



Programme

1. Welcome
2. Cape Town's commitment to climate action: Transforming the city through climate smart development
3. Competition rules
4. Cape Town's 4 sites
5. Questions

Reinventing Cities

**An innovative call for projects to
stimulate carbon-neutral development**



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Reinventing
Cities

C40 Reinventing Cities Competition sites

Gideon Brand – Urban Catalytic Investment

14 February 2020

Making progress possible. **Together.**

Cape Town's 4 sites

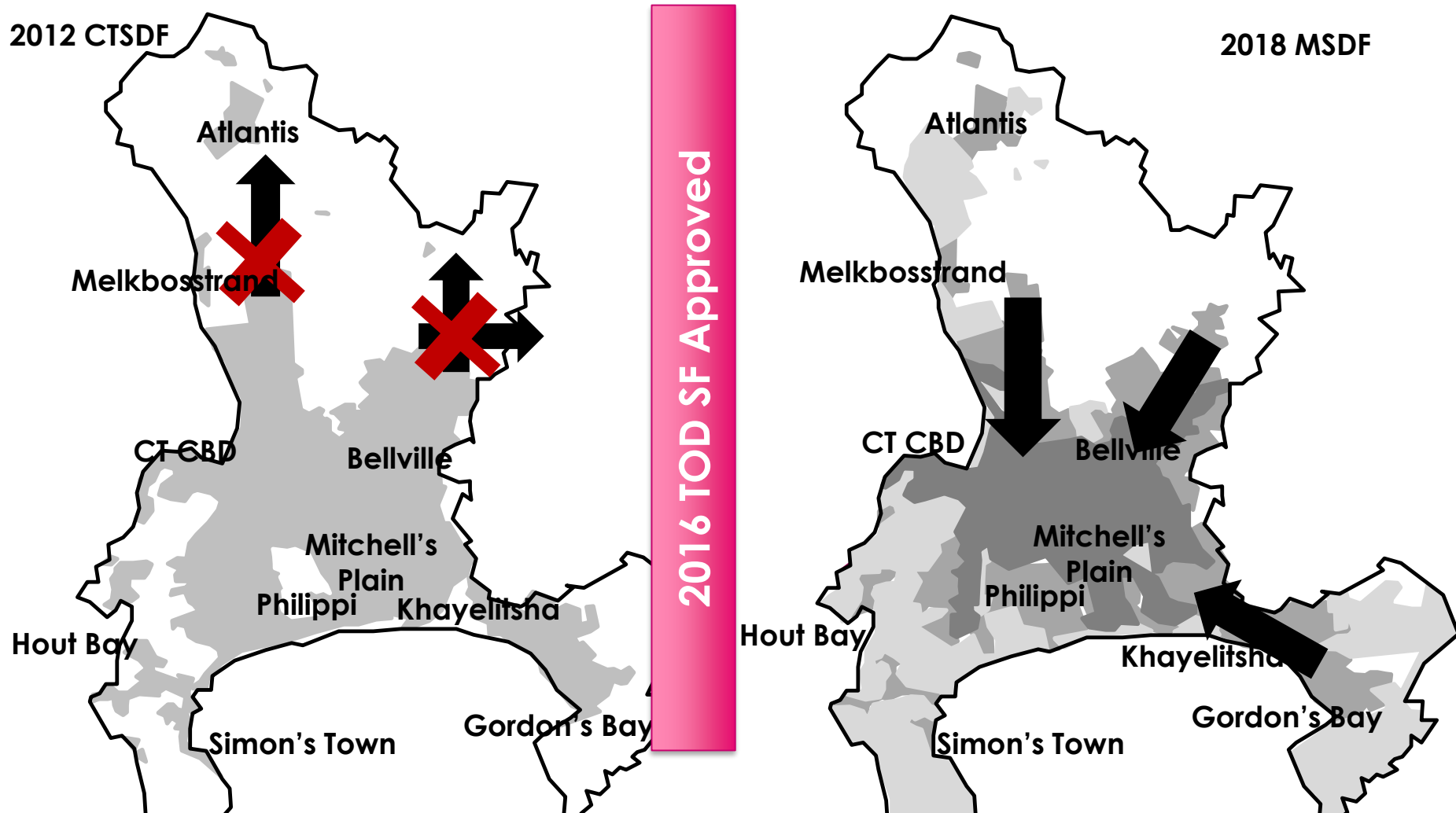
1. Athlone station
2. Moquet Farm, Dieprivier
3. Tygerdal, MonteVista station
4. Kapteinsklip station, Mnandi

Background – Why these sites?

Why these sites?






- 10 challenges → Cape Town's climate action commitment
- Transit accessible precincts → **strong TOD potential**
- Lend themselves to mixed-use densification → **transformation potential**
- Contribute to improved urban efficiency
- Catalyse wider precinct regeneration opportunities
- Forming part of the City's **Catalytic Land Development Programme (CLDP)**

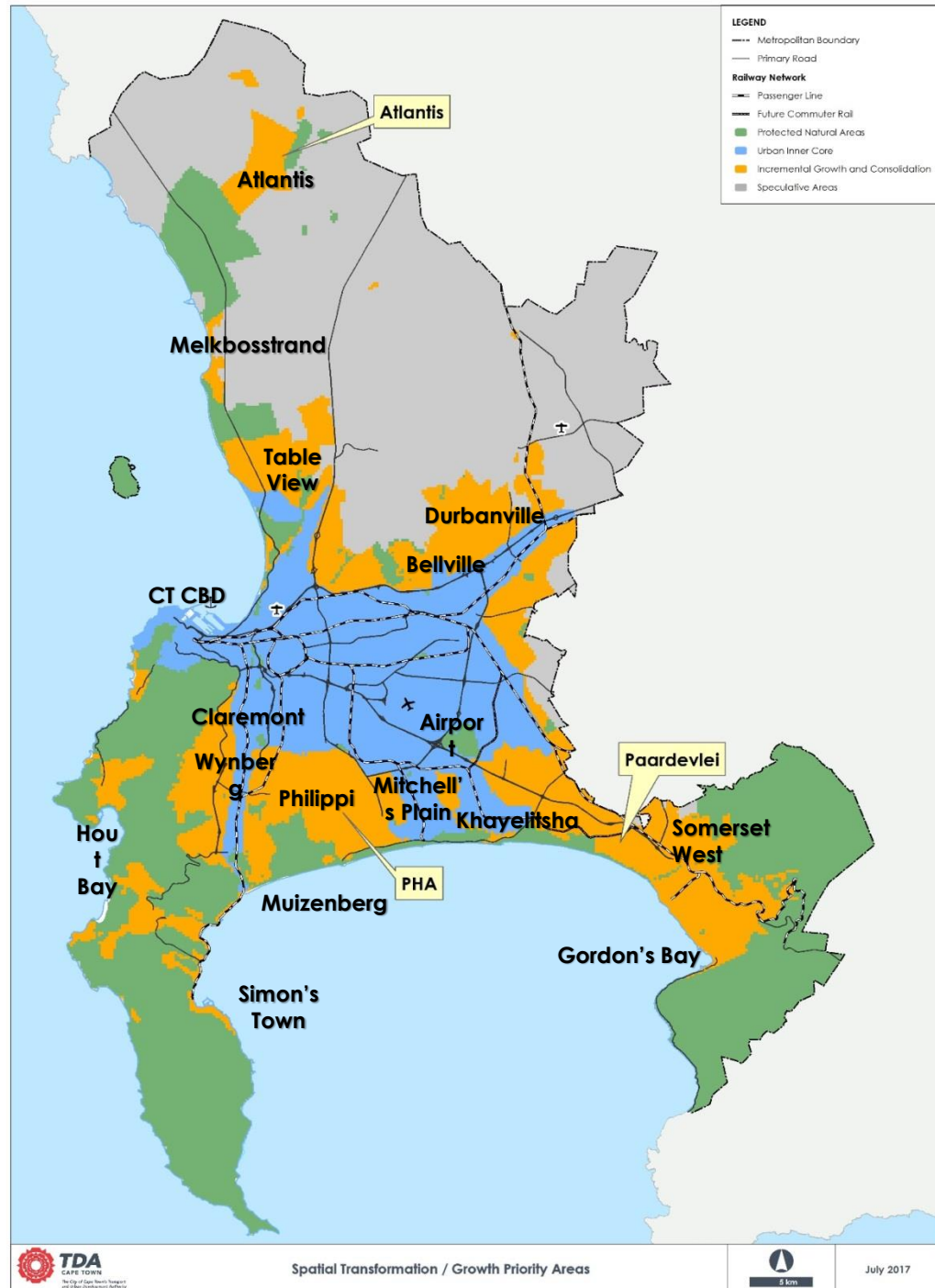
City spatial strategy



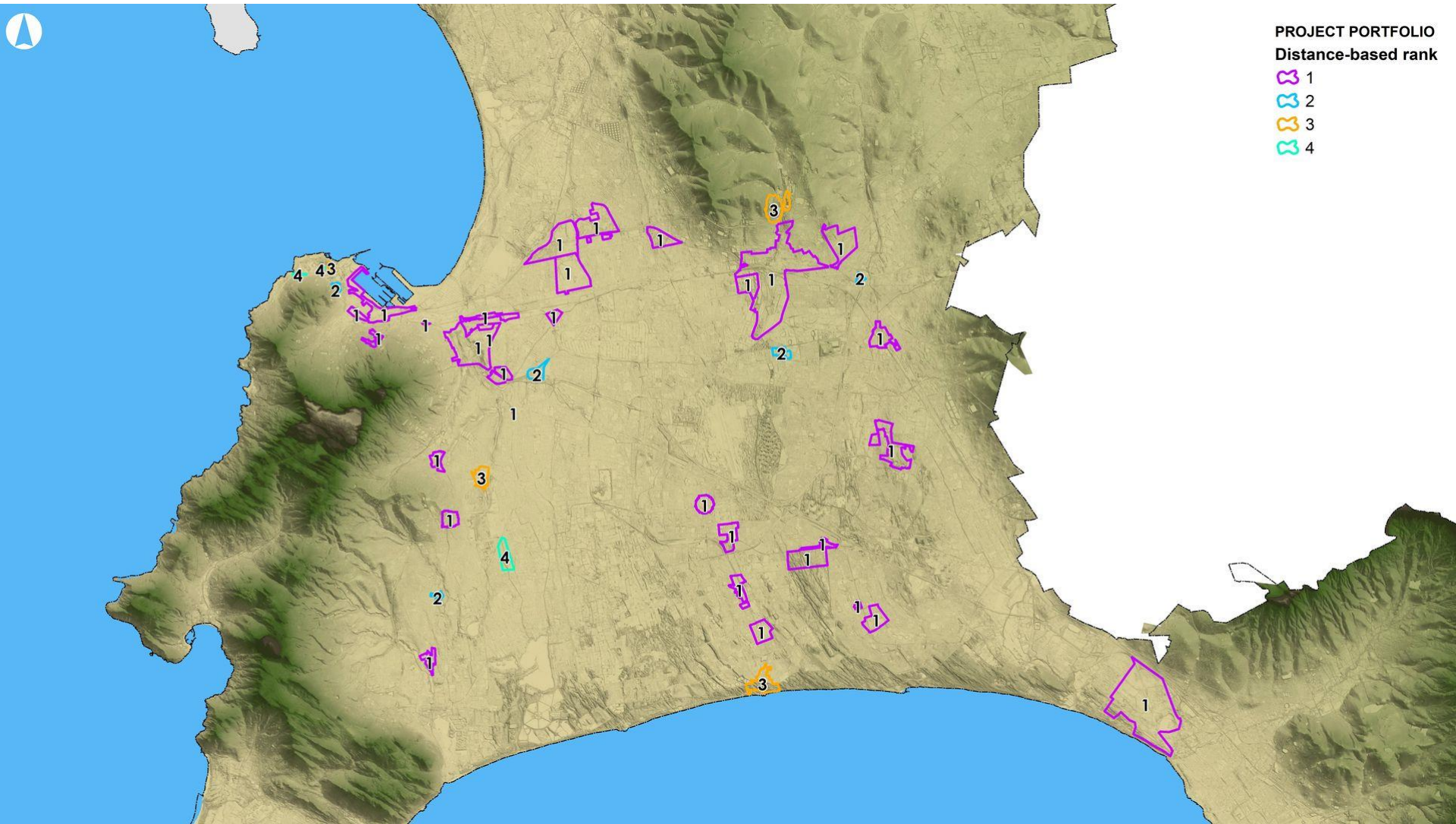
Spatial transformation requires creation of **ACCESS TO MORE OPPORTUNITIES FOR MORE PEOPLE**. To achieve this, Cape Town has adopted an **inward growth and investment focus** to support dense, diverse and transit-oriented land uses.

Directing spatial transformation

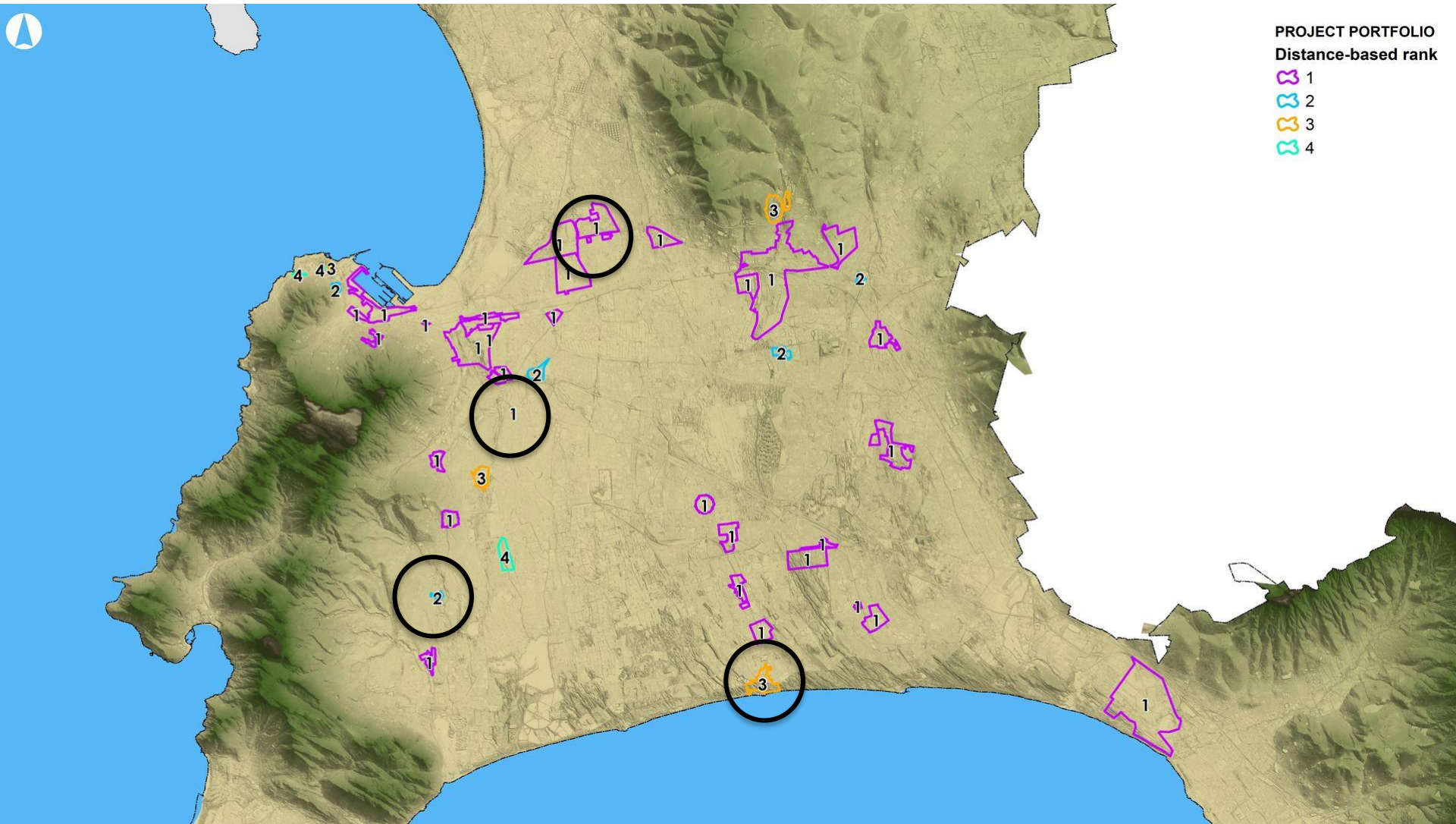
Spatial Transformation Area	Investment Premise	City CapEx	City OpEx
Urban Inner Core 	City investment priority. Where spatial transformation is most achievable. Areas of co-investment between public and private sector.	Priority	Priority
Incremental Growth and Consolidation 	Maintenance and upgrading focus for the City and incremental growth in support of spatial transformation.	Subject to capacity.	Priority
Speculative 	<p>Beyond City's investment horizons. Ability to achieve spatial transformation via development is considered unlikely.</p> <p>Privately funded areas.</p> <p>Achieving spatial transformation objectives require significant investment from developer.</p>	Zero	Zero
Protection 	Partnerships based on protecting asset.	Limited	To maintain asset
Unique 		May be high	May be high





CoCT Catalytic Land Development Programme (CLDP)



CoCT Catalytic Land Development Programme (CLDP)



C40 Reinventing Cities – Proposed sites

1. Athlone station	2. Moquet Farm, Diepriver
 A map of the Athlone station area in Cape Town. A red star marks the station location. Surrounding areas labeled include Sybrand Park, Hazendal, Kewtown, Silver, Athlone, Belgravia, Rondebosch East, and Crawford.	 A map of the Moquet Farm, Diepriver area. A red star marks the site location. Surrounding areas labeled include Meadowridge, Bergvliet, Elfendale, Diepriver, and De Waal.
<p>Ward 49: Cllr Rashied Adams</p> <p>Ward 60 (west side of rail line): Cllr Mark Kleinschmidt</p> <p>Subcouncil 17</p>	<p>Ward 73: Cllr Carol Bew</p> <p>Subcouncil 20</p>





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C40 Reinventing Cities – Proposed sites

3. Tygerdal, Monte Vista station	4. Kapteinsklip station, Mnandi
	
<p>Ward 27: Cllr Cecile Janse van Rensburg</p> <p>Ward 5 (north of N1): Cllr Helen Carstens</p> <p>Subcouncil 3 & 4</p>	<p>Ward 81: Cllr Daniel Christians</p> <p>Ward 82 (east of rail line): Cllr Sheval Arendse</p> <p>Subcouncil 12</p>



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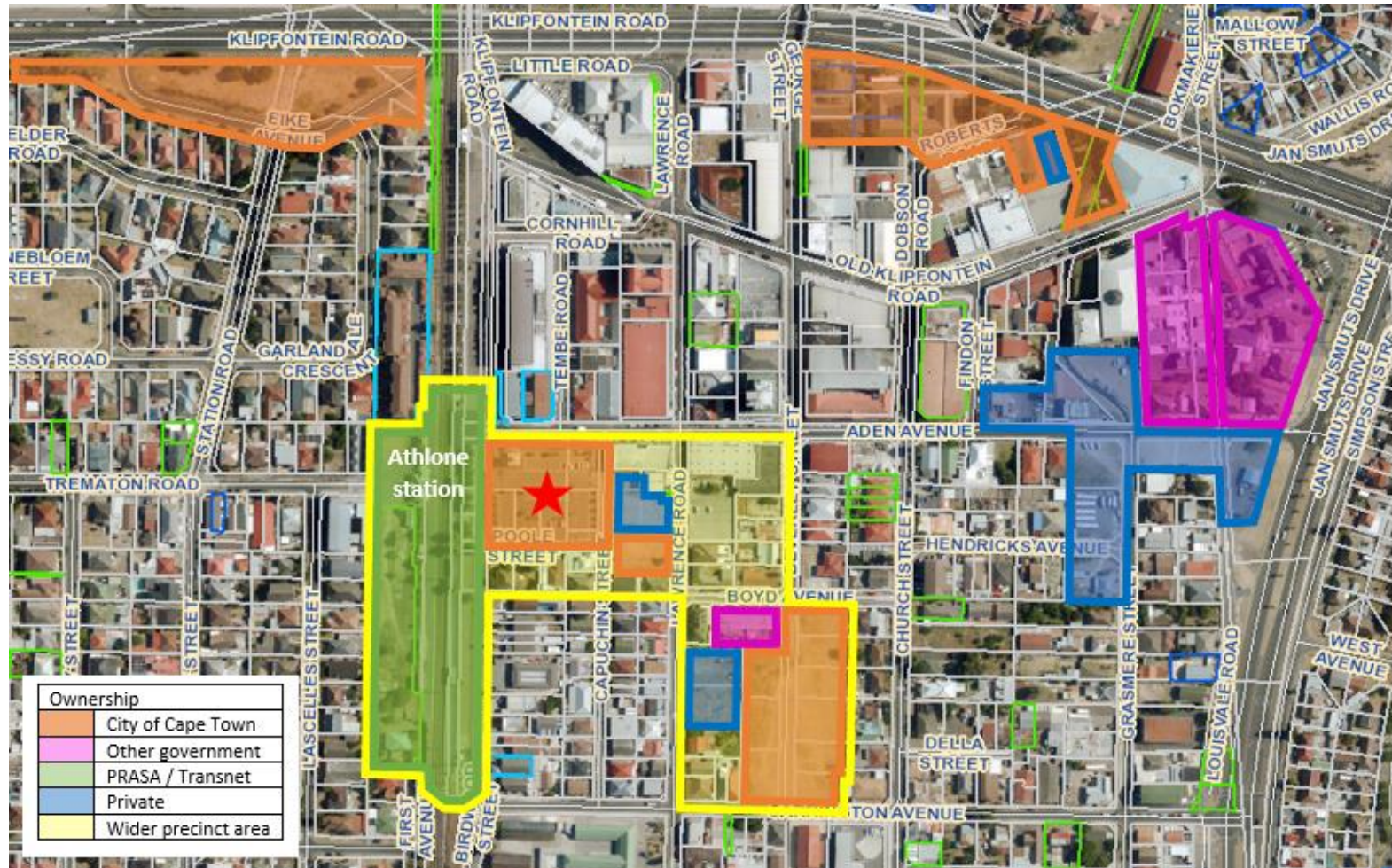
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Athlone station



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Athlone station



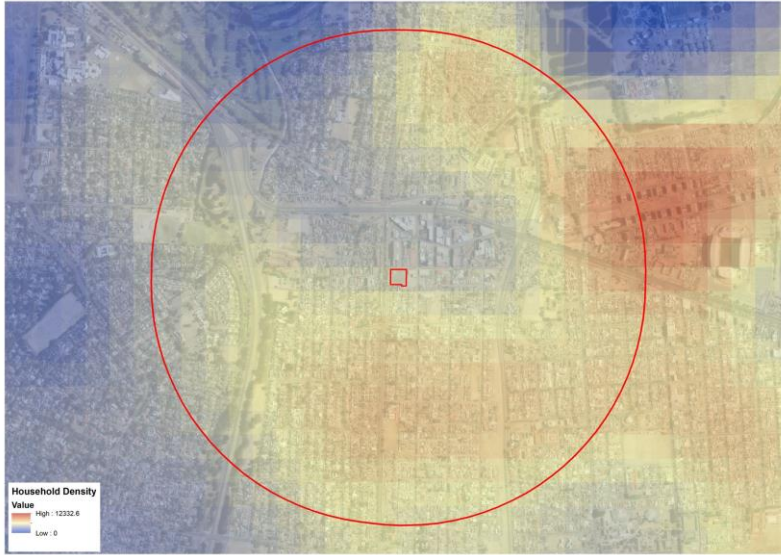
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Athlone station

Household density



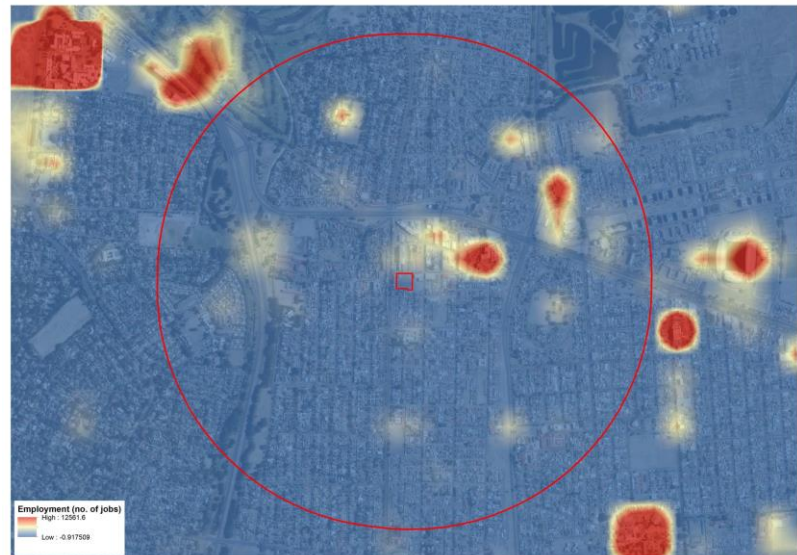
Monthly income



Social vulnerability

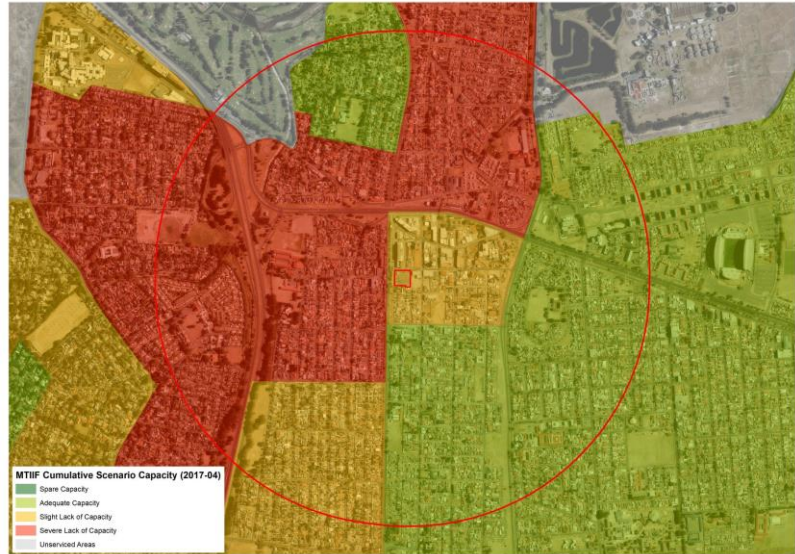


Employment density



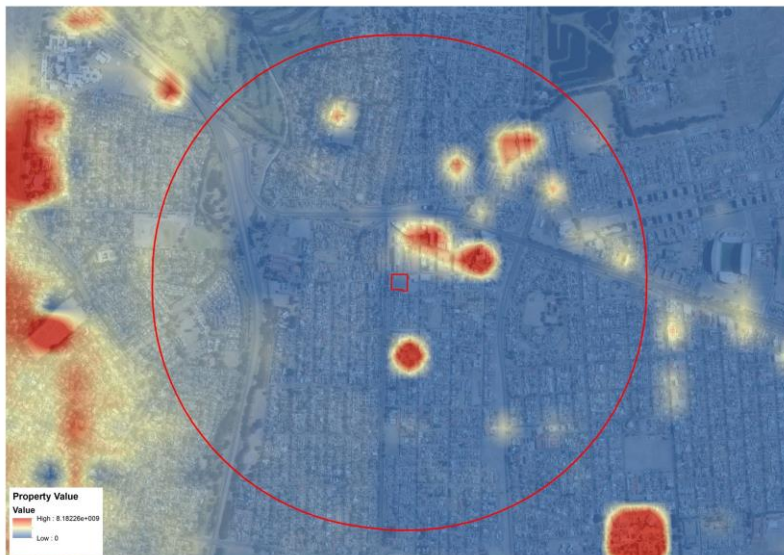
Athlone station

Land ownership



Infrastructure risk

Property value



Sales churn



Athlone station

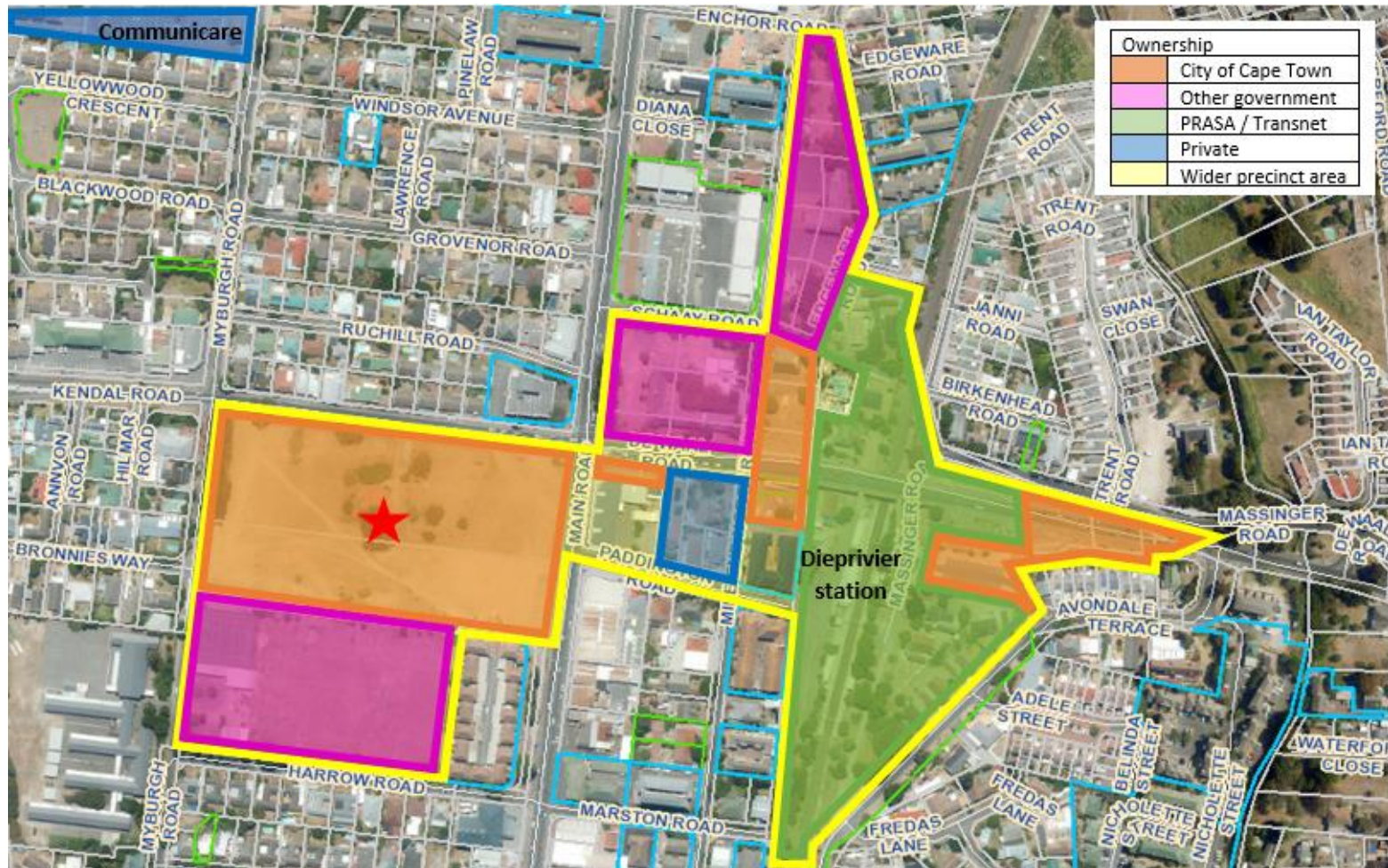
Technical considerations

- Leverage great location
- Rationalised access
- Street-building interface
- Mixed use, incl public facilities
- Upgraded public realm / pedestrianised street landscape
- Benefit to the local community
- Rezoned to MU in 2019



Moquet Farm, Dieprivier

Moquet Farm, Dieprivier



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Moquet Farm, Dieprivier



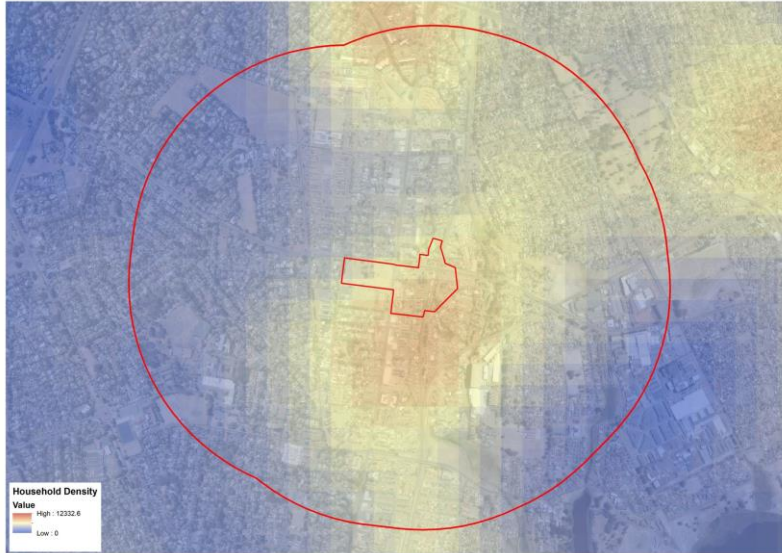
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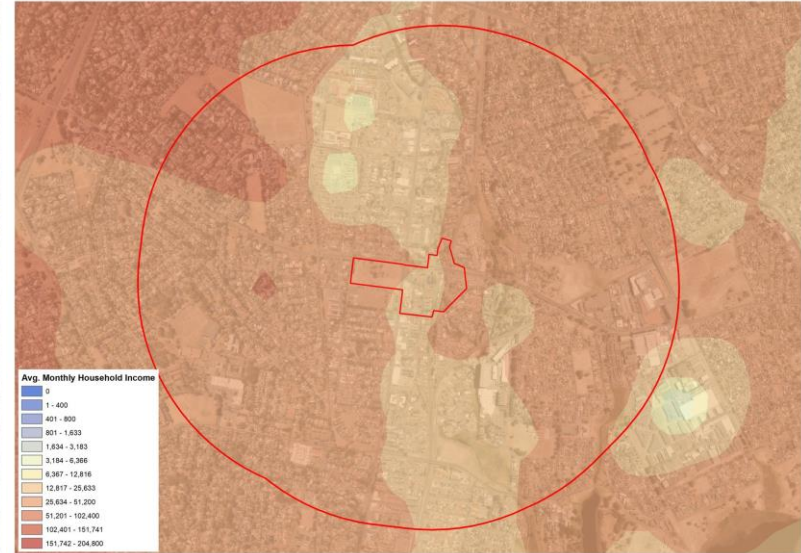
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Moquet Farm, Dieprivier

Household density



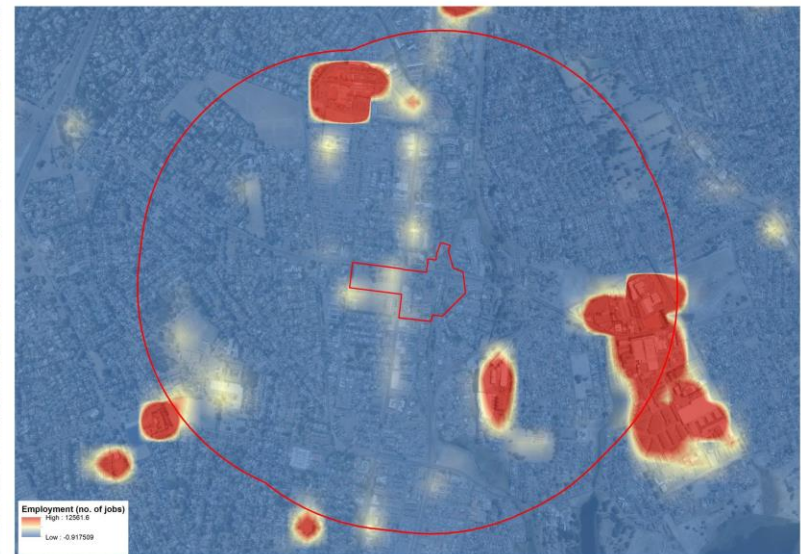
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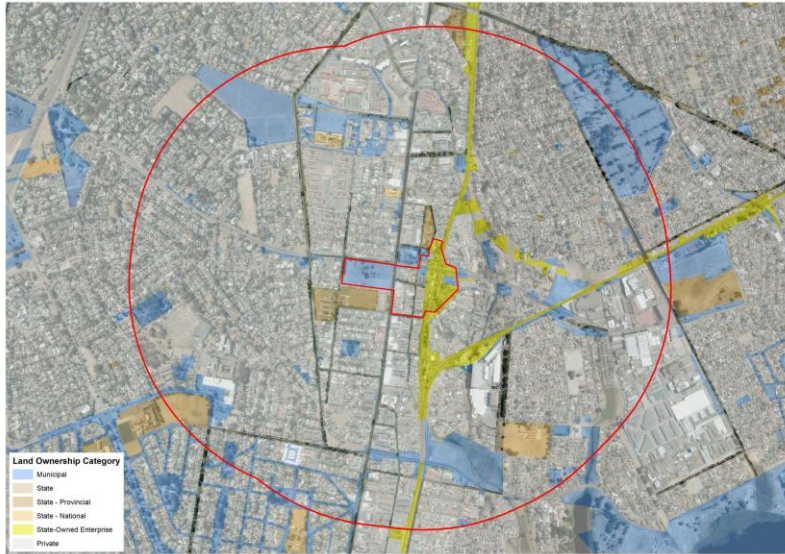


Employment density



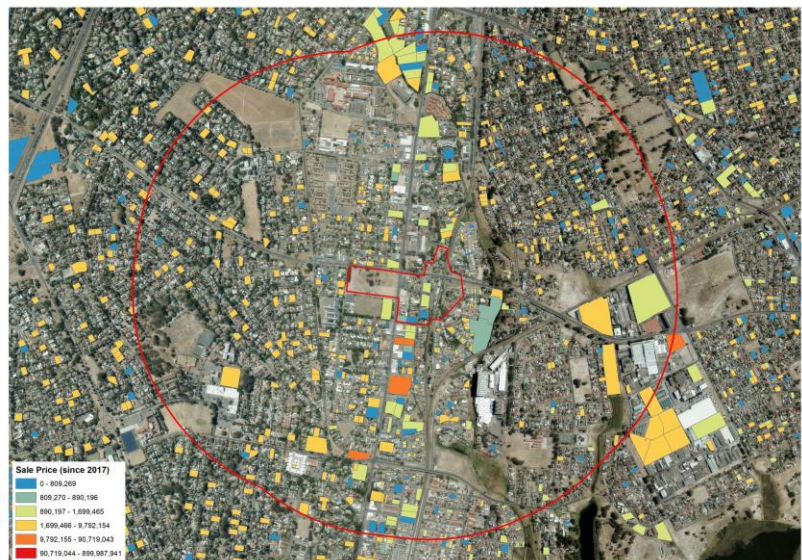
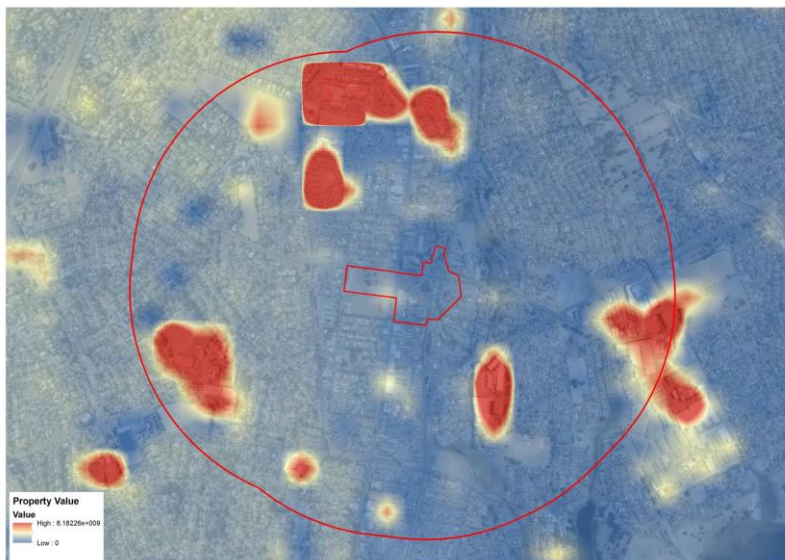
Moquet Farm, Dieprivier

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Moquet Farm, Dieprivier



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Moquet Farm, Dieprivier

Technical considerations



- Potential heritage resource - HWC
- Leverage Main Road corridor exposure
- Prominent intersection – landmark feature
- Linkage to station
- NMT opportunity to connect to river corridor
- Community benefit – quality open space element

Tygerdal depot, MonteVista station

Tygerdal, MonteVista station



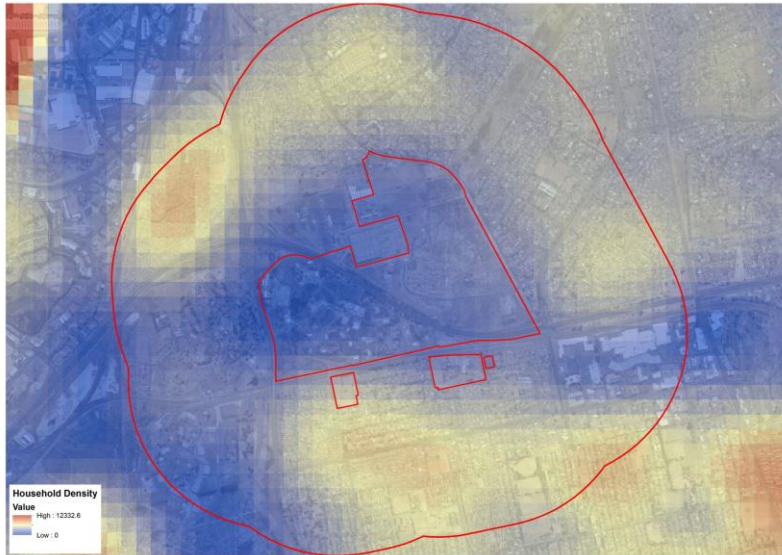
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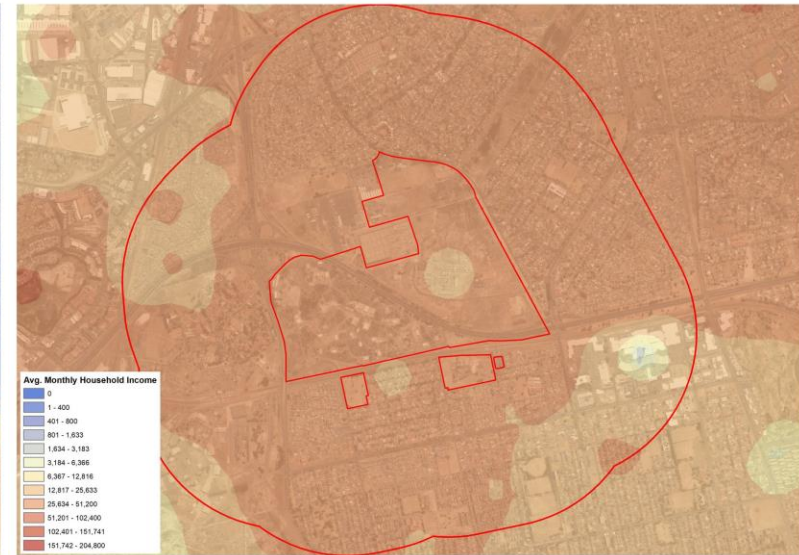
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Tygerdal, Monte Vista station

Household density



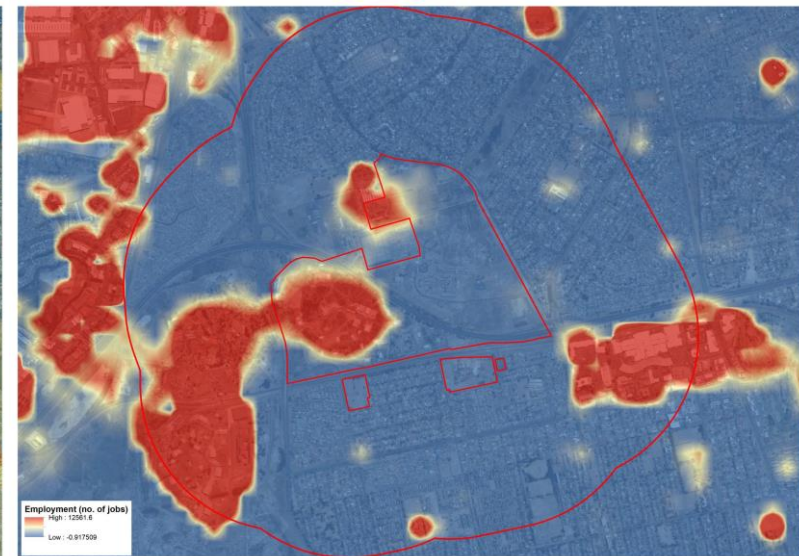
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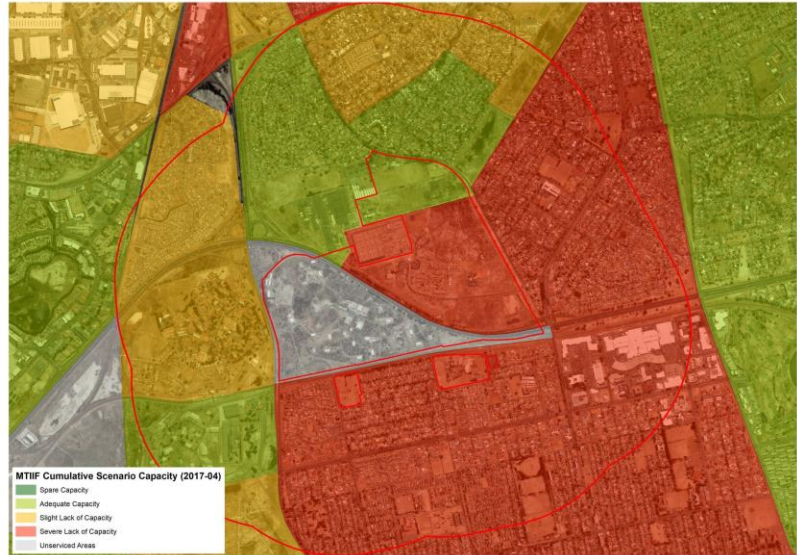


Employment density



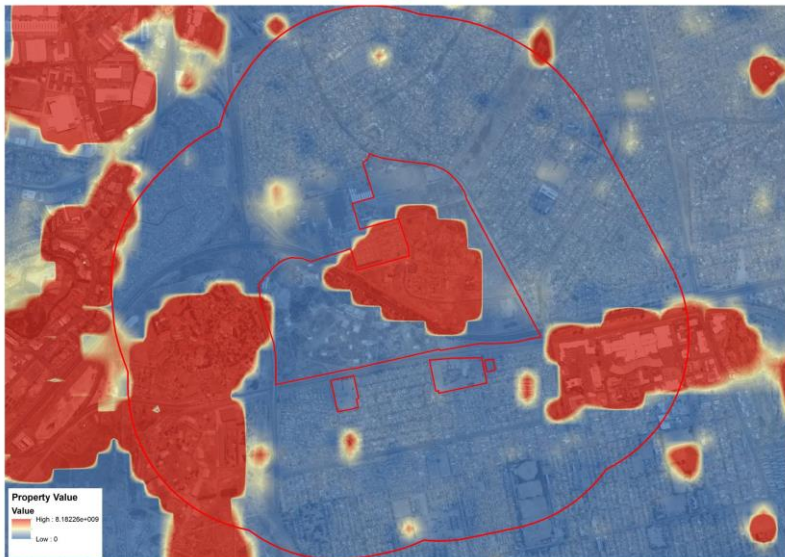
Tygerdal, Monte Vista station

Land ownership



Infrastructure risk

Property value



Sales churn





Tygerdal, MonteVista station



Technical considerations

- Leverage great location
- Stormwater function → multi-functional amenity
- Open space interface
- Station forecourt – Park & Ride facility (multi-purpose parking solution)
- Mix of uses / densities / typologies
- Active uses at station to facilitate safer environment

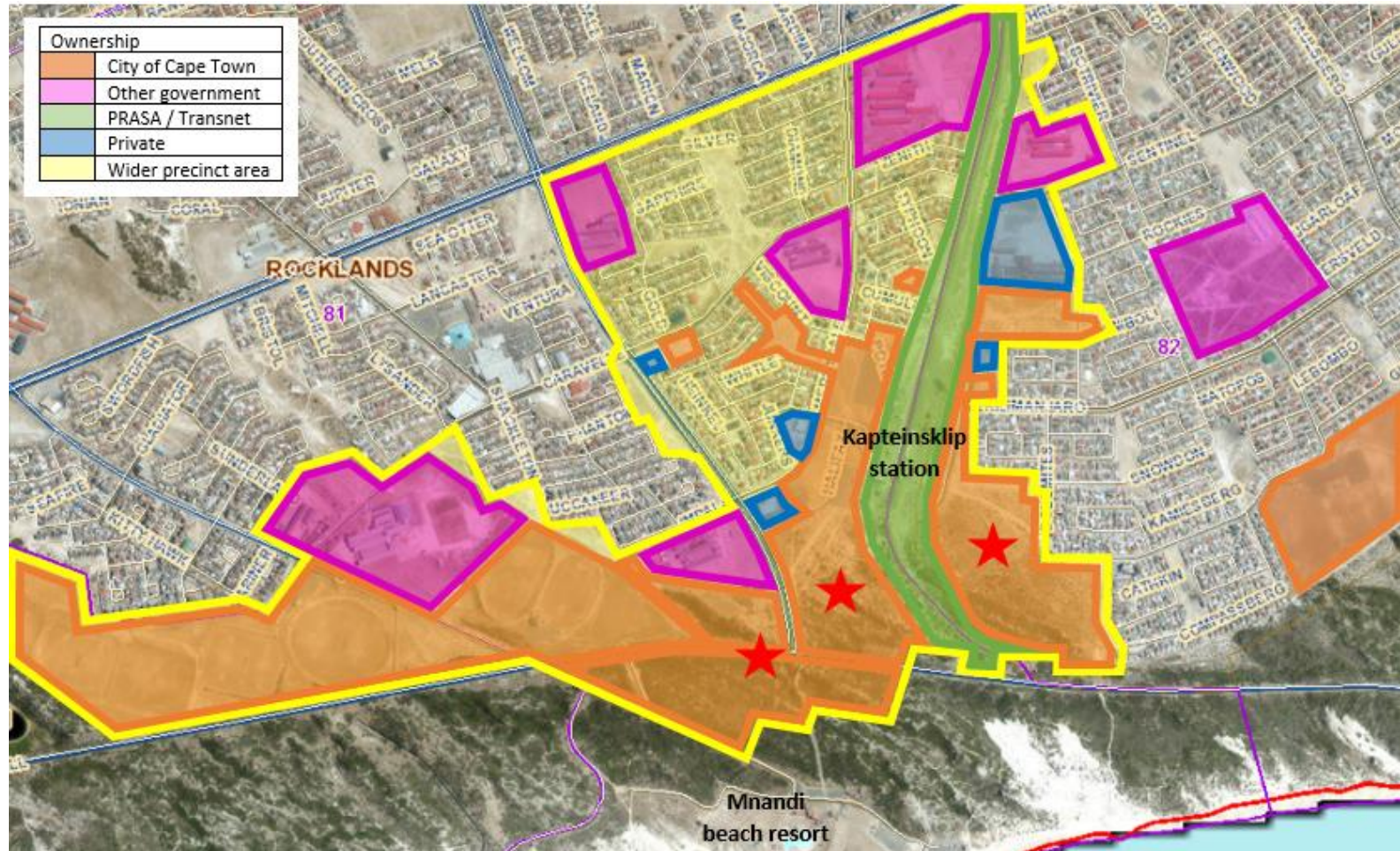


Kapteinsklip station, Mnandi



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Kapteinsklip station, Mnandi



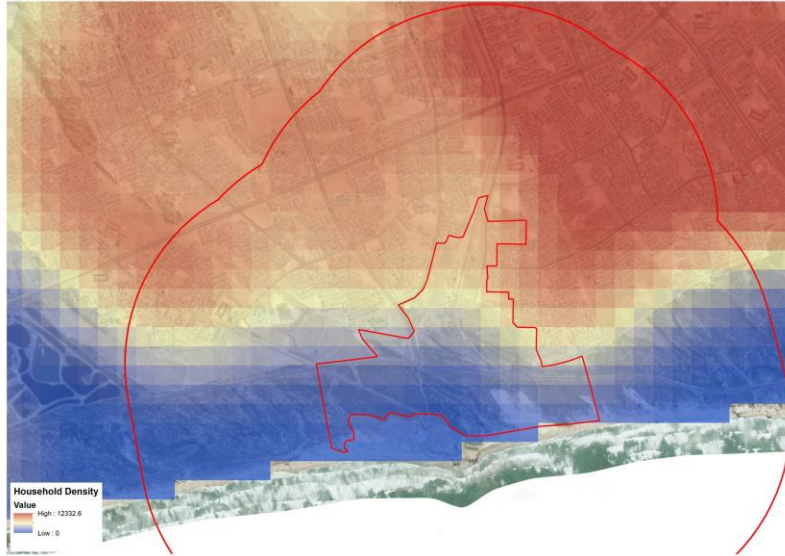
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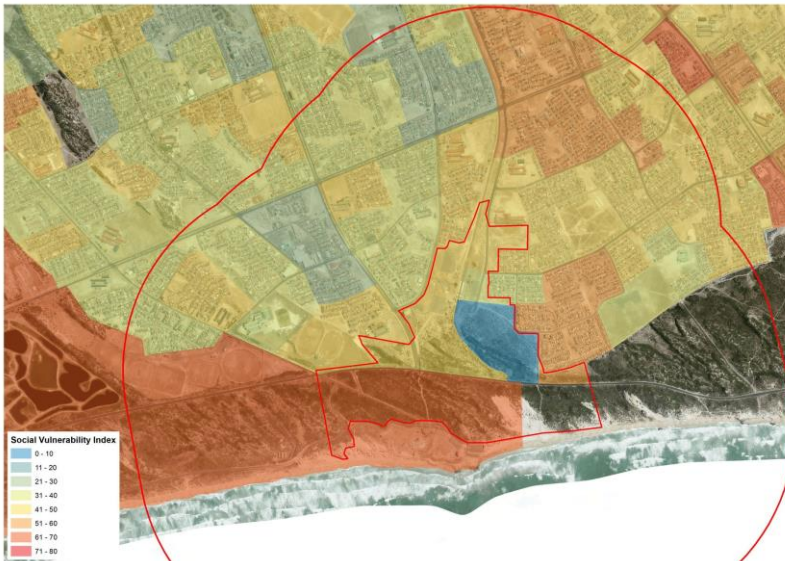
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Kapteinsklip station, Mnandi

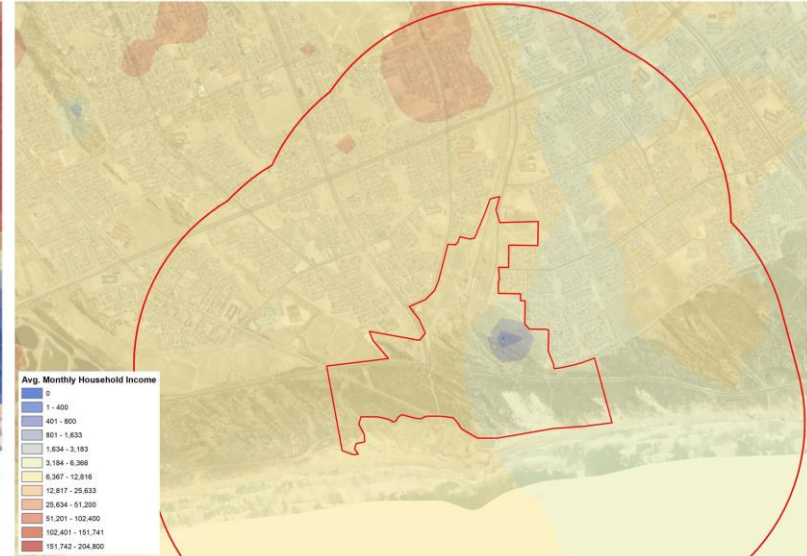
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Kapteinsklip station, Mnandi

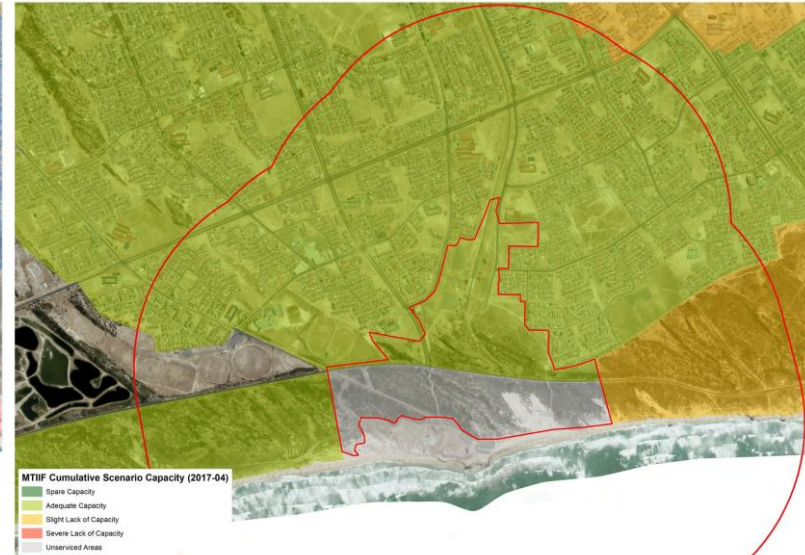
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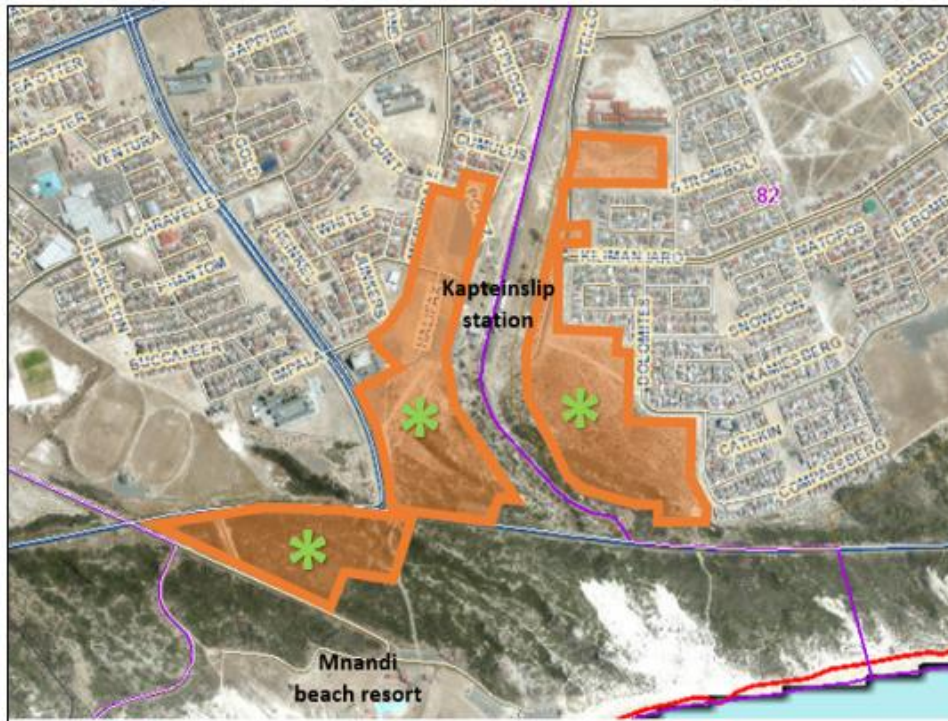






Kapteinsklip station, Mnandi

Technical considerations



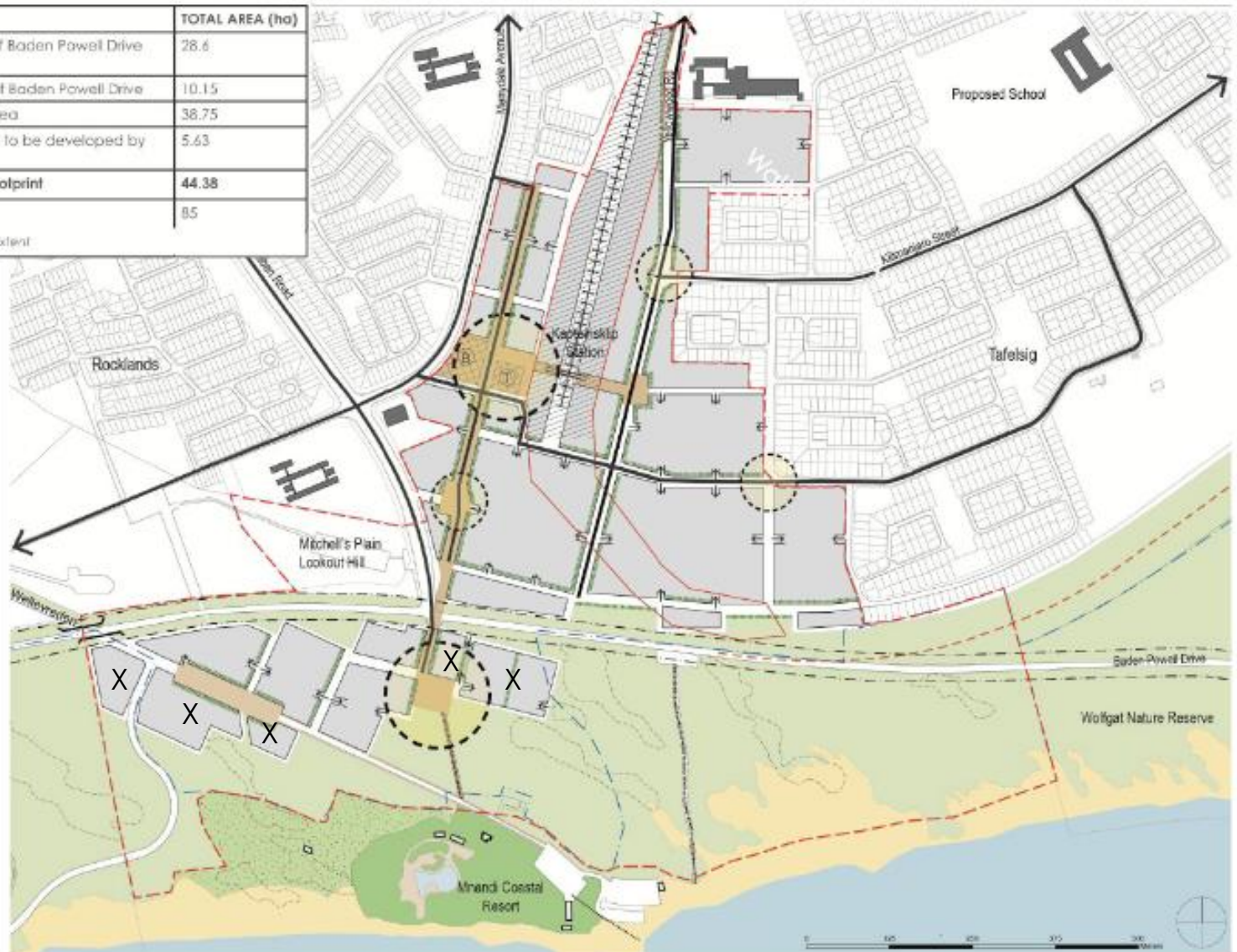
- Massive opportunity (30 ha) – phasing
- Leverage unique coastal location
- Integrate with existing coastal node
- Public realm improvement – safe NMT towards Mnandi resort
- Development framework, zoning & EIA in place, 2018
- Disused railway strip

Kapteinsklip – Development framework

	TOTAL AREA (ha)
Development North of Baden Powell Drive (excl. PRASA)	28.6
Development South of Baden Powell Drive	10.15
Total Development Area	38.75
PRASA Land Holdings- to be developed by Prasa	5.63
Total Development Footprint	44.38
Total Study Area	85

Table 1. Development Extent

- Legend
- Study Area
 - Proposed Realignment of Baden Powell Drive
 - 40m Road Reserve
 - Existing Cadastre
 - Railway Line
 - Pedestrian Route
 - Public Network (including internal trading, movement & public space)
 - Primary Access Route
 - Ex. Public Swimming Pool
 - Ex. Facility to be Removed
 - Ex. Dune Formation
 - Natural Vegetation
 - Beach
 - Sea
 - Existing Public Facility
 - Development Parcel
 - Taxi Interchange
 - Bus Interchange
 - Coastal Edge
 - PRASA Land Holding
 - PRASA Land - To be developed by PRASA
 - Vehicle Access Point
 - Primary Access Node (transport, public facilities, commercial activity, public space)
 - Community Node (public facilities, commercial activity, public space)
 - SUDS- to be supported with the location of street tree planting and open spaces



Kapteinsklip – Development framework



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Way forward



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Process & timelines



Next steps

innovation ...

imagine ...

resilience ...

bold new ideas ...

inspire ...

transform ...

leadership ...

Submit: before 15 May 2020



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Thank You

Making progress possible. Together.