

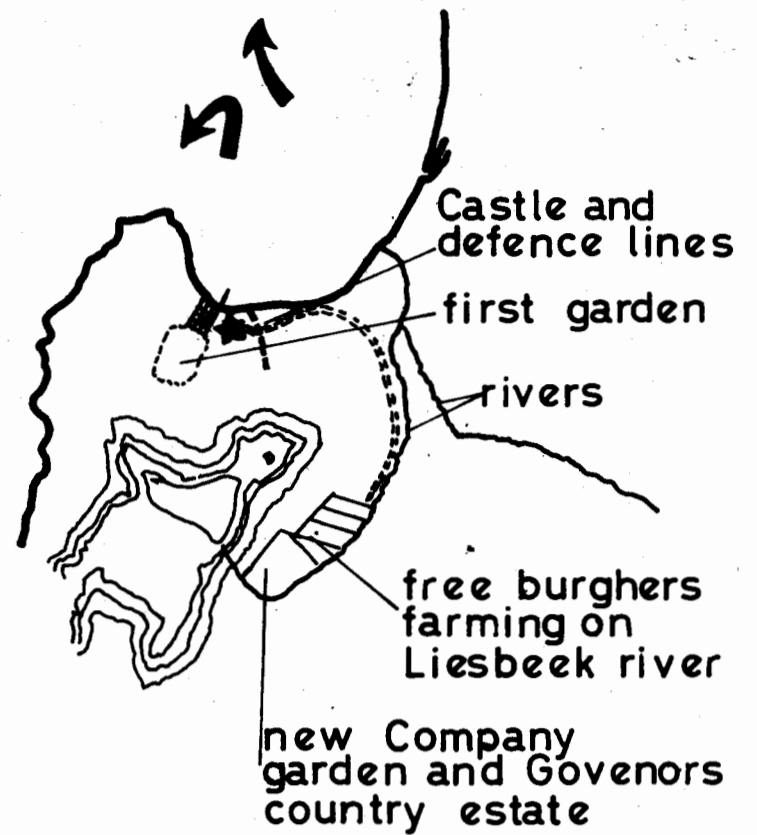
University of Cape Town

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17th. CENTURY

- Settlement was a Company station on the trade route to India.
- Its function to provide food water and repairs for passing ships
- Land use reflected this function
- Regular grid pattern residential accomodation for company servants
- Other uses Castle for defence
Garden - produce
Slave accomodation
- Move of garden to Liesbeek was in response to climatic conditions



18th CENTURY

Prime function still port of call

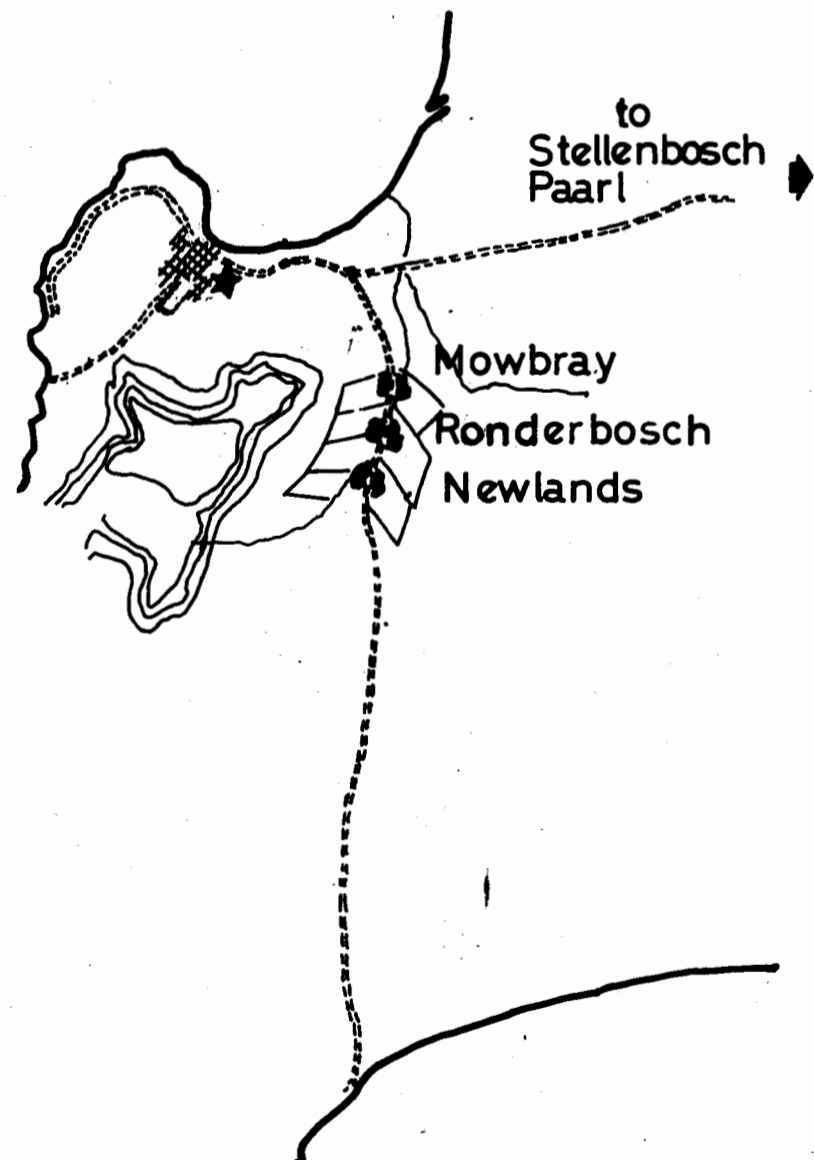
But now more agriculture in the region becomes central place — markets set up on Parade and Hottentots Square later moved to Sir Lowrys Rd

Road links within Peninsular & to inland settlements

Gardens in town less important as a supply source preserved as an amenity due mainly to the intervention of Gov. Van der Stel

Villages begin to emerge along the Main Road and original farms in the Liesbeek Valley get subdivided into country estates

Villages also on Tygerburgh and at sheltered coastal place used by fishing boats. Hout Bay, Simons-town etc.



19th CENTURY

Century of great change due to world wide effect of industrial revolution

Discovery of copper in Namaqualand and later gold in Transvaal together with the coming of railway in 1860 mark change in function for Cape Town

Now becomes an industrial service centre and a break of bulk point for goods flowing from and to overseas

Also increased importance as a administrative regional centre

Central area taken over for commercial administrative and manufacturing uses

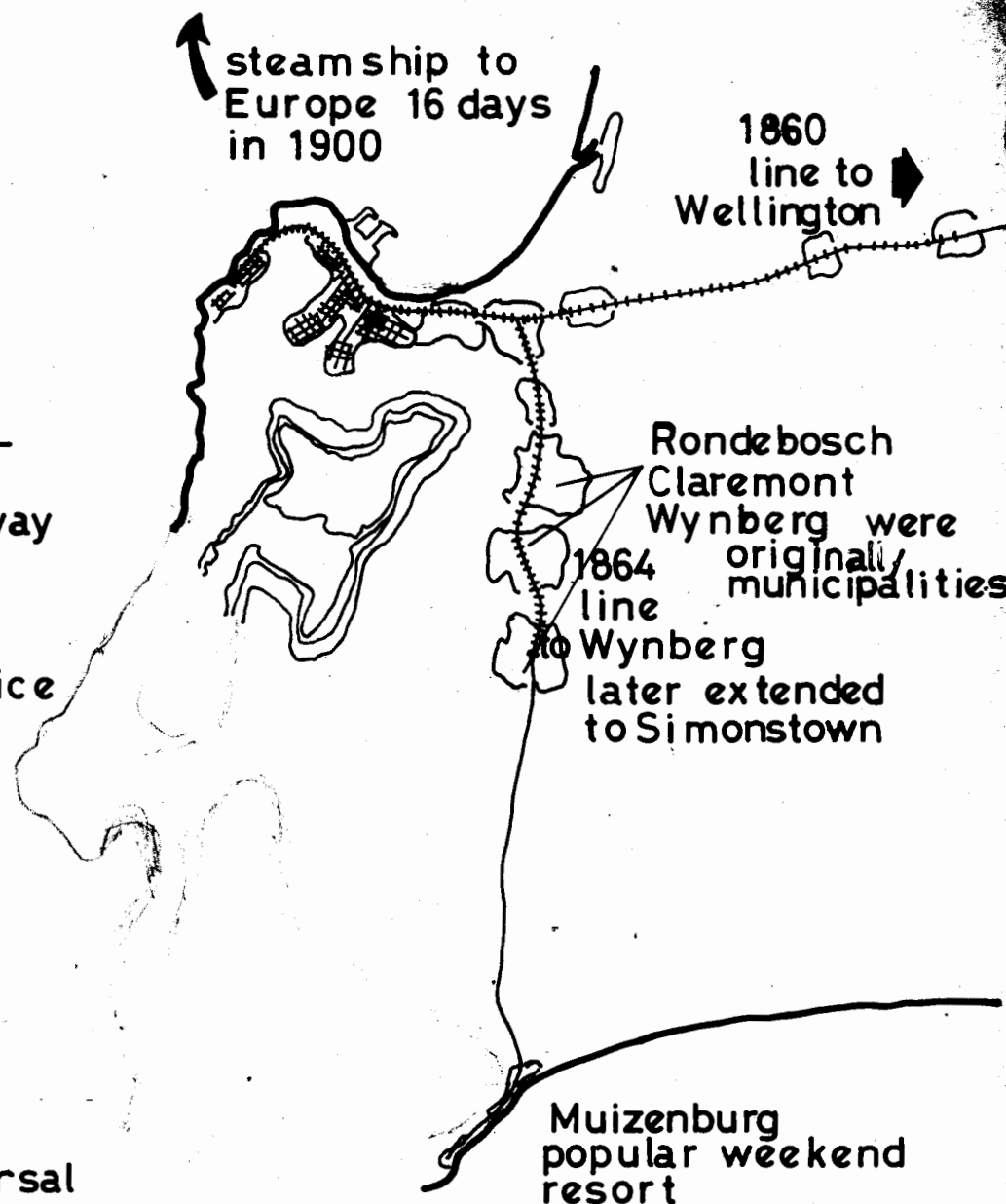
Siting of railway station defines point of maximum accessibility but tramway system has a dispersal effect Retailing activity highly informed by tram routes

Commuting from suburbs follows building of railways

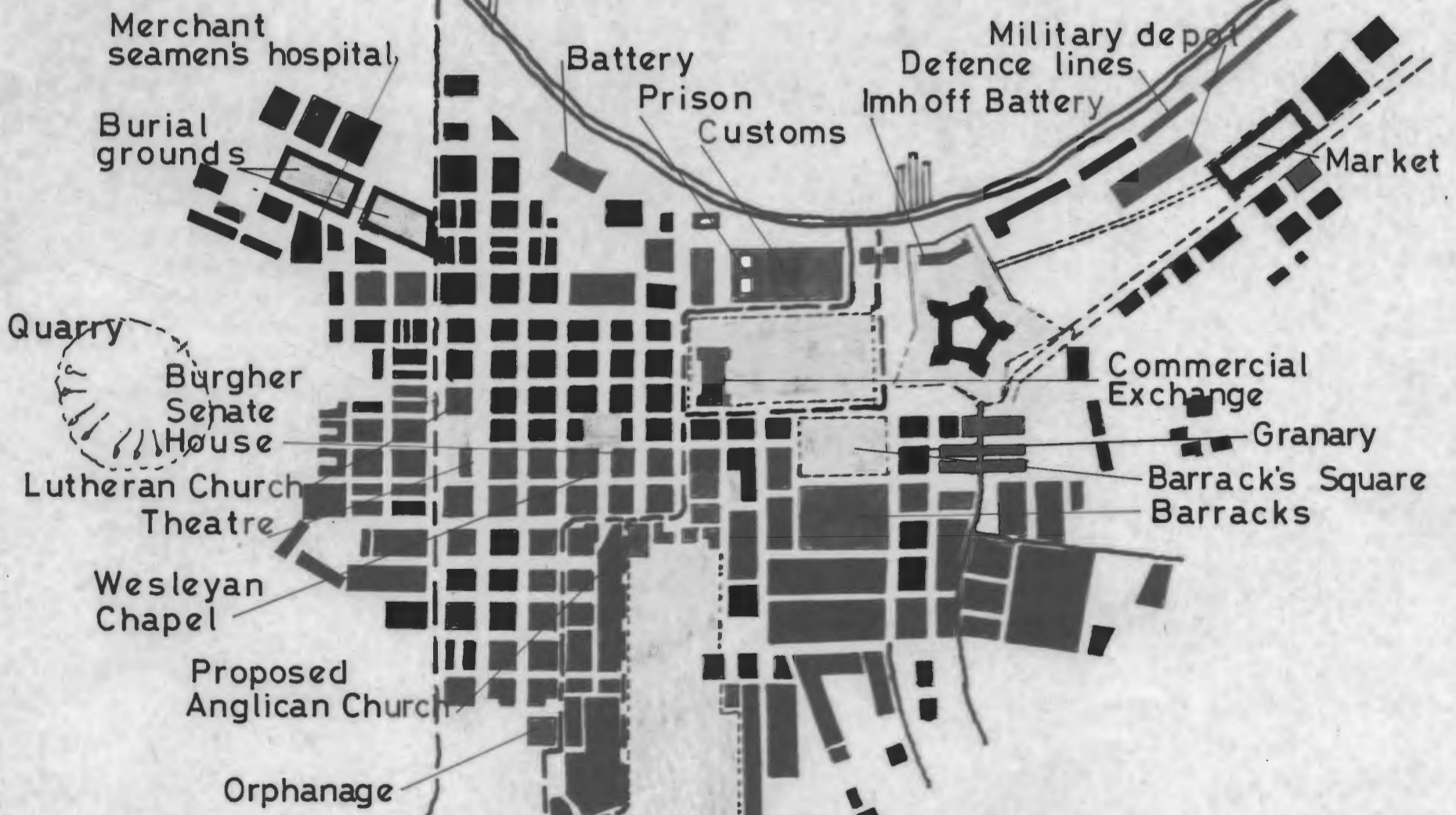
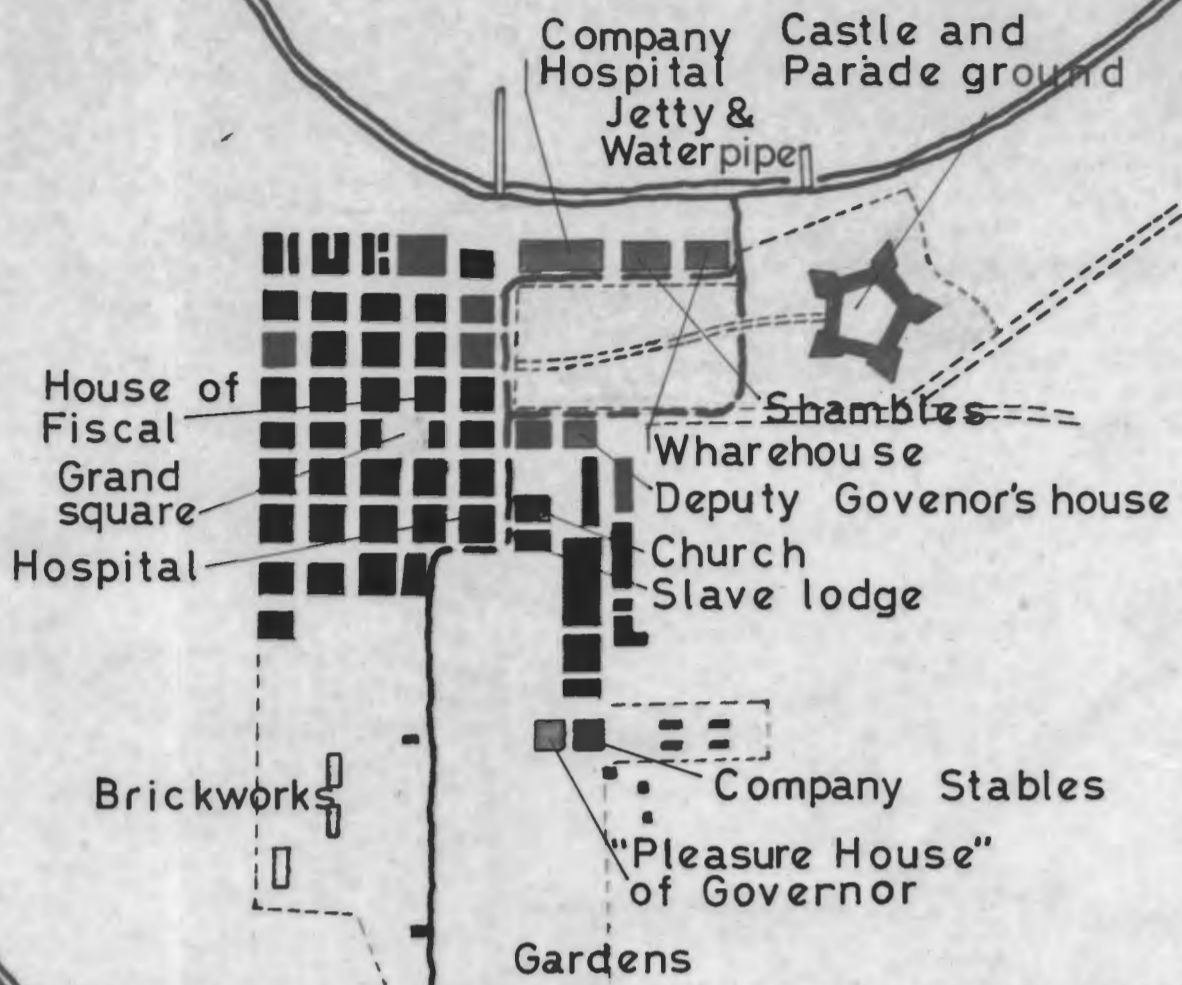
Improvements to harbour completed before 1900

Government both central and municipal increase their land usage rapidly, often at the expense of open space. Consolidation of government blocks begins to create the barriers to lateral expansion of business and commercial uses which exists today.

Railway cuts the town off from the sea and becomes a major land use. Railway was later instrumental in reclamation of portions of beach which were used for additional sidings

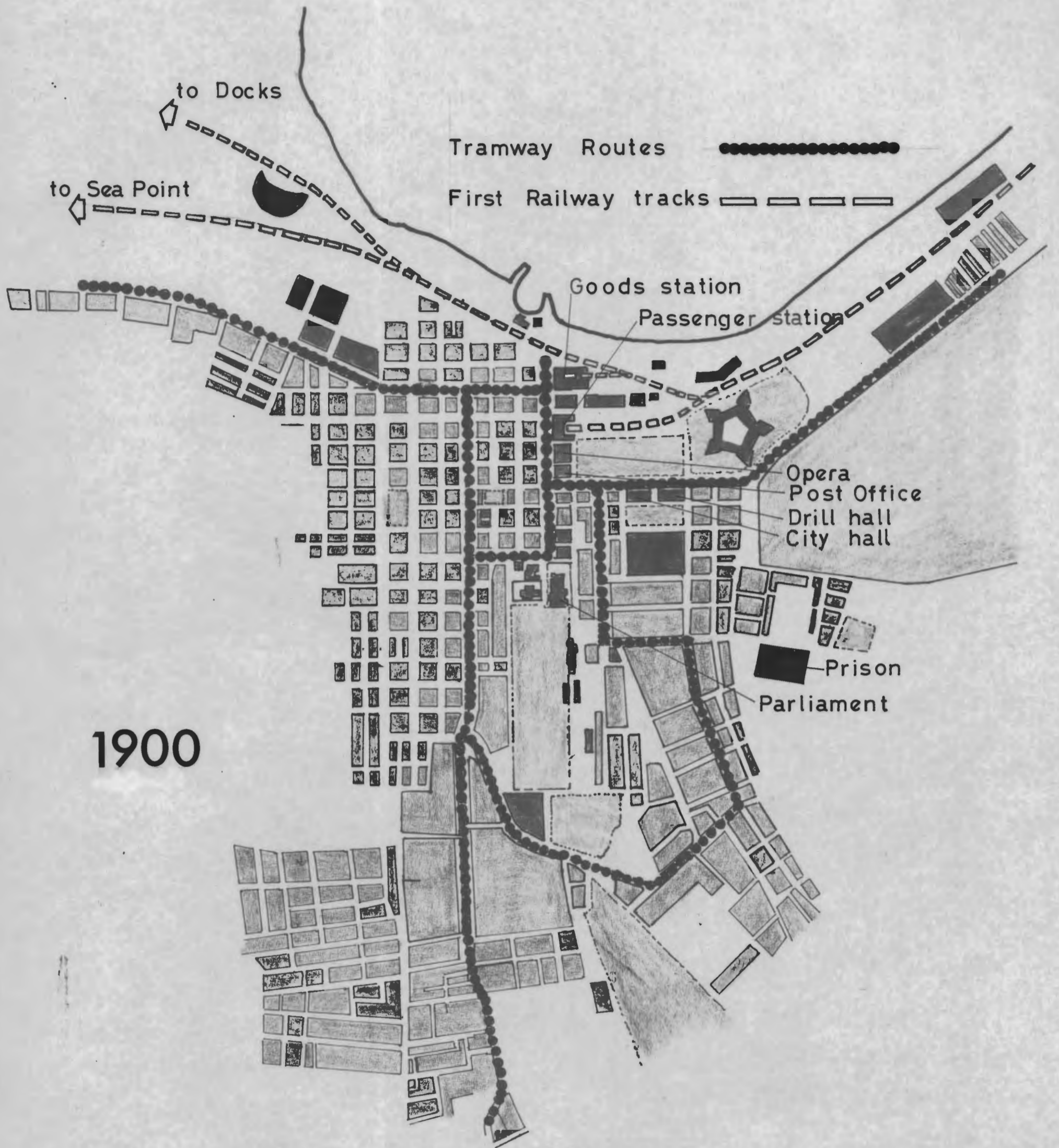


1760



1852

MAP 3



1900

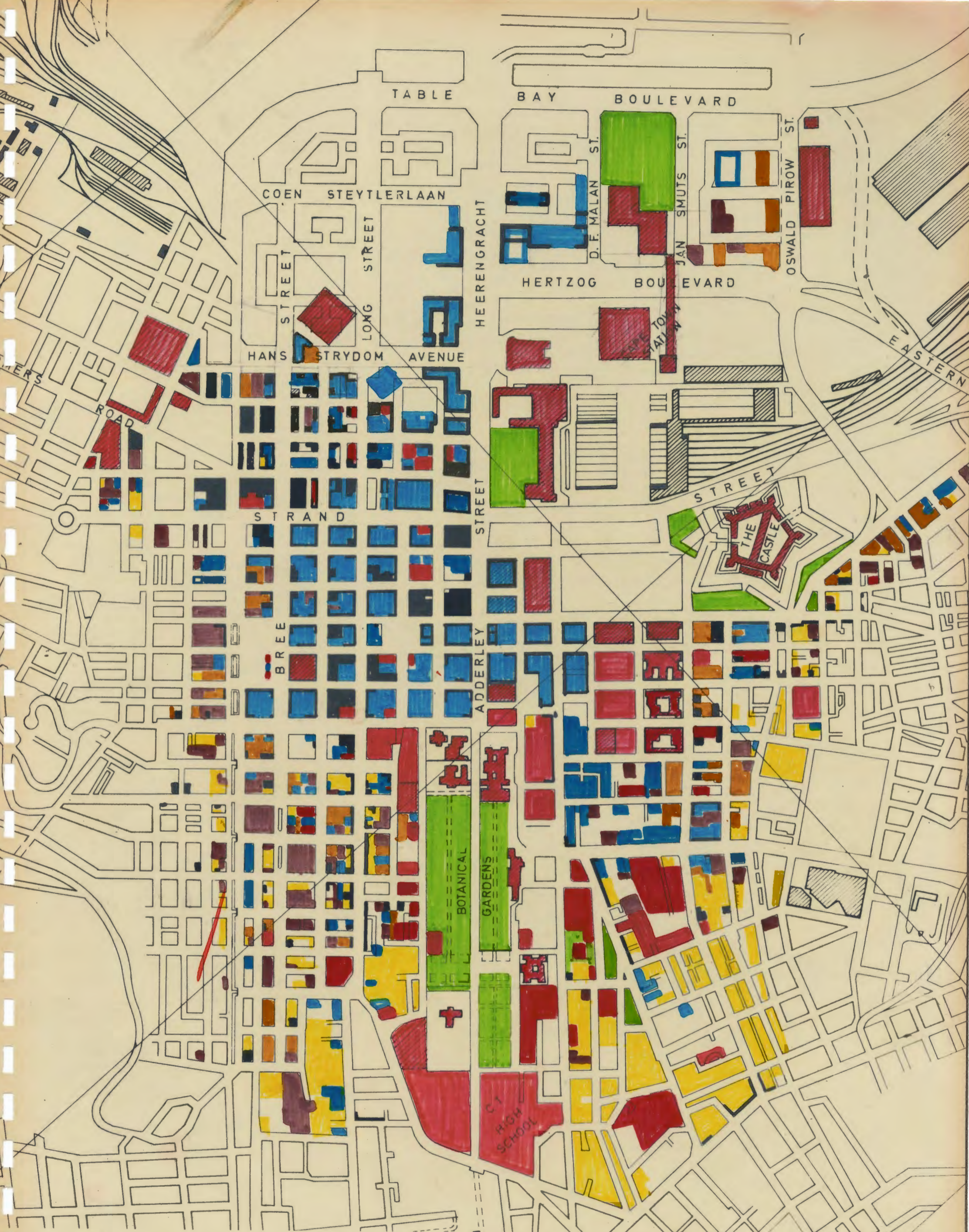
MAP4



LAND USE 1939

MAP 5

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| GOVT. | IND. |
| OFFICE | RESID. |
| RETAIL | WAREHOUSING |

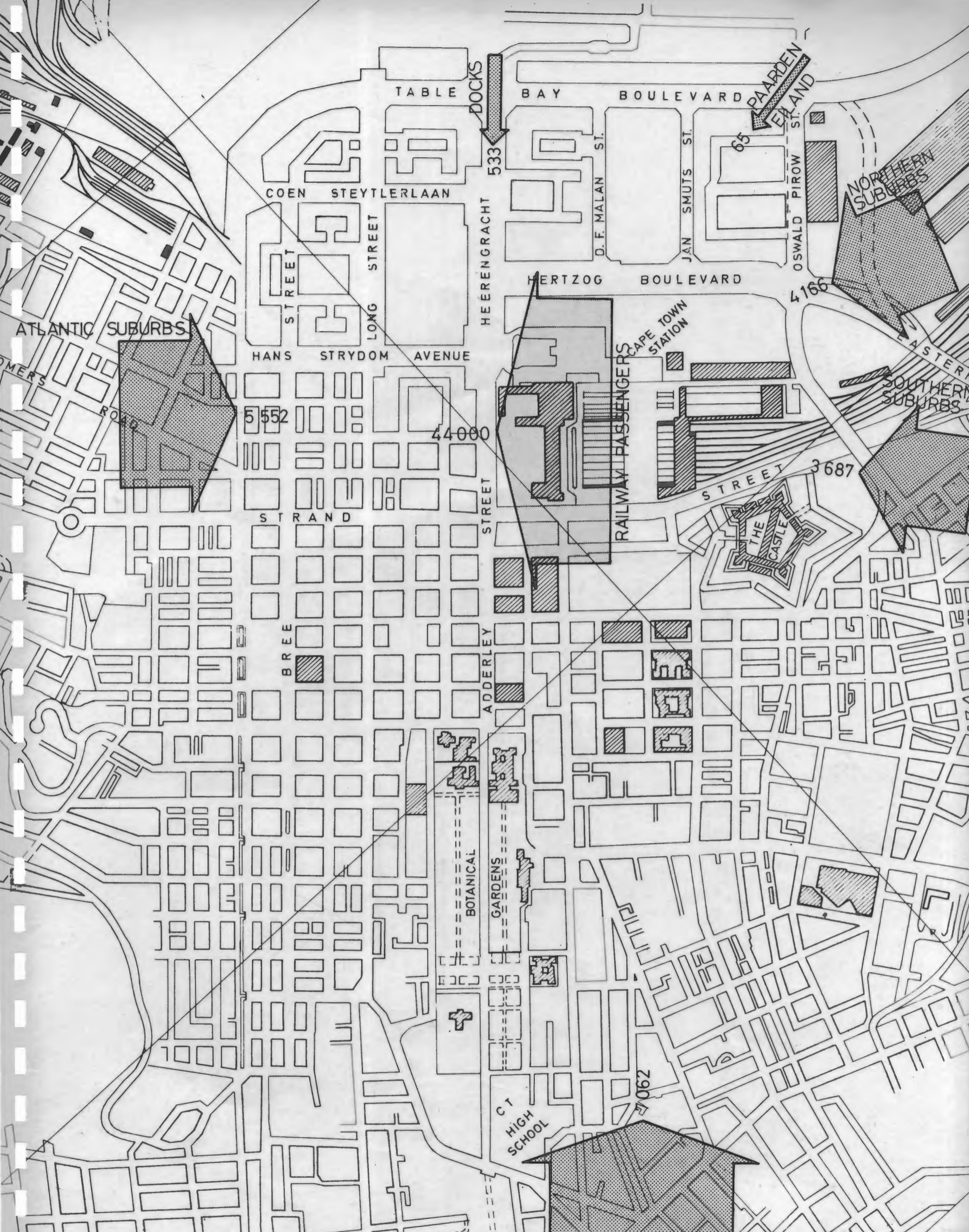


MAP NR 6

LAND USE 1972

- | | |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| RETAIL | WAREHOUSING |
| OFFICES | INDUSTRIAL |
| GOVERNMENT | RESIDENTIAL |





TOTAL BY BUS

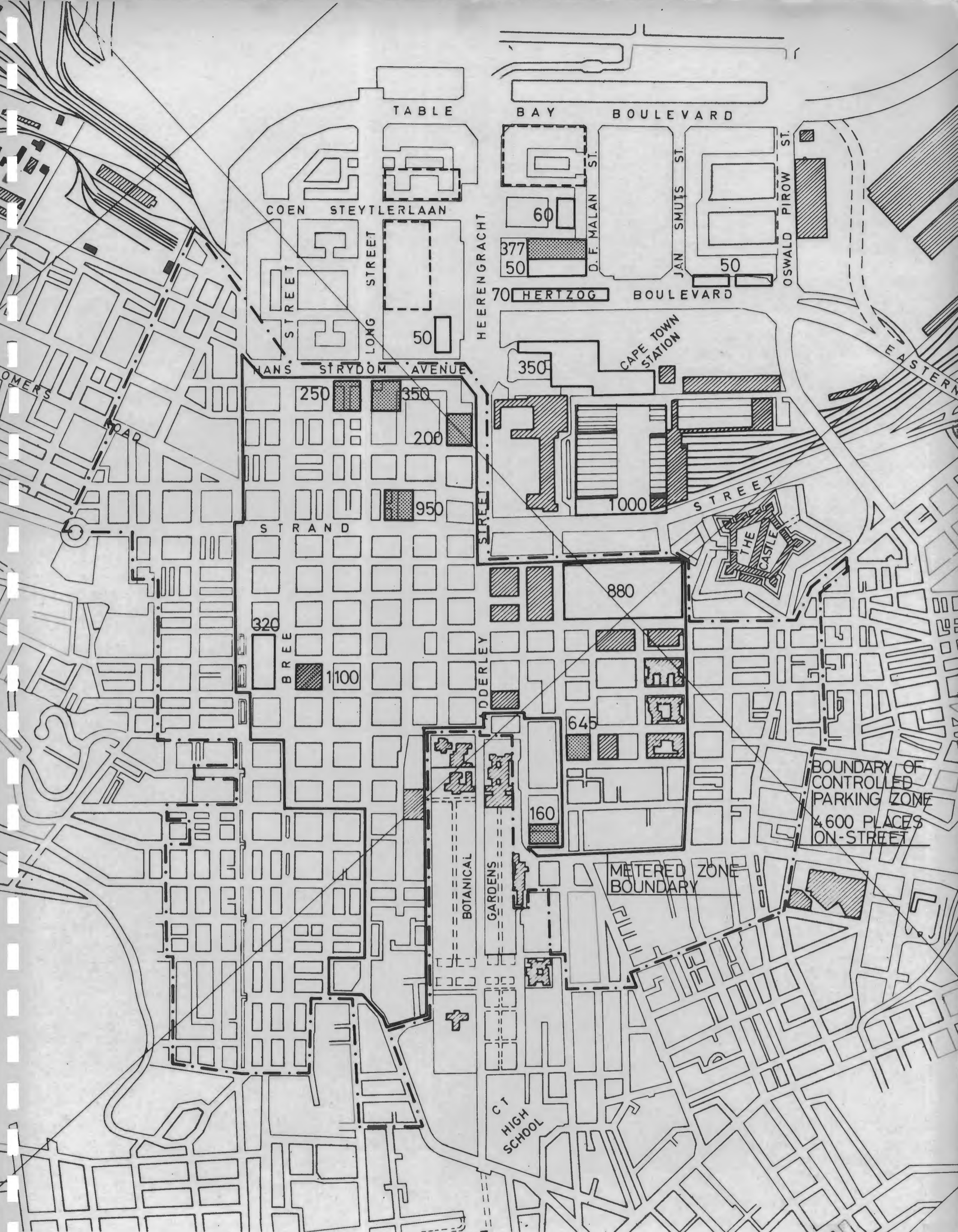
 TOTAL BY TRAIN

VOLUMES SHOWN ARE MORNING ARRIVALS BEFORE 9. A.M.

PUBLIC TRANSIT FLOWS 1971

Map 7





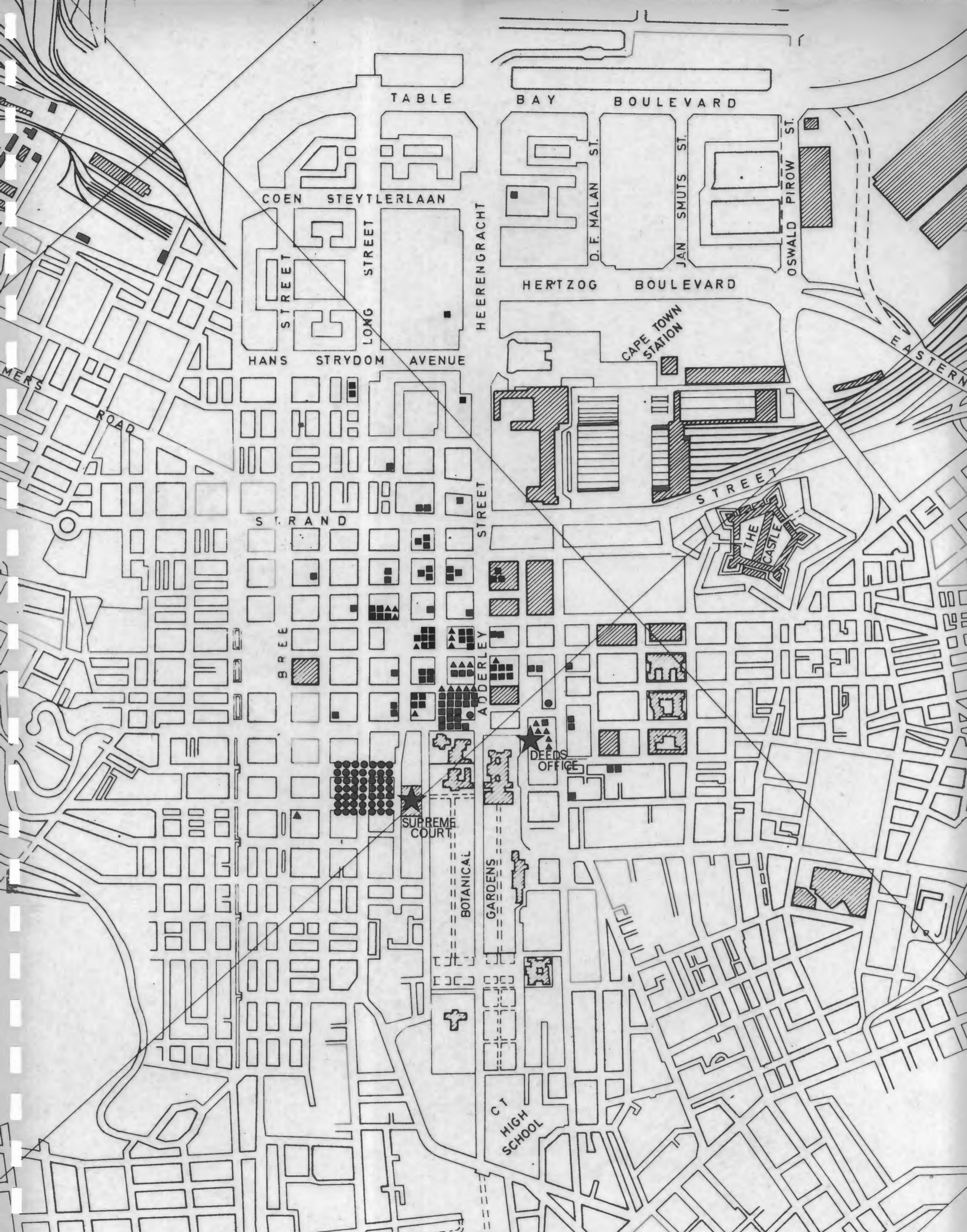
GARAGES - 4 032
 OPEN SITES - 2 830
 TEMPORARY

EXISTING PARKING FACILITIES





▼ Medical Rooms

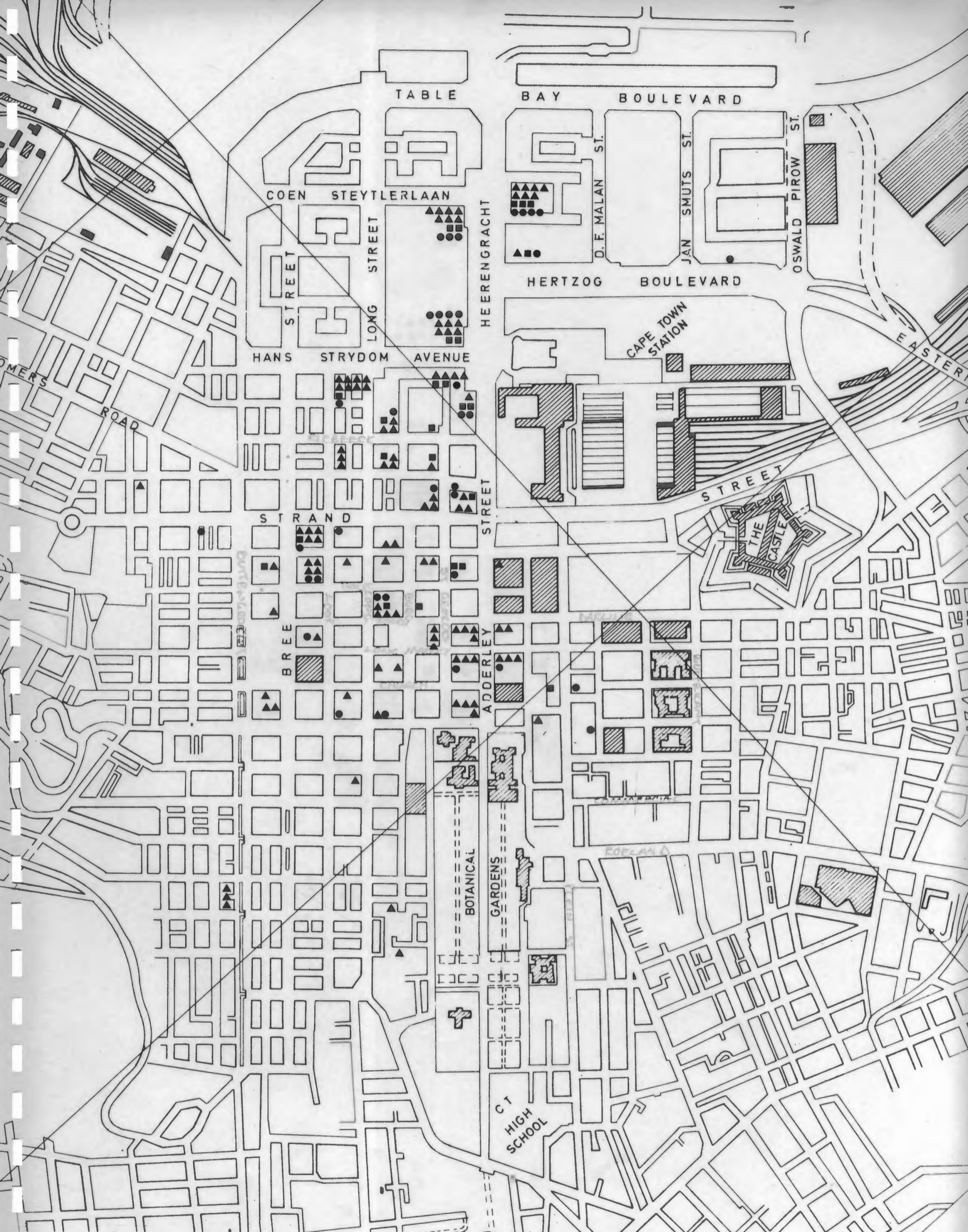


- Advocates
- Attorneys

- ▲ Land Surveyors

ACTIVITY PATTERNS

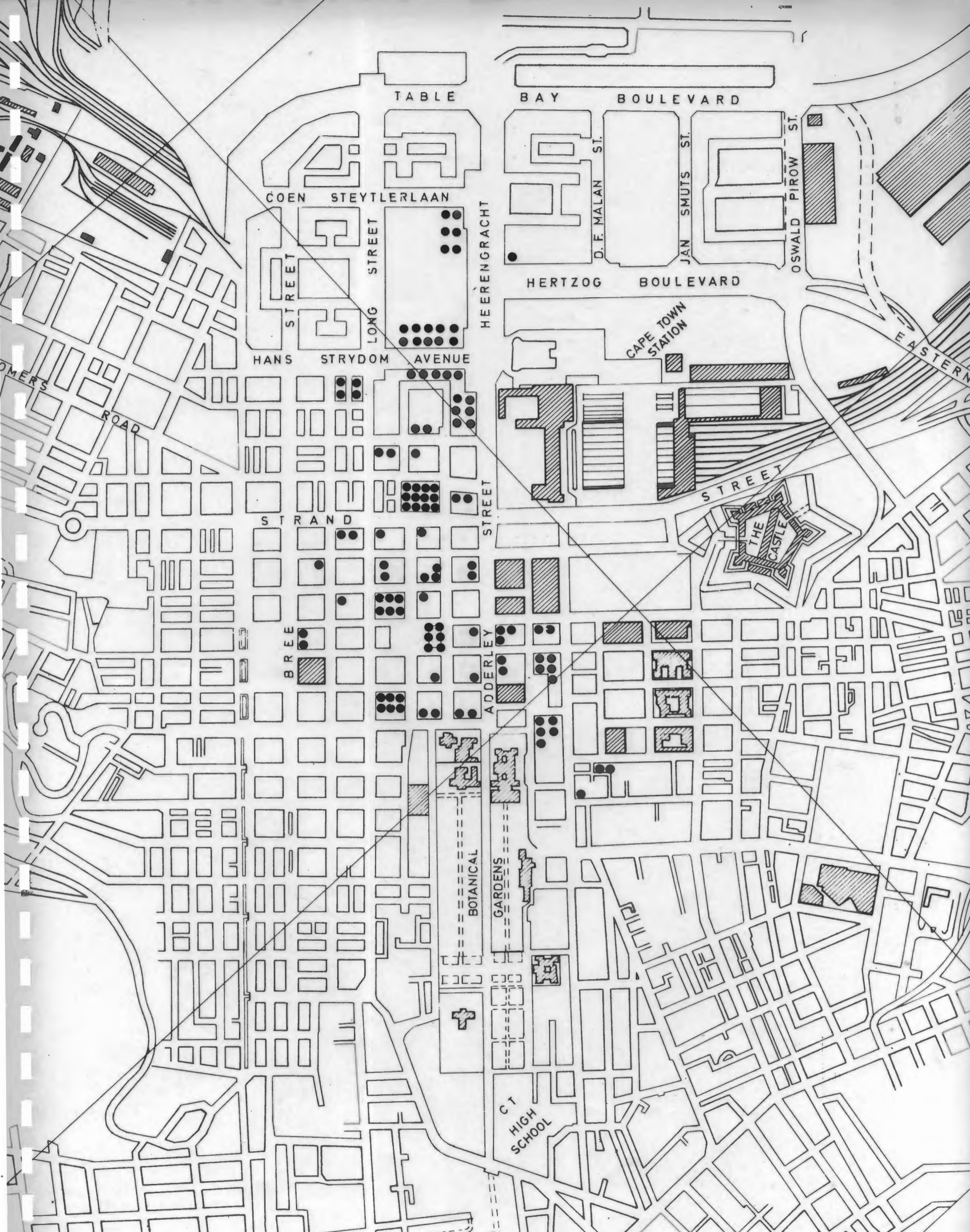




- ▼ Architects
- Quantity Surveyors
- Consulting Engineers

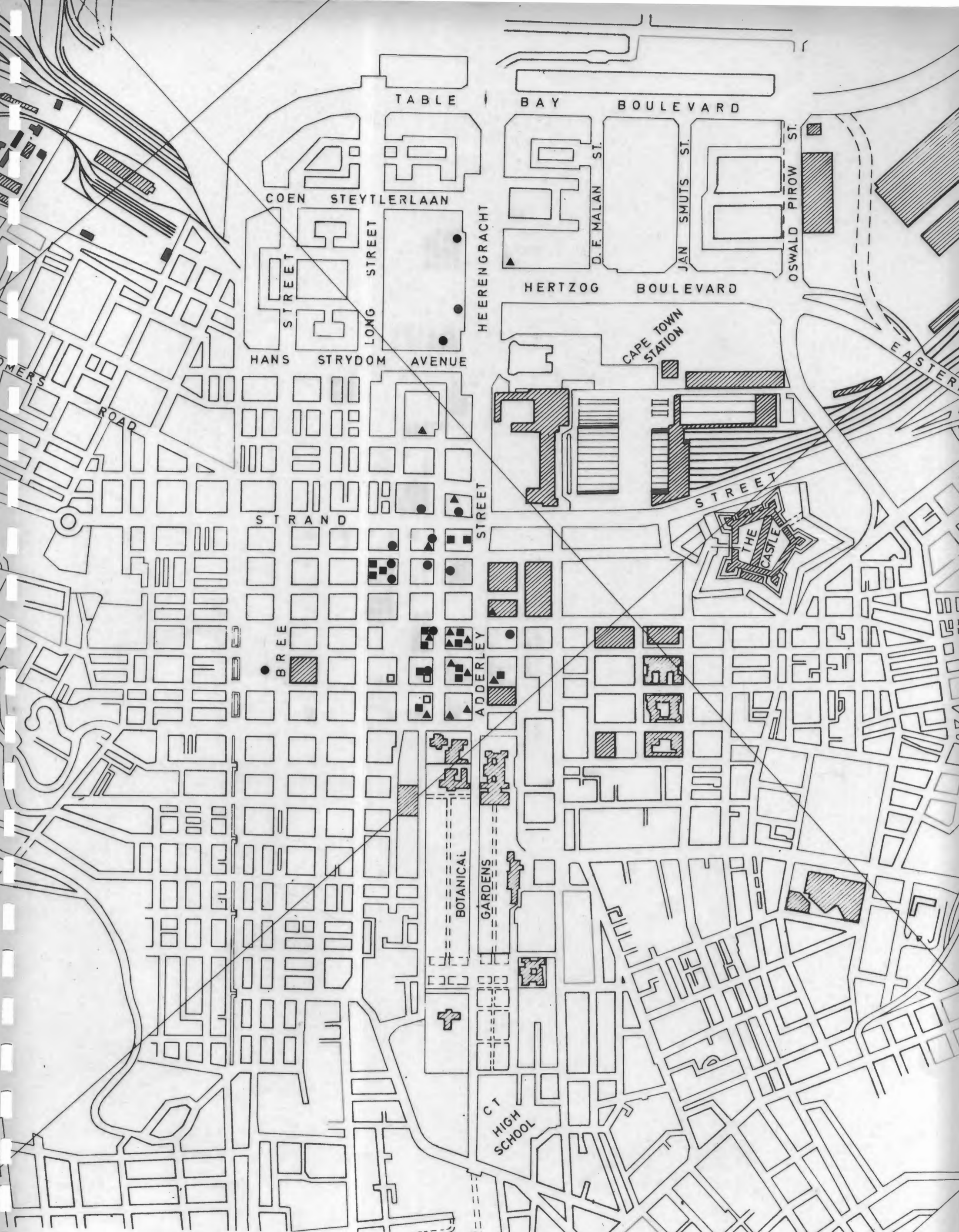
ACTIVITY PATTERNS





Accountants & Auditors

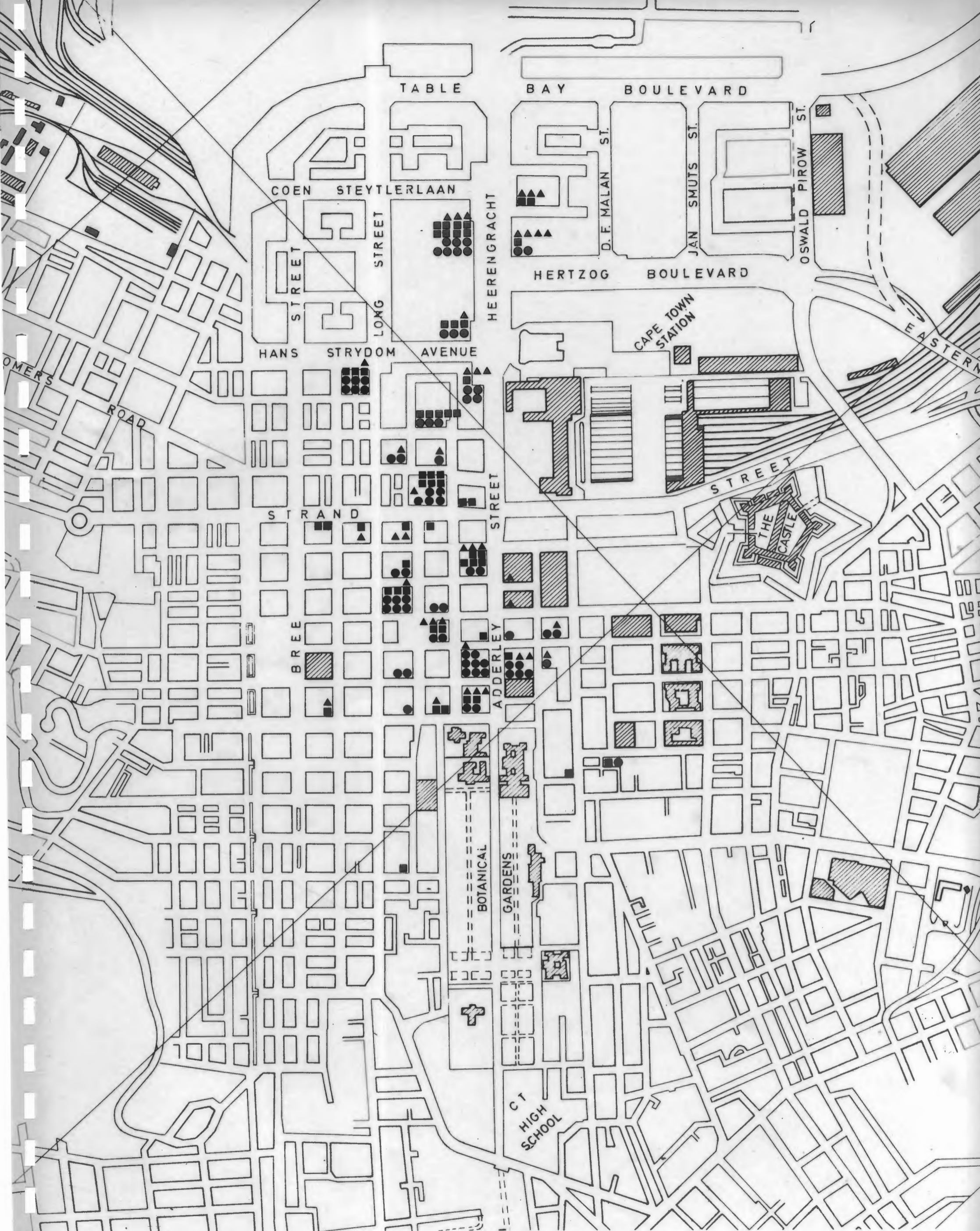
ACTIVITY PATTERNS



- ▲ Bank H.Q.
- Stock Brokers
- Building Society H.Q.
- Information Sources

ACTIVITY PATTERNS

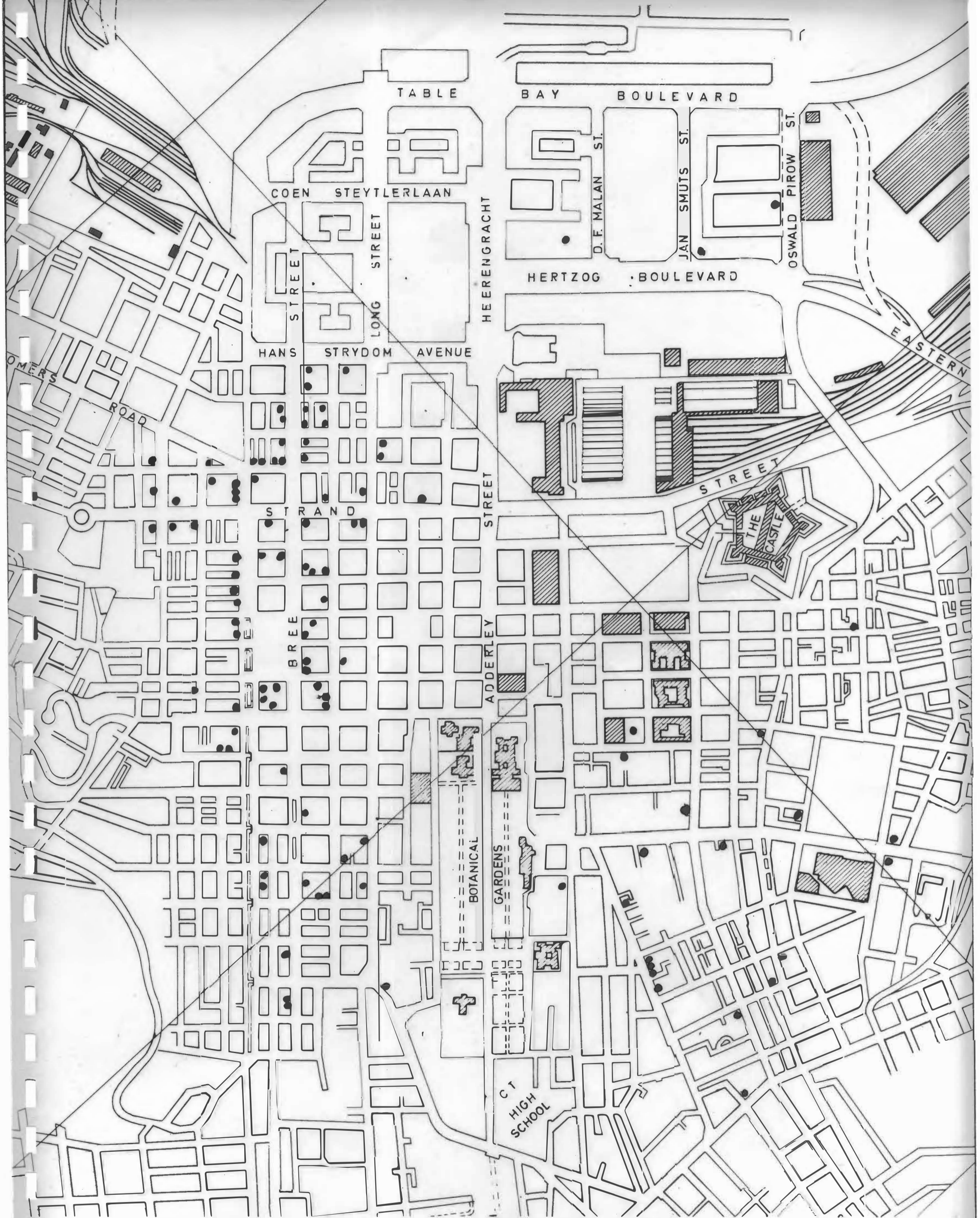




- Insurance Coy. H.Q. ■ Insurance Brokers
- ▲ Finance & Investment Coys.

ACTIVITY PATTERNS

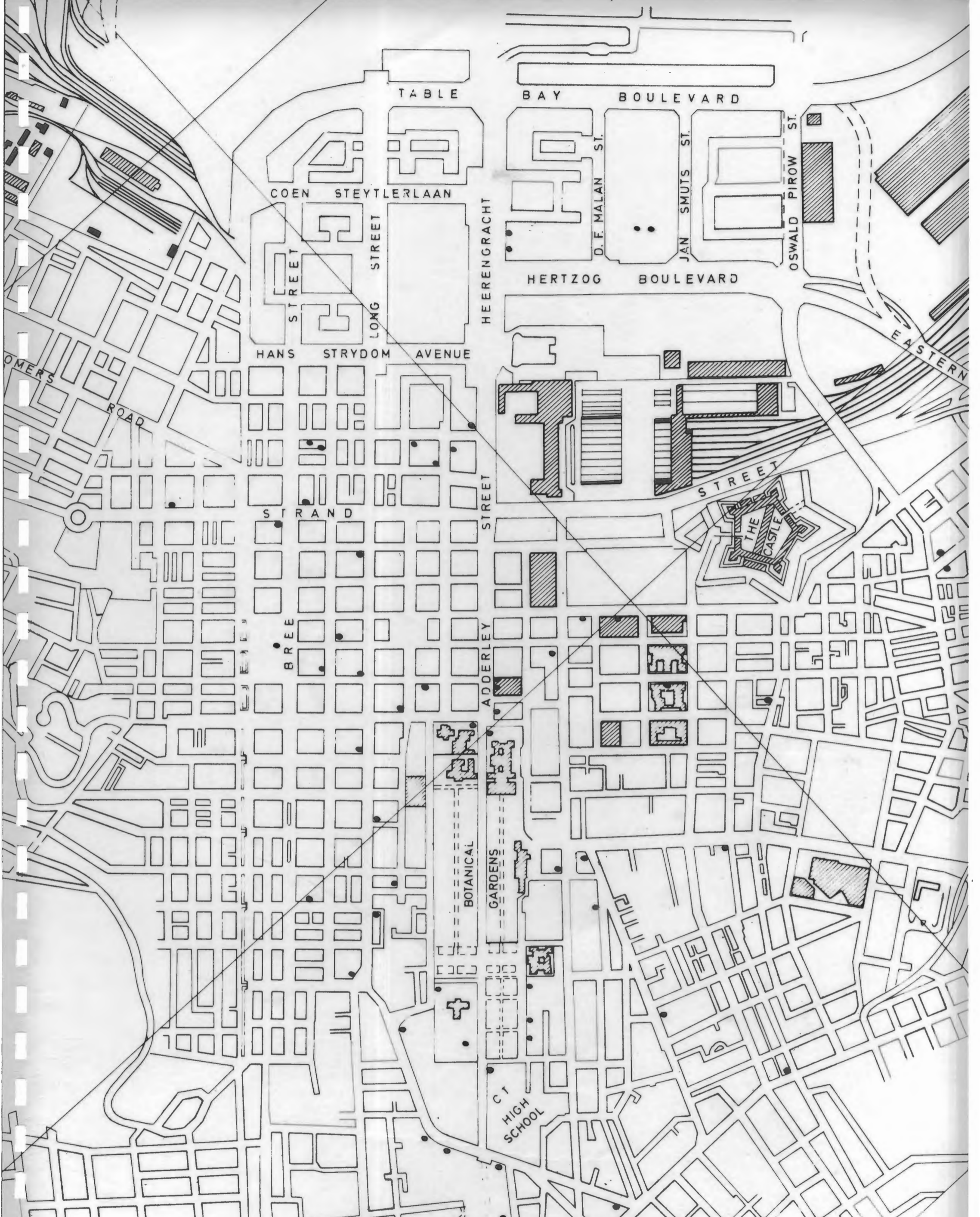




DISTRIBUTION OF AUTOMOBILE FACILITIES

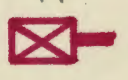
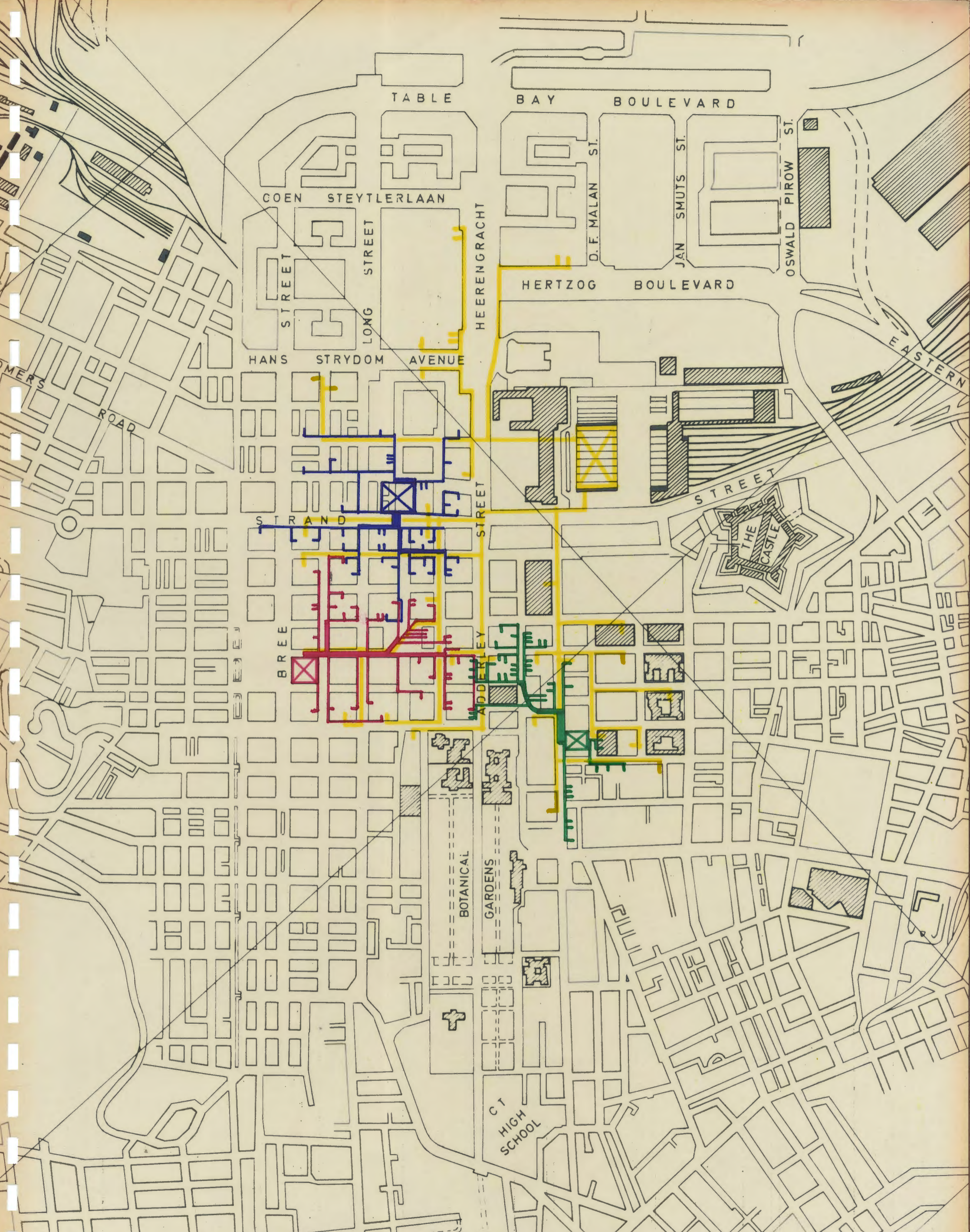
MAP: A.



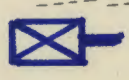


DISTRIBUTION OF CULTURAL and ENTERTAINMENT FACILITIES
 MAP: B.





From City Park



From Parkade



From Plein Park



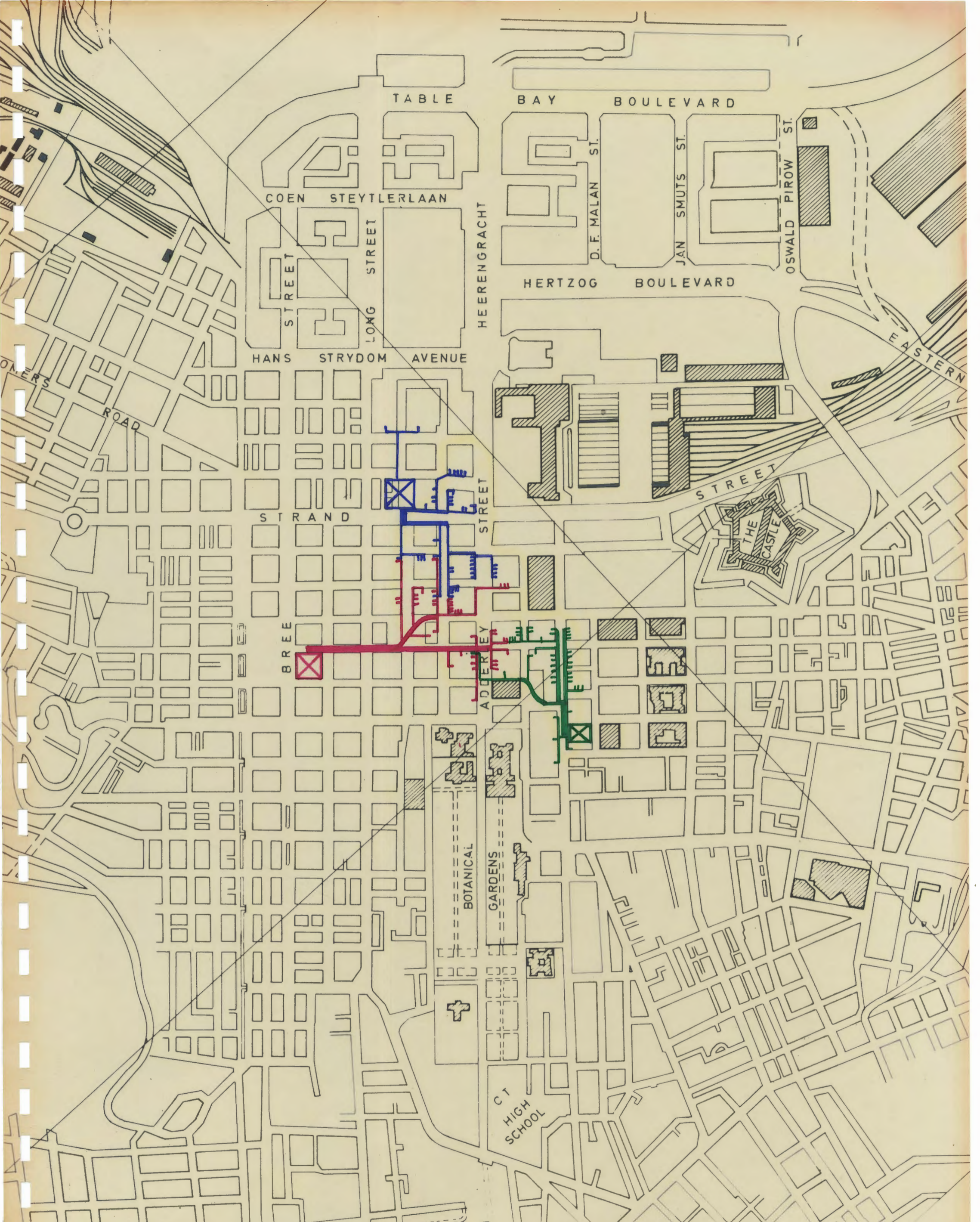
From Station

1:9600
1:48000

Pedestrian Movement: Work Trips

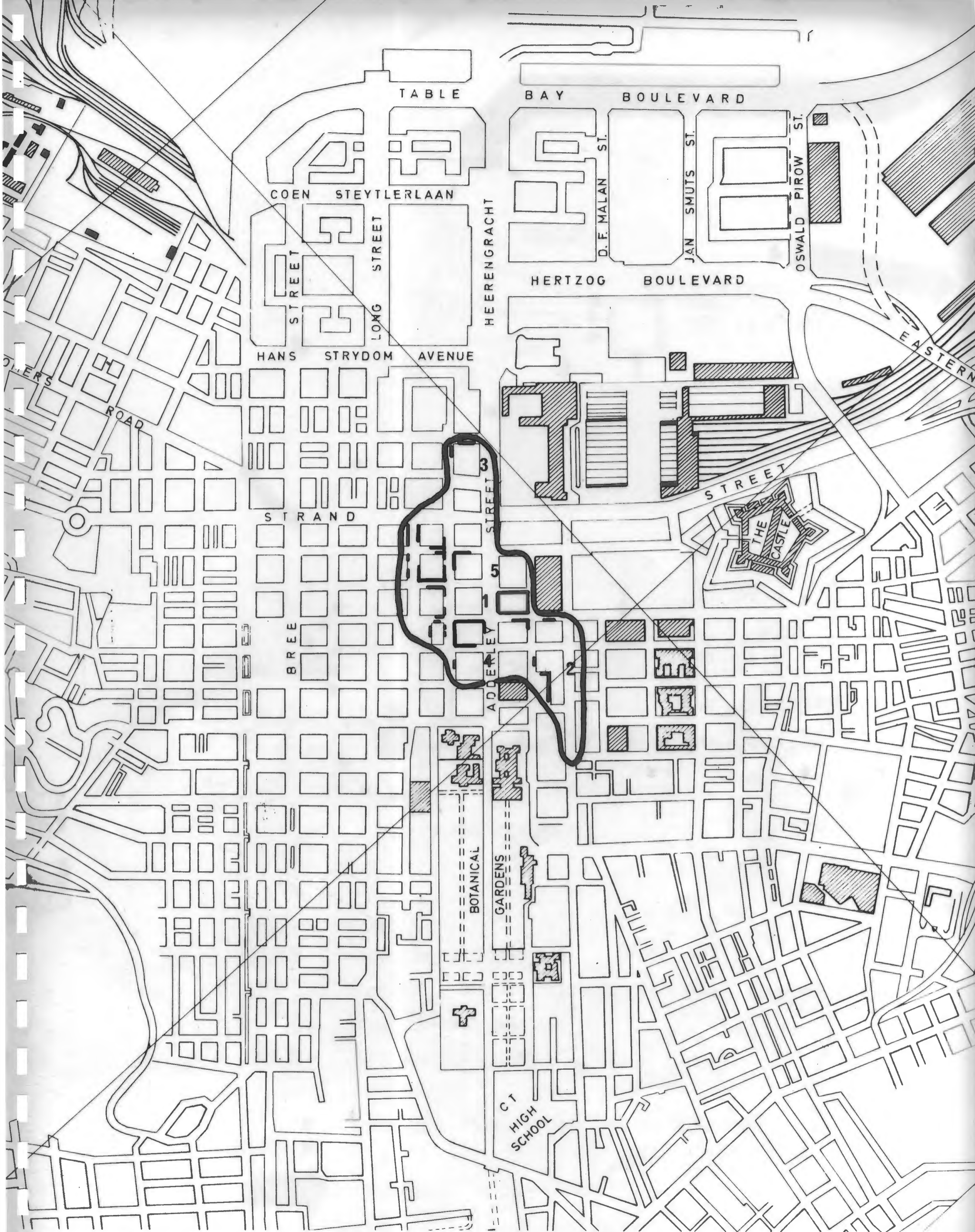
Map 21





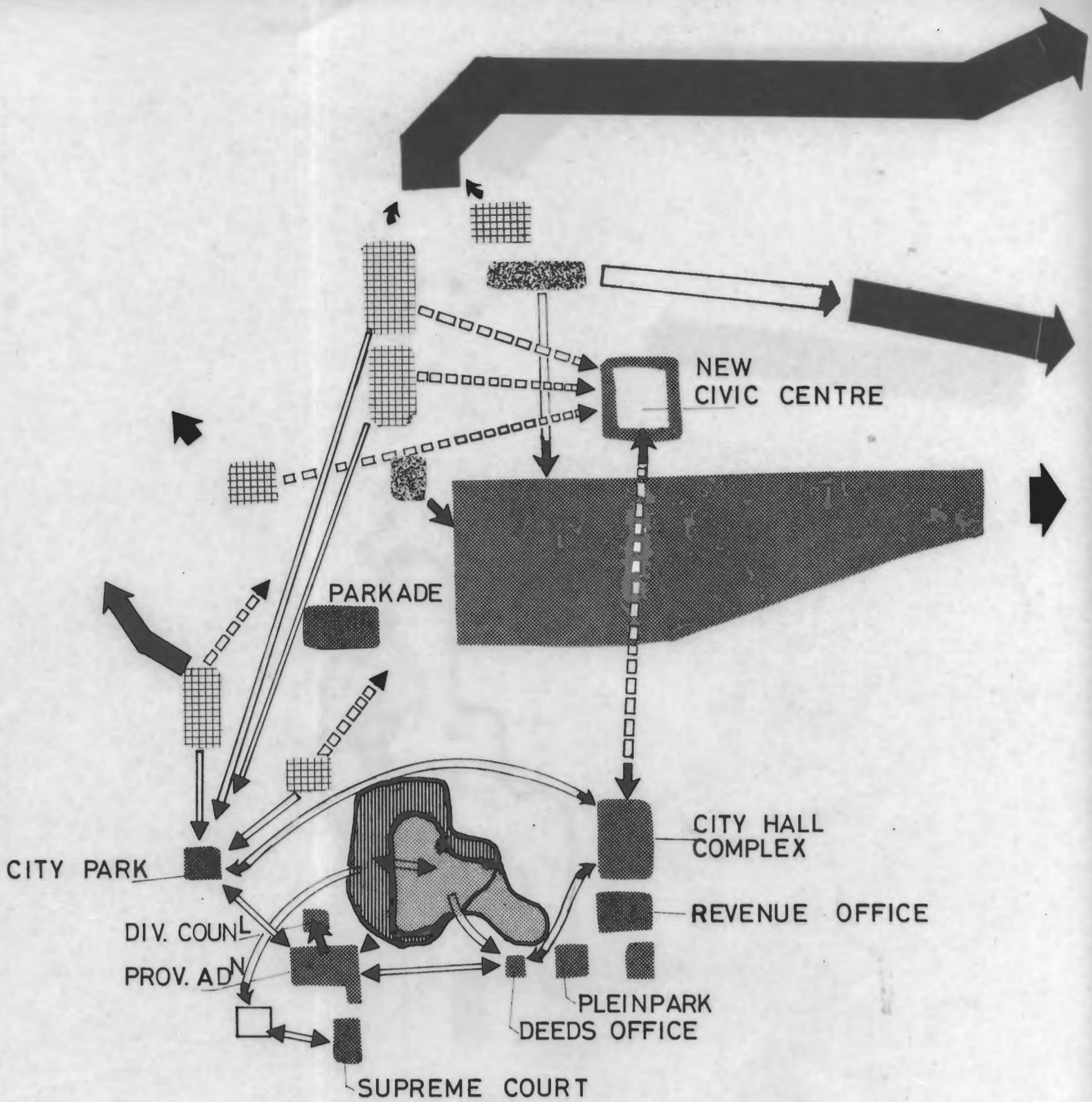
- ⊠ From City Park
- ⊠ From Parkade
- ⊠ From Plein Park



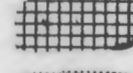

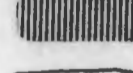
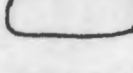
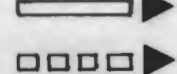


Pedestrian Movement: Shopping Trips



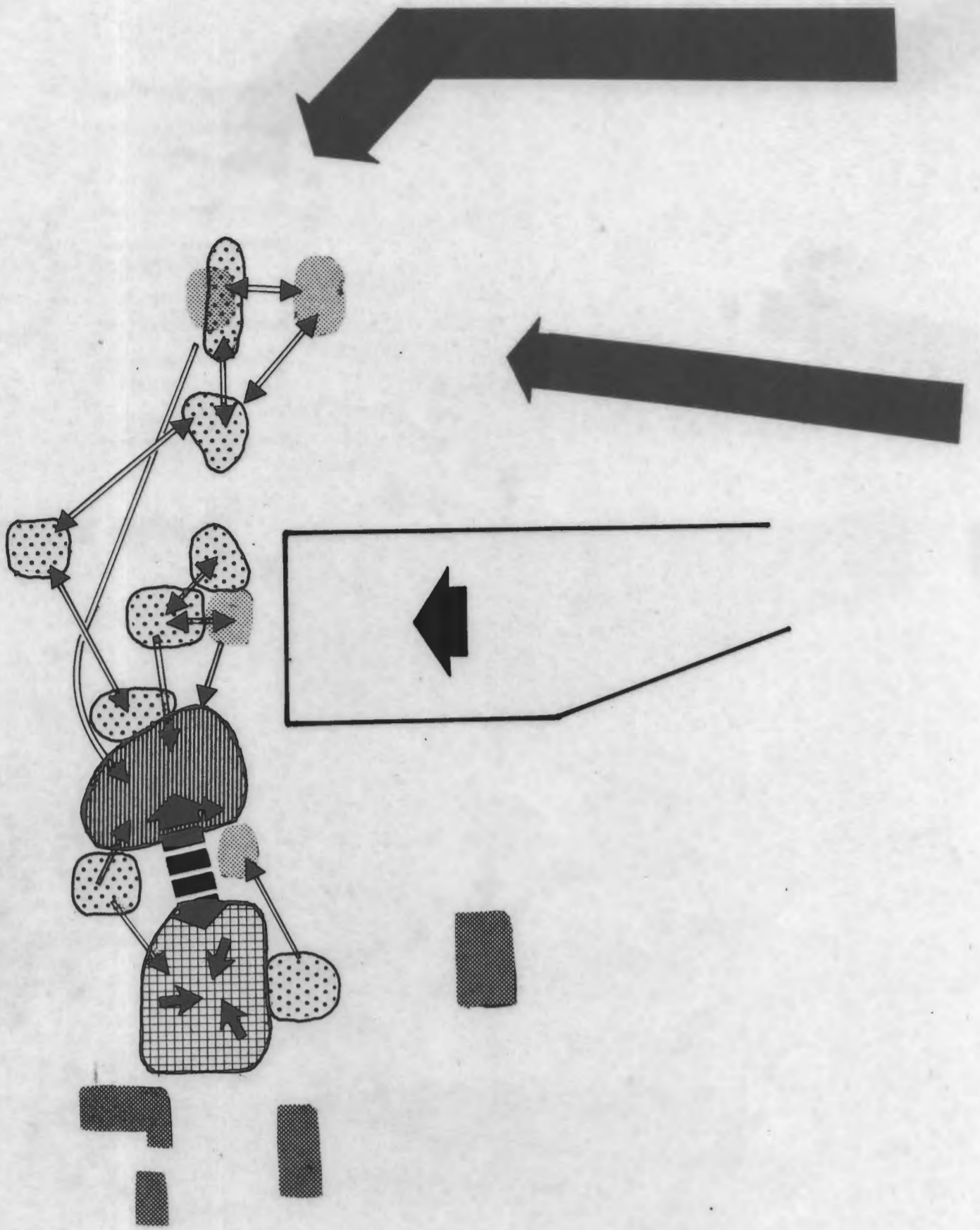
PRIME SHOPPING AREA & "DEAD" STREET FRONTAGE,
 WITH PEAK PEDESTRIAN POINT COUNTS (A.M.)
 Map 23











-  FIXES
-  MEDICAL SERVICES
-  DISTINCT GROUPS - ARCHITECTS : CONST^T ENGINEERS : Q.SURVEY^S
-  LAND SURVEYORS
-  ATTORNEYS
-  ADVOCATES
-  EXISTING FUNCTIONAL RELATIONSHIPS
-  FUTURE " "
-  REGIONAL CONNECTIONS

Access Patterns & Overlapping Activity Sets:- Professional Services



-  GOVERNMENT "DECISION MAKING" CENTRES
-  BANKING HEAD OFFICES - INFORMATION - STOCKBROKERS
-  BUILDING SOCIETY HEAD OFFICES
-  FINANCIAL AND INVESTMENT COMPANIES
-  INSURANCE HEAD OFFICES AND BROKERS
-  CUSTOMER / CLIENT REGIONAL CONNECTIONS

Access Patterns & Overlapping Activity Sets:- Financial Sector



FIG LOCATIONAL FACTORS: RETAIL

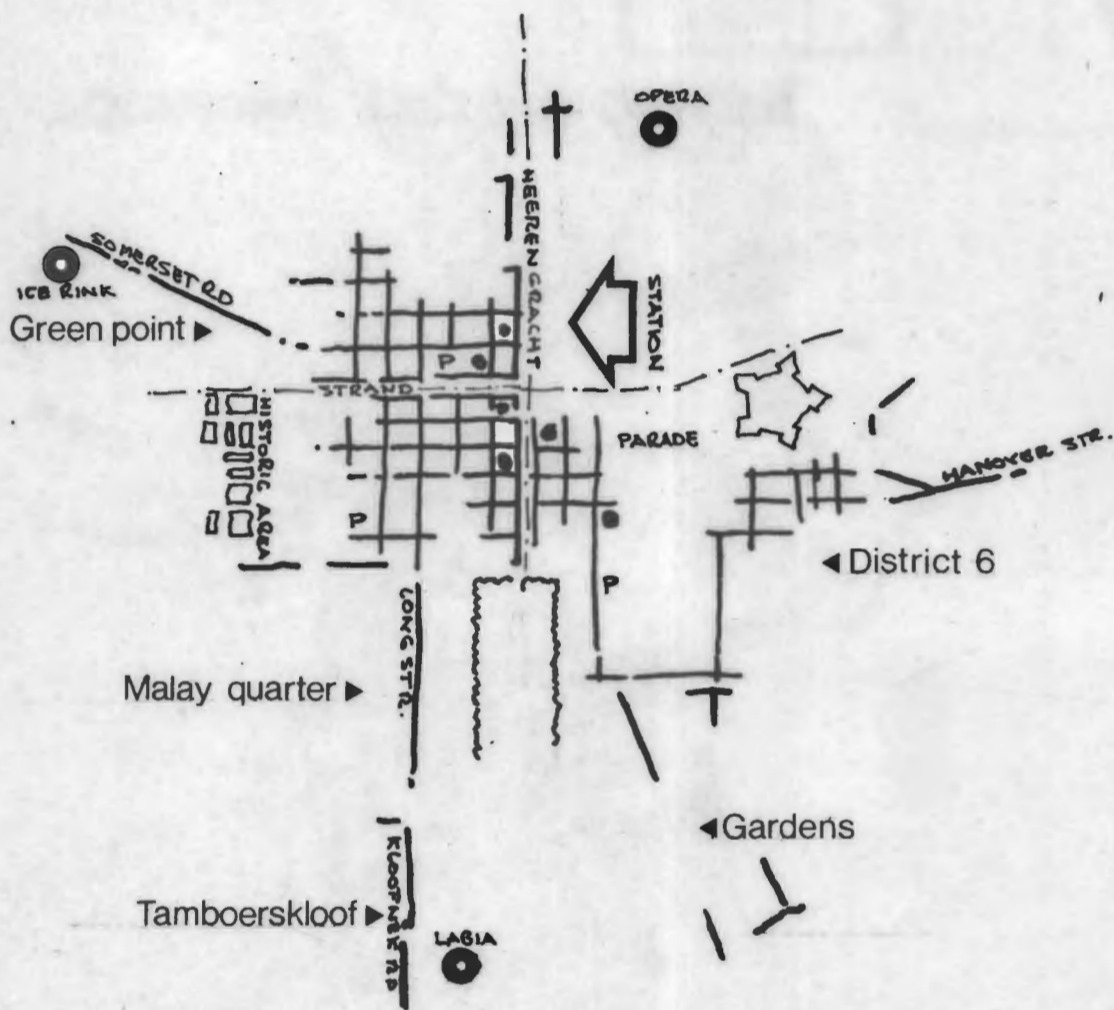


FIG RETAIL: PRESENT SYSTEM

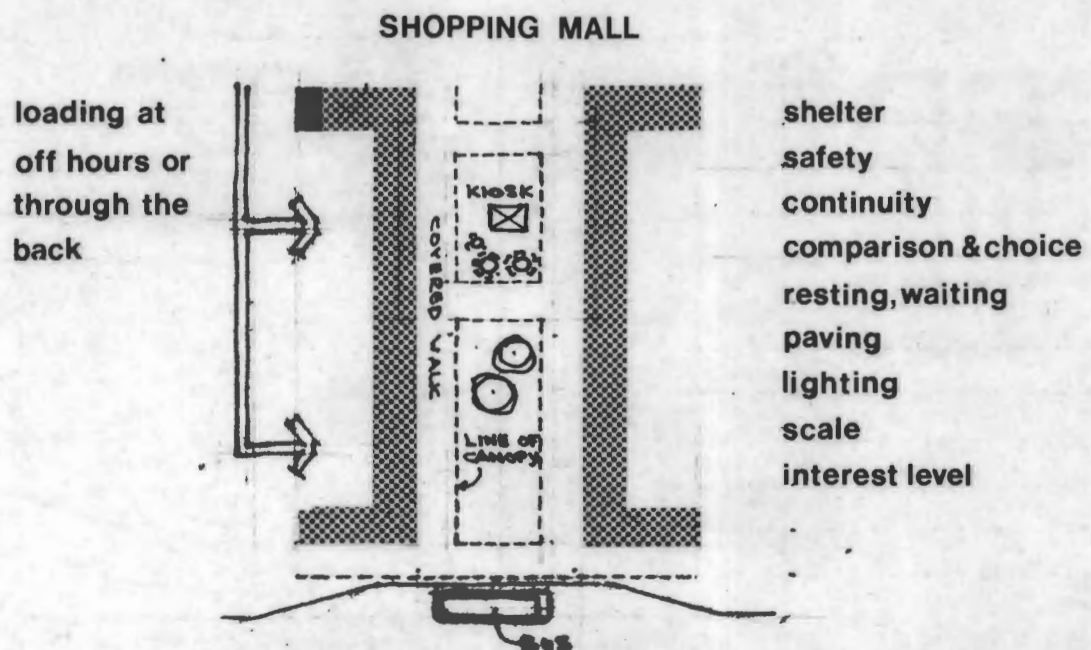


FIG SHOPPING ENVIRONMENT

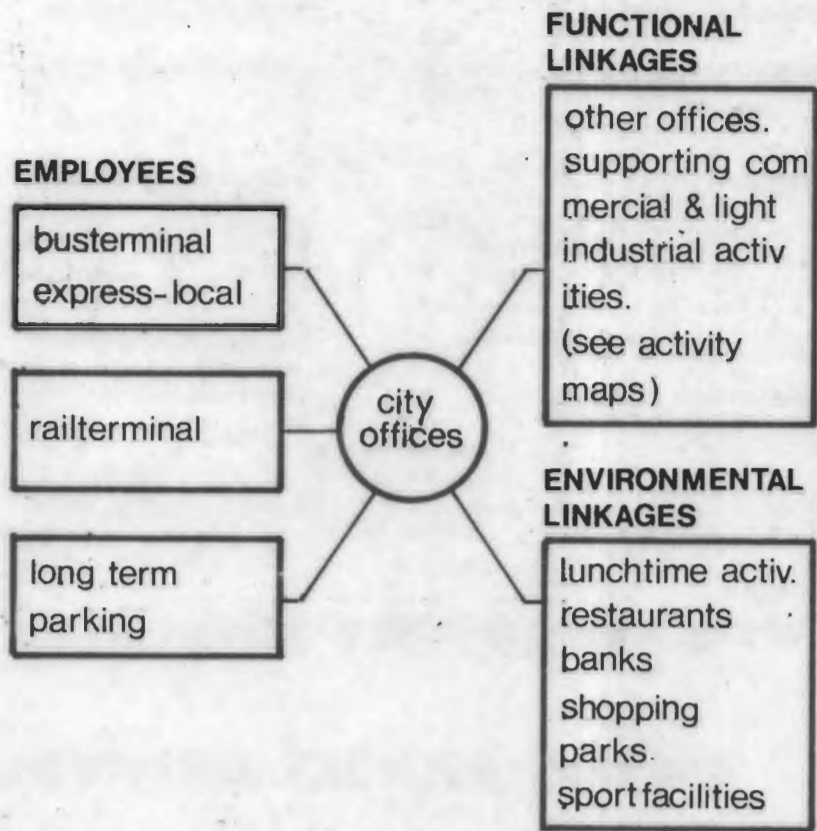


FIG. LOCATIONAL FACTORS: OFFICES

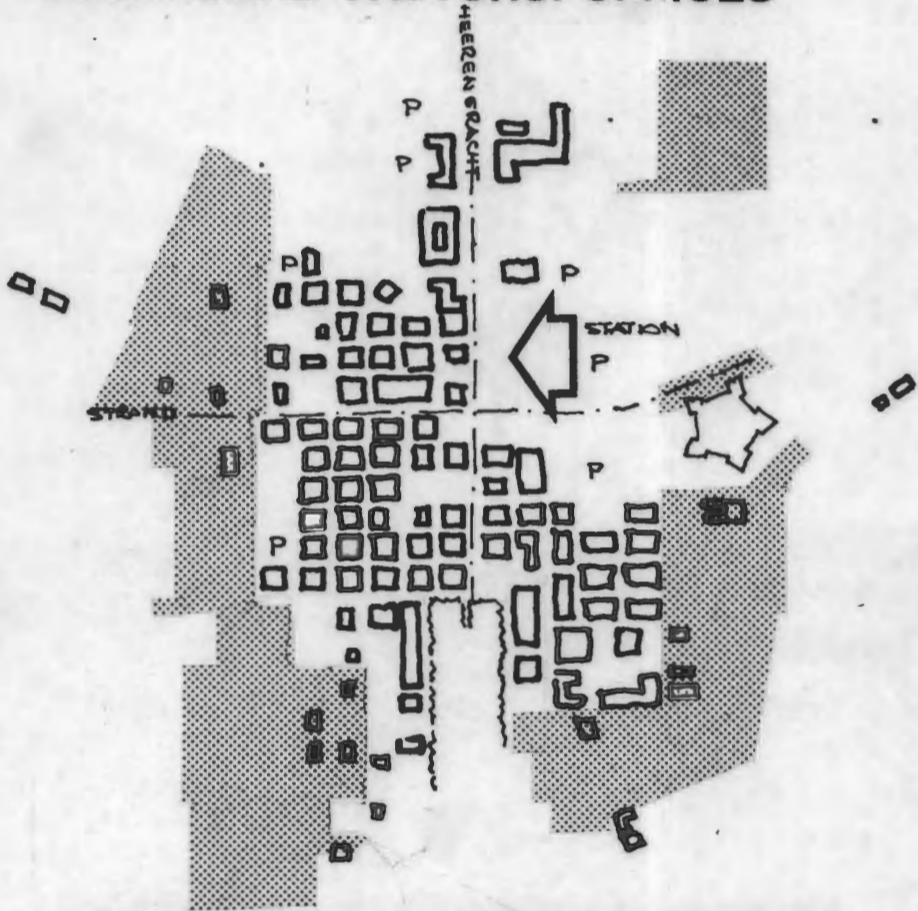


FIG. OFFICES: PRESENT SYSTEM

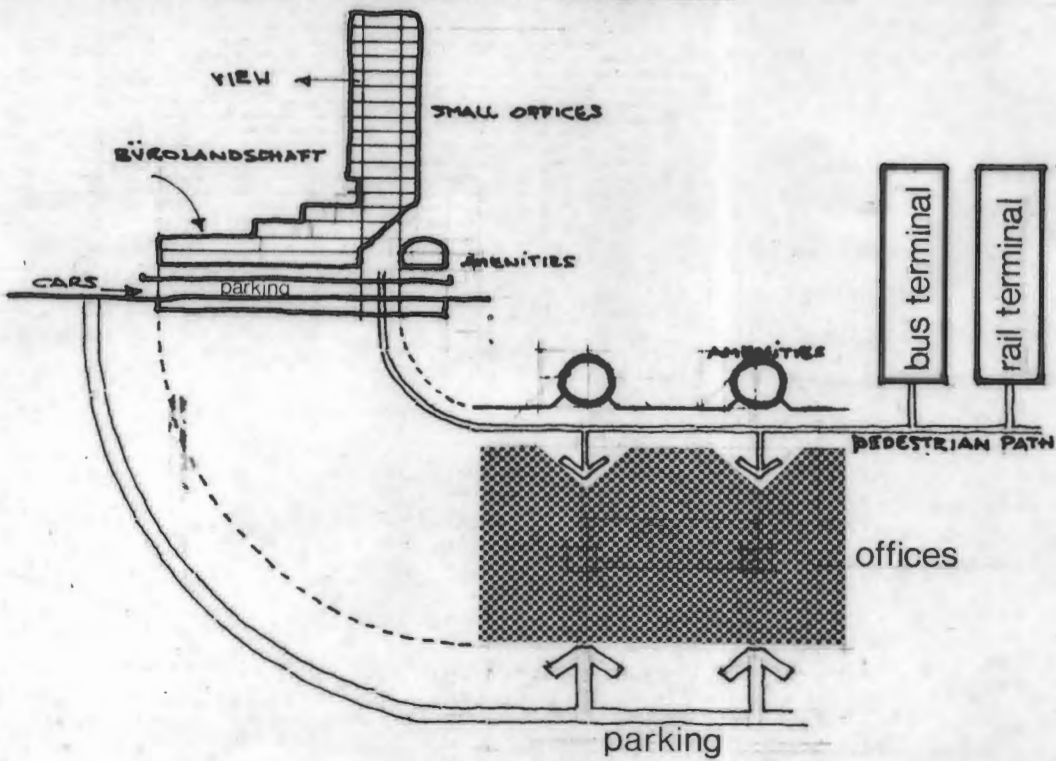


FIG. OFFICE ENVIRONMENT

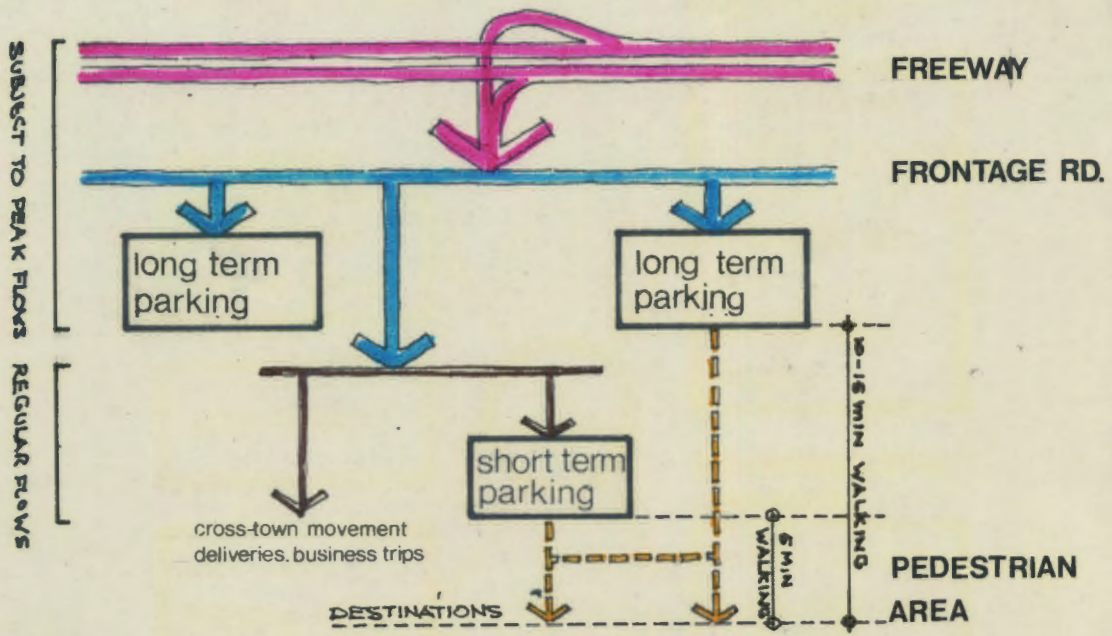


FIG LOCATIONAL FACTORS: PARKING

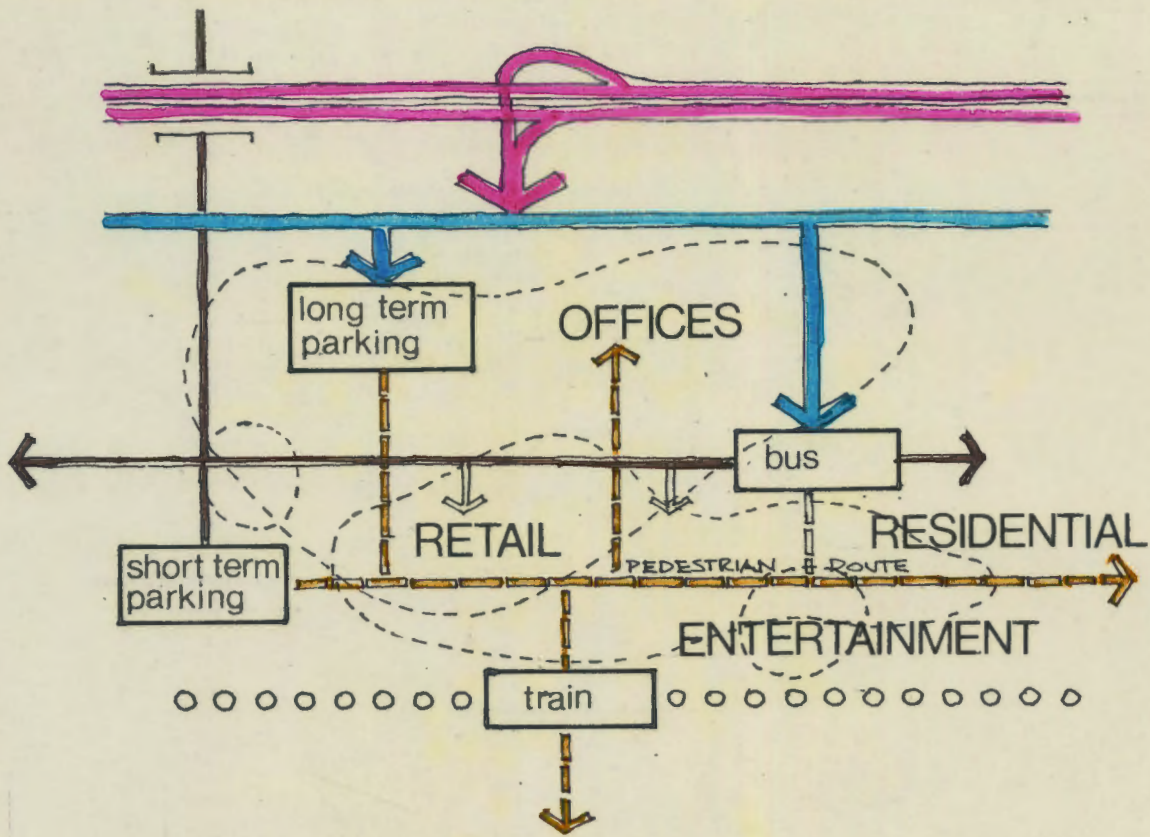
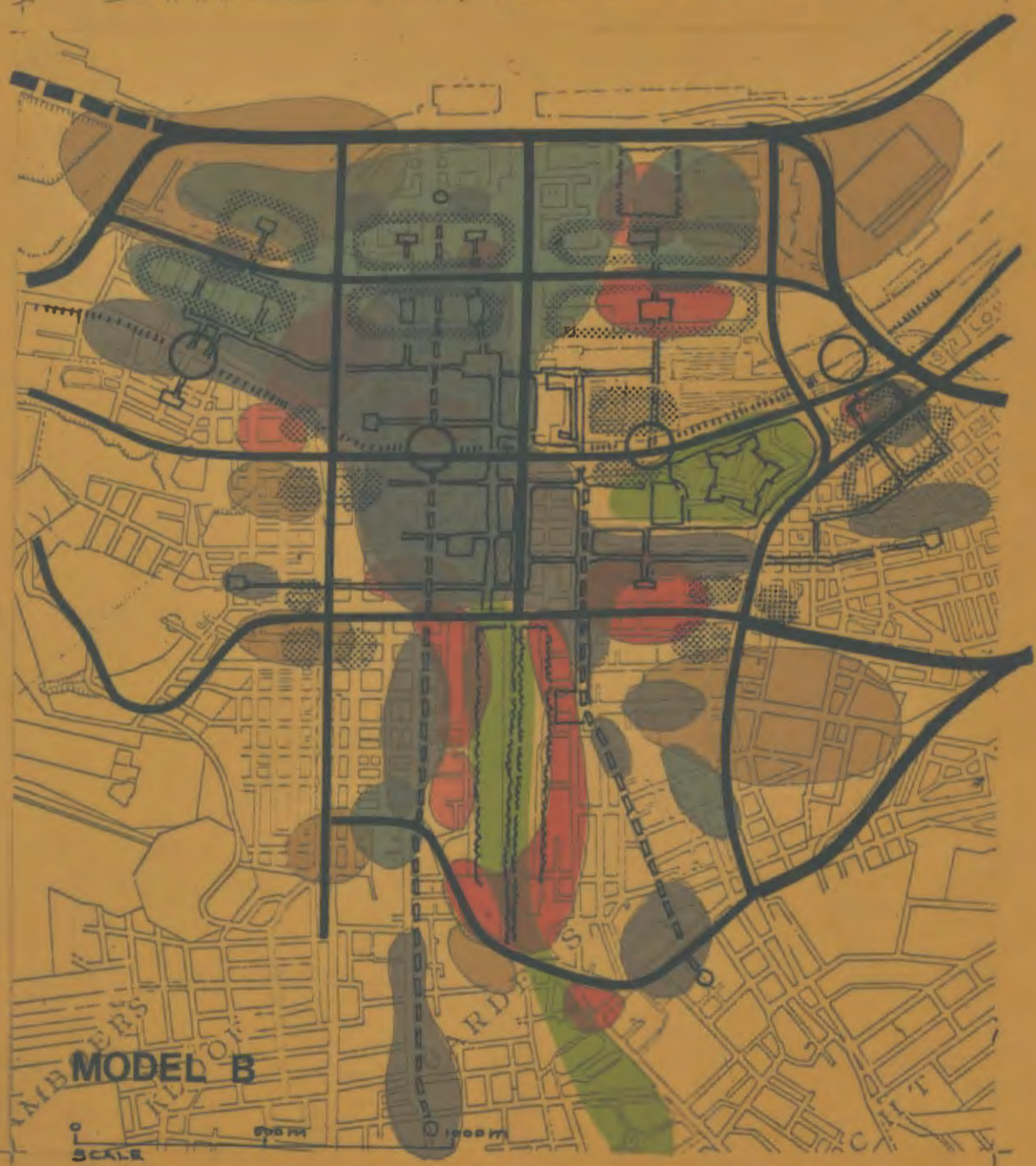
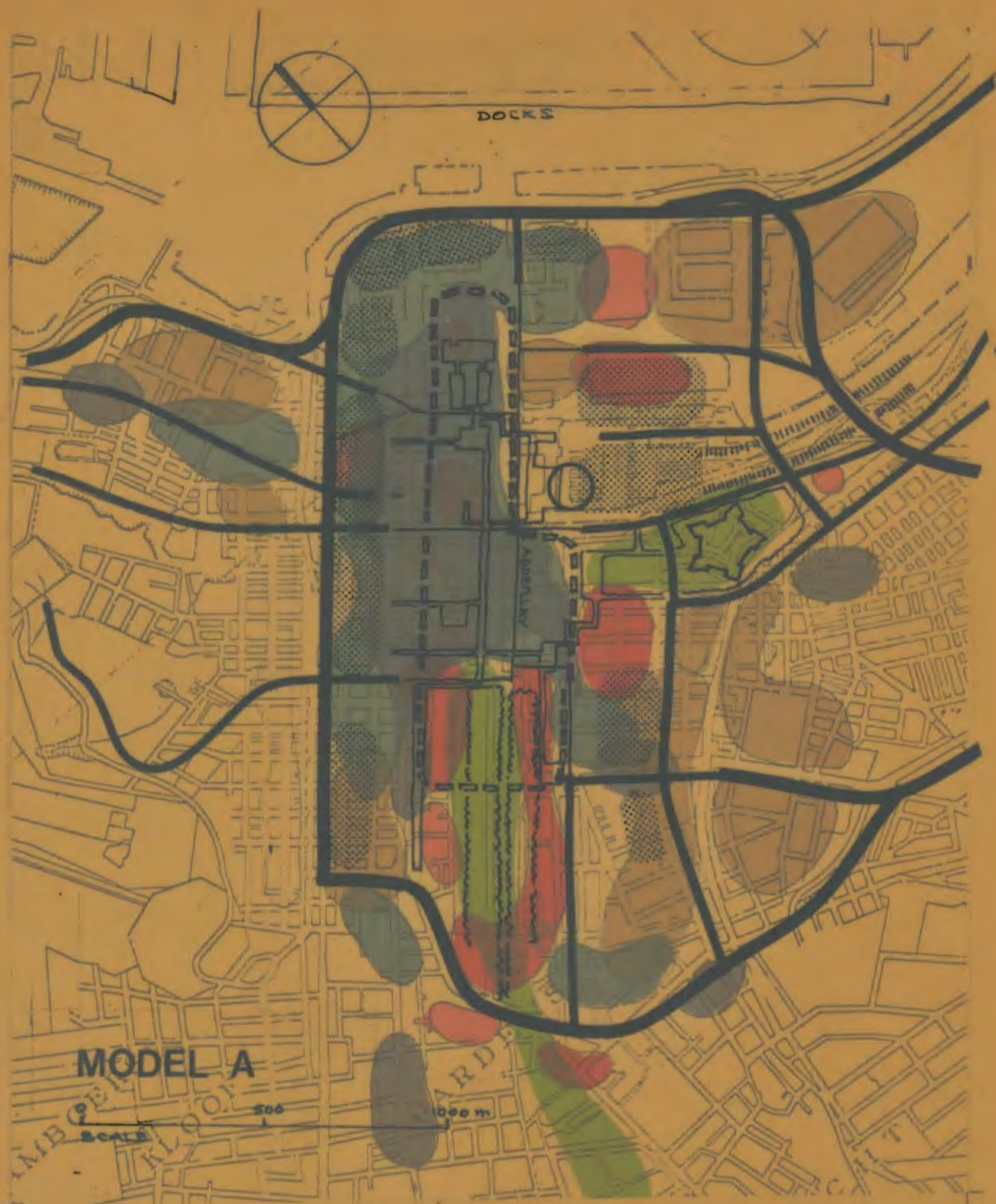


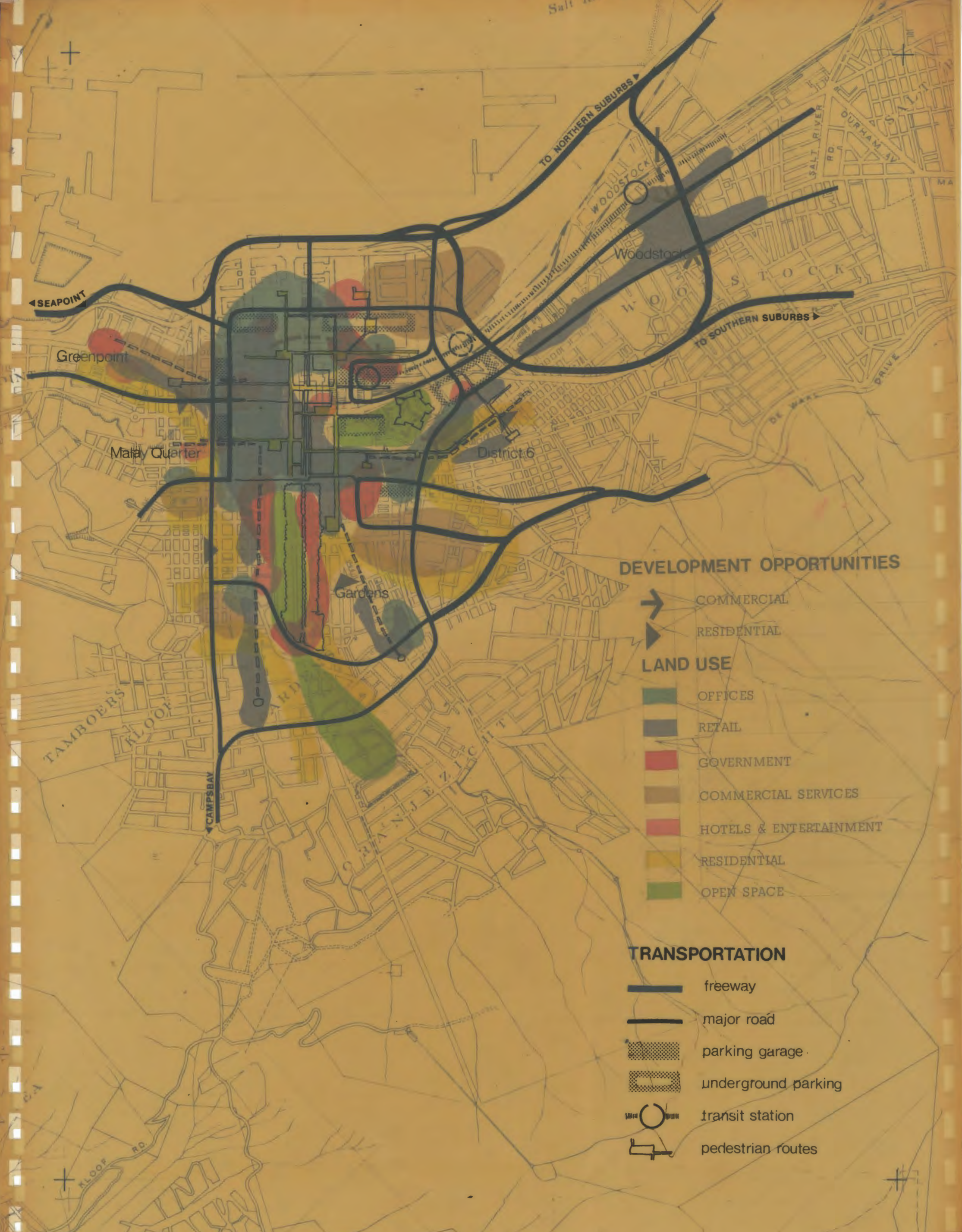
FIG LOCATIONAL FACTORS: COMPOSITE



-  offices
-  retail
-  government
-  commercial services
-  hotels & entertainment
-  residential
-  open space
-  freeway
-  major road
-  parking garage
-  underground parking
-  transit station
-  electric streetcar
-  pedestrian routes

MAP NR: 26

ALTERNATIVE MODELS FOR CENTRE



DEVELOPMENT OPPORTUNITIES

- ➔ COMMERCIAL
- RESIDENTIAL

LAND USE

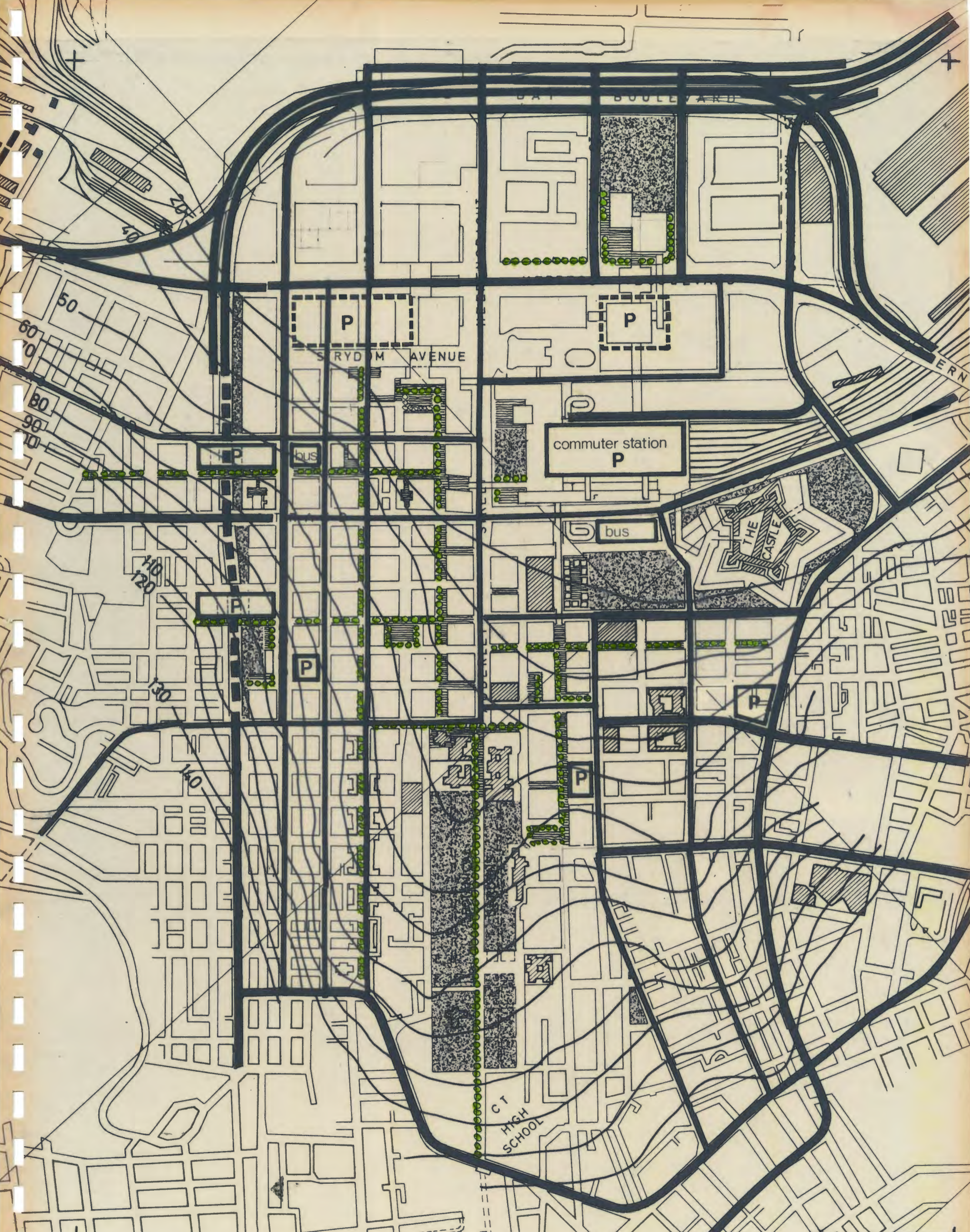
- OFFICES
- RETAIL
- GOVERNMENT
- COMMERCIAL SERVICES
- HOTELS & ENTERTAINMENT
- RESIDENTIAL
- OPEN SPACE

TRANSPORTATION

- freeway
- major road
- parking garage
- underground parking
- transit station
- pedestrian routes

MAP NR:27

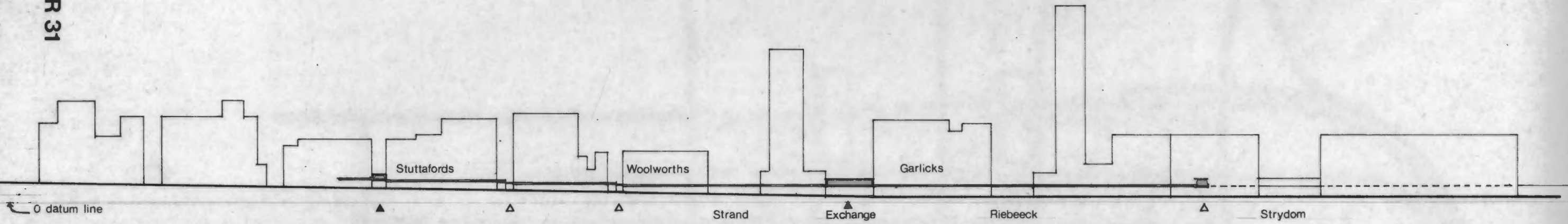
SELECTED MODEL FOR CENTRE



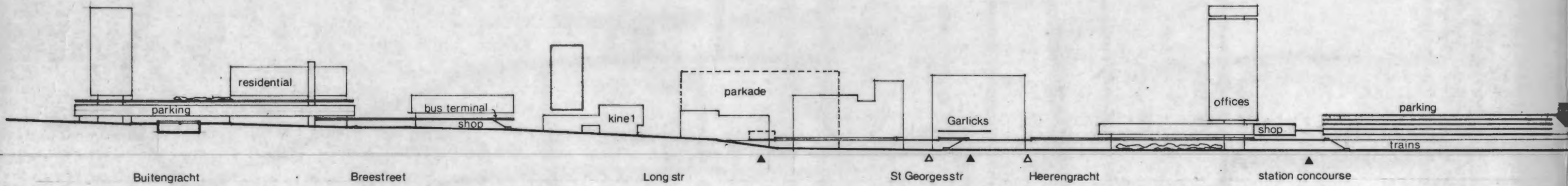
MAP NR 30

MOVEMENT SEPARATION I





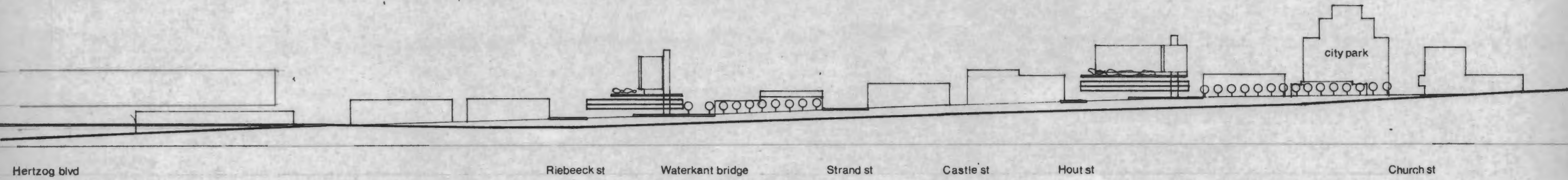
SECTION ADDERLEY ST.



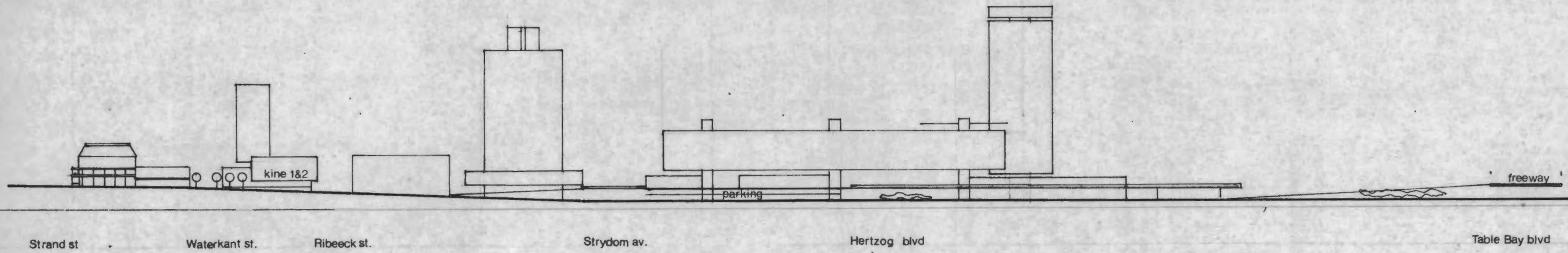
SECTION WATERKANT ST.

position of cross links: ▲ covered
△ uncovered

MOVEMENT SEPARATION 2

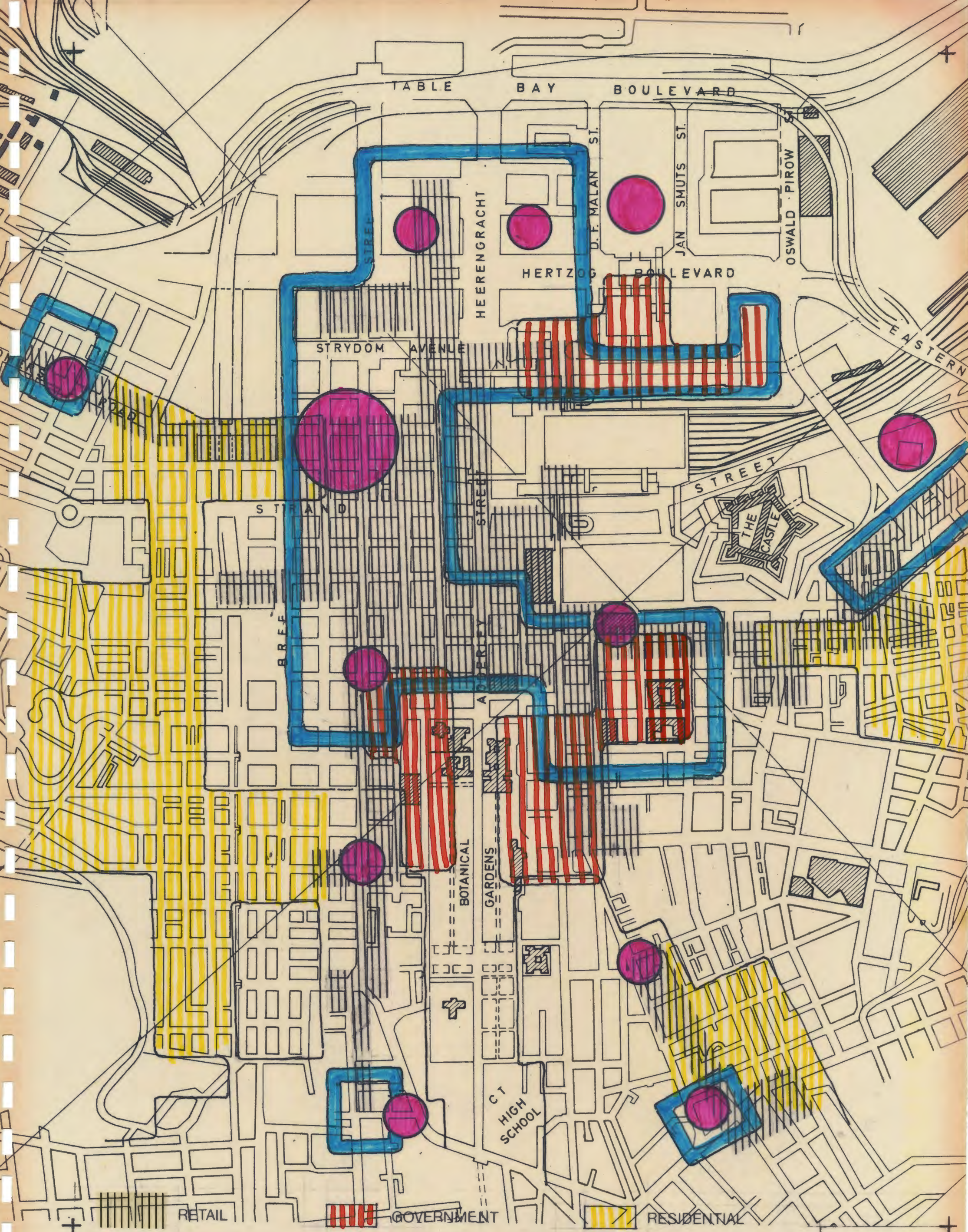


SECTION BUITENGRACHT SHOWING DEPRESSED FREEWAY



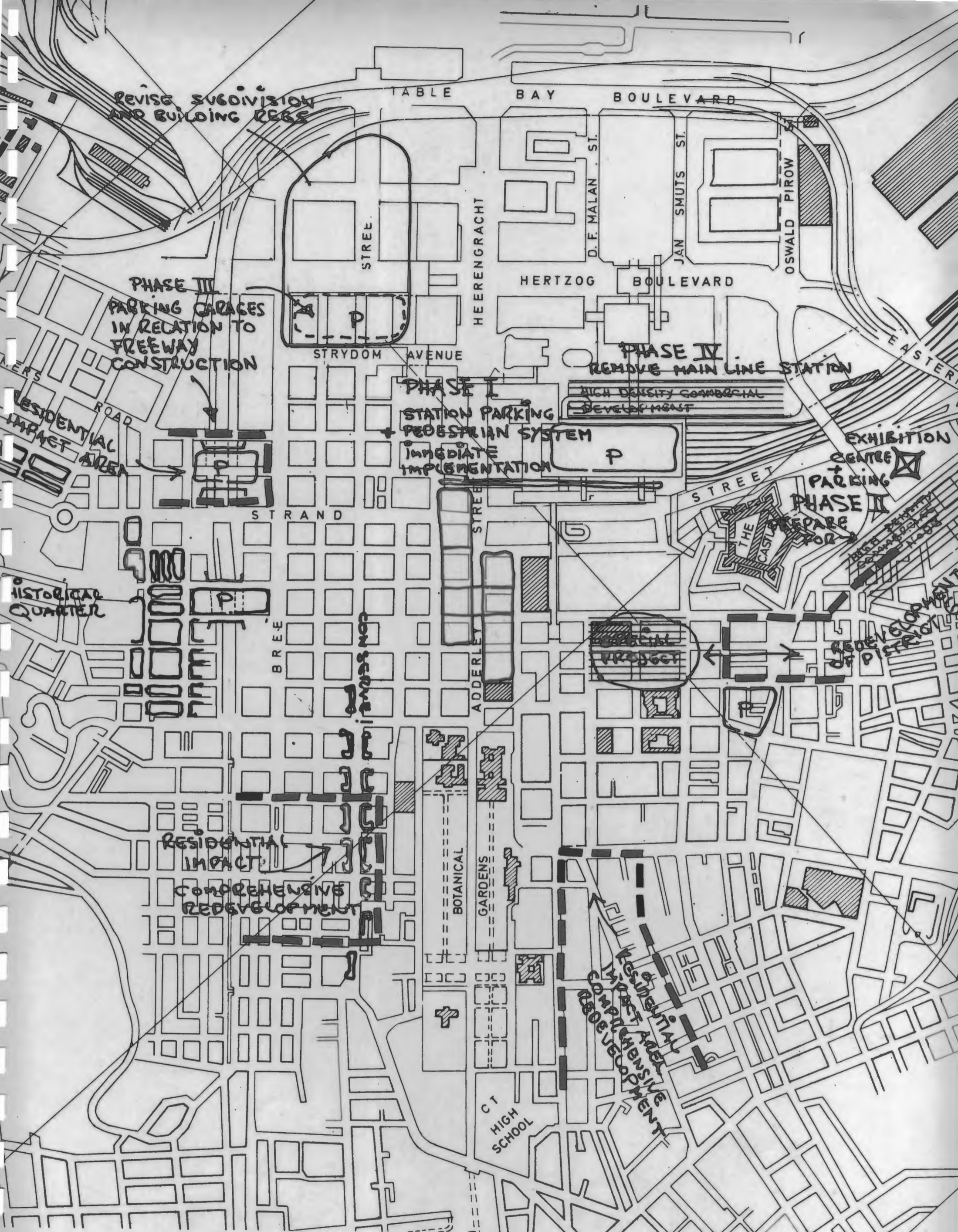
SECTION LONG STREET

MOVEMENT SEPARATION 3



- OFFICES
- ENTERTAINMENT
- GOVERNMENT
- RESIDENTIAL

MAP NR 33
LAND USE DIAGRAM



MAP NR 36
STAGING

