



Central City



Development Strategy



WORKBOOK

CCDS



Cape Town Central City Into the Future



A photograph of the Cape Town skyline, featuring several tall skyscrapers and a historic building with a clock tower on the left. The foreground shows a green lawn and some trees.

Contents

Foreword

HEALTHY CENTRE, HEALTHY CITY: EXECUTIVE MAYOR HELEN ZILLE	4
CALL TO ACTION: ANDREW BORAINÉ.....	5

Workbook

A CITY CENTRE FOR THE WHOLE CITY	6
PROPOSED VISION AND OUTCOMES FOR THE CAPE TOWN CENTRAL CITY	10
DEVELOPMENT VALUES	11
WHAT MAKES THE CAPE TOWN CENTRAL CITY DISTINCTIVE?	13
KEY TRENDS SHAPING THE FUTURE OF THE CENTRAL CITY	15
SUGGESTED OUTCOMES AND STRATEGIES.....	17
HOW WILL WE KNOW IF WE'VE BEEN SUCCESSFUL?	43
WE WANT TO HEAR FROM YOU.....	44
DELIVERING THE PLAN	44
ACKNOWLEDGEMENTS.....	45

healthy centre, healthy city

message from the executive mayor



The City of Cape Town is committed to policies of economic growth to provide jobs, expand incomes and address poverty. This is why we focus amongst other things on the health of our commercial, industrial and retail business nodes – the spatial locations of our city economy – and on an urban environment that attracts skills and investments.

The Cape Town Central City plays an important role within the economic, social, cultural and political life of the region. It represents 40% of business turnover in the City. It is a destination for Capetonians and visitors, place of key education and training institutions, location of important sectors of the local economy, and the site of all three spheres of Government and the South African National Parliament. It is also the place where South Africa's "Mother City" was born.

The Central City is part of Cape Town's iconography, with the image of Table Mountain rising up out of the sea and the city nestling beneath providing us with one of the most recognisable cityscapes in the world. For many visitors, the Central City creates 'first impressions', thus helping to define the image of Cape Town. Drawing

on distinctive local characteristics, the Central City now provides a well-organised platform for promoting Cape Town's international business reputation and enhancing our global competitiveness, particularly in terms of the service sector, visitor economy and creative industries.

Influential commentators have described the Central City as the best-managed CBD in the country. As the City of Cape Town, we are proud of being part of a successful development partnership, but much work still needs to be done.

The purpose of the Central City Development Strategy (CCDS) is to inspire and to capture the public imagination about what the future of the Central City could be. We want to mobilise stakeholders around a shared vision and specific strategies, and to generate a measurable delivery plan, in order to manage growth and lead change over the next ten years. The Central City Delivery Plan, which will be finalised early in 2009, will be implemented via public-, private- and community partnerships.

The CCDS is part of other City of Cape Town processes, such as the City Development Strategy, the Integrated Development Plan and the CitySpace project (City Spatial Development Framework and Integrated District Spatial

Development Plans/ Environmental Management Frameworks).

We want to ensure that we have a City Centre for all. The CCDS has the potential to provide equal economic and social opportunities for everyone in the region. The City seeks to promote policies to bring poor people closer to the urban economy (not just as commuters but as full participants) and, at the same time, take investment to areas of greatest need through community development programmes. These strategies should be viewed as complementary rather than competing – both are necessary.

In an era of finite public resources, the CCDS will also help us to explore ways to finance the Delivery Plan through increased private sector development contributions, allowing the City to direct more public expenditure to other parts of the metro region.

HON MAYOR HELEN ZILLE
EXECUTIVE MAYOR OF THE CITY OF CAPE TOWN

"Improving the gross economic performance of the city-region will not be enough if a large part of the regional population is still ghettoised; policy actors – private and public have not only to increase the linkages between distressed and productive nodes of the city-region, but also to look for ways in which local potential can be unlocked within the distressed nodes." – OECD Report, p.141

a call to action

message from the chief executive



Since 1999, the Cape Town Partnership has been hard at work in the Central City to create the necessary conditions for private investment and economic growth within the framework of public policy. We are encouraged that investors, property developers and businesses have responded positively to our emphasis on quality urban management.

Since 1999, over R16 billion has been invested in the Central City, with a further R28 billion in the pipeline. Now, there is a need for a more integrated and coordinated response to the inflow of private and public investments in order to manage growth and lead change.

For the past year, we have been working with the City of Cape Town, business leaders and other stakeholders on Phase One of the Central City Development Strategy. This publication summarises the results of these discussions and consultations. It is a call to action that puts forward a shared vision to guide future developments. It describes five key outcomes (what will set the Central City apart

and be achieved over the next ten years), and suggests strategies (how we will get there) and actions (what we will do) that can make these outcomes a reality. There is a strong emphasis on enhancing and protecting elements that contribute to local distinctiveness.

While the CCDS contains many different inter-connected strategies, it is built on five 'big ideas'.

These are:

- To reinstate the historical connection of the City to the sea, the mountain and to water, the *raison d'être* of the City of Cape Town in the first place, through a variety of public space interventions;
- To bring the people of Cape Town back into the Central City to live, through appropriate residential densification and more affordable housing;
- To improve the public transport system, providing greater accessibility to, from and around the Central City for Capetonians and visitors;

- To provide space for future growth and investment in the Central City, in particular through the redevelopment of the Cape Town Station Precinct; and
- To divide the Central City into 20 neighbourhoods, paving the way for development protocols, based on local characteristics that reinforce the distinctiveness of the Central City, in order to address issues such as appropriate densification, mixed usage, building height, parking ratios, street-frontage, heritage and conservation

Over the next few months, we invite you to be part of a public process so that we can enrich the ideas and proposals in this document, and translate them into a 10-year Delivery Plan.

ANDREW BORAINÉ
CHIEF EXECUTIVE CAPE TOWN PARTNERSHIP

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Central City FOCUS AREA



A city centre for the whole city

how a strong central city contributes to a better city

Though typically small in size and population, and under-represented in the political system, Central City areas are fundamental drivers of city-wide and provincial development. Because the health of the Central City is so tightly linked with wider city-region success, municipalities across the world are increasingly recognising the Central City as the most strategically significant node in the urban system.

THE STRATEGIC IMPORTANCE OF THE CENTRAL CITY TO ITS CITY-REGION

Tax revenue

The commercial property taxes and sales taxes generated in the Central City supports services and infrastructures across the city and beyond. Productive Central Cities fund city-wide public service delivery. If Central Cities are well managed they produce a greater tax surplus to spend in other areas. Eg Downtown Washington D.C.: BID area generates a net surplus of \$600 million (R5,123 million) per year.



Focal point

Central City areas are the major concentrations of employment, business, government, local services, cultural attractions, infrastructure and logistics, and further/higher education institutions across most cities and metropolitan areas. The Centre City provides an environment where the optimum location for these activities occurs, because they benefit from being close to each other. Mobile investors and workers want to be close to infrastructures and amenities. Eg Auckland CBD: accounts for 38% of the wider Auckland city's creative and 49% of financial services, 35% of ICT industries and around 80% of the city's legal and insurance services.



Productivity

As focal points and hubs of diverse activity, Central Cities are the most productive areas in the city-region, in terms of innovation, trade, entrepreneurship, and use of skilled workers. E.g. London CAZ: financial and business services contribute £15.5 billion (R232.7 billion) p.a.

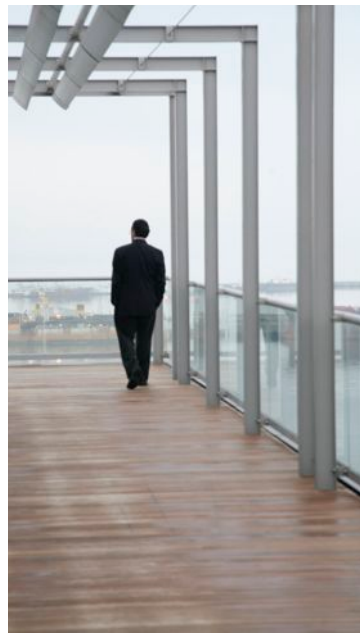


Image and identity

Many Central Cities, especially in state, provincial or national capitals, have a symbolic importance to the population they serve. They are often the sites of historical struggle or triumph, which create human attachments between the Central City and inhabitants of the wider city and its region. Eg Prague City Centre: inscribed on the World Heritage list in 1992.



Visitor destinations and gateways

Central Cities provide the first destination for visitors, investors, and new populations, offering them an introduction to the place and connections to wider parts of the city or metropolitan area. The quality of the Central City as an attractor will impact on how much activity passes through the 'gateway' to other parts of the city. Eg Edinburgh City Centre: 2006 Fringe Festival attracted 1,543,000 visitors generating £13.7 million (R205.7 million) in ticket sales alone.



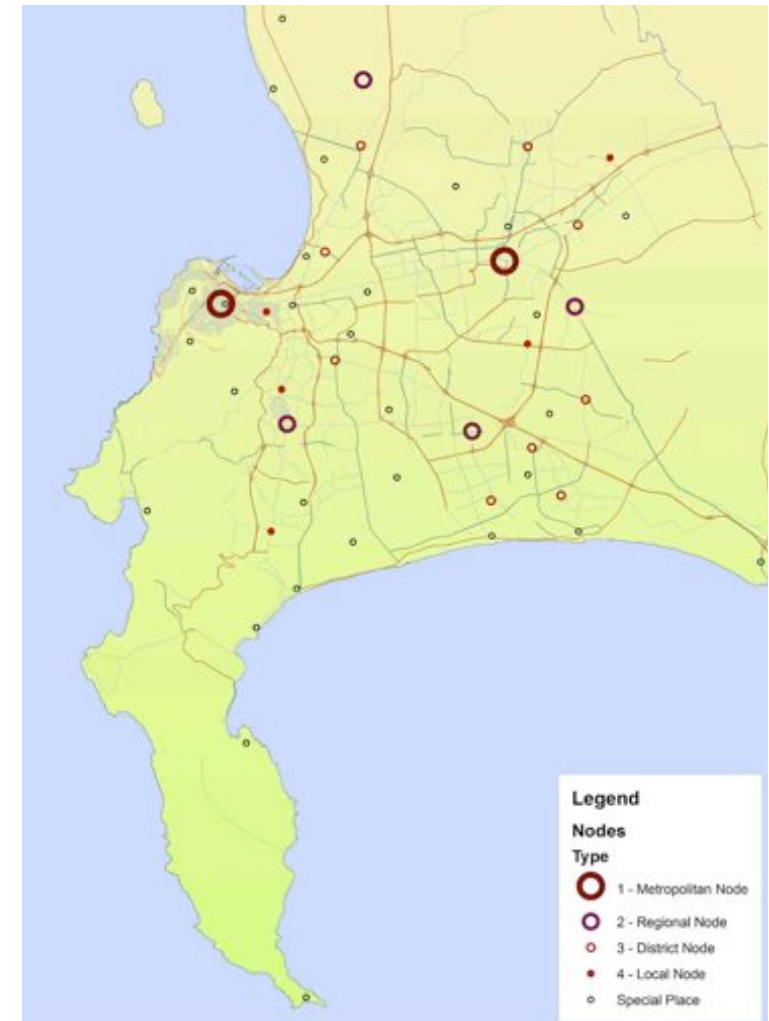


part of the Cape Town multi-nodal metropolitan economy

The Central City is the heart of the multi-nodal Cape Town metropolitan economy. It is relatively small in physical size, but represents high value.

The Central City is the location of R52 billion or 40% of business turnover in the city (2006 figures), contributing significant company- and value-added tax revenue to Government. The Central City contributes R264,2 million in annual rates income to the City, and an additional R37 million in annual CID levies. It is the single most important concentration of employment in the Metropole, and the location of many of the top companies, especially those in the financial and business services sector, and information and communications technologies.

With 47% of available visitor bed-space in the city-region, and key facilities such as the Table Mountain Cableway, CTICC, Robben Island Gateway and V&A Waterfront, the Central City provides the launch pad for tourism in the region. It is home to over 800 creative and cultural industries, as well as some of South Africa's most important heritage sites. Over 1000 retailers and 1400 informal traders earn their living in the Central City, and 20 000 students are educated there every day.



CCDS

NOTES

Start here >

How can we further develop the Central City for the benefit of the city as a whole?



CCDS VISION

In the next ten years,
the Cape Town
Central City will grow
and greatly enhance
its reputation as a
dynamic business
and people centre

CCDS outcomes

1. Cape Town's premier business location, recognised globally
2. A high quality sustainable urban environment
3. A popular destination for Capetonians and visitors
4. A leading centre for knowledge, innovation, creativity and culture, in Africa and the South
5. A place that embodies the heart and soul of Cape Town



CCDS

DEVELOPMENT VALUES

A guide to decision-making

Distinctiveness

Those unique attributes which enhance our competitiveness



Open and inclusive

An accessible city ... where diversity is celebrated and all are welcome



Compact

Urban intensification, encouraging mixed-use development and public transport



Connected

Where people goods and ideas move freely



Sustainable

Balancing economic, social and environmental goals



People-centred

Creating urban spaces and places for people rather than cars



business-friendly

Providing an environment for the creation and growth of small and large businesses



Quality

A well designed and managed urban environment



CCDS NOTES

Start here >

What values do you think should shape and guide decision-making for the Central City?

WHAT MAKES THE CAPE TOWN CENTRAL CITY DISTINCTIVE?

Unique attributes of the Central City that contribute to the overall distinctiveness of Cape Town

“Table Mountain is the defining feature of Cape Town, the spatial anchor for the city. There is an intimate relationship between the two: there is both a park within a city and a city within a park”
– Brett Myrdal, CEO, Table Mountain National Park



Topography: natural landscape - mountains, fresh water, sea, Table Mountain – *umLindi Weningizimu*, the “Watcher of the South”, Robben Island - World Heritage site, 350-year old built environment, globally recognisable skyline



Site of struggle, resistance and transformation: resistance and conquest, slave rebellions, struggles for freedom of religion and the press, anti-apartheid marches and demonstrations, Hands Off District Six campaign, Parliamentary opposition, political prisoners on Robben Island, Nelson Mandela’s first speech to the world as a free man, negotiations for the new Constitution, Truth and Reconciliation Commission



Cosmopolitan: diversity, mix of people – local, visitors, immigrants, range of activities and experiences – festivals, carnival, parades, markets, songs, humour, gay-friendly



Lifestyle: Proximity to beaches, mountains, green spaces, pavement cafes, leisure activities, favourable year-round climate, urban attitude with balance



Well managed: safety and security, cleansing, quality urban management, social development partnerships



Africa: Southern tip, historical trade and slave routes, migration



Globally renowned destination: natural beauty, tourism, conventions, meetings, exhibitions, events, festivals



Legislative capital and diplomatic centre: Parliament, three spheres of government, public buildings and services, focus of civic life including demonstrations and protests, location of majority of embassies, consulates and high commissions



Distinctive neighbourhoods: Bo Kaap, District Six, City Bowl, De Waterkant, Woodstock, Waterfront, Upper Long Street, East City



Seat of learning: public and private institutions focusing on education, training and entrepreneurship development, students and scholars



Maritime: Cape Town Harbour, V&A Waterfront, Atlantic ocean, “Tavern of the Seas”



Heritage: history and memory, people, famous events, architecture, public spaces, green spaces, museums, places of worship, languages



Corporate: Foreshore, tower blocks, financial and business services, professional services



Creativity: cultural industries, precincts, nightlife, independent retail, cuisine, markets, events, music, voice, performance, craft

CCDS

NOTES

Start here >

Are there any other things that make us a special place? How can these distinctive characteristics best be protected and enhanced?



Key trends

SHAPING THE FUTURE OF THE CAPE TOWN CENTRAL CITY

Achievements

- Stable public private partnerships and greater citizen and business confidence
- Sound urban management systems delivering a safe, clean and well-organised environment
- Well-managed informal trading and kerbside parking
- Social development networks and projects, addressing homelessness and unemployment (recognised recently through International Downtown Association Award)
- Economic turnaround since mid 1990s: investment, business retention and growth, providing a platform for key economic sectors such as financial and business services, tourism and hospitality, logistics, and creative and knowledge-intensive industries
- Upgrade of 170 buildings, recovery in property values, increased commercial and retail occupancy
- Increased contribution to municipal and government revenue
- Growth in number of educational institutions and students
- Upgrade of major public squares and pedestrian spaces
- Inclusive memorialisation projects
- Visitor destination, with successful International Convention Centre and expanding hospitality industry
- Increasing number of major events and festivals
- Popular night-time economy

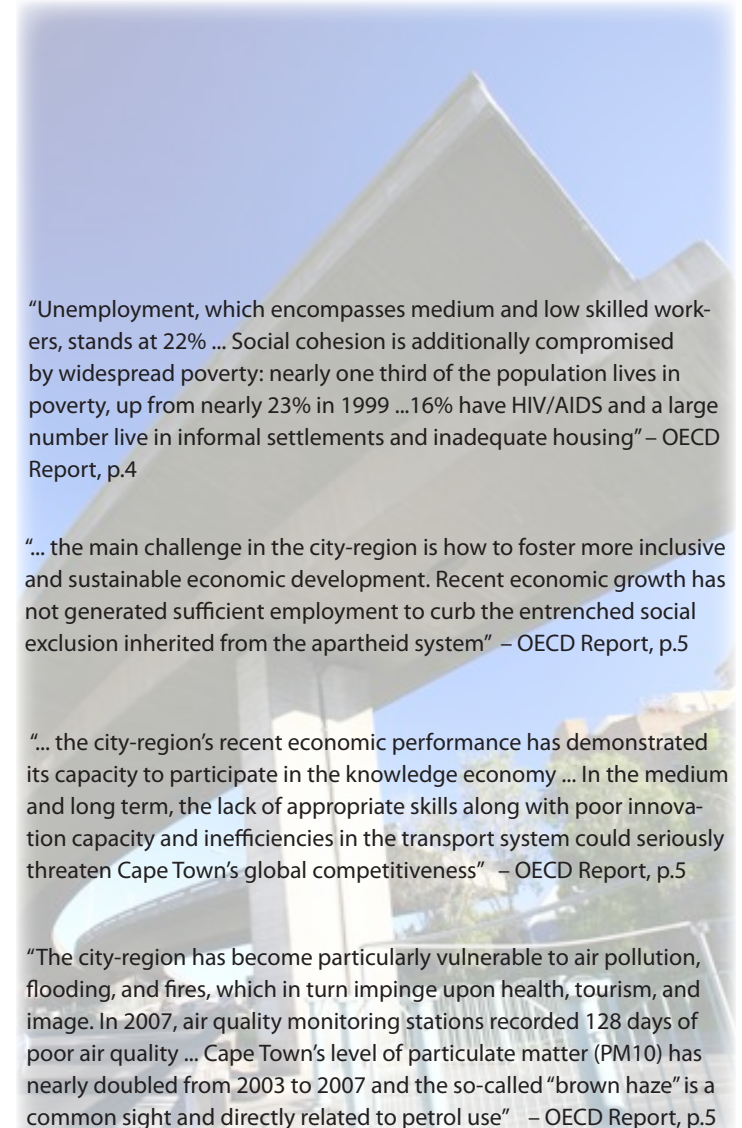


Key trends

SHAPING THE FUTURE OF THE CAPE TOWN CENTRAL CITY

Challenges

- City still largely cut off from the sea
- "Eccentric" geographical location and limited physical access
- Divided history - need to build a new common identity
- Urban imbalance and lack of integration – dependent largely on a commuter workforce, with not enough people living near to places of work
- Rising property prices and pressures of displacement on poor communities
- Lack of affordable housing for range of income groups
- Road congestion – inadequate public transport system, and over-dependency on private motor vehicles (modal split: one third public transport, two thirds private motor vehicles)
- Shortage of parking
- Physical environment planned and developed historically for motor vehicles rather than pedestrians
- Lack of public toilets and street furniture
- Insufficient children- and family-friendly spaces, places and activities
- Disability unfriendly
- Limited physical space for expansion and growth
- "Dead" times and spaces
- Blank building facades
- Public policies that permit and encourage urban sprawl away from the Central City
- Competition from decentralised business nodes
- Inefficient use of water and energy resources
- Insufficient efforts to reduce and recycle waste
- Future impact of climate change not fully known



"Unemployment, which encompasses medium and low skilled workers, stands at 22% ... Social cohesion is additionally compromised by widespread poverty: nearly one third of the population lives in poverty, up from nearly 23% in 1999 ... 16% have HIV/AIDS and a large number live in informal settlements and inadequate housing" – OECD Report, p.4

"... the main challenge in the city-region is how to foster more inclusive and sustainable economic development. Recent economic growth has not generated sufficient employment to curb the entrenched social exclusion inherited from the apartheid system" – OECD Report, p.5

"... the city-region's recent economic performance has demonstrated its capacity to participate in the knowledge economy ... In the medium and long term, the lack of appropriate skills along with poor innovation capacity and inefficiencies in the transport system could seriously threaten Cape Town's global competitiveness" – OECD Report, p.5

"The city-region has become particularly vulnerable to air pollution, flooding, and fires, which in turn impinge upon health, tourism, and image. In 2007, air quality monitoring stations recorded 128 days of poor air quality ... Cape Town's level of particulate matter (PM10) has nearly doubled from 2003 to 2007 and the so-called "brown haze" is a common sight and directly related to petrol use" – OECD Report, p.5

CCDS NOTES

Start here >

What else have we achieved? Are there any more challenges?

1. Cape Town's premier business location, recognised globally

OUTCOMES

- Greater number of businesses and jobs in key growth sectors (*see next page*)
- Room for growth: Provision of additional office and retail space through vertical and horizontal densification, in particular, on the Foreshore, eastwards of CT Station, Culemborg and Salt River
- Enhanced business reputation and more business-friendly environment
- Spaces for micro-enterprises, small businesses, markets and traders, with focus on innovation and entrepreneurial development
- Expanded education and skills development

"A specific approach towards the informal economy needs to be considered given its capacity to provide income-earning opportunities." – *OECD Report, p.6*

Firms in many sectors critically lack appropriate skills and tend to substitute labour with capital or foreign labour, a situation which increases the vulnerability of the city region's economy. This situation has culminated in a skill mismatch ... which in turn, hinders the competitiveness of the main economic drivers" – *OECD Report, p.4*

STRATEGIES

- Promote competitive advantages of the Central City as a business destination in order to attract, retain and create businesses
- Promote the physical and spatial factors that can strengthen economic sectors with growth potential
- Provide greater certainty for the private sector through enhanced public-private cooperation
- Ensure that infrastructure to support growth (e.g. bulk services, roads and transport, bandwidth) is in place through an Infrastructure Investment Plan
- Fund new infrastructure through a trade-off between enhanced development rights and contributions
- Provide guidance to developers and planning decision-makers through the use of land use planning mechanisms such as development protocols to address issues such as appropriate densities, building height, parking ratios, street-frontage, heritage and conservation
- Create spaces for micro-enterprises and small businesses and public-infrastructure markets for trading
- Over time, move away from excessive surface parking, combined with improvements in public transport

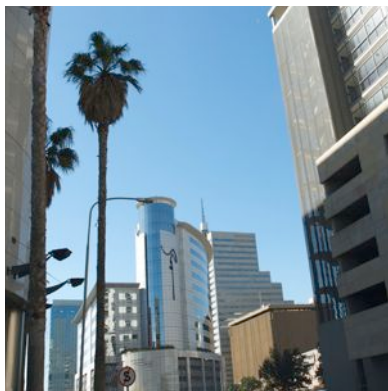


EXAMPLES OF ACTIONS

- Improve public transport system through the implementation of new Integrated Rapid Transport System and rail services upgrade
- Complete phase one of Cape Town Station upgrade and take decision on phase two (post 2010) development
- Complete infrastructure capacity assessment
- Fast-track implementation of fibre-optic cable project
- Finalise development protocols for twenty neighbourhoods
- Coordinate and align investment marketing and destination branding strategies
- Establish a Cape Town International Business Club

KEY ECONOMIC SECTORS BASED IN THE CENTRAL CITY

Finance & business services



Banks, investment companies, legal, management, financial service providers

Port related services



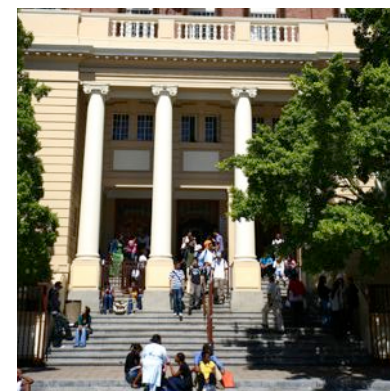
Freight forwarders and clearing houses, warehousing and distribution firms, logistics firms and shipping companies, port services providers

Creative industries



Advertising companies, architects, designers, software designers, printers, fashion, small scale manufacturing / CMT, fabric retailers, music & performing arts venues, visual arts, crafts manufacture and retail, media, publishers, book shops, film

Knowledge economy



Universities, libraries, archives, training centres, FET colleges, biotech agencies, innovation and research centres, incubator facilities, information and communications technologies

Parliament & government



Government offices, embassies, courts, public services, NGOs, international agencies & organisations, legal services

Visitor economy



Hotels and bed and breakfasts, conferencing, meeting venues, restaurants/ food outlets, internet cafés, night time entertainment, tourism service providers, catering suppliers & services

Urban retail



Unique product retailers and craft

Entertainment



Theatres, cinemas, bars, coffee shops and restaurants, concert venues and night clubs

Infrastructure capacity assessment

Infrastructure is a key lever of development, and needs to evolve to support the Central City Development Strategy. A preliminary assessment of the capacity of infrastructure to support future growth in the Central City has found that while there are no immediate problems (other than the Woodstock Pump Station which is running at capacity), long term planning and maintenance scheduling is inadequate.

A further infrastructure investigation is needed based on the following:

- Scenarios for future commercial and residential growth, and the implications for energy, water, wastes and roads of continuing on the current 'business as usual' trajectory
- Land use management model to understand trip-generation factors, public transport users, and pedestrian numbers and movements
- Examination of resource flows and financial implications of different infrastructure and technology packages, including possible on-site sewage treatment, biogas energy production, utilisation of solar and wind resources, storm-water reuse, rainwater storage, district heating and cooling using sea water-heat exchangers
- Consideration of demand-side as well as supply-side solutions
- Expand review to include both economic and social infrastructure capacity

A CCDS decision support database and the development of land use factors to support development evaluation processes is under construction.



Integrated Rapid Transit system



"[T]he region faces congestion not only from commuting trips but also from long-haul freight; road based traffic volumes to or from Cape Town's central business district have increased by a rate of approximately 2.5% per year." – OECD Report, p.9

The first phase of an integrated rapid transit (IRT) system for Cape Town will be ready by March 2010. An IRT system offers a way of ensuring that all modes of public transport work together and have priority over private transport. A major component of this is a bus rapid transit (BRT) system to provide a regular, fast, frequent and reliable public transport service.

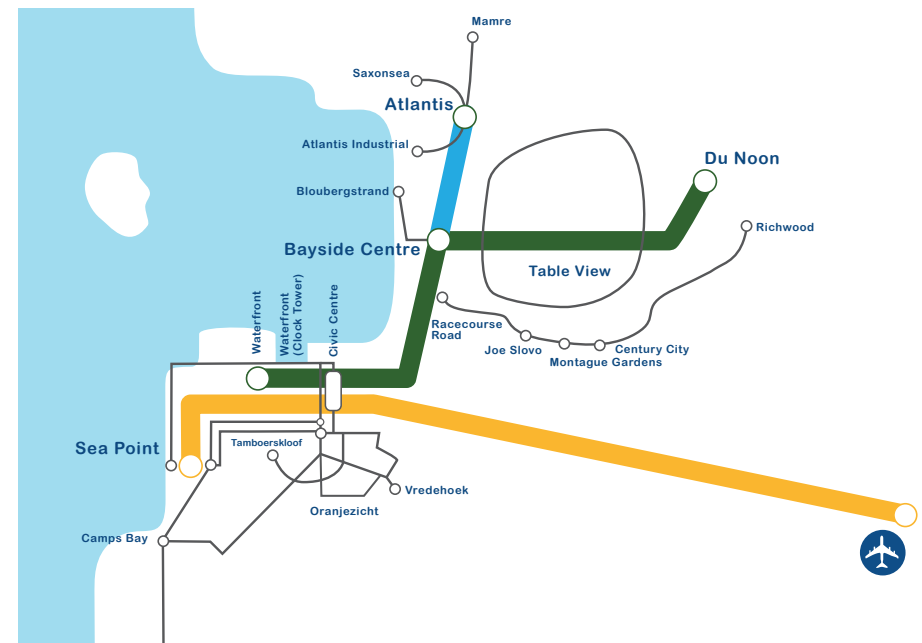
The system will consist of two parts – trunk routes and feeder routes. The trunk routes will have separate, dedicated bus ways for special 18-metre articulated vehicles. Enclosed, weatherproof bus stations will be placed in the centre of the road to ensure that buses can move quickly past other traffic. The feeder services, consisting of smaller 8m and 12m vehicles, will carry passengers to the trunk routes. The service will run for longer hours than the City's current public transport services.

The intention is to establish an IRT network across the City in the next 10 to 12 years, to be completed in four phases.

The first phase, with a budget of R1.3 billion, to be completed by 2010, will provide a link from the airport to the city centre and from there to Green Point, Sea Point and Hout Bay, as well as in and around the Central City. A trunk route will service the West Coast as far as Atlantis. Feeder services will serve the surrounding areas.

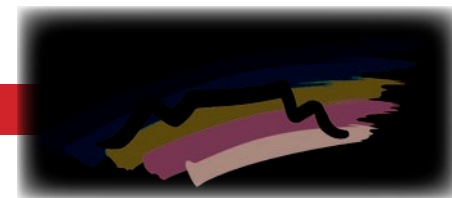
The next four phases will extend to the northern and southern suburbs, Mitchells Plain, Khayelitsha, Delft, Blue Downs and Stellenbosch. The City will build the bus ways and specify service levels, the cost of fares and vehicle types.

Private operators will provide operations and services, and the City is currently in talks with representatives of the bus and minibus taxi operators to get them involved in the new system.



Phase 1A of the Bus Rapid Transit System to be completed by 2010

INNER CITY TRANSPORT PLAN



THE ELEMENTS: Land Use Management and Urban Conservation Areas | Green Network and Public Open Spaces and Avenues | Pedestrian Movements | Bicycle Movements | Road Functional Classification | Parking (on street) | Tourist Routes | Long Distance Coach Facilities | Public Transport – Existing Services | Public Transport – Future Integrated Rapid Transit System | 2010 FIFA World Cup Transport Infrastructure | List of Projects that Derive from this Plan



An artist's impression of the planned pedestrian bridge over Buitengracht Street

2010 public transport

The City of Cape Town has been working on specific 2010 public transport initiatives in the Central City, including pedestrian bridges over Buitengracht Street at the busy intersections of Coen Steytler and Waterkant Streets, partial pedestrianisation and widening of streets at Waterkant Street and along Somerset Road, and reorganisation of the taxi ranks and long-distance bus terminal at the CT Station.



New mobility

From the private side there has also been interest in finding solutions to the ever-growing pressures on transportation throughout the city. New Mobility is about moving people, moving goods and moving less – in ways that are cleaner, greener, safer, affordable, equitable, customised and connected. The Cape Town New Mobility Alliance is launching a 15-month pilot project for testing and growing a number of exciting New Mobility solutions (and related business and employment opportunities) for Cape Town. One of their specific study areas is the Central City.

CCDS **BIG IDEA**

Cape Town Station



Phase 1

The Cape Town Station is widely regarded as the heart of Cape Town. It is not only the busiest rail station in the metropolitan rail network, but is also an interchange for a number of other modes of transport including minibus taxis, long distance bus services, metered taxis and commuter buses (immediately adjacent). It is critically located between the Civic Centre, the Castle, the Grand Parade, Adderley Street and the Culemborg Area. However the current station complex dates back to the early Sixties and its structure is reflective of grand apartheid. The station complex is currently undergoing major redevelopment so as to accommodate the changing transportation requirements, reclaim its role as a significant public space in Cape Town and contribute to the 2010 FIFA Soccer World Cup effort.



Phase 2

SARCC and Intersite are currently investigating the long-term development of the CT Station precinct. Exciting options include the possible sinking of some or all of the existing railway lines back to Woodstock Station, effectively enabling the redevelopment of an area of land the equivalent of 35 city blocks to the east of the Station. This has the potential to allow for the expansion of the CBD, providing much-needed space for mixed-use developments including office space, affordable housing, educational facilities and public open spaces, as well as resulting in improved integration of key neighbourhoods such as District Six, Woodstock, the Foreshore and Culemborg with the CBD.



CCDS BIG IDEA

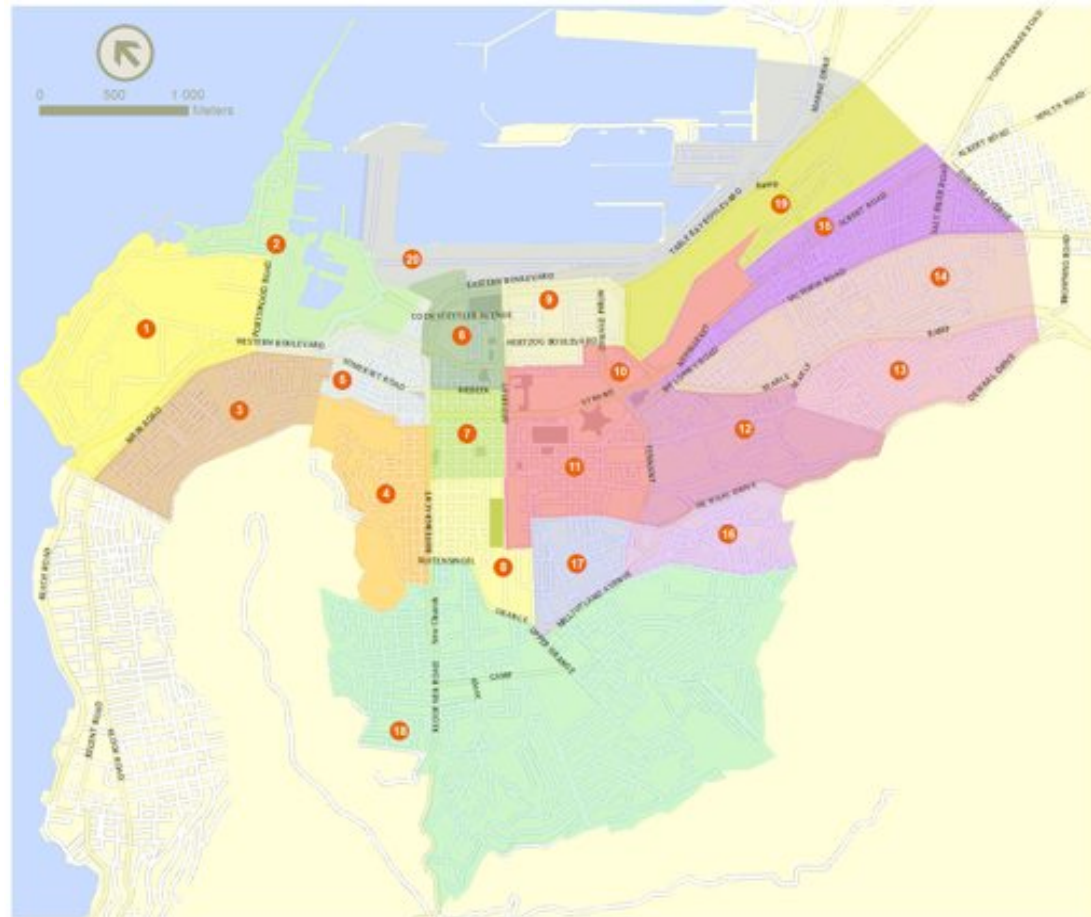
TWENTY neighbourhoods

Provision of an appropriate mix in scale, building size and building types is essential to accommodate the range in retail and office spaces required, particularly to provide for the requirements of the creative industry and business sectors such as fashion, architecture and others, which are typically small companies requiring small and flexible but well located space.

A uniform approach to height, building form, character, streetscape and land use mix across the entire Central City is not appropriate and the specific interpretation of each of these should be tailored to suit the various neighbourhoods within the Central City. We envisage a Central City made up of many different neighbourhoods of diverse character. Some neighbourhoods are more appropriate for a taller skyline than is currently permitted. In others, constraints to height such as heritage, view corridors and impacts on the mountain need to be determined and respected.

20 neighbourhoods

- | | |
|------------------------|----------------------------------|
| 1. Green Point Common | 11. East City |
| 2. V&A Waterfront | 12. District Six |
| 3. Green Point | 13. Walmer Estate |
| 4. Bo-Kaap | 14. Upper Woodstock |
| 5. De Waterkant | 15. Lower Woodstock / Salt River |
| 6. Convention District | 16. Vredehoek |
| 7. Mid City | 17. Lower Gardens |
| 8. Company's Gardens | 18. Upper Table Valley |
| 9. East Foreshore | 19. Culemborg |
| 10. Cape Town Station | 20. Port |



CAPE TOWN
CENTRAL CITY
AREA

Map showing proposals for division of Central City area into twenty neighbourhoods

1 Green Point Common



2 V&A Waterfront



3 Green Point



4 Bo-Kaap



5 De Waterkant



6 Convention District



7 Mid City



8 Company's Gardens



9 East Foreshore



10 Cape Town Station



11 East City



12 District Six



13 Walmer Estate



14 Upper Woodstock



15 Lower Woodstock | Salt River



16 Vredehoek



17 Lower Gardens



18 Upper Table Valley



19 Culemborg



20 Port



CCDS NOTES

Start here >

What are the unique attributes of your local neighbourhood? What features should be enhanced and protected? What type of development should be encouraged?

C C D S SUGGESTED OUTCOMES AND STRATEGIES

2. A high quality sustainable environment

OUTCOMES

- Greater mix of costs and uses – business, education, residential, recreation and culture
- Tripling of residential population, with at least 20% affordable housing
- Completion of District Six restitution and development process
- Development that is sensitive to the area's history, heritage, natural environment and distinctive character, and the rights and needs of poorer communities
- Enhanced network of pedestrian and cycle routes, active streetscapes and well-designed and managed public spaces, with greater connections to water, the mountains and the sea
- Quality urban management, including higher levels of safety and security, cleansing, road and pavement maintenance
- More sustainable management of natural resources and a reduction of waste and pollution effects

"The City of Cape Town's ecological footprint (4.28 hectares per capita) has become so large that today it takes a land mass equal to the size of Greece to provide its inputs and process its waste" – OECD Report, p.5



STRATEGIES

- New land use management policies and mechanisms to encourage and promote mixed use, mixed cost development
- Specific mechanisms (such as density bonuses) to promote appropriate residential densification in general, and affordable housing in particular (proposed target: 20% of new residential development to be affordable)
- Create development partnerships to deliver a wide range of residential units
- Implement specific policies, mechanisms and campaigns to incentivise more efficient use of environmental resources and to minimize waste and pollution
- Develop pedestrian and cycling network improvement plan and landscape development programme that promotes greater connections to water, the mountain, the sea and urban parks
- Finalise Foreshore redevelopment plan, emphasising the historical connections between the City and the sea, which in turn will determine the future of the incomplete Foreshore Freeways
- Continue upgrade of key public spaces, e.g. Company's Gardens, Grand Parade, Greenmarket Square, Riebeeck Square, Green Point Urban Park and ensure proper management thereof

"The transformation of Cape Town into a more "green city" may further augment the attractiveness of the area as a scenic destination, benefiting tourism, filmmaking, image, and the ability to attract and retain skilled labour ... forecasts show the Western Cape will be the most affected area by climate change in the nation with a reduction in rainfall, rise in sea level, increased fires, and erosion." – OECD Report, p.135



EXAMPLES OF ACTIONS

- Finalise Twenty Neighbourhoods study
- Complete Integrated Zoning Scheme and explore possibility of putting a new strategic overlay zone to direct development towards desirable goals
- Implement pedestrian network improvements and streetscape upgrade programme
- Implement a landscape development programme that promotes greater access to water, the mountain, the sea and urban parks
- Improve service levels for upgrading and maintaining streets and pavements
- Improve directional signage
- Introduce energy-efficient measures into commercial and public buildings, and promote 'green' new buildings. Introduce water-savings and waste- and pollution-minimisation measures in commercial and public buildings
- Implement solid waste recycling programme

Densification, affordable housing and land use management

"The evolution of the spatial structure of Cape Town also raises several obstacles to the competitiveness of the area. The functional area... has evolved towards a sprawling and low density multi-nodal city-region characterised by strong spatial fragmentation. This trend is not conducive to inter-firm networks and urbanisation economies and generates a spatial mismatch between employment and housing locations..." – OECD Report, p.4

Densification, defined as the increased use of space both horizontally and vertically accompanied by an increased number of units and/or population thresholds is a necessary step to promote the longer-term sustainability of Cape Town's valuable natural, urban and rural environment.

Densification can contribute to the creation of good quality, efficient and sustainable urban environments in a number of different ways:

- Reduces the consumption of valuable resources
- Supports the development of a viable public transport system
- Makes the city more equitable by reducing travelling times
- Facilitates economic opportunities and supports service provision
- Improves housing patterns and choice of house type
- Contributes to urban place-making and improved security

Different levels of densification are appropriate in different parts of the City. For example, in a major urban node such as the Central City, density parameters of 35-150 du/ ha (gross) or 35-100 du/ha (net), achieved via attached housing to 15 story buildings, would be appropriate.

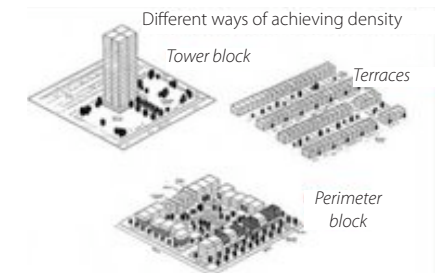
Particular issues require consideration when identifying and evaluating areas or locations for high-density development, including access to a reliable public transport system (existing or planned), land use integration (proximity to places of employment, services and facilities) and access and proximity to public open spaces (such as squares, promenades, parks and natural resource areas).

The current residential population of the Central City is approximately 55 000 (2001 Census). This means that there are fewer people living in the area today than in the 1960s, before the destruction of District Six and the forced removal of 60 000 residents.

Currently, the Central City relies on a daily influx of over 400 000 commuters – 67% in private cars. This urban imbalance is not sustainable, even with major improvements to public transport. In order to sustain itself and remain competitive, the Central City needs a larger permanent residential population living closer to work. It is proposed that the Central City grows by an additional 100 000 residents over the next 10 years.



Density does not automatically imply high-rise buildings. Higher densities can be achieved through different forms:



Affordable housing

“Current housing funding mechanisms often reinforce segregation and curtail efforts to create mixed, dense neighbourhoods that are centrally located ... Few incentives are given for brownfields redevelopment that utilises existing infrastructure in central neighbourhoods”
– OECD Report, p.8

To date, new housing stock in the Central City has catered mainly for the middle to upper income groups. Very little progress has been made on the provision of affordable housing. The supply of affordable housing in well located areas could increase if public authorities had a coordinated public asset management strategy with a common public land disposal policy, where ‘best use’ is defined in terms of densification and equitable access, and not necessarily just in terms of cost.

In addition, the City could better stimulate the private sector to construct more affordable housing through mechanisms such as proportional impact fees, waivers, and housing enterprise zones, and could also require all developers across the city to set aside a percentage of moderately priced units in new developments.

“The difficulties in addressing housing issue are in turn linked with the regulations surrounding land use. The City of Cape Town owns relatively little land in comparison to provincial landholdings and those of state-owned companies, such as the Transnet and South African National Defence Force. The latter own a large supply of land on well located sites but they are reticent to release these properties at below market values as these areas often generate revenue. This, in turn, compounds land scarcity, raises the price for low income housing development, and forces housing authorities to concentrate developments on remote land plots.”

– OECD Report, p.9

In future, city-wide mechanisms to achieve densification could include:

- Regulatory and zoning measures such as increased building heights and overlay bonuses in the form of increased bulk
- New integrated space standards for provision of community facilities, open space and provision of parking
- Fiscal incentives to reward centrally-located higher-density development (and disincentives for low density development especially on the urban edge)

It is proposed to further investigate appropriate future densities in each of the 20 neighbourhoods in the Central City, taking into account contextual informants such as the general land use character, built heritage, infrastructure capacity (existing or planned), affordability and natural environment. This will need to be reflected in a Central City Density Plan, together with the application of a zoning scheme overlay mechanism which could include additional bulk/ stories in commercial/ mixed use areas.



Unfinished business. District Six remains an important (but by no means only) opportunity for mixed use, mixed income densification



Some of the publicly-owned land potentially available for future mixed use, mixed income developments: 1. Strand Street Quarry, 2. Station Precinct, 3. Culemborg, 4. Foreshore, 5. District Six, 6. Canterbury Street Road Reserve, 7. Government Garages, 8. Magazine Site

CCDS BIG IDEA

Restitution of the city's ecological link between the mountain and the sea

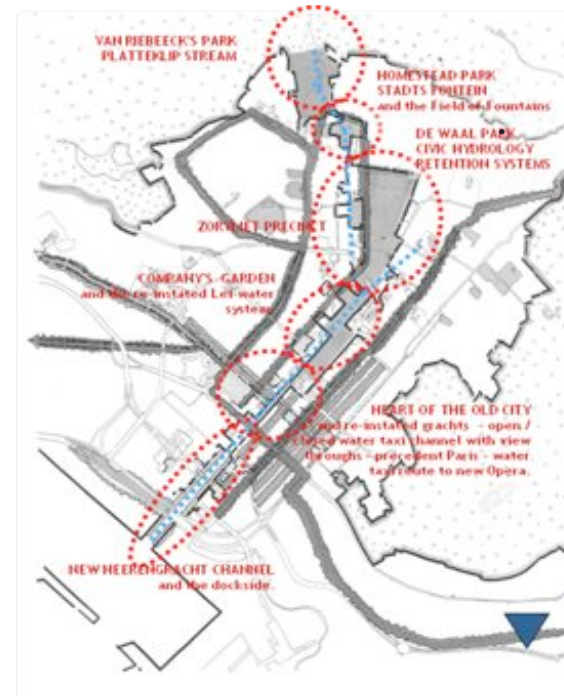


Historical connection: Cape Town before the construction of the Foreshore. The city had a meaningful relationship with the sea, which was both functional and aesthetic – this has all been lost – Caron von Zeil, 2008

The Khoisan people's original name for Cape Town was Camissa, meaning 'Place of Sweet Waters'. This refers to the water that flows from Table Mountain to Table Bay to this day. It was the site of original human visitation and settlement in Cape Town, and marks the place where the original conflicts over resources such as water, land and grazing rights took place from 1550s onwards.

"Water is the key to understanding and appreciating the history and meaning of the Table Valley. The streams that run from the mountain brought the Khoekhoen here every spring for up to 1500 years before colonial settlement. The springs and streams that flow through the dry summer (unusual along the African coast) were the key to farming the land, the *raison d'être* of the settlement, which the Dutch introduced in the 1650s. Water drove the wheels of industry and quenched the thirst of beasts, residents and passing sailors. Until well into the 1900s, the principal economic base was supplying passing ships, and water was central to making that feasible. Until the turn of the 20th century, water from the mountain made possible the population growth of the peninsula, till demand outran supply and it had to be brought from greater distances. The way streams were channeled down and across valleys gave the form to land holdings and are the essence of the spatial geometry of Cape Town." - Stewart Harris, et al, *Company's Garden Water Channels Project Feasibility Study, 2003*, quoted by Caron von Zeil

The water from the mountain streams and fountains was first canalised and then buried by urban expansion. The main spring at Stadtsfontein (right) alone still provides 2,5 million litres of fresh water daily, which flows into the stormwater system and into Table Bay.



Graphic: Caron von Zeil, 2008

The concept is to transform the stormwater infrastructure so as to re-introduce the ecological link between the mountain and the sea in order to:

- Reconnect to water and make better use of a scarce resource – opportunities for navigation, irrigation, display, recreation and education
- Restore the historical connection between the city and the sea
- Expand the green space and pedestrian network
- Reflect our collective cultural heritage, including slave history and the city's history of civic hydrology
- Provide opportunities for urban eco-tourism

We wish to gratefully acknowledge and thank Caron von Zeil and the Oranjezicht Historical Society for giving us permission to use the material contained in this section



Public space and public life



"Pedestrians in Cape Town are a hunted race, moving about the city on the premises of vehicular traffic, often at the risk of one's life."

– Professor Jan Gehl, 2004

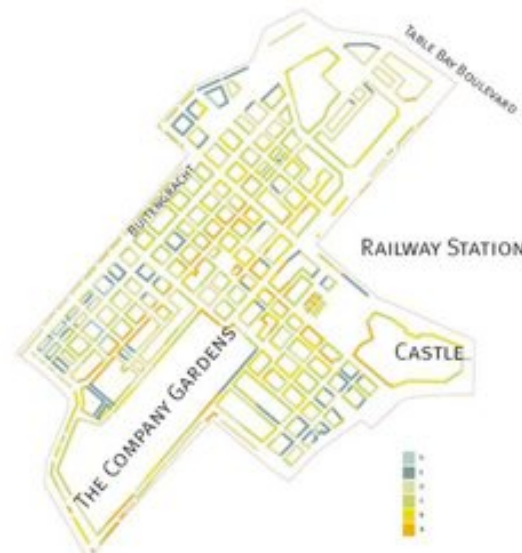
Access and mobility into and around the Central City is crucial to its economic sustainability, livability and quality. The quality and efficiency of the public transport system, parking options and 'walkability' all impact various groups of users and business sectors in different ways. The goal is to ensure that the Central City is easy to reach and to move around in, especially on foot and by public transport.

The implementation of an effective, safe and efficient public transport system and a safe and attractive pedestrian network in the Central City is therefore essential. The Central City also requires an appropriate policy on parking that will complement the public transport system and the progressive move towards less car-dominant and more people-friendly spaces.

A clearly defined and well-run public transport also underpins business and investor confidence, providing a predictable system of access and mobility that development can respond to, reducing parking requirements and allowing better use of bulks.

A new road hierarchy needs to be introduced, which differentiates vehicular priorities in city streets, main streets, traffic calmed streets and pedestrian streets.

Sidewalks and streets should be made pedestrian friendly, safe and attractive through the actions of both the public authorities and private developers. Adequate sidewalk widths, tree planting, well-placed street furniture, good pedestrian crossings and the appropriate location and management of street trading are all important aspects of the public environment. Active building frontages encourage safe and vibrant streets and building owners should encourage this through façade design and appropriate tenancing.



Survey by Jan Gehl and Associates (2005) of building facades in the CBD area, ranked from A (attractive), B (pleasant) and C (In between) to D (Dull), E (Unattractive) and F (Mean)



The squares of Cape Town have traditionally been the centre of public life. In recent decades, many of them were given over to public parking, and become degraded through poor maintenance and management. In recent years, the City has been upgrading many of the squares.

3. A popular destination for Capetonians and visitors

OUTCOMES

- First choice destination for Capetonians and visitors
- Higher numbers of visitors, conferences, exhibitions, events
- Expanded and more diverse hospitality industry
- More activities after hours and on weekends
- Improved night-time public transport
- Gateway for tourism in the rest of the city and region

STRATEGIES

- Reintroduce the Central City to Capetonians through an expanded walking tour programme
- Enrol more Capetonians as 'brand ambassadors' for the Central City
- Provide more spaces, places and activities for families, children, youth and students
- Improve coordination of business tourism activities
- Improve public transport, especially at night and on weekends
- Upgrade public transport links to and from the CT Airport
- Coordinate marketing of Central City as lively, diverse and distinctive
- Simplify processes and opportunities for organising events
- Increase potential of key venues in city that attract visitors – V&A Waterfront, City Hall, Castle, museums, cultural facilities, exhibition facilities

"Critical to Cape Town's success in marketing will be its ability to forge effective partnerships with many different players" – Mariette du Toit-Helmbold, *Cape Town Tourism*, 2008



EXAMPLES OF ACTIONS

- Complete Green Point Stadium and ensure sustainable operating plan
- Construct Green Point Urban Park
- Develop Central City Fan Mile, Fanpark and Fan-zones for 2010
- Redevelop the City Hall as a premier music performance and cultural venue
- Complete cruise liner terminal investigation
- Complete CTICC phase two expansion
- Develop a Central City destination marketing plan in consultation with partners
- Support annual Cape Town's Day
- Brief tourism agents (e.g. hotel concierges, tour guides, sedan taxi drivers) on the Central City destination value and safety
- Increase number of events in public spaces
- Develop a differentiated retail strategy for core streets and areas, i.e. Upper Long Street, St George's Mall, V&A • Waterfront, Woodstock
- Implement a management plan to address noise issues where conflicting activities occur



Central City destination marketing



“Cape Town’s reputation of being a free-spirited, cosmopolitan, creolised port city precedes it making every single person’s experience of our colourful city a unique one. Cape Town is iconic – a city of breathtaking natural beauty, creative freedom, of expression, a melting pot of cultures and a history reflected in its characters, architecture and stories.” –Cape Town Tourism, 2008

The Cape Town Central City contains some of Cape Town’s most important historical and contemporary buildings, places, spaces and attractions.

It is easy to explore on foot. It is home to the CTICC, Africa’s leading convention centre and the V&A Waterfront, one of the top waterfronts in the world. There is a thriving night-time economy, with many of Cape Town’s top bars, clubs, restaurants and independent retail.

Over 47% of available bed-space in the city-region is in and around the Central City, with a range of five star, boutique and back-packer accommodation available. It hosts some of Cape Town’s largest events, such as the annual Cycle Tour and the International Jazz Festival. It is a place where visitors to Cape Town can most quickly encounter the people of Cape Town in all their diversity.

“One of our biggest challenges... is getting the people of Cape Town to live and love their City. For many people, tourism is an unknown industry, preserved for the privileged.” – Mariette du Toit-Helmsbold, Cape Town Tourism, 2008

Role of the CTICC



In the five years that passed since the centre opened, the CTICC has hosted 2150 events including 202 international conventions, and welcomed almost 2.8 million visitors and delegates from all over South Africa and the world. More importantly, the centre exceeded all targets for the economic spin-off in terms of contribution to the GDP and the creation of jobs.

The CTICC has claimed a prestigious position on the ICCA-ranking list of international convention destinations. One quarter of all international meetings in Africa takes place in Cape Town, and 60% of these meetings in South Africa last year chose the Mother City.

On the basis of this success, a decision has been taken to expand the Convention Centre beyond the Foreshore Freeway, onto the Customs House site. Moreover, in order to continue competing in the top league of international meeting venues, a six-star rated green building will be developed.



V&A expansion

The V&A Waterfront has been hugely successful over the past decade. Now under new ownership, the V&A is gearing up for a renewed growth strategy, with a focus on more intense and diverse development, particularly with regard to residential bulk. The V&A has added the goal of urban regeneration of those parts of the Central City adjacent to it.



Proposals to more fully integrate the V&A into the Central City



On-site

1. Accentuating sense of Gateway
2. Mixed-use Gateway precinct emphasising Amsterdam Battery heritage
3. Mixed-use Clock Tower precinct with 'twin pair' silo buildings
4. A vibrant activity spine connection forged between Victoria Wharf and Granger Bay
5. Exploration of development options for Granger Bay
6. Making more of the dramatic opportunities offered by the Breakwater precinct

Off-site

- a. A new parking structure under the Western Boulevard
- b. Pursuing integration with the Autonet site
- c. Pursuing connectivity with the Coode Crescent site
- d. Enhancing the heritage and amenity value of the Fort Wynyard site as an extension of the Green Point Urban Park

Cruise liner terminal

In addition to the current plans of the V&A Waterfront to expand its development, there is an investigation underway to determine the feasibility of constructing a new multi-use berth and terminal catering to larger cruise liners, preferably in front of the CTICC on the west side of harbour. Identified as a target market for Cape Town, the cruise liner industry has grown more than 300% over the past 15 years and is worldwide currently worth approximately \$29 billion. In order to benefit from the potential economic boost to our tourism sector, local, provincial and national government along with the private sector within Cape Town will need to jointly enhance infrastructure to prepare for and capitalize on an increase in the cruise liner industry.



4. A leading centre for knowledge, innovation, creativity and culture in Africa and the South

OUTCOMES

- Growth in number, range and quality of creative and cultural industries and learning institutions
- Recognition of Cape Town as an international centre for knowledge, creativity, culture and innovation, and as a significant place unique in Africa and the Southern Hemisphere
- Growth in the number of events and conferences – in the arts, culture and heritage, creative industry, tourism and education sectors
- Increased visits to museums, heritage sites, theatres and live music performances
- Greater number of innovative products from the Cape achieving local and international success
- Cape Town creative businesses and innovators increasingly recognised locally and internationally for their abilities



STRATEGIES

- Identify mechanisms to retain and enhance key creative sectors such as media, design, ICTs and film
- Enhance and promote the local distinctiveness of Cape Town
- Foster knowledge exchange between local creative sectors through the Creative Clusters Network and a electronic newsletter
- Promote Cape Town as a creative destination and as a 'cultural hub of the south'
- Provide places and spaces for creative activities and knowledge based industries
- Attract creative and knowledge based companies from around the globe to be based here and/or do business in the city
- Increase local awareness of creative and knowledge industries
- Ensure greater connectivity in the form of broadband and wireless internet access
- Expand the Creative Cape Town programme to cover the whole City



EXAMPLES OF ACTIONS

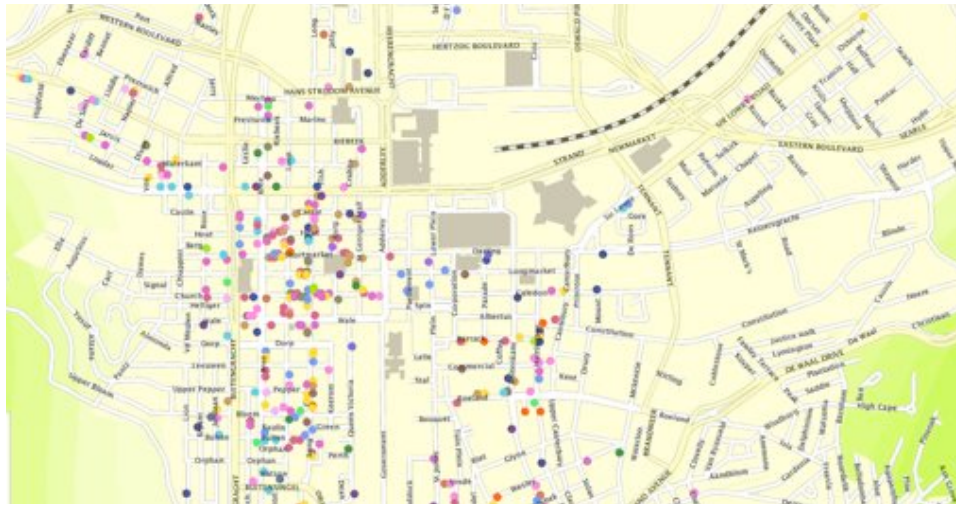
- Complete audit of all creative and cultural industries
- Broaden Goemarati programme to cover a wider range of creative products
- Ensure the development of new cultural and heritage walking tour products
- Develop an expanded events programme
- Promote greater linkages between Central City educational institutions and the Cape's four universities through organisations such as the Cape Higher Education Consortium (CHEC)
- Establish the City Hall as Cape Town's premier music and cultural centre
- Promote creative and cultural activities in the East City, Company's Gardens and Artscape precincts
- Promote restoration of Old Granary Building, D6 Homecoming Centre and the Good Hope Centre
- Promote the development of the Castle as a public space and cultural destination

CCDS highlights

Creative precincts in the Central City



Creative Cape Town is a social, economic and spatial strategy that promotes an active, fully vibrant and diverse Central City. It recognises culture's intrinsic role in society and aims to support the more than 800 creative and cultural industries and organisations based in the Central City



Creative events



Design Indaba



The Zip Zap Circus School



*Spier Performing Arts Festival
– Infecting the city*

City Hall Music Centre

In February 2008 Executive Mayor Helen Zille announced that plans had been drawn up along with the Cape Town Partnership and Cape Town Heritage Trust to convert the building into a cultural centre for music. The shared vision is to make the City Hall a home for music, particularly classical, choral, acoustic and uniquely Capetonian music. Related support industries will form part of the activities – training, selling, production and performance of music – with an appropriate tenant mix that supports the vision.

The partners are currently looking at a plan to ensure that the building is used as soon as possible with a longer term vision aimed at the restoration and revitalisation of the building to its former glory.



5. A place that embodies the heart and soul of Cape Town

OUTCOMES

- A greater sense of belonging for all Capetonians
- An enhanced service centre for the whole city
- A place that is welcoming of all Capetonians and our visitors
- A place that is sensitive to the history and memory of Cape Town's people and communities, where the City's heritage is valued and protected
- A place where diversity is celebrated
- A place where there is visible Cape Town and South African art, design and architecture
- A place where people are proud and passionate about Cape Town, and compassionate about fellow Capetonians



STRATEGIES

- Promote greater access through affordable housing, improved public transport and skills development
- Reinforce a distinctive Cape Town character in each of the twenty neighbourhoods
- Support appropriate land use mechanisms that that reinforce the Central City as a special character area
- Reinforce connection between 'town' and 'townships' through Goemarati music performances and the Business Areas Network
- Address issues affecting refugees and migrants in the Central City
- Encourage events that promote and celebrate cultural diversity
- Make the Central City more child- and family-friendly
- Upgrade and promote historic markets such as the flower sellers on Trafalgar Place and traders on the Grand Parade

EXAMPLES OF ACTION

- Support events such as the Community Jazz Festival and Cape Town Festival
- Support the Cape Town Memory Project, and the drive towards more inclusive memorialisation
- Integrate the Central City's 'sense of place' elements in the design of public and private developments
- Implement activities, artworks and events that animate the streets
- Coordinate and plan with organisations dealing with issues facing refugees and migrants
- Coordinate and plan with groups addressing issues of physical disability to promote universal access
- Introduce new heritage walks such as 'town to mountain' and 'town to sea'
- Protect historically-significant buildings, public squares and green spaces

CCDS highlights

"In this great future, you can't forget your past." - No Woman, No Cry, Bob Marley



Goemarati living memorial on Church Square

Inclusive memorialisation



New Slave memorial on Church Square



The Purple shall Govern memorial on Church Street Mall



Cissy Gool memorial behind the Drill Hall

People of the Central City



HOW WILL WE KNOW IF WE HAVE BEEN SUCCESSFUL?



Note: this list of potential achievements is illustrative, and does not necessarily indicate that a particular authority has given approvals at this stage

In ten years time, we will look back on:

- A steady increase in the sense of belonging and common identity amongst Capetonians
- Growth in number of businesses, jobs, enterprises, livelihoods and investments
- The hosting of a successful 2010 World Cup
- The Green Point Stadium, a major new events facility, with a sustainable operations plan
- The new Green Point Urban Park and Sports Complex
- Completion of District Six redevelopment, and a tripling of Central City residential population, with at least 20% in affordable housing
- Completion of CTICC expansion and upgrade of Good Hope Centre
- An expanded V&A Waterfront, with increased residential population and mixed-use developments
- Consensus on a cruise liner strategy for Southern and Eastern Africa, and the possible construction of a cruise liner terminal
- Completion of upgrade of Cape Town Station and roll-out of new, mixed use precinct above sunken railway lines
- New Integrated Rapid Transport system and enhanced train services, with greater numbers of people using public transport
- New long-distance bus terminus
- Resolution of issue of incomplete foreshore freeways
- Greater access to the sea, to water and to the mountain
- Enhanced pedestrian space network, upgraded and well-managed public spaces, with more public art
- More evening and weekend activities
- Increased number of visitors, conferences, exhibitions, meetings, events, hotels, city businesses turnover
- Managed trading in outdoor markets with a wider mix of goods
- More energy- and water-efficient buildings and new green buildings
- Waste and pollution minimisation and recycling programmes in majority of buildings
- Higher levels of safety and security, cleansing and urban management
- Higher levels of social services addressing the needs of the poor and homeless
- The City Hall as a premier music and cultural centre
- Expansion of creative hubs in the East City, Company's Gardens and Foreshore precincts and the recognition of the Central City as a cultural and knowledge hub
- Better integration of the Culemborg precinct into the Central City

CCDS FEEDBACK



We want to hear from you

The Central City Development Strategy has been made available for public comment. Hard copies are available from the Cape Town Partnerships offices. It is also available for download at www.capetownpartnership.co.za where there is a space for your comments, suggestions and feedback.

Over the next few months, we will be conducting a number of workshops and public meetings to discuss proposed outcomes and strategies, and to generate actions for implementation. We will also publish discussion articles in the media.

We will use this process, backed up by ongoing research, to compile a measurable 10-year Delivery Plan, identifying roles and responsibilities of all stakeholders, early in 2009

If you would like further information, please contact us at:

Cape Town Partnership, 021-419 1881, www.capetownpartnership.co.za
or City of Cape Town's Spatial Planning and Urban Design Department at
021 400 2419, www.futurecapetown@capetown.gov.za

DELIVERING THE PLAN

Based on feedback from the public, and on further research, we will prepare a Central City 10-year Delivery Plan, to be published in 2009.

This document will:

- Report on outcomes of the public discussions
- Contain further research
- List actions for implementation over a ten-year period
- Suggest new land use management mechanisms and other interventions to achieve desired outcomes
- Set out roles and responsibilities of public and private stakeholders in implementing the plan
- Contain indicators to measure performance

ACKNOWLEDGEMENTS



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CCDS Steering Committee: CTP and City of Cape Town; Phase one consultants: Kagiso Urban Management with Citythinkspace, Arcus Gibb, Geocentric; Property owners and developers who took part in workshops; City officials from a range of Directorates; City of Cape Town Mayoral Committee, Executive Management Team and Good Hope Sub-Council; Provincial Government: Western Cape Heads of Department and Premier's Office; Key stakeholders in the Central City: V&A Waterfront, Transnet, Intersite, South African Rail Commuter Corporation; Caron von Zeil and the Oranjezicht Heritage Society; CTP Review Team: Greg Clarke, Nisa Mammon and Joe Huxley

In compiling this document, we have benefitted from the ideas generated by a range of individuals and organisations, including: Professor Jan Gehl: Public Space for Public Life lectures and workshops (2004); Auckland City: CBD – Together, Creating Your Place (2004); Jan Gehl and Associates for *A City for All: Strategies for Developing the Centre of Cape Town City*, South Africa (Draft, 2005); Simon Nicks (CNdV Africa Planning and Design): Towards a Framework for an Action Plan for Interventions in the Central City (2006); City of Barcelona: 22@Barcelona, the innovation district (2006); Urban Regeneration Plan; City Center District & Central Philadelphia Development Corporation - Center City: Planning for Growth 2007 – 2012; Camissa – The Place of Sweet Waters, Caron von Zeil, 2008.

A number of quotes were taken from a draft OECD report entitled "Strategies for Urban Competitiveness and Governance; The Case of Cape Town – Assessment and Recommendations", which is due to be published later this year.