



C40 Reinventing Cities Competition Cape Town Community Survey Report

28 May 2020

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1. INTRODUCTION

1.1. Purpose of the Survey

The purpose of the 'Community Survey' was to gather additional feedback from local residents and interested and affected parties, concerning their interest in the development of the selected competition sites. The survey provided interested parties an opportunity to 'have their say' regarding the development of the competition sites. An additional objective of the engagement was to encourage interested and affected parties to comment on the desired outcomes for development. The survey responses, therefore, provide quantitative and qualitative data to prospective bidders for input into the briefing process.

1.2. Purpose of this Report

The objective of this report is to summarise the views of interested and affected parties obtained from a structured questionnaire concerning the development of the four competition sites as part of the *C40 Reinventing Cities Initiative*. The findings are made available to prospective bidders to inform potential development scenarios.

1.3. Background

The *C40 Reinventing Cities Initiative* is a global competition that seeks to transform underutilised public land through the implementation of sustainable development projects with a community-focus to demonstrate the City's commitment to de-carbonised and resilient urban regeneration. Figure 1 below illustrates the timeline of the various phases of the competition.

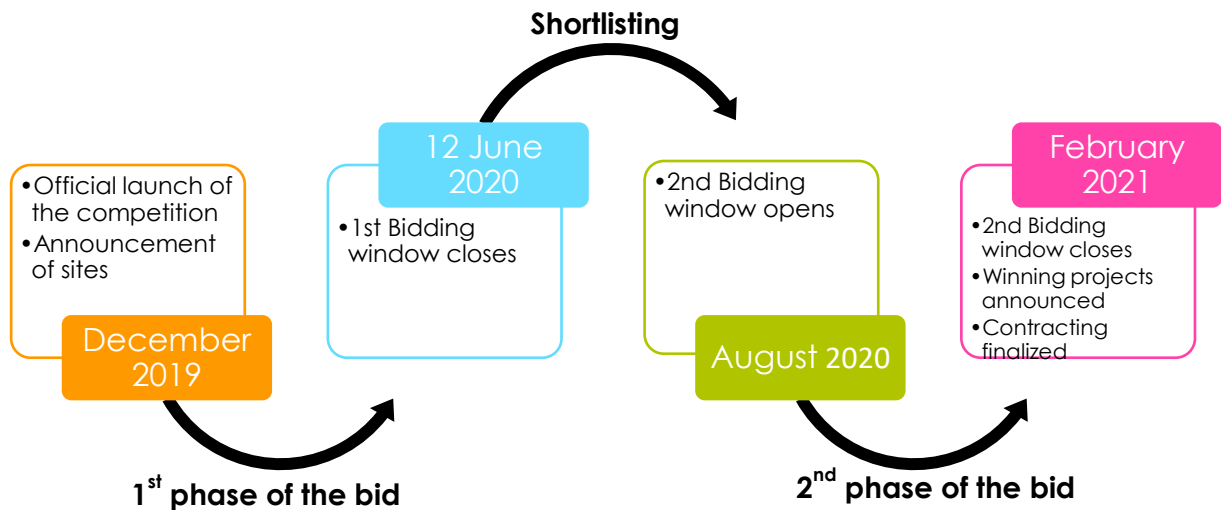


Figure 1: Timeline for C40 Reinventing cities competition

The City is participating in the competition and expects development proposals to demonstrate innovative forms of mixed-use infill urban development with high environmental performance. The competition sites are located in highly accessible locations, and therefore proposals will be expected to align with the City’s policy objectives for Transit-Orientated Development, carbon neutrality and resiliency.

1.4. Expectations for development

Athlone Station, Athlone

Development proposals should demonstrate new and innovative forms of high density, mixed commercial, residential, and community uses; including business/commercial/community uses on the lower floors and a mix of residential types, sizes, and tenures including tenure-blind affordable housing, on upper floors. In addition, proposals should incorporate community or civic elements and demonstrate surrounding public realm improvements and enhance linkages to the station and CBD.





Moquet farm, Diepriver

This site has the potential to accommodate considerable high density and mixed-use development, benefitting from commercial exposure on Main Road (the M4), as well as access to public transit locally. Bidding teams are encouraged to develop ambitious and innovative high-density commercial and residential proposals with business elements that include quality public open spaces and permeability to the local area and linkages to the station.

Tygerdal, Monte Vista station

Proposals for a residentially-led, development including a range of typologies and tenures are encouraged. The stormwater functions need to be incorporated into the development of the site and opportunities for multi-functional amenity spaces explored. This site is in close proximity to Montevista station and therefore a further consideration is the station interface and promotion of public transport (e.g. shared Park & Ride facility removing cars from the street). A safer environment should be facilitated around the station.



Kapteinsklip station, Mnandi, Mitchell's Plain

This unique site is located on the False Bay coastline immediately south of Mitchell's Plain. The site comprises a portfolio of undeveloped land parcels, underutilised and obsolete road and parking infrastructure around Kapteinsklip Station and benefits from adjoining a conservation area. The site is earmarked for the development of a new coastal node at Mnandi, comprising a mix of uses. Given its unique setting, the site is targeted for significant future mixed-use densification to strengthen its coastal nodal character, enhance

existing coastal facilities and celebrate the valuable environmental qualities and heritage of the area.

2. METHODOLOGY

A copy of the survey is presented in Appendix A. The survey was open to the public from 18 March to 15 May 2020 on the City of Cape Town and C40 Reinventing Cities websites. Initially, the survey was to run until 15 April 2020, however, due to Covid-19, Phase One competition deadline was extended and the survey as well. The survey was also publicised via social media platforms such as Facebook and Twitter.

The survey was accessible to the public and interested and affected parties were invited to access the digital interactive pdf. Once completed, the questionnaire was emailed to the mailbox created for the survey in xml format. The survey results were provided in an Excel spreadsheet form. Survey analysis was conducted utilising Microsoft Excel and Word, where various graphs and tables were produced.

A number of data challenges and limitations were experienced, the interactive pdf was not compatible on devices such as cell phones and tablets and required Internet explorer for survey completion. This may have hindered the survey response rate. A few inconsistencies were identified which required scanned surveys to be manually captured and submitted. This was to ensure that the data could be conveniently entered into a combined results spreadsheet.

A total of 117 responses were included in the analysis reflected in this report. It is important to note that 'Batch submissions' were received in relation to the Kapteinsklip site – possibly due to a privately organised public participation meeting - which may skew some statistics. These surveys were completed by 59 respondents, in which all had similar opinions expressed. All combined graphs (containing information for all four sites) within this report include Kapteinsklip batch submissions as all opinions are valued. However, where deemed appropriate, graphs excluding Kapteinsklip batch submissions (containing one response from this batch) is provided in addition.

This report therefore summarises the opinions and views expressed by all interested and affected parties who completed the questionnaire.

3. SURVEY RESULTS

Importantly, the format of this report does not follow the order of the survey but rather groups the results according to certain themes, combining questions of a similar nature, attempting that each question is covered within a theme. The themes covered in this section are as follows: - 'General Survey Respondent information'; Respondents' position on Climate Change, and Innovation'; Respondents' association with the site'; and 'Additional Ideas and comments from social media platforms'. The results illustrated in this section are both by combining the data of all sites to enable comparison between sites; and results are also illustrated separately according to a particular site to provide a focused understanding.

3.1. General Survey Respondent information

The graphs within this theme demonstrates combined results, incorporating all sites.

3.1.1. Site Association

Which of the four sites are you associated with or interested in?

<input type="checkbox"/>	Athlone Station, Athlone	<input type="checkbox"/>	Monte Vista Station, Tygerdal
<input type="checkbox"/>	Moquet Farm, Dieprivier	<input type="checkbox"/>	Kapteinsklip Station, Mnandi, Mitchells Plain

Figures 2 and 3, below illustrate the distribution of responses according to the associated sites. According to Figure 2, it is clear that Kapteinsklip received the highest number of responses (53%), whereas Athlone Station received the least number (8%).

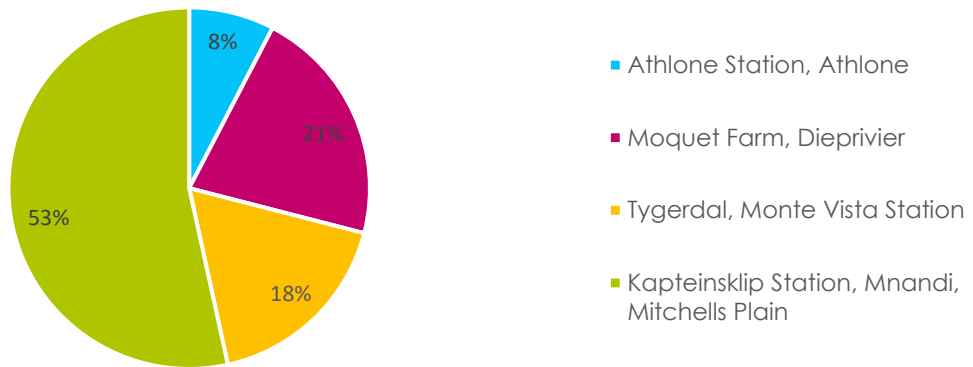


Figure 2: Distribution of responses according to the associated site (Includes Kapteinsklip batch submissions)

In contrast to Figure 2, if batch submissions were to be excluded, Figure 3, Kapteinsklip received the least number of responses (14%) and Moquet Farm the highest (40%). By comparing the two pie charts, one can observe the difference in the distribution of responses.

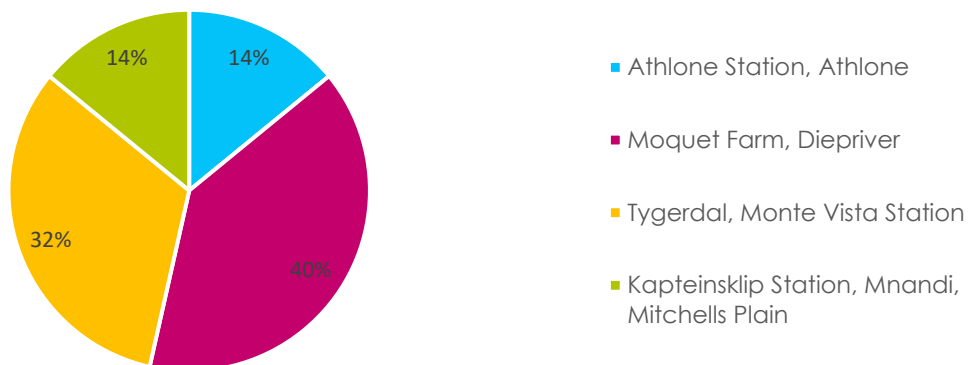


Figure 3: Distribution of responses according to the associated site (Excludes Kapteinsklip batch submissions)

3.1.2. Age distribution of respondents

What is your age group?

Under 18 18 - 24 25 - 34 35 - 44 45 - 54 55 - 64 65 +

Figure 4 below illustrates the respondents age groups to an associate site. Notably, there were no respondents' 'under 18' years of age. The highest number of responses came from the 45-54 age group and the least from between the ages of 25-34.

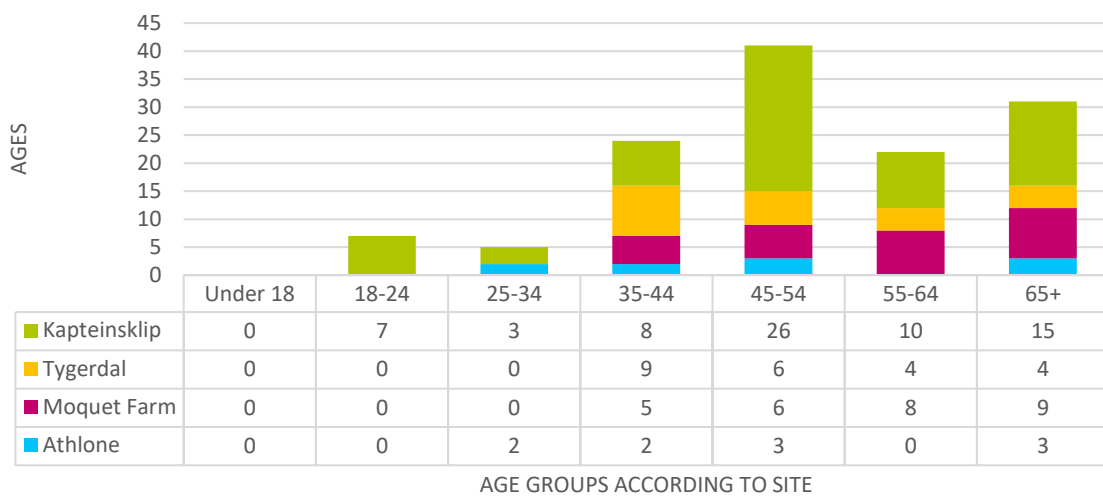


Figure 4: The respondents age group according to the associated site (Includes Kapteinskliip batch submissions)

3.1.3. Means of accessing the survey

This question aimed to identify the means by which respondents' found out about the survey. According to Figure 5, the main means of accessing the survey was through the 'other' category. Respondents' to this category noted that they found out about the survey via their ward councillor which accounted for most of the specification;

How did you hear about this survey?

Social media City of Cape Town website C40 Reinventing Cities' website Email

Other, specify

ratepayer associations; forwarded by a friend; and the neighbourhood watch. The second-highest category was via Email, whereas the lowest was via social media.

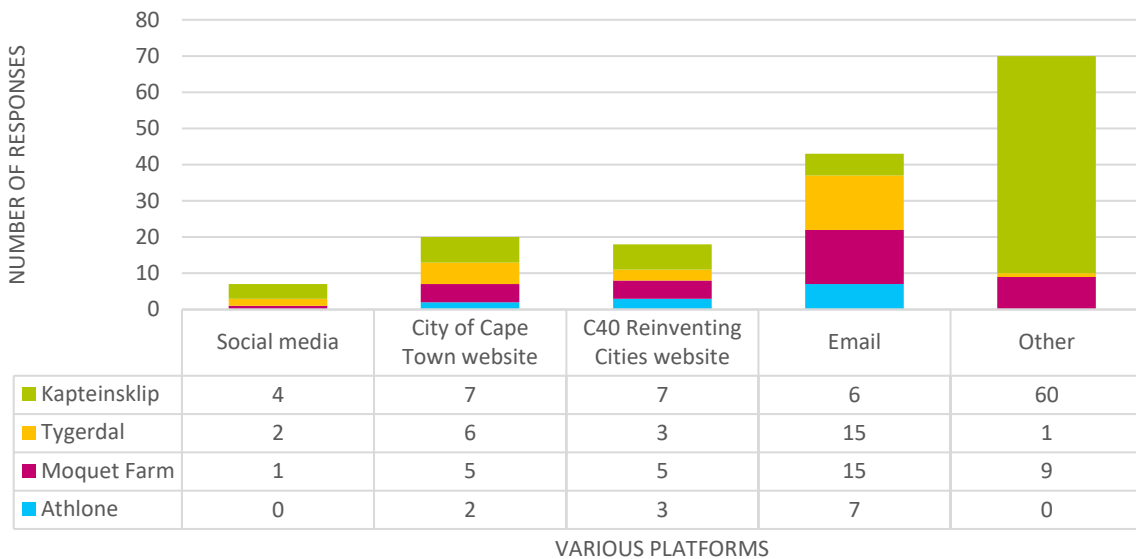


Figure 5: Means of accessing the survey (Includes Kapteinsklip batch submissions)

3.2. Respondents' position on Climate Change and Innovative Design

The graphs depicted in this theme indicate the combined results for all sites.

3.2.1. Concern about global and local climate change

How concerned are you about global and local climate change, and severe weather events?

Very concerned

Neutral

Not concerned

Figures 6 and 7, below illustrate respondents' stance and understanding of climate change. It is evident from both figures that most respondents are **'Very concerned'** about global and local climate change related matters.

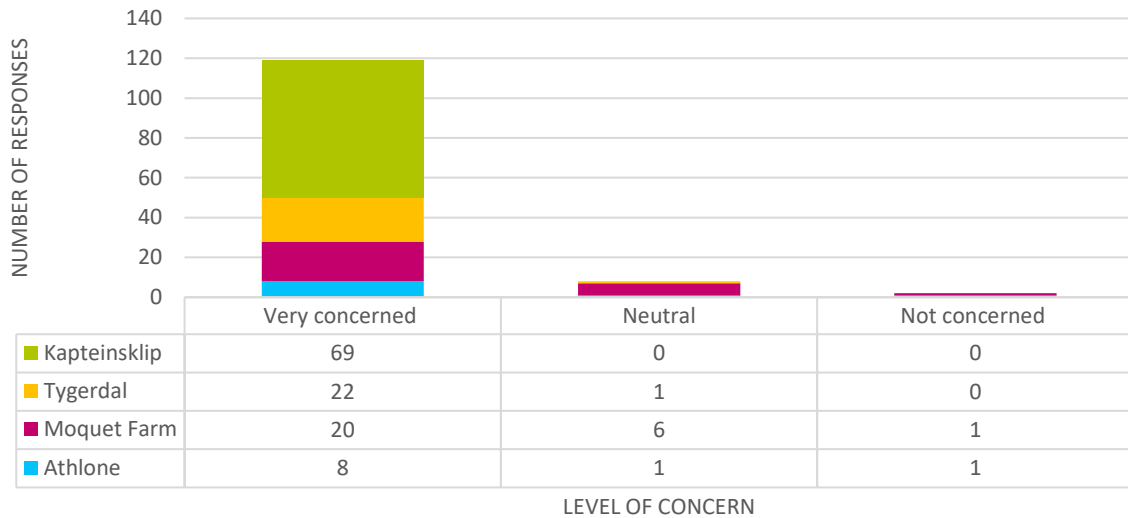


Figure 6: Position around global and local climate change, and severe weather events (Includes Kapteinsklip batch submissions)

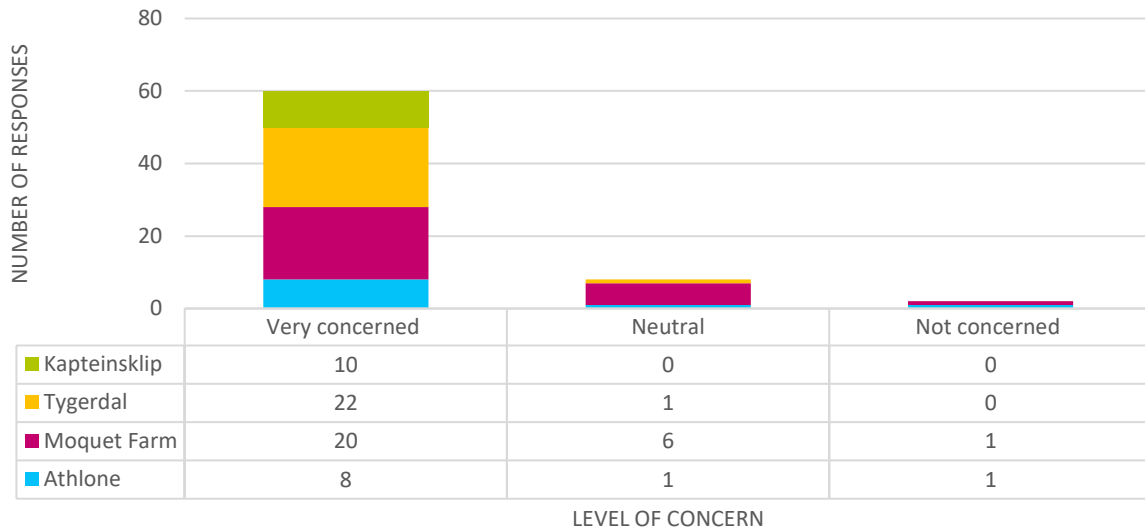


Figure 7: Position around global and local climate change, and severe weather events (Excludes Kapteinsklip batch submissions)

3.2.2. Appropriate adaptation/ mitigation measures

Should climate change and appropriate adaptation/mitigation measures be a priority in the City's policies and actions?

Strongly agree

Agree

Neutral

Disagree

According to Figure 8, the majority of respondents' agreed that Climate Change and appropriate adaptation/ mitigation measures should be prioritised in the City's policies and actions. The least number of responses were 'Neutral' or 'Disagree'.

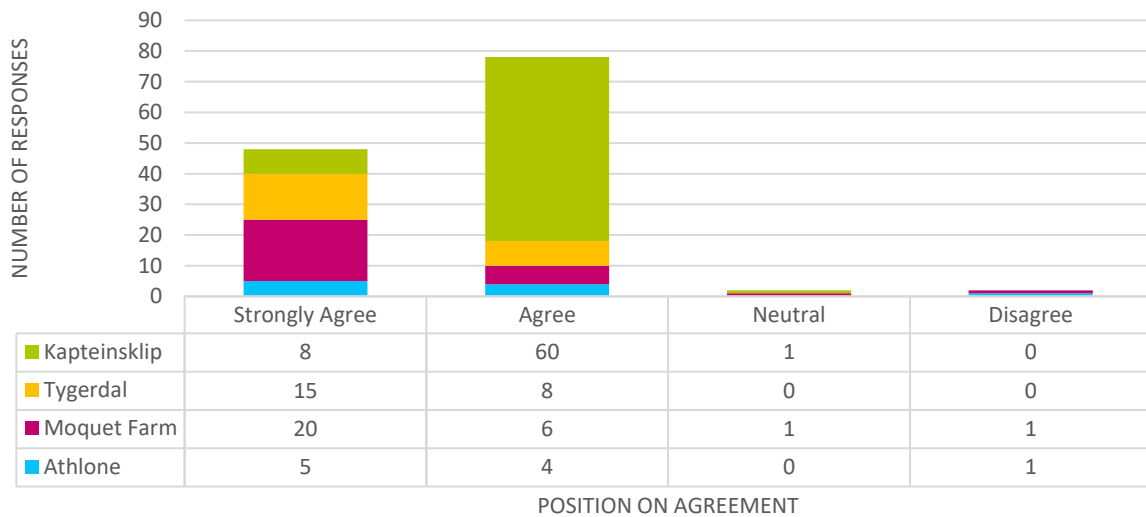


Figure 8: Position on whether climate change and appropriate adaptation/mitigation measures should be a priority in City polices (Includes Kapteinsklip batch submissions)

According to Figure 9, the majority of respondents' **“Strongly agree”** that Climate change and appropriate adaptation mitigation measures should be prioritised in the City's policies and actions. The least number of responses were **‘Neutral’** or **‘Disagree’**.

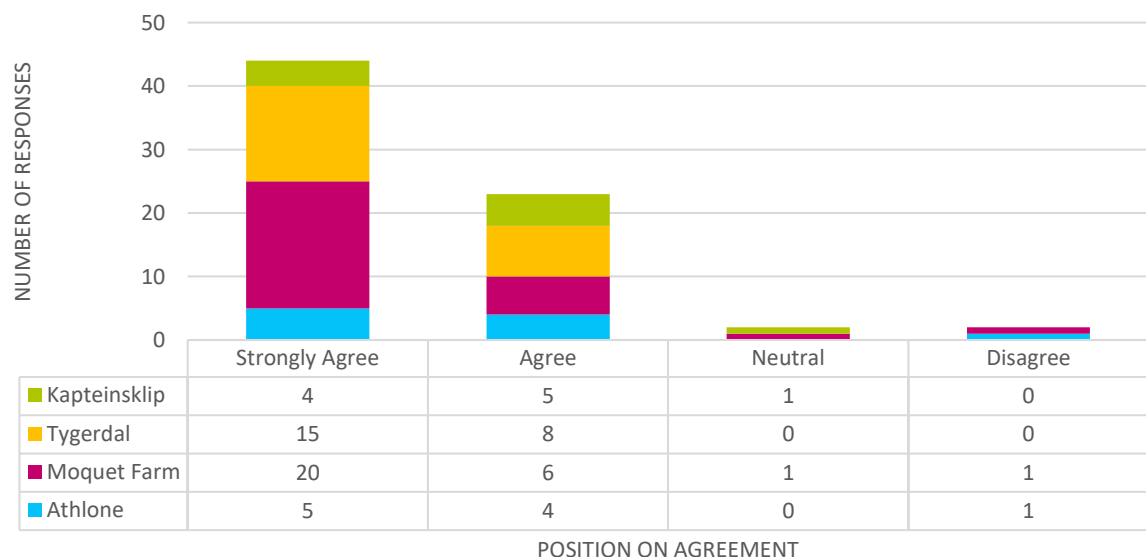


Figure 9: Position on whether climate change and appropriate adaptation/mitigation measures should be a priority in City polices (Excludes Kapteinsklip batch submissions)

3.2.3. Mitigate Climate Change

What do you think the City should focus on to mitigate climate change and to prepare for future climate risks?

- Promote new zero carbon buildings and retrofit existing buildings
- Reduce pollution and carbon impact from transportation
- Support citizens to develop a more sustainable way of living
- Prepare our city to be more climate resilient
- Shift to renewable energy
- Other, specify

Figure 10, illustrates that respondents' generally think that the City of Cape Town should focus on **'Supporting citizens to develop a more sustainable way of living'**, in order to mitigate Climate Change and to prepare for future climate risks. Comments in the **'Other'** category suggest that the population should be educated on the damaging effects of water and energy waste; the controlling of land prices to allow densification to occur, and enable land to be affordable and to mitigate urban sprawl, amongst others.

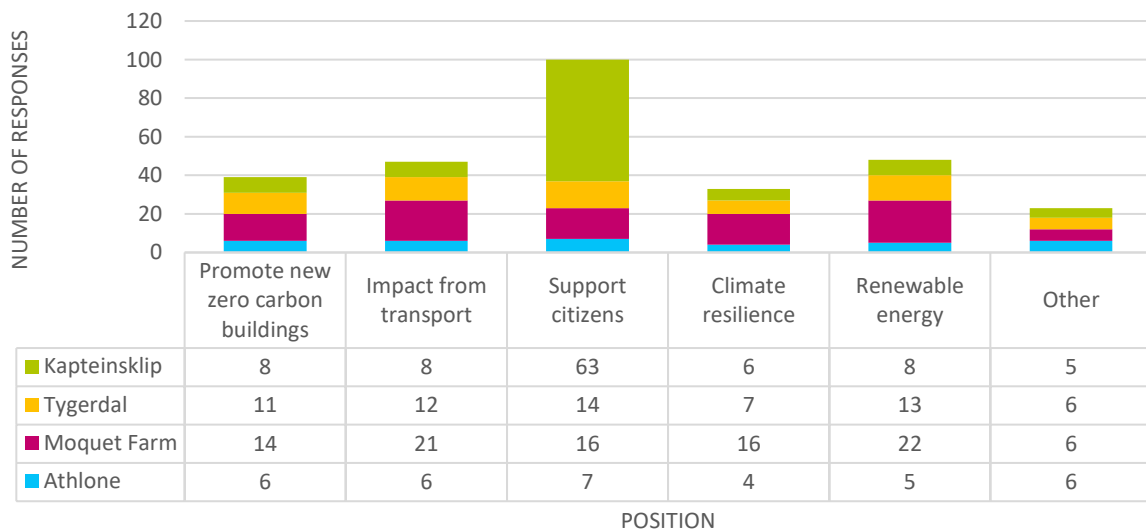


Figure 10: Position on how the City can mitigate climate change (Includes Kapteinsklip batch submissions)

Figure 11, illustrates that most respondents' think that the City of Cape Town should focus on **'Reduce pollution and carbon impact from transportation'** and **'Shift to renewable energy'**, in order to mitigate climate change and to prepare for future climate risks. Second, respondents' think that the City of Cape Town should focus on **'supporting citizens to develop a more sustainable way of living'**.

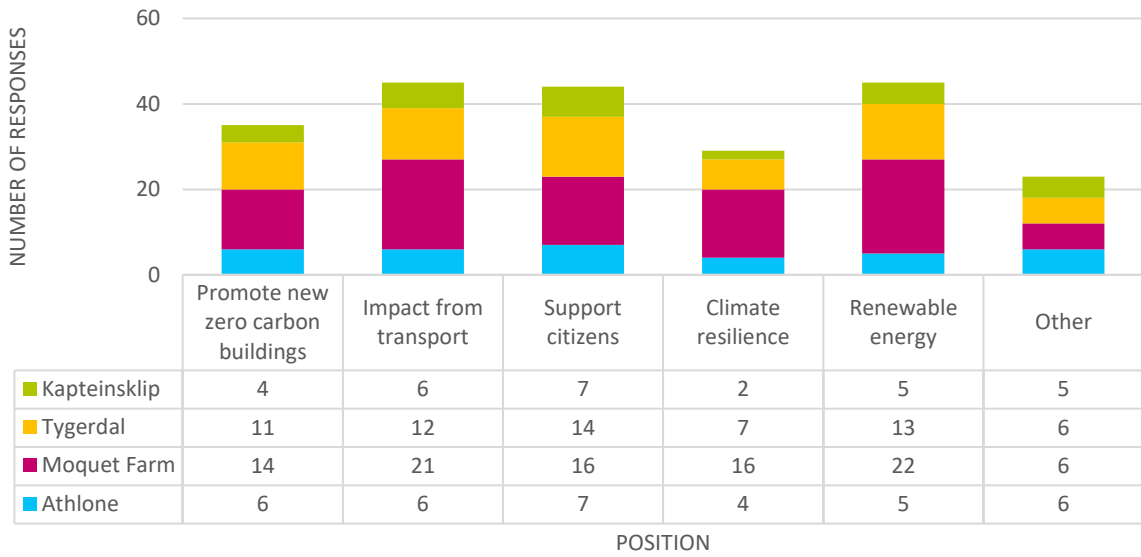


Figure 11: Position on how the City can mitigate climate change (Excludes Kapteinsklip batch submissions)

3.2.4. Importance of innovative design

How important is it for the project to have an innovative design?

Very important

Important

Not important

This question aimed to identify what the respondent found most suitable, results illustrated in Figures 12 and 13. The majority of respondents to all four sites felt that it was **‘Very important’** that project proposals incorporate innovative design.

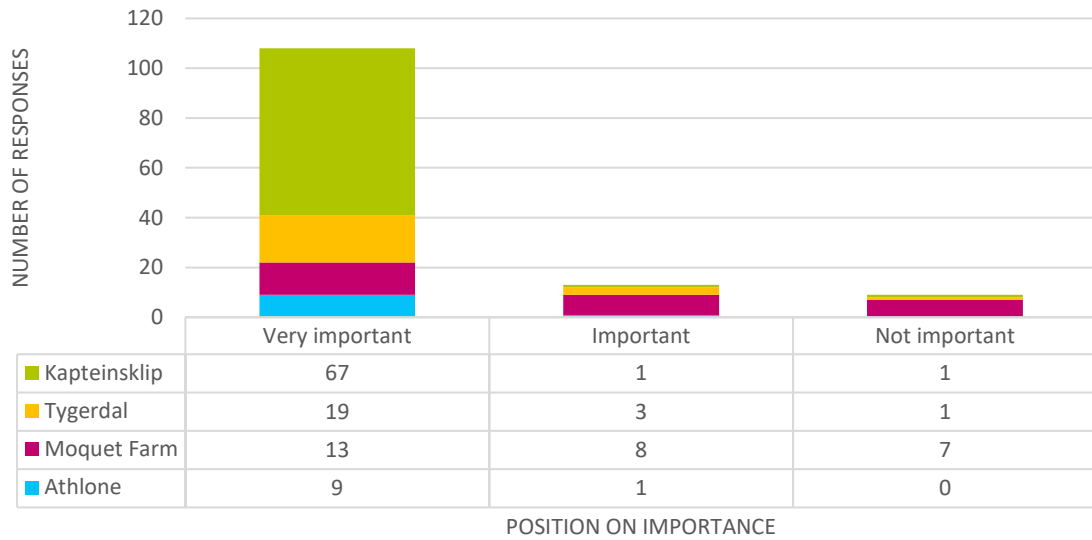


Figure 12: Position on the importance of incorporating innovative design (Includes Kapteinsklip batch submissions)

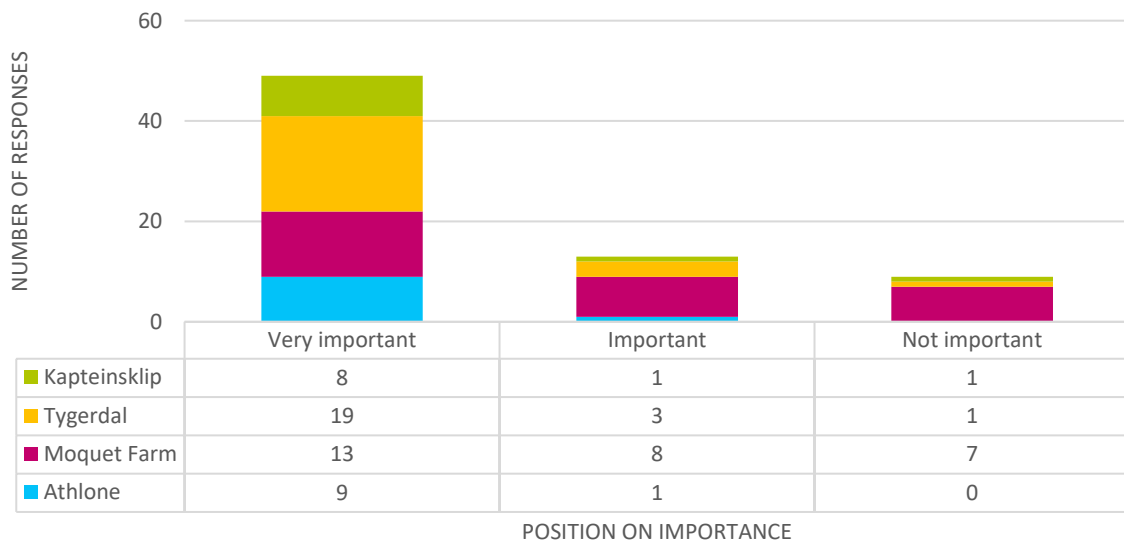


Figure 13: Position on the importance of incorporating innovative design (Excludes Kapteinsklip batch submissions)

3.3. Respondents' association with the site

The graphs within this theme indicate results according to a particular site.

3.3.1. Relationship with the site

What is your relationship with the site or associated area?

<input type="checkbox"/> Resident	<input type="checkbox"/> Worker
<input type="checkbox"/> Land or property owner	<input type="checkbox"/> Student
<input type="checkbox"/> Commute through the area	<input type="checkbox"/> Other, specify <input type="text"/>

This question aimed to identify the respondent's relationship with the site.

Athlone Station

Figure 14, illustrates that the responses for Athlone Station are predominantly from the 'Other' category (46%). This category included parties such as quantity surveyors, property development consultants, non-profit organisations, including a C40 competition entrant. Apart from that, the residents of the area make up the second-largest group for response rate with 23%.

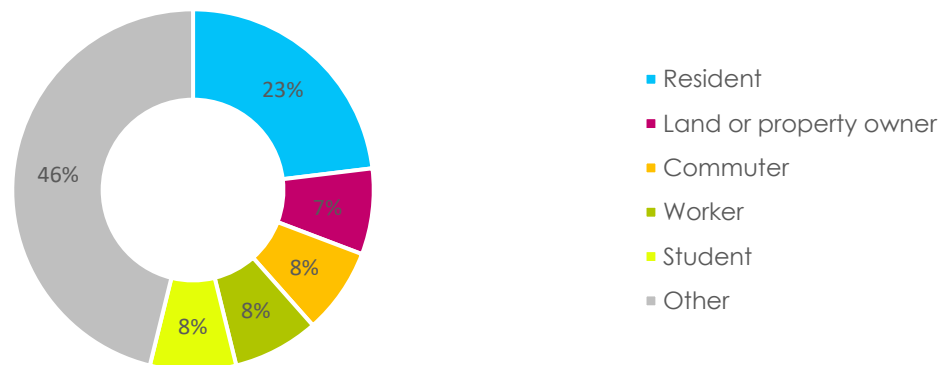


Figure 14: The respondent's relationship with the Athlone Station site

Moquet Farm, Diepriver

Figure 15 illustrates that the responses for Moquet Farm are predominantly **'Residents'** and **'Other'**, both 29%. These are the main users associated with the site. The **'Other'** category contained professionals (e.g. architects and quantity surveyors, as well as civic associations and bidding teams).

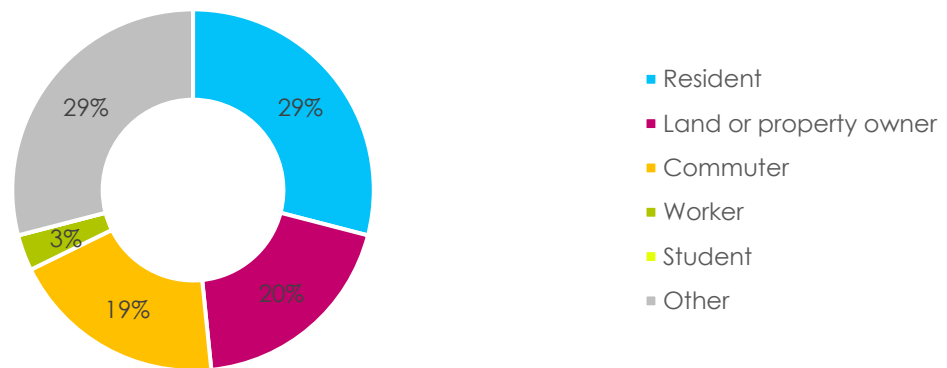


Figure 15: The respondent's relationship with the Moquet Farm site

Monte Vista station, Tygerdal

Figure 16 illustrates that respondents to the Tygerdal site were predominantly **'Residents'** (39%). The second highest response rate came from the **'Other'** category, 36% made up of ratepayer associations, C40 entrants, property developers and partners of The City of Cape Town.

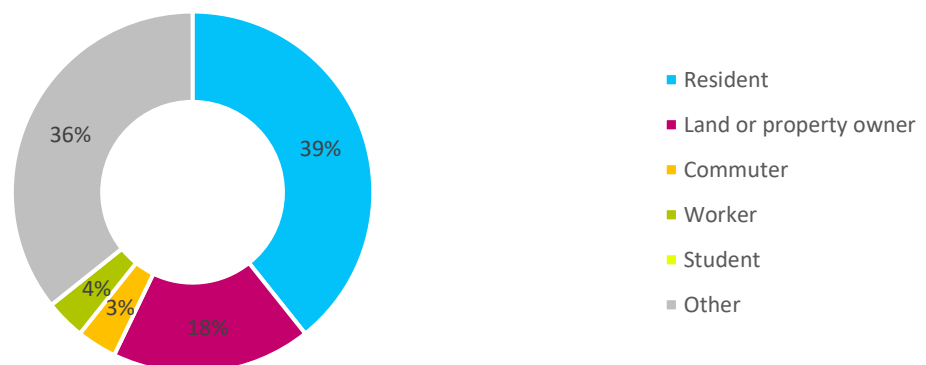


Figure 16: The respondent's relationship with the Tygerdal site

Kapteinsklip station

The majority of the respondents to the Kapteinsklip site were **'Residents'** as illustrated in Figure 17. One must bear in mind that the public participation meeting held with the residents produced 59 of the 69 responses for this site. **'Other'** respondents included professionals such as architects in the area and a C40 entrant.



Figure 17: The respondent's relationship with the Kapteinsklip site (Includes Kapteinsklip batch submissions)

3.3.2. Frequent use of the site

How often do you use the particular site?

Not at all Daily Weekly Monthly Yearly

If you visit the site, provide us with the reason why:

Athlone Station

Figure 18, illustrates that most respondents' do not utilise the site either 'At all', whereas no respondents' utilise the site on a monthly and yearly basis. Respondents that utilise the site daily and weekly noted that they visit the site because they are seeking information about tenders; they hand out food parcels and sanitary items for the homeless people within the area; the site is a part of their daily commute to work, and others collect family members from the train station.

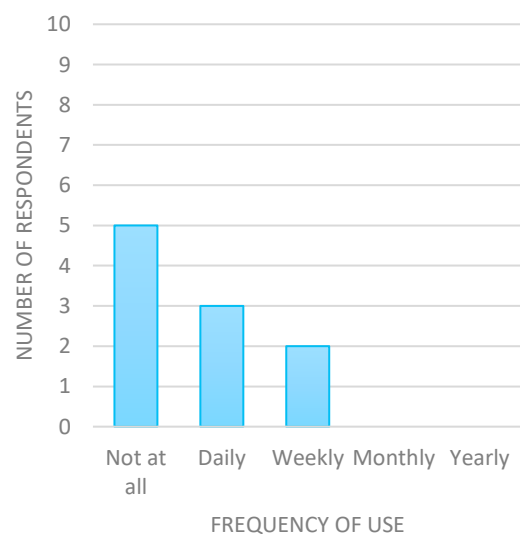


Figure 18: Frequency of use of the Athlone Station site

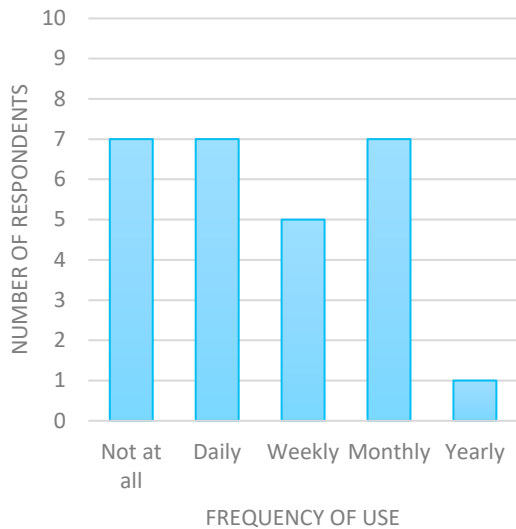


Figure 19: Frequency of use of the Moquet Farm site

Moquet farm, Diepriver

As Figure 19 illustrates, there is an equal number of respondents', making use of the site daily, monthly and 'Others' do not make use of the site at all. Those who frequent the site use it for parking purposes and as a recreational area.

Monte Vista station, Tygerdal

Figure 20 illustrates that the majority of the respondents do not use the site at all. This may be explained by Figure 16 indicating that only 39% of the respondents were residents in the area, and that the site's use, a waste recycling facility, the majority of users would come from further afield to use it to dump their garden waste.

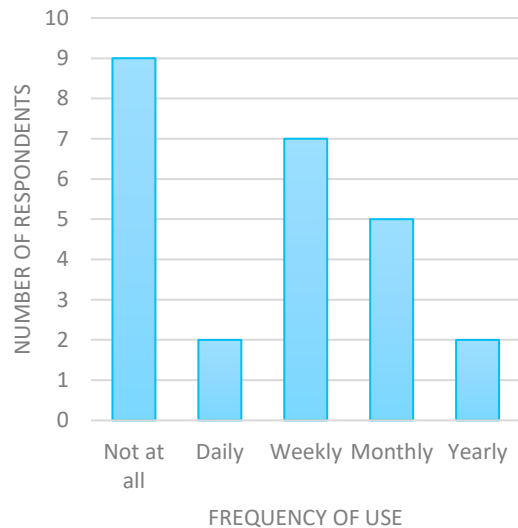


Figure 20: Frequency of use of the Tygerdal site

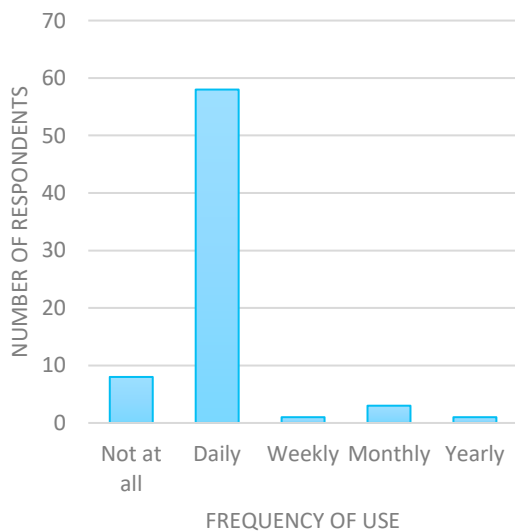


Figure 21: Frequency of use of the Kapteinsklip site (Includes Kapteinsklip batch submissions)

Kapteinsklip station

Figure 21 illustrates that 58 of the respondents' use this site daily. As 'Residents' were predominantly the respondents for this survey (refer to figure 17). These residents all indicated that they use the site for cultural reasons. Additionally, responses came from people who do not use the site at all but are professionals in the area.

Kapteinsklip station

Excluding Kapteinsklip batch submissions, Figure 22, illustrates that 6 of the respondents do not utilise the site at all, where as none of them use the site on a daily basis.

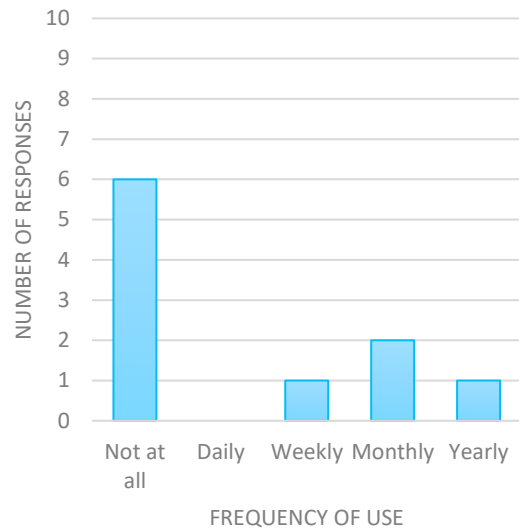


Figure 22: Frequency of use of the Kapteinsklip site (Excludes Kapteinsklip batch submissions)

3.3.3. Modes of transport

Select the mode(s) of transport that you use in and around the site or associated area:

<input type="checkbox"/> Car	<input type="checkbox"/> Walking	<input type="checkbox"/> Minibus taxi
<input type="checkbox"/> Bus	<input type="checkbox"/> Cycling	<input type="checkbox"/> Train: How frequently do you use the train?
		<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly

This question aimed to establish the mode of transportation used by respondents and traffic flow into the area. All sites have access to a train station in close proximity. This question sought to illustrate the frequency of train use by respondents – a proxy for the use of the train station.

Athlone Station

Figure 24, indicates that 57% of the respondents' use cars as the primary mode of transport. While the second most utilised mode of transport was the train (22%). Figure 23, illustrates that the train is predominantly utilised on a weekly and monthly basis.

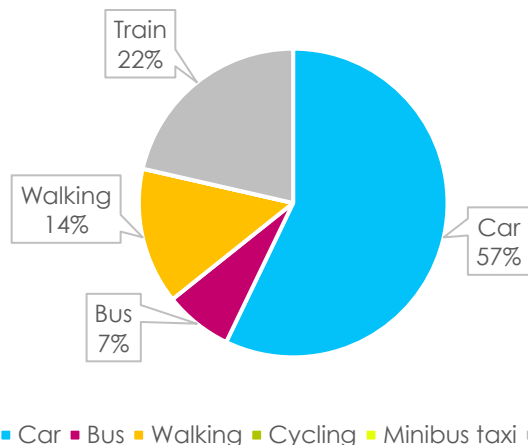


Figure 24: Mode of transport used in and around Athlone Station site

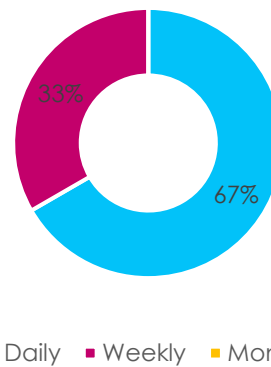


Figure 23: Frequency of train use for the Athlone Station site

Moquet farm, Diepriver

Figure 25 indicates that the primary mode of transport utilised in the area is the car (66%) while walking was the second most used mode of transport (17%). Figure 26 illustrates that the train is utilised on a monthly basis only.

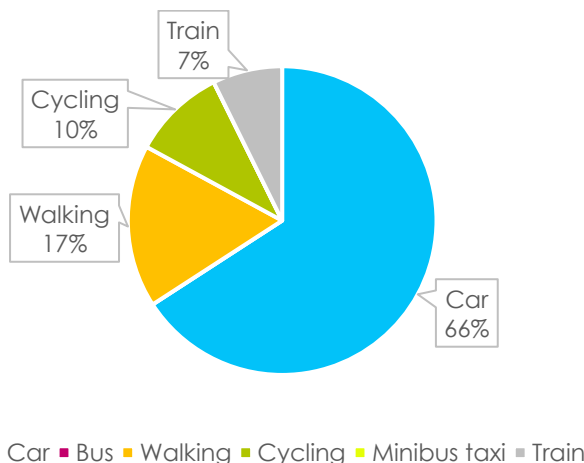


Figure 25: Mode of transport used in and around Moquet Farm site

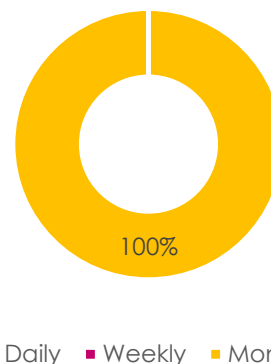
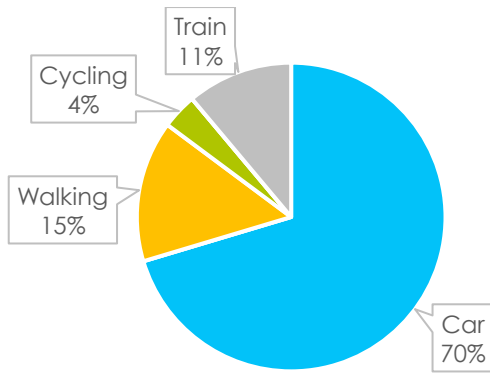


Figure 26: Frequency of train use for the Moquet Farm site

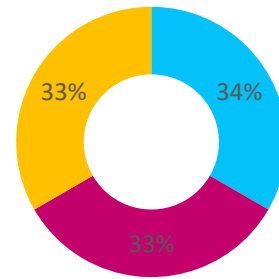
Monte Vista station, Tygerdal

Figure 28 indicates that 70% of the respondents used the car as the primary mode of transport, while 19% of the respondents utilise non-motorised transport such as walking (15%) and cycling (4%). Figure 27 illustrates how often respondents utilising the train. The majority of respondents, utilise the train on a daily basis with 34%.



■ Car ■ Bus ■ Walking ■ Cycling ■ Minibus taxi ■ Train

Figure 28: Mode of transport used in and around the Tygerdal site

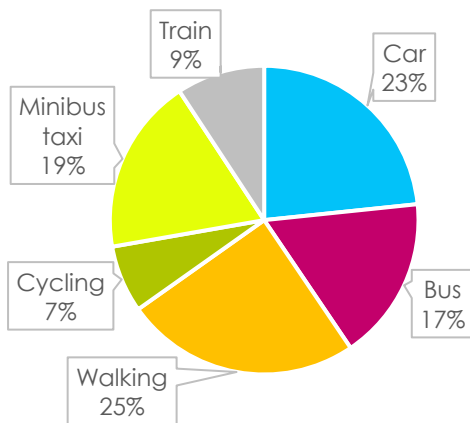


■ Daily ■ Weekly ■ Monthly

Figure 27: Frequency of train use for the Tygerdal site

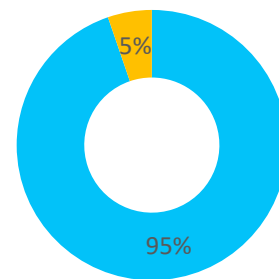
Kapteinsklip station

According to Figure 29 various modes of transport are utilised around the Kapteinsklip site with the most predominant being walking, cars and the minibus taxi. Figure 30 illustrates the frequency of train use (9%) of those that utilise train 95% utilise it daily.



■ Car ■ Bus ■ Walking ■ Cycling ■ Minibus taxi ■ Train

Figure 29: Mode of transport used in and around Kapteinsklip site (Includes Kapteinsklip batch submissions)



■ Daily ■ weekly ■ Monthly

Figure 30: Frequency of train use for the Kapteinsklip site (Includes Kapteinsklip batch submissions)

According to Figure 31 the car is the most utilised transport mode with 45%. Figure 32 indicates that the train is utilised on a monthly basis, by 5% of respondents' using train as a mode of transport.

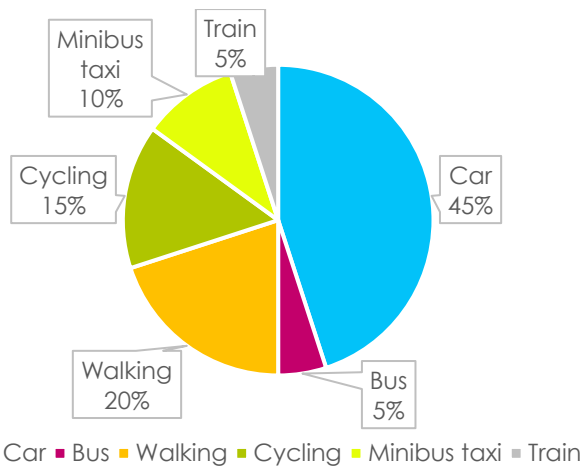


Figure 31: Mode of transport used in and around Kapteinsklip site (Excludes Kapteinsklip batch submissions)

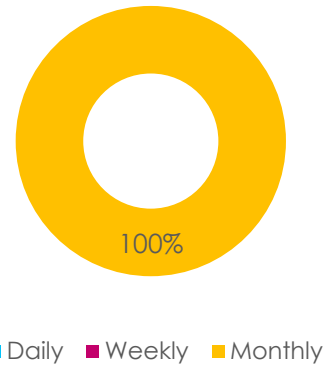


Figure 32: Frequency of train use for the Kapteinsklip site (Excludes Kapteinsklip batch submissions)

3.4. Challenges and opinions for the potential development of the site

3.4.1. Main challenges

What do you think are the three main challenges facing the area?

<input type="checkbox"/> Crime and grime	<input type="checkbox"/> Inadequate housing opportunities
<input type="checkbox"/> Health risks	<input type="checkbox"/> Lack of employment opportunities
<input type="checkbox"/> Low densities	<input type="checkbox"/> Inadequate access to safe public transport facilities
<input type="checkbox"/> Lack of integrated land uses	<input type="checkbox"/> Congestion
<input type="checkbox"/> Poor built environment design	<input type="checkbox"/> Inadequate infrastructure capacity
<input type="checkbox"/> Inadequate educational facilities	<input type="checkbox"/> Other, specify <input type="text"/>

This question provides an indication of what the area is lacking in the view of respondents, and therefore indicates what could potentially be incorporated into prospective development proposals. The City's Mayoral Committee Member for Spatial Planning and Environment stressed the importance of proposed developments addressing the challenges outlined in the IDP.

Athlone Station

According to Figure 33, **'Inadequate access to safe public transport facilities'**, **'Crime and grime'**, and **'Poor-built environment design'** are the three main challenges facing the Athlone Station precinct. The comments under the **'Other'** category indicate that facilitating better rail travel was important. A respondent noted that each of the four sites have their own advantages and challenges.

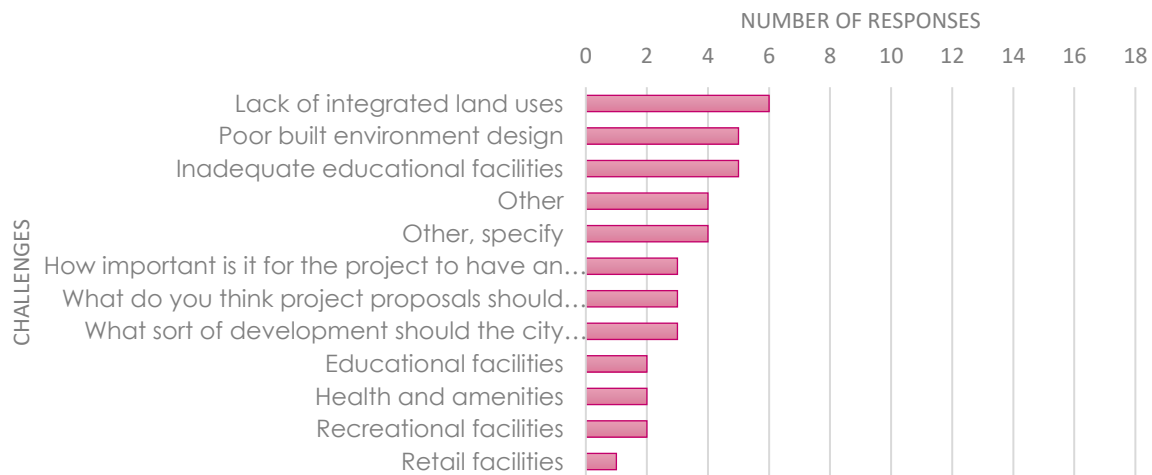


Figure 33: Challenges facing the Athlone Station sites area

Moquet farm, Diepriver

According to Figure 34, the three main challenges facing the area are **'Crime and grime'**, **'Lack of employment opportunities'** and **'Congestion'**. Moquet Farm is situated near a busy intersection, along Main Road - not surprising that traffic congestion is an issue, as noted by many respondents'. The use of public transport instead of private vehicle can mitigate congestion.

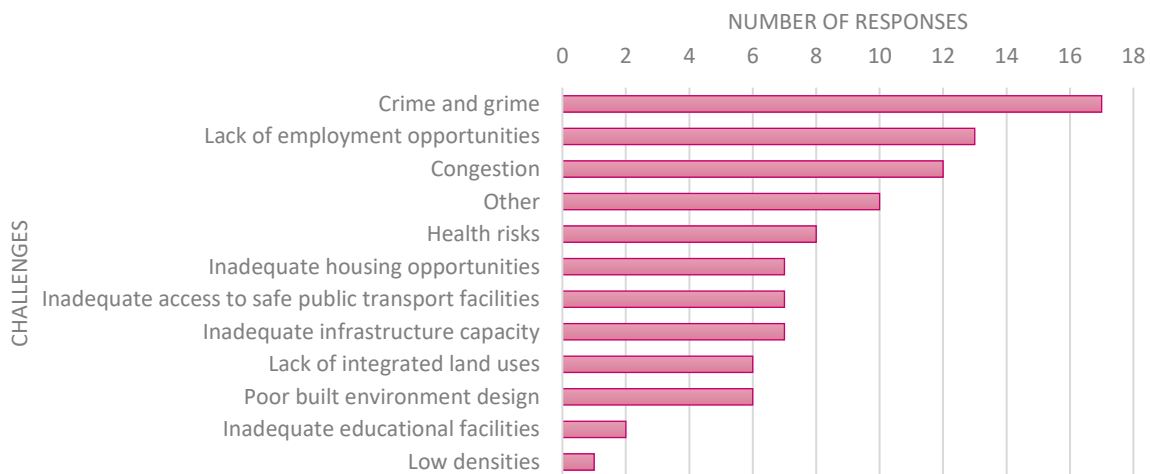


Figure 34: Challenges facing the Moquet Farm sites area

Monte Vista station, Tygerdal

According to Figure 35, the three main challenges facing the Monte Vista Station site are **'Crime and grime'**, **'Congestion'** and a **'Lack of integrated land uses'**. Issues within the **'Other'** category raised by respondents includes that train services did not run efficiently.

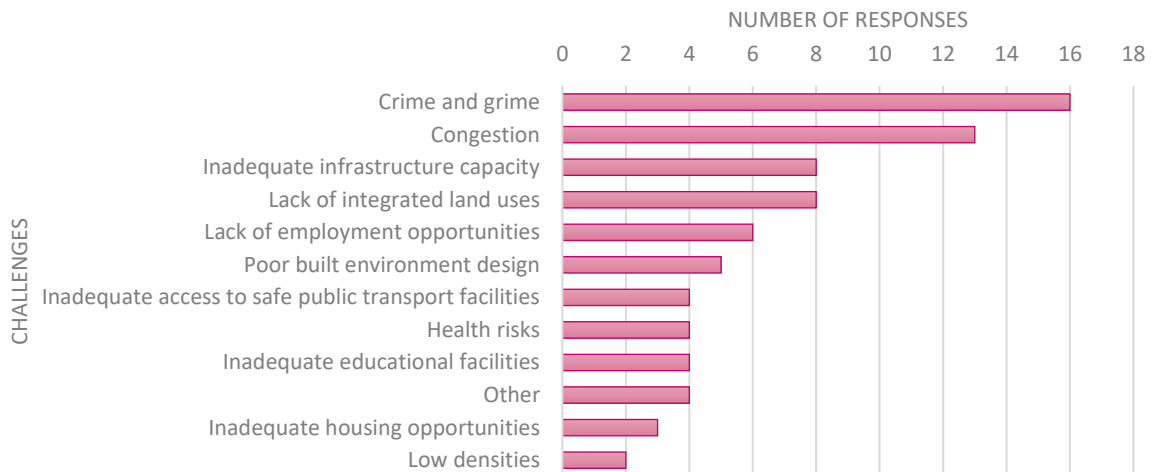


Figure 35: Challenges facing the Tygerdal sites area

Kapteinsklip station

According to Figure 36, the three main challenges facing the Kapteinsklip site include **'Crime and grime'**, a **'Lack of integrated land uses'**, and a **'Lack of employment opportunities'**. Other issues included inadequate rail service.

According to Figure 37, the three main challenges facing the Kapteinsklip site excluding the batch submissions, were **'Crime and grime'**, a **'Lack of integrated land uses'**, **'Poor built environment design'** and **'Inadequate infrastructure capacity'**. It is evident between Figures 36 and 37, the difference that the batch submissions

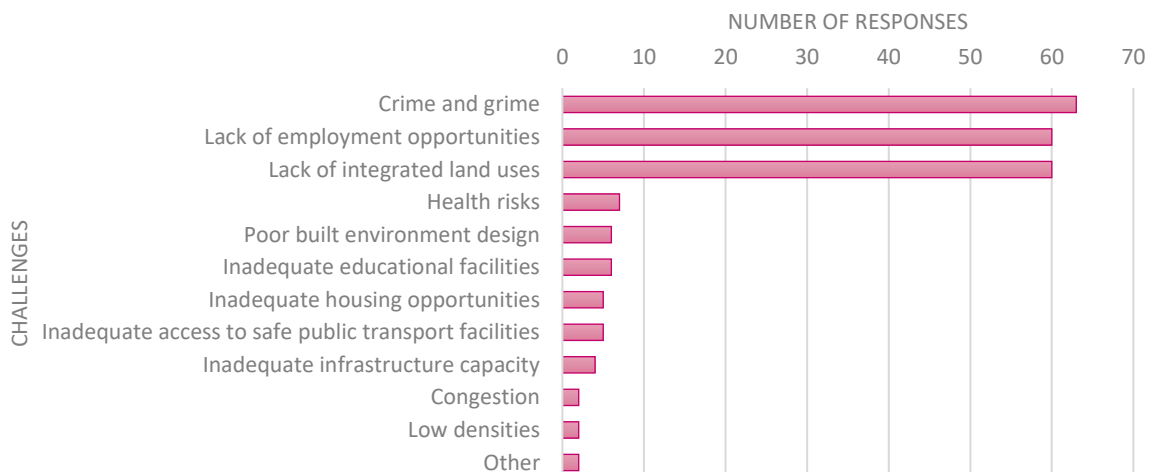


Figure 36: Challenges facing the Kapteinsklip sites area (Includes Kapteinsklip batch submissions)

created. However, crime and grime and a lack of integrated land uses remain the most prominent issues of both graphs.

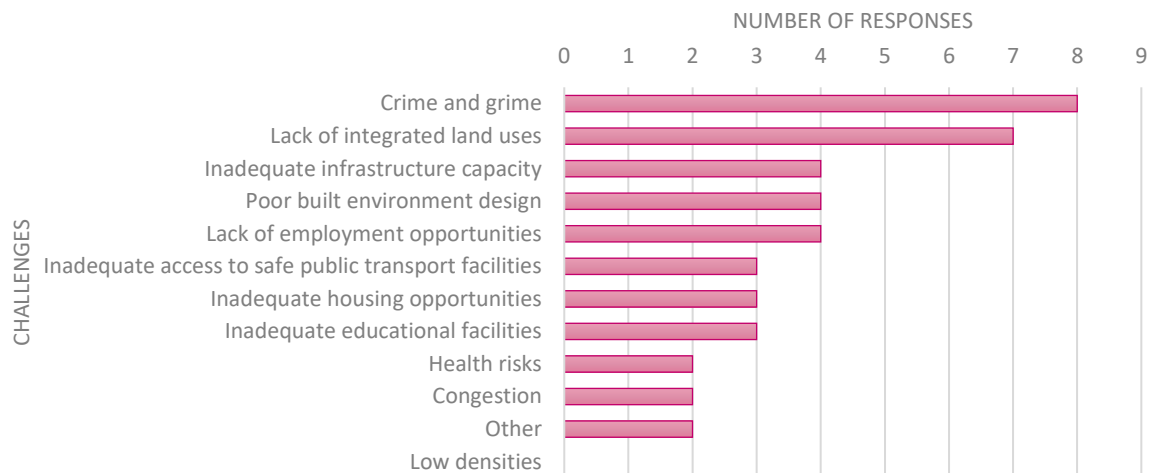


Figure 37: Challenges facing the Kapteinsklip sites area (Excludes Kapteinsklip batch submissions)

3.4.2. The historical, cultural and natural context

What do you think project proposals should consider and integrate regarding the historical, cultural and natural context of sites and their surrounding areas?

This question aimed to identify respondents' views on the importance of a **'Sense of place'** and **'Character of the natural/ built environment'**. Respondents' comments in response to this question included.

Athlone Station

- Mixed use and high-density development
- Social housing and affordable accommodation
- Integrated development including local kiosks/stalls/markets at the train station
- Providing a safe environment where the community's can exist and socially interact without feeling intimidated by gangs and illegal substance users
- 'Green' development with vision that elevates the communities' aspirations and standards in order to grow positively

Medium-high density development (mixed use) was proposed by respondents'. These views align with City's policies that pursue inward growth and investment, supporting dense, diverse and transit-oriented land uses.

Moquet farm, Dieprivier

- NEMA – National Environmental Act, study of the area
- Development highlighting communities' history
- Mixed use development
- Parking facilities for local businesses and commuters
- A call for a safe 'green' space contrasting against the busy main road intersection, to offset carbon emissions

This site provides the opportunity to create an interactive and safe space. Respondents' call for a communal recreational space, inclusive for all and for a sustainable parking solution to be found.

Monte Vista station, Tygerdal

- Entry level townhouses
- A space where the community's can interact and feel safe – upgrading the existing playground and restricting access of minibus taxis around this area
- Facility for recycling that is open to all

Lack of housing in the area is a key concern for community members. Appropriate and sustainable mix of development is important to the community. The provision of a recreational and informal trading space was listed by respondents'.

Kapteinsklip station

- Majority of respondents stated that proposals should consider and integrate mixed use development in regards to the site and surrounding areas historical, cultural and natural contexts
- Infrastructure building to assist in employment and agricultural facilities to feed the community
- Local government offices providing basic services to the community
- Social housing, small business orientated opportunities (semi-formal markets) and recreational space where the community can feel safe
- Site is a prime location for coastal development – providing tourism

Respondents' recognised the opportunities and potential offered by the Kapteinsklip site. A mix use of land uses, as identified by majority of respondents' is a key to realising the full prospects of the site.

3.4.3. Development the City should consider

What sort of development should the City consider?

This question aimed to identify the respondent's view on the importance of the sense of place and character of the natural/ built environment. Respondents' comments in response to this question included: -

Athlone Station

- The environment and the community's needs; be sensitive to the significant natural features (views) of the site
- Project proposals should address the issues identified for each site according to NEMA
- Considerations should look at the historical background of the area, potential improvements of the area
- Provide opportunities to the youth and previously disadvantaged people
- Transit oriented development with a focus on affordable high density housing opportunities around formal scheduled quality public transport (not paratransit/MBT dominated) within a walkable safer environment – with emphasis in car exclusion

Moquet farm, Dieprivier

- The site should consider safe, public, open green spaces
- Affordable accommodation linked to retail as well as food production opportunity
- Proposals should complement surrounding land uses
- Sufficient parking allocation

Monte Vista station, Tygerdal

- A NEMA study should be done to identify environmental and contextual issues – bidding projects to address these issues identified
- Immediate residents should be consulted – allowed input on all stages of the project, as they will be most affected
- Medium density housing should be considered on the erf and not on the parking plot as this is too close to the existing properties
- Need for basic (public) amenities – existing facilities are overburdened
- Preserving waterholes and trees on this site
- Access to public transport could be improved as well as the overall safety of the community

Kapteinsklip station

- Integrated development should be considered such as new affordable housing with small scale commercial and social amenities to generate employment
- The environment and high crime rates in the area should be highly considered while historical buildings around this site should be celebrated
- Project proposals should consider gated communities, commercial amenities and public spaces

One respondent stated that of each identified sites, community's needs outweigh the site's historical and cultural contexts. The sites require visually appealing design, as well as proposals that are practical to the communities' needs.

3.4.4. What the site should be for used according to community needs

Rank what the site or associated area (land) should be used for according to community needs:
 (Rank each option below with a number between 1 and 8, 1 being the most important and 8 being the least important.)

<input type="checkbox"/> Educational facilities	<input type="checkbox"/> Commercial facilities
<input type="checkbox"/> Health and amenities	<input type="checkbox"/> Housing
<input type="checkbox"/> Recreational facilities	<input type="checkbox"/> Road infrastructure and utility infrastructure
<input type="checkbox"/> Retail facilities	<input type="checkbox"/> A mix of the above land uses

Is there any land use not listed? Please specify

This question aimed to identify the respondent's land use preference, identifying the most prominent needs in the area.

Athlone Station

According to Figure 38, respondents indicated that **'Educational facilities'**, a **'Mix land uses'**, **'Health'** and **'Amenities'** were priorities, with **'Road Infrastructure'** and **'Utility Infrastructure'** as the least important. Respondents noted that the land uses not listed as adequate included **'Parking Facilities'** and **'Streetscape'**. One respondent pointed out that, "There are dozens of large underutilised/ vacant publicly-owned land parcels."

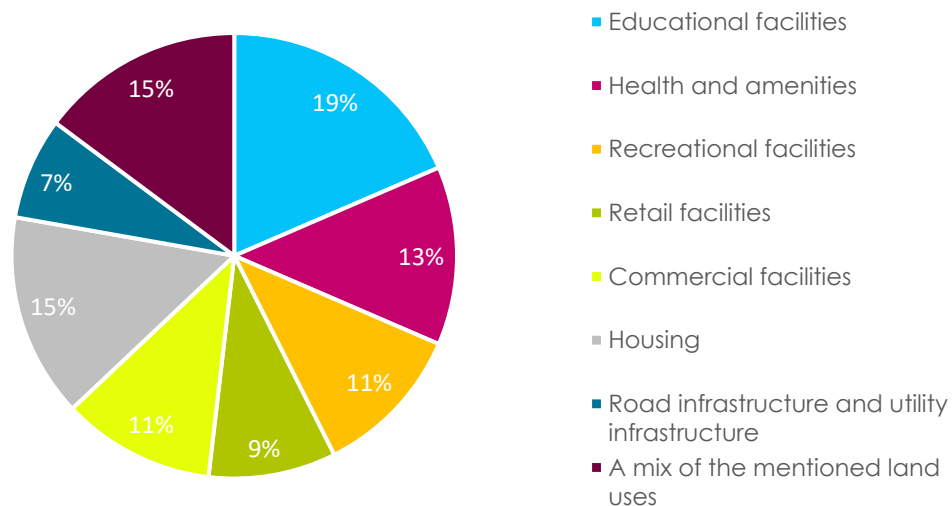


Figure 38: Land use preference according to Athlone Station site's community needs

Moquet farm, Diepriver

According to Figure 39, the priority land uses ranked according to the needs of the community were **“Educational facilities”**, followed by **‘Recreational Amenity Facilities’**, and thirdly **‘Health services’**.

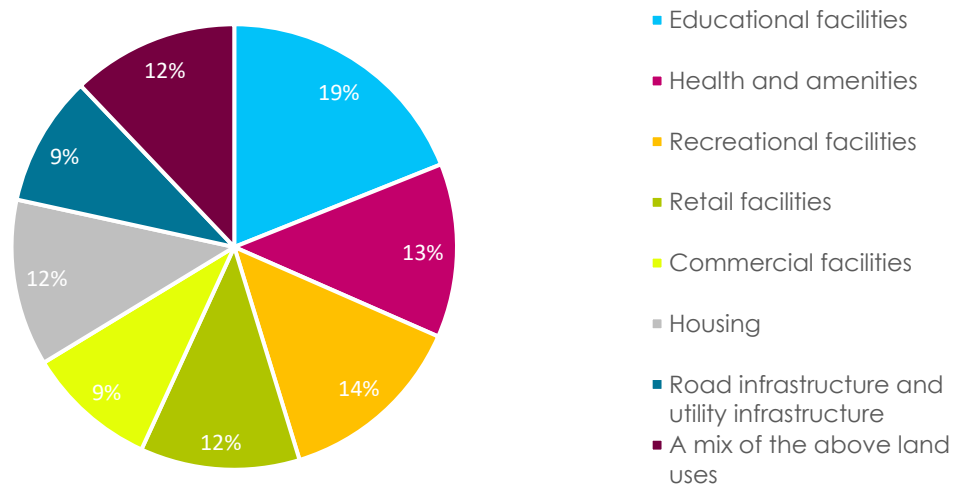


Figure 39: Land use preference according to Moquet Farm site's community needs

Monte Vista station, Tygerdal

According to Figure 40, respondents indicated that **‘Educational Facilities’** and a mix of the described land uses were their priority.

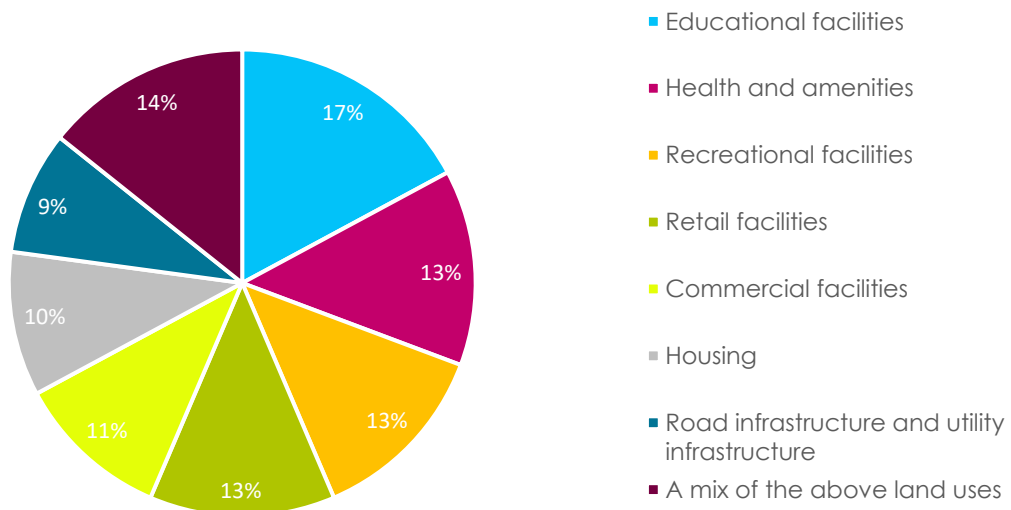


Figure 40: Land use preference according to Tygerdal site's community needs

Kapteinsklip Station

According to Figure 41, the data revealed no significant priority, and all land uses were ranked similarly following a public participation meeting. Commercial facilities, retail facilities and recreational facilities were marginally prioritised land uses.

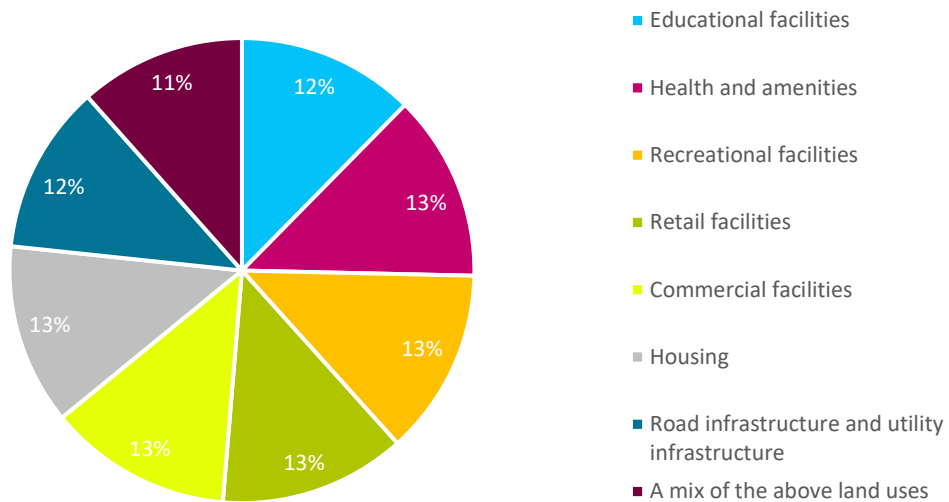


Figure 41: Land use preference according to Kapteinsklip site's community needs (Includes Kapteinsklip batch submissions)

Figure 42 reveals those respondents' priorities (removing the batch submission findings) as 'Educational facilities', 'Recreational Facilities', and Health and Amenities land uses.

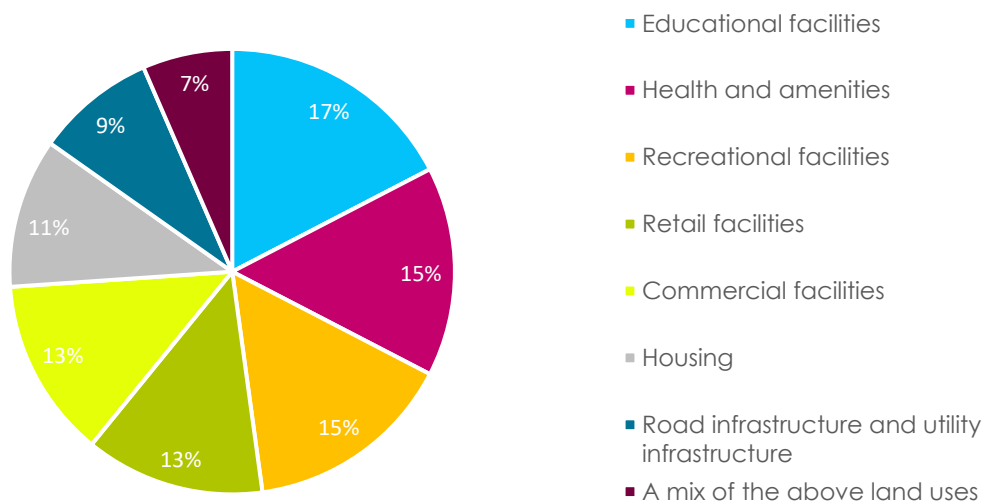


Figure 42: Land use preference according to Kapteinsklip site's community needs (Excludes Kapteinsklip batch submissions)

3.4.5. Ideas regarding design, typology or potential use

Do you have any specific ideas regarding the design, typology or potential uses for the development of the site?

This question aimed to identify the respondent's land use preference, identifying the most prominent needs in the area. Respondents' comments in response to this question included: -

Athlone Station

- Mixed use development
- Additional parking facilities should be made available on site for both the development and surrounding businesses
- A need for a safe and easily accessible community 'green space'
- Densification, not to dominate existing typologies
- A blend of commercial and recreational facilities

Moquet Farm

- Lean towards mixed use with a live-work scenario; business opportunities should be made available (e.g. recycling plants, harvesting and selling natural energy, incorporation of space for sport and recreational gatherings)
- Other recreational facilities should be made available with strong emphasis on safety, and community interaction
- Concepts should be clearly explained to the users so that the project can be used to its fullest capacity and for the intended use
- Mixed use transit orientated development with affordable housing opportunities, good public transport links along corridor towards the CBD
- The site should be developed to be a beacon of hope (aspirational) not only for the community it directly serves, but also neighbouring communities that want to be a part of the greater community

Monte Vista station, Tygerdal

- There should be mixed use in which business opportunities should be made available
- Recycling plants, harvesting and selling natural energy, space for sports and recreational gatherings
- Medium density walk-ups with an active street interface and variety of housing typologies and income levels not one-size-fits-all
- Proposed building should be adaptable and take into account function and response to adjacent properties and uses
- The development should be a showcase of the ultimate and ideal development envisaged by the City's various land use and urban development policies
- A sustainable parking solution should be proposed removing off-street parking – possibly locating some of the developments parking in structured parking at the station

Kapteinsklip station

- Eco-friendly, sustainable, green development located on the site
- Protection and enhancing of the natural environment/ biodiversity of the area, more specifically Wolfgat Nature Reserve. This natural asset and site has a unique opportunity to be a successful tourist attraction to benefit the community and surrounding areas.

Majority of respondents' expressed ideas for an eco-friendly, sustainable/green development located on the site, aligning strongly with both the intentions of the competition from C40 Reinventing Cities and that of its hosts, the City of Cape Town. It was very encouraging to see communities interested and concerned about the sustainability of developments.

3.4.6. Other

This survey is anonymous; however, if you would like to receive updates on the C40 Reinventing Cities competition please provide your details below:

Name and surname	<input type="text"/>		
Occupation	<input type="text"/>		
Email address	<input type="text"/>	Contact number	<input type="text"/>

This question sought to keep respondents updated on the C40 Reinventing Cities Initiative. This information is confidential. The City of Cape Town values the opinions of the respondents and expresses its thanks to all who participated in this survey.

3.5. Additional Ideas and comments from social media platforms

Some comments were posted on the City's various social media platforms by interested and affected parties. These suggested providing recreational parks catering for residents. One comment requested that Spekboom trees be planted.

4. SUMMARY OF FINDINGS

The main findings of the Community Survey can be summarised as follows: -

- The Kapteinsklip site attracted the most interest (53%), whereas Athlone Station received the least number of responses (8%). With bulk submissions included.
- After removing bulk submissions, Moquet Farm received most interest (40%), with Kapteinsklip receiving the least number of responses (13%).
- The greatest number of responses came from the 45-54 age group and the least from the 25-34 age group.
- The main means of accessing the survey was through the '**Other**' category, and the second-highest category was via Email, whereas the lowest category was via social media.
- Most respondents were '**Very concerned**' about global and local Climate Change matters. A concern expressed equally across all the sites.
- The majority of respondents' agreed that Climate Change and appropriate adaptation/ mitigation measures should be a priority of the City's policies and actions.
- Most respondents' thought that the City of Cape Town should focus on supporting citizens to develop a more sustainable ways of living, to mitigate Climate Change and to prepare for future climate risks.
- The majority of the respondents' - on all four sites – expressed the view that it was '**Very important**' that the project proposals incorporated aspects of innovative design.
- Indicating a respondents' relationship with the site, Athlone Station was predominantly from the '**Other**' group (46%).
- The majority of respondents across all four sites stated that mixed-use development should be considered in project proposals.
- Respondents', especially residents, expressed concern regarding the impact of developments on their local areas, and requested that they be consulted throughout the project process.
- Although the survey was anonymous, almost all respondents' from Kapteinsklip (including bulk submissions) indicated that they wish to receive updates on the competition.
- The above point relates to the communities' interest in future development of their neighbourhoods.
- Educational facilities, health an amenity and a mix of the mentioned land uses was the top land use according to community needs.

5. REFERENCES

State of Cape Town Report 2016 – Overview with infographics. The full version State of Cape Town Report can be found at www.capetown.gov.za/publications.

6. ADDENDUM A



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



COMMUNITY SURVEY ON CAPE TOWN SITES

The City of Cape Town is participating in the C40 Reinventing Cities competition - a global architecture and urban design competition focusing on driving carbon-neutral and climate resilient urban regeneration in cities around the world. The objective is to implement tangible demonstration projects that will serve as a model for the future we want, with the reduction of CO₂ emission and sustainable lifestyle that go hand in hand with benefits for the local community.

The City invites the input of local communities on the potential development of four sites as carbon neutral pilot projects. Kindly note survey answers will be aggregated and only used for generalised research purposes. All responses will be anonymous unless you have provided contact details to receive further updates.

1. How concerned are you about global and local climate change, and severe weather events?

- Very concerned
 Neutral
 Not concerned

2. Should climate change and appropriate adaptation/mitigation measures be a priority in the City's policies and actions?

- Strongly agree
 Agree
 Neutral
 Disagree

3. What do you think the City should focus on to mitigate climate change and to prepare for future climate risks?

- Promote new zero carbon buildings and retrofit existing buildings
 Reduce pollution and carbon impact from transportation
 Support citizens to develop a more sustainable way of living
 Prepare our city to be more climate resilience
 Shift to renewable energy
 Other, specify

4. Which of the four sites are you associated with or interested in?

- Athlone Station, Athlone
 Monte Vista Station, Tygerdal
 Moquet Farm, Dieprivier
 Kapteinsklip Station, Mrandi, Mitchells Plain

5. What is your relationship with the site or associated area?

- Resident
 Worker
 Land or property owner
 Student
 Commute through the area
 Other, specify

6. What is your age group?

- Under 18 18 - 24 25 - 34 35 - 44 45 - 54 55 - 64 65 +

7. How often do you use the particular site?

- Not at all Daily Weekly Monthly Yearly

If you visit the site, provide us with the reason why:

8. Select the mode(s) of transport that you use in and around the site or associated area:

- Car Walking Minibus taxi
 Bus Cycling Train: How frequently do you use the train? Daily Weekly Monthly

9. What do you think are the three main challenges facing the area?

- | | |
|--|--|
| <input type="checkbox"/> Crime and grime | <input type="checkbox"/> Inadequate housing opportunities |
| <input type="checkbox"/> Health risks | <input type="checkbox"/> Lack of employment opportunities |
| <input type="checkbox"/> Low densities | <input type="checkbox"/> Inadequate access to safe public transport facilities |
| <input type="checkbox"/> Lack of integrated land uses | <input type="checkbox"/> Congestion |
| <input type="checkbox"/> Poor built environment design | <input type="checkbox"/> Inadequate infrastructure capacity |
| <input type="checkbox"/> Inadequate educational facilities | <input type="checkbox"/> Other, specify <input type="text"/> |

10. How important is it for the project to have an innovative design?

- Very important
 Important
 Not important

11. What do you think project proposals should consider and integrate regarding the historical, cultural and natural context of sites and within the area?

12. What sort of development should the City consider?

13. Rank what the site or associated area (land) should be used for according to the community needs:

(Rank each option below with a number between 1 and 8, 1 being the most important and 8 being the least important.)

- | | |
|--|---|
| <input type="checkbox"/> Educational facilities | <input type="checkbox"/> Commercial facilities |
| <input type="checkbox"/> Health and amenities | <input type="checkbox"/> Housing |
| <input type="checkbox"/> Recreational facilities | <input type="checkbox"/> Road infrastructure and utility infrastructure |
| <input type="checkbox"/> Retail facilities | <input type="checkbox"/> A mix of the above land uses |

14. Is there any land use not listed? Please specify

This survey is anonymous; however, if you would like to receive updates on the C40 Reinventing Cities competition please provide your details below:

Name and surname

Occupation

Email address Contact number

How do you wish to participate?

15. Do you have any specific ideas regarding the design, typology or potential uses for the development of the site?

16. How did you hear about this survey?

- Social media City of Cape Town website C40 Reinventing Cities' website Email
 Other, specify

For more information, please visit the competition website at www.c40reinventingcities.org

THANK YOU FOR PARTICIPATING IN THE SURVEY



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