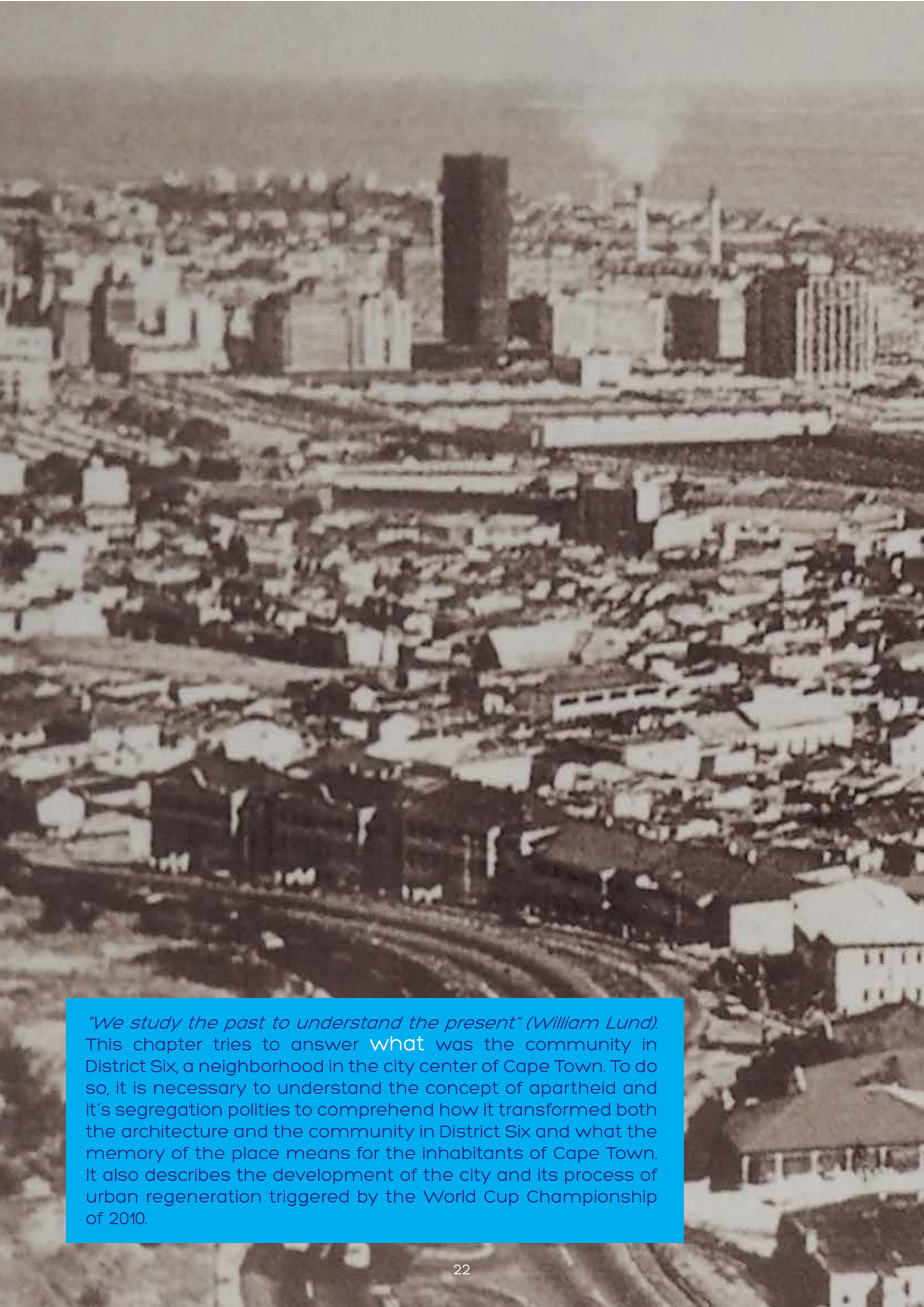
The trigger of urban regeneration: FIFA World Cup 2010

From global to local

Let's zoom in!

Brief history of District Six

Street life in District Six: community



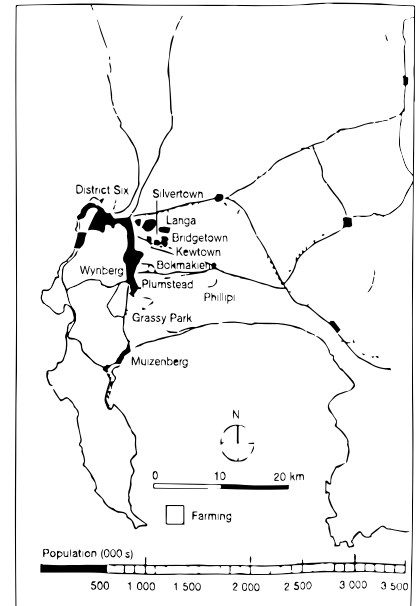
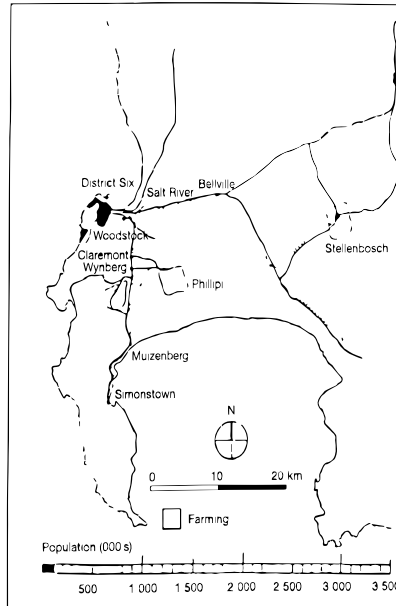
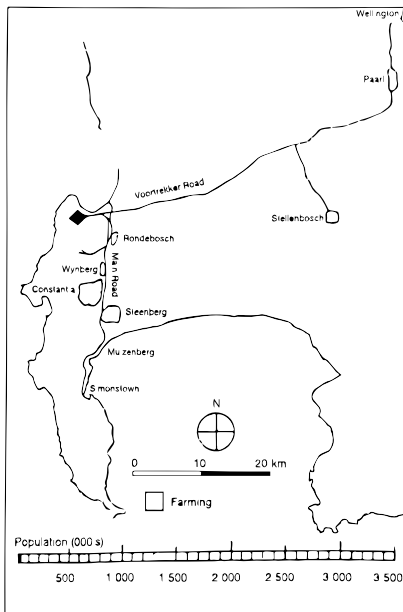
"We study the past to understand the present" (William Lund). This chapter tries to answer **what** was the community in District Six, a neighborhood in the city center of Cape Town. To do so, it is necessary to understand the concept of apartheid and its segregation policies to comprehend how it transformed both the architecture and the community in District Six and what the memory of the place means for the inhabitants of Cape Town. It also describes the development of the city and its process of urban regeneration triggered by the World Cup Championship of 2010.



[City growth]

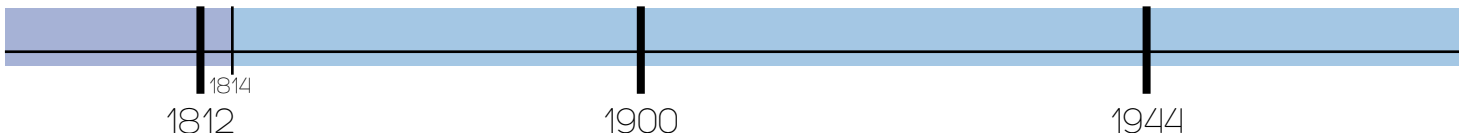
[City Bowl (city center) and Cafe Flats (suburbs)]

The City of Cape Town, surrounded by the natural elements (Table Mountain and coast line), has developed into an economic hub, which led to a rapid population growth and a broad city expansion. Its history can be divided into four main periods: Dutch colonialism, English occupancy, apartheid period and democracy. The following timeline describes the most relevant events of each of those stages. ⁽¹⁾



DUTCH COLONY

BRITISH OCCUPATION



- **Economic transformation** and industrialization in Cape Town
- Increase of population
- Large demand of goods, services and buildings
- **Densification and expansion** (horizontal and vertical)
- Rise of property landlords taking advantage of the land, some of them until bankrupt (including that of Alexander Tennant and Zonnebloem)
- City developed in a **grid structure**
- Wealthy inhabitants started to move to quieter and more spacious suburbs

- Implementation of **trams and trains networks** for commuters
- **Densification of areas nearby transportation systems**
- Middle and upper class moved to the developing suburbs
- **Income segregation**: poor people occupied vacated houses closed to employment opportunities and urban services in the City Bowl and started to move to the Cape Flats creating the **first slums**
- Development organized in clusters, not homogeneously
- Laws included standards for minimum requirements in every construction (sanitary measures)

- After the Great Depression (1930's) there was a construction boom, which created more job opportunities and therefore more immigration
- **Housing crisis** brought two consequences: overcrowding of the inner city and development of informal housing on the Cape Flats
- Some **urban planning theories** ⁽¹⁾ were applied in the development of the suburbs
- **Townships** were built racially and spatially segregated in the Cape Flats, using some ideas of functionalist modern planning ⁽²⁾
- Foreshore developed over infield land

URBAN THEORIES

⁽¹⁾ 'Garden City'; Ebenezer Howard

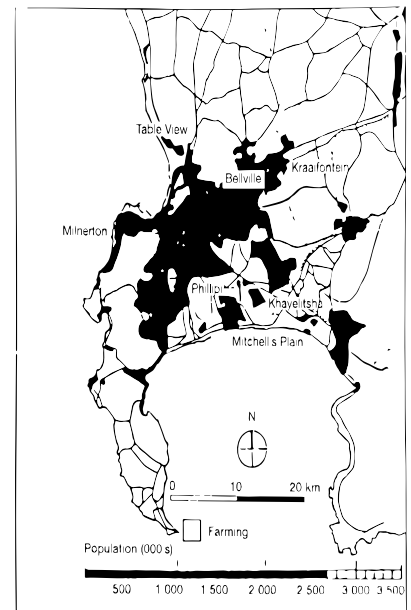
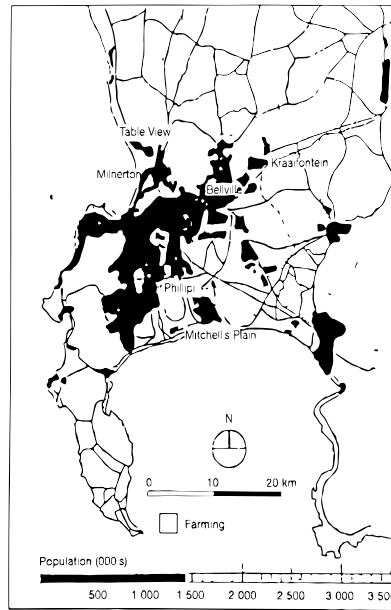
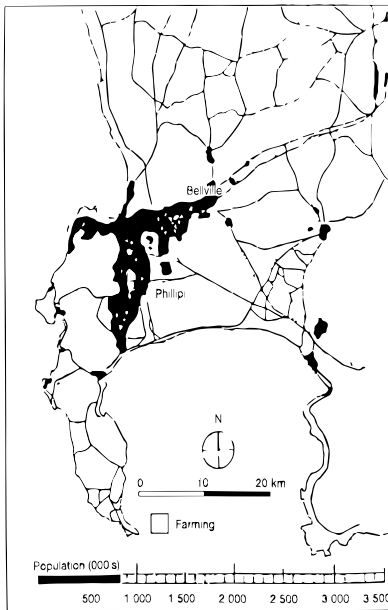
⁽²⁾ 'Radiant City'; Le Corbusier

⁽³⁾ 'Neighborhood Unit'; Clarence Perry

⁽⁴⁾ 'Commission Report London'; Sir Clement Anderson Montague-Barlow

⁽⁵⁾ 'Metropolitan Spatial Development Framework' City of Cape Town

^(*) Data source: Pistorius P. ed., 2002. Texture and memory. The urbanism of District Six. Second Edition. Cape Town: Department of Architectural Technology Cape Technicon



APARTHEID PERIOD

DEMOCRACY

1968

1976

1992-NOW

- National Party elected in 1948 brought the **institutionalization of apartheid** and its spatial planning principles of separate development
- Between 1960 and 1969, after the implementation of the Group Areas Act, 18000 mostly **colored people were removed from their homes and resettled in the new townships** in the Cape Flats
- The design of the townships were based on the **urban planning theory** of the Neighborhood Unit ⁽³⁾
- Freeway construction Technology imported from USA (creating **bigger infrastructure newtworks** in the city), as well as the shopping mall concept
- **Absence of human scale** in the city due to this new changes

- The amount of colored houses in the new townships was not enough
- Eventhough the municipality tried to keep black Africans away from the city center, they came looking for employment
- **The majority of the population lived away form the City Bowl in racially and spatially sepatated commuter suburbs**
- Large high-speed routes did not integrate existing areas as planned, rather than isolate them
- Construction of suburban shopping centers drew commerce away form the city center
- **Difficulties to control growth in the suburbs** with some other urban planning theories ⁽⁴⁾

- **Abandonment of the apartheid** in 1994
- Continuous growth of the poor population in the suburbs
- **Increase of room occupancy rates and informal densification**
- Housing crisis and suburban sprawl, development of Khayelitsha (450000 people) and Mitchell's Plain (33000 housing units)
- **Farmlands and natural landscapes threatened by urban sprawl**
- Public transport became problematic
- Renewed apreciation of old urban housing around the city by the middle class
- The Municipal Spatial Development Framework (MSDF) proposed guidelines to adress the existing problems of the city ⁽⁵⁾

Fig. 1 Timeline of city growth in Cape Town metropolitan area

[How modernism reinforced apartheid]

[City growth and social segregation]

The city growth was regulated by the municipality, who trusted modern urban theories (such as the 'Garden City', the 'Neighborhood Unit' and 'Villa Radieuse') (Trail, 2006) to create fixed master plans for such developments. It is necessary to comprehend here that, in Cape Town growth was also related to social segregation with regards to income (Trail, 2006). The following pages explain the consequences of each of those theories in the growth of the city, as well as the current stage of it. ^(*)

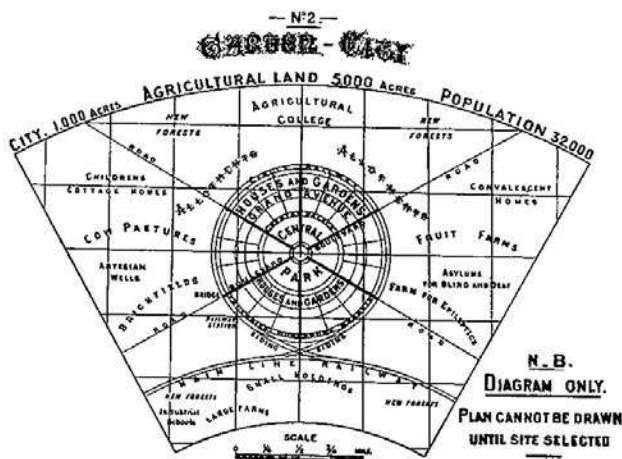


Fig. 2: Garden City diagram

THE GARDEN CITY ^(*)

Cape Town suffered large expansions both in population and in area along its history. The development of the city occurred in three different directions, towards the south of the Peninsula, the east and the north. The main ideas introduced for the new developments were extracted from the 'Garden City' plan, an urban approach to the city, developed by Ebenezer Howard (1898) and brought from England towards the end of the XIX century.

This new plan started the **physical segregation of the city in a structured way, separating areas by race**, dividing the new developments into colored, whites and black Africans' neighborhoods. All of them were **located in the periphery of the city with the green belt around them** and each of them centralized around a park. As opposed to the original Garden City concept, these projects lacked commercial facilities or industrial development, so **they became just residential areas** where the inhabitants lived while commuting to the city center to work, do shopping and any other city related activities. Usually separated from each other by an extensive infrastructure (railways) or large open fields, **these areas became what nowadays are the middle class townships**.

THE NEIGHBORHOOD UNIT ^(*)

When **the Garden Cities became inefficient**, mostly because of economical aspects but also due to the huge requirements of each of these cities to be 'self-sufficient' another theory, coming from the United States, was implemented with the **intention to create community bonding between the inhabitants** - the Neighborhood Unit (Perry, 1990). Its plan shares some of the premises of the Garden City, like focusing in the community and separation of different areas for housing, commerce and industry. In contrast to the Garden City concept, the Neighborhood Unit promoted cohesion within the inhabitants. In the same way as before, it was organized in low houses with low density, but **even more segregated by separating areas using green belts and/or infrastructure between them**. All of these ideas were applied in the townships of Cape Town during the beginning of the XX century, **triggering the physical segregation of races** that is still visible nowadays in the city.

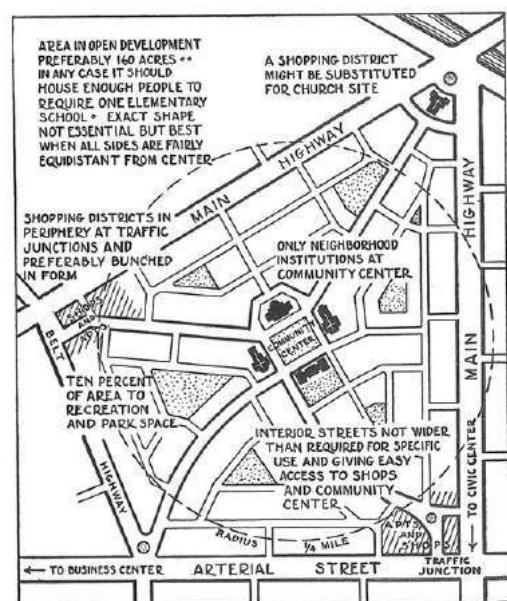


Fig. 3: The Neighborhood Unit plan

^(*) Data source: Pistorius P. ed., 2002. Texture and memory. The urbanism of District Six. Second Edition. Cape Town: Department of Architectural Technology Cape Technicon

VILLA RADIEUSE ⁽⁷⁾

In the 1930's the population increased rapidly which, consequently, was followed by a housing crisis. While the inner city was getting crowded, the townships were not able to house enough people, leading to the development of informal settlements around the existing townships. These problems coupled with the arrival of motorized transportation systems (which meant shorter travel times to the townships) led to a large development of new townships located in the Cape Flats. The still functionalistic planning approach of these dormitory neighborhoods (townships), where the different functions were segregated from each other, was evolving into a modernistic idea, where buildings were taller, with wider spaces created in between them.

In this prospect of city (Villa Radieuse, Le Corbusier's idea for modern city, 1931) the street is not a communal place anymore and cars have priority over pedestrians. This is just the opposite as what District Six streets felt like (more information in pag 34). In Le Corbusier's vision streets were transit corridors for motorized transport, disconnected from the urban fabric (Trail, 2006).

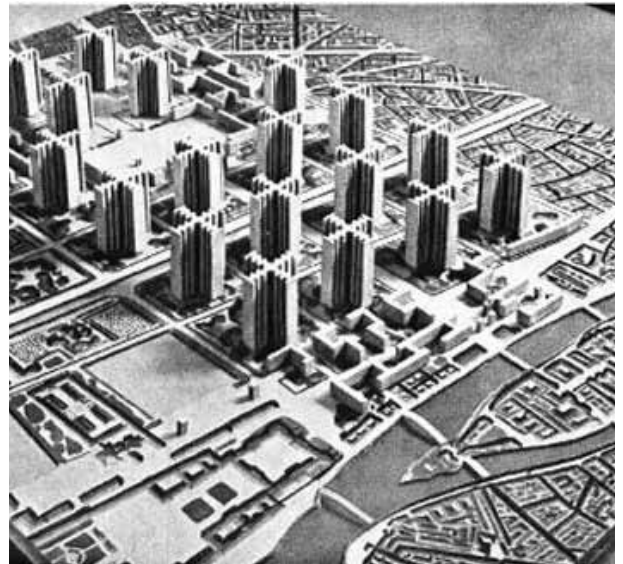
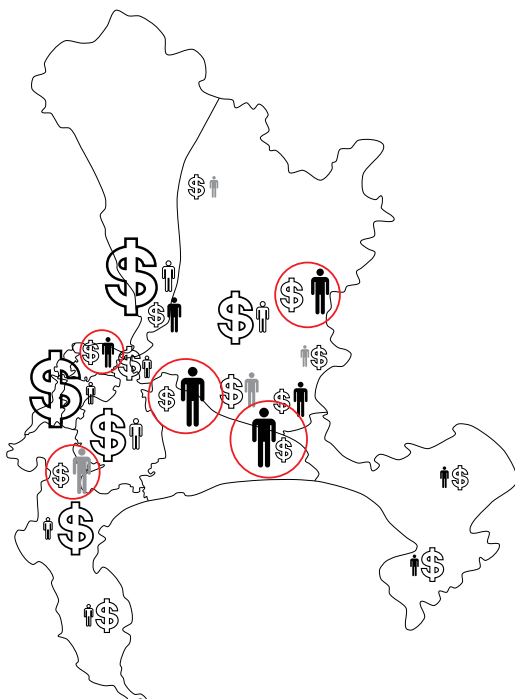


Fig. 4 Villa Radieuse axonometric view



Cape Town distribution of density population, race and income

CITY PLANNING IN APARTHEID TIME ⁽⁷⁾

In 1940, the Town Planning Institute in Cape Town was established. It divided housing developments into three categories, almost the same as in the Garden City. The categories were: housing for Europeans, housing for colored and Asian and housing for Natives. The urban planning that followed was based on those categories and with the modernistic idea of 'the house is a machine for living' (Le Corbusier, 1930) and its maxima of transportation (especially the car) and road system as the dominant factors, urban planning became an engineering problem of dimensioning, more than a humanistic solution for the inhabitants of the city.

The institutionalization of the apartheid reinforced the segregation of the different townships, designed with the Neighborhood Unit plan. This, plus the implementation of larger infrastructures separating them from each other, created the urban fabric of the city as it is today

[Apartheid city]

THE NOTION OF APARTHEID

In 1940, the Afrikaner National Party got the majority of votes over the English party. Adopted as a slogan, apartheid extended and institutionalized the existing racial segregation by means of different laws, including a prohibition of marriage between non-whites and whites, and the sanctioning of 'white-only' jobs. (History.com, 2016) The word apartheid itself means 'separateness' in Afrikaans, which derives from Dutch 'apart', meaning 'separate', and the suffix '-held', meaning '-hood'. (Oxford English Dictionary, 2016).

The goal of the apartheid laws was not only to separate white South Africans from the non-white majority, but also to separate black South Africans throughout the territory in order to diminish their political power. The apartheid legislation ('Group Area Act') divided South Africa's land into white (almost 80% of the territory), black and colored areas (Trial, 2006). It also separated public facilities for whites and non-whites. One of the most brutal acts of apartheid was to remove black inhabitants from their homelands after declaring them 'white-only' areas. From 1961 to 1994, more than 3.5 million people were forcefully removed from their homes and deposited in townships, where they were plunged into poverty and hopelessness. (The History of Apartheid in South Africa, 2016)

THE FALL OF APARTHEID. BEGINNING OF THE DEMOCRACY?

While there was some resistance to the apartheid movement, most of the resistance leaders including Nelson Mandela (incarcerated from 1963 to 1990) were either captured and sentenced to long prison terms or executed. It was not until 1989 when the president of South Africa was put aside due to international pressure, and the new president, F. W. de Klerk, started to change some of the legislation. Since 1994, the government has passed a significant amount of social legislation that claims to help address the inequities of the past, encouraging the construction of almost 2 million new houses with water supply and created 2 million new jobs (History.com, 2016). However, the tough legacy of apartheid is still visible both in the economic and social condition of the country (Oldfield, 2003).



Apartheid plate

THE LEGACY OF APARTHEID

The consequences of the apartheid are still visible, even though different attempts to redeem it were made. The clearest example of it is the reinforced existence of the townships and the living conditions of their inhabitants, and even more, the conditions of the informal settlements nearby the townships (History.com, 2016). As mentioned before, these areas are inhabited by people who were forcefully removed from their homes and relocated to the periphery of cities, made to live in [townships riddled with problems with sewage and accessibility, in turn causing sanitary problems](#). In addition, the townships were characterized by the [lack of educational institutions and facilities for children](#) and young people, as well as the existence of drugs, gangs and violence (History.com, 2016). Furthermore, the townships and the informal settlements surrounding them [lacked the commercial and communal facilities and public spaces that define a city](#). (De Readt, 2012).



[The trigger of urban regeneration]

[FIFA Worldcup 2010]

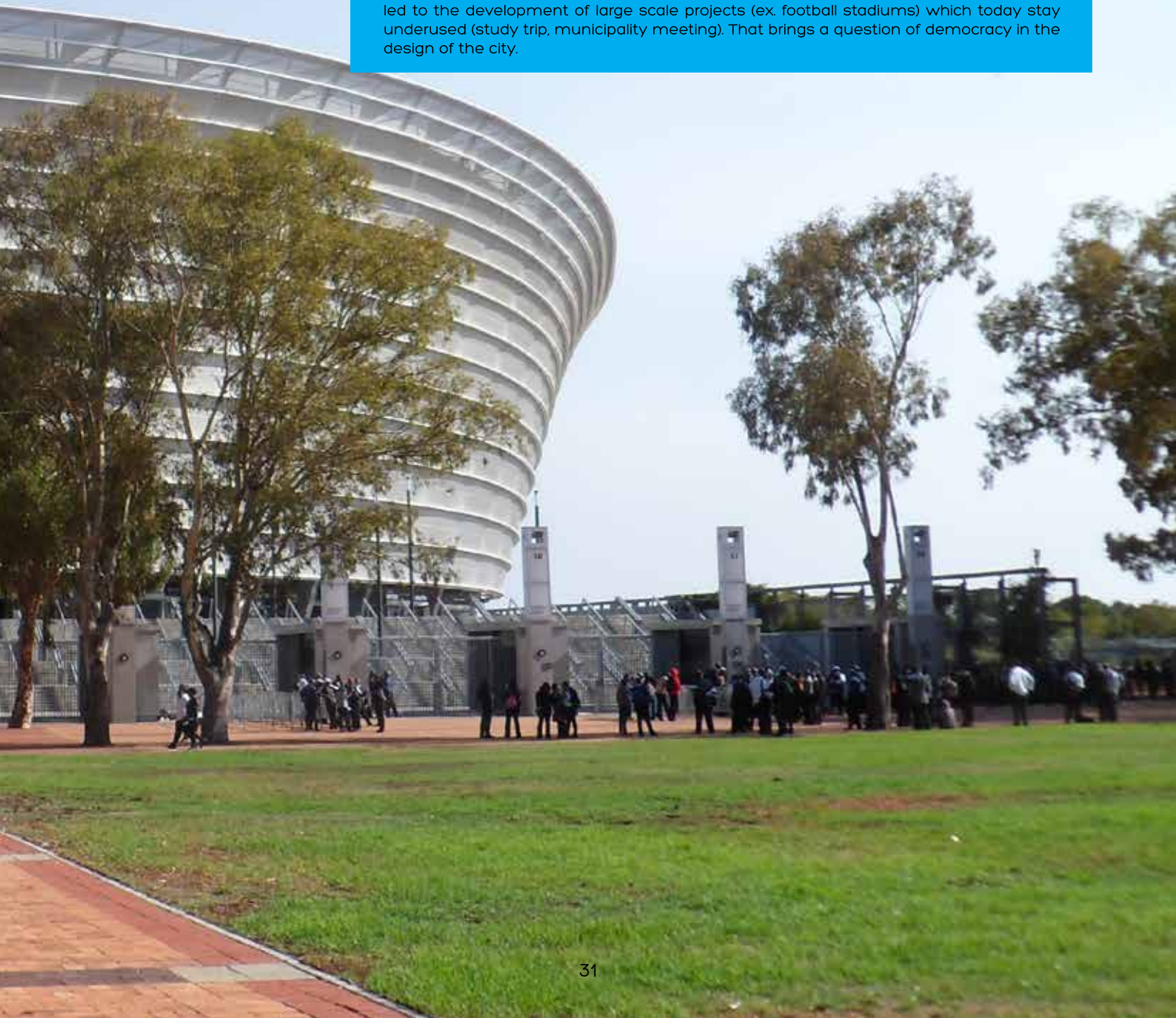


CONSEQUENCES OF THE WORLD CUP 2010

The impact of the World Cup Championship in Cape Town in 2010 transcended from sports to urbanism, economy and security. Regarding economy, the World Cup tourism created a larger economical growth through performative events. In terms of security, new patterns of social segregation was observed. Given the high security risks involved (South Africa has a high crime rate and massive events like the FIFA World Cup provoke acts of violence - Wikipedia 2016) tourists and visitors were strictly separated from the South Africans. Regulations and penalties were created to maintain the social segregation between them, which restricted the meeting of cultures (McMichael, 2012).

With regards to urbanism, a number of projects were developed in connection to the World Cup events. Among these was the construction of the new infrastructure necessary to host the events, which, at times, led to the eviction of residents. Starting from the underdeveloped areas, a strategy of refurbishment for the city and development of new housing was introduced. Another outcome of the games was the implementation of MyCiti (BRT, Bus Rapid Transit) in Cape Town, a new and extremely fast method of transportation, which, having its own traffic lane, allows for uninterrupted movement along its route. (City of Cape Town, 2016).

The FIFA World Cup was a huge temporary event that catalyzed the urban regeneration process. Even though some of its positive impact is patent in the city, other promising development plans were abandoned or stopped, which considerably slowed down the process of regeneration (McMichael C., 2012). Moreover, the scale of the World Cup events led to the development of large scale projects (ex. football stadiums) which today stay underused (study trip, municipality meeting). That brings a question of democracy in the design of the city.



[From global to local]

As mentioned in the previous page, the World Cup events in 2010 had a number of consequences. One of the main investments the municipality made was the implementation of the IRT - Integrated Rapid Transit (study trip; meeting with the municipality)-, a project staged in several phases of development, which is still being implemented (City of Cape Town, 2016).

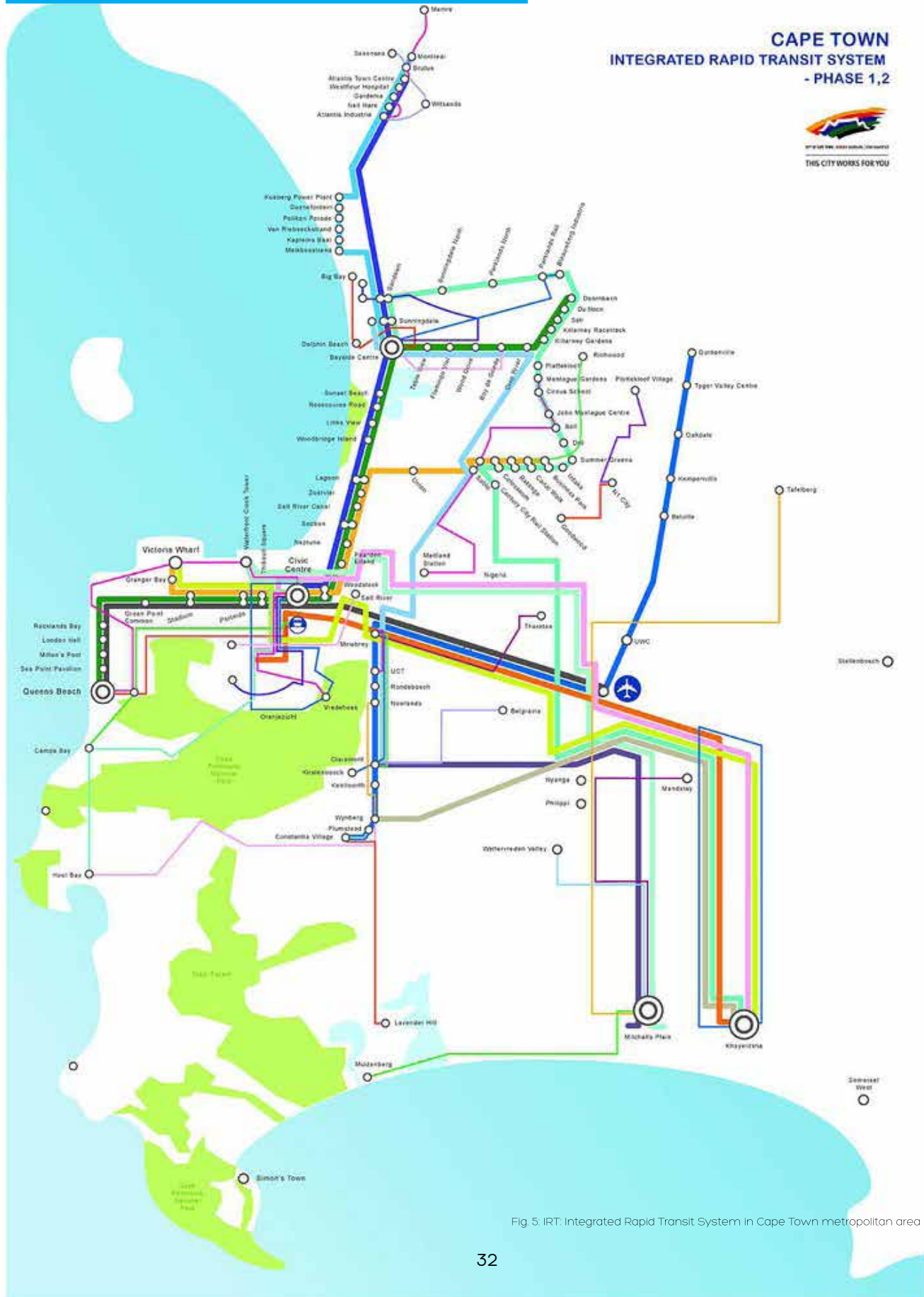


Fig. 5: IRT: Integrated Rapid Transit System in Cape Town metropolitan area

IRT

The IRT plan for the city of Cape Town [connects the City Bowl](#) (City Center) [with other main areas of the city](#), including the townships. It provides a faster, safer and more convenient form of transportation transport for residents. The goal of the municipality is to create a better transportation network, the Integrated Rapid Transit (IRT), with an improved rail system as the backbone, complemented with MyCiti (BRT, Bus Rapid Transit), which create access to the areas where the rail network cannot be established (City of Cape Town, 2010).

[The project started before the World Cup in 2010](#), as a transportation system to help the visitors for the events, with a span of 15-20 years for full implementation. According to users (interviews, study trip), trains are preferable because they are faster, but the bus is safer and more comfortable.

MACRO SCALE PROJECTS

Parallel to the IRT project, there have been a number of [urban attempts aimed at improving the public spaces of the metropolitan scale](#) of Cape Town. Most of them base their premises on the notion of nodes and activity corridors. However, due to the large scale of the city, the concepts were often disconnected from the local conditions (Trial, 2006). A similar logic of improving public spaces through nodes

and corridors was addressed by the [Dignified Public Spaces Program](#) (City of Cape Town, 2003) [and the VPUU](#) (VPUU, 2016) but on a far more local scale, with focus directed toward the user's profiles and needs, catalyzing the different areas in order to make them ready for the World Cup events. These projects continued and evolved into [new programs making human scale and the approach to small areas the right path to address the development of public space](#) (A. Graham, study trip).

Σ

The first method, used in our project to analyze the city, was based on an [analytical research of the macro scale of Cape Town](#). The research was directed towards understanding the city growth, as well as existing proposals and projects, which led to a deeper knowledge of the city from the bird's-eye point of view (Jensen, 2012). Despite creating a certain level of abstraction (no in-situ contact with the city), this process of research was extremely useful to create a framework for our knowledge of Cape Town as it is, including its existing problems, infrastructure layers, identity and potential areas of research. However, it led to the conclusion that, in terms of mobility and the public space, which are the focus points of the project, [metropolitan scale projects are strategies of connections and once they are established it is possible to implement more focalized projects](#). For this reason, the process from here on was directed towards working with [neighborhood and street scales](#) (Lynch, 1960).



Fig. 6: Klipfontein Corridor project

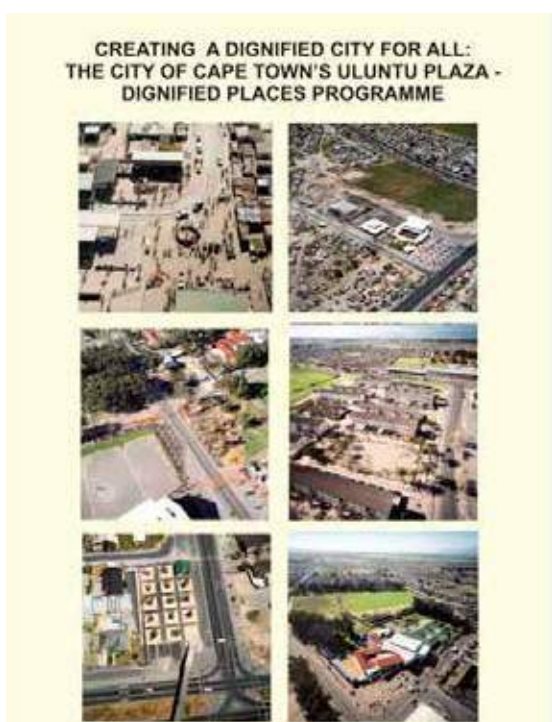
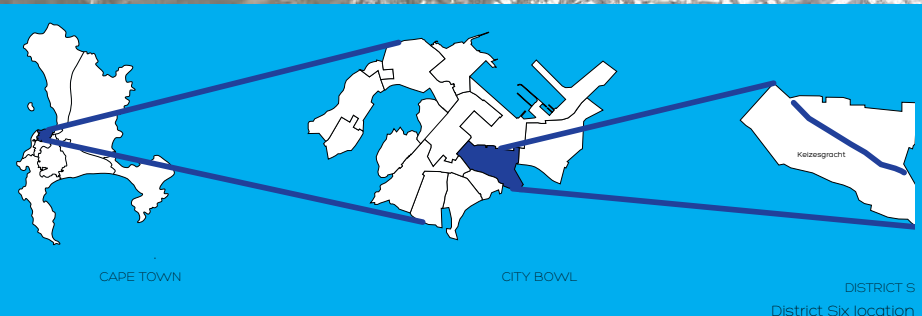



Fig. 7: Dignified Public Places Program



Harare Public Library, project from VPUU

[Let's zoom in!]



CAPE TOWN

CITY BOWL

DISTRICT S

District Six location

Keizersgracht

WHY DISTRICT SIX?

The mobility strategies, introduced on the metropolitan level (see p. 29), can be reinforced by public space in the neighborhood scale. In the project, District Six has been chosen to introduce a design proposal for mobility related public space.

Cape Town is a densely populated city with densified development throughout the entire urban fabric. The area of District Six, right beside the Business District Area in the City Bowl of Cape Town, on the other hand, is a white canvas. The history of Cape Town severely influenced the growth of the city, but District Six was the area that suffered the most. Located in between the rail tracks, the city center, Table Mountain and a residential neighborhood, it is the only neighborhood that was not able to recover a feel of city life after the apartheid. This, despite the fact that before the apartheid, it was one of the most active areas of the city, particularly Keizersgracht Street (former Hanover Street), which was the commercial and activity backbone of the neighborhood (see p. 34-35). Today, it presents an 'emptiness' that raises a big question mark above it and a large potential to unfold (further explain in Now chapter).

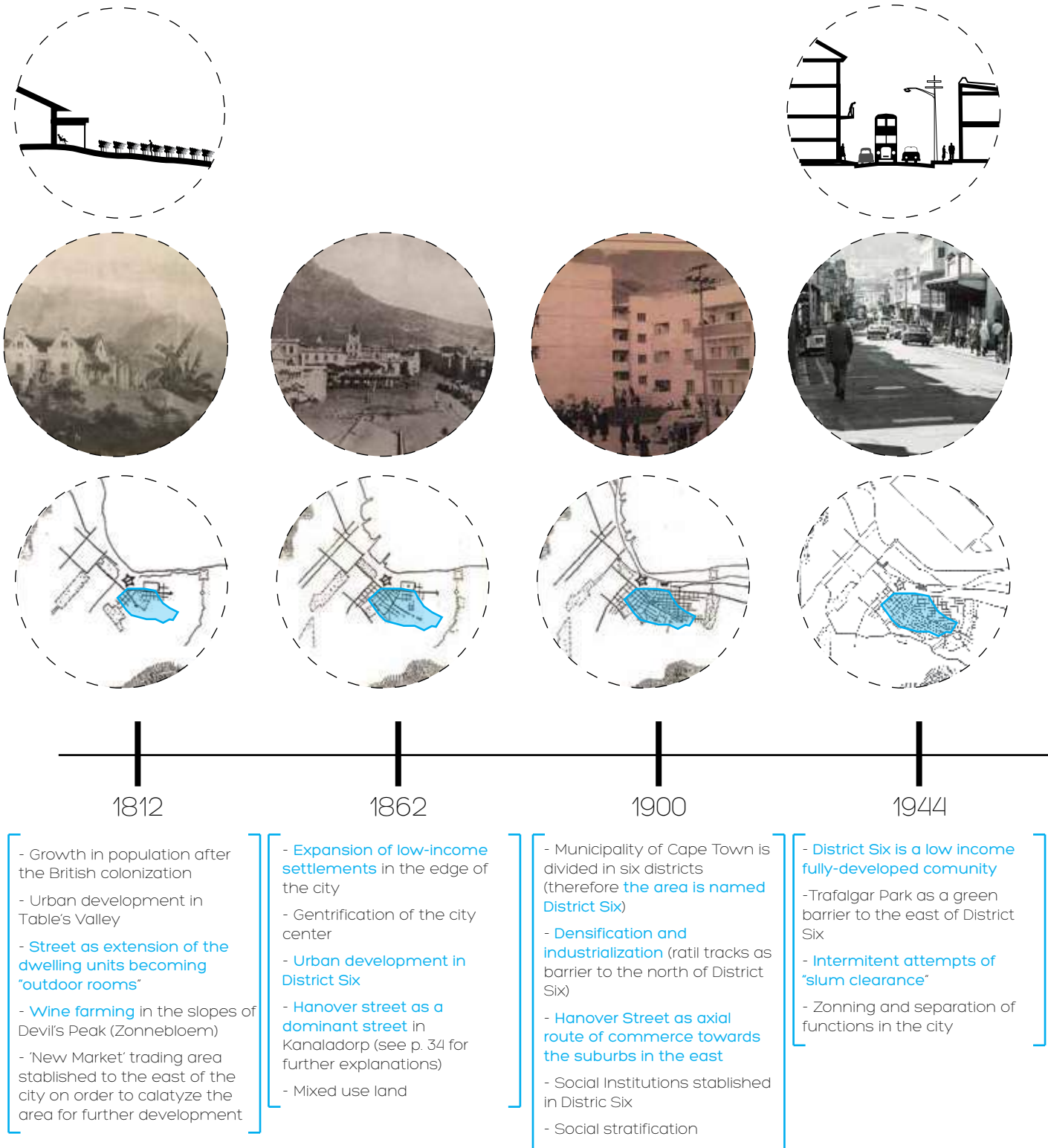


Fig. 8: Aerial view of Cape Town City Bowl

[Brief history of District Six]

As presented in the following timeline, the history of District Six can be divided into three main stages; each one represented by a street section on an illustration for better understanding of the place^(*).

In the first stage, Zonnebloem (former name of District Six) was a farm near the city center. In the second, it became a dense and vibrant low-income neighborhood and nowadays it is an area of 'emptiness' (further described in the next chapter) with large infrastructures and few users.



^(*) Data source: Pistorius P. ed., 2002. Texture and memory. The urbanism of District Six. Second Edition. Cape Town: Department of Architectural Technology Cape Technicon

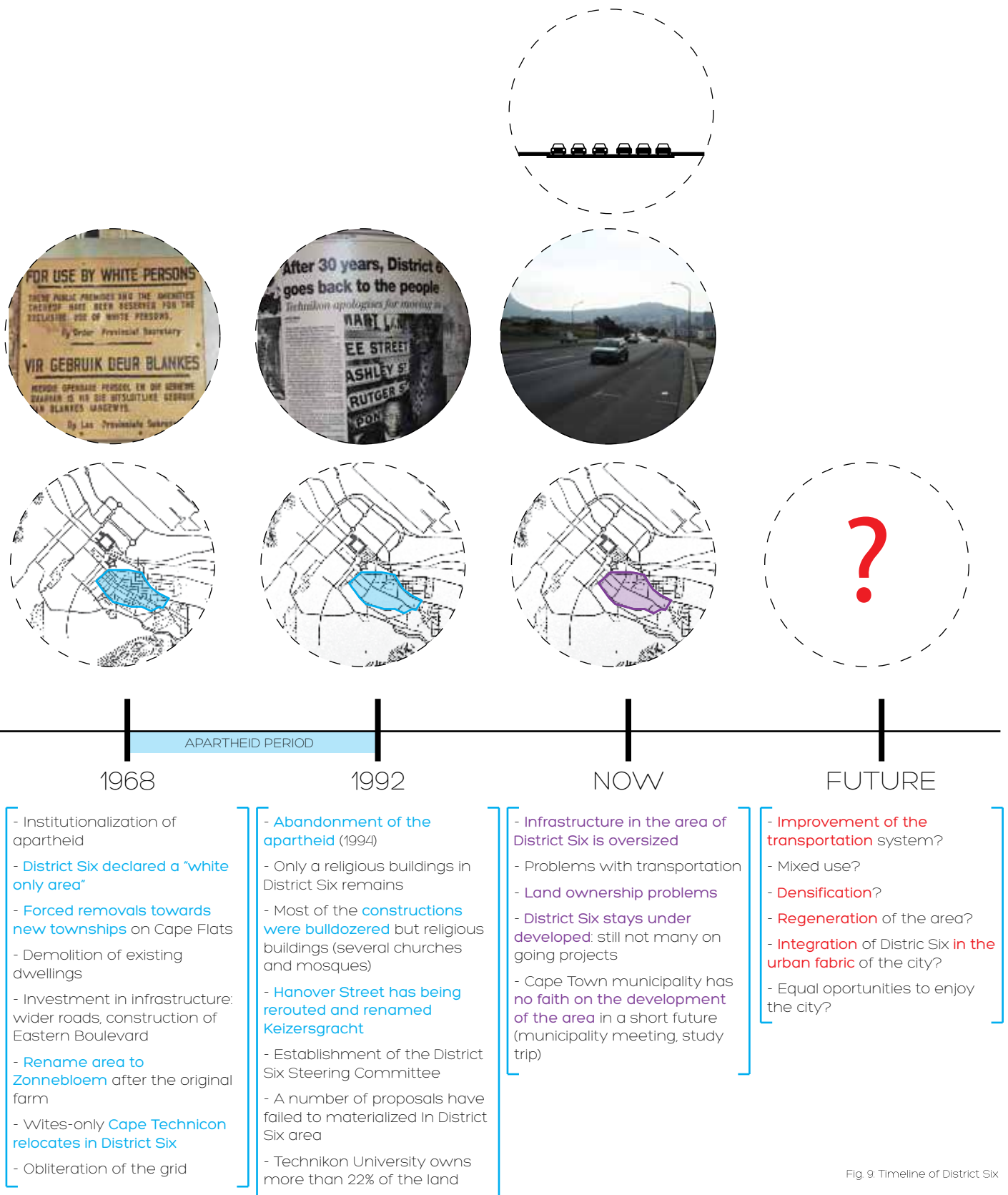


Fig. 9. Timeline of District Six

[Street life in District Six: community spirit]

[Jazz, trust and diversity]

Due to the proximity to the harbor, District Six became a working class neighborhood. Before the apartheid regulations, it was one of the most **cosmopolitan areas of the city**, vibrant and active. Its density was higher than other neighborhoods of the city because most of the inhabitants were poor, but that created even more attractiveness to the area. It was a very **diverse community**, where people from every color (although the largest population was black Africans), **coming from all over the world**, came to live together creating a mix of cultures, activities and races (Pistorius P. ed., 2002). One of the favorite activities of the inhabitants of District Six was to play music, particularly jazz - **District Six highly contributed to the history of jazz in South Africa**. (Vintage everyday, 2016)

District Six, sometimes was referred to as **Kanaladorp**. 'Kanala', as explained in 'Language in Cape Town's District Six' (McCormick, 2002), is an old Javanese word that means 'please', meaning that the neighborhood was built on the **spirit of the willingness to help your neighbors**. They had a give and take relationship, where trust and generosity were a currency used in their transactions (McCormick, 2002). They created a **lending-trust-trading community**.

The memory of that **vibrant spirit of the community inscribed in jazz, trust and diversity became an inspiration for the project**. Since then, the goal has been to recover that quality and transmit it into the future design proposal for District Six.

'Everybody bought everything on lay-by and it was all written down in exercise books; Moodley, the Indian general dealer in Caledon Street, scribbled it on the back of brown paper-bags which he lost when he absent-mindedly used them as containers for sugarbeans or rice. Everyone also knew they would have to pay in the end, even those who owed Moodley, although when that end was, was extremely flexible and it could be next week or next year or next never.'

R. Rive 'Buckingham Palace, District Six', 1986

"Langarm music began before jazz, but there is nothing written about it. Most of these jazz greats started out playing in dance bands. Some of them even played with the klopse. You never hear them talking about their roots. Where did they learn?"

Fig. 10-23 District Six life by the end of 1970's



Fig. 10



Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15



Fig. 16



Fig 17



Fig 18



Fig 19



Fig 20



Fig 21



Fig 22

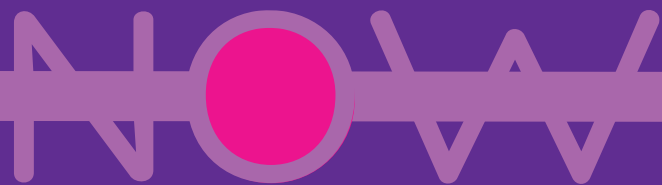


Fig 23

Nothing
is happening here



WE ARE (SOMEWHERE)
HERE!



The 'emptiness' of District Six
Study trip
Problems and potential mapping
Creative city mapping
Unser's perspective mapping
Why is like that?
Situation plan: what is in District Six now
The border of Keizersgracht Street
Why democratic Design





This chapter is trying to answer the question **why** the community spirit needs to be recovered in District Six. It presents photographic documentation and analysis conducted during the study trip to Cape Town, in order to the reader a better picture of the existing condition of the site. Furthermore, it introduces a concept of a border as a space for a design intervention. The project is heading toward democratic design and sustainable design and this chapter is describing these terms.



← THERE IS A HUGE PARKING LOT
OVER HERE

THIS GUY PLAYED THERE

THIS USED TO BE A
VERY FAMOUS JAZZ BAR



THIS BUILDING IS AN ACADEMY
OF SOUND ENGINEERING



THIS STRUCTURE...
WE DON'T KNOW...
WHAT WAS IT?



A LOOOOOT OF GRASS

THIS IS A BIG UNIVERSITY. GREAT.
BUT WHERE ARE THE STUDENTS?







ARE THERE ANY KIDS LIVING HERE?
MAYBE THEY DON'T LIKE IT?





SOOOOOO EMPTY!

IT USED TO BE
A NICE STREET...



THE 'EMPTINESS' OF DISTRICT SIX

Wandering around the District Six today gives an impression which may be similar to a time travel. A passerby is transported from the busy and full of life streets of City Bowl into an abandoned landscape, marked with landmarks isolated from each other - churches, mosques and university buildings. Since the demolitions in the 70s and 80s, it has stayed underdeveloped and the wide roads are surrounded by wild meadows. Any important or regular flows were observed on the site during the mapping that was conducted. Given the condition of pavements and the lack of sense of security in the area, it can be stated that it is unfriendly for pedestrians.

Nonetheless, is it legitimate to declare District Six a 'land of emptiness'? According to Lucy Lippard 'all places are some places' (1997). The vacant land or a transit area have unfolded potential which needs to be discovered (Auge, 1995) and a closer look at the site has indeed revealed a variety of possibilities hidden in the landscape. Existing communities, educational and religious institutions, informal use of the land - refugee settlements or informal parking for long distance buses - are examples of those. Furthermore, there is an existing underlay, which is a landmark itself - the memory of the past (Auge, 1995). It is represented by the traces the grids outlining the old streets, the jazz, which used to be played on the streets and in the bars of District Six, as well as the memory of as well as the memory of the vineyards long since gone (District Six Museum, study trip, 2016).

Therefore, it can be concluded that the problem of 'the emptiness' of the District Six, which was an inspiration for choosing the area, turned out to be its undiscovered and promising potential.



A BIT SCARY...

THIS IS A CHURCH, BUT
THERE ARE ONLY CARS

WHERE ARE
PEOPLE?

SO EMPTY...

[Study trip]



INVESTIGATION
TEAM! :)



Trip itinerary

Σ

Designing in a foreign country is a challenging and complex assignment, mainly because of the prior lack of information regarding the place itself. It is difficult to comprehend the urban context without inhabiting and living the city as a user, instead of just as a tourist or a designer. The lack of experience of all those trivial and daily moments may blur the understanding of the identity of the place and its culture. That is why, for this project, a study trip became the backbone to methodology, allowing for the quantitative and qualitative methods of analysis, including in-situ registrations conducted during the trip (human behaviour, White, 1980) (for more information, see Appendix), to form the foundation for the project. It also provided a first attempt at introducing introduce a democratic design process, achieved both through interviews and through opening a dialogue with the municipality of Cape Town.

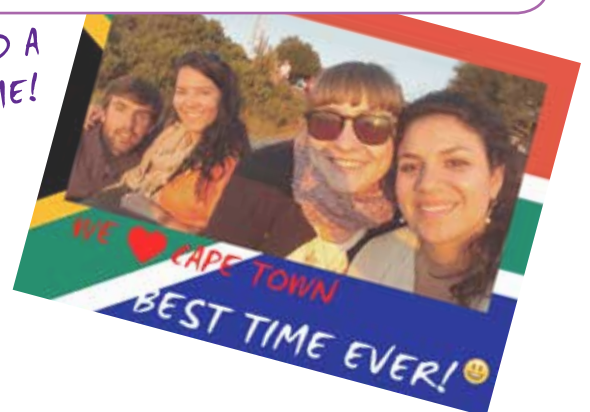
The study trip created a personal perception of place. As a result of the mapping of flows, important landmarks, the conditions of the site and also a number of subjective impressions of the area, we were able to create a problems and potentials overview Lynch, 1960). That experience allowed us to submerge into the spirit and the atmosphere of District Six which strongly inspired the further design process. Furthermore, opening a dialog with the spatial planning department of municipality of Cape Town gave us an opportunity to gain knowledge about the plans for

the area, the general vision for both the city and the District and the local conditions of designing in that context. One of the assumptions for the project was to work with a realistic approach, which is why it was necessary to acknowledge and comprehend ongoing urban processes. Finally, the visit to the District Six Museum helped to create a better picture of the area's past and its meaning for the city and its inhabitants. That allowed us to empathize with them and understand their situation in a more personal way.

A very important element of the study trip was an attempt to remain open minded and attentive when in contact with the capetonians. Many interviews and casual talks took place and they made it possible to approach both the city and District Six from the perspective of its users. The interviewees were asked about their perception of that place and about what vision they had for it, but we also left space for a spontaneous and informal conversation, which allowed for the unfolding of the realities of living in Cape Town and South Africa.

In sum, the best way to describe our trip to Cape Town, is by acknowledging how the insight allowed us to build a rich picture of the existing situation, helped us to embrace the spirit of the area and to understand the complexity of its problems.

AND WE HAD A
GREAT TIME!





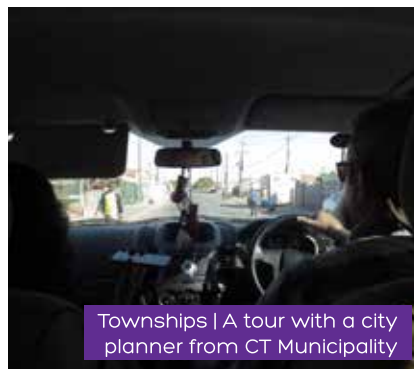
District Six Museum | visit



| Mapping flows



Keizersgracht Street | Analysis in situ



Townships | A tour with a city planner from CT Municipality



District Six | Historic tour



Townships
| Community related projects tour



Main station
| Mapping public transportation system

[Problems mapping]

The mapping of problems and potentials helped us understand the site (Lynch, 1960). As presented on the diagram, the area's most pressing problems are best summed up by describing it as an environment unfriendly for pedestrians, with a poor level of development, a considerable number of borders - both physical and psychological -, represented by the fences and barriers present everywhere and the poorly chosen locations of the public transport stops (plan in scale in the Appendix).



Not friendly pedestrian paths/
Street vendors



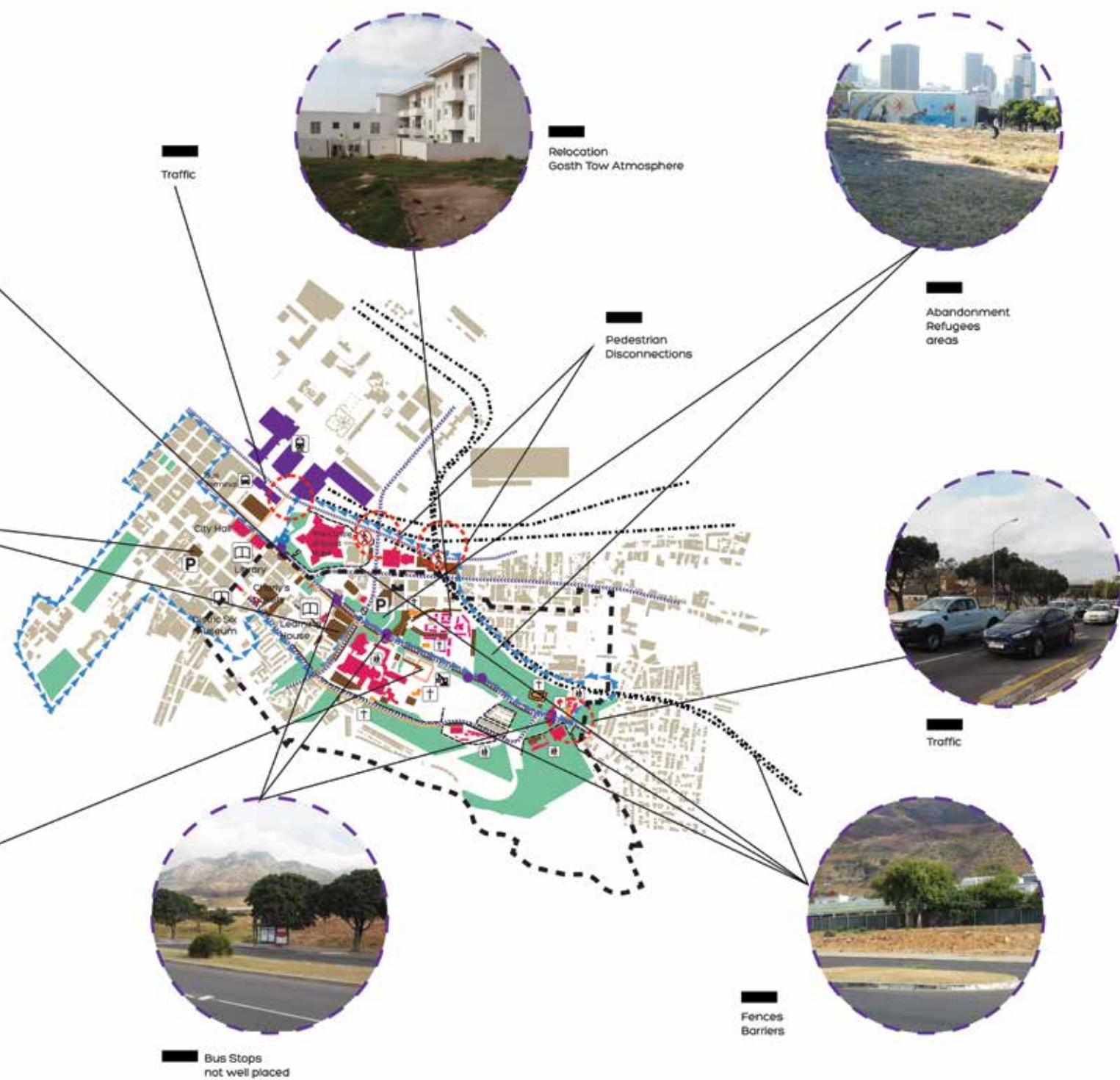
Excessive parking areas

Legend

-  MyCiti Bus-Stop
-  Tourist Bus-Stop
-  Pedestrian Flows
-  Tourist Bus
-  MyCiti Bus Line
-  High Traffic flows
-  Medium Traffic flows
-  Linear parking
-  Parking
-  Landmarks
-  Green areas
-  Pedestrian crossing
-  Critical areas
-  Disconnections
-  Vistas
-  Barriers

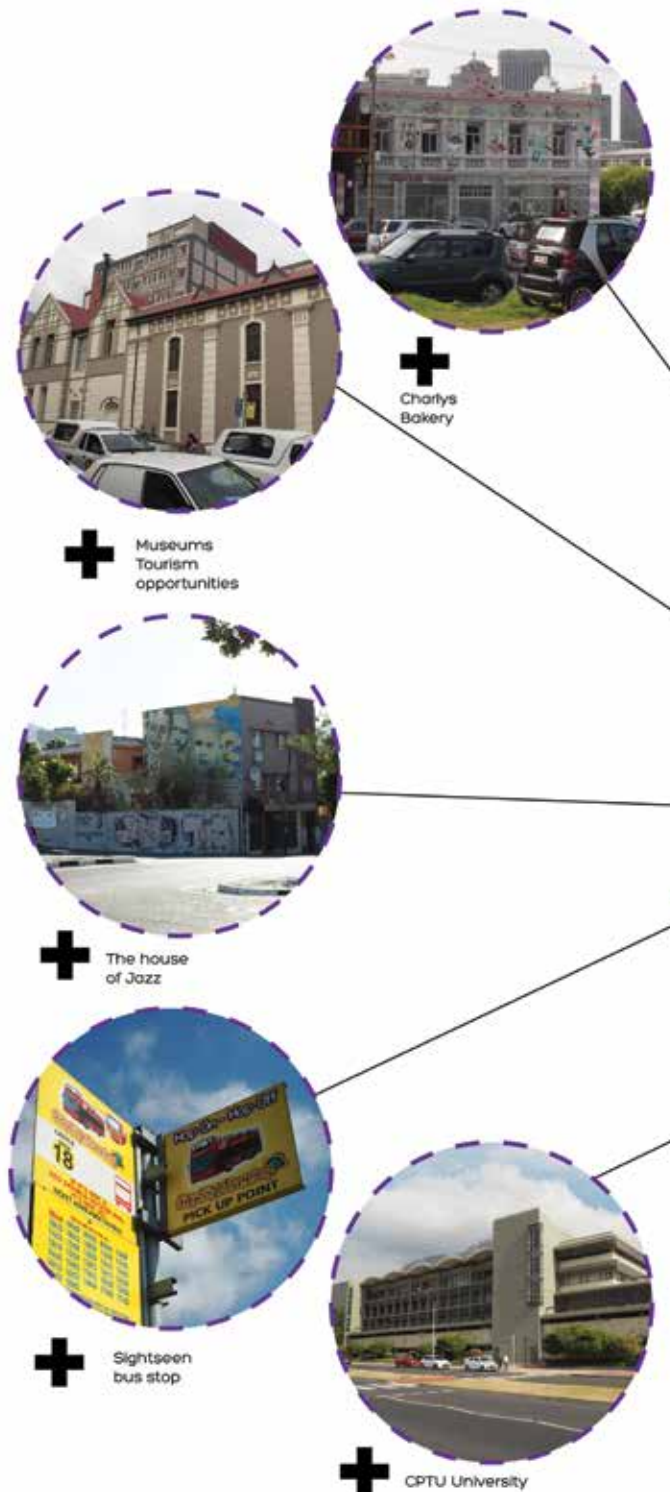


New developments
Student Residences



[Potentials mapping]

On the other hand, many important landmarks can be found in District Six. They help give an identity to the area and bring people in, creating flows (Lynch, 1960). Of those, it is worth mentioning the museums, a number of famous gastronomic places, the bus and train terminals as well as the university. In addition, there is a considerable tourist traffic, many green areas and a very appealing natural environment, with the Table Mountains rising on the South and the northern side opening toward the Atlantic Ocean. This situation affords the area many nice vistas and creates interesting topographic opportunities (plan in scale in the Appendix).



Legend

- MyCiti Bus-Stop
- Tourist Bus-Stop
- Pedestrian Flows
- Tourist Bus
- MyCiti Bus Line
- High Traffic flows
- Medium Traffic flows
- Linear parking
- Parking
- Landmarks
- Green areas
- Pedestrian crossing
- Critical areas
- Disconnections
- Vistas
- Barriers



+ Bus Terminal
Train Terminal



+ The Castle of
Good Hope



+ Good Hope
Center



+ South Pedestrian
connections



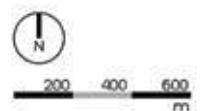
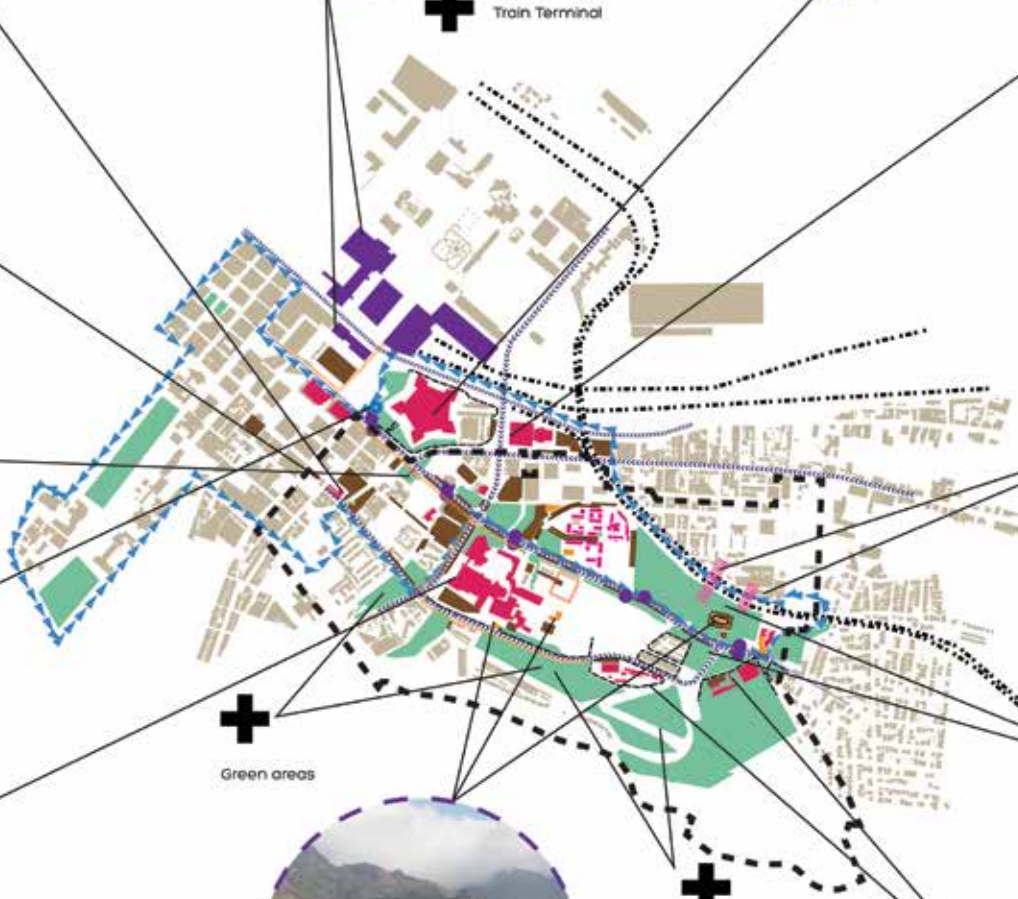
+ Nice Views

+ Educational
institutions

+ Topographic
opportunities

+ Religious buildings
memory of the place

+ Green areas



[People's impressions]

The study trip was an opportunity to approach the local community and learn from it. Interviews and casual talks with the locals were an eye opening experience, which strongly inspired the direction of the project. They showed us how to understand citizens' daily life, the moments of conflicts and joy, which all come together to define the city life. They were also the first attempt at introducing the democratic design methods. The next two pages present a selection of quotes that had the biggest influence on the shape of the project (for more information, see Appendix).



"Comming back to live there? I wouldn't like that!
I don't have another 40 years to create
a community there"

Joe Schaffers
77 years old
Educator in District Six Museum/
Former Environmental Health Officer

"The area needs something for young people, to
keep them away from drugs"

House keeper
58 years old



"People take public spaces for granted, they just want
them, without taking care of them, that is why they
don't work here in Cape Town"

Bartender
39 years old



"We definitely need community activities and a
nice park to chill on a bech, it fits there. It is
much safer than the suburbs so we
could do many things, like dance!"

Hostel reception manager/
Former professional dancer
48 years old



"I like taxi because it is nice and quick."

Taxi driver
41 years old

"It is a green area, but just too sad [...] just too abandoned: no buildings, no spaces.. just a massive brand-new road"

Ernesto Aguado
Spanish tourist/Work as farmer
25 years old



"I would very much like to live there. It is so close to the city centre [...] very green and beautiful views!"

Elizabeth
25 years old
Tour guide



"I don't really feel unsafe but disconnected, from other public spaces and from the city"

Alastair Graham
51 years old
City planner

[Why is District Six like that?]

[Land ownership problem]

Why did District Six become a desert landscape? Why does it remain underdeveloped? These pages try to answer these questions by unfolding the problem of land ownership in the area. We attempt to explain what happened in the past, how it influenced the current situation and what is today's 'status' of the ownership problem.

WHAT HAPPENED THERE?

- 1966 • District Six declared a 'white group area'
- 1968 • First demolitions occur and the process of forced removals is continued
- 1978 • District Six is renamed Zonnebloem (sunflower) and the rehabilitation of the area for 'whites' is commenced.
- 1982 • The Cape Technikon (technical university) for 'whites' is established in District Six despite strong public protests.
- 1987 • The ex-residents of District Six come together to struggle against attempts to redevelop District Six without their involvement (The Hands off District Six alliance of civics, religious organizations, schools, sport organizations and political structures)
- 1993 • The Cape Community Land Trust is established for the purpose of returning the land to victims of forced removals.
- 1997 • District Six Beneficiary Trust is formed to drive, coordinate and monitor the process of restitution and redevelopment in District Six in consultation with the relevant authorities.

* Data source: District Six Museum, Cape Town



0 50 100 200
m

Legend

- Land to be transferred to the trust
- Technikon land
- Claims submitted



WHAT NOW?

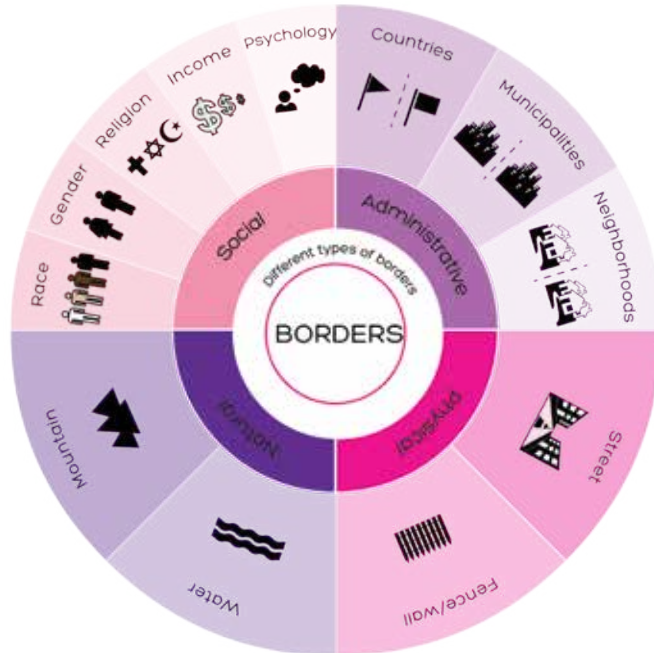
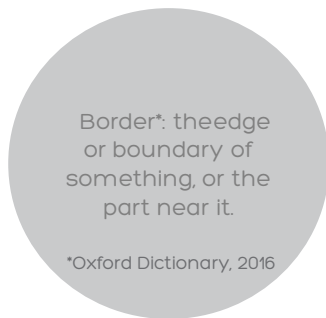
Regarding the complex heritage of the past, redeveloping District Six has become a complicated task. It is difficult to establish a compromise between investors, political structures (municipality, government), current owners of the land and former residents of District Six, who still hope to get their properties back (Municipality of Cape Town, 2016). Moreover, some important questions have not yet been addressed efficiently: who has the right to claim the land? Are those only the people who used to live there or also their descendants? What will happen in a situation where the land has changed owners during the apartheid time and now belongs to e.g. The Cape Technicon? Furthermore, what kind of developments should be promoted there? Is it housing, mixed uses, offices?

The multiplicity of unanswered questions brought us to the conclusion that **District Six today is one big field of conflict**. It has to be solved in the future, but for now, **the only space free from conflicts is a space of borders**. In this projects the borders are **overlapping the streets**, as can be observed on the plan presented on these pages (land claim map in District Six). A decision to work on the borders has been taken to deal with the complex problem of the land ownership, which is one of the main factors preventing the development of District Six.

[Meeting on borders]

[Blurring inequity]

As it was stated on the previous page, the borders have been selected as a site of intervention. In District Six, it meant working with the streets. However, the discovery of the borders' problem in the neighborhood scale became an inspiration to zoom out one more time and investigate it in a broader scale of the city.

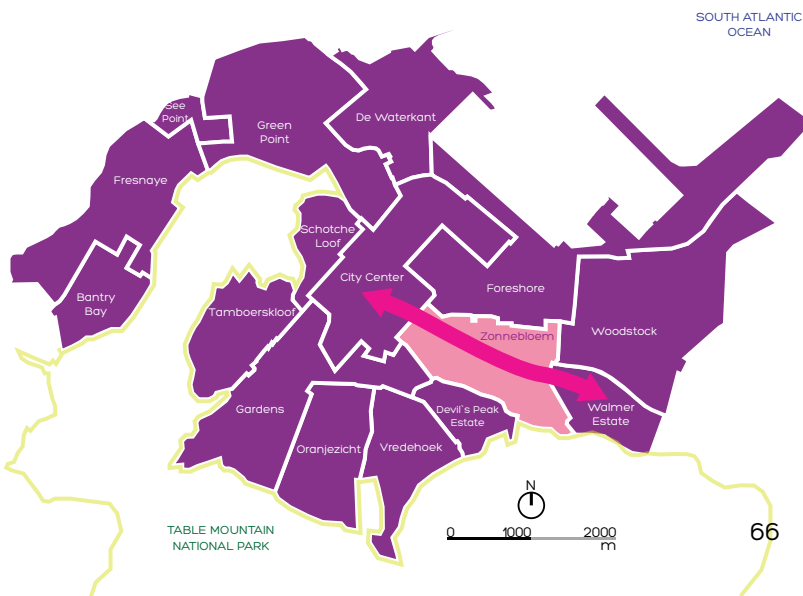


Border definition in Cape Town diagram

CITY OF BORDERS

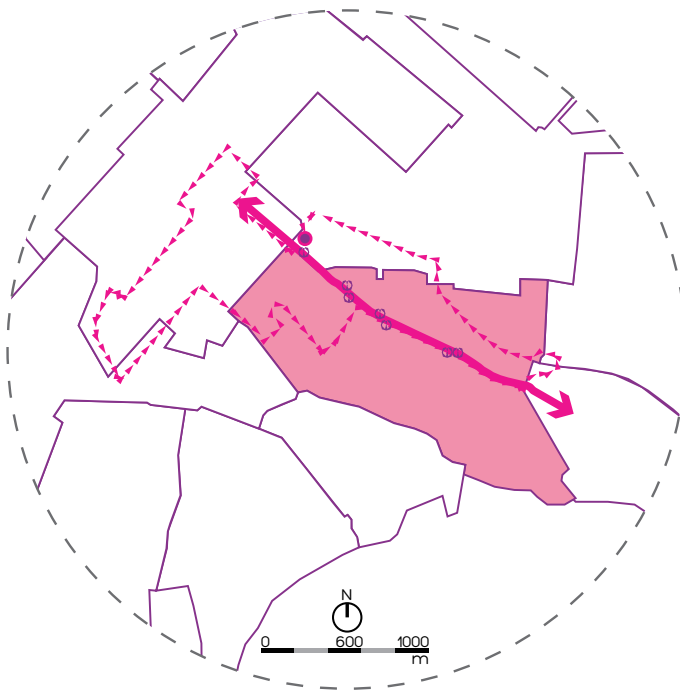
The research brought a conclusion that Cape Town is a city of borders. The borders observed in the city can be divided into administrative (between municipalities and neighborhoods), physical (streets, walls and fences), natural (Atlantic Ocean and Table Mountains) and finally social (due to a race, gender, religion, income or psychological borders). The reason of that situation can be found in the history of the city, especially in the way the modernist urban planning theories shaped it (see p. 24). Regarding the fact, that the borders are inherent part of the urban life in Cape Town, the goal of the project is to reverse the negative perception of 'a border' and turn it into a space of connection, negotiation, and gathering - a meeting place.

District Six connection to the City Bowl and other neighborhoods



CONNECTING THROUGH THE 'BORDER'

In the context of District Six, the Keizersgracht Street was chosen as the 'border' of intervention for three reasons. Firstly, due to its strategic position in the area secondly, because of the fact, that the public transportation stops are placed along it and finally, in regards to the memory of Hanover Street (previous name of Keizersgracht Street) which used to be a backbone of the streets' grid in District Six (Muller, 2014). In the city center scale, reversing the border of Keizersgracht creates a potential to connect nearby neighborhoods through it.



LEGEND

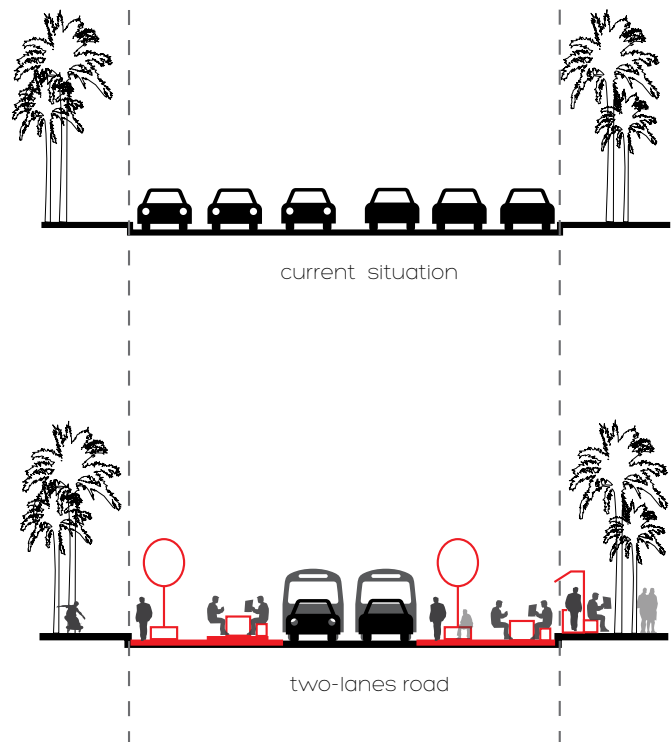
- District Six
- Keizezgracht Street
- Sightseeing bus route
- MyCiti bus stops
- Sightseeing bus stops

District Six and transportation system

[TS]

MOBILITY CONCEPT

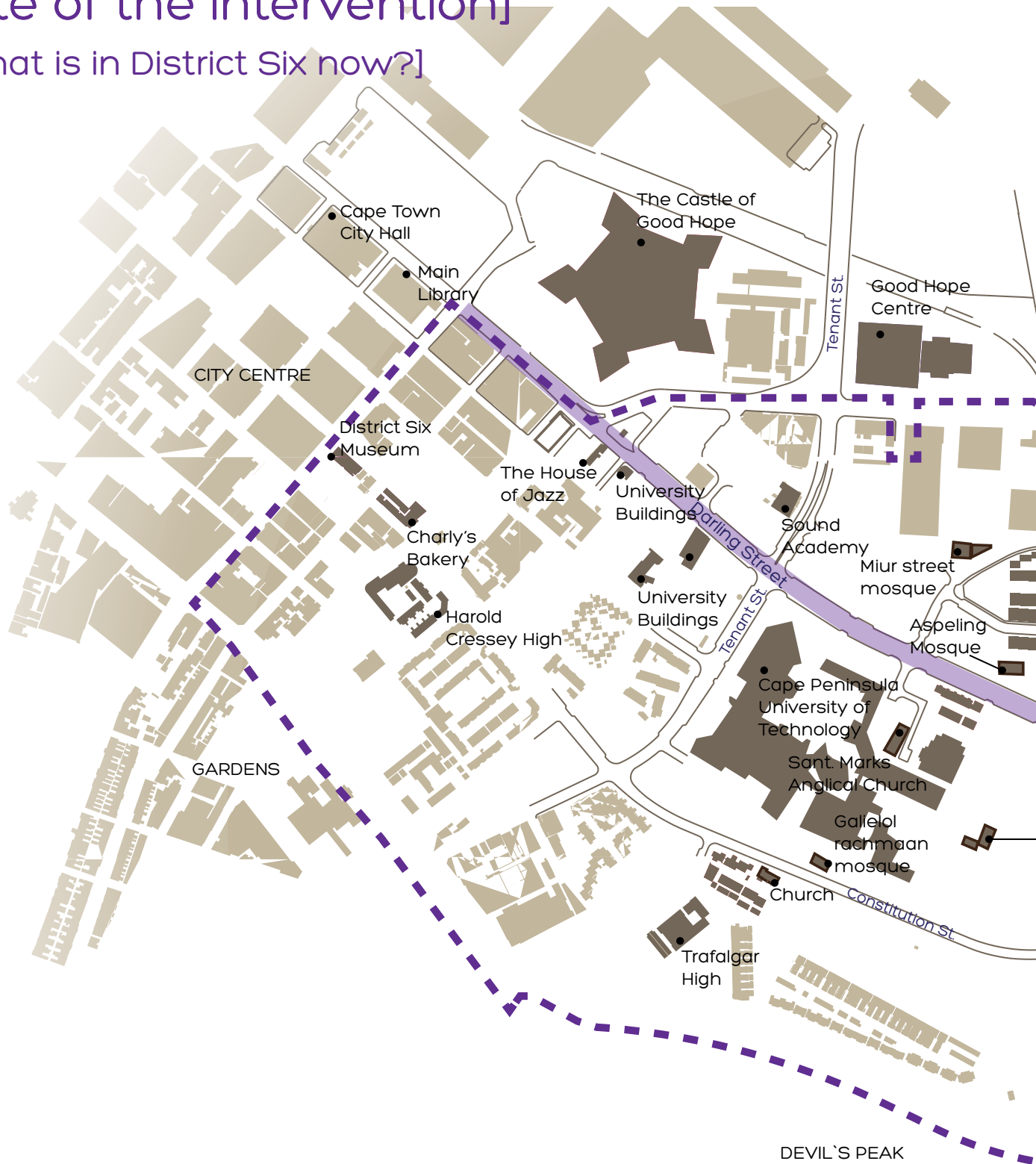
In the neighborhood scale, the presence of both MyCiti bus stops (see p. 30) and a route of touristic sightseeing bus generates flows which can be enhanced to recover the city life in District Six. The potential of mobility, which already exists there, can be reinforced by implementation of democratic public spaces. However, due to the landownership problem (see p. 62) it is not possible to do it in a traditional way, by creating a fixed design around the bus stops. Therefore, the mobility concept of decreasing the number of the car lanes from 6 to only 2 and using the leftover space of the road as a stage for temporary activities is implemented. This intervention is possible due to the low traffic on Keizersgracht Street (further information explained in urban mobility, p. 140). Furthermore, the wide transit zone, how it is today, does not create a friendly environment for new developments.



Mobility concept diagrams: current situation and proposal

[Site of the intervention]

[What is in District Six now?]



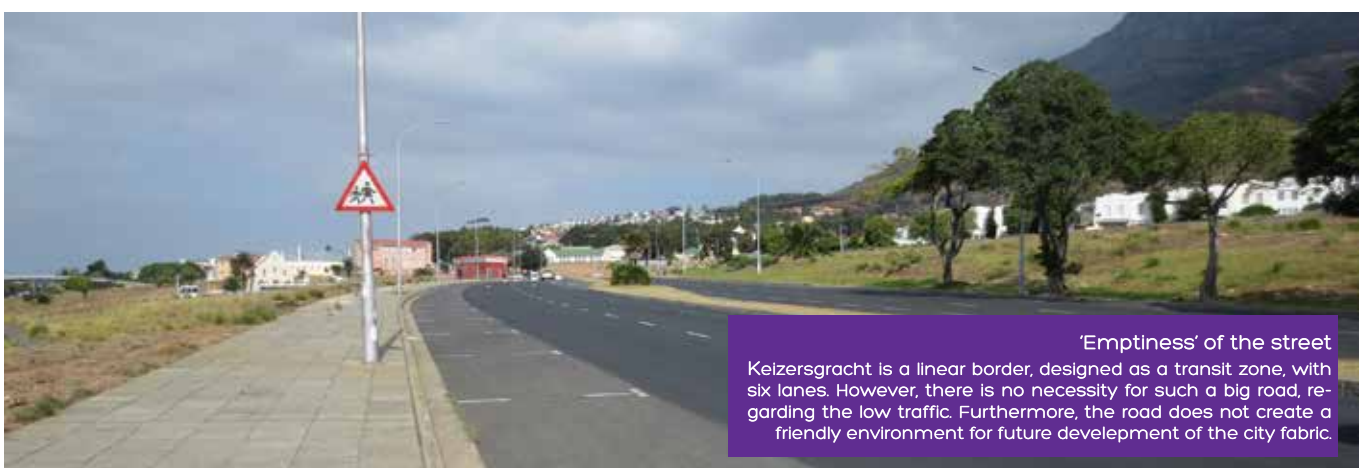
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As it was stated on the previous page, the particular 'border', understanding border as a place, of the Keizersgracht Street was chosen due to its central location in the area and existence of public transportation facilities. Moreover, many actors which can be integrated into the process of regeneration of the area - the churches, the mosques, the university, the existing communities - are present within easy reach. The previous name of the street was Hanover Street and it used to be one of the main and the most vibrant public spaces in District Six (District Six Museum, study trip, 2016).



Main landmarks and attractions in District Six

[The border of Keizersgracht Street]

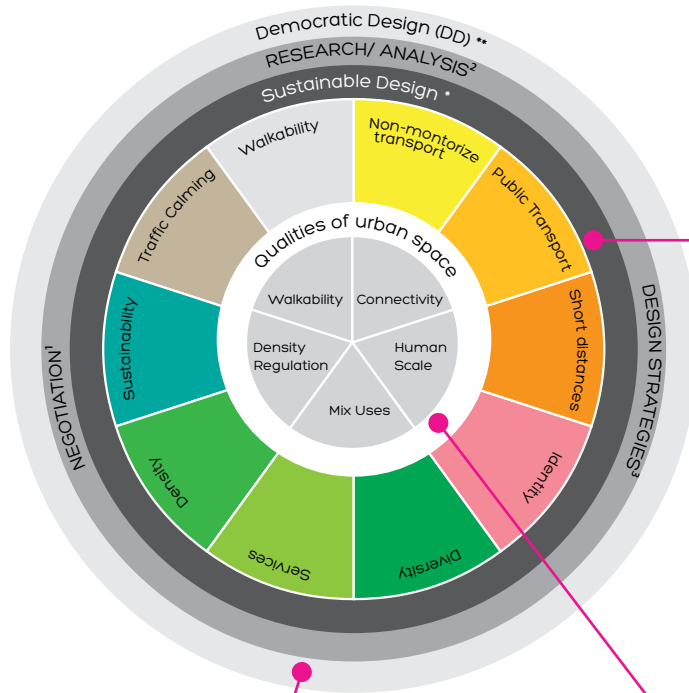




[Why Democratic Design]

The analysis and the study trip revealed a complexity of social problems in Cape Town and their impact on urbanization processes. Any attempt to solve this situation requires a careful selection of tools. Moving from the closed system, based on racial segregation, which had place in the past, into a society that is much more open and equal requires an approach, which would embed that shift (Rosa M.L., Weiland U.E. ed, 2013). That is why attention has been shifted towards democratic design. To overcome the negative memory of apartheid and the complexity of the urban context a dialog, negotiation and involvement of different parties is required (Rosa M.L., Weiland U.E. ed, 2013).

Democratic Design theoretical diagram



Democratic Design relies in many ways on the same principles as sustainable design, well described in the principles put forth by Jan Gehl and Walter Hook for public spaces and livable cities:

- Walk the walk: Create great pedestrian environments.
- Powered by people: Create a great environment for bicycles and other non-motorized vehicles.
- Get on the bus: Provide great, cost-effective public transport.
- Cruise control: Provide access for clean passenger vehicles at safe speeds and in significantly reduced numbers.
- Deliver the goods: Service the city in the cleanest and safest manner.
- Mix it up: Mix people and activities, buildings and spaces.
- Fill it in: Build dense, people and transit oriented urban districts that are desirable.
- Get real: Preserve and enhance the local, natural, cultural, social and historical assets.
- Connect the blocks: Make walking trips more direct, interesting and productive with small-size, permeable buildings and blocks.
- Make it last: Build for the long term. Sustainable cities bridge generations. They are memorable, malleable, built from quality materials, and well maintained. (Benfield, 2010).

E

Democratic design has its origins in Scandinavia and it is based on principles presented in participatory design or co-design (Sanders, 2002). The principles distinguishing Scandinavian participatory design are: "democracy and democratization, values in design, and conflict as a resource in design" (Gregory, 2003, page 63). Therefore, democratic design is best described as relying on three solid foundations. Firstly, the ability to negotiate between different groups - such as communities connected with the area, authorities, investors, designers, etc., which leads to a future development of the area. Secondly, that the research and analysis methodologies are based on a „bottom-up“ perspective on the part of the designers - so as to avoid carrying preconceptions into the project. Finally, that the design strategy is understood as a series of solutions based on analysis and built on a compromise achieved through mediation, applied to specific areas. (Hernandez, 2016)

For this project the principles presented above have been summarized into five qualities of urban space: walkability, connectivity, human scale, mixed uses and density regulation. The reason behind our choice of focus parameters is to be found in the 'top-down' research and analysis in situ that both shed light on the current situation of urban space conditions and development in Cape Town. (see p. 31 and p. 54-59)

In sum, one may say that democratic design aims to dignify public spaces, by designing urban areas that take into account the ideas of different target groups for the well-being of everybody, in order to achieve the democratization of public spaces (Casanova and Hernandez, 2014).

"Democratic Design": is defined from the mandatory use of participatory design for the development of urban projects.

"Sustainable Design": is based on different urban design theories, compact city, shared spaces, staging mobilities, and Gehl's approach about ideal cities.

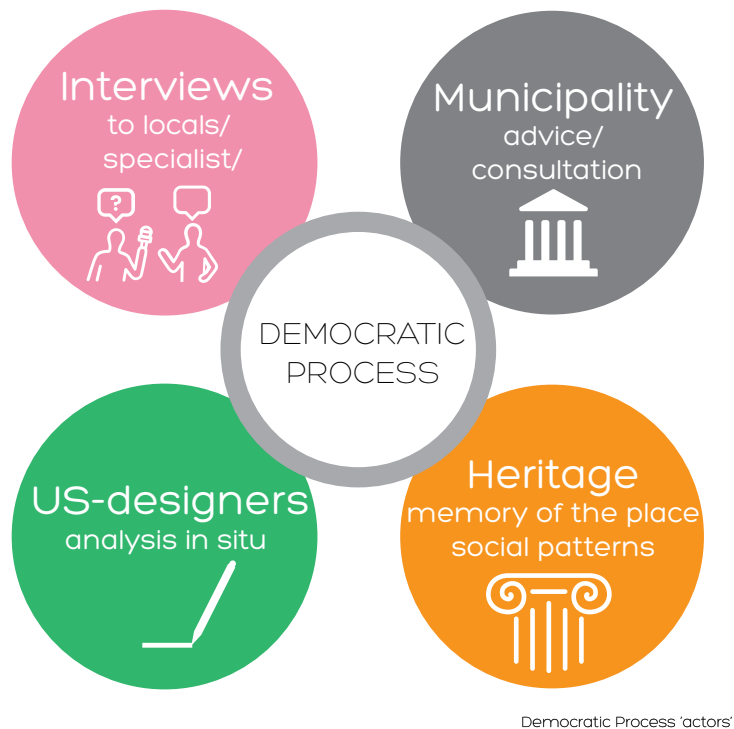
Explanatory terms regarding theory

NEGOTIATION¹: Participation of different groups like communities, authorities, investors, designer.

RESEARCH/ ANALYSIS²: Bottom up designer perspective.

DESIGN STRATEGY³: Design solutions based on analysis and negotiation applied in specific areas.

Categories of democratic design



DEMOCRATIC DESIGN PROCESS

As stated before, democratic design is grounded on principles of participatory design. It seeks, therefore, to establish a link between different actors, such as communities, designers, authorities and investors, in order to take decisions and actions for the future development of urban areas in the city (Casanova and Hernandez, 2014). The democratic processes are crucial for accomplishing the design (Miesen, 2010).

In the project, the principles of the democratic process were applied in the most efficient way during the study trip (see p. 54). Different parties and factors have been engaged. Interviews with locals and specialists were conducted, a dialogue with the city council of Cape Town was opened, which provided the advisory and consultancy tools. Furthermore, the heritage of the place, understood as its memory and social patterns, was taken into consideration. Finally, multiple analysis in situ and 'bottom-up' research were performed to get a subjective understanding of the place from the standpoint of a designer. The knowledge gained during that process strongly inspired the further development of the proposal for the area.



Fragment of conversation with Cape Town Municipality

[Capetonian's community now]

Community life is rich in Cape Town, as a result of being an enviable place to live, work and visit, in the South African context, as stated in 'Ambiguous Restructurings of Post-apartheid Cape Town: The Spatial form of Socio-Political Change (African Studies)' (J. Ossenbrugge and C. Haferburg, 2003). It can be felt while walking through the city (see pictures page 72-73), how important is for the inhabitants the face-to-face relationship, where they can enhance the sense of community. Such spirit of comradeship has been perpetuated through the history of the city, although it changed during the time of apartheid because of the removals of people from their own neighborhood, but the sense of togetherness inside community remains.

The aim of the project is to create democratic city through democratic process, which will bring richness and provide a powerful experience of the culture of Cape Town to be incorporated. Therefore, people and communities have to participate on the dialogue and be involved in the process of creating democratic spaces. Community means togetherness, and that is one of the goals to be achieved in the project.






“We never had a
perfect plan
but if you are
50% sure do it!”

A. Gaham.

Urban Regenerator Designer,
Special Planning Department
Cape Town Interview, 23-04-2016

FUTURE


- Vision
- Understanding the project
- Concept Keizersgracht
- Dynamic masterplan
- Action plan
- Catalogue of urban elements
- Catalogue of actors/agents
- Catalogue of urban results
- Catalogue of technical solutions
- District Six in six points of Interaction
- Points of interaction (A-F)
- Wish list for urban regeneration
- Scenarios of regeneration of District Six
- Urban mobility [TS]
- Democratic City / Reflection



This chapter is answering the question how the urban regeneration can start in District Six, by unfolding the theories within Democratic Design, such as Performative Urbanism, Urban Catalyst, Landscape Architecture and Urban Acupuncture, with the aim to create of a Democratic City.

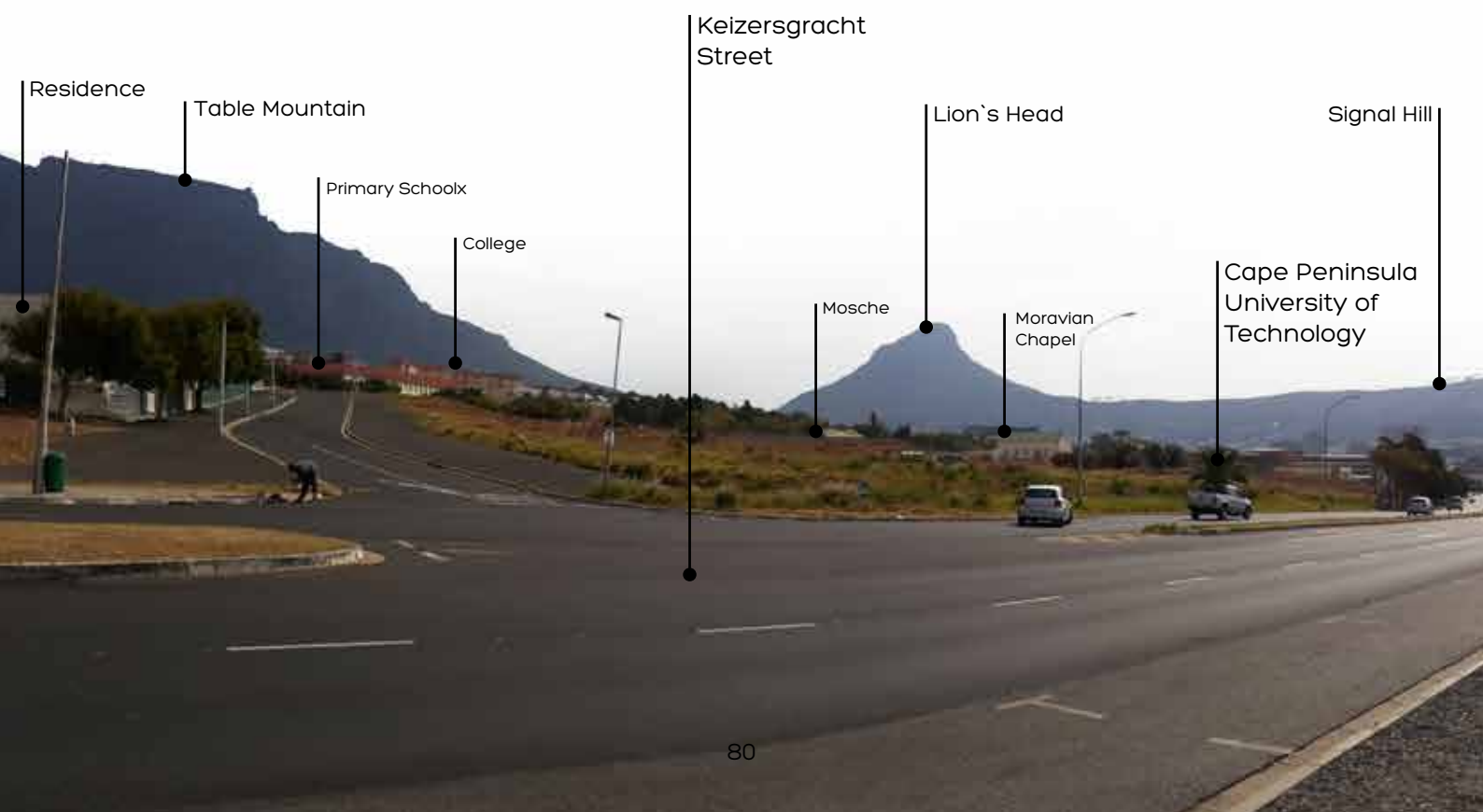
To represent this non-traditional urbanism, 'dynamic master plan' and 'action plan' were used as tool methods to establish a framework for the organization of different events that can catalyze the use of the spaces in District Six, the actors involved and the future possible scenarios as results of different combinations of them. It also presents the vision of the project, concept as well as a more detailed plans of the project applied in six points of interaction through temporal performative events. The chapter ends with a graphic reflection and conclusions about the project and its influence for the construction of a Democratic City.

I came here to cha
but Cape Town cha

A photograph of a person from behind, wearing a red tank top and a green backpack, touching a wall covered in many red and yellow handprints. The person's right hand is pressed against the wall. The wall is a large mural or wall painting. The text "Change Cape Town, changed me." is overlaid on the bottom left of the image.

Change Cape Town,
changed me.

[Vision]

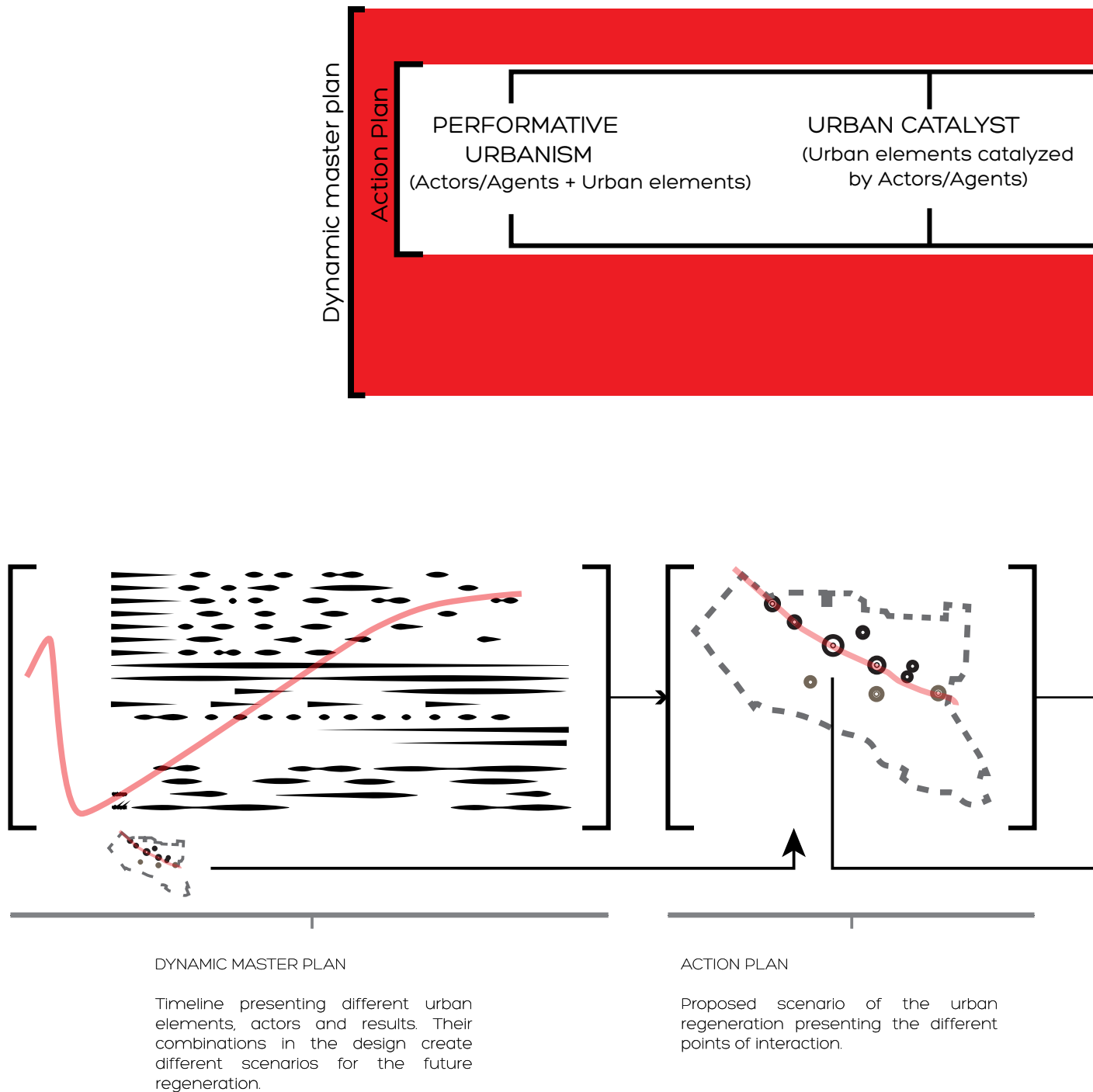


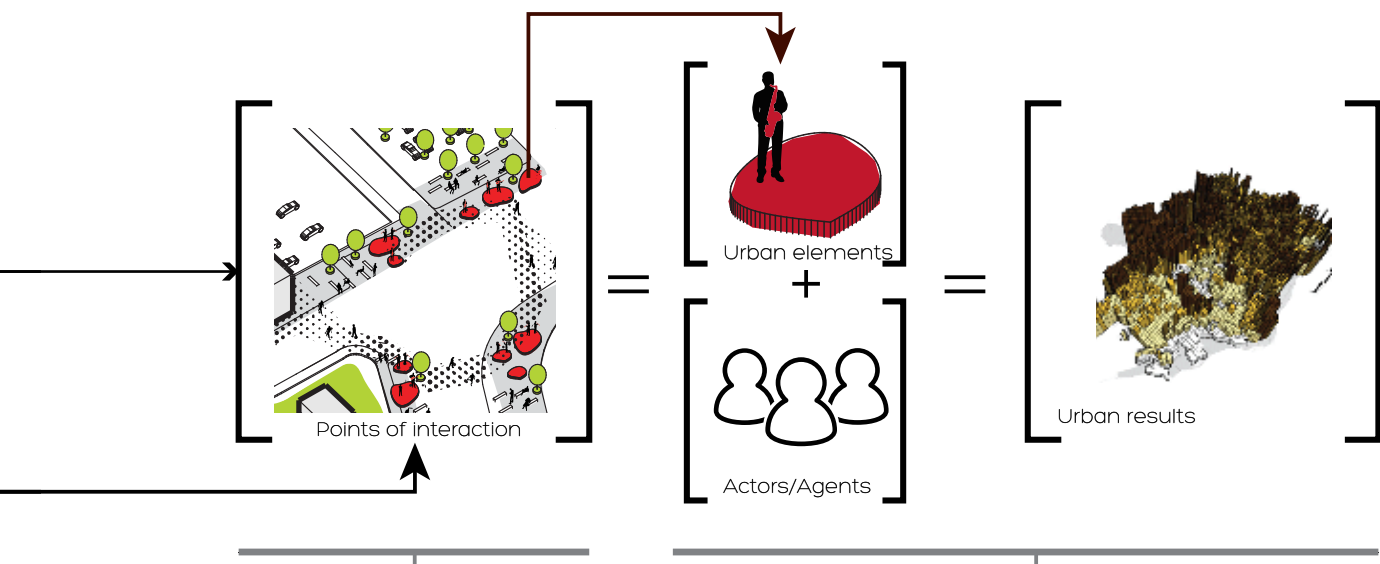
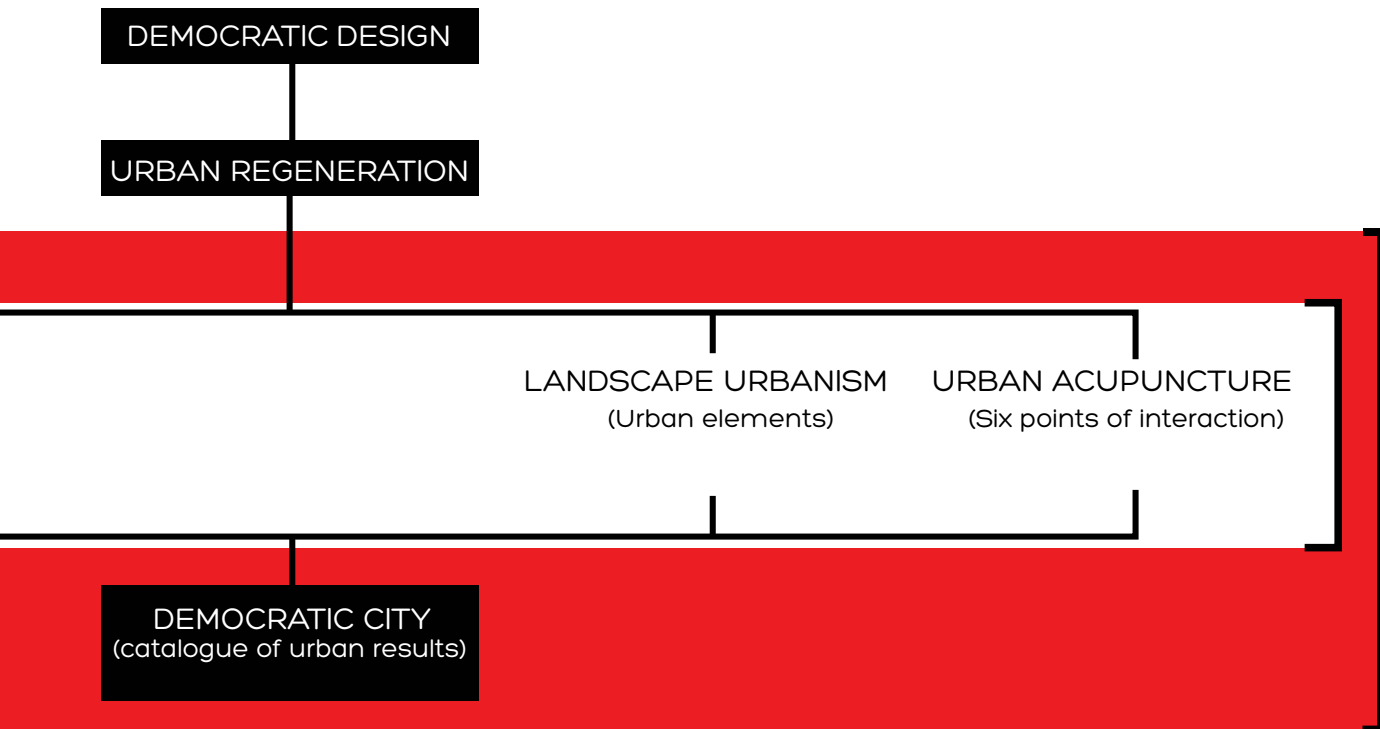
Would it be possible to use **Democratic Design** to catalyze the future **urban regeneration** of **District Six** by designing **points of interaction** in Keizersgracht street?



[Understanding the project]

What is the best way to present temporary projects? How to make a plan for these non-fixed-planned areas? How to organize and understand the combination of different "agents" and where and how they should participate? Good methods to represent temporal projects are the so-called: Firstly, the 'Dynamic master plan' (Raumlaborberlin, 2007), represented both by a timeline of urban processes that work as a framework for different possibilities and the combination of actors to implement urban events and future transformations. Secondly, the 'action plan' (Raoul Bunschoten), representing the points of interaction in relation to the inputs presented in the 'dynamic master plan'.





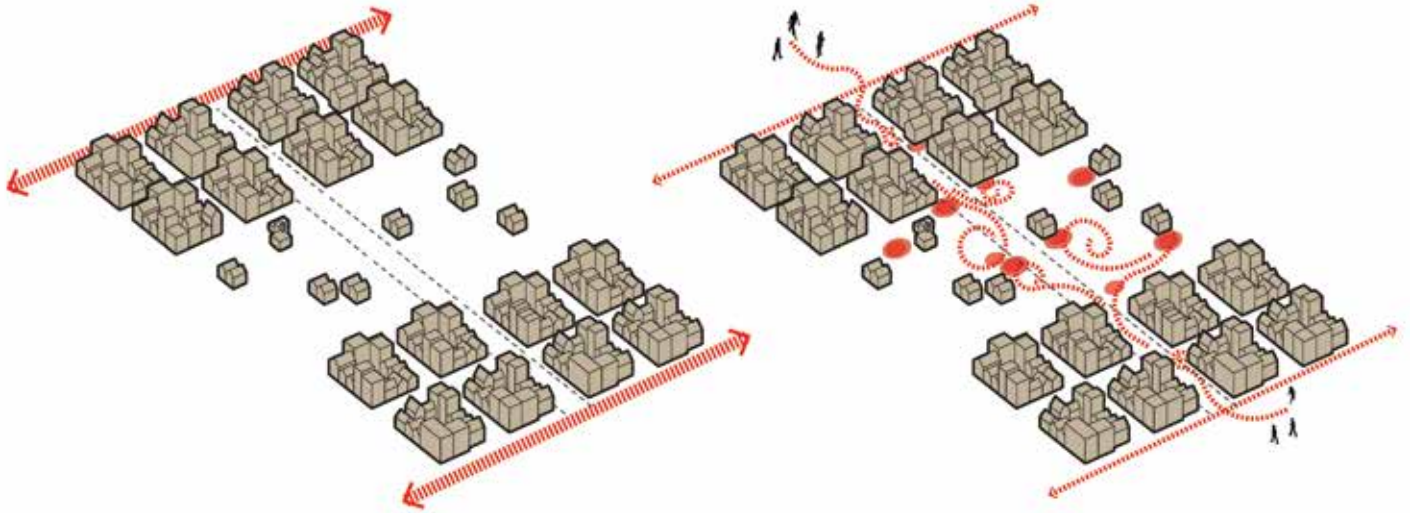
POINTS OF INTERACTION

They represent punctual interventions in the area by the use of specific urban element and actors. They can be repeated in other places with similar characteristics (communities, facilities). These six points were developed in terms of design because they contain meanings that are unfolded in manifestos.

CATALOGUES

The catalogues are collections of urban elements, actors and urban results, which are used in the project.

[Urban concept]



CURRENT SITUATION

Empty areas
Wide roads
Lack of human flows and activities

DEMOCRATIC DESIGN= PERFORMATIVE URBANISM= HUMAN FLOWS

Urban flows and human interaction are brought by applying temporary activities together with the participation of different actors and urban elements (the dynamic master plan).

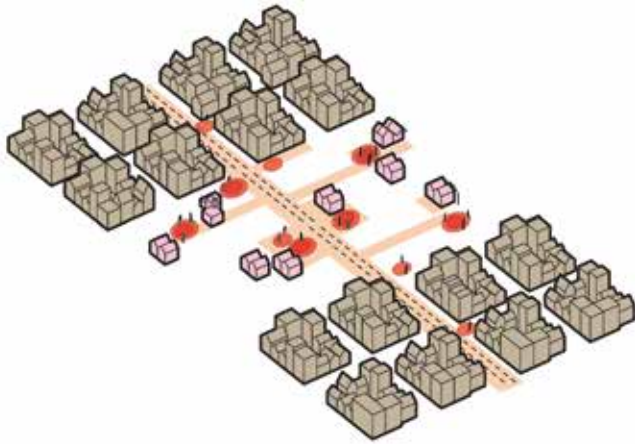
E

URBAN REGENERATION THROUGH DEMOCRATIC DESIGN

The urban regeneration reverses the urban decline of areas by improving the physical structure, the social interaction and the economic growth of the areas through citizen participation and collaboration (Jensen, 2007). Therefore, **the democratic design prepares the field for urban regeneration**. The city transformation should occur progressively, taking into consideration the **equal development of all the areas in order to keep a balance and harmony in terms of the social cohesion, urban and economic growth**. To achieve this balance it is necessary to implement democratic design with the participation of citizens, public and private institutions and decision makers in order to understand social patterns, historical background and work-financial-potential dynamics to create solutions and urban attractiveness for private investment.

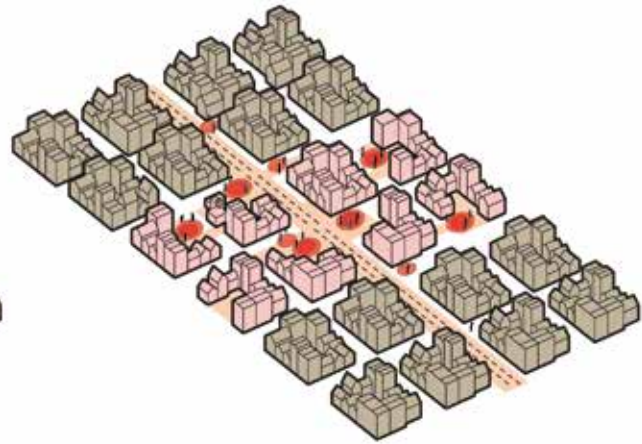
The **urban regeneration's aim is to create 24 hours spaces between buildings by the use of the place-making and hence the democratic design** (Jensen, 2007). There are four elements of the urban regeneration that are strongly related with the democratic design (Jensen, 2007):

- **Job opportunities:** the democratic design helps to find activities that can transform economy and bring investments.
- **Education:** participatory design promotes self-education. They learn how to work together and how to create strategies for the social, cultural and economic activities development.
- **Security:** constant flows create safe areas and the democratic city creates opportunities for the encounter of different flows at different times.
- **Mobility:** the democratic design improves the infrastructure to have the power of moving freely.



DEMOCRATIC SPACE

Formalization of the construction of permanent public spaces around the areas of temporal activities.



Urban regeneration concept

URBAN REGENERATION= DEMOCRATIC CITY

'Mutation' ⁽¹⁾ from public space (created and catalyzed by temporal activities) to build areas.

E

PERFORMATIVE URBANISM AND URBAN CATALYSTS

Performative urbanism can be understood as **creating temporary usages, which catalyze urban areas or buildings that are underused or degraded, by the use of the urban catalysts**, which in these projects are urban elements (see catalogue on page 88) (Lehtovuori P. and S. Ruoppila, 2012).

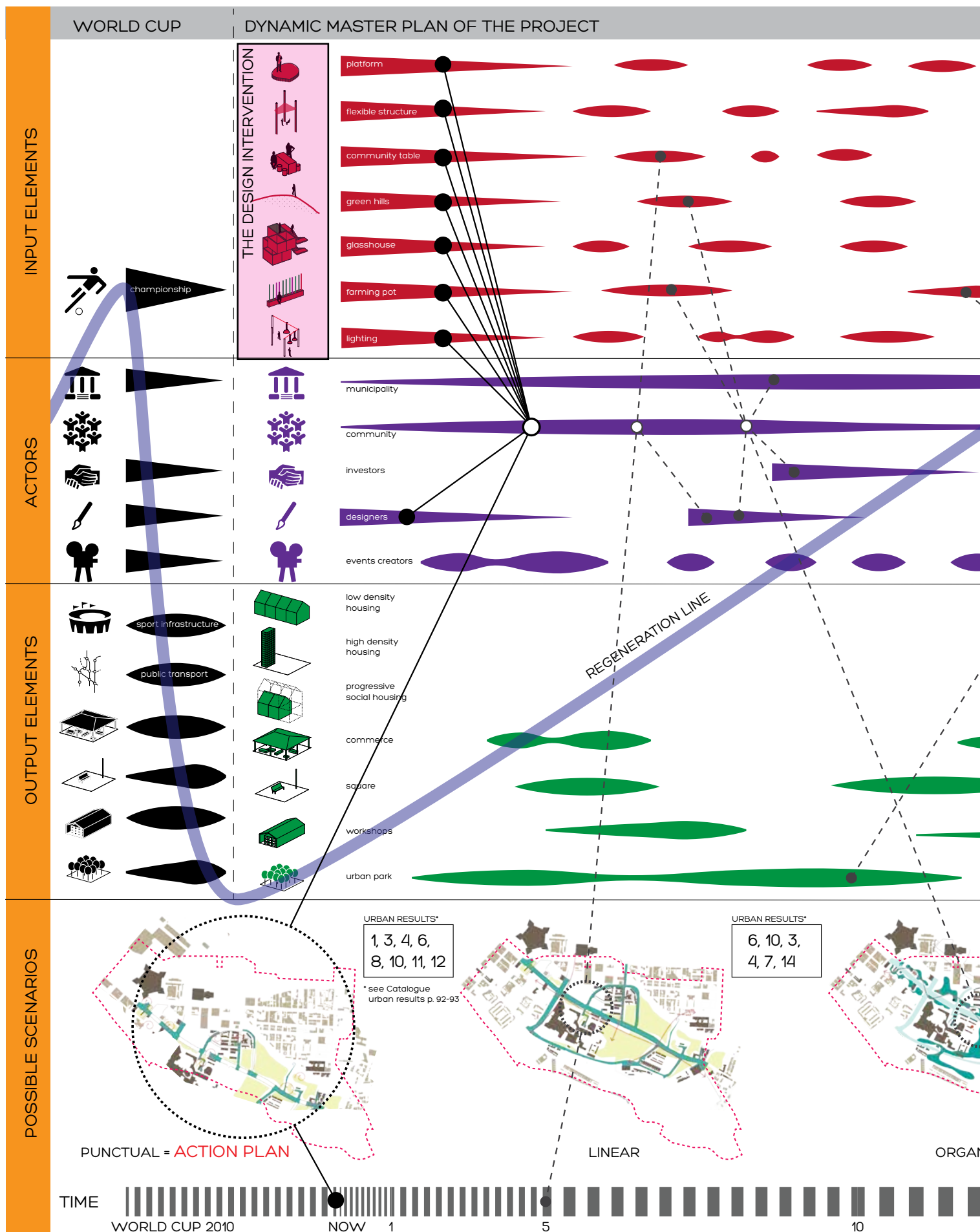
The performative projects go through different phases, from concept to negotiation with different parties and finally, creation of an event. (Lehtovuori P. and S. Ruoppila, 2012). In this respect, performative projects are strategies of the urban regeneration.

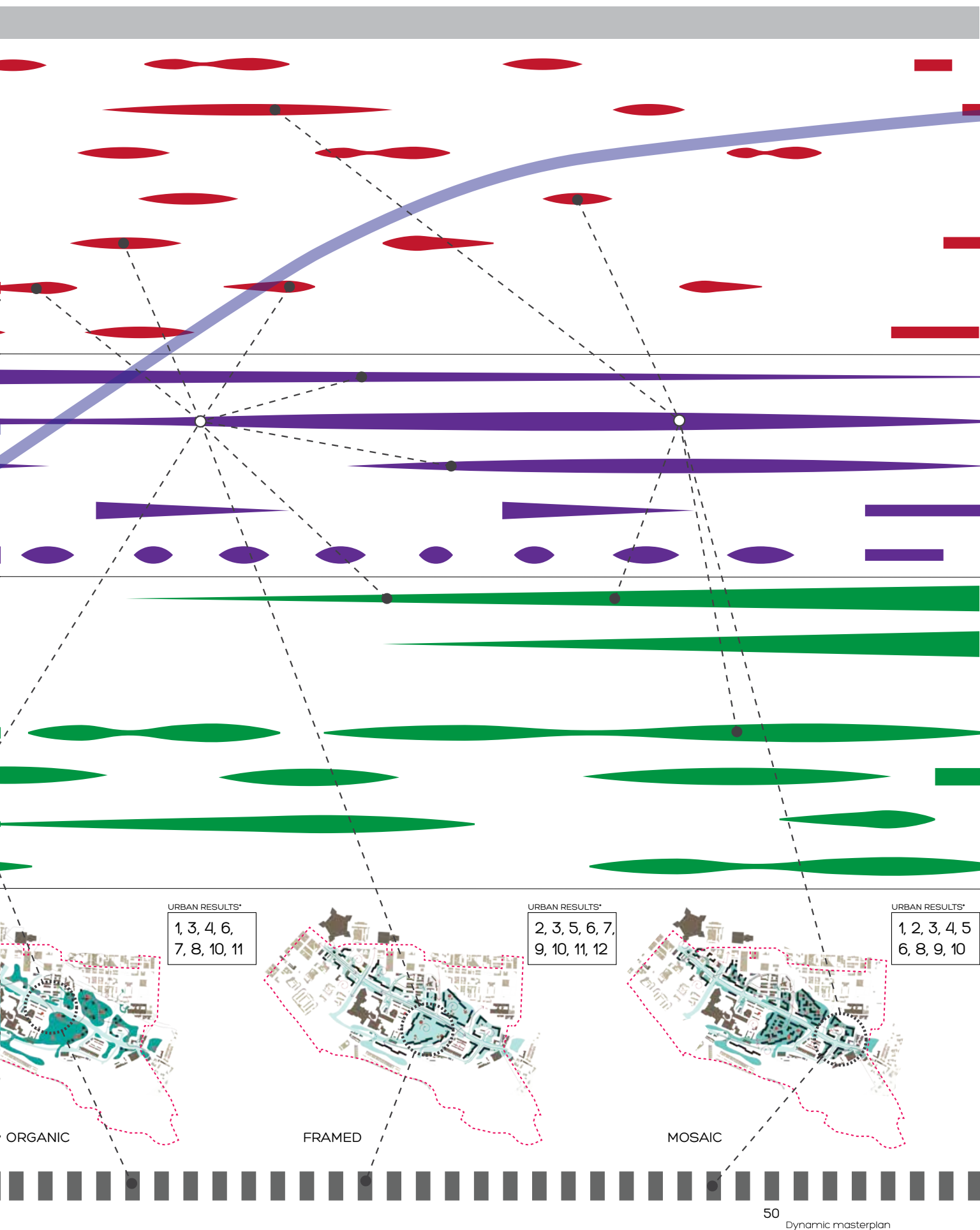
There are tools that can be used to **design the strategy for the application of temporal projects, such as a 'dynamic master plan'** (Raumlaborberlin, 2007) and action plan (Raoul Bunschoten, 2013).

Willingness and the combination of different actors are key to triggering the processes for the application of temporary uses in specific areas. The actors can be catalogued into communities, investors, event organizers, public authorities, designers and other professionals (see Catalogue actors/agents p. 86-87). For public entities, the parallel development of the city areas should be a political, social and economic interest and the desired scenario to start temporary events by the use of an urban catalyst should be public motivation, including citizen participation.

⁽¹⁾ Mutation: term used in urban acupuncture projects to express the transformation of the spaces or landscape elements (Casanova H. & Hernandez J, 2014)

[Dynamic masterplan]





[Action plan]



The presented 'action plan' is an urban scenario, which combines different urban elements, actors and urban results, presented in the dynamic masterplan, plus the technical solutions that can be applied for this scenario. It is the first attempt of the temporary uses plan that can be applied as a 'pilot project'.

Legend

a	Urban elements*		Intentional Flows
1	Urban results*		Borders of interaction
I	Actors*		Tourist
*	Technical solutions*		Education
A	Points of Interaction ¹		Housing
A'	Multiplied Points of Interaction ²		Religious
			Commercial
			Parking

* See Catalogue (see pages 88-94)

¹ Points of interaction represent punctual interventions in the area by the use of specific urban element and actors. They can be repeated in other areas with similar characteristics (communities, facilities, landscapes). These six points selected in the plan (A,B,C,D,E,F), were designed in detail due to their meaning that is unfolded by manifestos [M]. (see page 96).

² Points of interaction not developed in the project, with development potential.



0 50 100 200
m

City Center

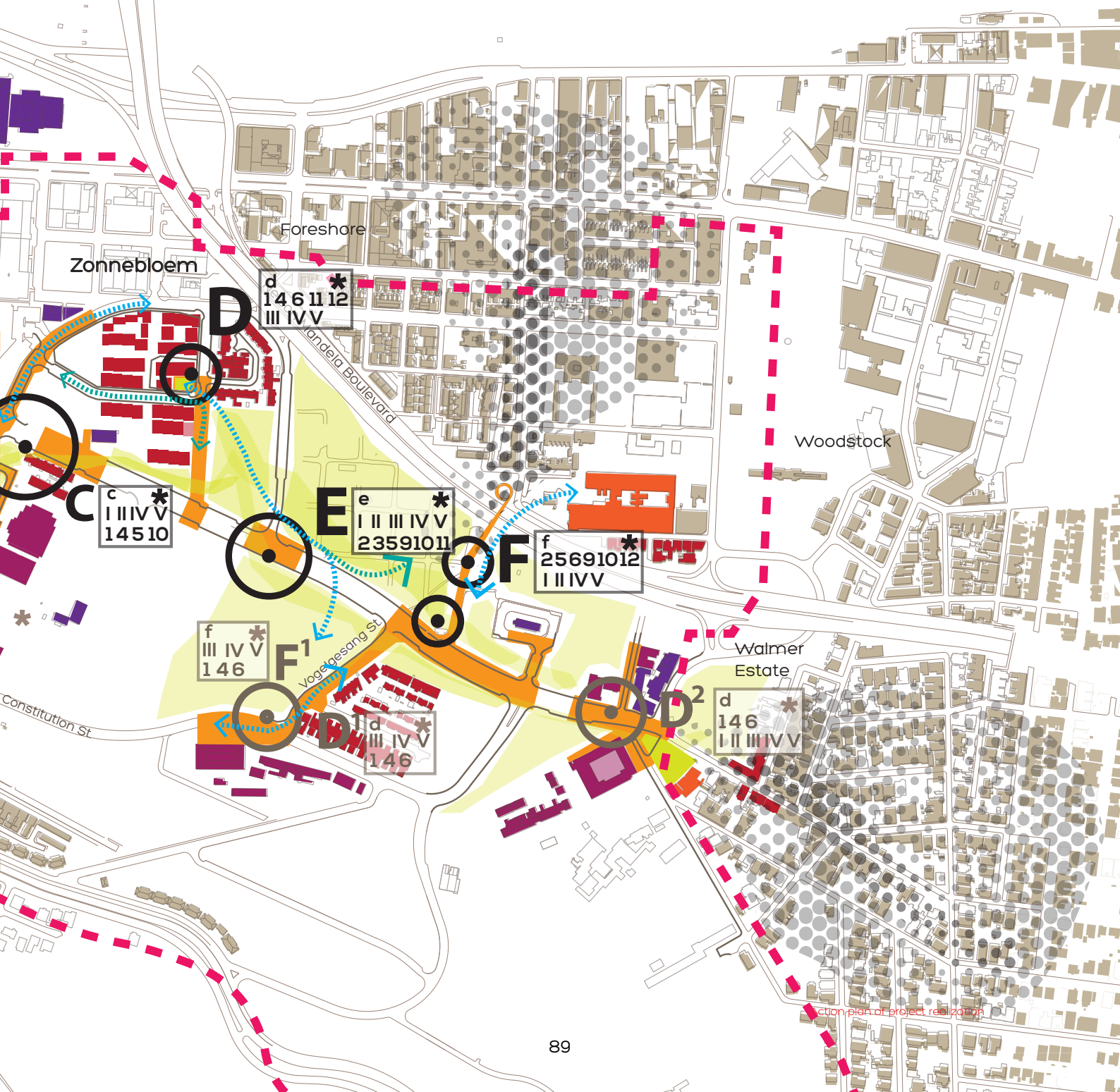
Gardens

URBAN ACUPUNCTURE

The capacity of transformation of these landscapes refers to Urban Acupuncture, which is the other way to address the inclusion of the different activities into the place. It is possible to establish the urban elements, social and economic strategies for the future development and the new actors' interventions by localizing those existing agents and actors. These urban elements have the capacity to 'mutate' in time or to be transformed, which is one of the main keys of the urban acupuncture. As it is expressed in Terra Fluxus 'the potential of landscape is the ability to shift scales, to locate urban fabrics in their regional and biotic contexts, and to design relationships between dynamic environmental processes and urban form.' (Corner, 2006, page 24). Organic growth is necessary for the urban regeneration, and applying landscape through the urban acupuncture creates a balance between the development of built and open areas enhancing also the progressive development of urban areas. The Landscape Urbanism sketches processes over time, the staging of surfaces, the operational or working method, and the Imaginary. Placing the urban elements creates new 'flow' patterns and new 'forces'. (Corner, 2016)

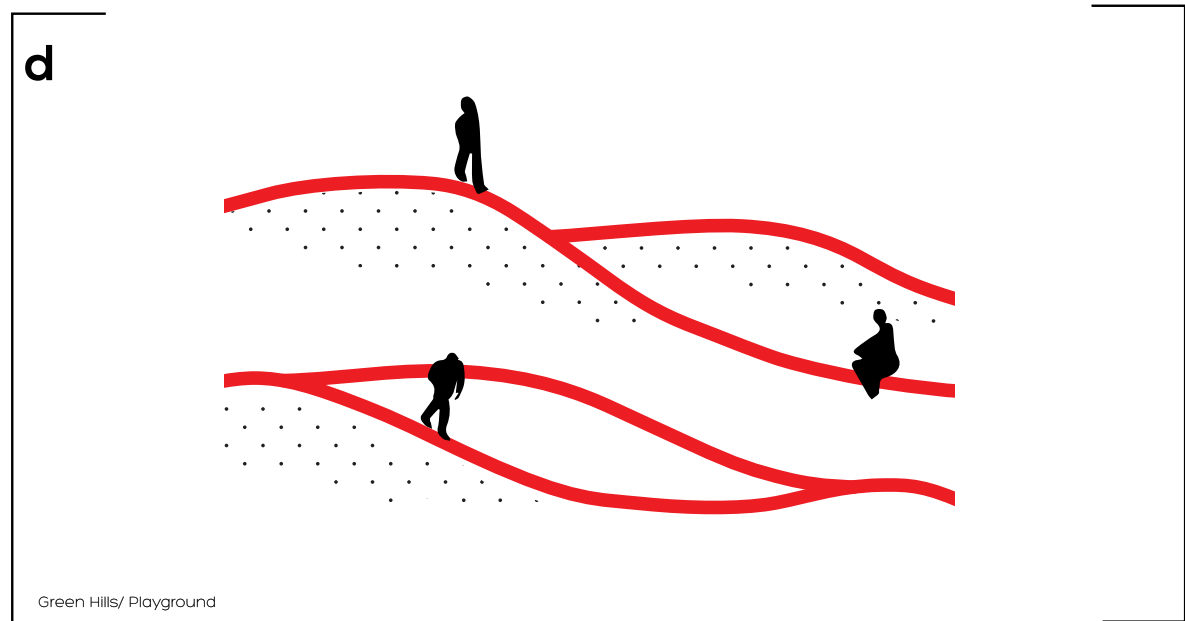
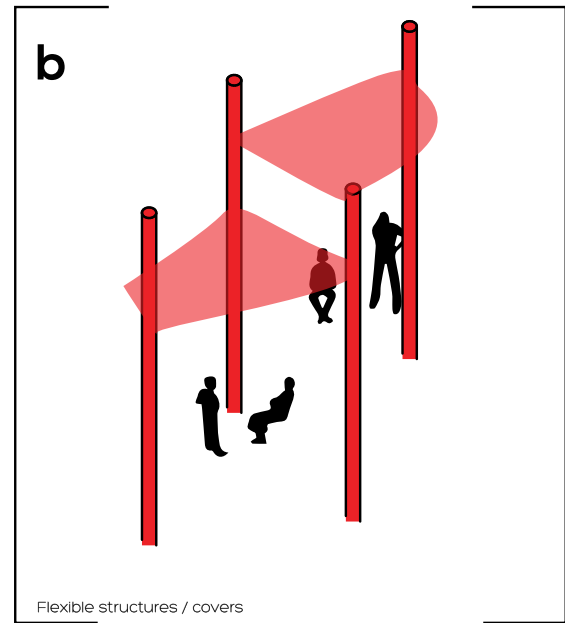
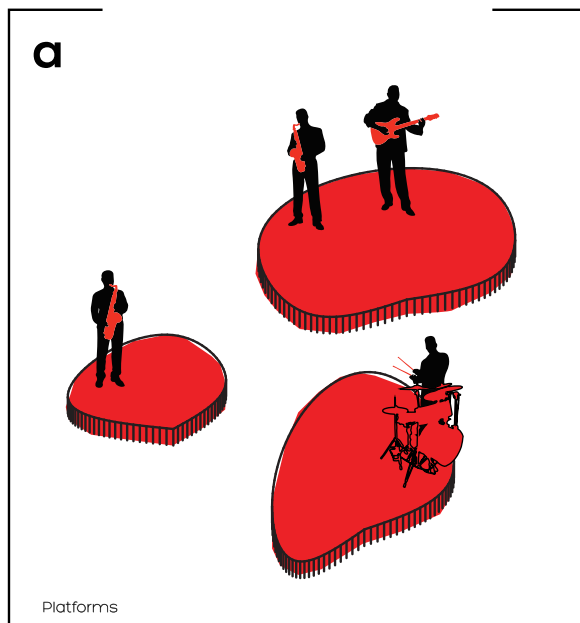
LANDSCAPE URBANISM

The Landscape Urbanism 'offers an alternative to the rigid mechanism of centralist planning' (Corner, 2006, page 23), an alternative to address the transformation of District Six towards urban regeneration. It is necessary to catalyze the empty areas through performative spaces. These performative spaces are created by the use of different urban elements (see catalogue page 88) that stitching the areas together create an urban sense of competitiveness and belonging. The aim is to introduce new flows into the area by temporary activities that reinforce the memory of the place and therefore its identity: 'Landscape is a cultural phenomenon that can be described by its three main constituting components: Nature, artifacts and social organization. Value is always automatically embedded in landscape; it is never value free' (Akito, 2014). Therefore, the landscape is understood as a 'nature'; and the 'nature' is equal to the identity. The proposed urban elements create a new nature for the place and hence urban readability, 'Landscape drives the process of city formation' (Corner, 2006, page 24).

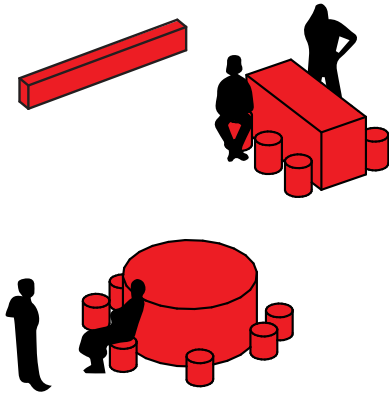


[Catalogue of urban elements]

The urban elements were designed according to the meaning of the place discovered during the research and study trip. The meaning of the place is expressed by manifestos for each of the six, selected and developed through points of interaction. These elements are going to be used for temporary activities, therefore the materials for their construction should be low cost (recycled wood and metal, fabric, vegetation) and the quality of design should be a focus point. In addition, these elements have the capacity to be repeated in the urban area, and transformed by users, in order to catalyze the democratic transformation of District Six. All the elements are used in combination with at least one technical solution in order to improve the safety conditions for the users.

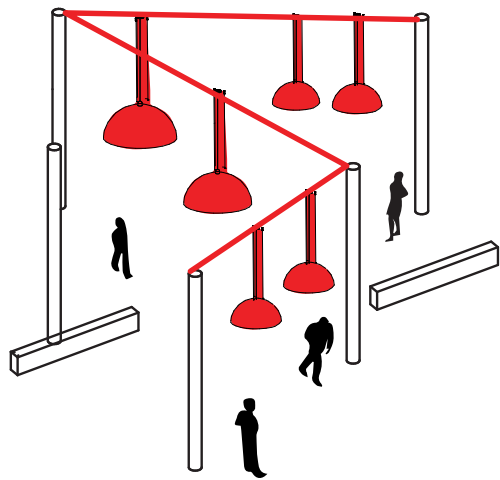


c



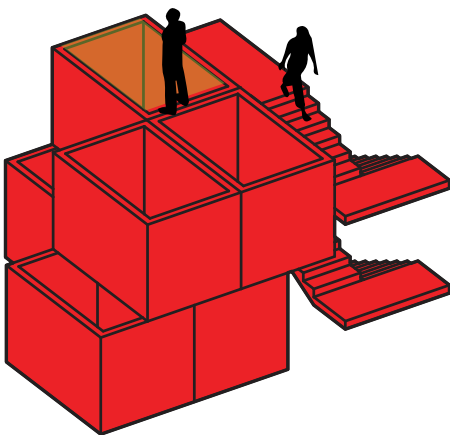
Tables

f

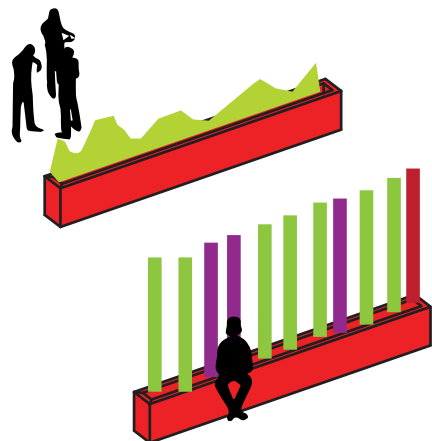


Lightning

e



Glass houses

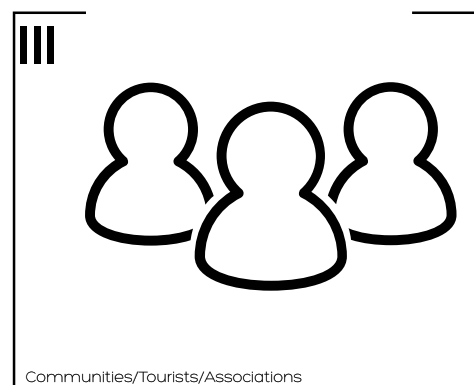
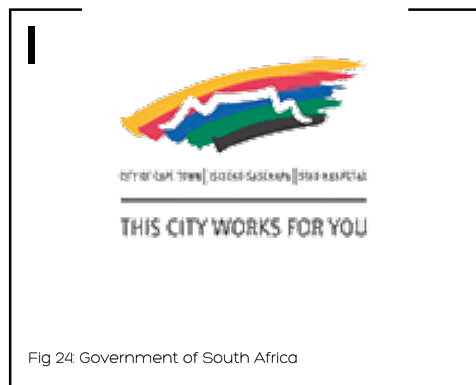


Farming Pots

[Catalogue of actors/agents *]

The actors /agents are examples, which can be involved in the democratic design process (negotiation) in order to create a strategy for the application of temporary activities in the points of interaction. In this respect, it is possible to achieve urban regeneration of the area through democratic design. These actors can participate in all the urban scenarios in different periods. They are communities, designers, sponsors, public authorities and private institutions.

The municipality, communities, professionals, urban designers and city planners, are the actors that participate in the first scenario of the project design. The sponsors are examples of institutions that currently exist and run urban temporary activities in the city, which were used as an inspiration to reinforce the concept and manifestos behind the points of interactions and the urban elements.



V

**BUSINESS
AND ARTS
SOUTH AFRICA**

Fig 28: Art promoters

V



generous supporter

Fig 29: Wine producers

V



Fig 30: Transport company of South Africa

V



Fig 31: Urban Farming Association

V



Fig 32: Lotery sponsors

V



Fig 33: Cullinan & Association

* All the actors/agents mentioned on these pages are examples found out of research of who can participate in the development of the project, but none of them are involved in the proposal and they should be contact if the project is ever developed to check their viability regarding their participation.

[Catalogue of urban results]

The urban results represent the social, economic and urban impacts and values the areas can acquire once they are catalyzed by the activities performed in the points of interaction. These impacts and values reflect sustainability that can be achieved through democratic design due to an involvement of different target groups, interests and ideas.

1



Fig. 34: Recreational activities

2

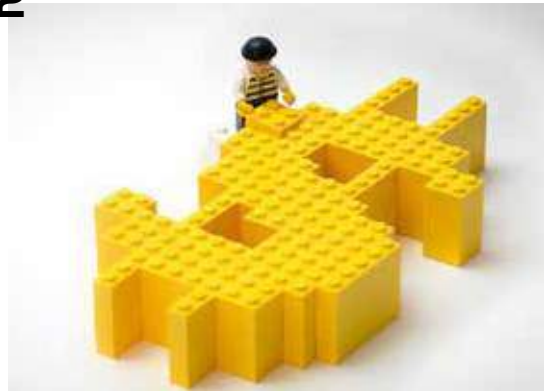


Fig. 35: Economic growth

5



Fig. 36: Investment

6



Fig. 37: Citizen Participation

9

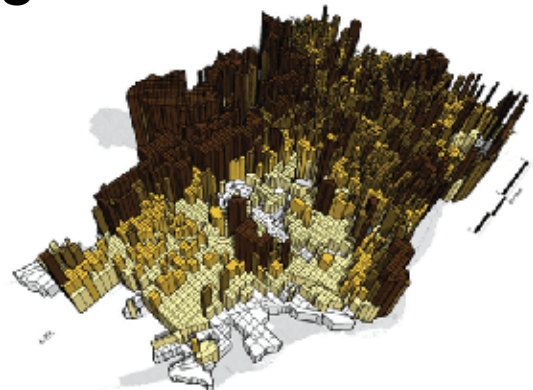


Fig. 38: Densification

10



Fig. 39: Public spaces

3



Fig. 40: Identity

4



Fig. 41: Social Cohesion

7



Fig. 42: Equity

8



Fig. 43: Cultural activities

11



Fig. 44: Sustainable actions

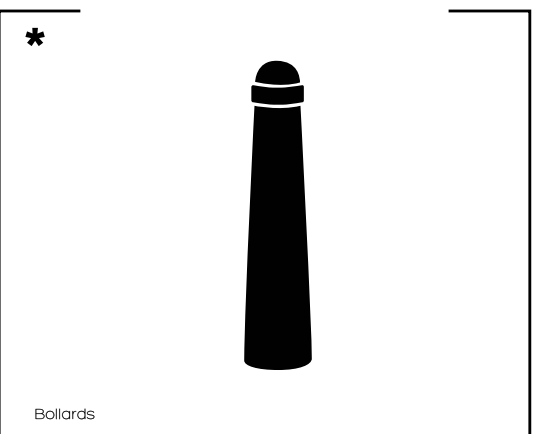
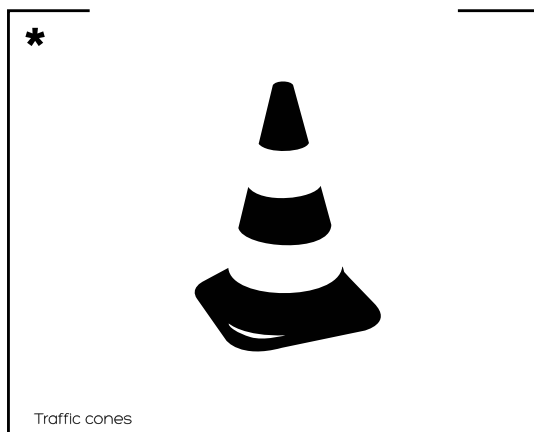
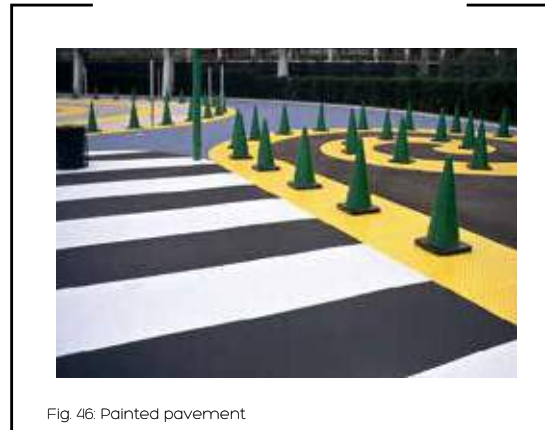
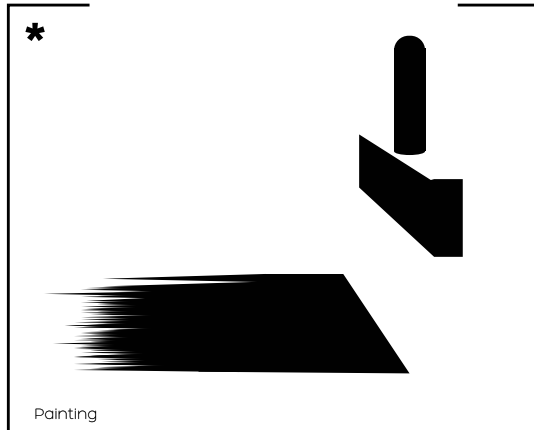
12



Fig. 45: Improvement of infrastructure

[Catalogue of technical solutions] [TS]

The technical solutions for the performative scenario are safety solutions proposed for the implementation of the project. The idea is to innovate the use of traditional and low-cost traffic elements by transforming them in designed landscape elements using bright colors, textures and scale distortion. (see Appendix).



*



Speed bumps ^(*)

^(*) Applied in Keizersgracht Street every 200m (for further information, p. 141)

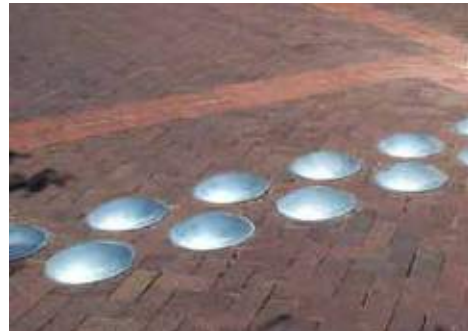


Fig. 49. Speed bumps integrated on the pavement

*

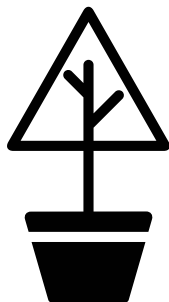


Land relief



Fig. 50. Green speed reducers

*



Vegetation pots



Fig. 51. Attention captors by scale distortion objects

District Six in Six points of interaction





Six points of interaction in Keizersgracht were mapped and selected as part of the detailed design for the project (See Action plan page 86). They were chosen because of their memory, relation with existing transportation system, communities and Cape Townians desires, reflected in the surveys done during the study trip. Each point has a problem statement or vision, called manifesto [M], and a formula, which express the urban element, actors, urban results and technical solutions used for its development (Keizersgracht street technical plan in the Appendix).

[Point of interaction -A-]

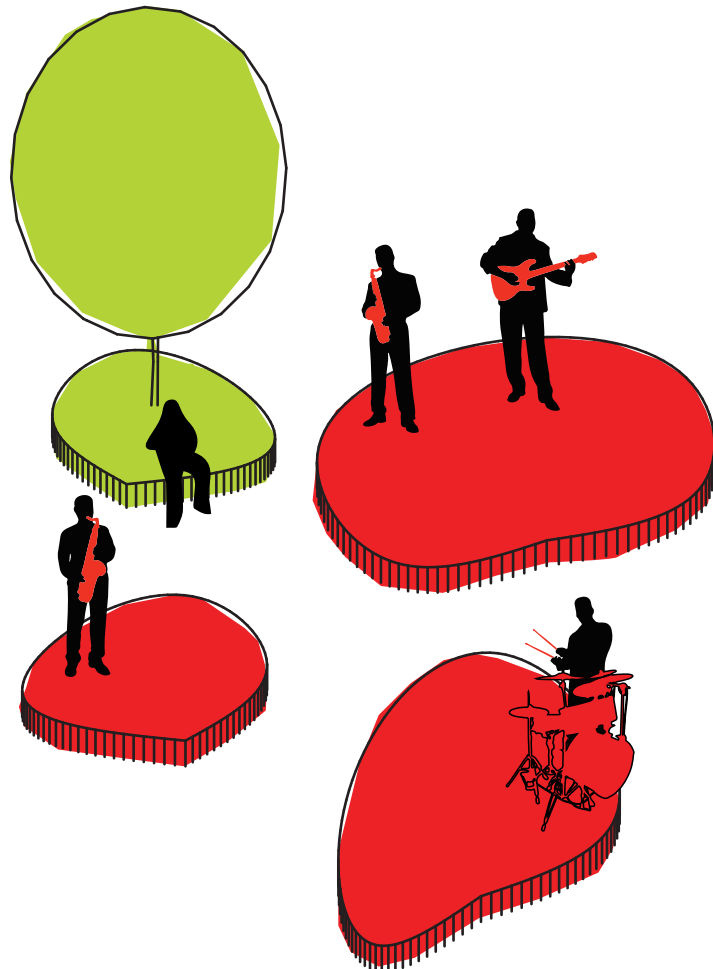
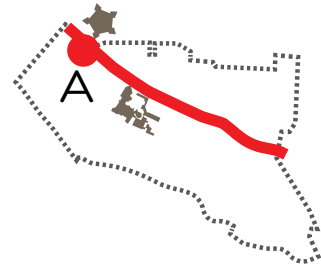
[Platforms of activities]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[A = a^* + \text{I,II,IV,V} = 1,2,3,5,8]$$

point of interaction urban element + technical solution actors/agents urban results

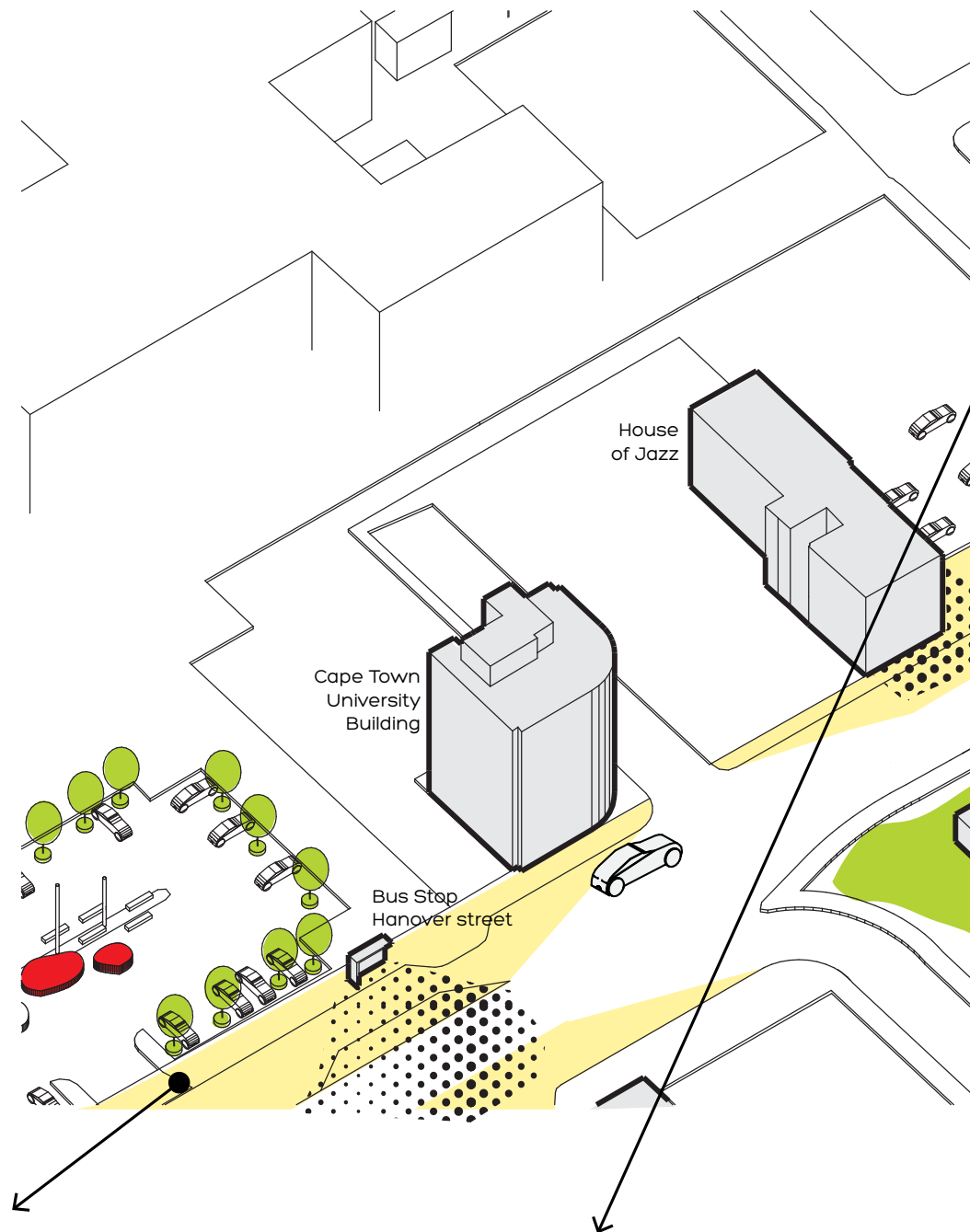


Jazz was an important part of the identity of District Six. Some famous jazz musicians at that time came from there (Joe Schaffers, District Six Museum, study trip, 2016). While Jazz is still a part of the South African culture, it is not, however, present in the atmosphere of their streets, as it used to. Nevertheless, some 'pieces of the history' remain in the area such as the House of Jazz (See picture p. 42-43), a very small and modest building where different jazz concerts and social events used to occur. Nowadays, the building is abandoned and the art on its walls tries to recover that atmosphere in a melancholic way.

Having this seed of the history and people's desires to bring jazz back to the streets as starting points, a platform element was chosen, as a means to :

- Transmit the atmosphere of streets as scenarios of arts.
- Incorporate green and hard surfaces that offer the possibility of holding different performances and affordances.
- Claim part of the street for social life and multicultural reunion.

The following pages present an example of how the platform elements can be placed in the area next to the House of Jazz in order to recover the building and its surrounding as a future cultural spot.



AFFORDANCES



Fig. 52: Painted pavement

PAINTED PAVEMENT AS A PLATFORM OF TRANSFORMATION

The first strategy to reduce the dimension of the road, decrease velocity of cars and hence direct cars citizens attention toward the area. In this way, spaces of social interaction can be placed in a combination with the urban elements, in this case the platforms.

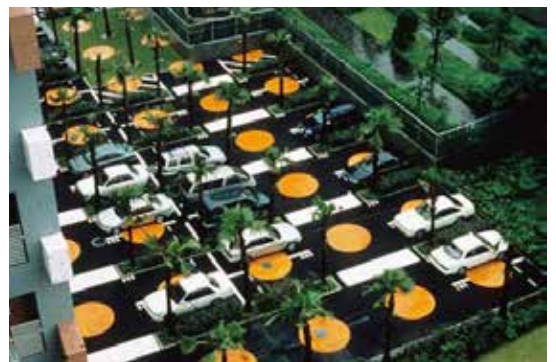
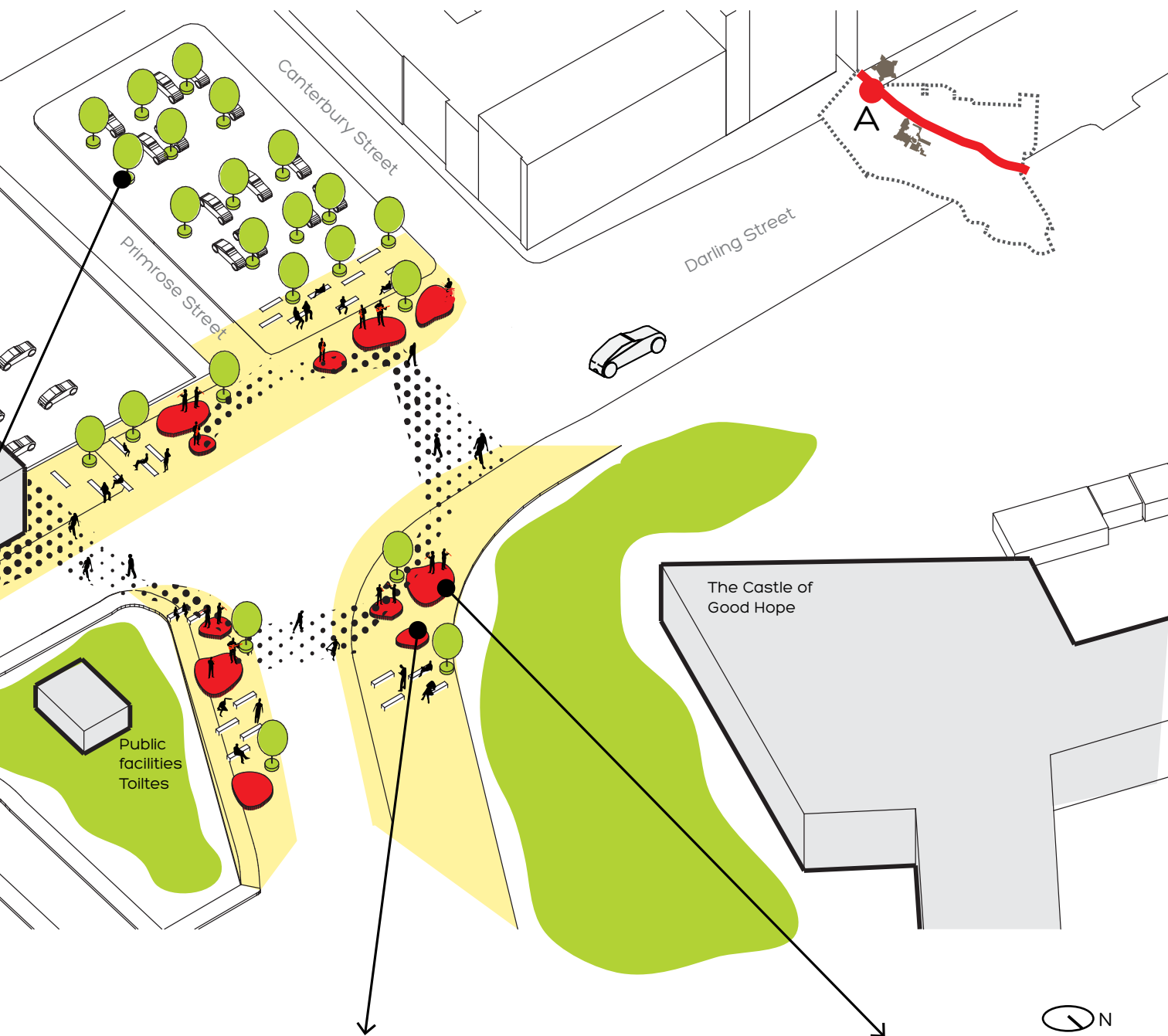


Fig. 53: Movable green pots

GREEN PLATFORMS ON PARKING LOTS

Transforming the atmosphere of the existing parking lots and claiming it for other possible activities is a good way to transmit the possibility of having multipurpose areas in the city using temporary elements such as 'green pots platforms'.



PLATFORMS AND CULTURAL EVENTS

The city as a scenario for performances and cultural activities, such as jazz concerts, in order to activate the use of the spaces in a temporary way. These platforms can also be used as benches, tables or sport activities like skating or aerobic.



PLATFORMS TO SPREAD GATHERING POINTS

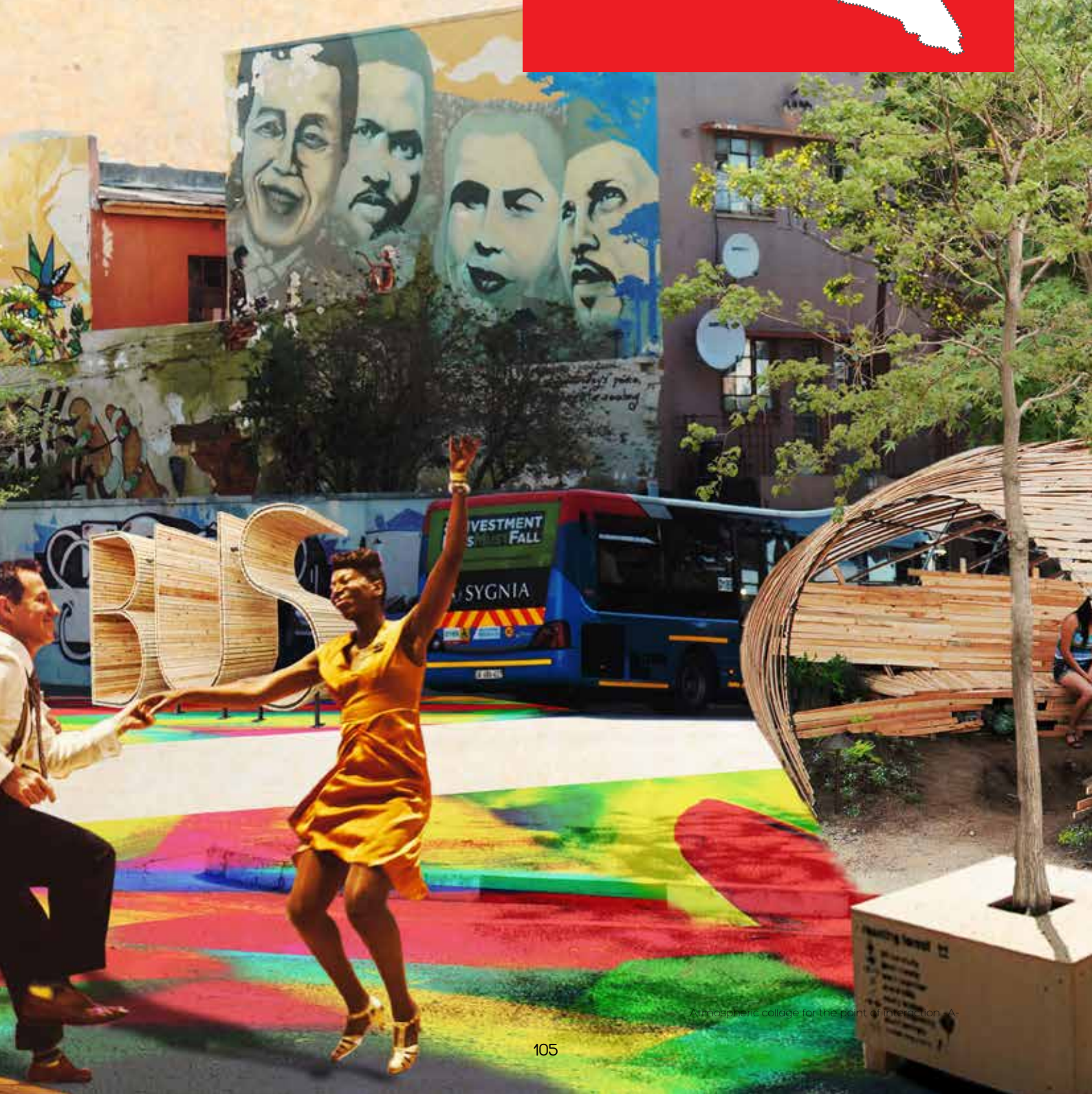
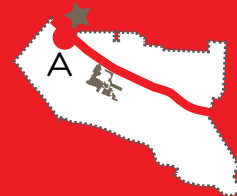
The elements are flexible enough to contain different activities and to be move along the areas. According to the event, they can be grouped or separated by people or organizers. They can be spread in other areas with the same characteristics to multiply the social activities in urban terms.



! IF YOU DON'T
REMEMBER HOW THIS
PLACE LOOKS LIKE
NOW, GO TO PAGE 42!

LET'S JAZZ IT OUT!

In the sunny South African afternoon, when the sun finally stops to burn the skin and, instead, nicely warms it up, is there any better plan than joining the 'District Six Jazz Street Festival'? The only more convincing scenario is to do it with a glass of South African wine. The rich tradition of jazz and a nostalgic longing for it are waiting to be addressed in the future plan for the District Six development. By implementing the activity platforms, creating the space for people and engaging organizations interested in managing the music and dance events in the area, those needs are finally answered. Despite the temporality of those kind of events, its implementation is necessary to recover the lively memory of jazz music. So... let's 'jazz' it out!



Atmospheric collage for the point of interaction 'A'

[Point of interaction -B-]

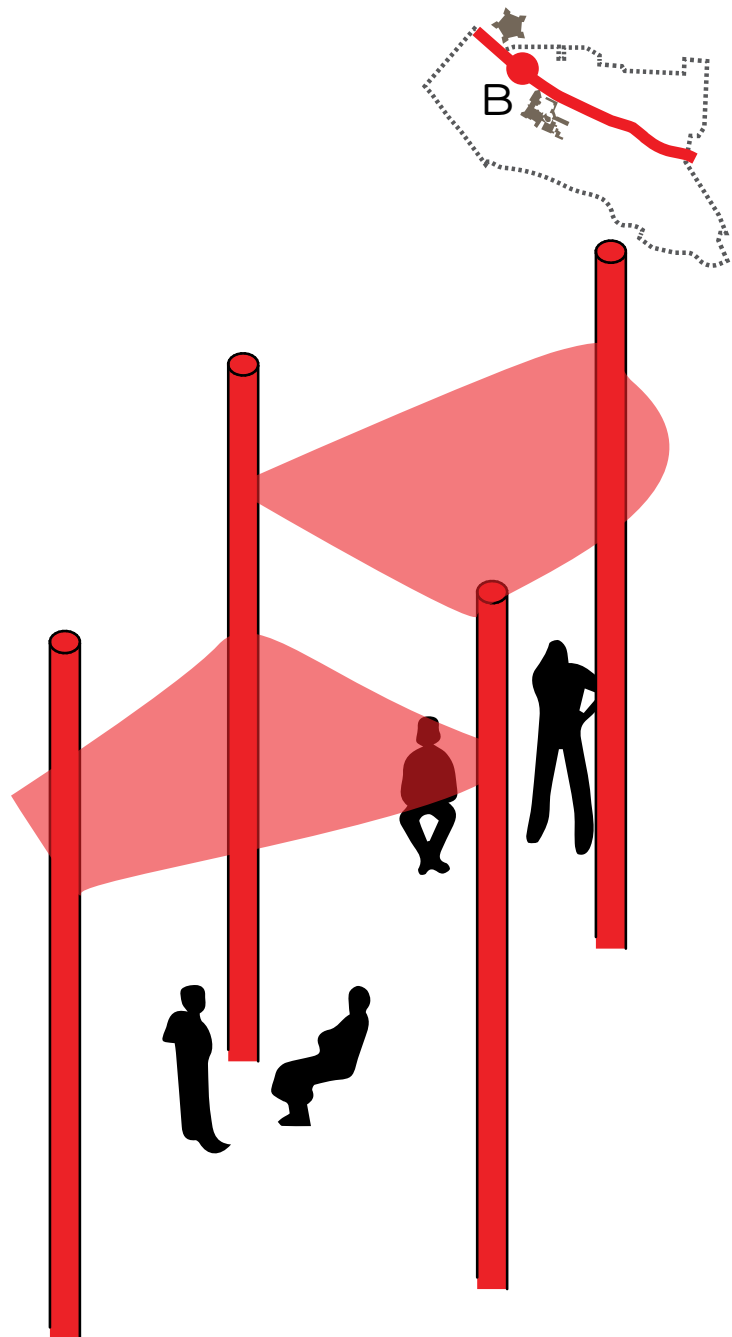
[Covered gathering spots]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[B = b^* + I, II, III = 4, 8, 10, 12]$$

point of interaction urban element + technical solution actors/agents urban results

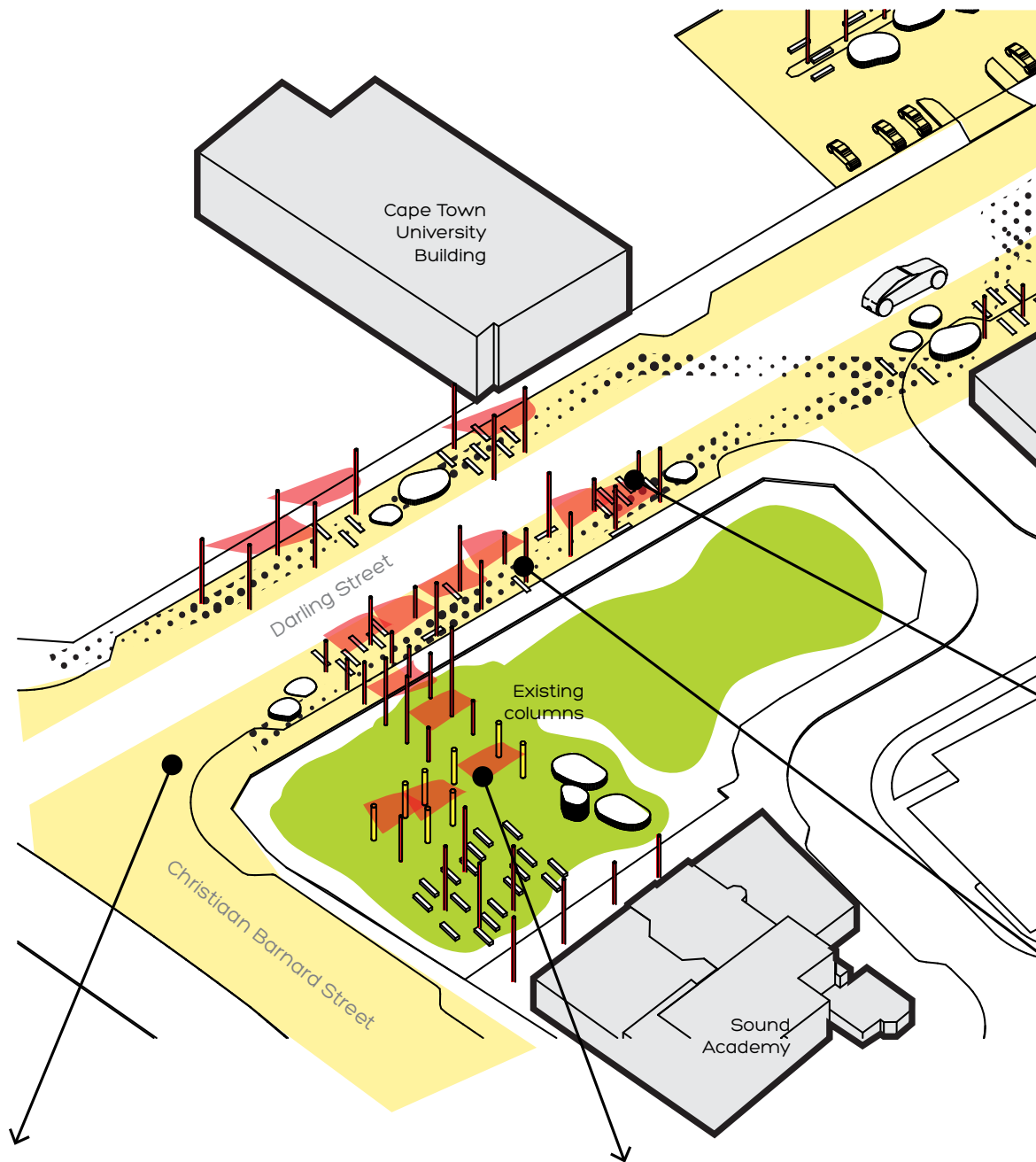


Another particular characteristic of the area is the sense of non-human scale due to the wide size of the Keizersgracht street and the lack of buildings around the area, which help shape a feeling of isolation. However, there is a potential hidden in this deserted landscape. (See picture p. 44-45).

Some forgotten structures, such as columns and concrete slabs, rich in content buildings (Sound Academy, University of Cape Town buildings, power plant building), plus the weather sensation inspired the selection of the place (Point of Interaction B) and the design of the urban elements: the stick columns and the covers.

The idea of these urban elements is to recover the human scale and to respond to the weather conditions. Like pathfinders, covers and sticks try:

- To connect buildings' programs and flows
- To integrate other possible activities for young people and other target groups.
- To create different opportunities for the open abandoned areas around - for example areas for sound performances, gathering areas for students, fairs.
- To give second economy activities a formal setting while maintaining their temporary character.



AFFORDANCES



PAINTED PAVEMENT AS SURFACES TO RELATE ACTIVITIES

The first strategy to reduce the dimension of the road, decrease velocity of cars and hence direct cars and citizens attention toward the area. In this way the elements (sticks and covers) are related through the painted floor.



COVERS AS SURFACES TO GATHER

The covers can contain different artistic, social and commercial activities. They can also grow if it is desired by the users or different event creators. The human scale sensation and the pleasant atmosphere inviting to stay will be created.

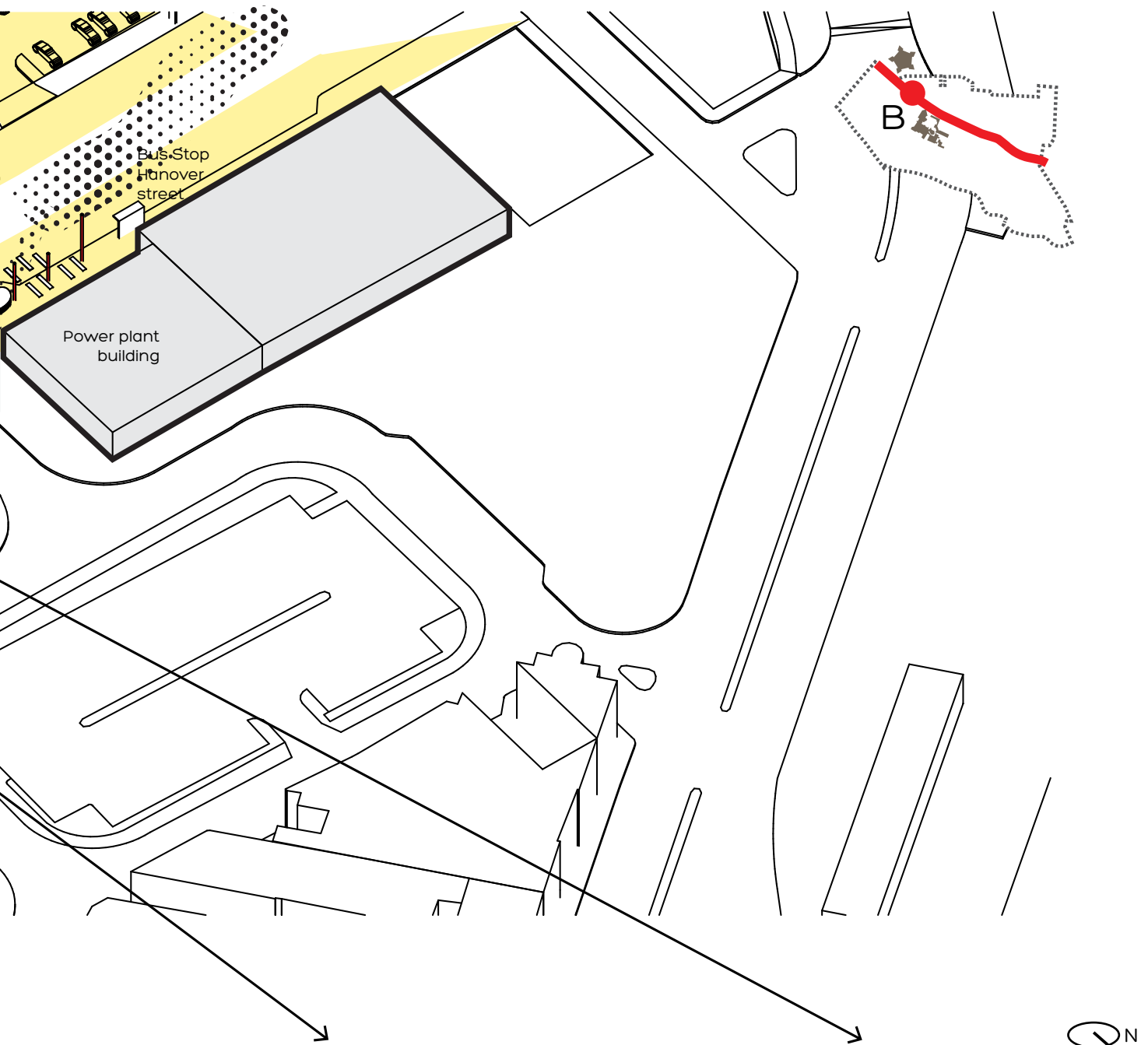


Fig 58: Street market

COVERS FOR TRADE OPPORTUNITIES

The street vendors are everywhere in the city center of Cape Town. Fruits, vegetables, clothes and different products fill the city with texture, colors and human flows. This second economy is a part of the identity of the city and it is a historical economic pattern. Instead of trying to eradicate it, it is to be introduced to the formal system, but in a simple and traditional way. Let's go back to the square as an interchange area.



Fig 59: Art structures

COVERS AS CONTAINERS OF ART AND PERFORMANCES

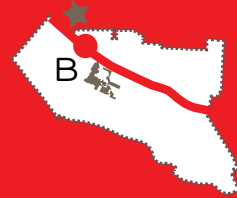
The simple elements placed in the area are flexible enough to be transformed by users, therefore artistic interventions can be implemented there. It is possible to create walls, covers or urban rooms depending on the activity.

! IF YOU DON'T
REMEMBER HOW THIS
PLACE LOOKS LIKE
NOW, GO TO PAGE 44!



THE SENSE OF HUMAN SCALE

The light covers structure brings back the sense of human scale which has been lost in the wide and deserted landscape of District Six. It divides the space for smaller urban rooms and makes it more accommodating and readable for its users. Also, it creates a comfortable and pleasant (shadowed) place for activities - now it is possible to stay, to trade, to play, to rest.



Atmospheric collage for the point of interaction - B.

[Point of interaction -C-]

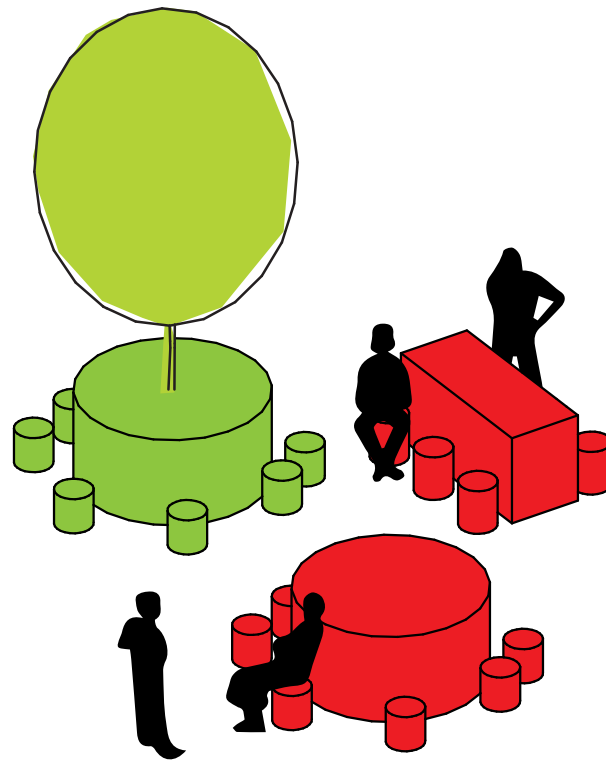
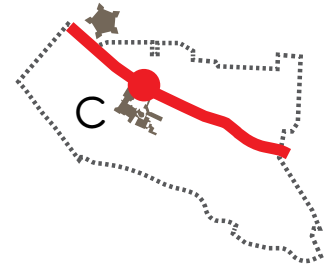
[Community tables and temporary activities]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[C = C^* + I, II, IV, V = 1, 4, 5, 10]$$

point of interaction urban element + technical solution actors/agents urban results

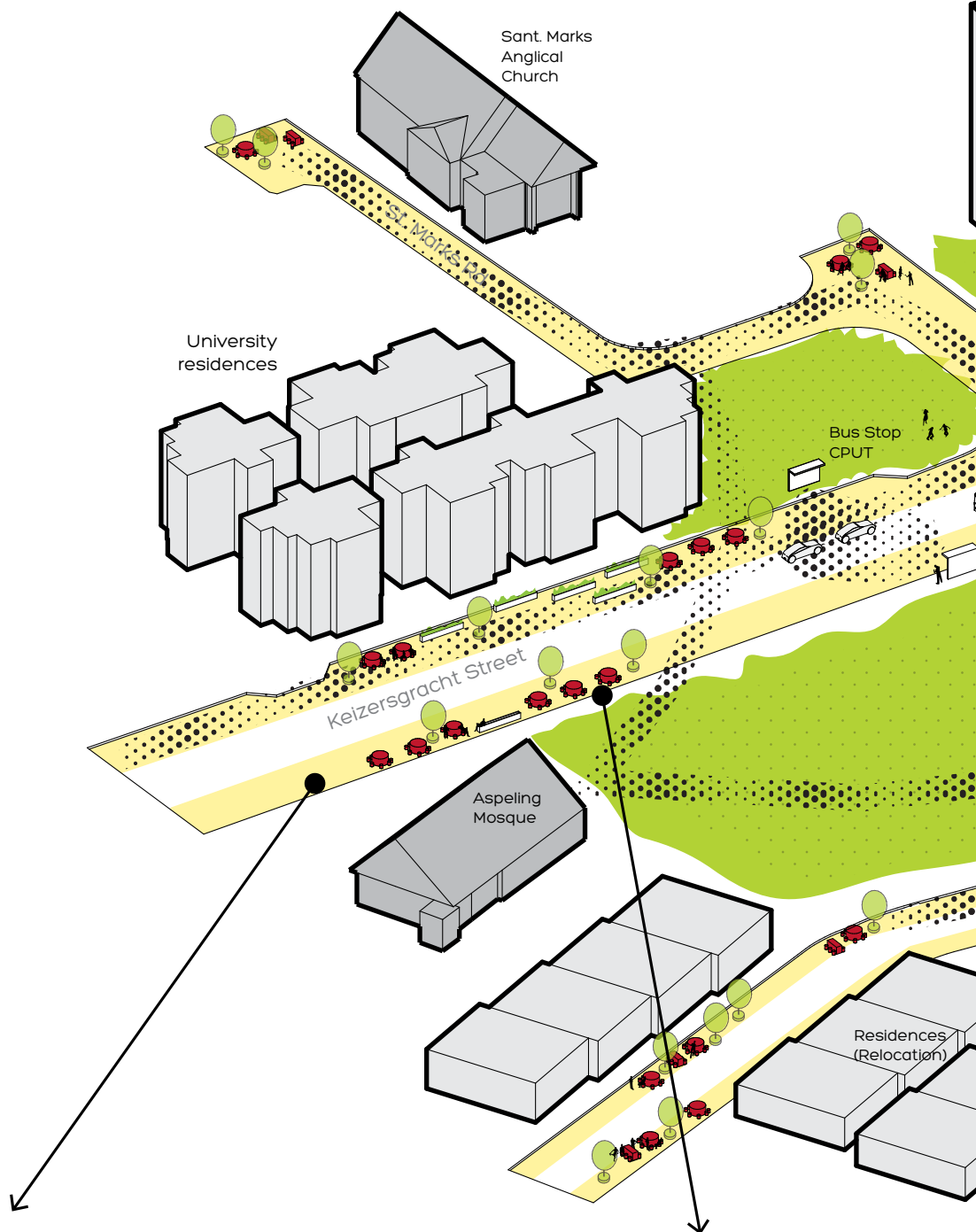


As it was explained in the Past chapter (see p. 36-37), District Six was well-known as a barter town based on exchange trading. In this respect, it can be described as a lending-trust-trading community. According to former habitants of District Six (interviews), the sense of community was a very important value that was lost when the community was diffused in the apartheid period. Despite the fact that District Six is dominantly an abandoned area, there are some remaining landmarks such as Saint Mark Church, mosques, students residential area and a couple of houses erected in 90' as a pilot relocation project which was never continued (District Six Museum). That presents a potential for the reconstruction of the community, which inspired a selection of this area as the point of interaction (Point C).

To recover the historical sense of community, the intention is to create a domestic atmosphere using as the urban elements tables and chairs in combination with vegetation for shadowing as an attractor for people.

These new gathering points are designed to catalyze processes, which could join the existing communities, for example:

- 'Permanent breakfast' or 'permanent dinners' (Kiib, 2015).
- Community workshops
- Areas for second economy activity
- Religious and common celebrations.



AFFORDANCES



PAINTED PAVEMENT AS PATHFINDERS

The first strategy to reduce the dimension of the road, decrease velocity of cars and hence direct citizens' attention toward the area. Areas of social interaction can be placed combining with the urban elements, in this case tables and chairs.



TABLES FOR COMMUNITY INTERACTION

The tables can be used for the community events like permanent breakfast, community workshops or for kids to study. The tables are fixed to the ground to avoid isolation from other groups.

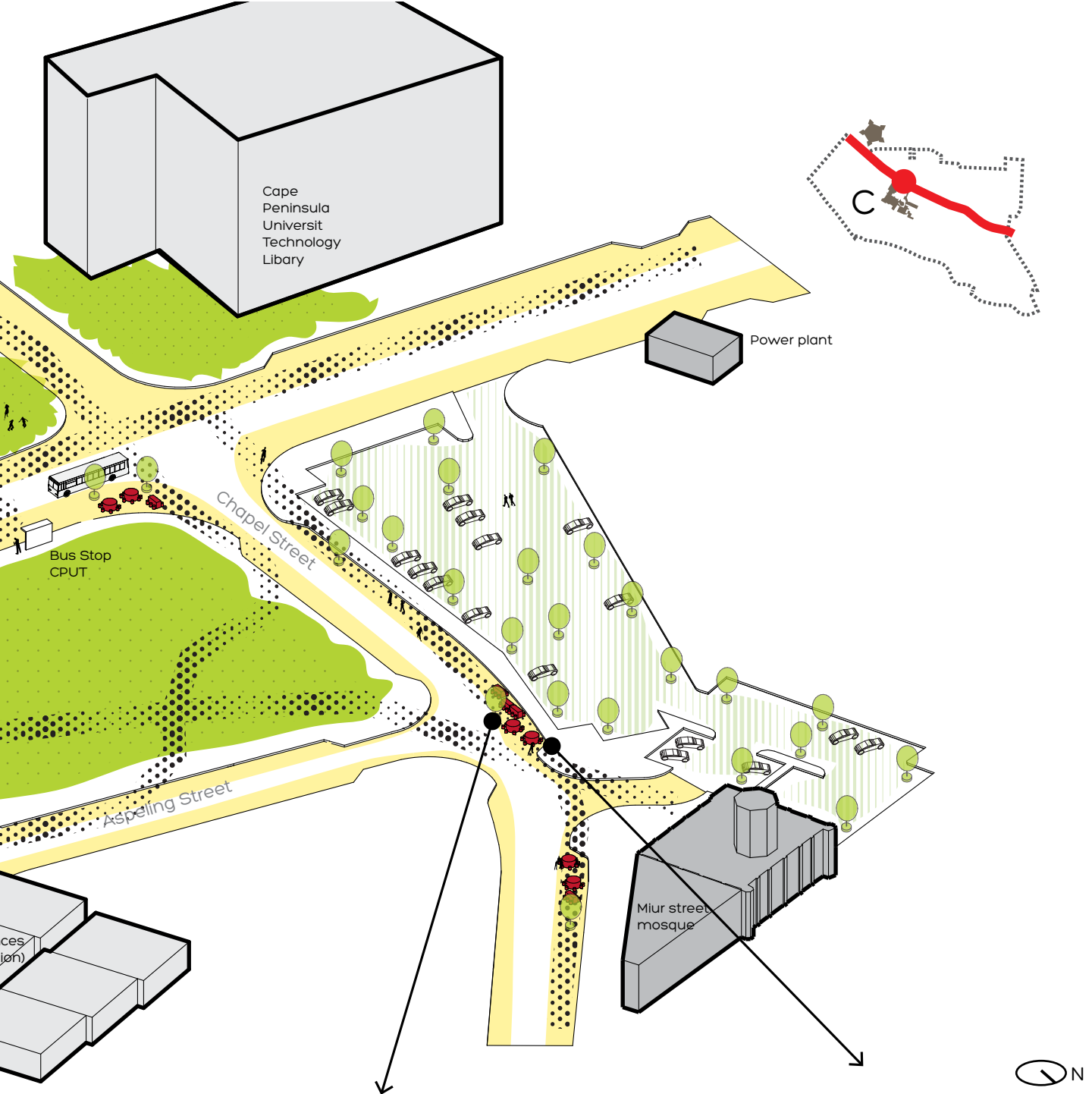


Fig. 62: Greenery and shade

TABLES TO CREATE DOMESTIC ATMOSPHERE

Non-traditional urban elements can be placed in spaces to stimulate its change, for example the excessive linear parking lots. In this respect, the creation of domestic atmosphere by the tables and chairs can help to re-think the spaces in the city.



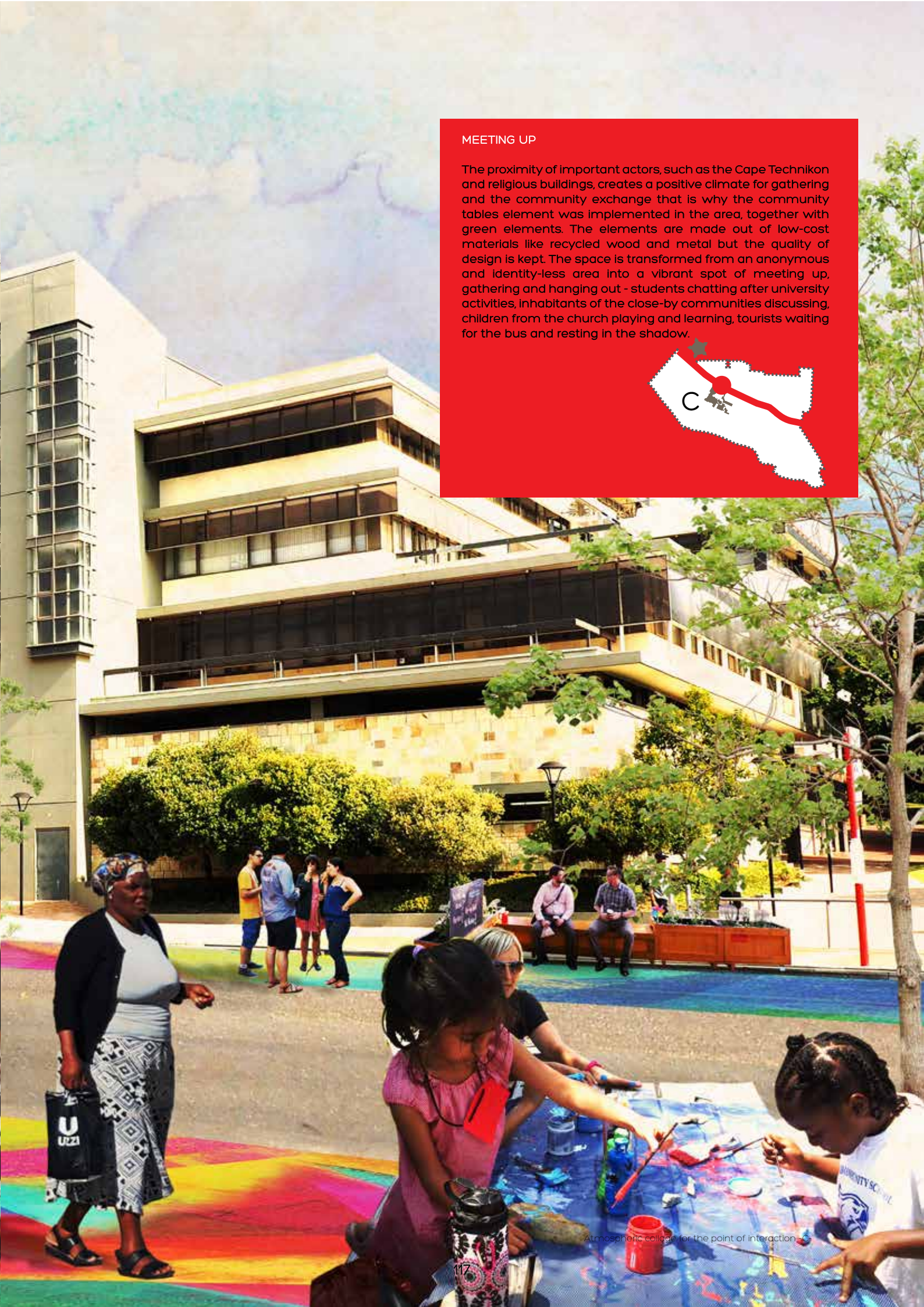
Fig. 63: Permanent breakfast

TABLES FOR SPREADING COMMUNITY SENSE

The tables create urban relations, as pathfinders they are distributed in the land and close to residential areas or other communities (academic, religious).

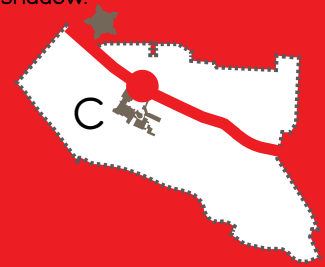
! IF YOU DON'T
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MEETING UP

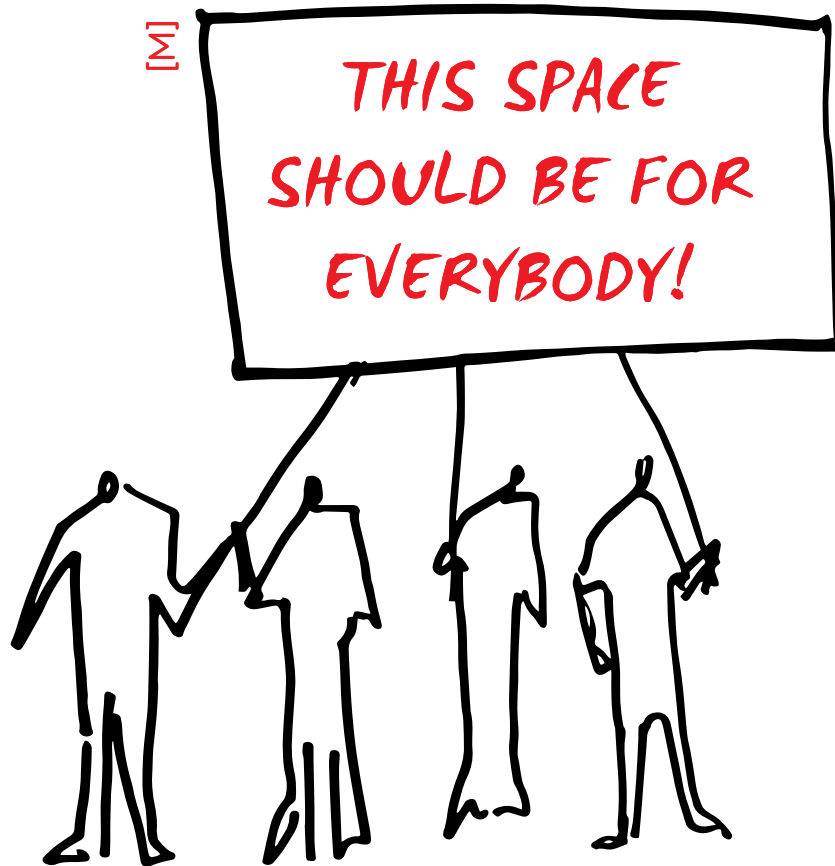
The proximity of important actors, such as the Cape Technikon and religious buildings, creates a positive climate for gathering and the community exchange that is why the community tables element was implemented in the area, together with green elements. The elements are made out of low-cost materials like recycled wood and metal but the quality of design is kept. The space is transformed from an anonymous and identity-less area into a vibrant spot of meeting up, gathering and hanging out - students chatting after university activities, inhabitants of the close-by communities discussing, children from the church playing and learning, tourists waiting for the bus and resting in the shadow.



Atmospheric collage for the point of interaction

[Point of interaction -D-]

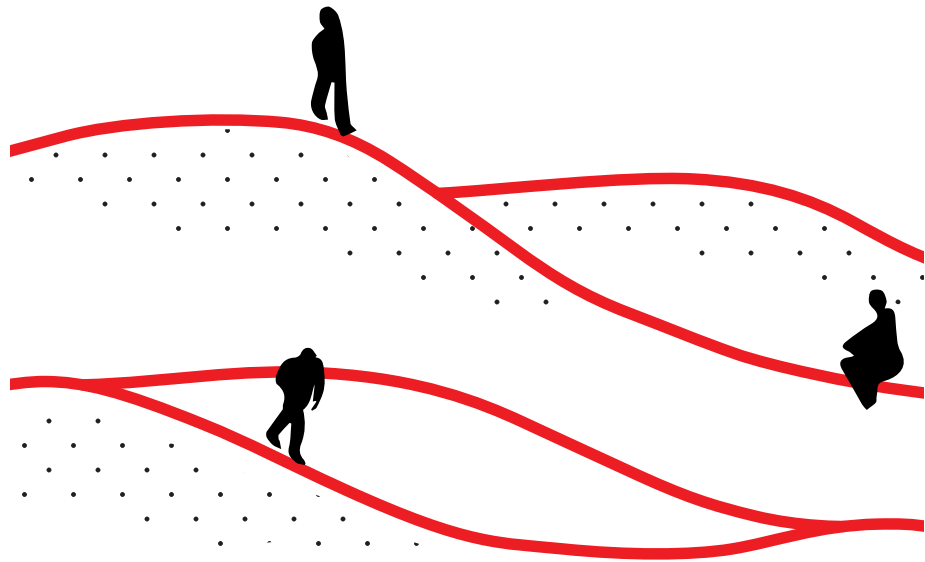
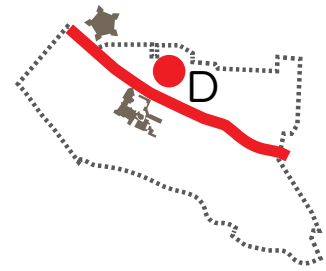
[Hills of interaction: new landscape for community join]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[D = d^* + \text{III, IV, V} = 1, 4, 6, 11, 12]$$

point of interaction urban element + technical solution actors/agents urban results

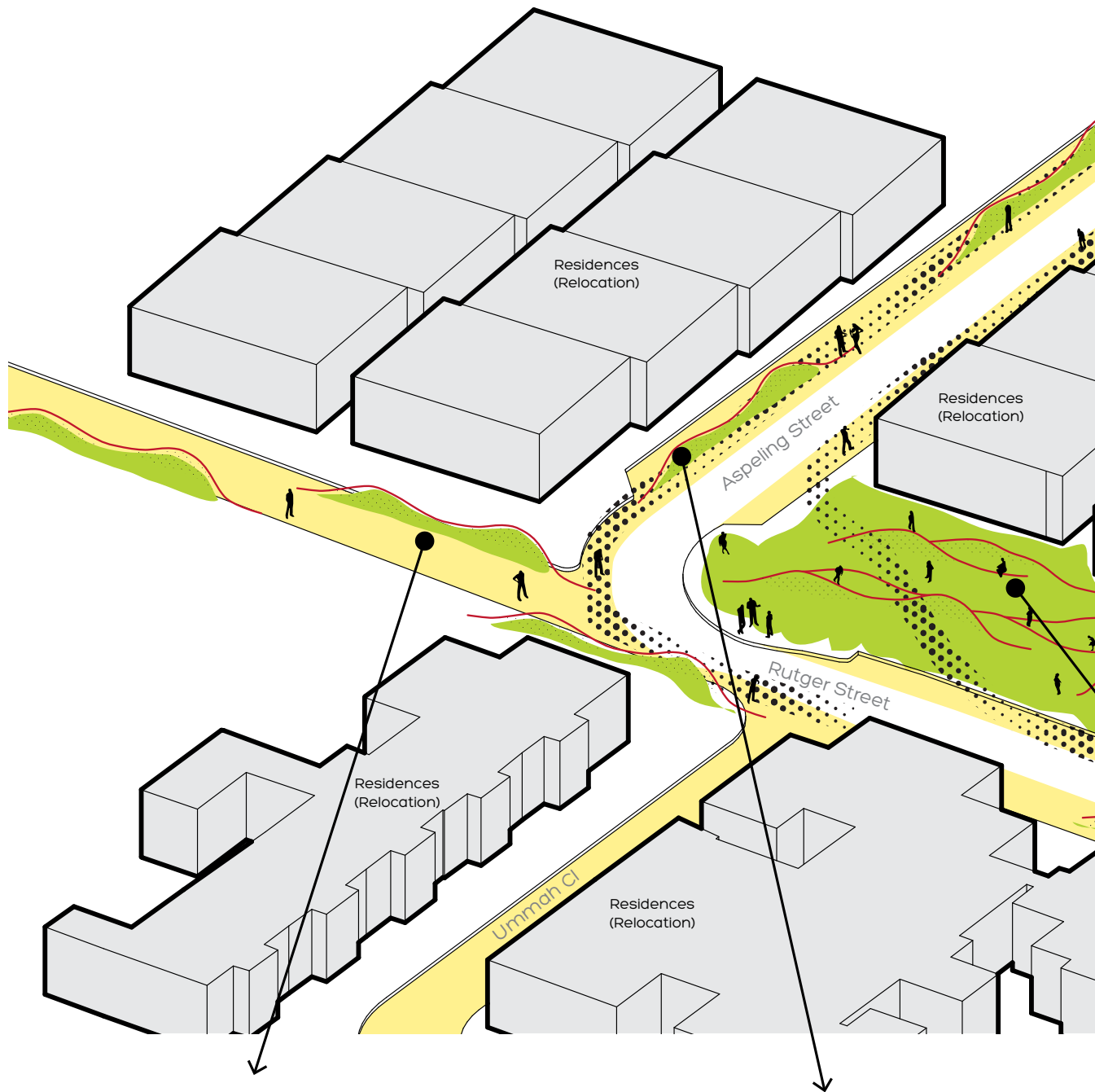


The most impressive characteristics of the city are its natural features, that create a mixture between urban and nature. The table mountain, the Devil's Peak and the Lion's Head are very important landmarks that enhance the flat landscapes of the rest of the city.

This value of contrasting landscapes in the city, like steep and flat, green and grey, was used as an inspiration to create spaces of contrast in the Point of Interaction D. It is characterized mainly by low-density and introvert typology of residential buildings, where playground areas and streets have been empty (study trip), therefore the sense of community was not presented (see picture p. 48-49).

In order to join the existing community, hilly landscape is proposed as the urban element. This new landscape can vary in materiality, green and urban textures, in order to create:

- Open and attractive areas for community gathering
- Areas to rest and lay down
- Viewpoints to see other important landmarks in the area
- Playful areas for kids



AFFORDANCES



Fig 64: People enjoying green areas

PAINTED PAVEMENT AS PLAYGROUND

The first strategy to reduce the dimension of the road, decrease velocity of cars and hence direct cars and citizens' attention toward the area.



Fig 65: People enjoying green areas

GREENERY TO CHANGE THE ATMOSPHERE

To invite people, especially kids, to gather and use the space, it is necessary to change the atmosphere using different materials and green surfaces.

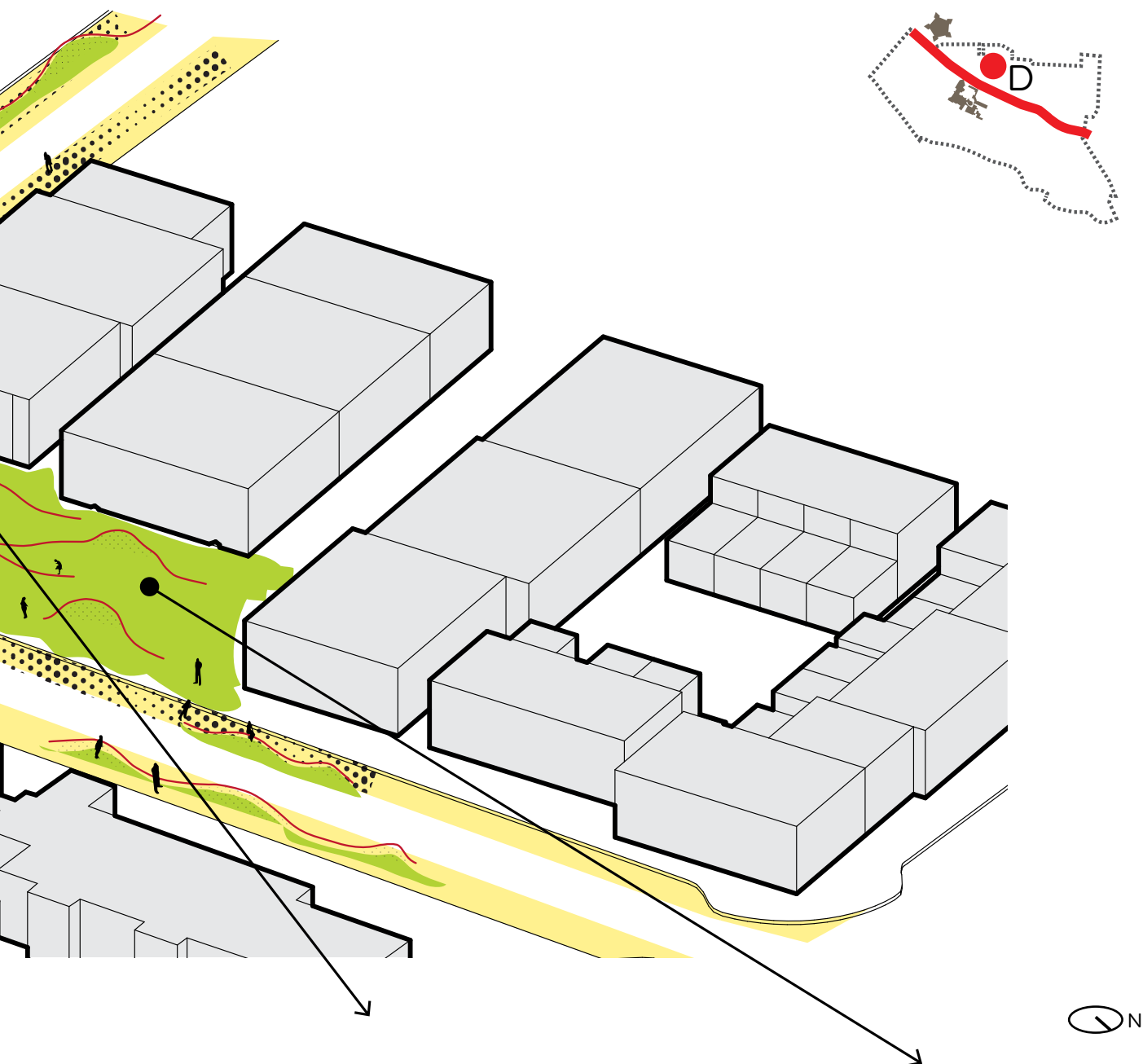


Fig 66: Urban landscape

LANDSCAPE AS A PLAYGROUND FOR ALL AGES

The green hills can be used as a playground or areas to lay down in a sunny day. The hills also can help during rainy season to absorb and distribute the water.



Fig 67: Multicultural exchange in playgrounds

LANDSCAPE AS COMMON GROUND TO BLUR INEQUITY IN THE FUTURE GENERATIONS

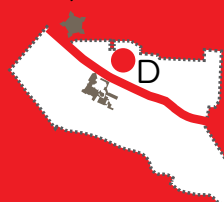
New generations are the key to transform the post-apartheid damage in terms of social inequity and racism. Creating areas for kids to interact and play is important to start the social regeneration.



IF YOU DON'T
REMEMBER HOW THIS
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SPACE FOR EVERYBODY

By implementing the new landscape, inspired by surrounding natural features, the atmosphere of domestic coziness is created, to host community activities such as gathering, hanging out, chatting, observing, playing. In the South African context the safety is a primary and basic need which has to be addressed in the public space, especially the safety of kids, that is why it is crucial to build an environment where they can safely play and learn with a community surveillance.



Atmospheric collage for the point of interaction -B-

[Point of interaction -E-]

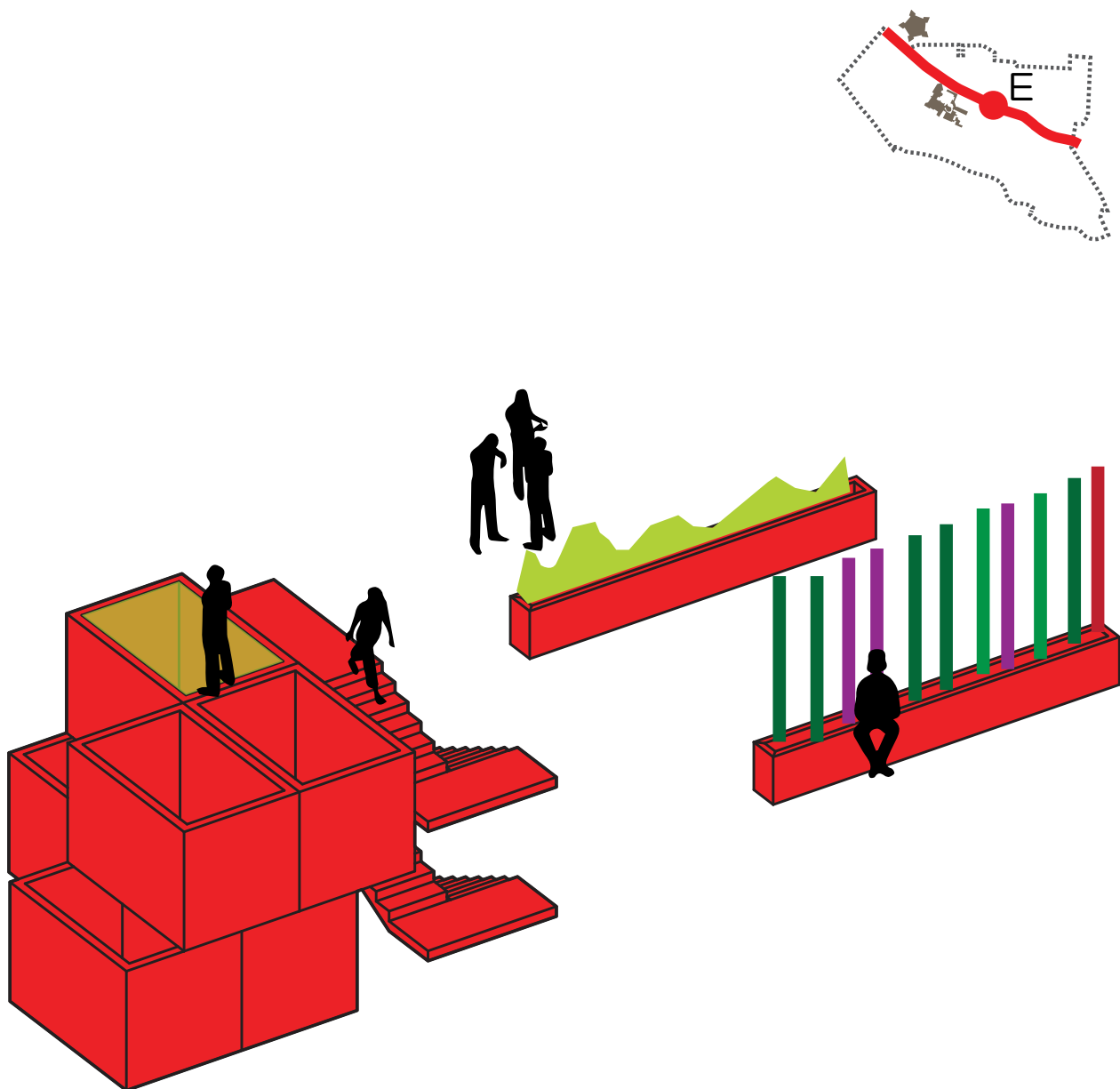
[Urban farming: modular green houses and farming pots]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[E = e^* + I, II, III, IV, V = 2, 5, 6, 9, 10, 12]$$





In the past District Six used to be a vineyard and farming area (Past Chapter, see p. 34). Due to the good quality of South African wine, wine tasting and vineyards visits are one of the most popular touristic activities, especially in Western Cape (study trip). The memory of the place and the current activities happening around the city related with vineyards and farming, were taken as an inspiration to propose the activity of urban farming along the selected area (Point of Interaction E). It is characterized by open fields of green areas and topographic landscape.

The urban elements proposed are modular green houses and farming pots (see Catalogue p. 88). They are flexible elements easy to move, transport or to be transformed, depending on the people's needs, activities or other factors. In this respect, it is possible to:

- Attract urban farming organizations or food trading,
- Establish activities that communities can manage and sustain in time,
- Bring and join the different communities around,
- Create a common area for citizens and tourists,
- Transform the conflict and uncertainty significance of the area into a positive meaning.



AFFORDANCES



Fig 68: Painted pavement

PAINTED PAVEMENT TO CREATE A PLACE

The pavement will be used to decrease the size of the road and to mark the place of urban farming in relation with the other interventions. Pavement will be the common network element. It can suggest the nature of the space.



Fig 69: Modular structure

GREEN MODULAR HOUSES

Modular elements can be transform in time and can be move along the area depending on the season or the urban farming needs. This also can make room for new communities to join the space. The structures can be used to place temporal restaurants or create food fairs.

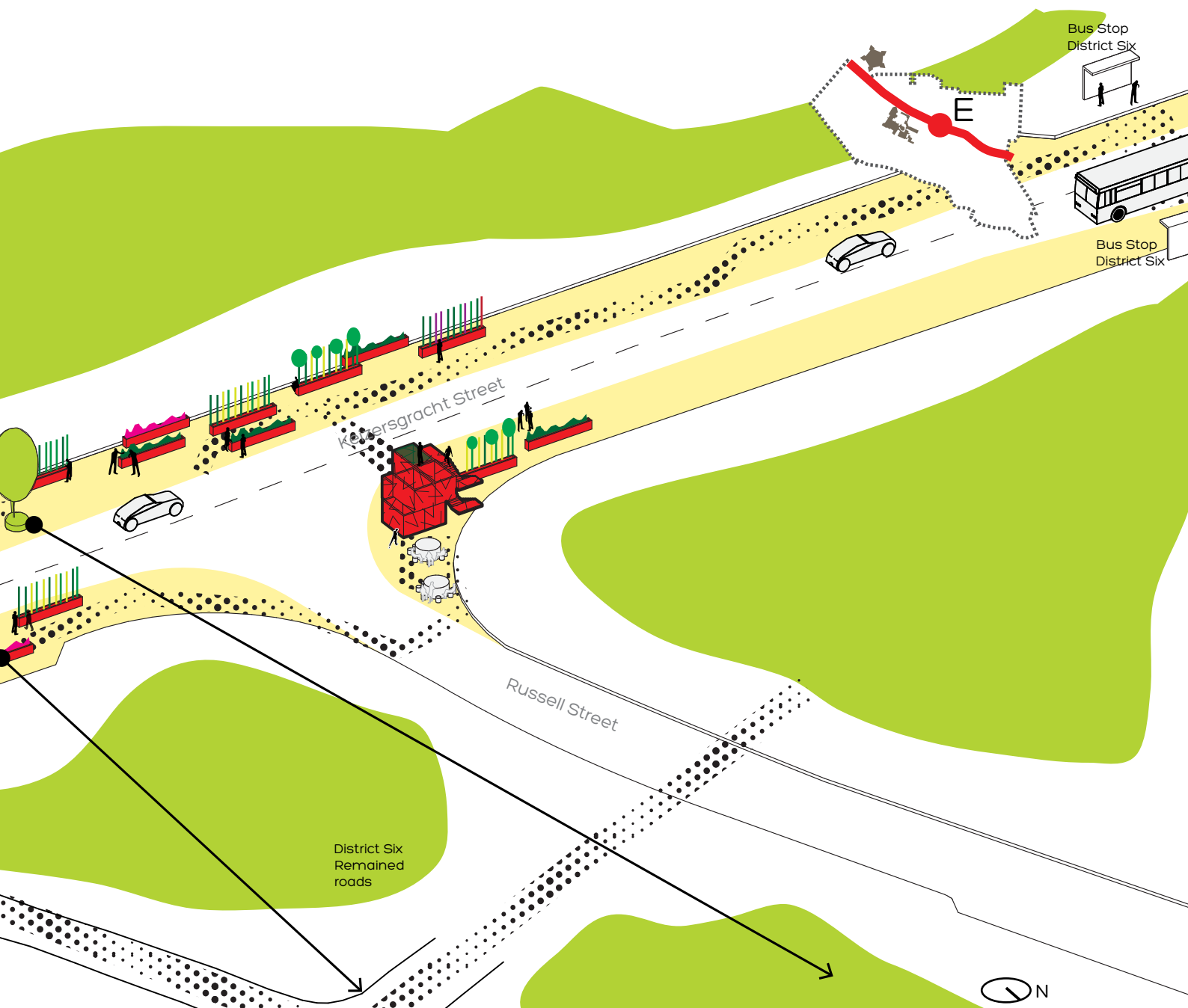


Fig 70: Farming pots

FARMING POTS

Farming pots will be used to open the urban farming. These elements can remain outside or can be inside the green modular houses depending on the need. They can be also used as benches or tables.



Fig 71: Public farming spaces

FARMING ELEMENTS AS LEARNING AND GATHER AREAS

The urban farming can be used as learning areas for different organizations or farming schools. In addition, gastronomic activities or cooking lessons can be performed in the area. These events will bring different communities to join the space and to interact between each other.

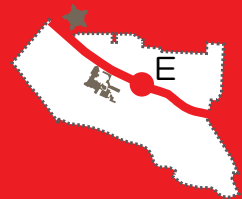




**IF YOU DON'T
REMEMBER HOW THIS
PLACE LOOKS LIKE
NOW, GO TO PAGE 50!**

GROWTH AND TOGETHERNESS

Through the implementation of the farming elements such as the farming pots and the modular glass houses, the memory of harvesting and cultivating is brought back to the District Six. The temporality of these activities is reflected in the design - the pots and the glass houses are modular and movable structures, easy to assemble and transport. However, the intervention starts on the street it may spread in time on the surrounding vacant land. The rich tradition of farming in South Africa is a perfect occasion to bring the former community of the area together, to involve the existing urban farming communities and to catalyze the growth of new communities.



Atmospheric collage for the point of interaction - E

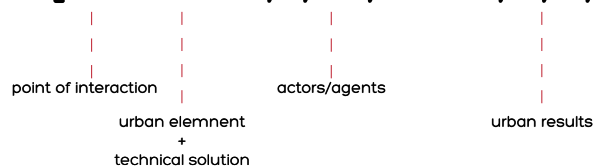
[Point of interaction -F-]

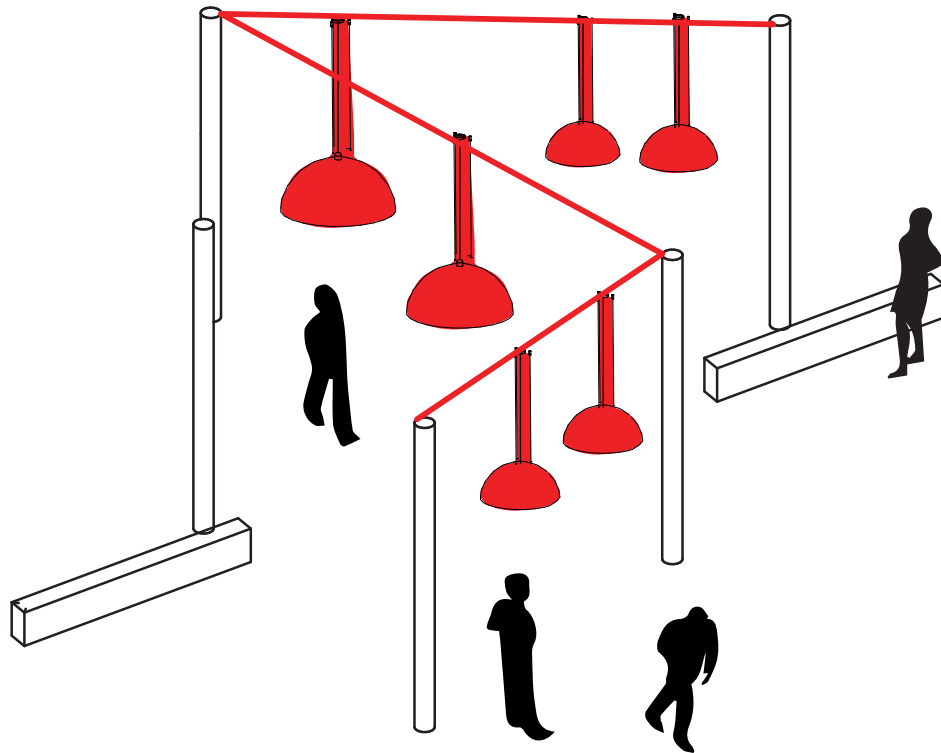
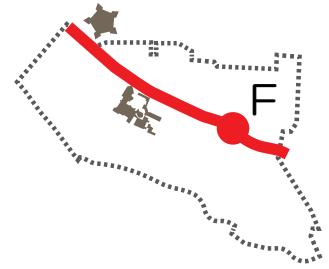
[Lighting show to connect different estates]



FORMULA (formula taken from the action plan, p. 86-87 & catalogues, p.88-95)

$$[F = f^* + I, II, IV, V = 2, 5, 6, 9, 10, 12]$$

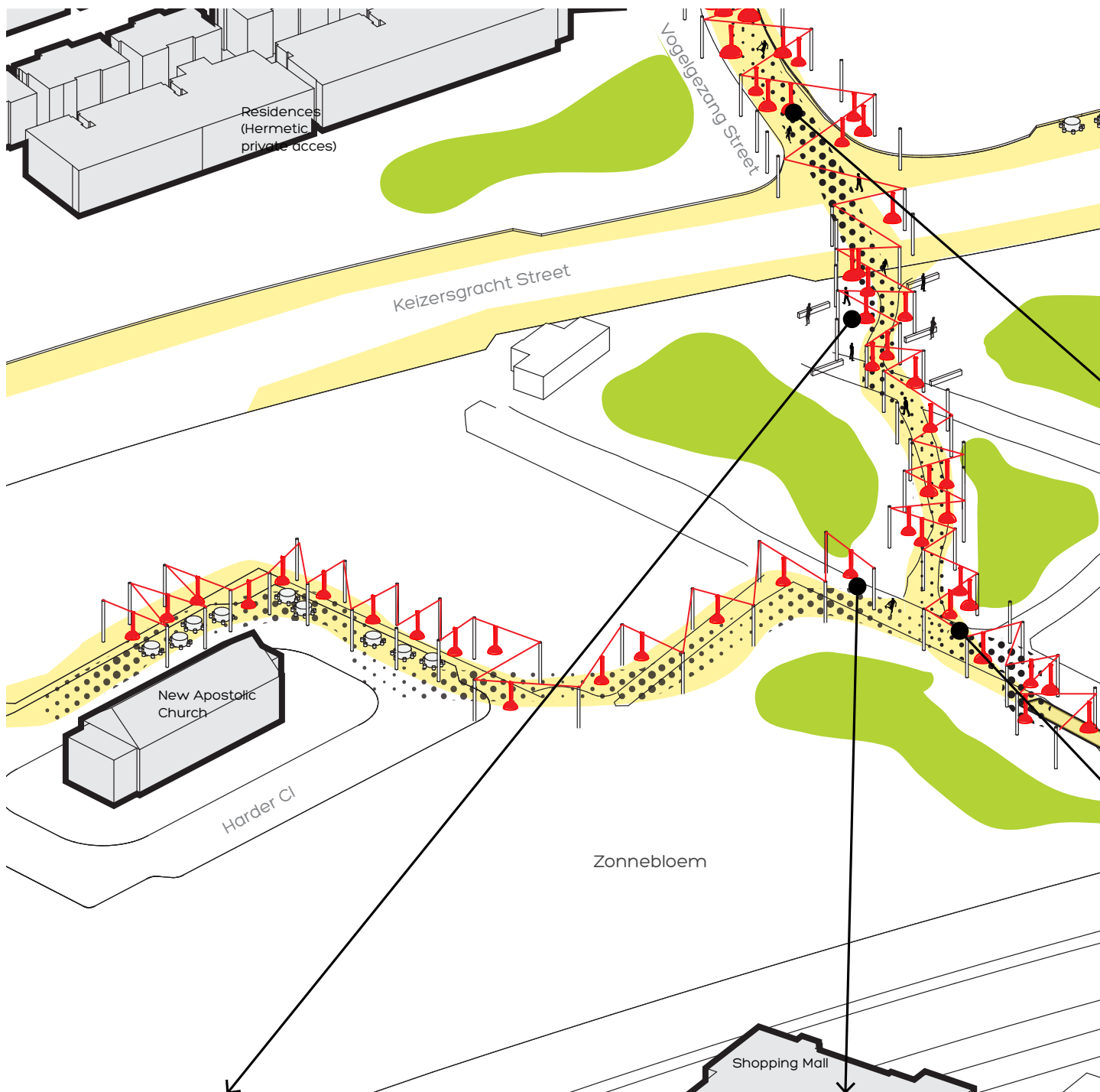




The connectivity between the different existing uses (religious, educational and residential) of the selected Point of Interaction F, creates a big potential, particularly the pedestrian bridge connecting District Six and Woodstock area (see picture p. 52-53). The bridge, on the Woodstock area side, is surrounded by urban fabric, a busy shopping mall and residential activities. On District Six side, it is connected by informal paths made by the users that arrive to the area by MyCiti buses ('From global to local', see p. 30-31). The place's lack of identity resulted in the construction of fenced and hermetic residences and facilities, plus bus parking areas around religious landmarks (see picture p. 52-53).

The designed urban element is a non-traditional street lamps system (see catalogue p. 88), in order to:

- Establish a more secure path for pedestrians,
- Start linking the different hermetic communities,
- Promote temporary activities such as light shows,
- Bring nightlife,
- Create new identity to the place.



AFFORDANCES

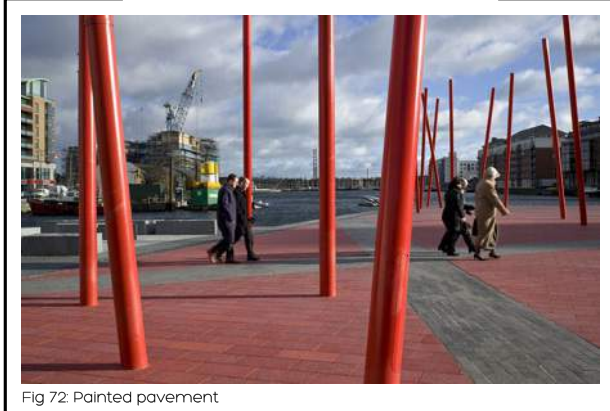


Fig 72: Painted pavement

PAINTED PAVEMENT TO MARK THE PATHS

The paint will help to create new paths along the area to connect communities and to activate the points of interaction. It will also be used to place the stick for the lighting elements.



Fig 73: Lighting urban furniture

LIGHTING ELEMENTS TO PLAY

Lighting elements can have different functions, for example benches and swings.

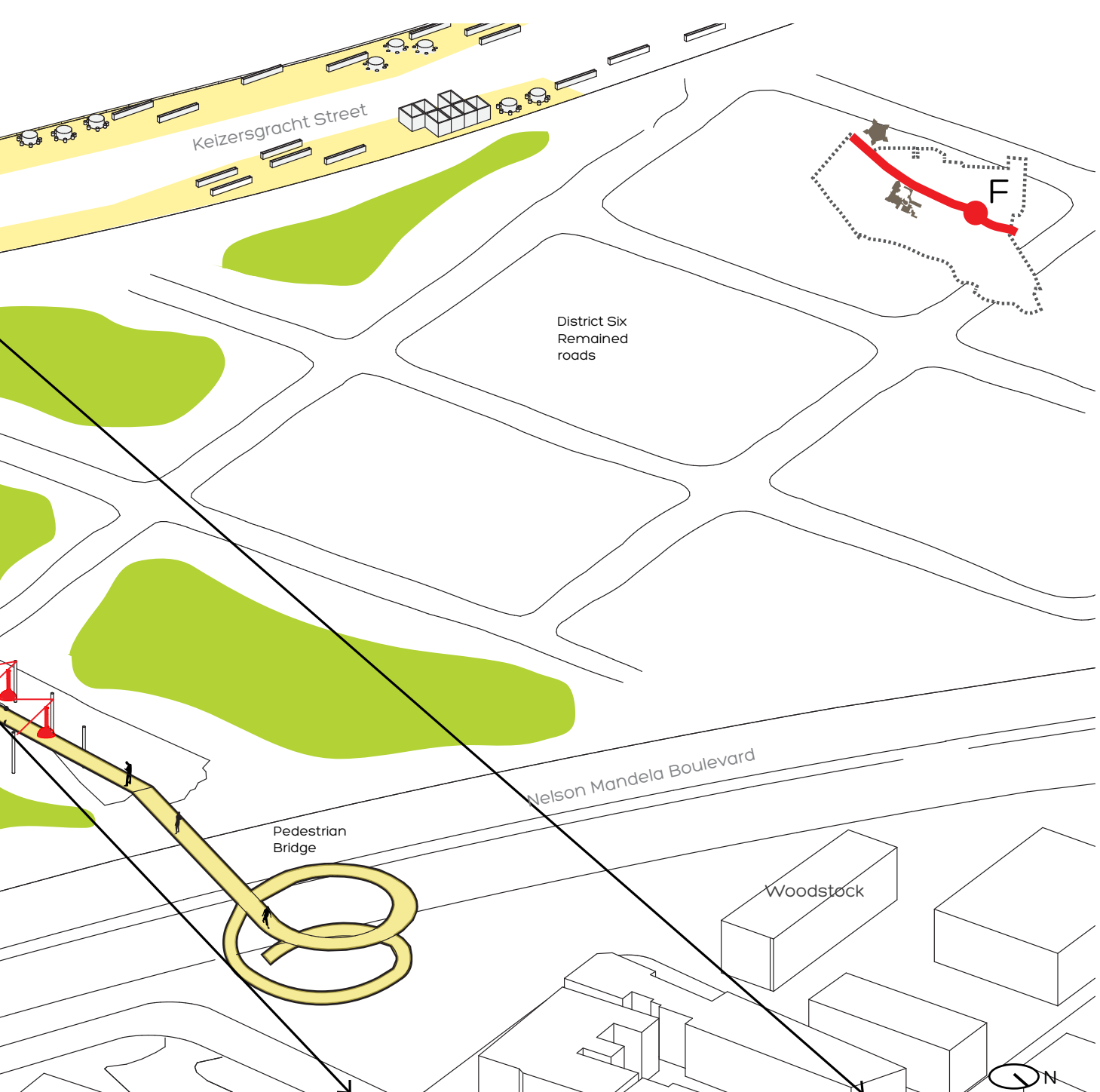


Fig 74: Lighting installation

LIGHTING ELEMENTS TO CREATE NIGHT ACTIVITIES

Lighting can help to create a safety atmosphere and bring night activities to the place. For example, open 'permanent dinners' (Kilb, 2015).



Fig 75: Lighting event

LIGHTING ELEMENTS FOR ART EVENTS OR PARADES

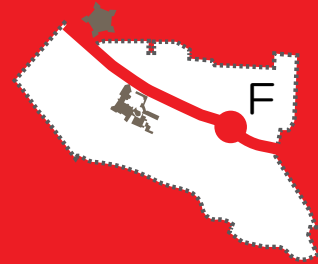
The lighting elements can differ in different areas depending on the community or the identity of the place. It can be used to mark the parades or artistic paths or for religious events. Lighting can constantly transform, people can donate their lamps to the street or different competitions about lamp designs, can be promoted by different actors.



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PLACE LOOKS LIKE NOW,
GO TO PAGE 52!

SAFE WAY BACK HOME

In the developing countries like South Africa, safety of pedestrians is an important issue which has to be addressed. Introducing lighting in the area aims to considerably increase level of safety. The sense of insecurity also enhances the hermetic housing typology, which can be reversed with the implementation of the lighting elements. The warm light maintains the cozy and inviting atmosphere and gives people a comfortable visual experience. Furthermore, 'light corridors' create connection between more densify areas and provide a safer and more friendly passage through deserted landscape.



[Future regeneration of District Six]

[Wish list]



A word cloud featuring various terms related to urban planning, community development, and social issues. The words are arranged in a non-uniform, overlapping manner, with some words being significantly larger than others. The colors of the words are diverse, including shades of green, yellow, purple, pink, blue, red, and black. The words are oriented in different directions, some horizontal, some vertical, and some at an angle. The background is plain white.

Words included in the word cloud:

- Society
- Design
- future
- Community
- Public transport
- Music
- areas
- Activities
- Light
- Connectivity
- Human scale
- Traffic calming
- Integration
- Investment
- People
- regulation
- Future regeneration
- farming
- Memory
- Identity
- Events

[Scenarios of regeneration in District Six]

URBAN REGENERATION

Urban regeneration is a process difficult to predict in terms of urban, economic, social and political growth. The dynamic master plan attempts to predict different scenarios of urban development. This project proposes five different vision-scenarios of urban regeneration according to the dynamic master plan. They present concepts of progressive regeneration, from punctual to linear, from linear to organic and so forth. However, the urban regeneration rarely happens progressively, therefore, the future plan can be a combination of proposed scenarios.

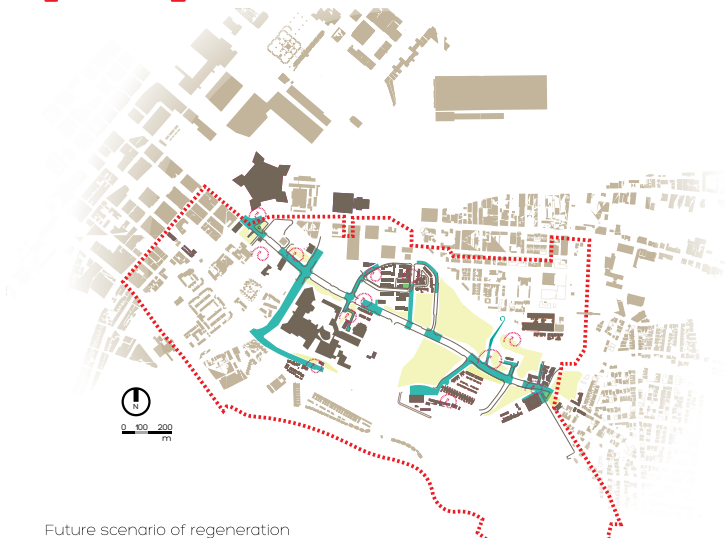
District Six
area*
40 ha

Housing
capacity*
**5.500
units**

District Six
expected
population*
**20.000
people**

* Data source: NM associates partner designers, Lucien Le Grange Architects and Urban Planners, 2012. District Six Development Framework

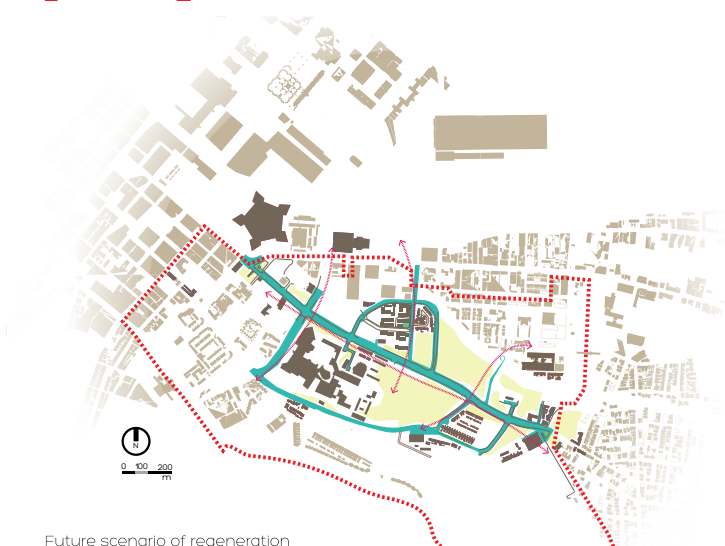
SCENARIO 1



PUNCTUAL REGENERATION

This scenario is the first attempt to catalyze the process of regeneration, by creating temporary hotspots around the existing actors (religious, educational and artistic buildings). Therefore, the temporary uses' hotspot, created through the activation of the existing actors, activates the spaces punctually in different places. The urban elements take the under-used street areas (parking lots, extra lanes), in order to recover the human scale of the site.

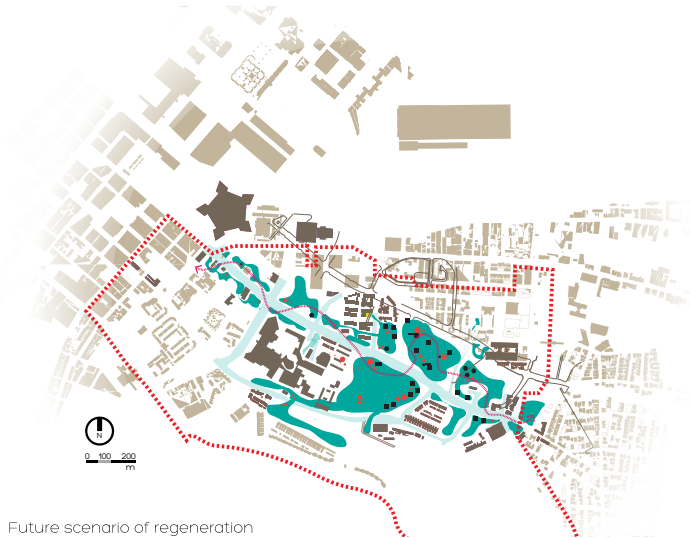
SCENARIO 2



LINEAR REGENERATION

The linear scenario is the extension of the punctual scenario, in order to create a linear network of public spaces. It proposes to restructure the existing infrastructure into activities corridors and to implement a shared space concept. This linear development omits the landownership problems, therefore, the regeneration can start from borders to inner plot areas. The main idea behind it, is to establish the connections with the north, south, west and east of the city, where it is denser.

SCENARIO 3

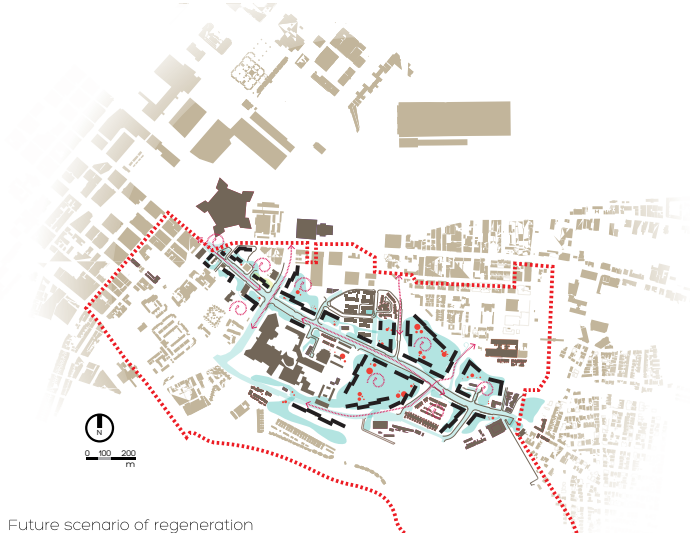


Future scenario of regeneration

ORGANIC REGENERATION

The organic scenario proposes to transform the area into a temporary urban park, in order to deal with the landownership problems. In this respect, the area can be used for activities like concerts, festivals or just social activities. Therefore, it will work as an alternative to occupy the area without affecting the sensitive problem of landownership.

SCENARIO 4



Future scenario of regeneration

FRAMED REGENERATION

The framed scenario proposes an alternative of urban configuration in terms of densification. The plan of regeneration of District Six, developed by the Municipality of Cape Town called 'The Fringe' (Ref), was taken as an inspiration for this scenario. 'The Fringe' establishes the creation of urban borders to reinforce urban corridors by varying the buildings high and densification. The idea is to densify from the borders to the inner plot areas. The courtyards work as public domains when their transformation is still in the process of negotiation.

SCENARIO 5



Future scenario of regeneration

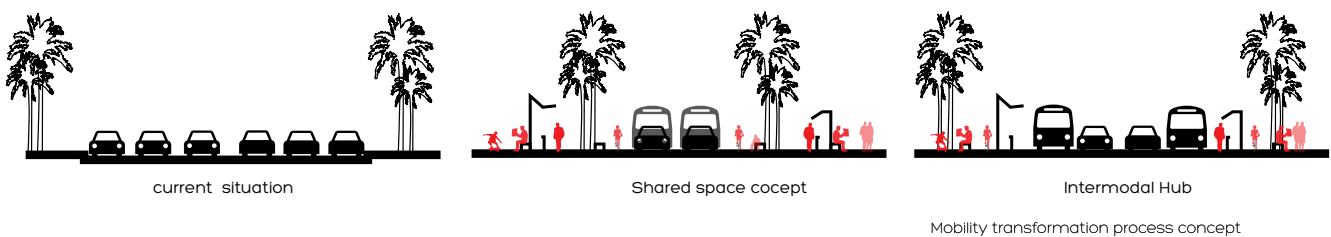
MOSAIC REGENERATION

The mosaic scenario proposes another alternative of urban densification, where the buildings in the borders are rigid frames and the inner buildings are placed organically. In this respect, different quality of spaces can be created, to establish different activities and flows of connections. In addition, the proposal reflects a realistic growing of the blocks, where different actors develop different plots.

[Urban mobility]

[Scenarios of regeneration]

The mobility concept establishes to recover the human scale in the road network of Cape Town's neighborhoods (City Bowl), progressively, through the reduction of road sizes and giving priority to massive and alternative means of transport. The new road network system will be compound by traffic corridors and intermodal hubs. The corridors are carrying public and private transport and shared space concept is introduced where possible. The intermodal nodes contain MyCiti public transport stops (see page 30), bike-sharing stops and bike- parking. The nodes are intermodal hubs that helps to create modal shift (Jensen, 2012) and smooth the traffic.

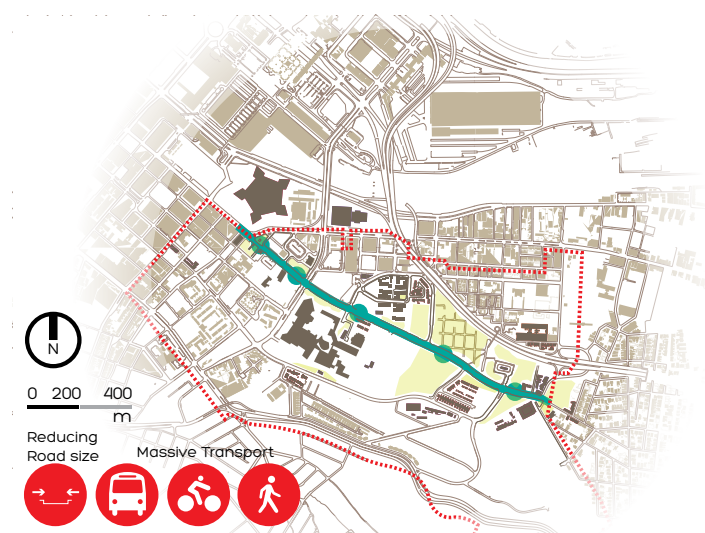


Data regarding District Six: density and annual average daily traffic
 *NM and Le Grange, 2012
 **The South African National Road Agency, 2002/
 The Peninsula Expressway Consortium, 2004

The data presented is to understand the urban scale of the streets in the future District Six. The AADT (Annual Average Daily Traffic) certifies the reduction of the road down to two lanes and the possible implementation of shared space areas.

The step-by-step road network transformation is shown in four different scenarios of mobility regeneration, starting from Keizersgracht Street as the first catalyst attempt of transformation for the rest of the city.

[TS]

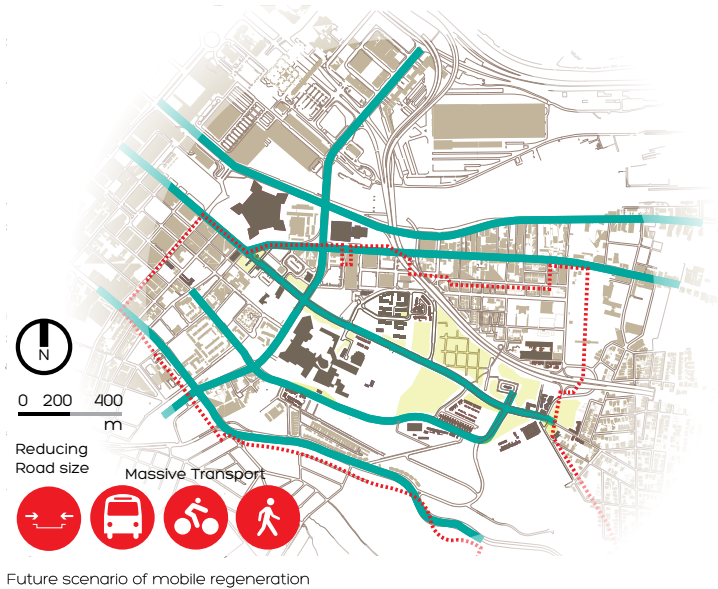


Future scenario of mobility regeneration

KEIZERSGRACHT STREET: THE CATALYST

The vision for the transformation of Keizersgracht Street is to create democratic areas, where all modes of mobility have the same level of importance. In order to achieve it, the project proposes to level the street and to create a shared space area, where permanent urban elements, such as bollards or different pavement textures, are incorporated to facilitate the flow communication between each mode involved but allowing negotiation between mobility modes. The nodes along the road will contain bus stops and a bike sharing system as an alternative method of transportation. Due to Cape Town is a car city dependent it is necessary to apply innovative or new ways of transportation to attract people's attention, therefore, a bike sharing system, implemented as mean of transport, can help to create awareness about moving in the city differently. In addition, it will create a human contact between citizens and with the urban fabric.

[TS]

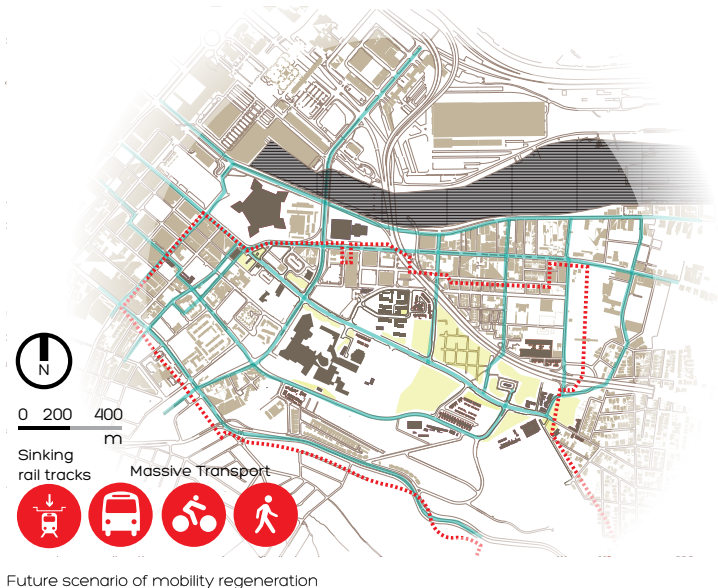


'COPENHAGUENIZE' ⁽¹⁾ CAPE TOWN

The vision is to extend the same principles used in Keizersgracht to the road network system of the city, according to the study of patterns and behavior of people observed in Keizersgracht, which will determine the dimensions of roads, design of nodes and concepts to be apply the roads (for example, shared space).

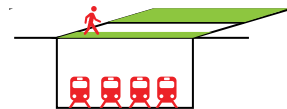
⁽¹⁾ Copenhagenize is a project method used to map cyclist in CPH city in order to analyses patterns of behavior according the observations in situ in order to design friendly bike cities (Future Cape Town, 2015).

[TS]



SINKING MOBILITY BARRIERS ⁽²⁾

Rail tracks are barriers that have generated other barriers, like Nelson Mandela Boulevard (N1). In this respect, the municipality proposed the idea to sink the train tracks (Makeka, 2015) would bring connections with the north and different possible uses to the place, from urban densification until green corridor. However, (and according to the technical supervisor, PhD Eng. Niels Agerholm) this is a long-term and expensive solution, which is doable once the project for the area is attractive enough to implement other investments (further information explained in the appendix).



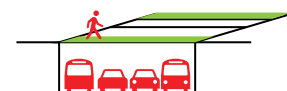
⁽²⁾ CAPE TOWN STATION 2030 is a project developed by Makeka Design lab, which proposal 'is the long term development of the Cape Town Station Precinct. This exciting development involves sinking the existing railway lines underground, thereby enabling the redevelopment of land and exploiting air rights.' (Makeka, 2015).

[TS]



BACK TO BASICS

The vision is to dissemble the Nelson Mandela Boulevard highway (N1), once the rail tracks are sunken (Makeka Design Lab, 2015), with the aim of reinforced three important South-North direction green or natural corridors. In this respect, the physical and visual barriers (N1) disappear, allowing connections between natural features, urban fabric and harbor area. Anyhow, the possibility of dissembling the N1 highway is very unlikely to be realized (PhD Eng. Niels Agerholm), as opposed to a simpler way of removing such barrier, by sinking the road 6m to prevent noise and visual disconnection (further information explained in the appendix)



[Technical drawings: corridors and nodes]

[TS]

As it is established in the District Six Municipality plan (NM and Le Grange, 2012), Keizergracht Street is considered a primary street ⁽⁴⁾ (Fig. 76). The plan establishes a reduction of the quantity of lanes down to two, and the incorporation of linear parking lots along the road to decrease the car traffic velocity. However, the use of linear parking creates segregation between different modes of mobility, differing from the idea of shared space and democratic space the project proposes. In this respect, the parking can be accommodated in other places, leaving only where it is necessary for basic services like garbage trucks or ambulances. The municipality plan incorporates several underground parking lots areas and vertical parking facilities in order to fulfill the regulations in terms of parking lot capacity (NM and Le Grange, 2012). According to the calculation, it is enough to include also the linear parking along Keizergracht. Despite of the desires of the project in terms of not having parking along the road, it is possible to establish design strategies of space management, in case it is necessary to have it. For example, leaving a linear prevention space of 2 meters width (Multipurpose area, see page 141) for activities and future transformation (parking lot, for example). Therefore, it is possible to continue the democratic process of regeneration, leaving space for future usage negotiation about the public space along Keizersgracht Street.

Following, there will be presented technical drawings showing the designed section for both corridors and nodes. These dimensions are taken from NM associates partner designers, Lucien Le Grange Architects and Urban Planners, 2012. District Six Development Framework.

⁽⁴⁾ Primary roads are primary streets, which carry higher levels of vehicular traffic and public transport (NM and Le Grange, 2012).

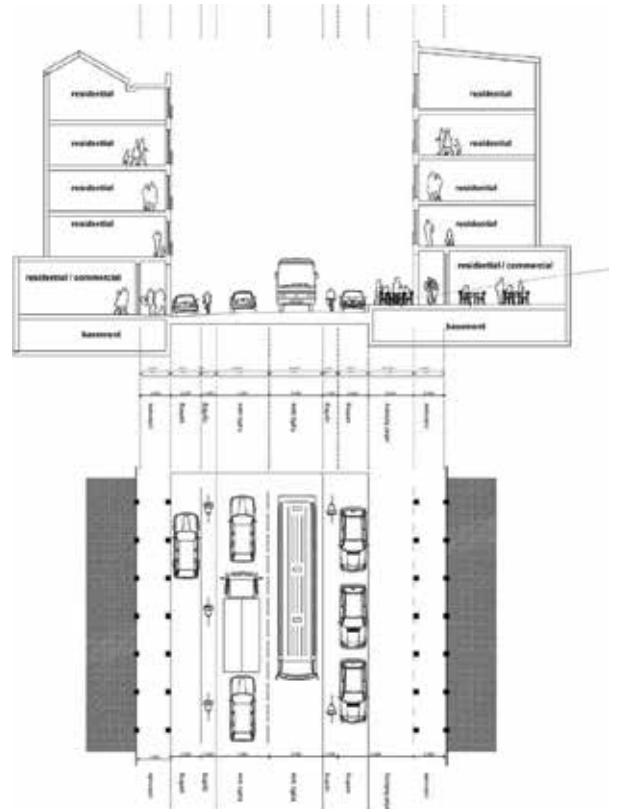
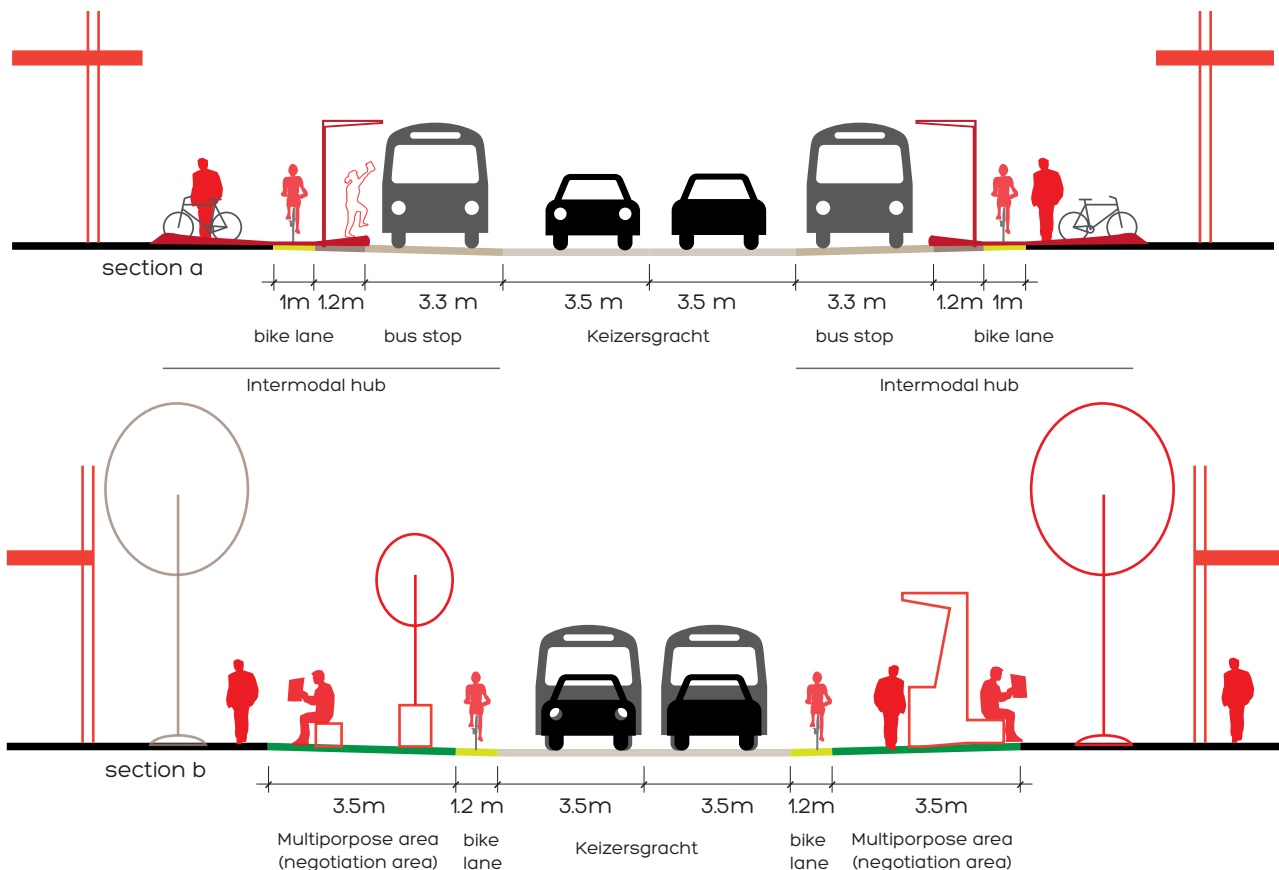


Fig 76: Municipality of Cape Town proposal for primary streets: Keizersgracht street section



Proposal dimensioning for Keizersgracht Street section 1:100

[Democratic City]

DEMOCRATIC CITY IS A 'RAW CITY' - CONCLUSION

The democratic city is a concept that represents the conclusion of the project. It can be understood as a 'raw city' because it constantly transforms and hence the **urban regeneration is an ongoing process**. Therefore, it can be stated that the democratic city is:

Urban transformation by the participation of different actors: **Democratic Design**. We attempted to achieve that by interviewing people from Cape Town and opening a dialog with the municipality during the study trip.

Progressive urban growing and self-building typologies: **Urban Regeneration**. In our project it is reflected in a desire to inspire and enhance the community's engagement into the city creation. Multipurpose spaces that allow the performance of different activities and affordances: Performative Urbanism. Temporary events are possible due to implementation of the urban elements which catalyze urban regeneration processes.

The understanding of general urban problems to propose focalized solutions: **Urban Acupuncture**. The theory was used to select sites for interventions and match them with urban elements to unfold their potential.

Identity of the place and reinforcement of its 'natures' and the community sense: **Landscape Urbanism**. It is reflected in following the memory of the place and using it to recover the community spirit of District Six.

Democratic public spaces as hubs of institutional, social, commercial and mobility interactions: **Sustainable Design**. By implementing the points of interaction on Keizergracht Street (where the public transportation system has been already implemented) it became possible to reuse the existing flows, reinforce them and catalyze new ones.

Work opportunities and inclusion of second economies: **Sustainable Design**. In our project, it is enhanced by creating new events and new places of gathering and interaction where people can find employment or trade their goods.

Actors 'willingness to work together: **Political dimension**. We attempted to engage different parties in the project's development - municipality, community, designers, urban planners, events creators etc.

FUTURE REGENERATION OF DISTRICT SIX - REFLECTION

In our vision, the **best case scenario for District Six would be its regeneration into a vibrant and dense neighborhood with the rich street life and democratic public spaces.** However, that vision provokes a question of the **surrounding infrastructure which now is a large and problematic barrier** - would it be possible to remove it? In the future, if District Six regenerates into a mixed uses urban area the question of its connectivity with the rest of the city will become an important issue to address. What if the big highways, which isolate it now, would be disassembled? Existing examples like Boston's Big Dig project or removing State Route 480 from San Francisco's downtown show that it significantly improves the quality of urban space and city life (Walker, 2014). On the other hand, it brings a **question of the traffic and flows organization, but many highways systems were overbuilt, especially in South African context, and removing them makes cities healthier, greener and safer** (Walker, 2014).

US IN THE URBAN DESIGN WORLD - REFLECTION

When it comes to a reflection on the project, it is necessary to come back to the questions about the **urban design field and the urban designer profession** which were asked at the beginning of this project ('Our motivation' p. 5). Who is an urban designer today and what are his or her tasks? What does it mean to be an urban designer? What is the field of urban design? And what is the today's city, what does it mean and how to design it?

The reflection inspired by the design process which took place during this project is that it is not possible to fully know tasks of an urban designer until getting very close to the matter which he or she works with and 'putting hands' of the assignment. One may risk the statement, that the **urban designer is himself a catalyst for the processes, therefore his role is to catalyze the development of cities.** Taking into account that the urbanizations processes are rapid and dynamic, the response to them should be the same. **'Open-mind-ness', constant negotiation, flexibility and searching for new tools of designing and expression can help to keep up with the urban space development and enhance it.**

There is not any universal answer for the question 'how to design the city'. It stays as a question mark until the current, ongoing processes are comprehended. 'We understand the present to guide the future' (William Lund). A city is much more than a physical environment and built space, it is about people (Gehl, 2006). Acknowledging this human dimension is crucial to design a successful and user-friendly urban space. Also, it brings back the notion of the democratic city as a place of cooperation, negotiation and freedom of expression. This statement brings back the notion of the **democratic city as a place of cooperation, negotiation and freedom of expression.** In this respect, it can be said that:

Democratic city is togetherness.

'One place might be like another, but one community is never like another. A community is not just a place where you live. (...) It is much more like that. It is alive. A community is our home. It is a place where many of us where born and spent most of our lives. It is a place where (...) most of us also hoped to die. It is a place some of us friends and neighbours. It is a place of warmth, of friendship, of love and of quarrels. Here we enjoy a feeling of togetherness. (...) Can you build community overnight?'

R. Rive 'Buckingham Palace, District Six', 1986



LOW BUILDINGS TYPOLOGY

PUBLIC TRANSPORTATION SYSTEM

MYCITY BUS!

MIXED USED

SHARED SPACE

INTEGRATED
SECOND ECONOMY

PEDESTRIAN
FRIENDLY CITY



HUMAN SCALE

VEGETATION AND SHADOWING

REUSING URBAN ELEMENTS

BIKE-FRIENDLY AREA

KIDS PLAYING IN THE STREET

Atmospheric collage for Keizersgracht Street after the urban regeneration

[Figure index]

Unless established differently, the pictures used in the book were taken during the study trip to Cape Town in 2016 by the authors, and the diagrams and other visual images were done during the development of the project, and therefore, they belong to the authors of the book.

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Fig. 8: Google Earth, 2016.

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Fig. 10 to Fig. 23: Vintage everyday, 2016. The Spirit of District Six: 32 Interesting Black and White Photographs Capture Everyday Life of Cape Town, South Africa in 1970. [online] Available at: <<http://www.vintages/2015/12/the-spirit-of-district-six-32.html>>.

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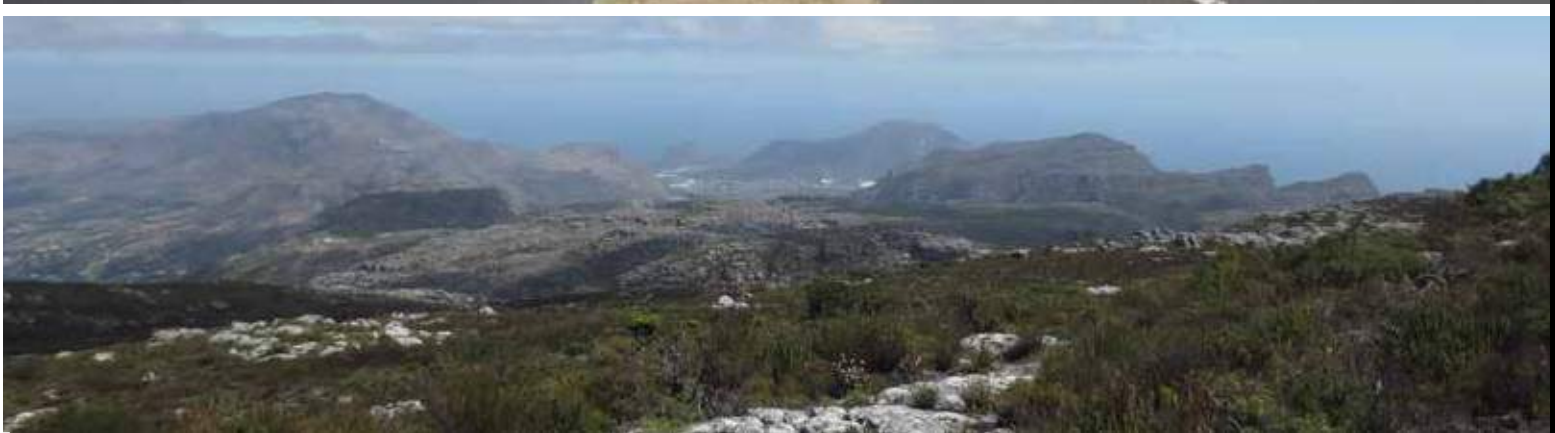
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Meeting on borders

VOLUME II: APPENDIX



Democratic Design in recovering city life in District Six



MSc Urban Design / Master Thesis / AAU / June 2016



Malgorzata Raczka

Beatriz Fernández

Andrea Hernández



Meeting on borders

VOLUME II: APPENDIX

Democratic Design in recovering city life in District Six
Cape Town

Msc 04 Urban Design

Master Thesis

Malgorzata Raczka, Beatriz Fernandez, Andrea Hernandez

Meeting on borders

Democratic design in recovering city life in District Six, Cape Town

Master Thesis
Architecture & Design
Aalborg University
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* Unless established differently, the pictures used in the Appendix were taken during the study trip to Cape Town in 2016 by the authors, and the diagrams and other visual images were done during the development of the project, and therefore, they belong to the authors of the book.

[Design process]

This project started as a general wondering about how to improve the quality of public spaces in Cape Town. The first stage was mostly research, as a method of understanding the context where we were going to work with. From general information about the city to specific conditions of the different neighborhoods and the history that took place in District Six area (particularly the time related with the apartheid and how it reinforced social segregation, see Vol. I, PAST chapter).

It was also important for us to research about projects that took place in Cape Town, the ones that are still in progress, and the ones which ideas still in progress. This research was done both at city level and also local level, to fully comprehend how public spaces of the city work.

In this first stage, we already knew where did we want to work for the project, District Six (see Vol. I, p. 32 for more information), but at that time we were still not aware of the difficulties that we were about to face. It was also visible, even from the distance, that Cape Town was a city of 'borders' (see Vol. I, p. 64), concept that we fully understood some weeks later during our study trip. Last but not least, we knew that Democratic Design (see Vol. I, p. 70) was the key to design public spaces for people, particularly in a country with such characteristics. (See Vol. I, Chapter Now, p.40)

This research led us to contact different people connected to Cape Town city, from students in the University of Cape Town, to municipality departments, as well as some other architects/urban designers/associations whose work was related with public spaces in the city. The information collected from them was extremely helpful through our process of analysis and understanding of District Six and its complexity. They provide us some other contacts, different publications (from books to thesis or websites), as well as the possibility of meeting them during our study trip.

As it is mentioned in Volume I (see p.54), the study trip became a milestone for the development of the project once we landed in Cape Town. The area, District Six, that we analyzed from books, websites and pictures, became real and its complexity was visible for us since the beginning. From hearing about its history during a walking tour in the area to reading everything that happened there in District Six Museum, and understanding what people thought about it during the interviews, it was clear to us that community spirit is something alive in Cape Town, and it was the anchor point, what we needed to bring back to District Six in order to make

it work.

From the analysis prior to the study trip, we knew about the IRT (see Vol. I, p.31) and the bus stops along District Six that is the one of the key attractors for the project. The next step was to design the spaces around the bus stops. The use of traditional master plan, to attract people to the area through activities and program found during the trip, was implemented. However, it did not work as we expected, something was missing and doubts came up regarding the right way to address the project. After one supervision, it was clear that the project was demanding other methods of development in a more analytical and organic way to achieve the objectives.

District Six is a controversial place, people in Cape Town have too many unconscious concerns about it because of its history. It cannot be developed in a traditional way because of the land ownership (See Vol I, Chapter Now), it is an 'empty' area. The Technikon University land (bought during apartheid) was something people was fighting for since long time ago. Very few people came back to live there, even the urban planning department of the municipality had concerns about the future development of the area. All this, plus our previous idea of 'border', led us to change our mind, to shift to a non-traditional way of urban development. The traditional way (the standard master plan: fixed design) was already attempted by the municipality and it failed. The area was claiming for temporary activities, for people, for community. The spaces and buildings will be a consequence, a need, after people's space 'invasion'.

We realized we needed to change the project approach, aiming for a democratic city where community sense and recovering the human scale were the main goals. These approaches included theories such as performative urbanism, urban catalyst, landscape urbanism and urban acupuncture (see Vol. I, p. 80), basic elements (see Vol. I, p. 88)) with simple technical solutions (technical solutions catalogue, Vol. I p. 94) that people/actors/agents (see Vol. I, p. 90) will use to regenerate the area in focalized points (see Vol. I, p. 96-133), as the first attempt of develop urban results (see Vol. I, p. 92), that with time would regenerate the area (see Vol. I, p. 136). New tools were needed to work on this kind of urbanism, and the Action Plan (see Vol. I, p. 86-87) and Dynamic Master Plan (see Vol. I, p. 84-95) became our main methodology for developing the project.

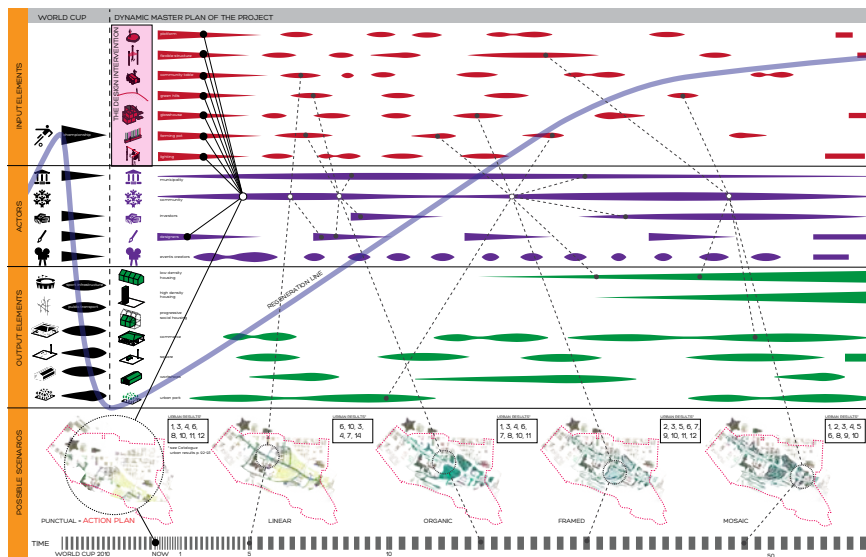


View of Cape Town from the plane



Traditional master plan sketch

TRADITIONAL MASTER PLAN
BECAME UNSUCCESSFUL.
THEN, WE DECIDED TO WORK
ON A DYNAMIC MASTER PLAN
TO CREATE THE DESIRE
INTERACTIONS



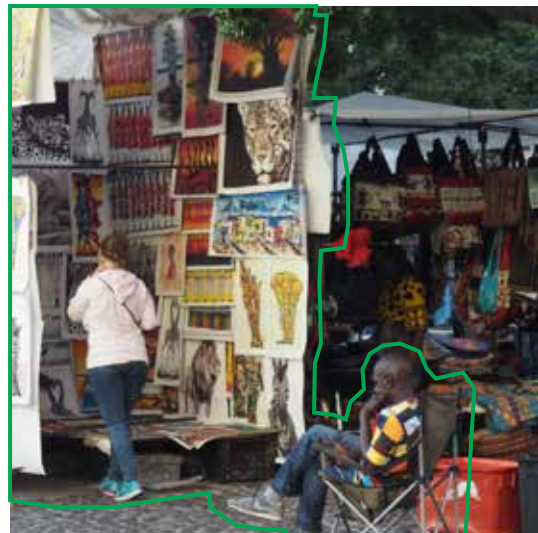
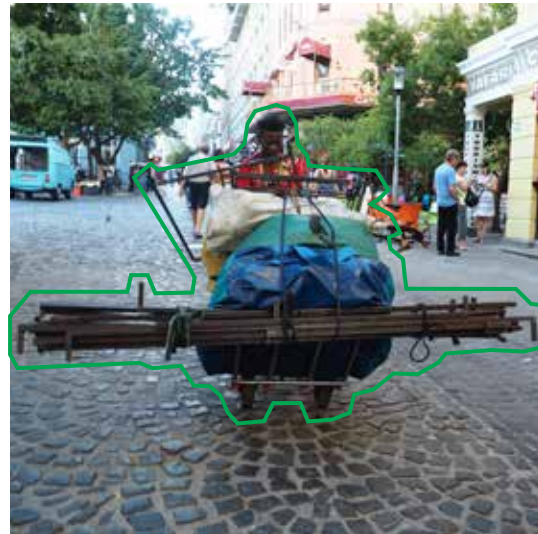
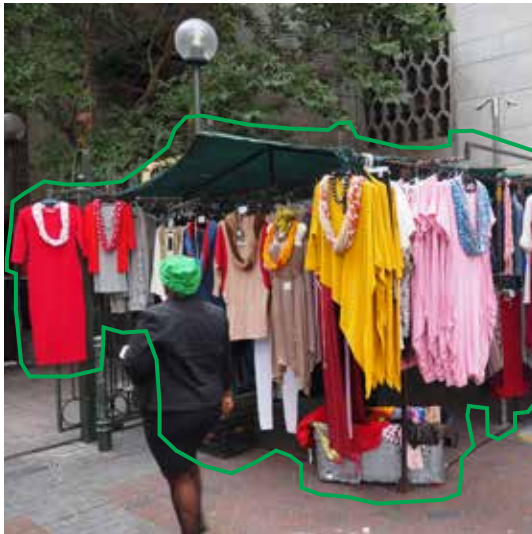
Dynamic master plan

[Catalogue of human behavior]

One of the main things studied during the trip to Cape Town (Vol. I, p. 54) was analyzed the behavior of the inhabitants and tourists in order to learn how to design for them according to cultural patterns and urban-social dynamics. In this analysis we studied how people relates to urban spaces (White, 1980, see literature reference Vol. I), what do they seek and what do they d in order to design according to their needs and behaviors. The following pages show the main behaviors found during the study trip, which were used as references and/or affordances for the proposed urban elements.

SECOND ECONOMY

Second economy is a constant in every corner of Cape Town, sometimes in the shape of stands along the streets, some other times just as a small display on the street pavement. The conditions of this second economy are not as good as it should be, not every stand is integrated in the city's economy, some of them are temporary and informal sales point. The difficulties and effort of mounting and dismounting the stands, plus the high rates of taxations that some of the street vendors are not able to afford, are the main cause of informal second economy in Cape Town. However, the beauty hidden behind this economy is the way it uses the space and organizes itself in place and time. The proposal of using columns and covers helps to formalize this trading system without losing the understanding of the way they work (street vendors as user-nomads of the public space). It creates the possibility to change the commercial activities and hence test them.



JAY CROSSING

Cape Town is a car-infrastructure city due to the large scale of the city, where car mobility is the main priority. This is even visible in the streetlights, where the green time for people crossing is much shorter than the red light. In these conditions, pedestrians' crossing areas are not used in the way they should be used, because they cause umcomfortability to the users, which rather cross in the shortest path they find, regardless of age (in the second picture, it is visible how a group of kids cross the road after school in a very relaxed way). The absence of easier crossing areas and even the absence of street for them to walk (last picture) claims for a more devoted pedestrian friendly city, with less priority for cars: the project proposal of shared space tries to solve this problem, by creating awareness for cars (by using several technical solutions) and provide a safer area for pedestrians where they can move freely.



SITTING AROUND

The city provides different furniture and/or other elements that afford sitting and relaxing, but people seek not only for a sitting place, but also for comfort, which in such a warm city as Cape Town, means also shadow. The most occupied and preferable places to sit were the ones with some shadow element beside it (usually trees). After some observation, another fact came to the front, which is that people sitting side-by-side does not communicate as much as people sitting in circle (as in the first image, where they are not even using urban furniture, but just arranged in a way that allow them to speak to each other).

The proposed urban element of tables with integrated shadowing will provide both activities, sitting and communicating with other, while providing the necessary comfort.



OTHER USES OF THE EMPTY AREAS

Cape Town is a dense city, with a high population (see information in Volume I, Cape Town, p. 13), this means that there is not so much empty areas in the city fabric. But the few 'empty' areas provide space for different activities, from creating user's paths as a shortcut through an empty plot (first picture), to use the urban furniture to create a football playground in an open square in the city center (second picture), to become a living area/shelter for people without resources (see third and fourth pictures).



UNSAFETY DUE TO LACK OF LIGHTING

Cape Town has a high crime rate (see Volume I, p. 29), with is reinforced by the insufficient lighting in the city, reason why the streets are not that transited during nighttime. The proposal of lighting elements to create safety in the city is a need for security.



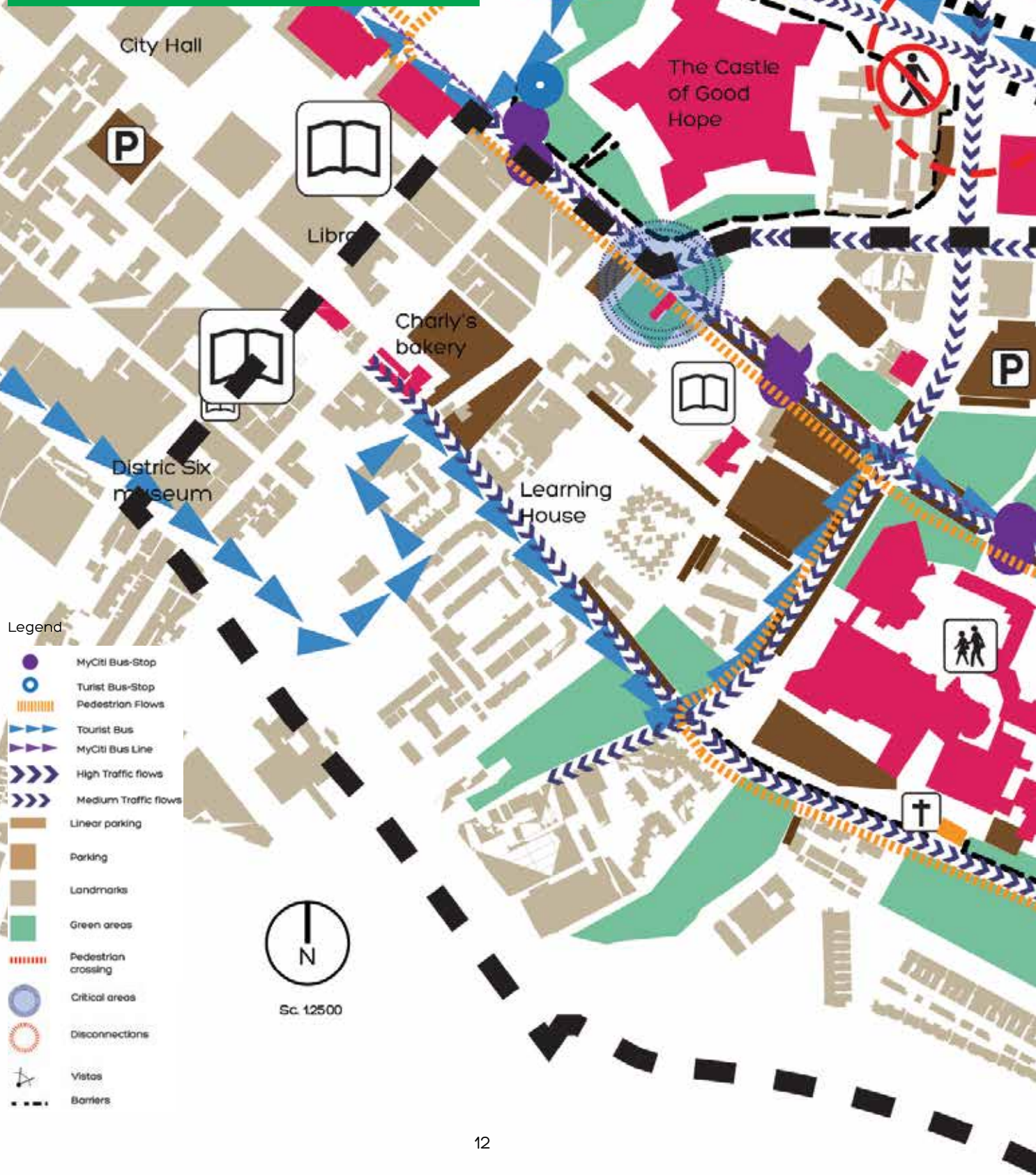
COMMUNITY BONDING THROUGH GARDENING

The existing use of unusual elements, as pots, is already present in the city, and the social cohesion it provides, it makes to propose urban farming greenhouses and pots as a great opportunity to increment community bonding and group activities.



[Problems and potential mapping]

The following problems and potentials mapping, presented in scale, shows the in-situ analysis developed in the area using Kevin Lynch methodology (Lynch, 1960, see literature reference Vol. I) as a methodology to understand the urban landscape that the project would deal with. It was based in Lynch five principles of urban readability: paths (street hierarchy), edges (both physical edges and political edge demarcation), districts (differentiating different land uses), nodes (MyCiti bus stops) and landmarks (understood as points of orientation: main buildings and institutions).





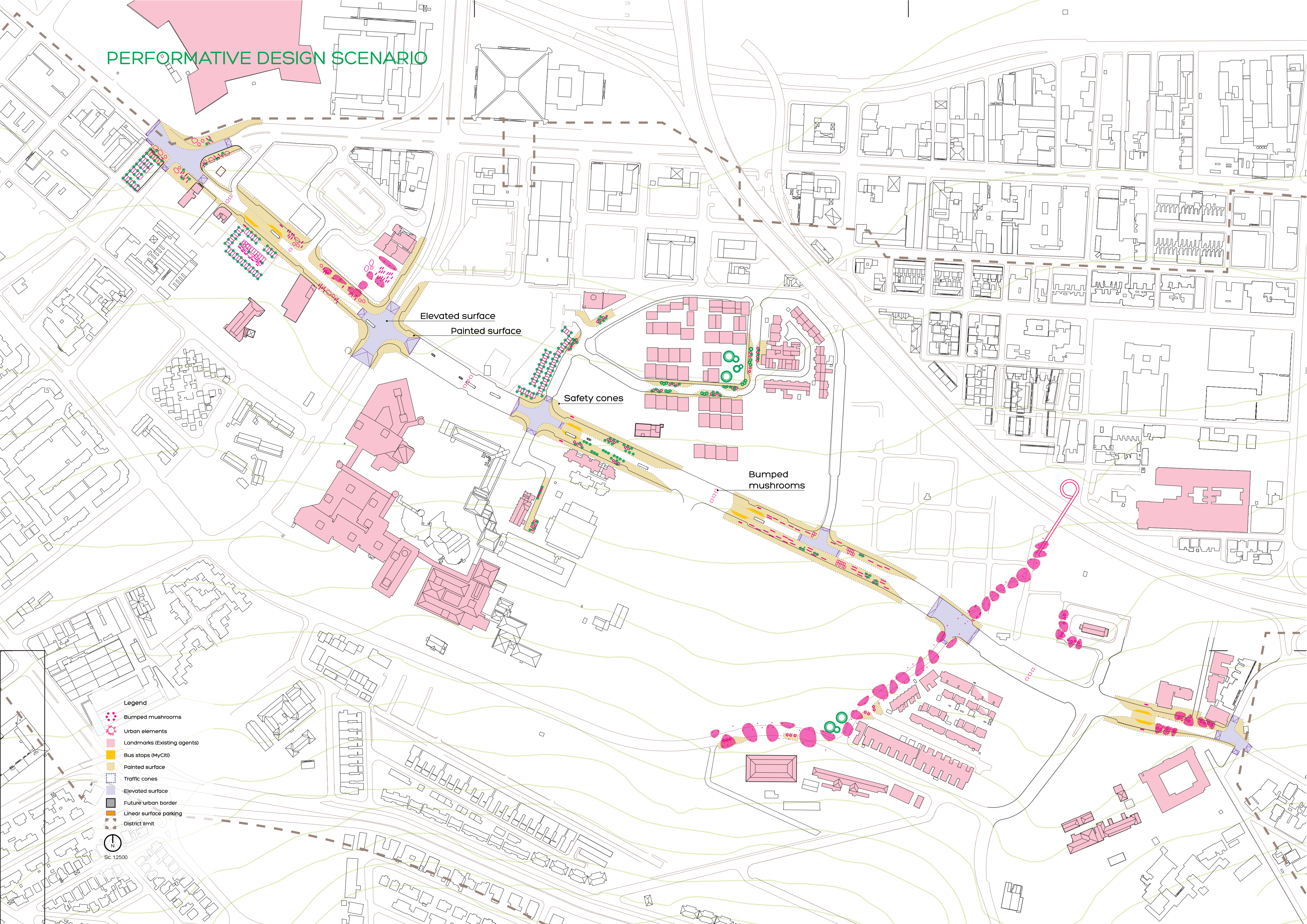
[Design drawings]

[Keizersgracht plan of intervention]

The following map shows the detailed design in scale of the performative scenario of Keizersgracht Street. In addition, it shows the location of technical safety solutions, such as, traffic cones, elevated surfaces, and speed redactors (bumped mushrooms). According to the technical supervisions (N. Agerholm), in order to achieve a proper-shared-space it is necessary to reduce the car speed velocity, for that reason elevated asphalt surfaces and speed bumped were implemented.

The second map shows the detailed design in scale of the future scenario of Keizersgracht Street. In addition, it shows the location of the technical safety solutions, such as, elevated surfaces and speed redactors (bumped mushrooms) to achieve the proper-shared-space area. In addition, it shows the location of linear parking lot in the multipurpose area.

PERFORMATIVE DESIGN SCENARIO



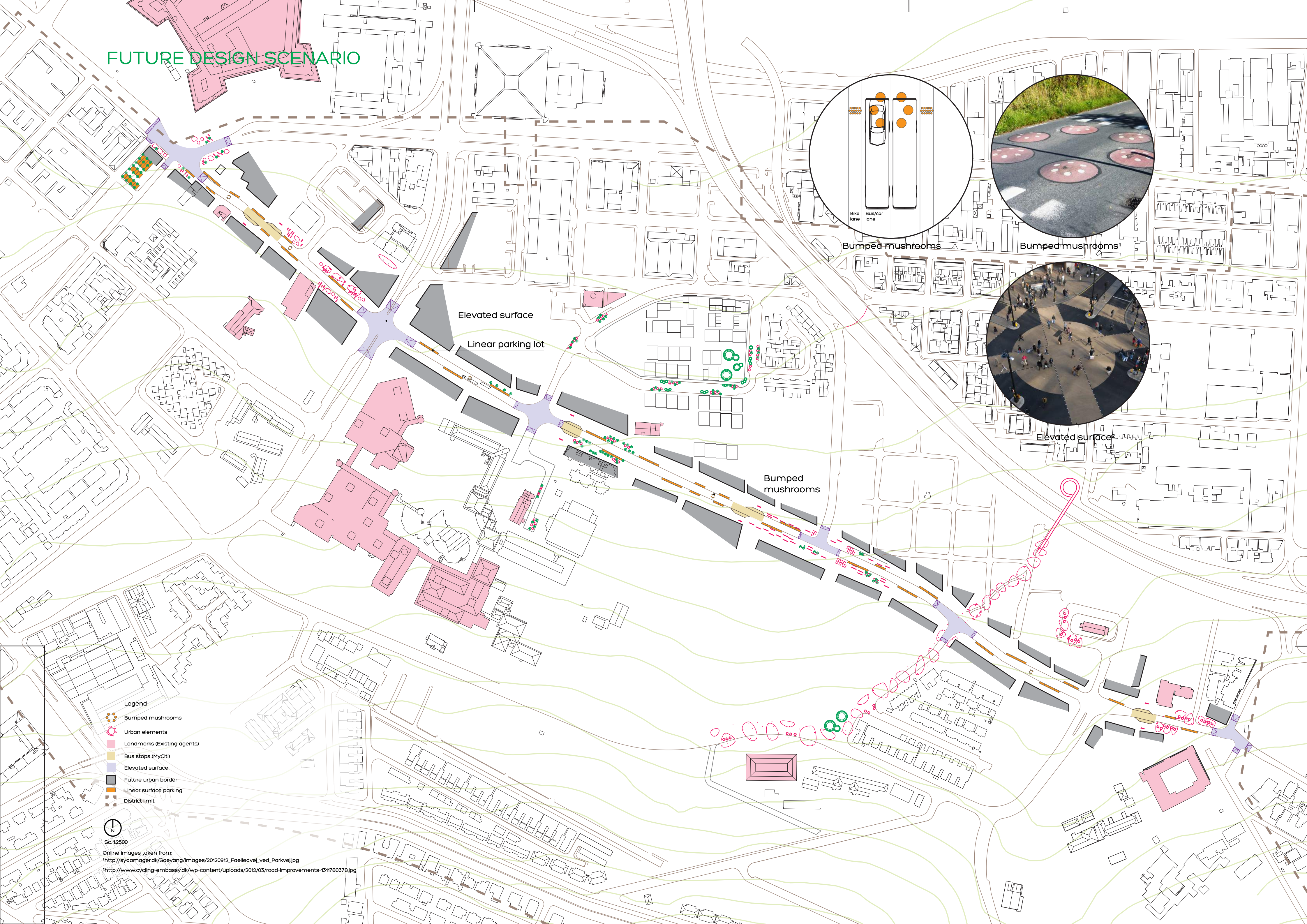
Legend

- Bumped mushrooms
- Urban elements
- Landmarks (Existing agents)
- Bus stops (MyCiti)
- Painted surface
- Traffic cones
- Elevated surface
- Future urban border
- Linear surface parking
- District limit



Sc. 12500

FUTURE DESIGN SCENARIO



[Parking calculation]

This plan shows the underground parking design by the municipality (NM and Le Grange, 2012, see literature reference of Vol. I) and the proposal for linear parking on Keizersgracht Street, as part of the intervention of Meeting on Borders projects. The linear parking calculation is based on the standards regulations (NM and Le Grange, 2012, see literature reference of Vol. I) However, such parking is design in a way that maintains the proposed shared space while creating 'multipurpose areas' that serve for this use. Nonetheless, it is a political decision (technical supervisor, PhD Eng. Niels Agerholm), and it depends on the desires of the municipality and future investors.

Underground parking (1 level)*
232.450 m²

Underground parking (1 level)*
8.600 places

Linear surface parking*
130 places

The minimum percentage recommended for parking is 10% of the quantity of housing. (NM and Le Grange, 2012). According to the density regulation (NM and Le Grange, 2012) for Keizersgracht Street there would be placed around 1300 dwellings approximately.

*(Calculation: Raczka, Fernandez, Hernandez, 2016)



- Underground parking**
- Linear surface parking

**Underground parking map, taken from: District Six Development Framework (NM and Le Grange, 2012)

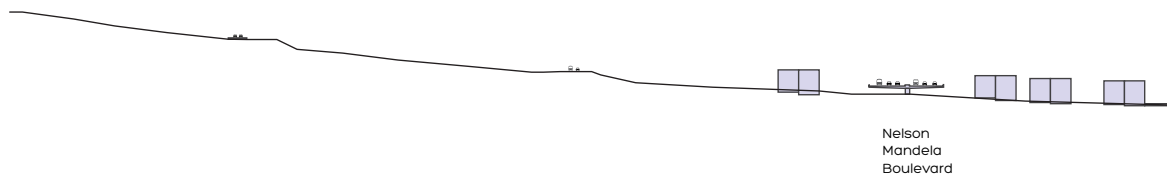
[Design drawings]

[Proposal sections]

This sections shows the technical solutions for two scenarios of mobility (sinking the rail track, back to basics) of the project (see Vol. I, p. 139)

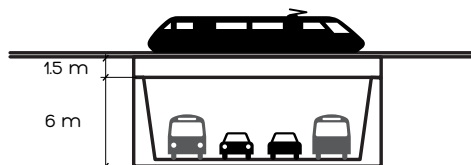
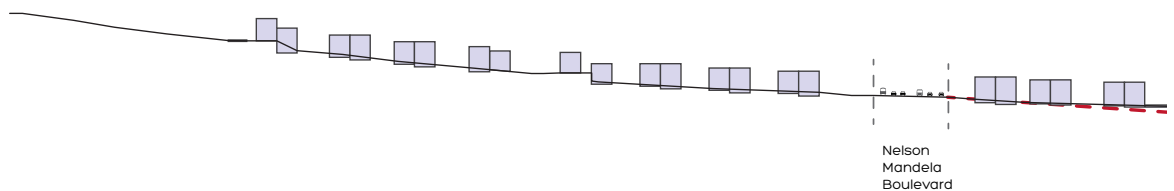
Current Situation

sc. 12500

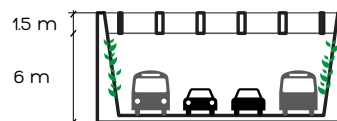


Sinking the motorway N1 (Nelson Mandela Boulevard) (Densification scenario)

sc. 12500



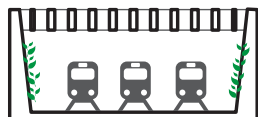
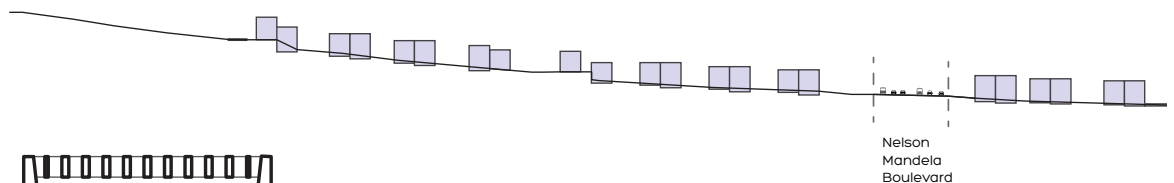
Cross section
Sunk motorway



Cross section

Sinking the rail tracks (Densification scenario)

sc. 12500



Cross section
Sunk rail tracks

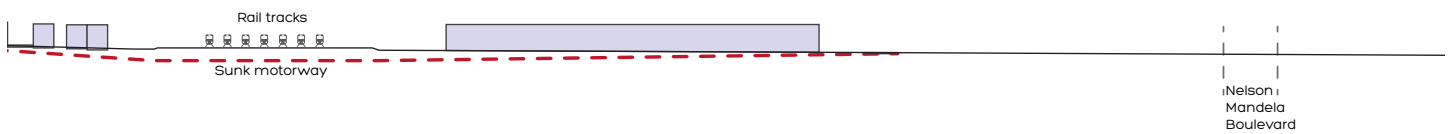
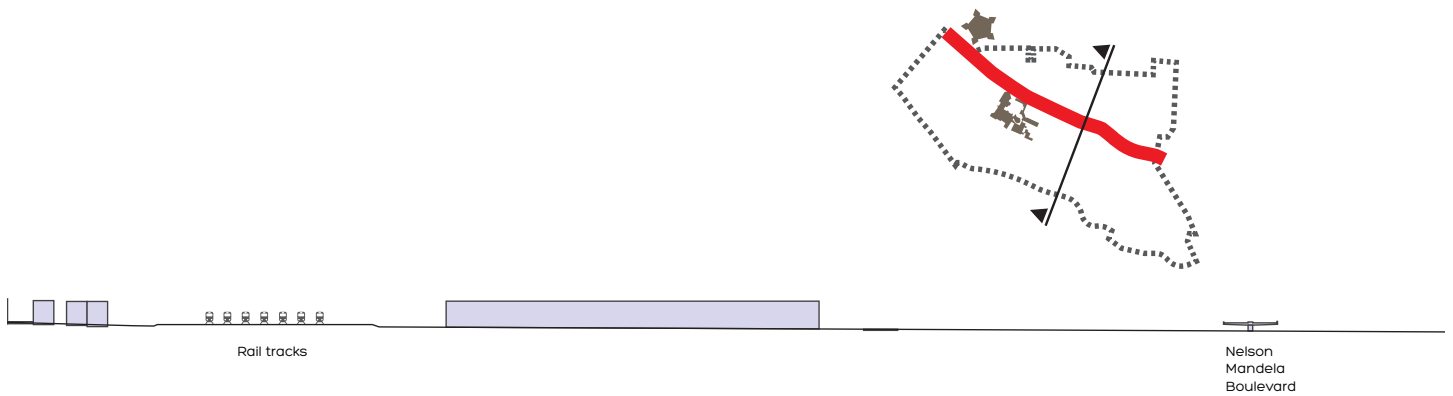
Images taken from:

¹http://www.publicspace.org/timthumb.php?src=/app/webroot/files/urbanps/projects/F017_01.jpg&w=1000&h=823&zc=1&q=95

²<http://www.madrid.es/UnidadesDescentralizadas/ProyectosSingularesUrbanismo/ProyectoMadridRio/ActTerm/Ficheros/02AvdaPortugal.jpg>

³https://pbs.twimg.com/media/CKyXLe_WcAAsBvV.jpg:large

⁴http://www.motorwaycare.com/images/Green_Wall_Noise_Barrier.jpg



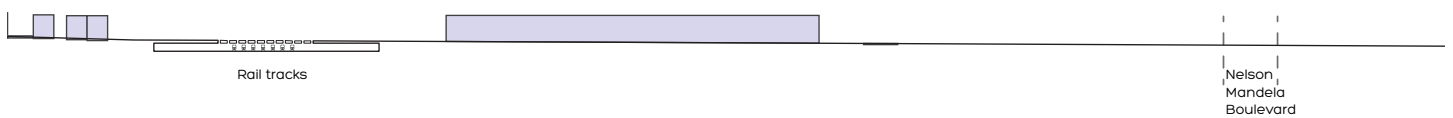
Noise and urban merge solutions



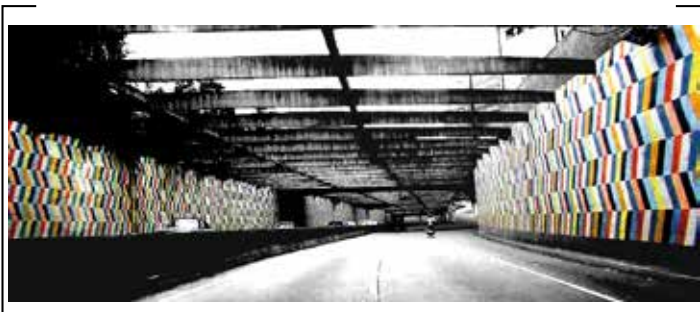
M30 motorway Madrid, Spain¹
Insertion of public space corridor over motorway. Urban transition from highway to motorway.



M30 motorway Madrid, Spain²
Insertion of public space corridor over motorway. Urban transition from highway to motorway.



Noise and urban merge solutions



Libertador Motorway, Caracas, Venezuela³
Architectonic design of sunk highways, allowing natural light, ventilation and decreasing the noise.



Green walls⁴
Usign vegetation to deal with noise produced by car speed.

[Cape Town municipality meeting]

One of the main goals of the study trip was to visit the urban planning department of Cape Town's municipality to hear about District Six, general plans and examples of urban spaces of the city, 'Dignified Public Places Program' (City of Cape Town, 2003) and 'Violence Prevention through Urban Upgrading' projects (VPUU, 2016) (both of them in Vol. I, literature references). The first meeting was very successful because they showed and explained several projects for public spaces, which were triggered by the FIFA World Cup in 2010 (see Vol. I, p. 31), as well as some projects under development that are trying to improve the quality of the public spaces in the township areas.

Alastair Graham, one of the participants of the meeting, and manager of the VPUU program was kind enough to also give us a tour through some of the VPUU projects around the metropolitan area of the city. In the tour he explain to us, in-situ, what made some of their projects successful (sense of community, see Vol. I, p. 72), as well as provide us a bigger image of what townships are and need.



Meeting with the municipality in their headquarters.



Car tour through Cape Town's townships with A. Graham, as site visit of VPUU (VPUU, 2016) projects working with and for communities.

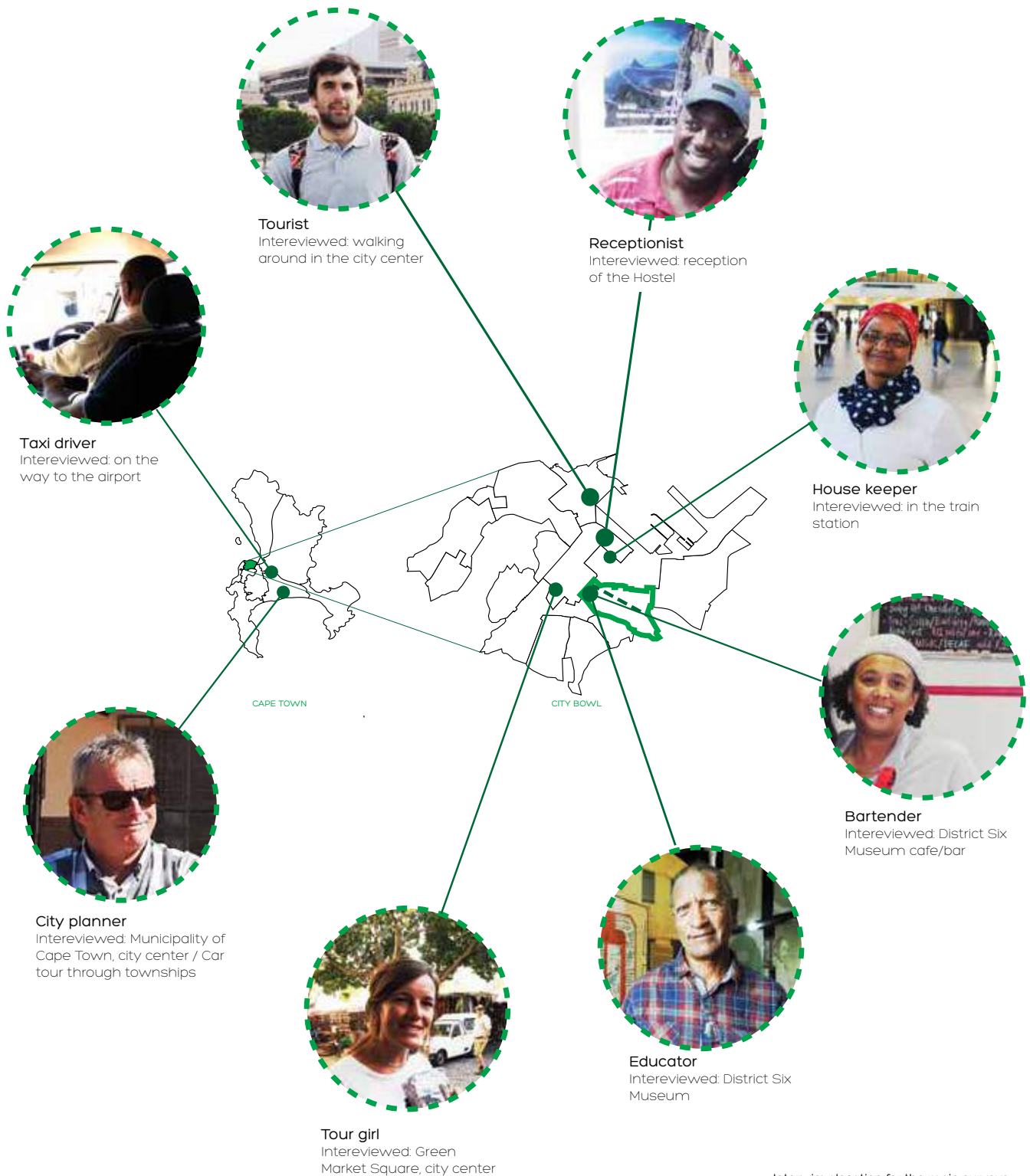


Diagram of the tour route and pictures of the main VPUU projects visited

[Surveys in Cape Town]

Besides understanding the physical behavior of people in Cape Town, it was also very important to learn what people think and desire. After the feedback from the municipality, getting in touch with capetonians was a very important part of the design process. In order to do so, a short survey was formulated (prior to the trip) to learn what people think regarding to District Six in particular and mobility in Cape Town in general.

Such survey was interviewed to several people while the study trip, and in the following pages there are presented some of the most relevant ones.





"I like taxi because it is nice and quick."

Taxi driver
41 years old

Profession: taxi driver
Age: 41
Gender: male
Postcode/ living area: Guguletu

1. Do you feel safe in the areas around district six?
☒ Yes ☐ No police officers
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No 2 or 3 years before was worse
3. Do you think this area would be better with more vegetation?
☒ Yes ☐ No shade, next to river
4. Do you think this area would be better with sport, commercial and community activities?
☒ Yes ☐ No
5. Would you like to live here if you have the possibility?
☒ Yes ☐ No would be secure and it is secure
6. It is easy to get here from your home?
☐ Yes ☒ No
7. How did you get here?
☐ Foot ☐ Car ☒ Taxi ☐ Bus ☒ Train ☐ Bicycle
I like taxi because it is nice and quick.
If it was fast the bus I would take it



"It is a green area, but just too sad [...] just too abandoned: no buildings, no spaces.. just a massive brand-new road"

Ernesto Aguado
Spanish tourist/Work as farmer
25 years old

Profession: AGRICULTURIST

Age: 25

Gender: MALE

Postcode/ living area: TOURIST, SPAIN

1. Do you feel safe in the areas around district six?

☒ Yes ☐ No if I'm with people

2. Do you think this area would be better if there is more light?

☒ Yes ☐ No

3. Do you think this area would be better with more vegetation?

☒ Yes ☐ No it was messy green area

4. Do you think this area would be better with sport, commercial and community activities?

☒ Yes ☐ No at least something to do

5. Would you like to live here if you have the possibility?

☒ Yes ☐ No sooo close to the center!

6. It is easy to get here from your home?

☒ Yes ☐ No from the hotel it was close

7. How did you get here?

☒ Foot ☐ Car ☐ Taxi ☐ Bus ☐ Train ☐ Bicycle



"We definitely need community activities and a nice park to chill on a bench, it fits there. It is much safer than the suburbs so we could do many things, like dance!"

Hostel reception manager/
Former professional dancer
48 years old

Profession: Tourism agent / hotel reception

Age: 48

Gender: Male

Postcode/ living area: 7784

1. Do you feel safe in the areas around district six?
☒ Yes ☐ No It is a suburb compare to where he comes from
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No
3. Do you think this area would be better with more vegetation?
☒ Yes ☐ No nice park to chill bench
4. Do you think this area would be better with sport, commercial and community activities?
☒ Yes ☐ No community activities
5. Would you like to live here if you have the possibility?
☒ Yes ☐ No His granma used to live there He used to dance!
6. It is easy to get here from your home?
☒ Yes ☐ No
7. How did you get here?
☐ Foot ☐ Car ☒ Taxi ☐ Bus ☐ Train ☐ Bicycle



"The area needs something for young people, to keep them away from drugs"

House keeper
58 years old

Profession: Domestic worker

Age: 58

Gender: Female

Postcode/ living area: Lost City Mitchell's Plain

1. Do you feel safe in the areas around district six?

☒ Yes ☐ No

2. Do you think this area would be better if there is more light?

☒ Yes ☐ No

3. Do you think this area would be better with more vegetation?

☒ Yes ☐ No

4. Do you think this area would be better with sport, commercial and community activities?

☒ Yes ☐ No

For young people, stay away from drugs

5. Would you like to live here if you have the possibility?

☒ Yes ☐ No

don't care
(INFLUENCES)

6. It is easy to get here from your home?

☒ Yes ☐ No

7. How did you get here?

☐ Foot ☐ Car ☐ Taxi ☒ Bus ☐ Train ☐ Bicycle

by with bus
they concern about
themselves

train is fine is there is
police

Lizzie

0825106393



"People take public spaces for granted, they just want them, without taking care of them, that is why **they don't work here in Cape Town**"

Bartender
39 years old

Profession: **Performant/Bartender District Six Museum**
Age: **39**
Gender: **Female**
Postcode/ living area: **Retreat**

1. Do you feel safe in the areas around district six?
☐ Yes ☐ No ☒ **Sometimes**
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No
3. Do you think this area would be better with more vegetation?
☐ Yes ☐ No **it would be prettier**
4. Do you think this area would be better with sport, commercial and community activities?
☐ Yes ☐ No **Yes, until the negativity comes**
5. Would you like to live here if you have the possibility?
☒ Yes ☐ No **She did lived here (in the town)**
6. It is easy to get here from your home?
☐ Yes ☒ No **40 min train -> 1h travel if no traffic**
7. How did you get here?
☒ Foot ☐ Car ☐ Taxi ☐ Bus ☒ Train ☐ Bicycle
Car/scooter in weekends

8.- Would you like to add something about District Six?
**People take spaces for granted & they don't take of them ;
It cost money
to much selfishness in some people**



"Comming back to live there? I wouldn't like that!
I don't have another 40 years to create
a community there"

Joe Schaffers
77 years old
Educator in District Six Museum/
Former Environmental Health Officer

Joe Schaffers.

Profession: *FORMER ENVIROMENTAL HEALTH officer Now Educator in the
District Six Museum*

Age: 77

Gender: M.

Postcode/ living area: *CLAREMONT.*

1. Do you feel safe in the areas around district six? *- Times have changed, Drugs
Gangsters*
☐ Yes ☒ No
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No
3. Do you think this area would better with more vegetation?
☒ Yes ☐ No
4. Do you think this area would better with sport, commercial and community activities?
☒ Yes ☐ No
5. Would you like to live here if you have the possibility? *Again will not be able to
recreate what I had known in my early years.*
☐ Yes ☒ No
6. It is easy to get here from your home?
☐ Yes ☒ No *Public transport can be problematic. - Trains, Busses
taxis etc.*
7. How did you get here?
☐ Foot ☐ Car ☐ Taxi ☒ Bus ☒ Train ☒ Bicycle

8. *would you like to say SOMETHING ABOUT
THIS AREA?*

Joe @ districtsix.co.za



"I would very much like to live there. It is so close to the city centre [...] very green and beautiful views!"

Elizabeth
25 years old
Tour guide

Profession: Tourguide
Age: 25
Gender: female
Postcode/ living area: Walmer Estate.

1. Do you feel safe in the areas around district six?
☒ Yes ☐ No
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No
3. Do you think this area would be better with more vegetation?
☐ Yes ☒ No
4. Do you think this area would be better with sport, commercial and community activities?
☒ Yes ☐ No
5. Would you like to live here if you have the possibility?
☒ Yes ☐ No close to city. Beautiful views.
6. It is easy to get here from your home?
☒ Yes ☐ No
7. How did you get here?
☐ Foot ☐ Car ☐ Taxi ☒ Bus ☐ Train ☐ Bicycle

Pinelands Development - "Mixed income" or something.



"I don't really feel unsafe but **disconnected**,
from other public spaces and from the city"

Alastair Graham
51 years old
City planner

Profession: **CITY PLANNER / HUMAN REGENERATION**
Age: **51**
Gender: **MALE**
Postcode/ living area: **LAKE SIDE**

1. Do you feel safe in the areas around district six?
☐ Yes ☒ No **NOT NECESSARILY - PUBLIC SPACES MISCONNECTED**
2. Do you think this area would be better if there is more light?
☒ Yes ☐ No
3. Do you think this area would be better with more vegetation?
☒ Yes ☐ No
4. Do you think this area would be better with sport, commercial and community activities?
☒ Yes ☐ No
5. Would you like to live here if you have the possibility?
☒ Yes ☐ No **more**
6. It is easy to get here from your home?
☒ Yes ☐ No **more**
7. How did you get here?
☐ Foot ☒ Car ☐ Taxi ☐ Bus ☐ Train ☐ Bicycle

o Public Art more
o Art Gallery

o

[Project evaluation]

The democratic design introduced in this project includes several processes. As opposed to a traditional master plan, this project has several steps, which are developed through time and participation of different actors, and evolving to new solutions depending on the needs.

The different steps of the project start with the design proposal of the urban designers, as a possible solution that will fulfill the needs and problems of the future users. In this project, such proposal was shaped as an Action Plan and a Dynamic Master plan, with some examples of interaction and catalogues of different elements/actors/solutions to be implemented in each of those points.

The next step of the project, once the design is finished (see Vol. I), would be the evaluation of the project itself, not only by the designers, but also by the different actors/agents that would participate in the development of the project. In this evaluation process, they (the actors/agents) should express what do they think it will work on the proposal and why. This process of dialogue will enrich the solution by implementing new ideas.

The actors/agents evaluating the project should help the designers to re-think the proposal and help them to shape a new version of it that will merge the ideas of all communities in an improved proposal. The easier way of doing this would be through participatory workshops and, ideally, by using models and/or tools that can be easily transform to the user's will to shape their ideas.

