Transport & Urban Development Authority

Integrating Mass Public Transportation with City Making for Greater Mobility and Connectivity
The Implementation of Transport Oriented Development (TOD)
Towards a Revised Spatial Paradigm
Transport and Urban Development Authority (TDA)

Constitution: By-law No. 7716 of 12 January 2017

Strategy of Together means the City’s strategy to reverse the effects of apartheid through the implementation of TOD in Integrated Transport and Urban Development so as to bring about the social, economic and spatial transformation of the City.

The City needs to think out of the box in terms of its Strategy so as to reverse the effects of apartheid. There is a need for TDA to ensure that the focus is on achieving:

1. INTEGRATION

2. EFFICIENCY

3. EFFECTIVENESS
Establishing the TDA

Last year the City took a bold step to establish the transport and Urban Development Authority, known as TDA Cape Town, by combining the functions of transport, urban development and elements of human settlements into one sphere of control, with the overarching aim of socially, economically and spatially transforming the City and reversing the effects of apartheid.
TOD Principles

Driver

Sustainable Public Transport System

TOD

Accessibility
Affordability
Efficiency
Intensification
Densification

Driver

Strategic Land Use Intervention

Principles
Virtuous Cycle of TOD

Taking the adjacent diagram into account and in terms of the 2032 Integrated Public Transport Network (IPTN) plan TOD as it applies to the City of Cape Town is defined Cape Town’s best long term development strategy to address spatial inequality, improve public transport affordability, and arrest sprawl, which is driven by the integration of sustainable public transport and strategic land use intervention and built on the principles of affordability, accessibility, efficiency, intensification and densification.
City’s key commitments are that all land use planning decisions and public investment will be directed in terms of a comprehensive TOD perspective, namely that:

- New development in the city will be strategically located around public transport;
- New development will have an appropriate mix of land uses and be inclusive in well-located areas;
- The high quality of public space will serve to promote the use of public transport and non-motorised transport modes.
- The City will leverage its strategically located land holdings and partner the private sector to lead by example to achieve transit oriented development.
CATALYTIC SITES

Characteristics

• Public-led regeneration catalysts for growth
• Scale requires public enablement – kick-start support, approvals, co-ordination, investment
• Capital intensive large infrastructure budgets - not undertaken by private sector alone
• Enormous job and skills development potential
• Attracts investment in utilities, transit, housing, commercial and retail development
• Delivers social, economic and environmentally sustainable development
Transformation Drivers for the Built Environment Performance Plan (BEPP)

Alignment to City Strategy

Excellence in Basic Service Delivery

Mainstreaming Basic Service Delivery to Informal Settlements and Backyard Dwellers

Safe Communities

Dense and Transit-Oriented Urban Growth and Development

An Efficient, Integrated Transport System

Leveraging Technology for Progress

Positioning Cape Town as a forward-looking, innovative, globally competitive business City

Resource Efficiency and Security

Building Integrated Communities

Economic Inclusion

Operational Sustainability

TDA Cape Town
The City of Cape Town’s Transport and Urban Development Authority
Premised on:

i. opportunities afforded by public transport to restructure urban form along Transit Orientated Development principles;

ii. capacity to link concentrations of economic opportunity and mono-use settlement patterns;

iii. opportunities to diversify and intensify land uses;

iv. infrastructure improvements and related catalytic urban development projects.

Supportive of spatial, economic and social objectives of the ICDG / UNS.

Aligns with area based interventions (incl. MURPs)
2. Corridor

Integrated transport and land use planning at a corridor scale is required to give context to local area and precinct planning initiatives. This will promote land development along selected transit corridors, where the combination of transport investment and development would optimise the utilisation of transport.
Voortrekker Road Integration Zone
Implementation Drivers and Catalytic Projects in The Voortrekker Road Integration Zone:

• Modernization along the Rail Corridor

• Alternative TOD housing development in the inner cities of Bellville, Parow, CBD, etc. This is where alternative building materials are to be explored.

• Foreshore Freeway TOD Catalytic Project. The first phase RFPs closed on 9 February and the adjudication has commenced. There are, however, other Inner City / CBD sites that are also being explored where there is a need for investment, as detailed in the next slide.

• Bellville TOD Catalytic Project. This will be one of the first, to be unpacked. A brief explanation is on the next slide.

• Conradie TOD Catalytic Project. This is a Provincially led project.

• Land swop with Province to enable inclusionary housing – e.g. Stikland, Woodstock Hospital.
Foreshore Freeway Precinct
Project Overview:
The vision, therefore, is that the development of the Foreshore Freeway Precinct, and particularly the core development envelope, should complete the CBD’s foreshore axis while also providing an access solution for currently constrained and congested movement in and out of the city centre.

Objectives:
• Multi-faceted development that is both iconic and demonstrates the principles of TOD.
• The incorporation of commercial, residential and recreational components in a development that pushes the boundaries of densification and intensification.
• Addressing the current and future access needs and challenges of the Precinct and the CBD across all transport levels.
• Capturing and complementing the culture, natural heritage, and uniqueness of Cape Town.
• The residential components of all proposals must provide for a diverse cross section of income groups and provide a component of affordable housing.

✓ PHASE 1 SUBMISSIONS RECEIVED ON 9 FEBRUARY 2017
✓ PUBLIC CONSULTATION 6-21 MARCH 2017
✓ ESTIMATION FOR BEC DECISION BY JUNE 2017 ON PREFERRED BIDDER TO GO TO PHASE 2
6 Possible ways Cape Town's unfinished freeways could be transformed

https://www.youtube.com/watch?v=S7MUqhtjlpk
Inner City / CBD Opportunities
Project Overview:

There are a number of projects in the CBD / Inner City of Cape Town that will be packaged for TOD investment, with the focus being on affordable housing. These include the Gallows Hills and Ebenezer Sites listed above, which we are waiting to determine if the preferred bidder of Foreshore will be utilising in their bid. If not then an alternative approach will be taken.

The other CBD initiatives being explored for development include:

- The 10% portion of the sale of Maiden’s Cove, which needs to be put towards affordable housing in the CBD.
- The Woodstock Hospital
- Etc.
Bellville
Project Overview:

Bellville is essentially Cape Town’s second CBD. There have been substantial changes to the area and the manifestation of urban blight. The opportunity exists for the revitalization of the area in and around the multi-modal public transport interchange (PTI), as well as the use of the City’s two sites inclusive of the PTI and an adjoining site known as Paint City.

The area lends itself to major redevelopment and investment into TOD mixed use development. There is a very large student population which also needs to be catered for in relation to housing. Some of the other investment opportunities include:

- Development of an urban school in Bellville
- Partnership with PRASA for the redevelopment of the Bellville station and the use of air rights above the station
2. Corridor
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- Excellence in basic service delivery
- Maintaining access to basic services to informal settlements and backyards
- Safe communities
- Dense and transit oriented urban growth and development
- An efficient integrated transport system
- Leveraging technology for progress
- Positioning Cape Town globally
- Resource efficiency and security
- Building integrated communities
- Economic inclusion
- Operational sustainability

Opportunity City
Safe City
Caring City
Inclusive City
Well-run City

The City of Cape Town’s Transport and Urban Development Authority

TDA CAPE TOWN

Existing Rail
Existing BRT
Core Nodes
Access Constrained Area 1
Access Constrained Area 2
Access Constrained Area 3
Access Constrained Area 4

Table View
Table View (10/700)
Metro South East Integration Zone
Implementation Drivers and Catalytic Projects for MSE:

• Implementation of Phase 2A: T11 / T12 Trunk Routes – Metro South East to Claremont and Wynberg. Philippi East Transit Project is one of the TOD Catalytic Projects. The slides below elaborate further.

• Alternative TOD housing development in the inner cities of Khayelitsha, Mitchells Plain, Wynberg, Claremont, Nolungile. This is where alternative building materials are to be explored as well as alternative tenures and a mix of income.

• Athlone TOD Catalytic Project. The slide below elaborates further.

• TRUP TOD Catalytic Project. This is a Provincially led TOD Project.

• Identified informal settlement upgrades along the T11, T12 and Rail corridors.

• Focus on the upgrading of the hostels in accordance with collective, unified standards. This project will be fast tracked so as to facilitate completion within the next five years. This includes the purchasing of the Land Hostel from Transnet and the total redevelopment of the site.

• Fruit & Veg City Development
• Development of Ottery
Philippi East MyCiti Transfer Interchange
Philippi East MyCiti Transfer Interchange

Project Overview:

The Integrated Public Transport Network Plan 2032 identified the Philippi East interchange as the largest transfer hub in the city, where ultimately 6 of the 9 trunk routes will interchange at. There is therefore an opportunity to revision the interchange itself in that it can be an activity space and even a mixed use development.

Coupled with the station and air rights being an investment opportunity, the adjoining one quadrant to this BRT transfer station is a retention pond. There is an opportunity to make it a permanent wet pond and then develop high density TOD residential development on this site in support of the interchange.

The coming slides give an artists impression of what could be developed.

Project Status:
Preparation: Feasibility
Athlone Power Station Redevelopment
Athlone Power Station Redevelopment

Project Overview:

This site was historically used as a power station. It was decommissioned a number of years ago and is prime real estate in the urban core of Cape Town. There are still contamination issues on this site that need to be addressed.

TDA: Cape Town has, since the beginning of 2017 taken over the management of this project and will be going through a revisioning exercise so as to ensure the most optimal development. The focus here being on job creation, etc.

Some of the revisioning that is being undertaken at the moment includes a thought process around:

• The use of the site for incubator industries related to alternative energy as well as a related training facility.
• The sanitation needs of the city need to be addressed and there could be alternative mechanisms used.
• The redevelopment of the rail infrastructure in the immediate surrounds.
INTEGRATION ZONE 3: BLUE DOWNS RAIL CORRIDOR AND SYMPHONY WAY

2. Corridor
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Excellence in basic service delivery*
Mainstreaming of local, informal settlements and backyards
Safe communities
Dense and transit oriented urban growth and development*
An efficient integrated transport system
Leveraging technology for progress
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Opportunity City
Safe City
Coring City
Inclusive City
Well-run City

TDA
CAPE TOWN
The City of Cape Town’s Transport and Urban Development Authority
Blue Downs / Symphony Way
Implementation Drivers and Catalytic Projects for Intervention Zone 3: Blue Downs / Symphony Way:

• PRASA to expedite the development of the Blue Downs Rail Link or there should be a process of the City and a third party investor developing the rail link and for the monies to be reassigned from PRASA to the City. City is to focus on the feeder systems as well as the TOD developments around the four new stations. The redevelopment of the Nolungile and Kuilsrivier PTIs on TOD Principles is also critical.

• Rollout of the Taxi Transformation Strategy

• Partnership with ACSA on Symphony Way and Swartklip land development

• Facilitate land use rights change to enable densification

• Paardevlei TOD Catalytic Project, which has been further elaborated on below.
Paardevlei
Paardevlei

Project Overview:

The City of Cape Town purchased this +/- 600 ha site about 2.5 years ago. It is in the process of developing the master plan for the site along with the economic and technical development layers that will guide this development.

The City aims to develop this site as a mixed use “small town” that has a multiplicity of land uses and access alternatives that would benefit those who live there. This is a prime site to demonstrate the impact of development that has been built on the principles of TOD.
Critical Focus Intervention Areas

Next Steps

1. Funding and Packaging Mechanisms
   - Asset-backed Financing
   - Tax Increment Financing
   - Release of land in municipal boundaries owned by Province, National and SOEs

2. Amendment of Legislative and Policy Parameters
   - Land use management mechanisms
   - Human Settlement subsidy criteria
   - Enabling mechanisms for development charges

3. Governance
   - An Authority with the fiscal and financial power
   - SPV for TOD investment
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