

BO-KAAP

TOURISM DEVELOPMENT FRAMEWORK
JUNE 2021



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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In collaboration with
Urban Dynamics Western Cape



and
HHO Consulting Engineers



Commissioned by



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Making progress possible. Together.

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**as an input into the Bo-Kaap Local
Spatial Development Framework**

innovation + creativity in solving everyday African urban problems

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SCOPE AND LIMITATIONS

Jakupa Architects and Urban Designers were appointed through DK Architects as a subconsultant to The City of Cape Town to provide Urban Design services to undertake the establishment of an Tourism Design Framework. This task too place alongside a multi-disciplinary team and through a collaborative process with stakeholders in the tourism sector, drawing on their local knowledge and the knowledge of the professional team.

The project was conducted during a four week timeline, during which the project's four phases needed to take place. Within this timeframe, the project was allocated one week for each phase: inception, analysis, stakeholder engagement and the development of design strategies.

The project was limited in scope to the production of a presentation and was not intended as a complete urban design proposal, but rather as the initial exercise responding to a circumscribed brief, to be followed by more thorough engagement in future endeavours.

The project should also be seen within the context of the expertise within the appointed professional team. The team consisted of spatial practitioners: town planners, urban designers and traffic engineers. During this process, we acknowledged the spatially oriented perspective as a result of these skillsets. Furthermore, we took the perspective that the area should first and foremost be a functional neighbourhood for locals and that tourism will be a by-product of such a culturally rich neighbourhood only if the neighbourhood works for those who reside in it.

The stakeholder engagement was limited to two four-hour sessions, during which the inputs from local tourism stakeholders were recorded as part of a collaborative design process.

The views of the professional team, the inputs of the limited stakeholders and the comments later received from line departments at the City of Cape Town, inform the following document. It is intended as part of a larger process. We acknowledge that a different team with alternative inputs would have resulted in an different outcome. This serves as a product of a process of negotiation and iteration and should be seen as the first step towards understanding the site and the role it has to offer in terms of tourism. It is our hope that subsequent investigations into the area will serve to provide a more in-depth understanding and ultimately result in site specific proposals and implementable projects. The project is intended to feed into the Local Spatial Development Framework.

SCOPE AND SITE

The project site is located adjacent to the City Centre in the Bo-Kaap. The Bo-Kaap is the subject of interest for many visitors to the city. The area is known for its historic character, colourful houses and its links to its Islamic community. The site is steeped in a rich history and is of national heritage significance and of world interest, with the heritage and cultural significance of the area as the main driver of tourism in the Bo-Kaap. The Bo-Kaap is a product of its particular history and culture. Tourists visit because they connect with the products of this culture (food, spices, colourful buildings). The framework seeks to support the opportunity for cultural expression through improving the everyday urban experience for locals, along with the ability for tourists to access and experience the Bo-Kaap.

The Project was focused on the narrow study area around Rose Street, Wale Street and Chiappini Street. Additionally, high level ideas were investigated for The Prayer Quarry, Tana Baru Cemetery, The Old Wash House Quarry, The Strand Street Quarry and The Stables Site off Rose Street.

Our first task was to establish a common understanding of tourism in the area and its spatial context. We reviewed the available information and identified the various key spatial and conceptual informants. We then established as sense of the role Bo-Kaap plays in Cape Town's tourism ecosystem and assessed tourism performance against spatial and traffic criteria.

Through a collaborative process, we established a strategy for developing tourism infrastructure in a manner that is respectful to the local sensitivities. We considered the spatial issues and opportunities for residents, local businesses and entrepreneurs operating in the tourism arena. The collaborative process included local stakeholders identified by the City, along with relevant City officials involved in the LSDF process or other projects in the area. We acknowledged that the process will need further engagement and development.

The team has worked towards a cohesive high level tourism development framework that supports the development of sustainable tourism in the neighbourhood, while suggesting further investigation into solving local problems through site sensitive solutions.

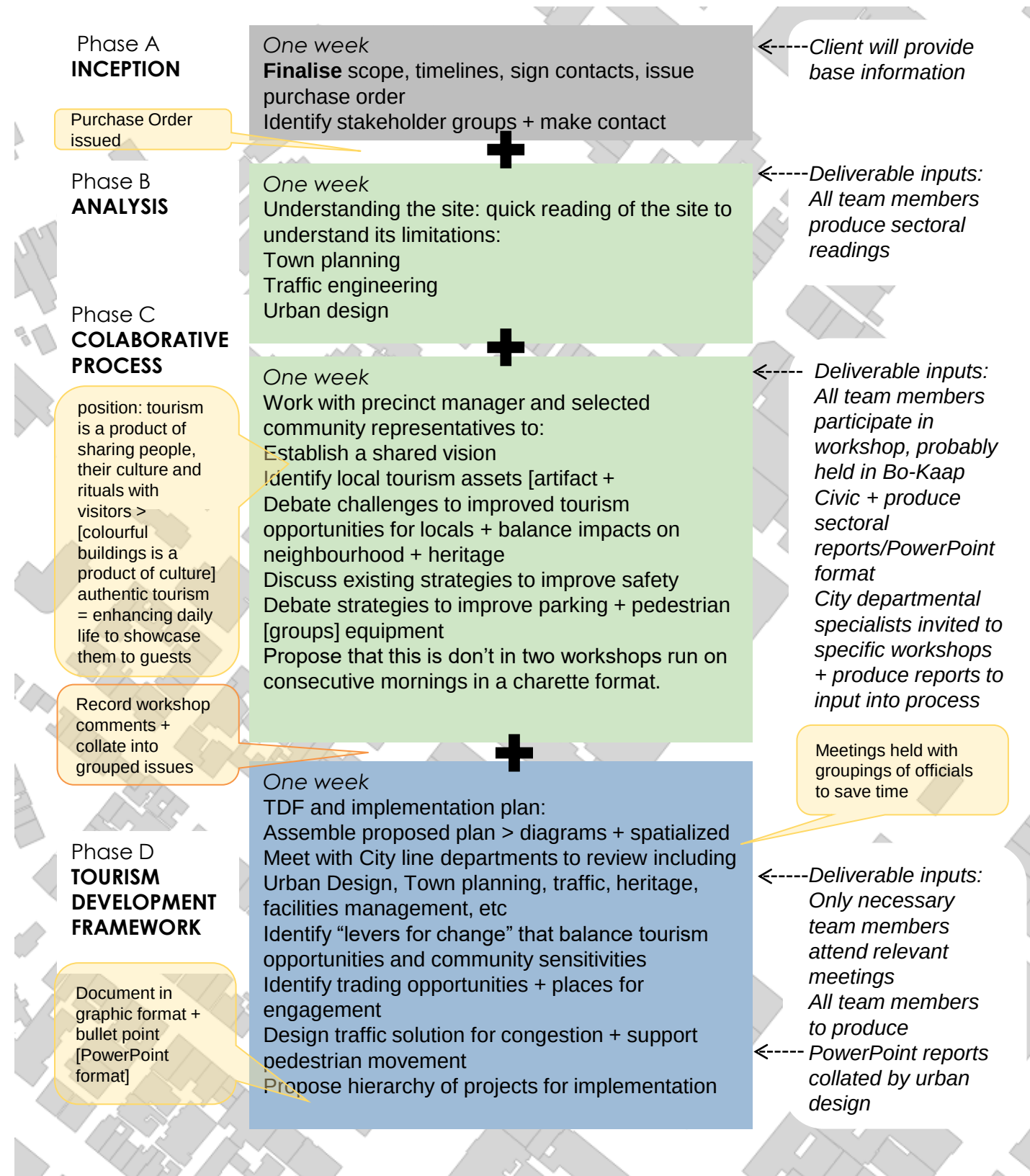
Jakupa Architects and Urban Designers followed a design process in collaboration with specialist consultants, Urban Dynamics Western Cape and HHO Consulting Engineers, in order to gain a better understanding of the site and ultimately develop an appropriate proposal that is in keeping with the vision for sustainable tourism within the neighbourhood. This process unfolded in four phases of a week each. Our work was continuously tested against inputs provided by the full professional team. This, by its nature, was an iterative design led process. The phases were structured as follows:

- Phase A:* Project Initiation,
- Phase B:* Contextual Analysis;
- Phase C:* Collaborative process and recorded workshops; design charettes with stakeholders and record the workshops
- Phase D:* Produce a Tourism Development Framework and Implementation Plan

The project has undergone a series of studies from the professional team, such urban design reading of the site, town planning status quo analysis and traffic studies. Our design process adapted to the studies and created a collective understanding of the site and introduced further nuance that influenced the design outcomes. Beyond this timeframe, the process also allowed for the subsequent rounds of comments from the City which have been incorporated.

The foundation of our methodology was to produce an active document that results in developable actions. Key to the ability to influence development decisions was the view that we are not the final decision makers in the creation of rich and vibrant environments. Meaningful public environments have to be layered, over time, as economic and socio-political changes shape the making of cities. The making of cities is nuanced and the immediate outcomes may not be predictable, but through a process involving many hands, it has a great potential of becoming a place that reflects its context in time and place.

This work was done in full collaboration with the consultant team. Hence, this work is seen as an interpretation by design that is iterative in nature.



Over and above the ideas previously mentioned, our approach is governed by humanistic ideals translated into pragmatic solutions. Key high level principles that guide our approach are:

01 *Places Matter Most* > places are much more important than individual buildings or traffic volumes. We will create attractive and interesting places that are shaped by human scale, qualitative [phenomenological] and functional organization of the site, enlivening the physical experience of the development by both its occupants and passers-by. The rich potential of the broader site already provides key qualitative principles from which to draw inference.

02 *Craft is King* > attention to the grain and texture of the making of public places and urban form must be complemented by the crafting of the making of the place. All too often commercial developments are associated with crass built forms shaped by reductive technocratic solutions.

03 *People and Space Integration* > we will encourage a positive relationship with the existing morphology and integrate it with its genius loci. The sense of place includes the relationship of people, their activities and cultural practices, ultimately reflecting their character in its making.

04 *Community over Time* > systems thinking and incremental development will allow opportunity for the development to shape its form and character over time. Sustainability [social, economic, environmental, resource] is to be treated as a matter of course, furthermore, we argue that the development should allow for flexibility in accommodating a changing program that may be influenced by changing needs over time.

The purpose of this document is to create the groundwork for the framework:

- Provide a spatial reading of the site from urban design, town planning and traffic engineering perspectives and develop a shared understanding of the site.
- Establish a set of informants and responses to these, followed by a series of High Level Design Strategies for the area as a whole as well as Design Strategies for various significant sites within the area.
- Identify strategic projects that can contribute to the neighbourhood in accordance with the strategies and goals of the structuring framework to meet the needs of tourism as well as the community as a whole. The projects will support the genius loci of this context and the creation of a sustainable neighbourhood.



Intensity, diversity and adaptability



Safe and secure communities



Place matters>
Positive public realm



Interface

B. READING THE CONTEXT AND SITE

Developing a critical understanding of the environment in which we're acting is pivotal to developing an argument for an appropriate intervention. Rather than simply describing the context, which tends to be reductive and repetitive, we have opted to "read" the context where we conceptualize our understanding of what exists and interpret its characteristics. The method of understanding the context does offer the limitation that it could be interpreted differently by another set of consultants. The following then sets out a reading of the important qualities that describes the essence of the place.

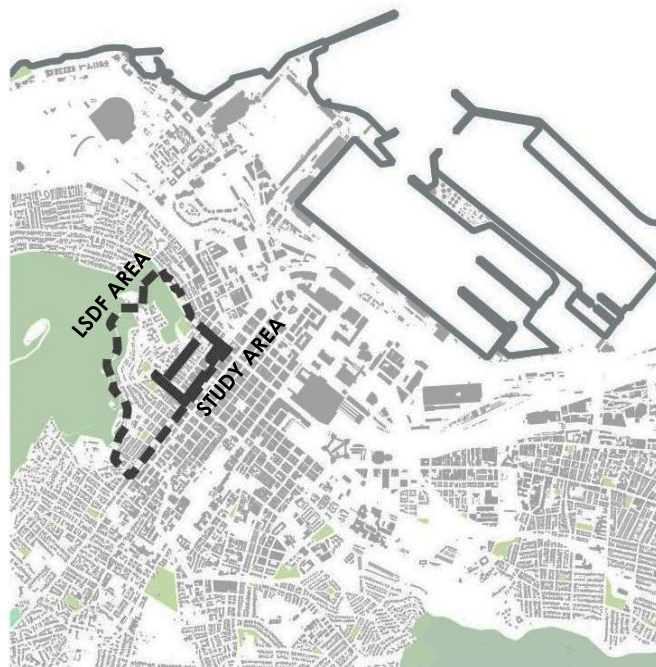


SITE LOCATION: *The Bo-Kaap*

The Bo-Kaap is located at the foot of Signal Hill and above the Cape Town City Centre. The study area is the heart of the Cape Malay Quarter, with strong ties to the start of Islam in South Africa, and historically a multicultural area. Built predominantly in the early 1800s, the area has one of the largest concentrations of historic buildings in the city. The brightly coloured Cape Georgian row houses and narrow cobbled streets make it a picturesque tourist location.

A NOTE ON SUSTAINABLE TOURISM:

Sustainable tourism takes into account the context in which it operates. This means making use of environmental resources in a way that is sustainable for future generations, and also respecting the social and cultural dynamics of the host communities while contributing to inter-cultural understanding and tolerance. It supports local economic opportunities and socio-economic benefits for all stakeholders involved, while respecting the cultural nuances and acting responsibly.



CAPE TOWN



AERIAL

URBAN CHALLENGES FOR A HISTORIC NEIGHBOURHOOD

Framing the urban problem



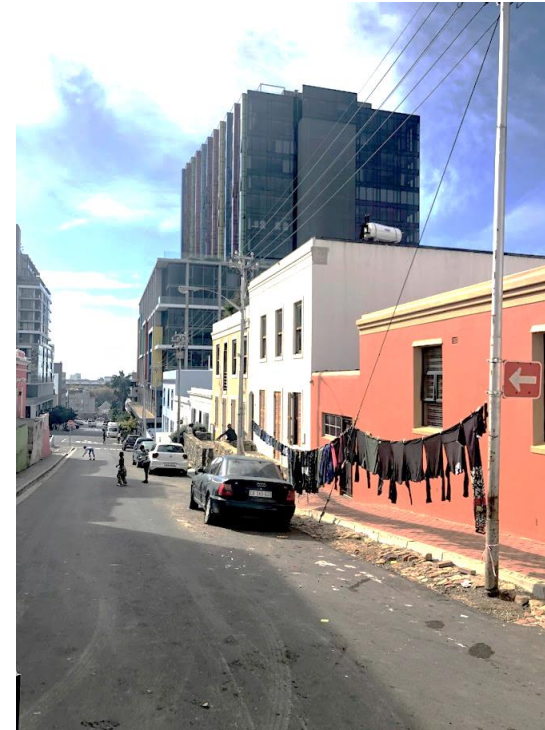
ATTRACTIONS + TOURISM

The area as a whole is seen as an attraction, with quaint pedestrian streets and colourful houses being photogenic backdrops for travellers. The challenge lies in fostering an engagement with the site, rather than a purely aesthetic fascination and superficial observations. The community can benefit from the presence of tourism in the area. While there might not be blatant tension between tourists and the community, there is an expectation that tourist endeavours be driven by the community rather than outsiders, and that tourism needs to be respectful of the community, their privacy and their sacred sites. The goal is to bolster and facilitate sustainable tourism.



HISTORY + NARRATIVE

The history of the Bo-Kaap makes it a unique asset to the city and the narrative of the country. Rather than merely colourful houses the neighbourhood is steeped in history. This can be considered one of the most valuable attractions of the site. The site tells the narrative as the birthplace of the Islamic faith in South Africa, as well as the country's colonial past and the history throughout apartheid. These narratives are located in the physical spaces of the Bo-Kaap and can be observed and engaged with while visiting the site.



NEIGHBOURS + ADJACENCIES

The Bo-Kaap community has been vocal in its objections to developments that are not seen as harmonious neighbours to the historic context. Larger high-rise buildings in particular have not been seen as favourable. Likewise, any development related to tourism will need to be sensitive to the needs of the community the heritage of the site. Furthermore, adjacencies such as informal dwellings erected at the quarries also create challenges and tensions for both the local community and visitors.



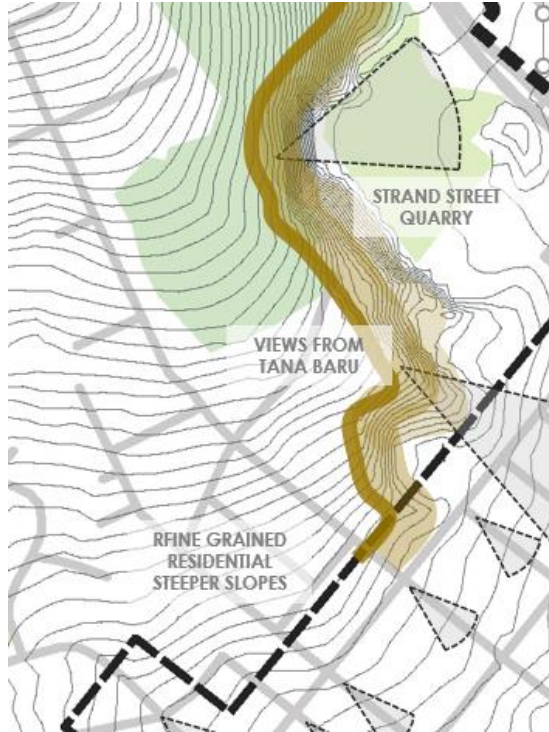
ROADS + THE PEDESTRAIN REALM

The current experience of moving through the site is dictated by the presence of cars that dominate the space. Wale and Rose street become bypasses for drivers seeking alternative faster routes to escape any congestion on Buitengracht street. Wale street serves as a wide "rat run" and parking lot, Rose Street as an alternative thoroughfare. The pedestrian realm is neglected in favour of fast vehicular movement. Some small informal intervention, such as cones in the road try to carve out space for pedestrians and patrons of the site's establishments.

Source: Author

READING THE CONTEXT

Building a spatial understanding of the site



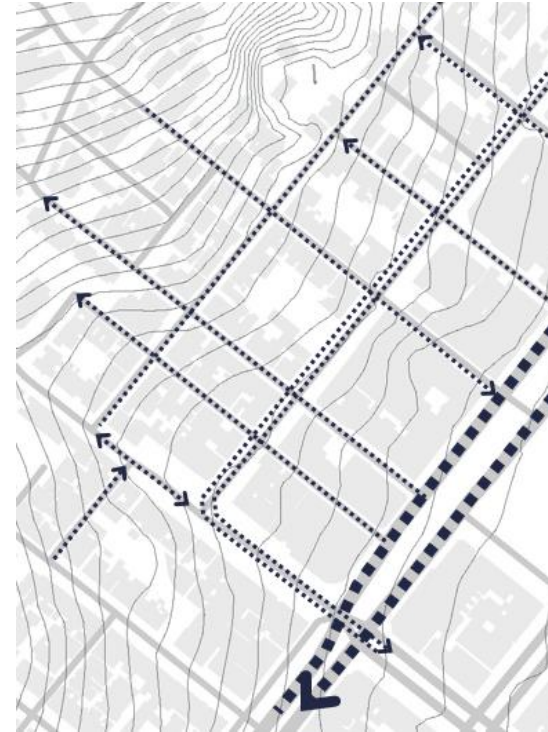
TOPOGRAPHY

The slope of the site informs the character as a neighbourhood above the City Centre. The shear walls created by the quarries and the views from above these overlooking the neighbourhood are also of significance.



GRAIN

The site is known for its fine-grained historic row-houses and the unique character of these buildings that shape the majority of the neighbourhood.



CONNECTIVITY

The connection between the Bo-Kaap and the rest of the city becomes vital in understanding traffic flows and the predominantly parking and car-dominated space that has developed on this section of Wale Street and also on Rose Street.



PLACES OF INTEREST

The Bo-Kaap is home to many religious institutions that date back to the 1800s as well as several other institutions and stores that contribute to the narrative of the neighbourhood.

Source: Author, GIS from web1.capetown.gov.za/web1/opendataportal/

TOPOGRAPHY:

Contours, slope and Vistas

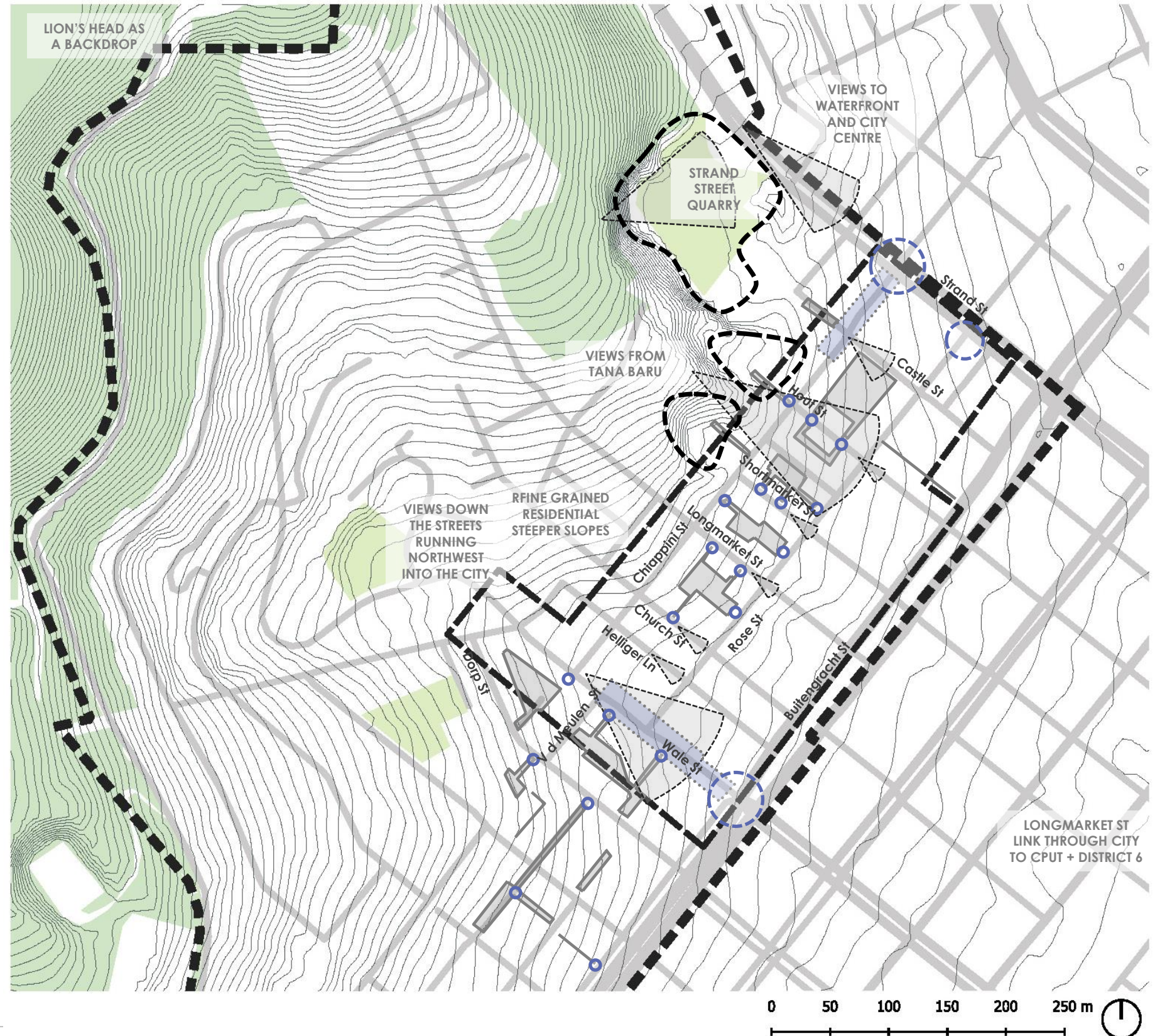
Located on the slopes of Signal Hill, the Bo-Kaap has views down narrow lanes running perpendicular to the contours and linking into the city's grid. While the grain and street layout in the lower options respond to the city grid, the contours, slope and topography start to dictate the road layout and urban fabric further up the slope.

While the city's contours flatten out, the Bo-Kaap begins where the topography starts gaining elevation. Features such as the quarries stand out in terms of dramatic drops in the landscape, providing views from above towards the city.

A gateway into the area are located at the intersection of Wale and Buitengracht Streets, where the wide road reserve provides an open gesture to the neighbourhood. A secondary gateway condition is located at the intersection of Chiappini Street and Strand Street.

LEGEND

-  Local Spatial Development Framework boundary (LSDF)
-  Narrow Study Area
-  Contours (2m)
- Roads**
 -  Collector Street
 -  Minor Arterial
 -  Major Arterial
 -  Local Street
- Vegetation: Indigenous Remnants**
 -  Peninsula Shale Renosterveld
 -  Community Parks
 -  Entry condition to the Neighbourhood
 -  Gateways
 -  Lanes and Communal Courtyards



TOPOGRAPHY:

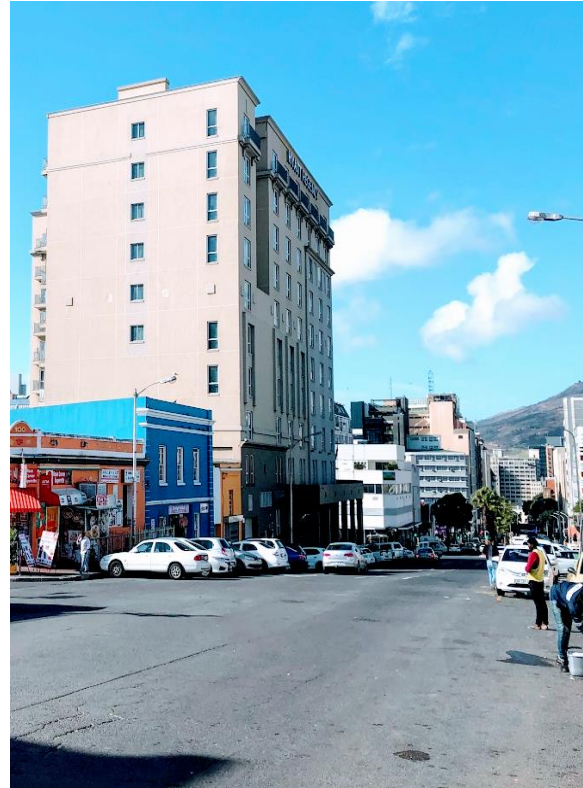
Streets and Gateways

As can be seen on the previous page, the urban fabric hold many smaller gateway conditions framing views and providing thresholds between the public private realm.

Small slipways into communal parked courts and gardens can be found on the edges of many blocks. The parked courts provide an internal private space. In the case of the stables site, this space has been envisaged as housing artists studios or other communal uses that provide the community with amenities and gathering space. These small threshold moments add to the network of pedestrian permeability and ultimately help create a pedestrian oriented environment.

Wale street serves as a gateways and entrance foyer to the area. The wide and unstructured road reserve means that, despite its potential, the street presents as car-dominated feels perilous to pedestrians.

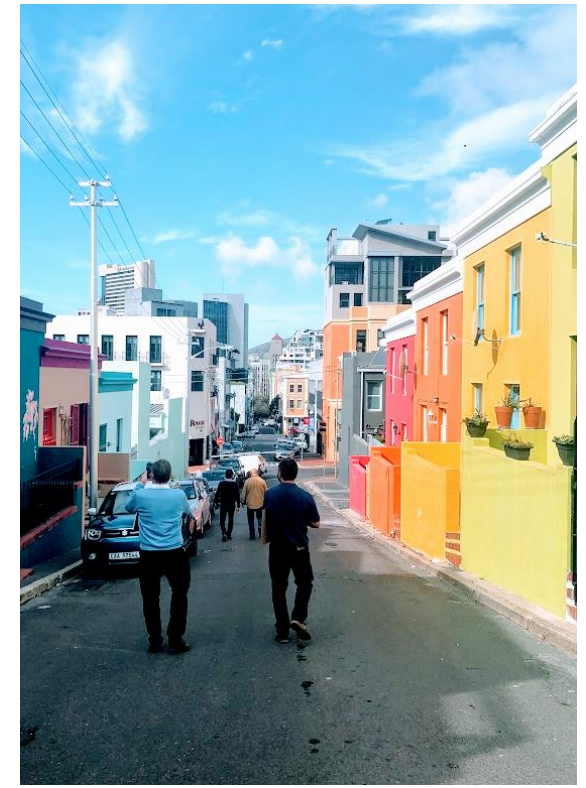
A mix of narrower cobbled and tarred streets weave a fine grained network throughout the rest of the study area. These connect to the rest of the city through view lines and alignment with the rest of the city grid. The streets, due to the lack of traffic, the narrow dimensions and the surfacing, emulate a shared pedestrian and vehicular space of a smaller and more local pedestrian network.



Wide Wale Street, currently a large parking lot.



Narrow characterful street of 7-10m wide throughout area.



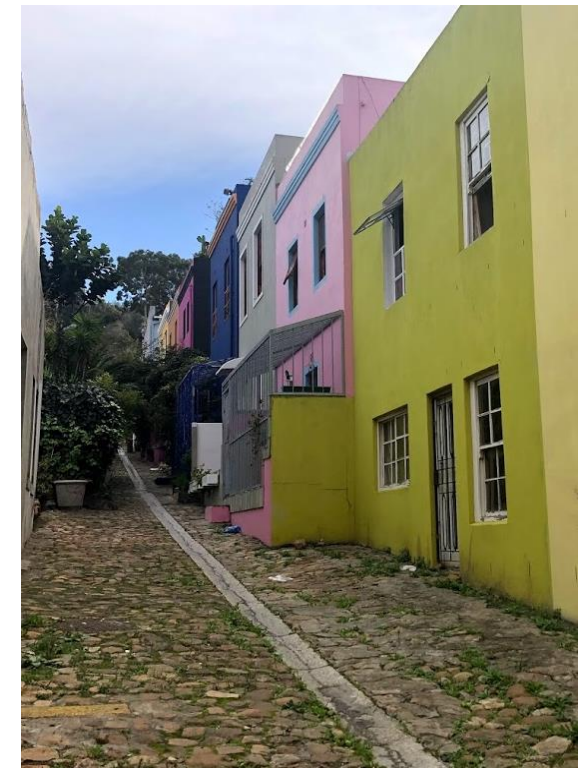
Narrow street with views connecting to the city.



Narrow slipways into shared parked courtyards.



An entrance way into a shared internal garden + courtyard space



The narrow lanes connecting through blocks increase pedestrian permeability while adding to the character of the urban fabric.

GRAIN

Shifts in Grain

A figure ground drawing of the Bo-Kaap illustrates the shift in grain. The shift is evident as the slop flattens out towards the city. What starts as relatively solid urban blocks with, breaks into a fine-grained residential fabric and still holds the regular street grid. Further up the slopes, the dissolves into suburban fabric of detached single residential home scattered in the sloped landscape.

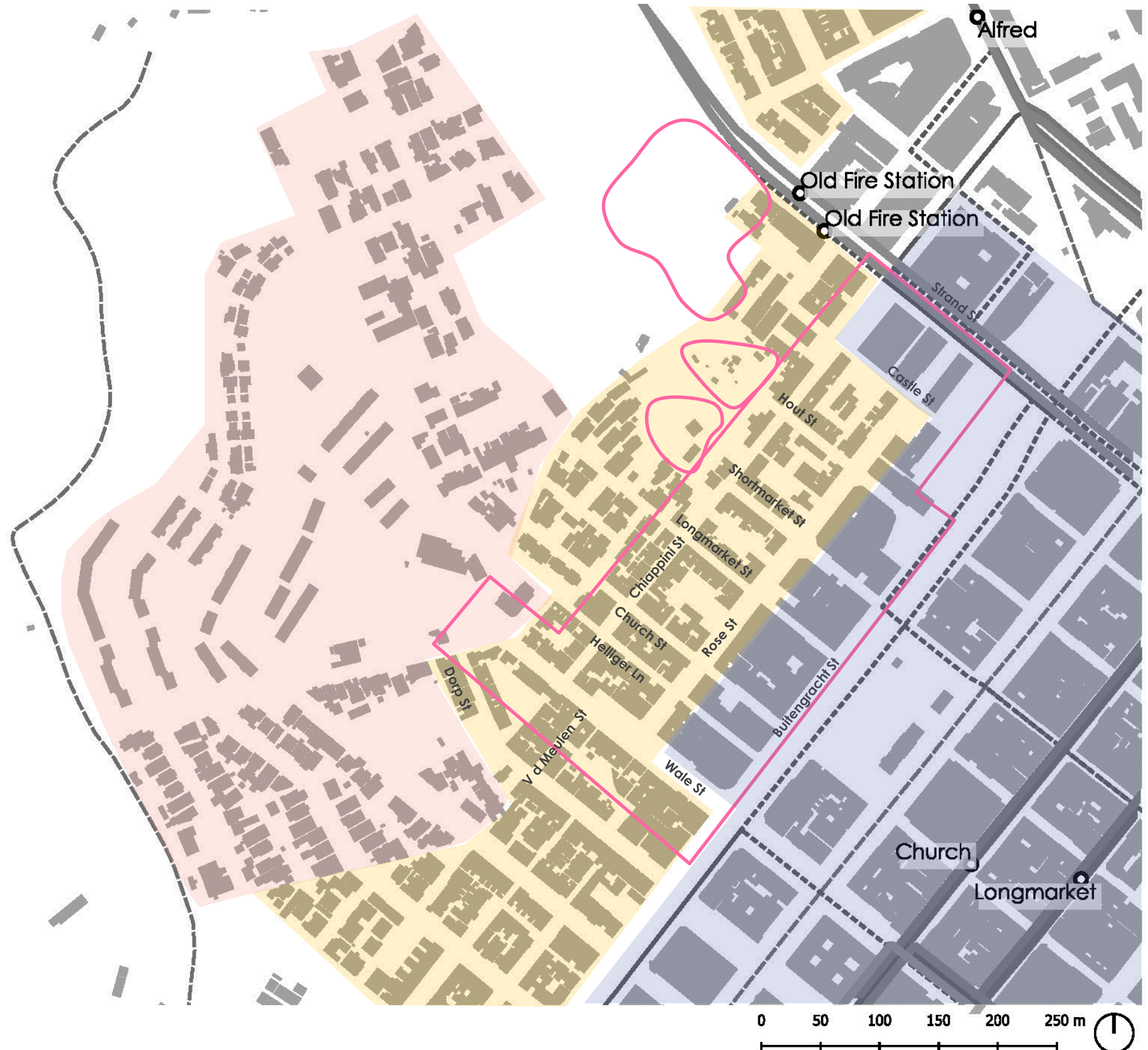


GRAIN

Shifts in Urban Fabric

The drawing alongside shows a differentiation in the grain, but also the dominant typology of the area. The city hosts larger multistorey uses. There is a clear break in continuity of this grain along rose street where the dominant typology of the area shifts into distinctive urban blocks, comprised of single residential rowhouses. These tend to be low-rise buildings for 1-2 storey, a clear break from the multi-storey nature of the City Centre. Further up the slopes the residential fabric separates out into a suburban model.

The next page illustrates the corresponding changes in zoning and thus in land use of the various area. The shift in zoning and use is dramatic rather than a more subtle integration. There seems to be a creep of the city's larger commercial blocks into the fabric of the historic neighbourhood. Rose street holds the line of where the city ends and the Bo-Kaap starts, but a more considered transition can take place between Rose Street and Buitengracht Street that mitigates the presence of these adjacencies.



LEGEND

- Larger commercial city grain
- Finer-grained residential Fabric with regular street grid (Cape Georgian)
- Other residential fabric responding to the slopes

GRAIN AND ZONING
Shifts in Zoning

LEGEND

Zoning

- Community 1 : Local
- General Business 1
- General Business 5
- General Business 7
- General Residential 4
- Local Business 2 : Local Business
- Mixed Use 2
- Mixed Use 3
- Open Space 2 : Public Open Space
- Single Residential 1 : Conventional Housing
- Transport 2 : Public Road and Public Parking
- Utility

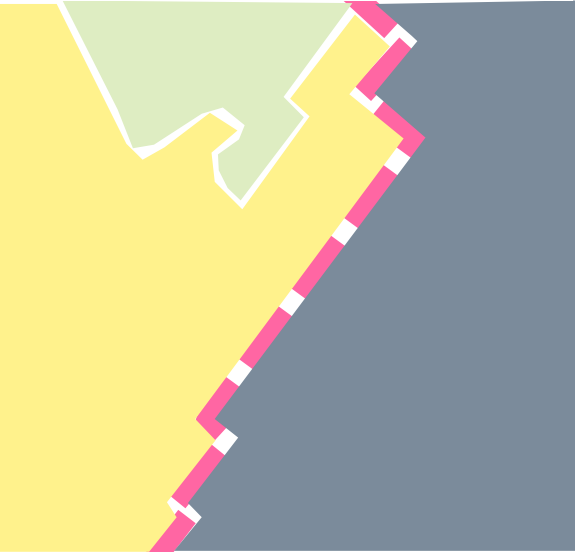
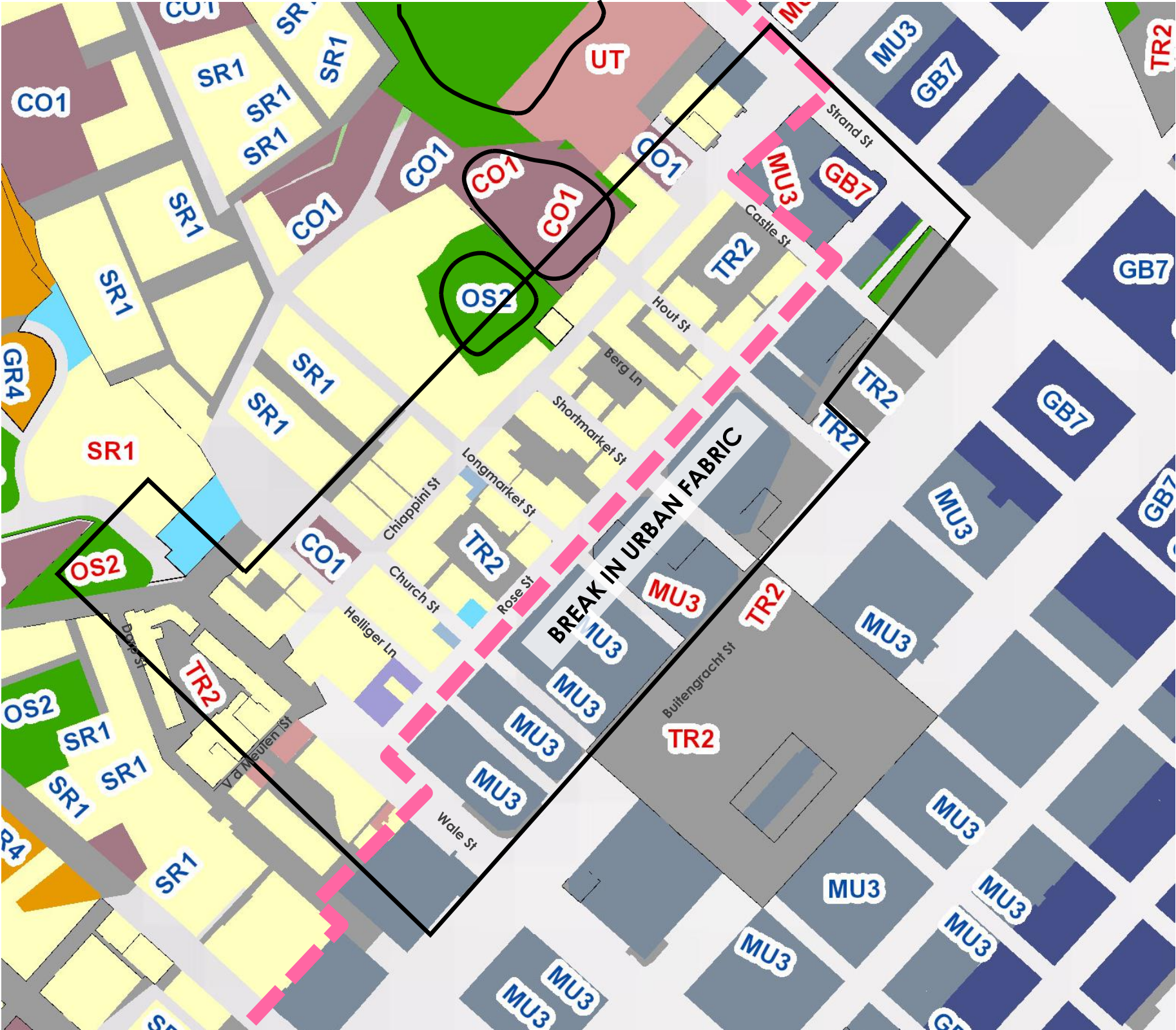


Diagram of Transition to Residential



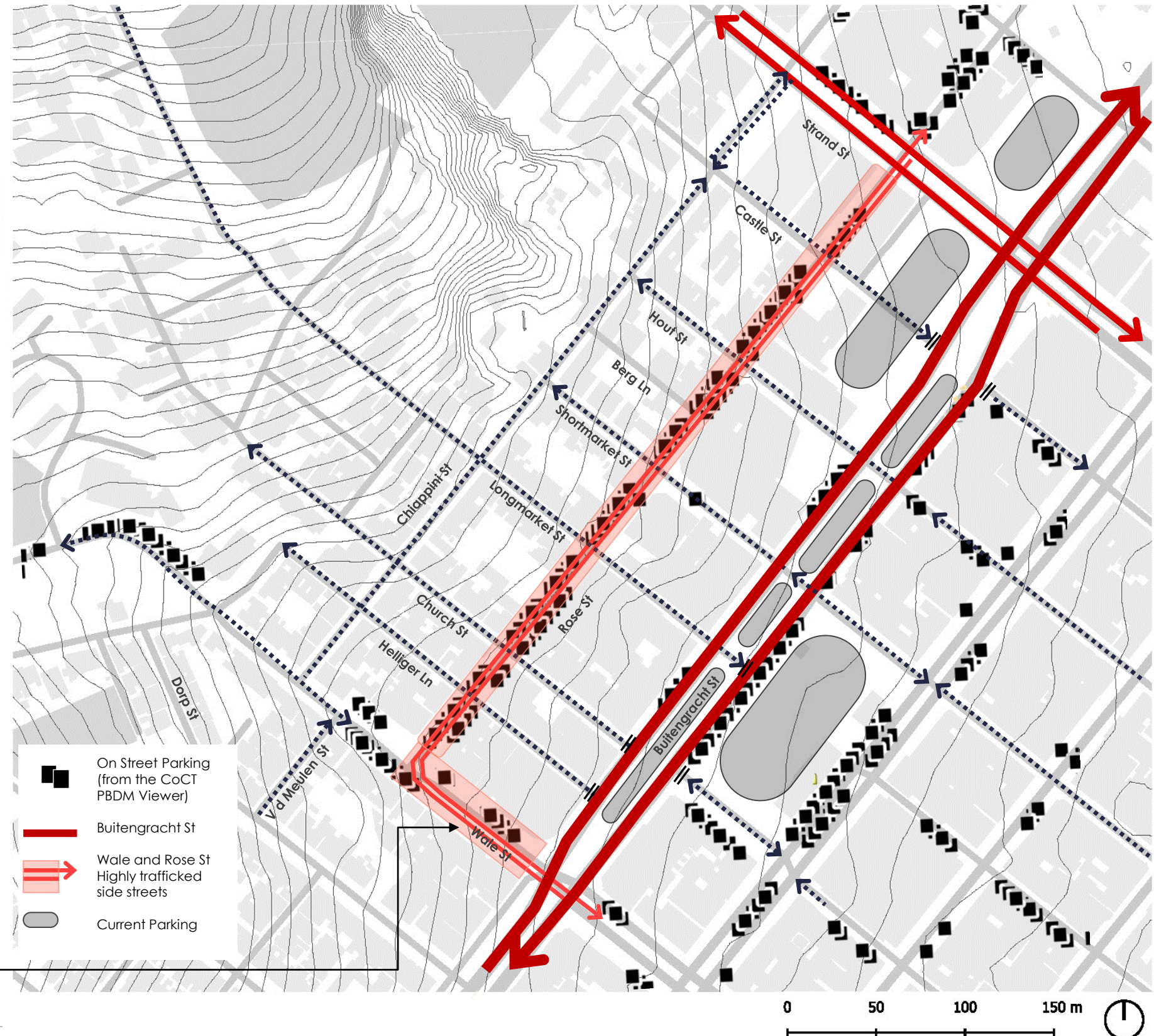
ROADS AND PUBLIC REALM: *Urban Challenges*

The current condition of these portions of Wale Street and Rose Street are that of a car-dominated space. Wale street serves as a dormitory parking lot of many people working in the city, along with people visiting the area. On Street parking from the City is shown on the map alongside. These only show some of the actual parked areas. In reality, this portion of Wale Street is inundated with cars attempting to find parking.

Wale and Rose Street currently serve as a throughfare and shortcut for cars trying to avoid the traffic along Buitengracht Street. Rather than a pleasant pedestrian realm that these streets could provide, the streets become wide vehicular spaces with no crossings and small sidewalks that are not conducive to pedestrian safety.

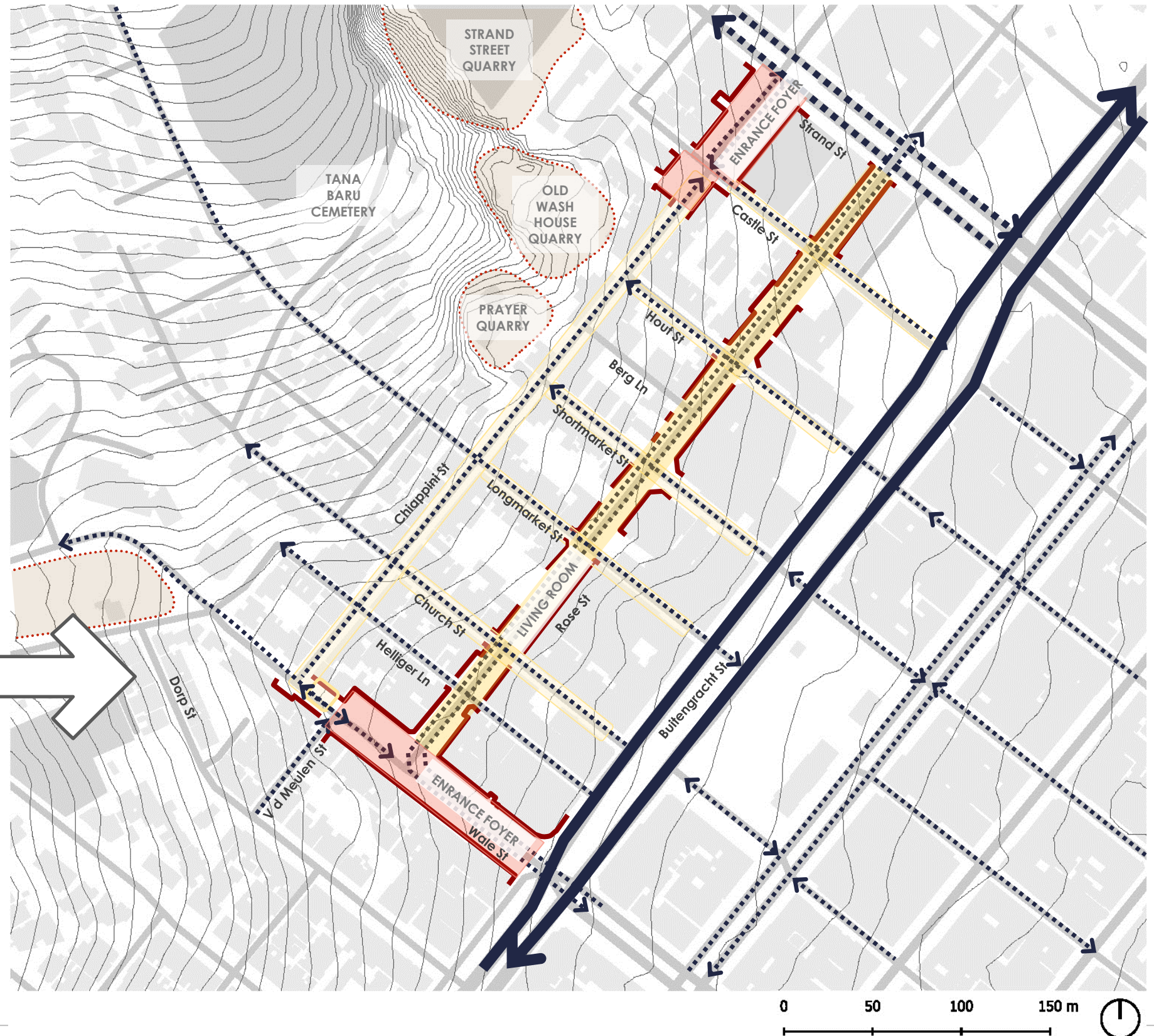
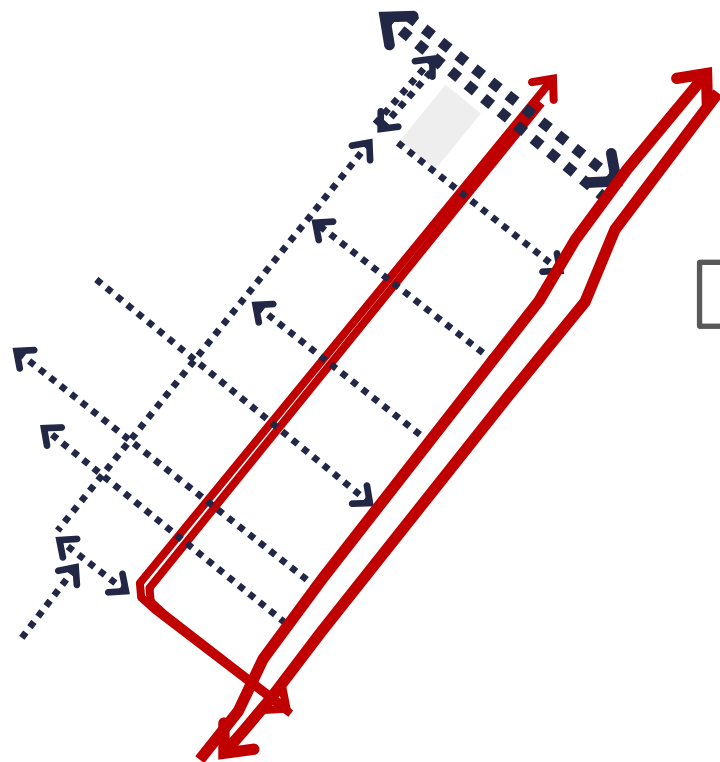


Wale Street



ROADS AND PUBLIC REALM: *Opportunities*

While the surrounding streets provide quaint pedestrian friendly spaces, these two wider streets have the potential to provide spaces for pedestrian engagement with the neighbourhood. The streets currently have vibrant active interfaces, despite the road widths being car-dominated and neglected in terms of pedestrian provisions.



PLACES OF INTEREST:

Amenities

Much of the activity in the area is located along Wale Street and close to the intersection of Wale and Rose Streets. The area is also home to several Mosques, a burial ground and other community amenities.

LEGEND

Amenities

Places of Worship



CHRISTIAN



ISLAMIC

Amenities



Libraries



Monuments



School



Community Centre



Clinic

Retail



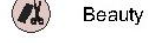
Store



Atlas + Cooking



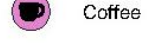
Repairs



Beauty



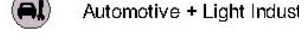
Museum



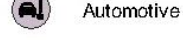
Coffee



Liquor



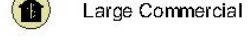
Automotive + Light Indust



Automotive



Tourism + Arts



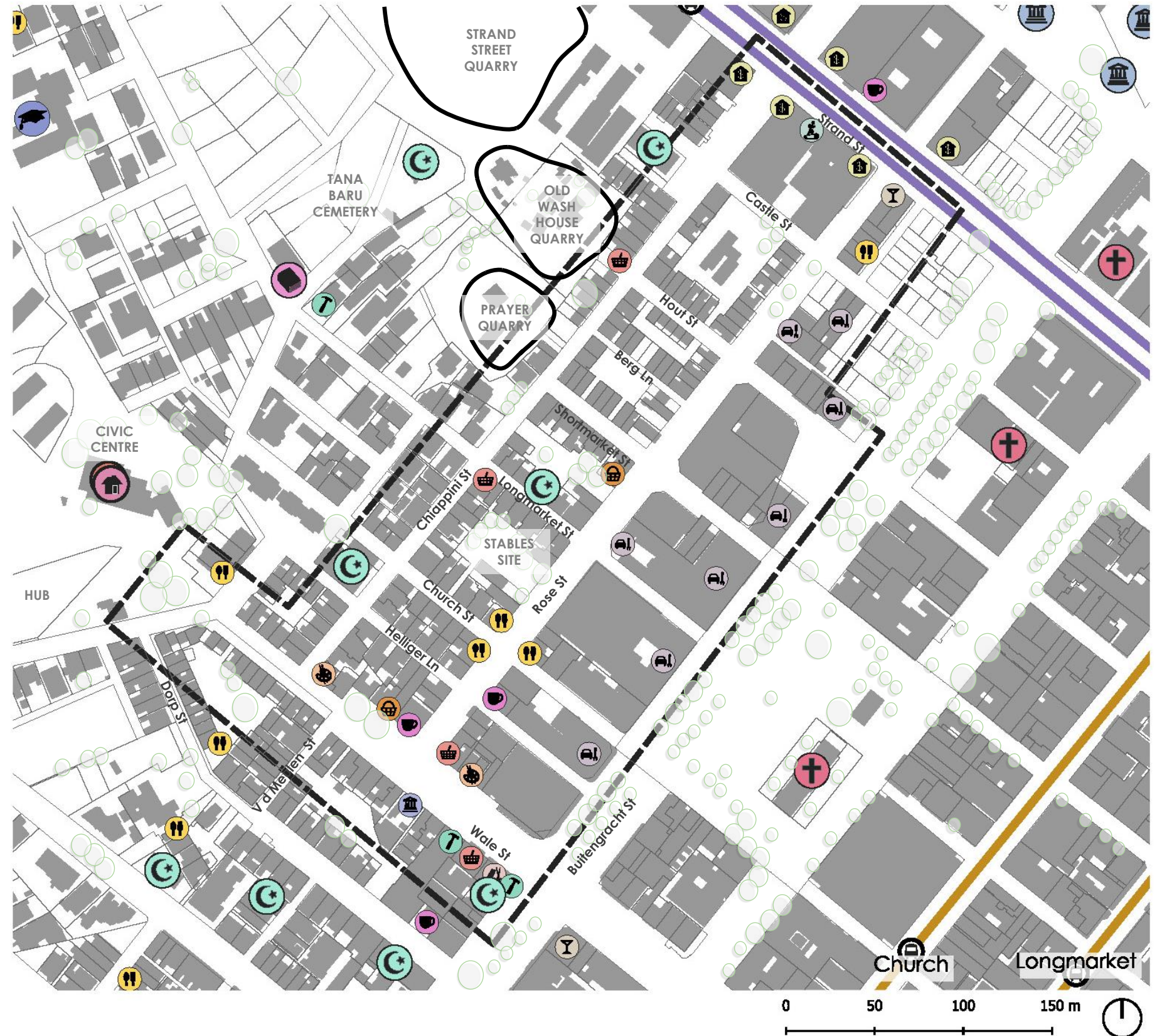
Large Commercial



Gym



Food



PLACES OF INTEREST:

Heritage

The area between Rose, Wale and Chiappini Streets has been earmarked as a protected area. The New Heritage Protection Overlay Zone area for the Bo-Kaap has also provided protections and development for the Bo-Kaap as a whole.

LEGEND

Amenities

Places of Worship



CHRISTIAN



ISLAMIC

Amenities



Libraries



Monuments



School



Community Centre



Clinic

Heritage Erven

 National Heritage Site

 Provincial Heritage Site

Retail



Store



Atlas + Cooking



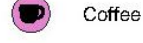
Repairs



Beauty



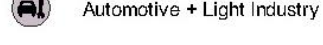
Museum



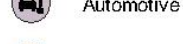
Coffee



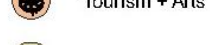
Liquor



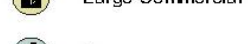
Automotive + Light Industry



Automotive



Tourism + Arts



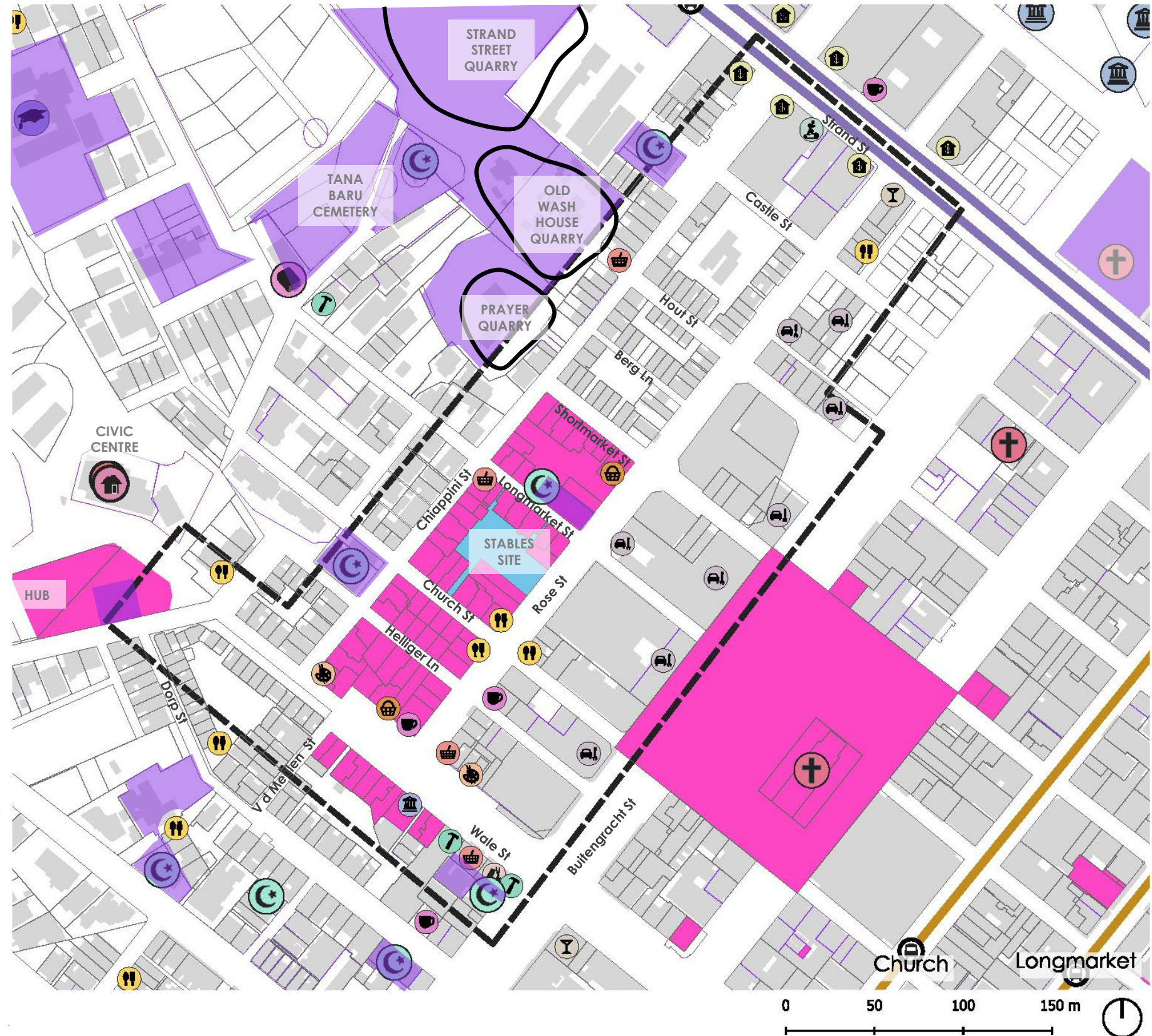
Large Commercial



Gym



Food



PLACES OF INTEREST:

Accommodation

While there are a handful of more formal establishments for tourist accommodation or short term rental, what is striking is the informal economy that platform urbanism such as Airbnb has enabled. The city is teeming with hotels and rental spaces elsewhere, but once scrolling through Airbnb, many more potential exchanges are made visible.

This map serves as a snapshot impression (June 2021), rather than a static or accurate portrayal, of the accommodation options available, though these will be shifting rapidly over time. This indicates the desire for additional income through renting out rooms or houses as well as the perception that Bo-Kaap is a highly desirable area from which to experience the city.

LEGEND

Amenities

Places of Worship



CHRISTIAN



ISLAMIC



Libraries



Monuments



School



Community Centre



Hotel



Airbnb Rentals



PLACES OF INTEREST:

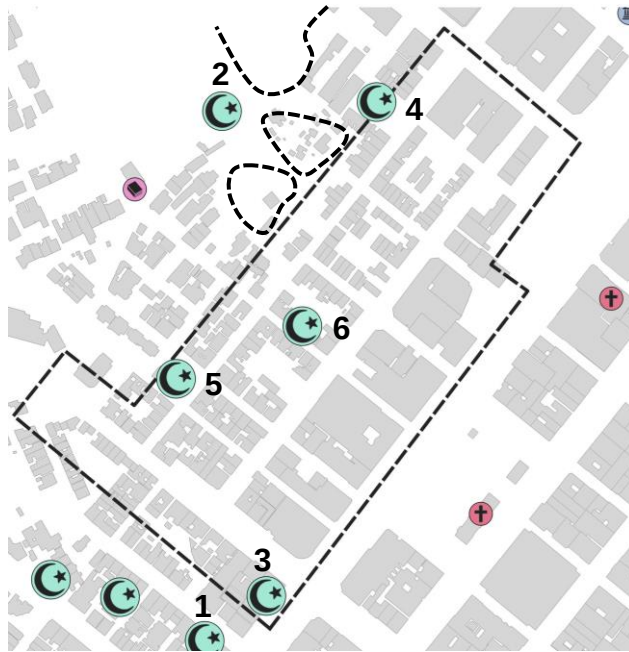
Religious Sites

The first Mosque built in Cape Town Auwal Mosque. Religious freedom was granted by the Batavian government in 1789 and subsequently a burial ground was established at the Tana Baru Cemetery in 1804. While not an operational cemetery now, it is considered a sacred religious space with graves of prestigious figures seminal in the creation of the Bo-Kaap community and to the establishment of the Islamic faith in the city.

Several of the oldest mosques in the city are located in the Bo-Kaap dating to the 1800s.

While these Mosques are important religious places and sacred sites, they cannot be considered merely tourist attractions, but as institutions steeped in history with great importance to the community of the Bo-Kaap.

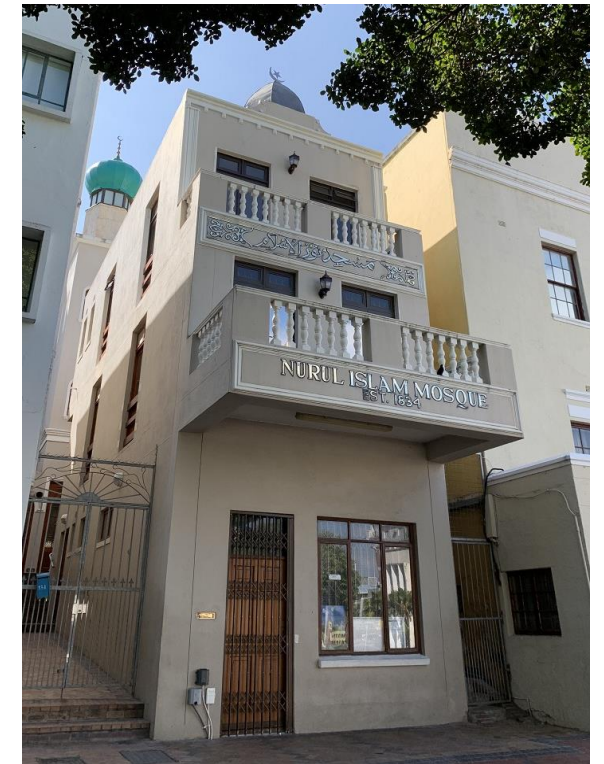
While religion is not put on display, the history and narrative of the Bo-Kaap can be told through these sacred sites, providing visitors with an understanding of their context.



1. Auwal Masjid – 1794



2. Tana Baru Cemetery - 1804



3. Nurul Islam Masjid - 1844



4. Jamia Masjid also referred to as Queen Victoria Mosque - 1850



5. Shafee Masjid - 1859



6. Boorhaanol Masjid - 1884

PLACES OF INTEREST:

Historical and visual Interest of the Neighbourhood as a whole

The historic row houses of the Bo-Kaap, and their more modern additions of colour to their facades, are considered some of the main visual attractions of the site. Built from the 1760s until the 1840s, the Bo-Kaap was originally developed as modest rental housing for immigrants and artisans, and after the emancipation of slaves in 1834, the neighbourhood became home to many freed slaves and the ancestors of many Muslim people in South Africa.

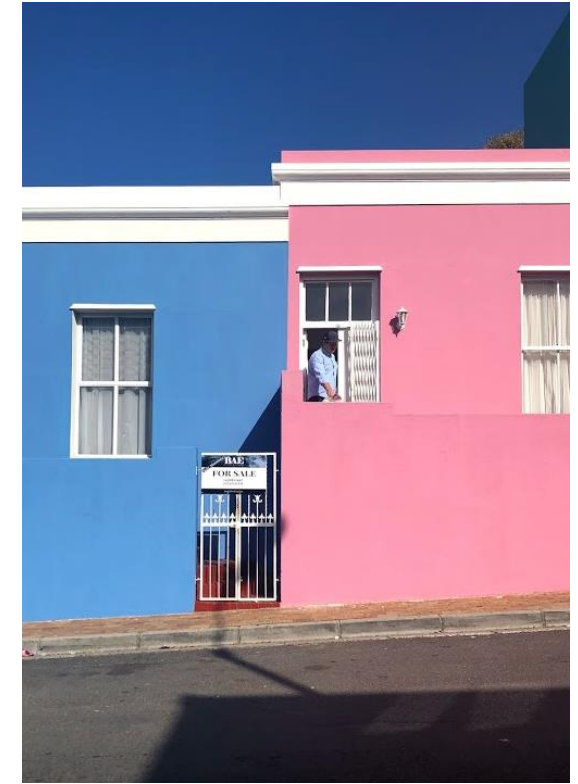
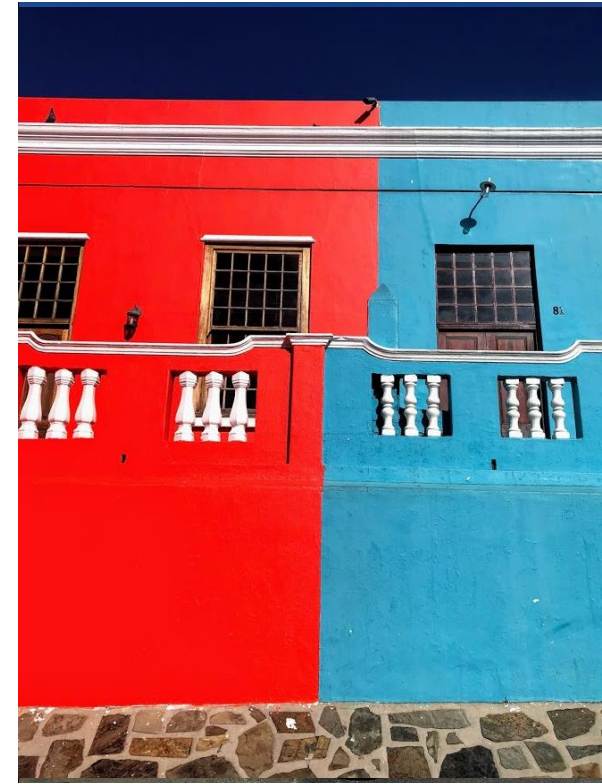
The modest architecture is characteristic of early Cape Dutch and Cape Georgian architecture, with the parapet, sash windows, narrow front doors and stoeps with seating opening up to the street.

“The façade, with its curvilinear baroque parapet, is characteristic of early Cape Dutch architecture. The house has A small courtyard at the back, which is connected to the street by a narrow lane. Courtyards were usually paved with Kaapse klippe or stone sets of cobbles, and were often planted with trees or A vine.

The height of stoeps (verandas) in the Bo-Kaap vary according to the slope of the street. Most stoeps have solid seats at both ends, making the stoep A convenient gathering place for family and friends.

The flat roofs of this dwelling and others of its era were often disguised with decorative roof edging such as this to help cover the flat, sloping roof behind the decorative edging... Another distinctive feature of the house is the front door, with a separate top and bottom panel known as a boenonder (above-and-below) door... The sash-windows, fitted with teak shutters, are a typical feature of Cape Dutch architecture.”

(description of Bo-Kaap Architecture, iziko.org.za/museums/bo-kaap-museum)





THE SOCIAL LIFE OF SPACES:

Wale Street

The entry to Bo-Kaap starts where Wale Street crosses Buitengracht Street into the finer grained neighbourhood. This portion of Wale street is approximately 28m wide and 120m in length.

While the space is dominated by the constant stream of vehicles overflowing from Buitengracht Street, especially during peak hour traffic, the space has a notable social life that serves to reclaim the street as a gathering space for the community. Rather than a display, these interactions can be seen as acts of reclaiming the street, protest, religious acts and social gatherings centered around the community.



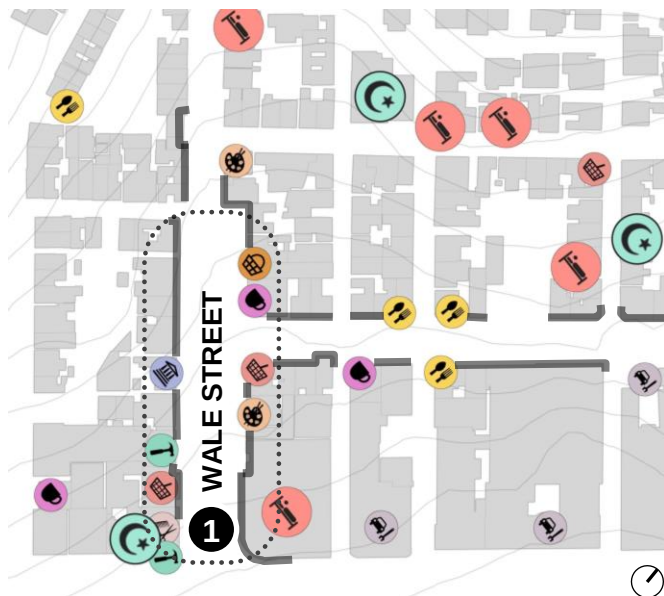
Mass Boeka – People gather and rolls of paper are spread across the street and food laid out for the breaking fast after the month of Ramadan.



Eid Salaah– The street is blocked and transformed into a space of prayer.



Protests– The corner of Wale Street and Buitengracht Street is often chosen and a site from which to protest against development, gentrification and for heritage protection.



THE SOCIAL LIFE OF SPACES:

Wale Street

Wale street is home to a handful of particular institutions that contribute to the life of the Bo-Kaap and shape its identity over decades. Rocksole, Atlas Foods and the Iziko Bo-Kaap Museum are constants, while rose street café has shifted ownership. Other small enterprises such as gallery spaces, coffee shops, hair dressers or convenience stores also form part of the character of the street.

Much of the road is currently clogged by traffic, with difficult pedestrian movement and car parking being a point of contention. Often spaces in front of stores such as Atlas Foods and Rocksole are guarded with cones for their customers.



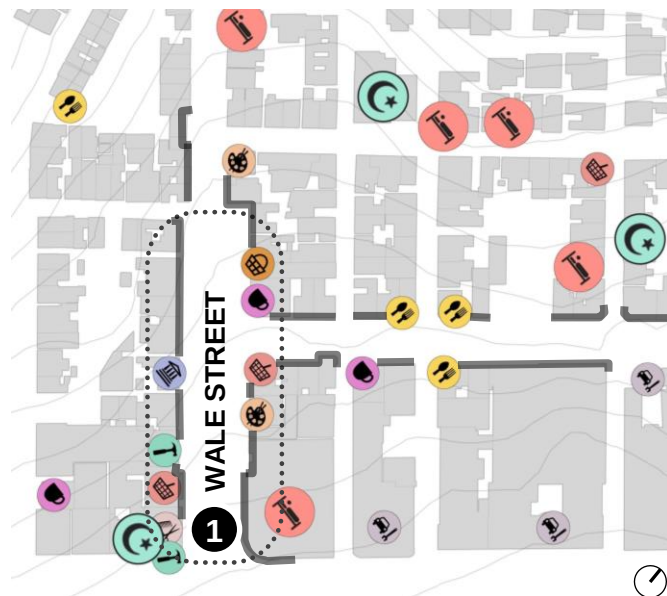
Rocksole – since 1936



The Bo-Kaap Museum – one of the oldest homes in the neighbourhood dating to 1768, opened as a Museum in 1978.



Atlas Foods – since 1946, though the exact location has shifted on Wale Street.



THE SOCIAL LIFE OF SPACES:

Rose Street

Rose Street at approximately 18m wide is at a slightly more intimate scale than Wale Street. It currently has two-way traffic with parallel parking on either side and relatively narrow sidewalks. During peak hour traffic the road transforms into a rat run for the spillover traffic from Buitengracht Street. Some cafés and limited smaller retail spaces are located along the street.

The Stables, located a block away from Wale Street, provides a gateway into a communal courtyard.

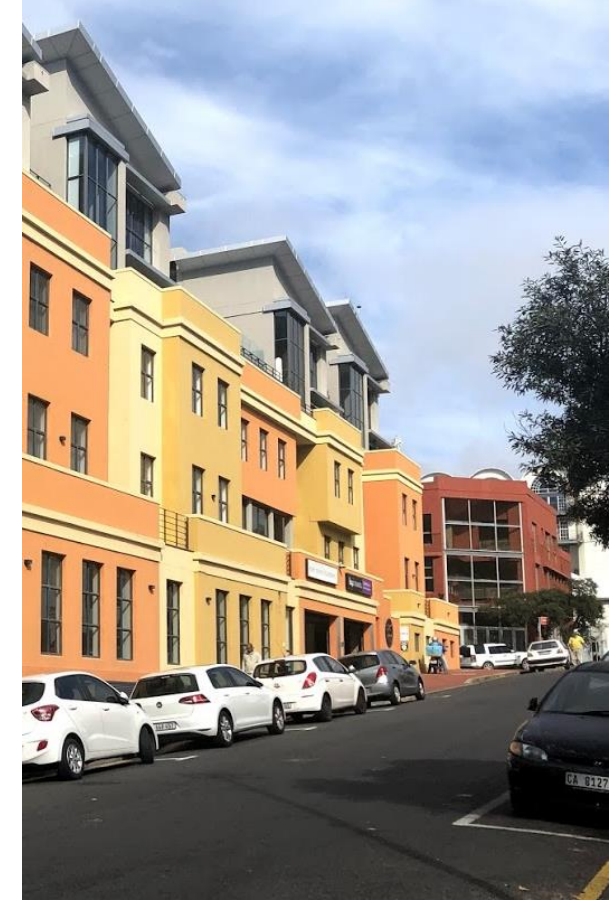
The north-western side of Rose Street has predominantly small scale double storey row houses in keeping with the rest of the Bo-Kaap neighbourhood. The South-Eastern side of Rose Street (with Mixed Use 3 Zoning) houses large developments and automotive uses. Some smaller scaled buildings remain, but Rose Street largely forms a dividing line between the commercial creep of the city and the finer-grained fabric of the historic neighbourhood.



Rose Street – NW side double storey row houses. Parallel parking on both sides of the 2-way street.



Remnants of the old historic fabric on the SE side used as a restaurant.



Rose Street – SW side has larger apartments buildings in contrast to the rest of the neighbourhood.



THE SOCIAL LIFE OF SPACES:

Changing Spaces

1.

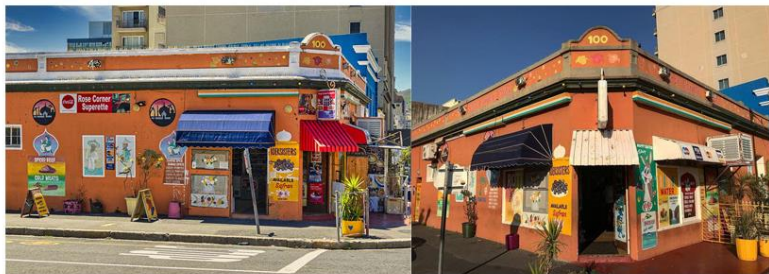


Haas Coffee Shop

Batavia Café

The site previously occupied by Haas Coffee Shop, is now home to Batavia Café. It launched in April 2015 and is owned by a family who once lived in the Bo-Kaap.

2.



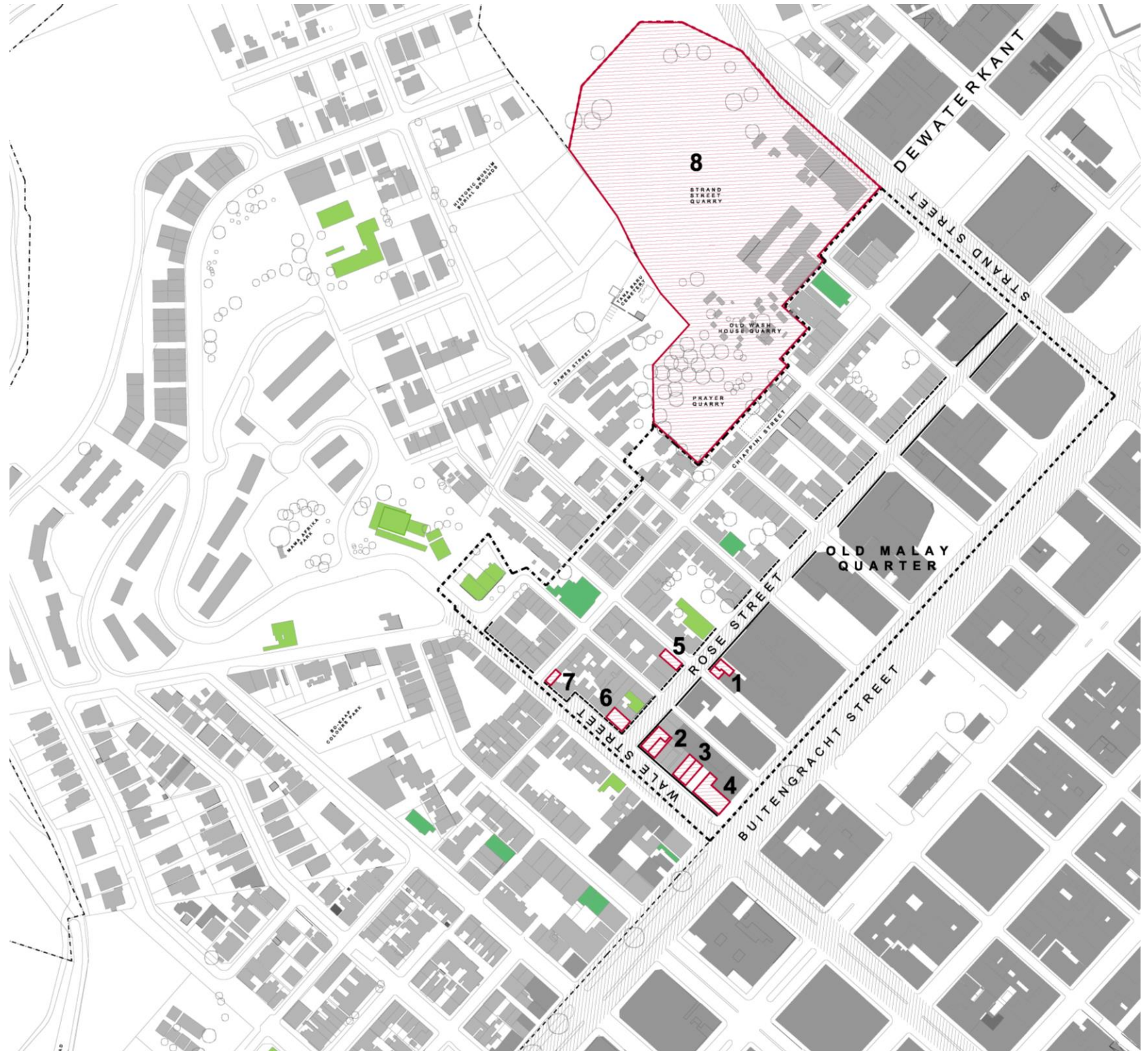
Rose Corner Café

Rose Corner Café

Rose Corner Café has been operating from the same premises for approximately 45 years and was owned and managed by a couple who were residents of the Bo-Kaap. It has recently been sold and is now owned by foreign nationals.

LEGEND

- Bo-Kaap Extent
- Areas of Interest
- Sites with change of ownership/use
- Residential edge
- Commercial edge
- Public amenities
- Mosque



THE SOCIAL LIFE OF SPACES: Changing Spaces



Another legacy business in the area is Atlas Trading Co. It's one of the businesses within the area that applied for permits to continue operating in the area during apartheid. It was located at 94 Wale Street since 1946 until moving further up the road in to a small space within the Bo-Op retail store. Bo-Kaap Bazaar has since taken it's place and proclaims to be a specialty food shop.



Previously a site that served as a parking lot, now owned by Millat Properties and where the Hyatt Hotel resides.

LEGEND

- Bo-Kaap Extent
- Areas of Interest
- Sites with change of ownership/use
- Residential edge
- Commercial edge
- Public amenities
- Mosque

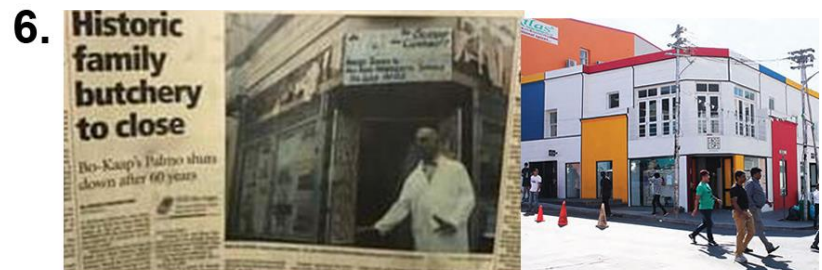


THE SOCIAL LIFE OF SPACES: Changing Spaces



Star Supply Store

Star Supply Store was one of the local corner shops and is now owned by foreign nationals who have revamped it in to a Tikka chicken shop.



Palmo Butchery

BO-OP Retail Store

Palmo butchery served the community for almost 62 years and played an integral part in the special identity of the Bo-Kaap. Unfortunately the owners of the building decided to sell and what was once a social landmark is now home to an ice cream store, a retail outlet and Deluxe coffee shop - another form of gentrification within the area. Atlas Trading has also recently occupied a small portion of the building.

LEGEND

- Bo-Kaap Extent
- Areas of Interest
- Sites with change of ownership/use
- Residential edge
- Commercial edge
- Public amenities
- Mosque



THE SOCIAL LIFE OF SPACES:

Changing Spaces

7.



Residential House

ART duCap Gallery

This residential home is situated on the corner of Wale and Chiappini Street. Its stoep served as a public platform for informal local artists to display their artwork and engage with tourists. It has since become a formal, artist-owned gallery and studio with no site of informal interaction within the public-private threshold.

8.



Strand Street Quarry

Prayer Quarry



Old Wash House Quarry

Old Wash House Quarry

Social tensions around ownership are quite prominent around these sites; both within the quarries between different grouping within the informal settlement (foreign nationals and South African) and with the local residents of the Bo-Kaap.

- Bo-Kaap Extent
- Areas of Interest
- Sites with change of ownership/use
- Residential edge
- Commercial edge
- Public amenities
- Mosque



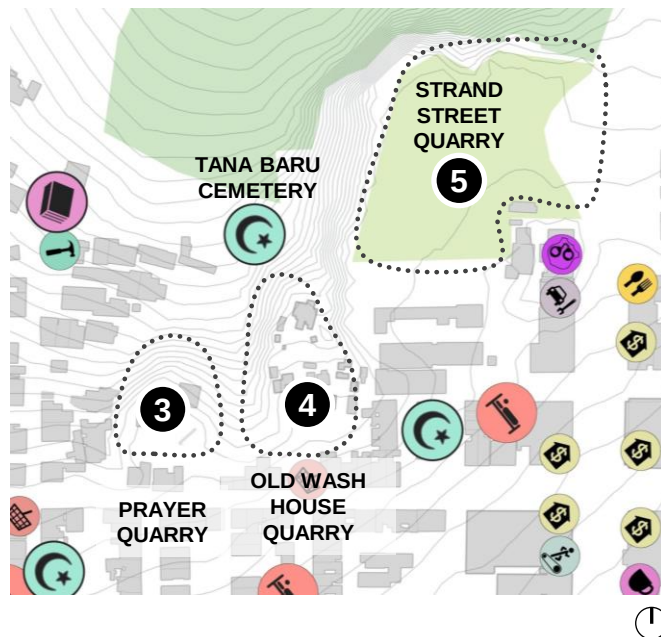
THE SOCIAL LIFE OF SPACES:

The Three Quarries

The three quarries in the Bo-Kaap, where dark grey slate stone was excavated, were operational circa. 1660 until around 1946. The most notable use of the stone was for the construction of the Cape Town Castle and the Methodist Church on Green Market Square in the City Centre. Many historic Bo-Kaap buildings have the stoeps and steps constructed from the excavated slate.

All three quarries are linked to the arrival of Muslim slaves in the Cape and have significant heritage value, especially in relation to the proximity of the Bo-Kaap neighbourhood.

The Tana Baru Cemetery site above the quarries dates back to 1805 when it was granted as a public burial site. This Islamic holy burial site is accessible from two restricted points from Bo-Kaap and is considered a historical location for the foundation of Islam in the Cape.



THE SOCIAL LIFE OF SPACES:

Prayer Quarry + Tana Baru

Situated at the top of Shortmarket street, this quarry is the termination of an axis running from Greenmarket Square through the city and the Bo-Kaap. This site holds significance in its role as the starting point of Islam in Cape Town. This dates back for 1780 when a Prince from the Trimata Islands in Indonesia, later known as Tuan Guru (*Sir Guru*), was deported to the Cape and conducted the first congregational prayers in this open space. He established the first Mosque in Cape Town in 1798, the Auwal Mosque in Dorp Street.

The Tana Baru Cemetery, translating to “new ground” is at the top of a large tract of land above the quarry walls that is undeveloped and is the site of a significant Muslim burial ground. Within the cemetery grounds are the graves of male and female founders of the Bo-Kaap community, such as Tuan Guru and other leaders. Although the site has been closed since 1886, it remains a sacred burial ground.

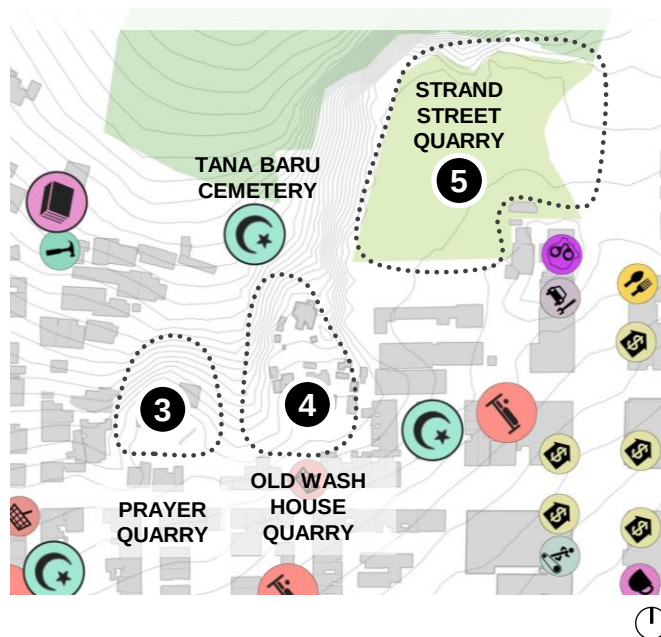
While the historic burial site is seen as highly significant, it is not seen as an attraction, but rather a sacred religious site.



Informal structures in trees surround the edges of the quarry



The Old Prayer Quarry



THE SOCIAL LIFE OF SPACES:

Old Wash House Quarry

At the termination of Hout Street, this quarry was the site of one of the last public wash houses in the city. While in use as a wash house the surrounding space served as a communal social and intergenerational gathering space, and as one of the few open spaces in the Bo-Kaap. A Crèche was located next to the wash house building. The Wash House buildings, built between 1925 and 1933 was later demolished in the 1960s.

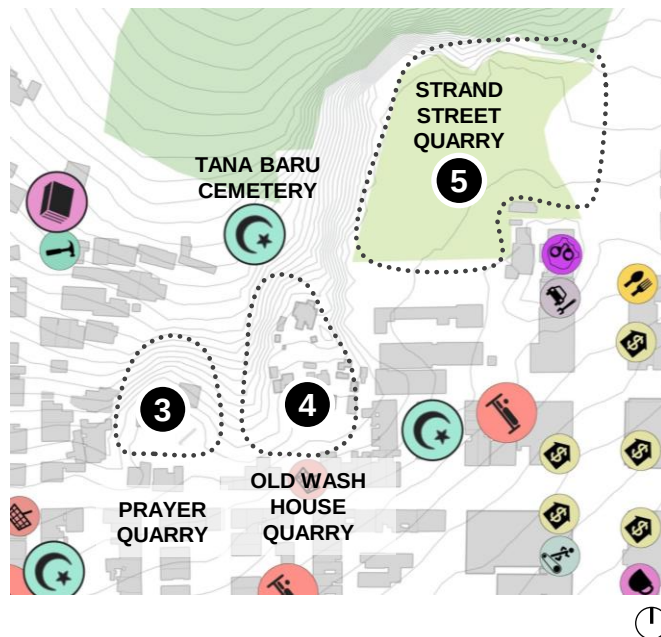
The Quarry is now home to an informal settlement and is considered a dangerous space for outsiders or tourists to visit. Once a public gathering space, the quarry now holds the realities of the domestic life within the informal settlement and tensions between the are and the neighbourhood.



Entrance of the Old Wash House Quarry at the termination of Hout Street.



The Old Wash House Quarry and informal settlement.



THE SOCIAL LIFE OF SPACES:

Strand Street Quarry

The Strand Street Quarry sits on the edge above the Bo-Kaap where Strand Street meets High Level Road. The shear rocky walls of the quarry inform the experience of this site.

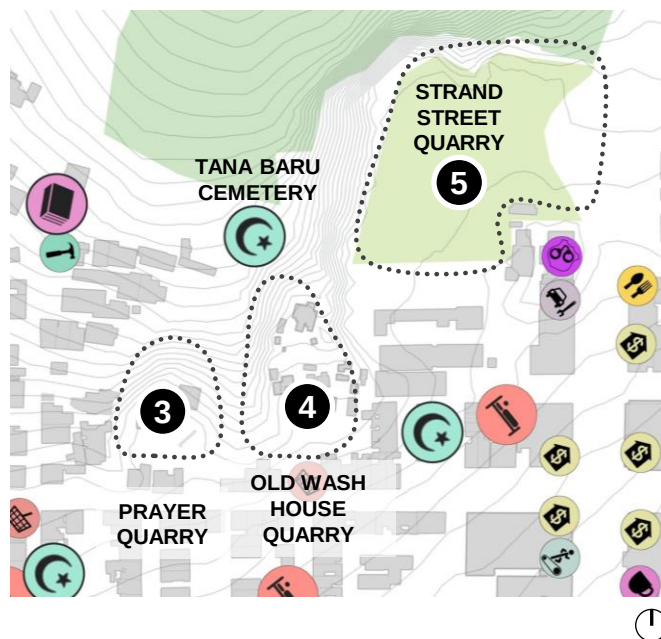
This is the largest quarry in the Bo-Kaap and is thought to provide most of the materials for the construction of the Cape Town Castle. The site is currently fenced off, but was formerly used as a sports field. While children from the area might occasionally use the quarry as a soccer field, it is currently no in use by any other groups. Some informal dwelling have been constructed along the ridges of the quarry, but the quarry itself remains largely vacant. There is also a heritage fire station building and museum owned by the city facing onto Strand Street. The quarry has also been the space of many proposals and suggested urban renewal projects in the past, such as a planned cable car route up to Signal Hill.



The area is fenced in along Strand Street



The Strand Street Quarry from Tanu Baru Cemetery above



STRUCTURING INFORMANTS:

Constraints and opportunities

The map alongside serves as a culmination of the spatial structuring elements of the site, with its challenges and the opportunities. The site is rich in heritage assets that should be protected. Furthermore the finer-grain urban fabric, typologies of row housing and internal courtyards are of significant value. A few sites contribute to the unique narrative of the site, including the mosques and religious sites, as well as The Quarries, the Stables (courtyard space) and a handful of institutions and retail spaces. Wale Street and Rose Street (two of the wider streets) present opportunities for activated streetscapes that are visibly vibrant and pedestrian friendly.

LEGEND

Study Area

Green Open Space

Buitengracht Street

Local streets

Active edges

Gateway moments

Main Active Entrance Foyer (now parking)

Secondary Entrance Foyer

Active Street

Pedestrian Scale Streets

Heritage Sites (NHS and PHS)

Internal Courtyards & Lanes

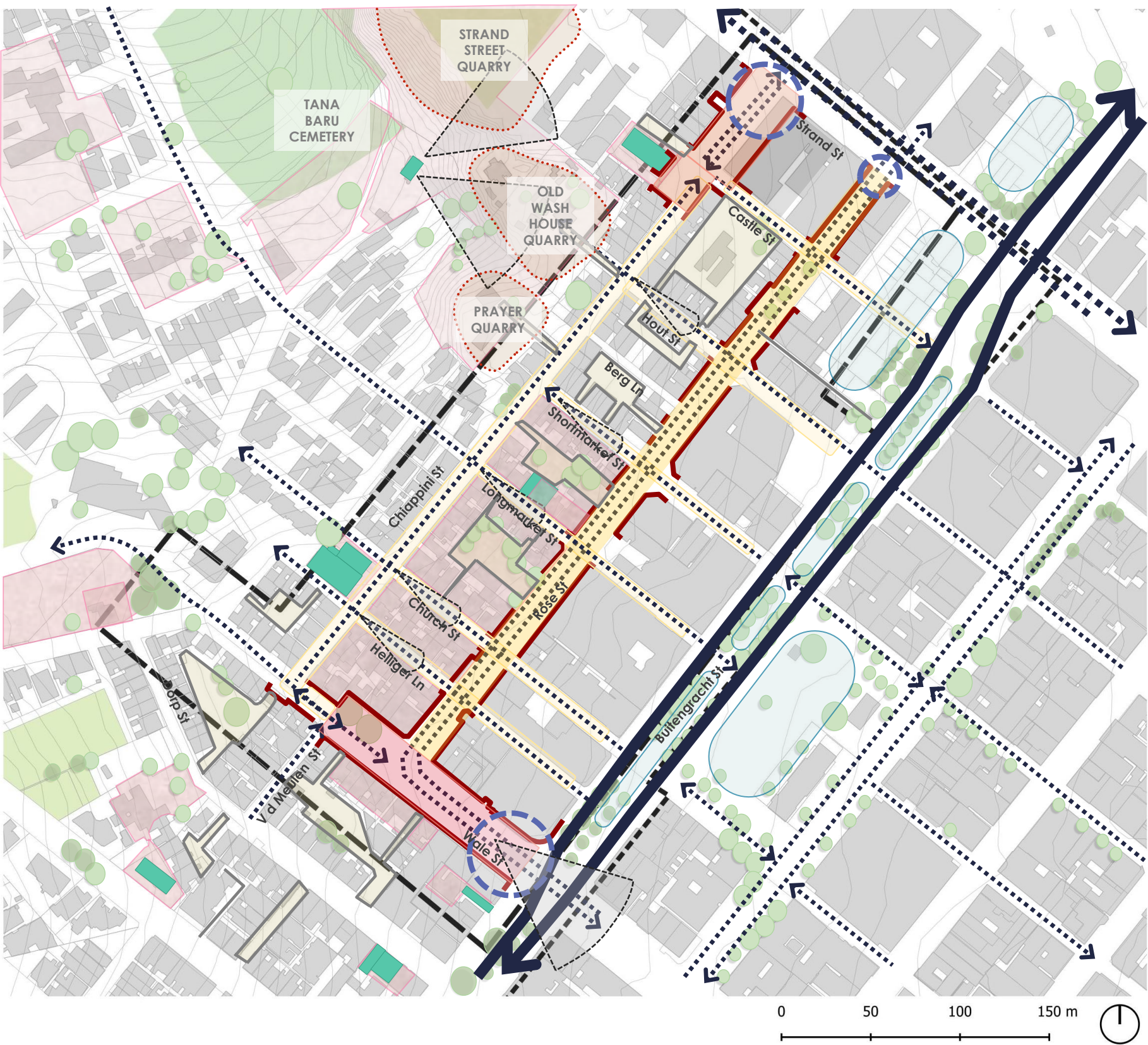
Views

Mosques and religious sites

Quarries

Current Large Parking Areas

Trees





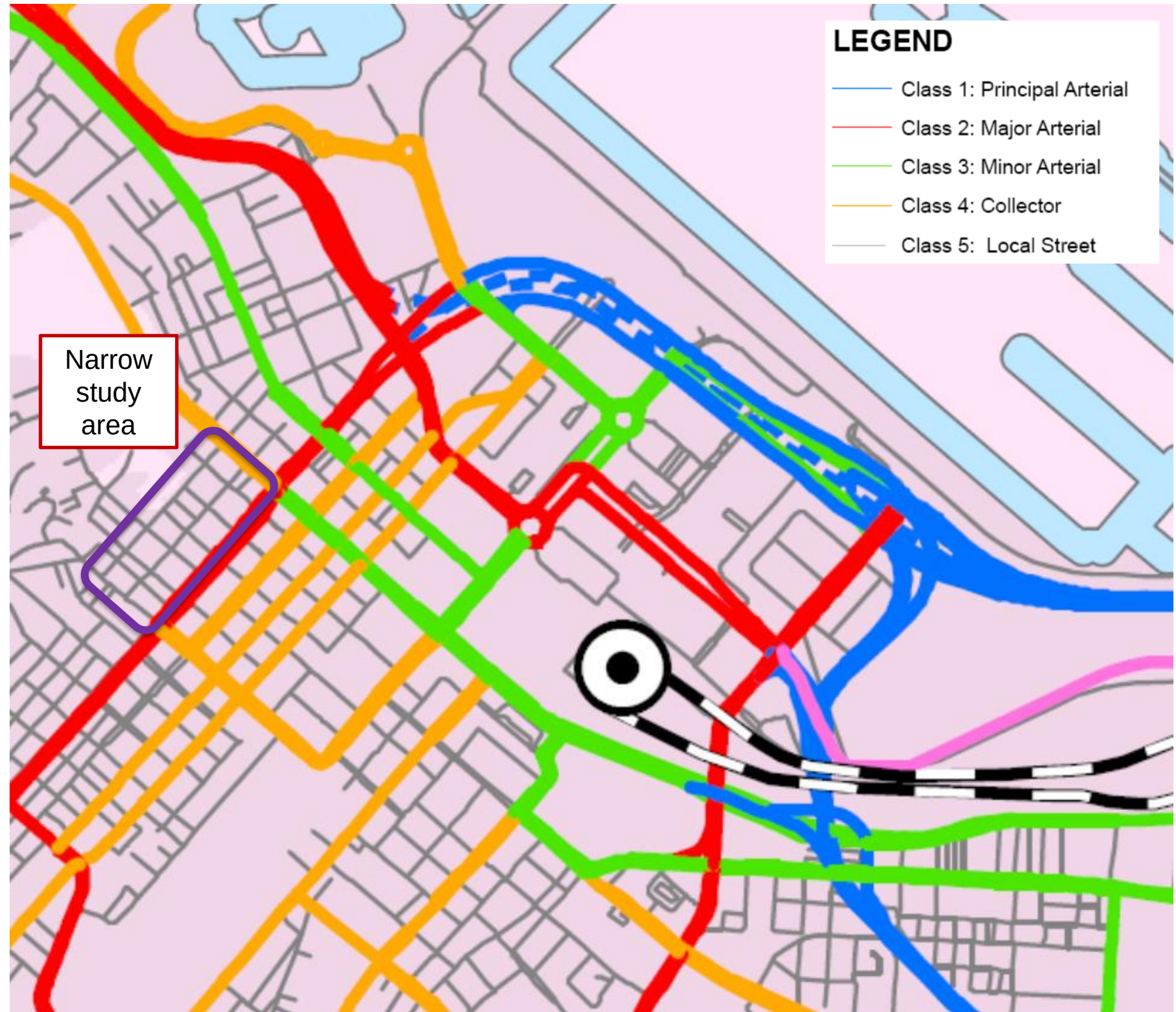
SCOPE OF WORK:

Analysis

- Specific Tasks (in the narrow study area)
 - Base mapping of parking supply, parking restrictions, road layouts, NMT facilities
 - Site visit and collection of data – parking data, traffic circulation issues, tour bus operations, NMT issues.
 - Understanding peak demands by day of the week/season
 - Existing transport system evaluations
 - Identification of problems, issues, constraints & opportunities

ROAD HIERARCHY:

- All routes within the narrow study area are Class 5 local streets



Road Hierarchy

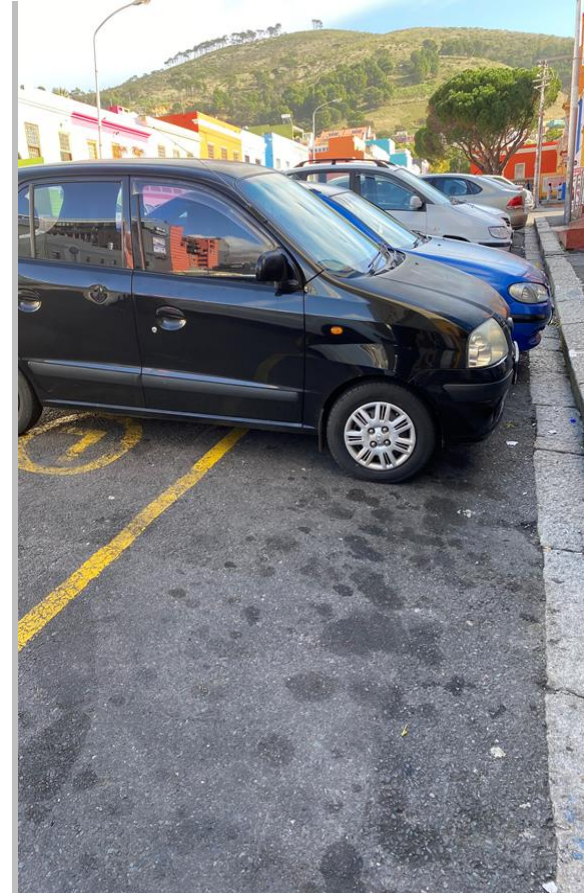
WALE STREET

(Buitengracht to Rose):

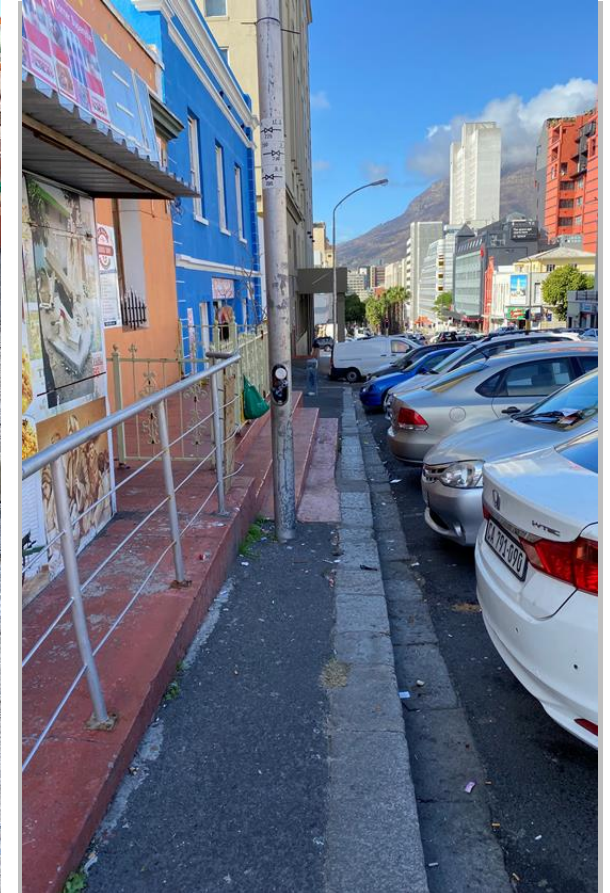
- Parking supply
 - 31 formal bays
 - 1 loading bay
 - 3 taxi/disabled bays
 - Customer only restrictions to bays on south side
 - Mixture of CBD and local business parking
 - 60 min restriction to bays on north side (12 bays at hotel)
 - Loading bay on north side misused by parked cars
 - Roadway extremely wide – leads to misuse
 - Wide road difficult for pedestrians to cross safely
 - Tour buses park (and double park) and idle in front of the museum, causing congestion and pollution.
 - Large tour bus groups (foreign tourists) attempt to cross Wale Street between idling buses and general traffic
-
- Southern side
 - Parking supply = 19 bays
 - Max daytime parking = 14 cars
 - 6 cars > 3 hr parking
 - Parking managed by shop car guards with cones
 - Northern side
 - Parking supply = 12 bays
 - Max daytime parking = 25cars
 - 12 cars > 3 hr parking
 - Loading bay cannot be used
 - No visible enforcement
 - Poor utilisation of road space



Managed customer only parking



Illegal parking in Loading bay



Sidewalks discontinuous and not universally accessible



WALE STREET

(Rose to Pentz):

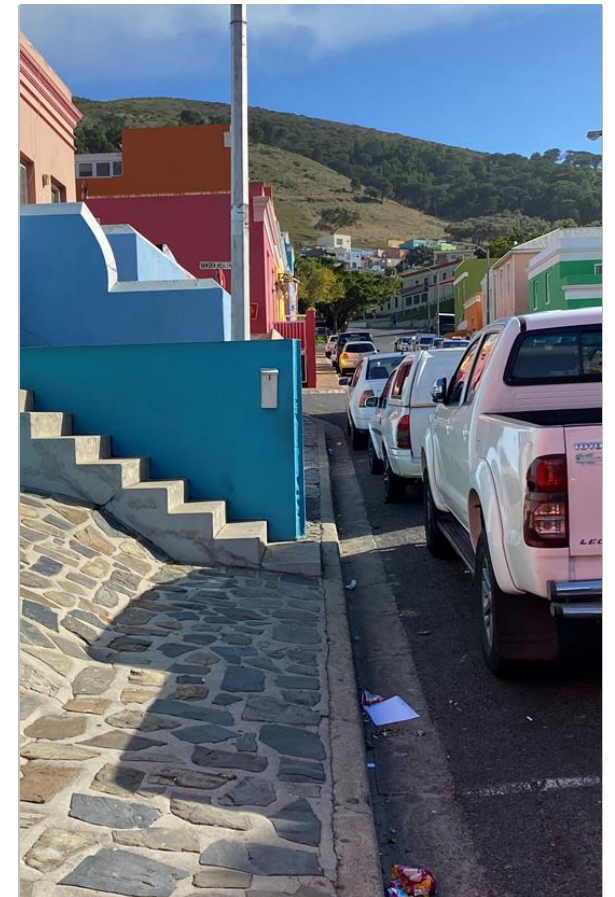
- Parking supply
 - 13 formal bays
 - 1 loading bay
 - 24 informal bays (not painted)
- No parking restrictions
- Section of roadway Van der Meulen to Pentz too narrow for 2-way traffic
- Section of roadway Rose to Van der Meulen extremely wide – leads to misuse
- Mixture of CBD, local business and residential parking
- Loading bay on north side misused by parked cars
- Wide road leads to double parking
- Wide road difficult for pedestrians to cross safely
- Southern side
 - Parking supply = 20 bays
 - Max daytime parking = 17 cars
 - 8 cars > 3 hr parking (6 cars parked all day)
 - Parking managed by car guards with cones
- Northern side
 - Parking supply = 17 bays
 - Max daytime parking = 19 cars
 - 10 cars > 3 hr parking (6 cars parked all day)
 - Loading bay cannot be used
 - Parking managed by car guards with cones
 - No visible enforcement
 - Poor utilisation of road space



Managed customer only parking



Sidewalks discontinuous and not universally accessible



Sidewalks discontinuous and not universally accessible



ROSE STREET

(Wale to Longmarket):

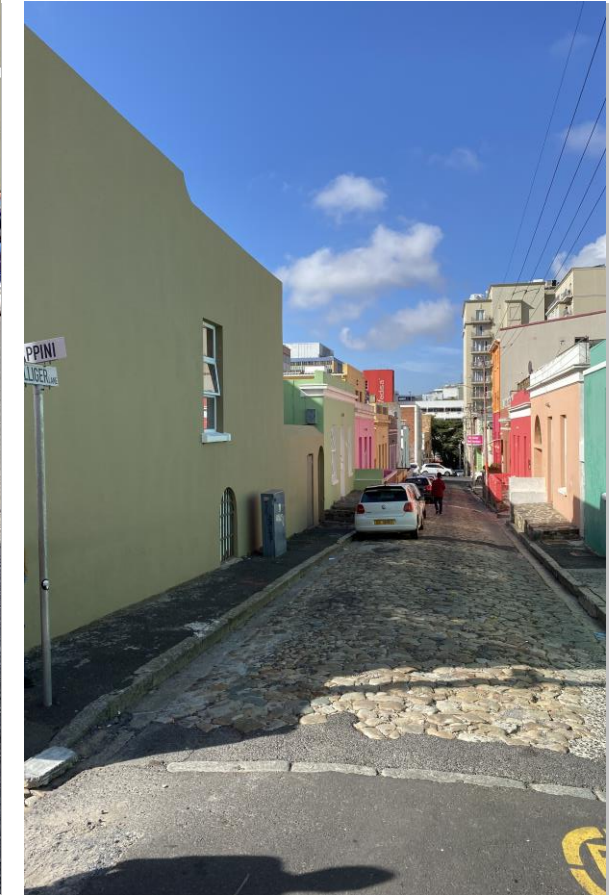
- Parking supply
 - 32 formal bays
 - 3 loading bays – 1 per block
- Roadway comfortable to accommodate two-way traffic & parking on both sides
- Mixture of CBD, local business and residential parking
- 120 min restriction to bays on east side (Heliger to Church) – no other time limit restriction signs
- Sidewalks continuous but not universally accessible at bell mouths/block ends
- Western side
 - Parking supply = 18 bays
 - Max daytime parking = 18 cars
 - 8 cars > 3 hr parking
 - 6 cars parked all day
 - Loading bay at Tikka house illegally parked all day
- Eastern side
 - Parking supply = 12 bays
 - Max daytime parking = 14 cars
 - 7 cars > 3 hr parking
 - 5 cars parked all day
 - Loading bays not abused



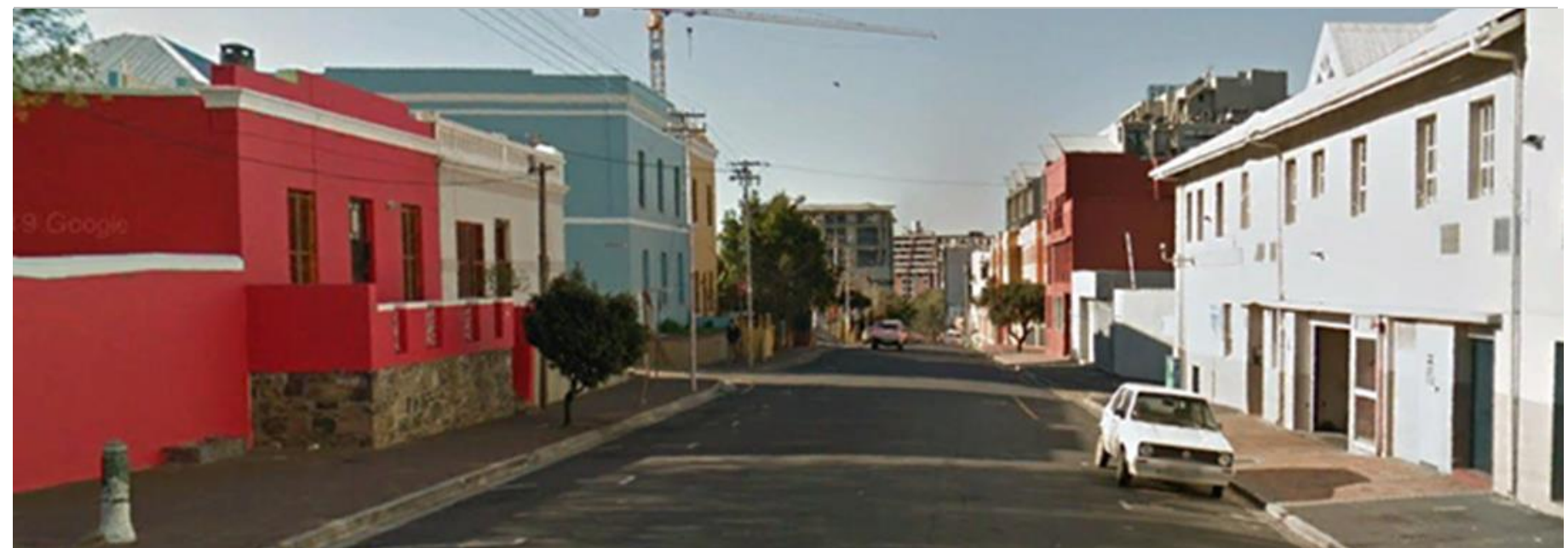
Extended restaurant area



Managed customer/resident only parking



CBD overflow long duration parking in side streets



ROSE STREET

(Longmarket to Strand):

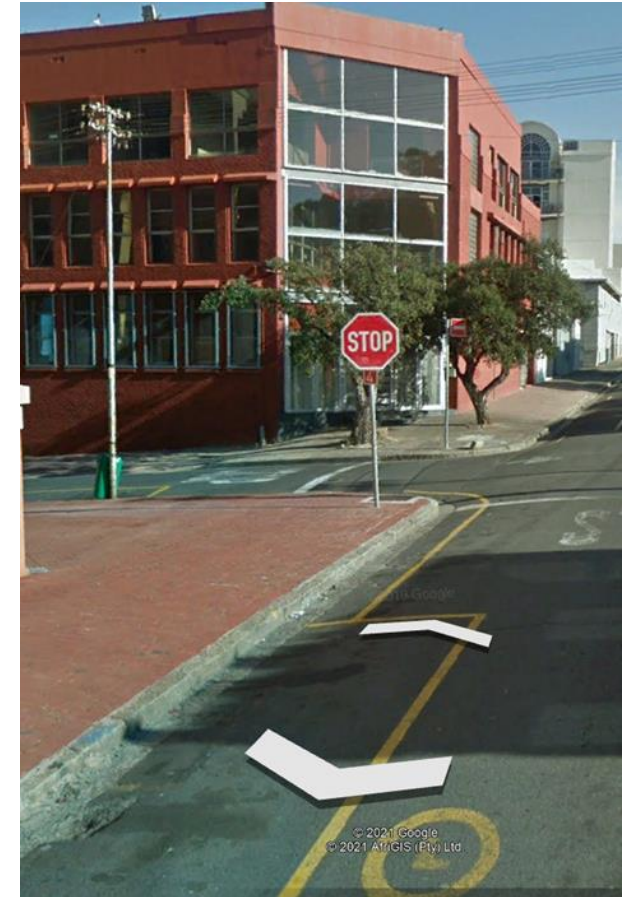
- Parking supply
 - 39 formal bays
 - 4 loading bays – 1 per block
- Roadway narrows towards Strand Street – becomes uncomfortable to accommodate two-way traffic & parking on both sides
- No time limit restriction signs for parking
- Mixture of CBD, local business and residential parking
- Sidewalks continuous but not universally accessible at bell mouths/block ends
- Western side
 - Parking supply = 27 bays
 - Max daytime parking = 20 cars
 - 16 cars > 3 hr parking
 - 12 cars parked all day
- Eastern side
 - Parking supply = 12 bays
 - Max daytime parking = 14 cars
 - 5 cars > 3 hr parking
 - 4 cars parked all day
 - Loading bays abused



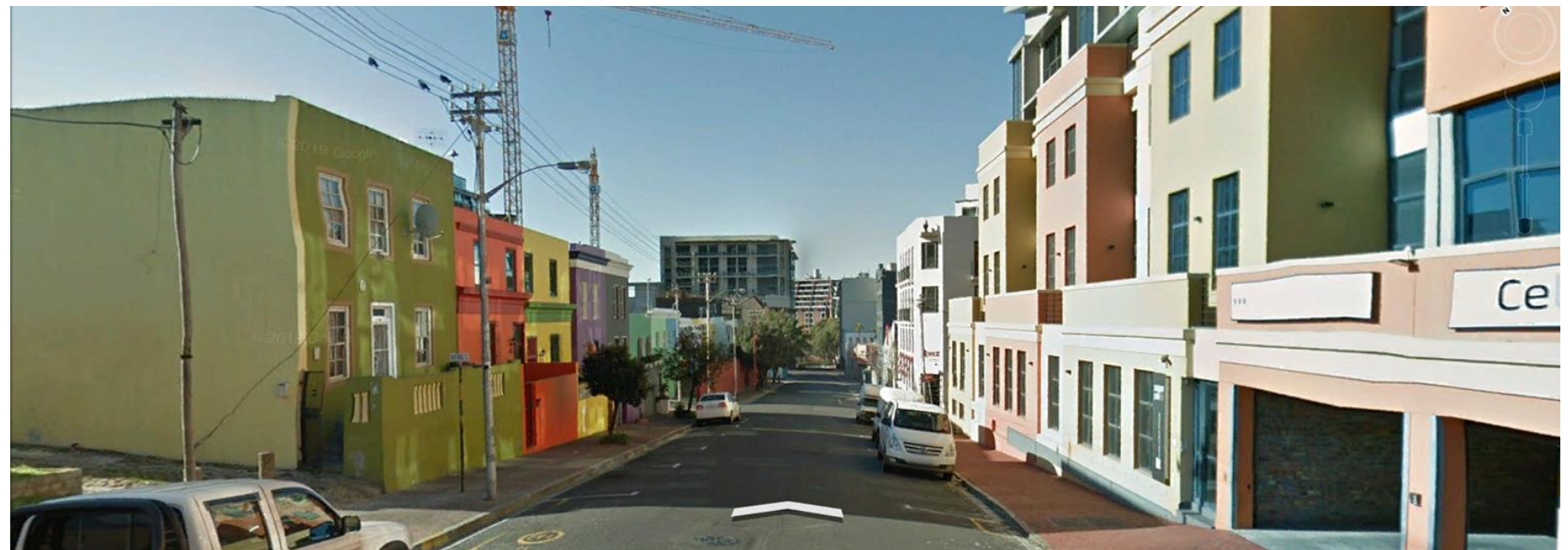
Conflict between residents & CBD workers for parking



CBD overflow long duration parking in side streets



Sidewalks continuous but not universally accessible



Pedestrianisation of Rose Street?

Rose Street currently performs various roles in the narrow study area context.

- accommodates convenient local two-way flow for private vehicles, delivery vehicles, pedestrians and cyclists, between Strand and Wale Streets
- facilitates access to numerous driveways and parking garage access points
- provides vehicular access and parking for commercial and residential land uses
- provides loading bays for commercial land uses

Benefits of Pedestrianization

- Removes the rat run route for traffic from the area
- Improves the pedestrian realm (provided that the commercial activity is not stifled by the pedestrianization)

Disbenefits of Pedestrianization

- Loss of convenient local north south traffic flow route
 - will result in more traffic on Chiappini Street – will overload this narrow residential street, resulting in unsafe operating conditions & exceeding street environmental capacity
 - will make local access in the narrow study area very circuitous, as streets between Chiappini and Buitengracht are already one ways – results in longer travel distances along narrow streets.
- Access would still need to be given to buildings with driveways to parking garages/courts – this will limit sections that can be pedestrianized.
- Loss of convenient commercial loading and parking – may have a detrimental impact on commercial activity.
- Loss of on street parking for residents, unless access to resident parking in Rose Street is managed using booms/bollards etc. with the associated ongoing operational costs.

Recommendation

Based on the foregoing discussion, there is not a strong motivation and benefit to the pedestrianization of Rose Street. In fact, the disbenefits outweigh the benefits.

The desired residential, commercial and tourism environment for Rose Street can be achieved through the strategies recommended in this report namely:

- Calming of traffic using Rose Street through the introduction of speed tables at several intersections along the route, thereby discouraging the rat run
- Bumping out the kerblines at intersections to pinch the route and shorten pedestrian crossing distances
- Using signage and road surface texture changes to communicate safe speeds for traffic and pedestrian crossings/routes.

Consideration could be given to temporary closures of sections of Rose Street to support cultural, religious and other events. These closures would require approved event management plans with the requisite signage and street furniture (cones, bollards etc).



CHIAPPINI STREET:

- Narrow one way street
- Residential parking mainly on one side
- Some residents manage parking spaces
- Predominantly residential parking

Constraints & Opportunities:

Constraints

- Limited parking & conflict between CBD, commercial and residential parking demands
- Maximum parking demand exceeds supply in Wale and Rose Streets – loading bays misused
- Limited parking restriction and no visible enforcement
- Sidewalks not continuous in Wale Street
- Wide section of Wale Street unsafe for pedestrians
- Sidewalks not universally accessible
- Section of Wale and Rose Streets too narrow for two-way traffic.
- Unwanted through traffic between Strand & Wale, along Rose
- Tour bus parking (and double parking) and idling in Wale Street opposite Rose Street, causes congestion
- Large tour bus groups (foreign tourists) attempt to cross Wale Street between idling buses and general traffic

Opportunities

- Wale street width – space can be reallocated, and traffic control & pedestrian realm improved
- Parking restrictions and enforcement
- Relocate and manage tour bus parking & circulation



Parking Management Strategy

Allocation of Parking

• Residential Parking Bays

- Residential units with no off-street parking provision should be allocated parking as close as possible to their unit – the ratio of bays per unit will need to be agreed (minimum of 1 bay per unit).
- These exclusive residential bays should be clearly marked as designated residential bays (no max duration limit) and signed as such and enforced to prevent illegal use.
- Resident's parking in these bays need to be issued with a parking disk, which must be displayed on the windscreen of the vehicle.
- Visitors to residential homes will need to make use of available general parking bays.

• Loading Bays

- The allocation and location of loading bays should be reviewed within the precinct to determine which bays should remain or be relocated.
- Loading bays should be clearly marked as designated loading bays and signed as such and enforced to prevent illegal use.

• General Parking Bays

- The remainder of the kerbside area suitable for parking, should be allocated to general parking.
- The duration of parking allowed in the general bays should be clearly signed and depend on the proximity of these bays to commercial (e.g. retail or restaurants) opportunities in the area as follows:
 - Close to commercial opportunities – short duration - max 15 or 30 minutes
 - All other bays – max 2-hour duration
- All-day parking by CBD workers cannot be accommodated in the area.

• Disabled Parking Bays

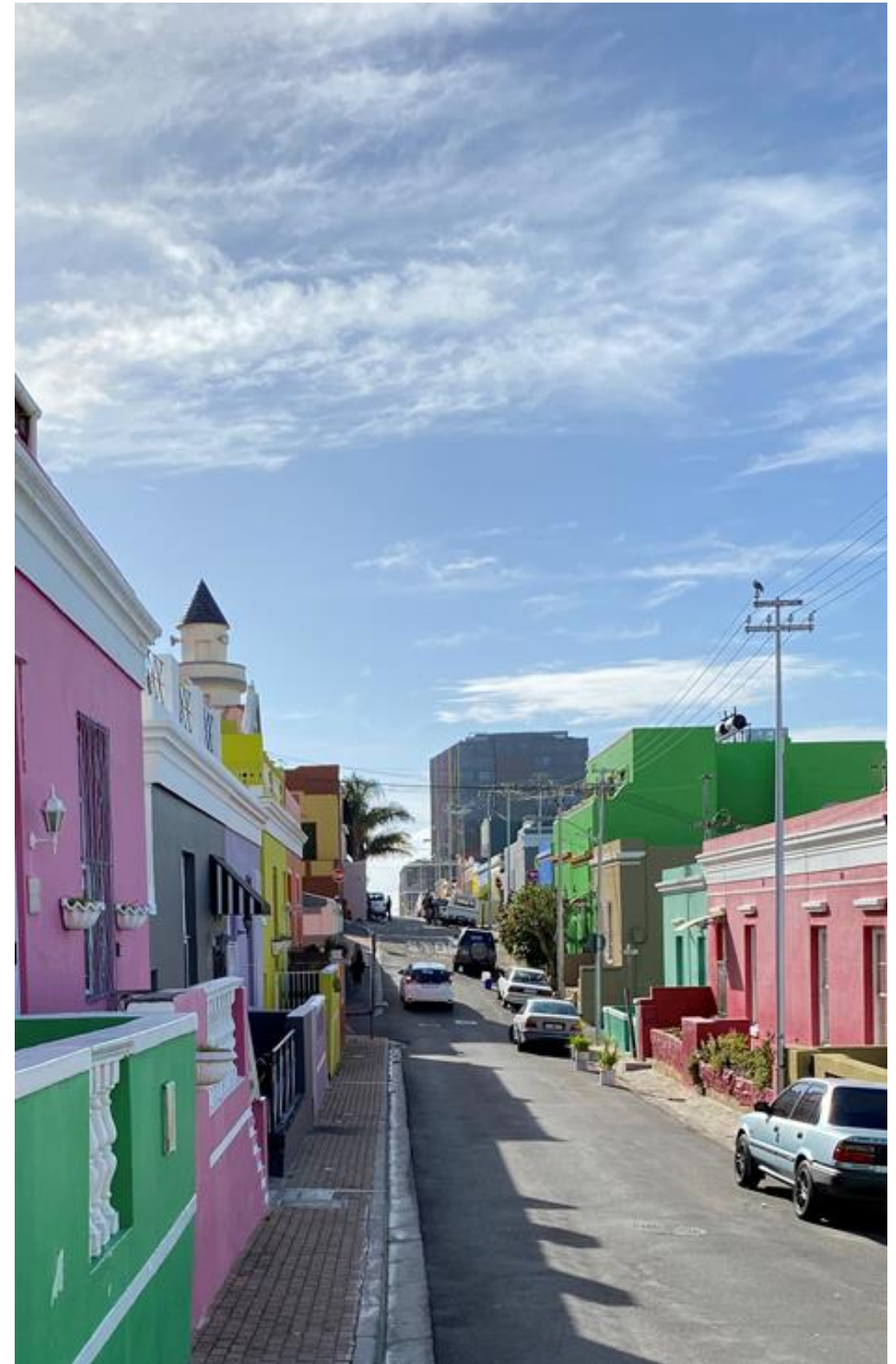
- Adequate provision for disabled bays should be provided in the area

• Tour Bus or Shuttle Bus Parking Bays

- The buses drop off/holding/loading bay is inadequate for more than 1 bus and should be relocated out of the Wale Street/Rose Street intersection area.
- Two options exist for the relocation of the bus drop off/holding/loading bays namely:
 - Option 1 (preferred) – relocate this bus operational area to the Hub on Wale Street (opposite the Civic Centre) – the proposed tourism hub & market area for the Bo-Kaap.
 - Option 2 (alternative) - relocate this bus operational area to Buitengracht Street kerbside adjacent to Riebeeck Square, resulting in a long uphill walk for tourists (unless a costly shuttle service is provided).
- Provision should be made for the following:
 - Offloading bay – max duration of 10 minutes
 - Minimum of four bus holding/loading bays – max duration of 1 hr.

Parking Management

- All parking should be clearly marked and signposted to communicate designated uses, to facilitate enforcement.
- Dedicated precinct parking/traffic marshals will be required to ensure parking restrictions are enforced – deterrents such as wheel clamps (with release fees) may need to be considered.
- The precinct parking/traffic marshals will also need to manage illegal drop offs by tour buses, double parking of vehicles etc.
- The precinct parking/traffic marshals will need delegated authority to act as law enforcement officers, in order to be effective.





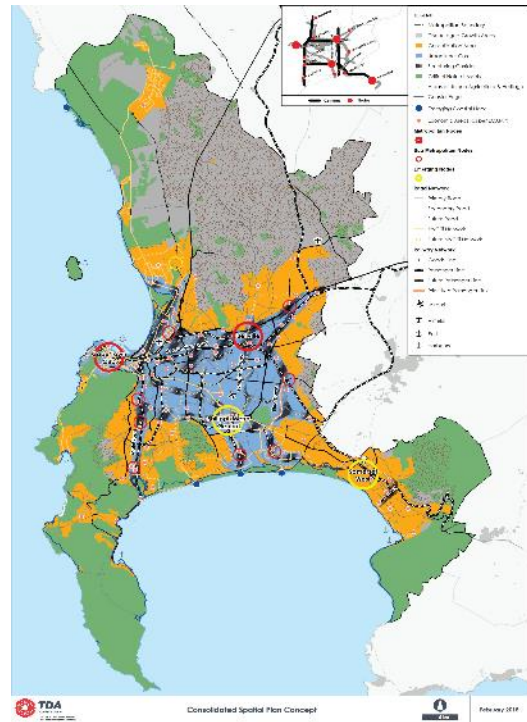
TOWN PLANNING:

Context

From a town planning perspective, a number of different categories of spatial analysis are relevant to the drafting of a tourism framework for the Bo-Kaap area, as illustrated in the diagram below.

SPATIAL POLICY:

Policy, in a spatial planning context, serves to guide urban growth, built form and intensity of land use in specific urban areas. The Bo-Kaap is subject to several City of Cape Town Spatial Policies, from a metropolitan scale to a district and local area scale.



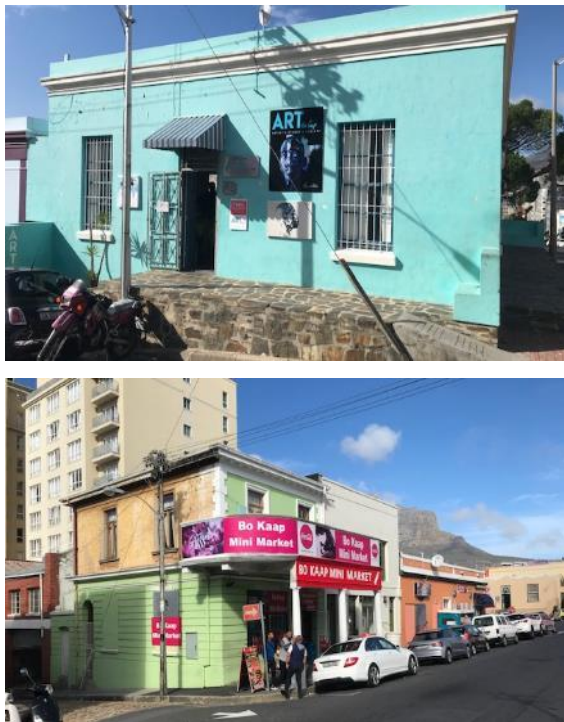
ZONING CONTEXT:

Zoning of properties is a statutory mechanism to manage land use on properties in a structured manner, so as to achieve a specific urban form and character in a specific urban context. Zoning also sets out the purpose for which land may be used and development rules. The City's Development Management Scheme (2015) is relevant to the Bo-Kaap area, designating different zoning categories to properties within the precinct.



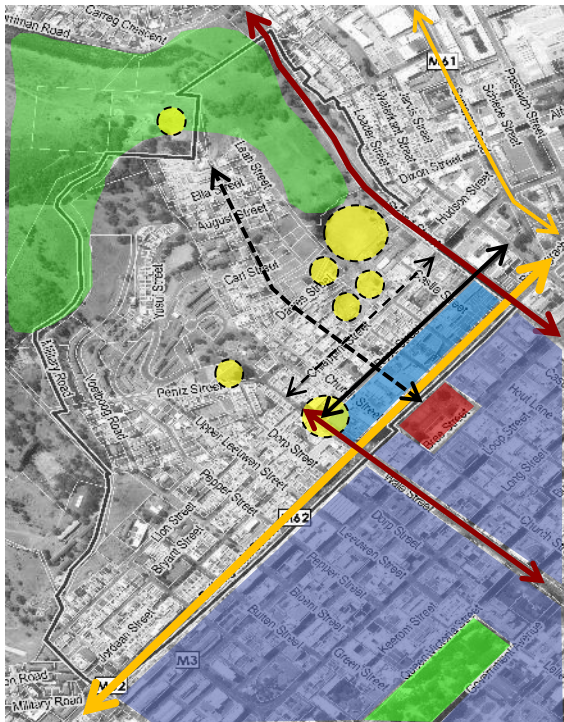
LAND USE CONTEXT:

Land use is a reflection of market demands and people's way of living within a specific urban environment. It happens over time and often do not align fully with the intentions of the zoning categories in an area, due to the disconnect between legal statutes and the realities of the way people live, survive and do business on a day-to-day basis, thereby crafting and influencing their urban environs. This is particularly relevant in the Bo-Kaap context.



URBAN CONTEXT:

Further to land use and zoning of properties, different urban and natural systems exist and develop over time within a specific urban context, i.e. transport routes, pedestrian movement, infrastructure development, desire lines towards specific attractions, etc. It is the way in which these systems connect and weave within and through an area that informs the character and the place making of an area, sometime for the good other times not so good.



SPATIAL POLICY:

Overview

Spatial planning is undertaken at different levels of details, from a metropolitan level, to a district level and ultimately to a local area level. In the case of the Bo-Kaap, the City of Cape Town has spatial policy directives at all three levels that relate to the spatial planning & urban development of the Bo-Kaap area.

Metropolitan Spatial Development Framework:

The Bo-Kaap is located within the metropolitan node designated around the Cape Town CBD, and within the Urban Inner Core area of the City. These designations typically promote intensified development, densification, investment in infrastructure development, promoting of public transport services and an overarching objective of facilitating urban transformation towards long term sustainability.

From a tourism perspective, the locality of the Bo-Kaap is strategically beneficial, being directly abutting the City's CBD, V&A Waterfront and other major tourism attractions.

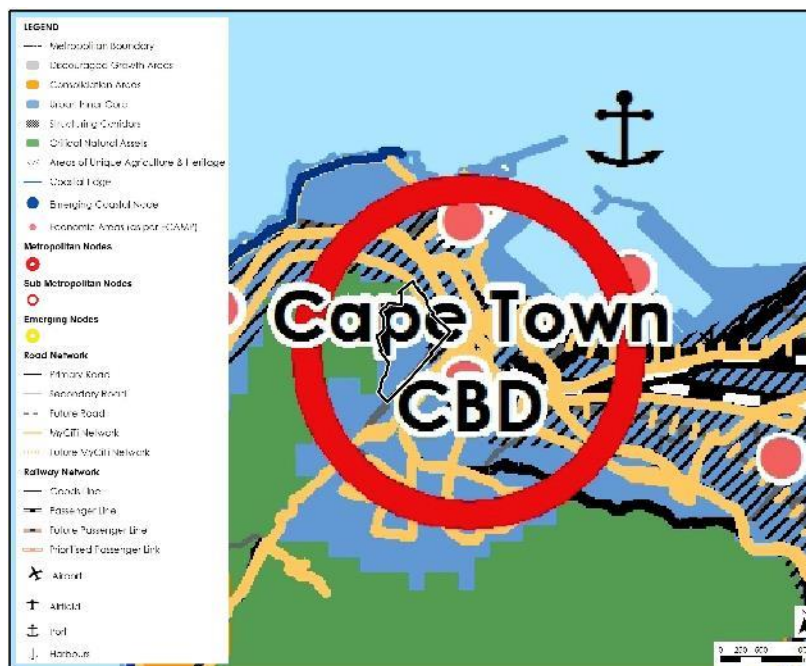


Table Bay District Plan, Draft 2021 (DP):

Bo-Kaap is identified as a 'Destination Place'

- Maintain scenic beauty, cultural heritage resources and natural assets that attract visitors

The Bo-Kaap has been recognised as a **living heritage site of national significance**.

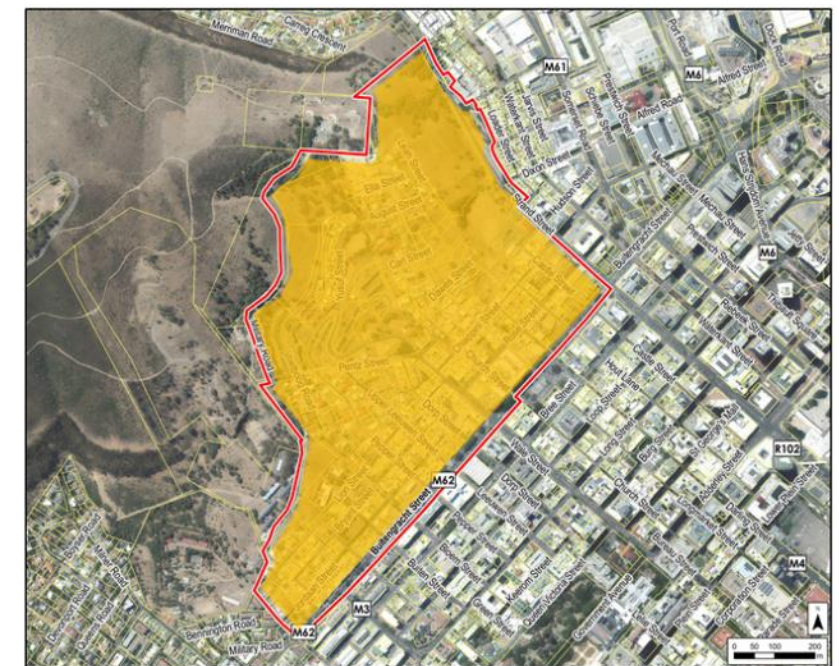
The DP contains proposals aimed at ensuring that the scale and character of new developments (in terms of bulk, form, height and architectural styling) are appropriate to their immediate context.

The DP also encourage connectivity and continuity in historic built form along Chiappini and Rose Street as 'bridges' between Bo-Kaap and De Waterkant.



Bo-Kaap Local Spatial Development Framework (Draft 2021):

The City is in process of compiling a local spatial development framework for the Bo-Kaap area, which will set out more specific spatial objectives and guidelines for the Bo-Kaap. It is understood that the process is advanced, and that opportunity will be available to the public for inputs and comments mid-2021.



ZONING CONTEXT:

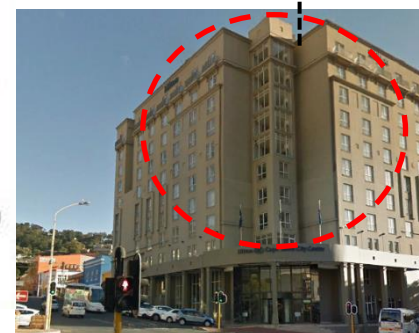
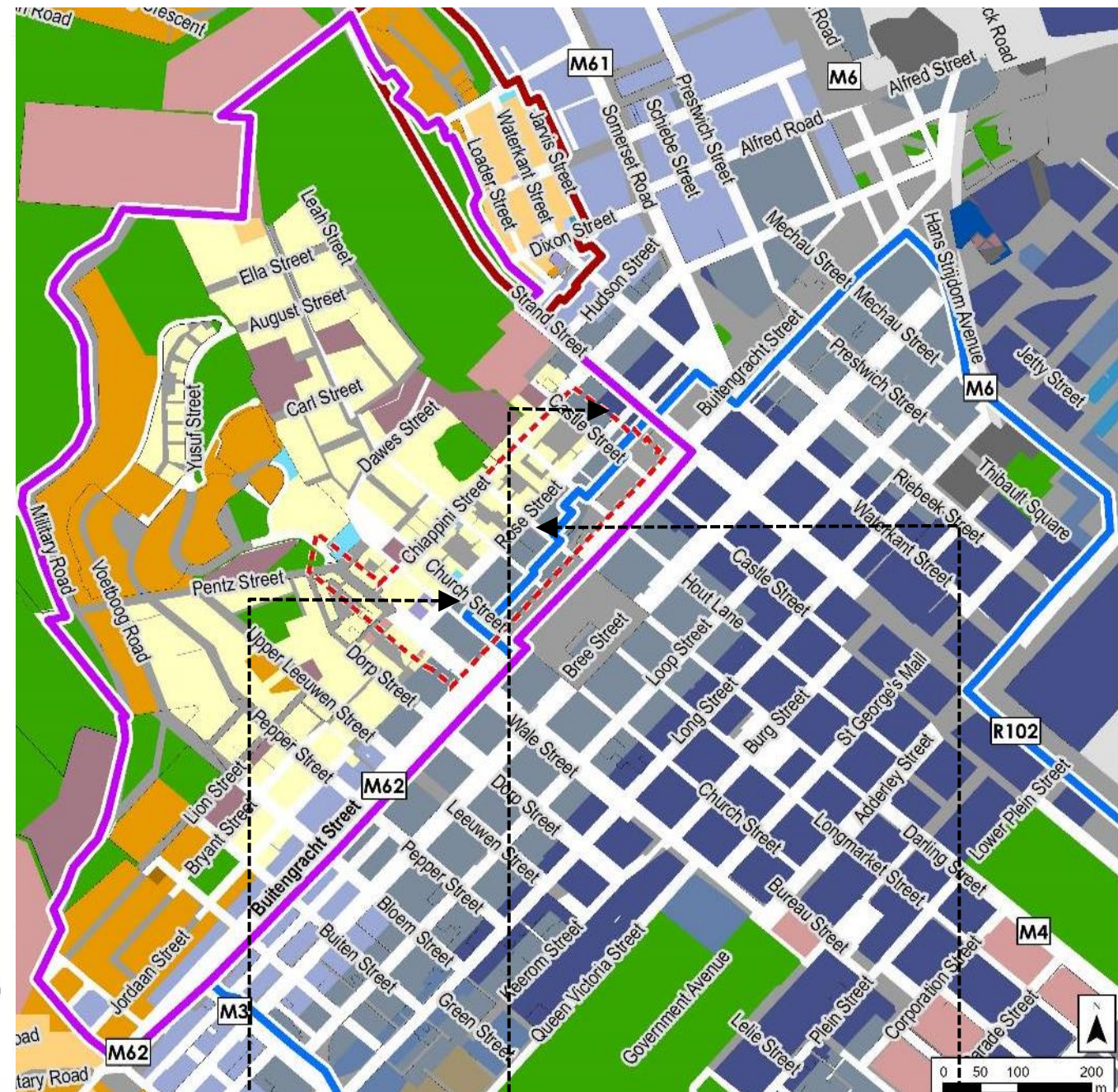
Overview

The zoning context of the Bo-Kaap relative to its immediate urban environs, specifically relating to the proximity of the City's CBD, is complex. The Central City Overlay Zone of the City encroached across Buitengracht Street and across Strand Street into the Bo-Kaap area, being an overlay zone that promotes enhanced development rights in terms of height and floor space. The most recent Bo-Kaap Heritage Protection Overlay Zone (HPOZ) envisages:

- the recognition and conservation of the Bo-Kaap as a unique historical urban landscape with a vibrant, living culture and way of life
- the promotion of the Bo-Kaap, not only as a significant place or heritage tourist destination for the enjoyment and enrichment of visitors, but also as a significant place and embodiment of a way of life for the residents of the Bo-Kaap and Cape Town
- the promotion of heritage tourism in the Bo-Kaap to stimulate economic opportunities for the benefit of residents
- the protection of the Bo-Kaap as an inner-City residential area through the careful and considered management of development so as to avoid incremental decay of the social fabric of the neighbourhood

The properties located between Buitengracht Street and Rose Street includes Mix Use zoning categories with generous development rights in terms of permissible height and floor space. Recent land use approvals in this land strip allows for significant scaled buildings that seems to conflict with the built form and character of the abutting Bo-Kaap area west of Rose Street.

The zoning of properties in the Buitengracht-Rose corridor, and therefore the potential urban built form if zoning rights are implemented, creates a disjuncture and lack of human scale, which will impact the quality of the environment, ultimately impacting the tourism experience along Rose Street and deeper into the Bo-Kaap area.



Larger developments on Mixed Use even

CONFLICTING ZONING PROVISIONS

Problem Statement

- The rectangular strip of development between Buitengracht and Rose Street is covered by 2 Overlay Zones, namely:
 - Cape Town CBD Overlay (LAO/4)
 - Bo-Kaap HPOZ – guideline
- The CBD Local Area Overlay Zone: Notwithstanding the zoning of GB7 & MU3, the following shall prevail:
 - The LAO/4 floor factor shall apply, which specify differing parameters for different street block areas.
 - 30% increase in floor factor allowed, provided 30% of building is used as flats.
- The CBD Local Area Overlay Zone is aligned mid-block between Buitengracht Street and Rose Street.
- The Bo-Kaap HPOZ has been promulgated with general provisions only.
- According to the Bo-Kaap HPOZ guideline, the Council approved a list of exemptions for applications requiring Council's consent. The exemptions apply until a site, place or area has been placed on the Register of City's Heritage Inventory.

Implications for MU3 properties

- All MU3 properties are subject to Section 162 of the MPBL.
- All MU3 properties are exempted from application for landscaping, minor maintenance and internal alterations.
- All MU3 properties will require the approval by the City for any alterations, construction, subdivision, demolition, groundworks / excavations, additions, etc.
- The Bo-Kaap HPOZ does not contain any additional development parameters, other than the base zoning parameters. The detailed provisions are still being formulated.

Implications for SR1 properties:

- The implications listed above for MU3 also apply to SR1

Conclusions

- The Bo-Kaap HPOZ with general provisions has been approved. The detailed HPOZ provisions are in the process of being drafted.
- All properties are subject to formal approval by Council.
- The City needs to compile a Heritage Inventory.
- The HPOZ with general provision has been promulgated, thereby negating the need for application to Heritage Western Cape for buildings older than 60 years.
- The detailed HPOZ provisions, once drafted and approved, will form part of the City's Development Management Scheme. Such detailed provisions will include specific land use and development parameters, i.e. limited primary and consent uses, heights zones, parking etc.



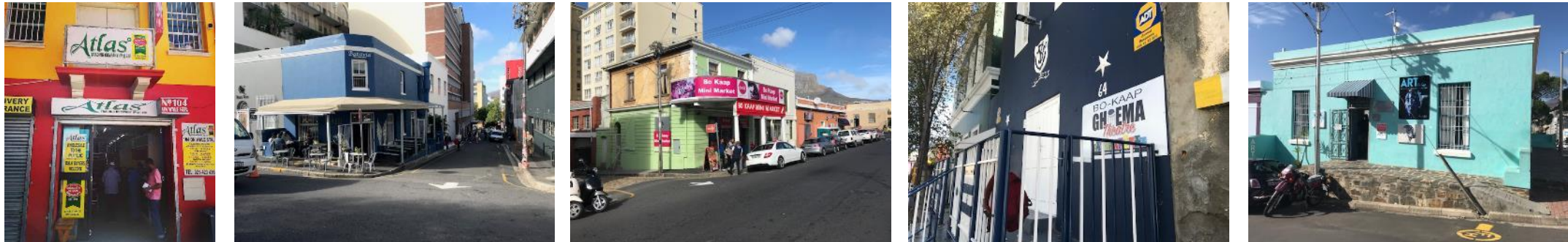
LAND USE CONTEXT:

Overview

Broadly, there are three main land use categories that are associated with the rich cultural and living heritage and land use character within the Bo-Kaap, including a mix of residential houses, local businesses and religious land uses.

Local Business

- Small scale
- Within residential buildings
- Diverse
- Culture & lifestyle reflection



Religious

- Mosques
- Tana Baru
- Prayer Quarry
- Wash House Quarry



Residential

- Single residential
- No onsite parking
- Row housing
- Bo-Kaap character, street scapes & place identity



URBAN CONTEXT:

Overview

The Bo-Kaap is embedded within a broader urban context, with different urban and natural systems that exist and develop over time within this specific urban context, i.e. transport routes, pedestrian movement, infrastructure development, desire lines towards specific attractions, etc. It is the way in which these systems connect and weave within and through the Bo-Kaap and environs that informs the character and the place making of an area.

The Bo-Kaap is a built landscape that represents the combined works of culture and the man-made setting. This landscape is illustrative of the spatial evolution of a culture and settlement over time, influenced by changing socio-economic and political forces. The Bo-Kaap settlement and all its characteristic elements represent a living heritage of which many other examples have disappeared over time.



Buitengracht Street



Longmarket Street

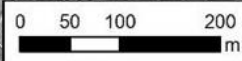


Cape Town CBD



Overview

- 



SPATIAL & LAND USE DEVELOPMENT ISSUES IMPACTING ON TOURISM

Community Based

- Lack of coordinated planning of tourism, i.e. route planning and master planning
- Need to improve safety
- Lack of overall parking management plans
- Safety & security concerns – increased crime & grime, having a negative impact on tourism
- Land ownership needs to be resolved in certain precinct areas
- ‘Over-tourism’ – Uncontrolled tourist visits impact on parking, sense of place, privacy of residents
- ‘Trickle-down’ effect of economic impact of tourism not benefiting locals.

Technical Considerations

- New land uses not endemic / typical of Bo-Kaap (art, restaurants, food, etc.). What is the tipping point when Bo-Kaap character will be lost?
- Increase in land values may exclude local entrepreneurs – impact of market mechanisms on the overall character and local influence.
- Interface of ‘over-scaled’ buildings south-east of Rose Street dominate single and double storey Bo-Kaap residential properties
- Transitional zone in strip of land along Buitengracht and Rose Street, with Rose Street being an area of conflict between local needs and external interest:
 - Characterised by a ‘rat-run’ and overparking
 - Differences in zoning and built form between MU3 and SR1
 - Massing of buildings intrude on human scaled buildings north-west of Rose Street
 - Built form that do not cascade / step down from Buitengracht towards Rose Street
- The ‘permeability’ of the precinct from Buitengracht Street, Strand Street and Wale Street impacts on the street edges and the qualities of the entering points / gateways, with specific commercial intrusion from these edges into the Bo-Kaap precinct

Possible Interventions

- Integrated tourism strategy
- Improve security of the broader precinct – active and passive surveillance, way finding, appropriate street lighting, etc.
- Integration of different spatial policies and precinct plans with the Local SDF, also including other sector plans, i.e. transport & parking strategy, marketing & branding of the Bo-Kaap, street scape / landscape upgrading, heritage protection, civil services, urban design, etc.



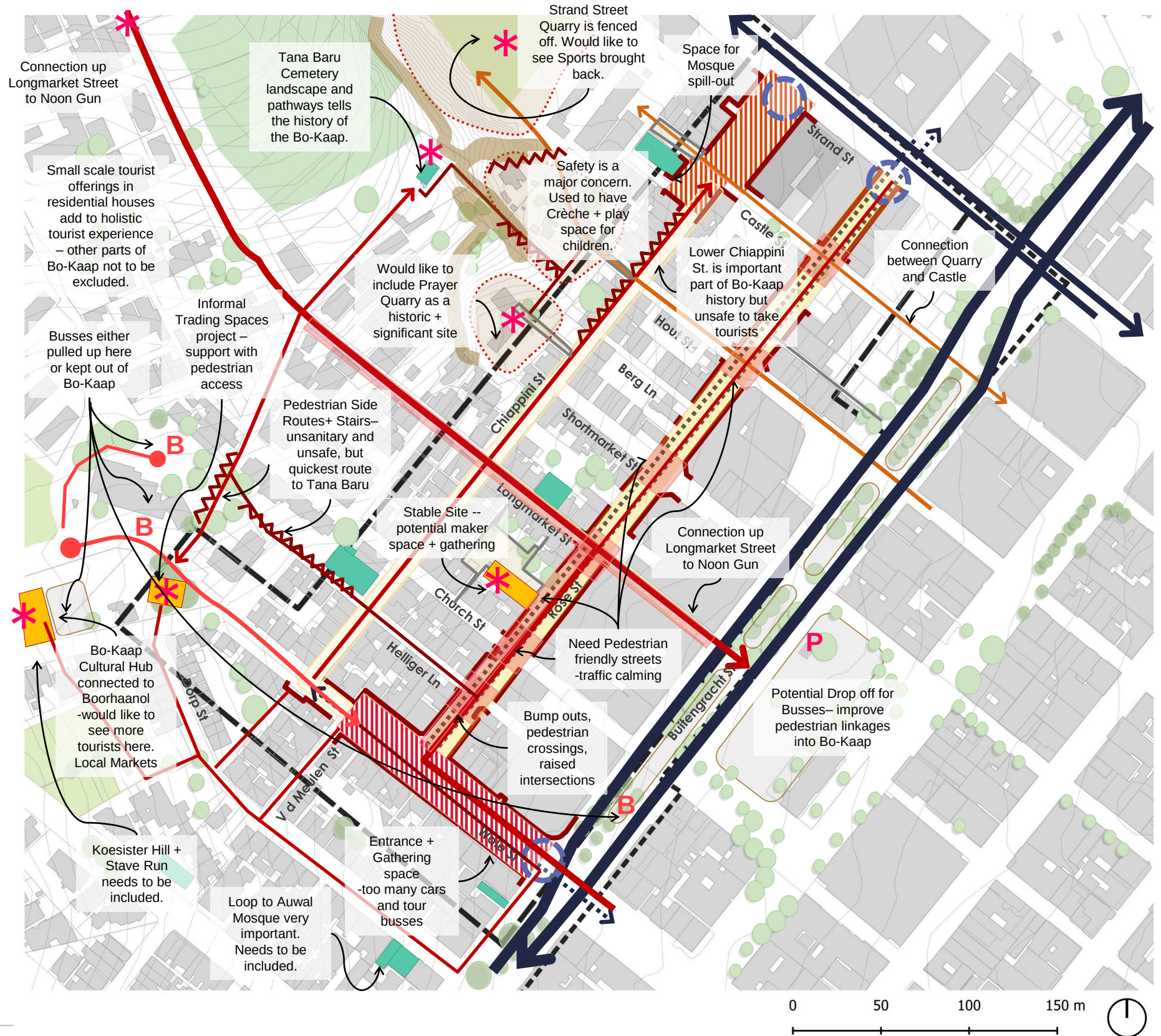


COLLABORATIVE PROCESS: Inputs and Limitations

The map alongside spatially locates and records some of the topics and issues raised during the collaborative design process, as well as the spatial structure that was discussed. The result is not seen a fix, but rather a record of the engagement. During the process, various viewpoints were raised. These do not represent cohesive group views, but rather a distillation of some of the discussions had. Furthermore, the inclusion of a different group or wider set of stakeholders might have resulted in a completely different outcome with other issues being brought to the fore. As projects and frameworks evolve, additional engagements with stakeholders would result in a more in-depth understanding of the issues and opportunities of the site.

LEGEND

- Study Area
- Green Open Space
- Buitengracht Street
- Important Local streets/ connections
- Active edges
- Gateway moments
- Entrance Foyer (now parking)
- Active Street
- Mosques and religious sites
- Quarries
- Large Parking Lots
- Trees
- Important sites for future tourism development
- Potential Noteworthy destinations

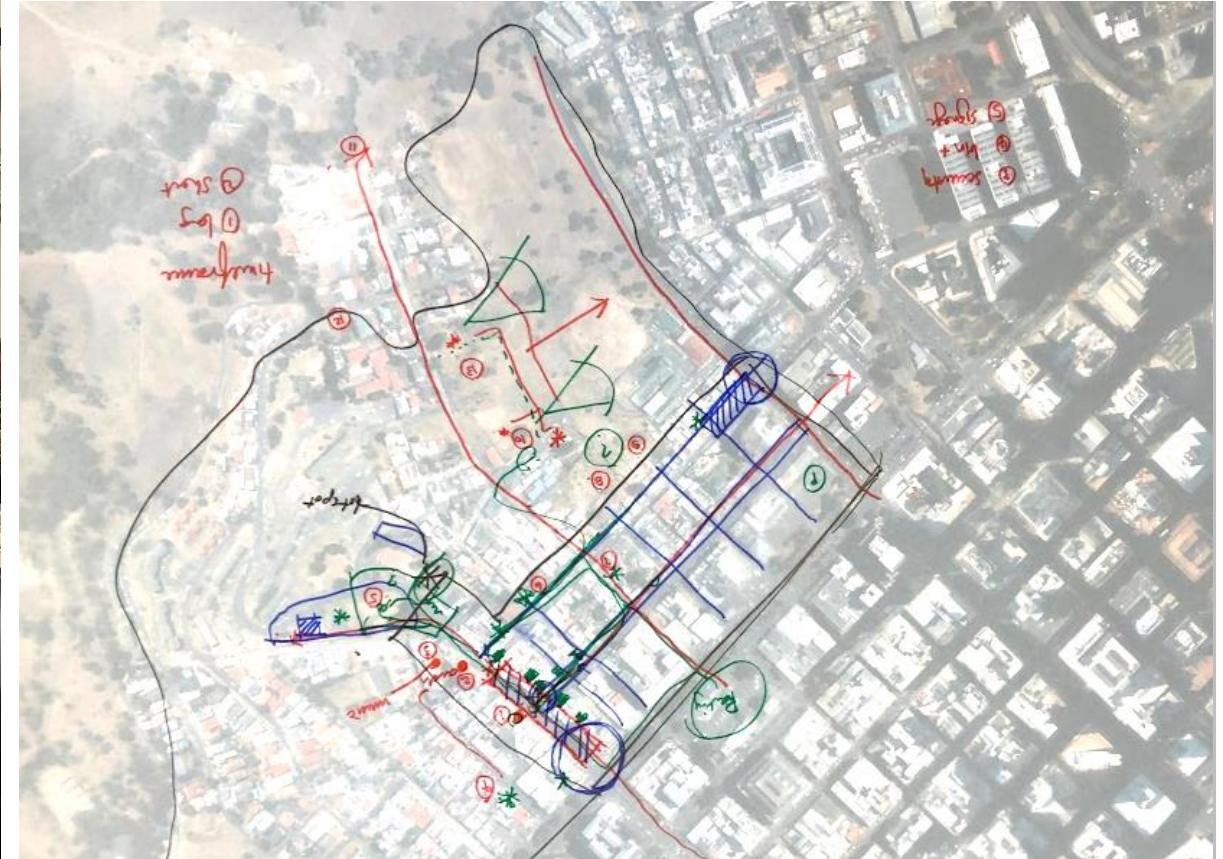


COLLABORATIVE DESIGN:

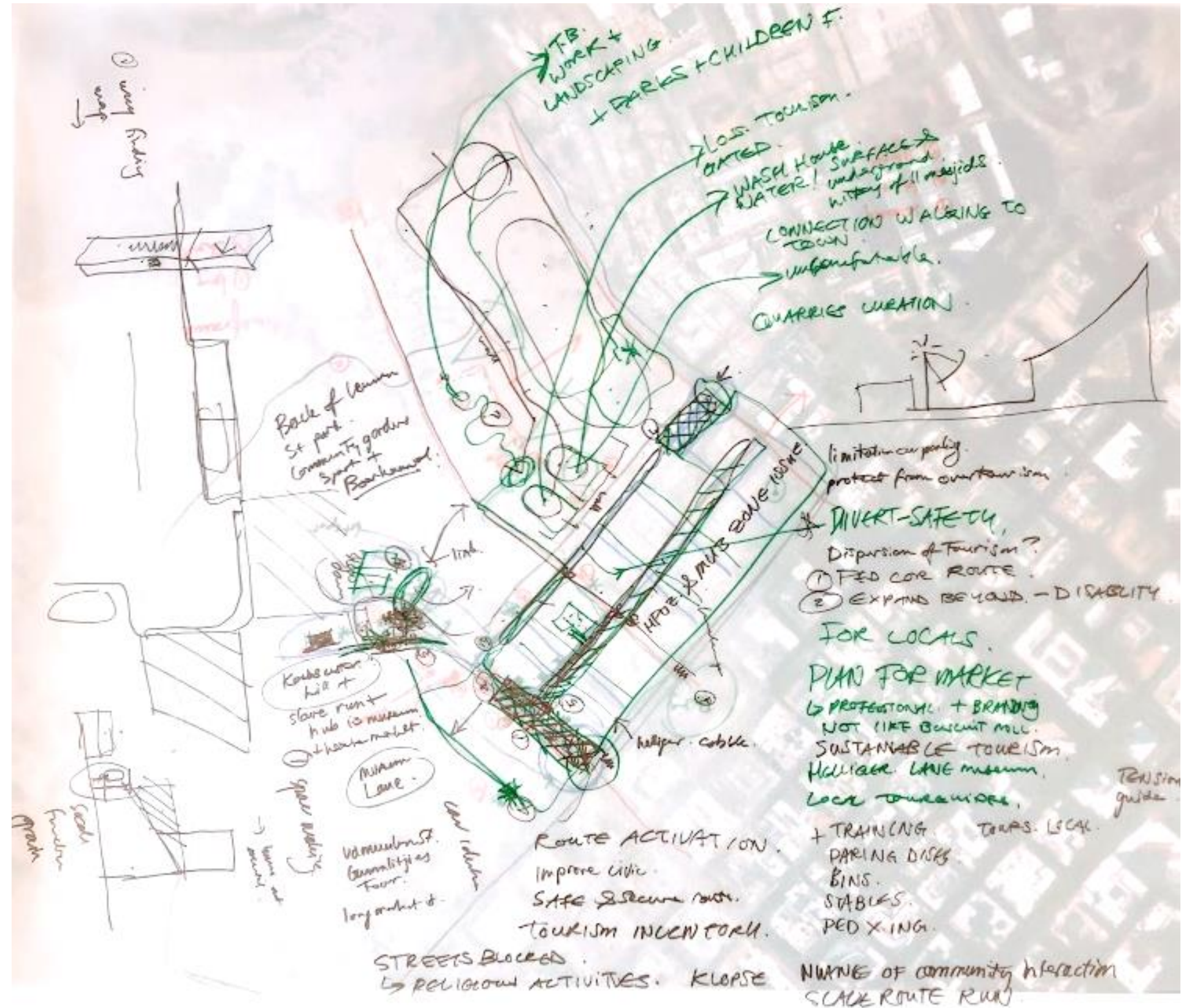
Workshop: Site Issues

The workshops were held across 2 consecutive mornings with local tourism stakeholders for 4 hours each. During the workshops many concerns were raised around the depth of engagement with stakeholders– the tourism framework needs to be part of a larger process of engagement with local stakeholders during the development of each project.

- The tourism framework needs to promote sustainable tourism and should solve local problems for residents first.
- Lack of organisation: Tourism tends to happen in a haphazard fashion. It lacks organization. Tourist often wonder around without an idea of where or where not to go. Ideas include: having tours run by locals; developing routes that are safe for tourists and locals; providing adequate signage and information along the routes; producing maps of historical sites for the Bo-Kaap.
- Local narratives: Private tours are conducted by outsiders – The community doesn't benefit from this and tours often do not tell the right narrative about the site.
- Economic Benefit: Local residents do not benefit from the short and superficial interactions of tourists– efforts need to be made to allow for economic benefits for the neighbourhood. Ideas include: Tours run by local operators; using technology such as QR codes on signage to allow for payments at sites; Market sites; dropping tourists closer to where money can be spent; charging tour busses.
- Traffic and Pedestrian Safety: Wale St and Rose St become rat runs for people avoiding traffic and is unsafe for pedestrians. Traffic Calming measures are needed.
- Busses in Wale St: The busses are a cause of great irritation for the community. They park outside the Bo-Kaap Museum. Occasionally up to 3 busses are parked outside waiting for tours. Ideas include: Wale St as a buss free zone; Busses drop off at Civic Centre or Cultural Hub or at Riebeeck Square or park/ holding area behind Civic Centre.
- Parking: Parking is an issue. People working in the city use the Bo-Kaap for cheap parking causing resident and shop owners to guard their parking spaces with cones, pot plants and rocks.



- The development creep and Zoning issues: “Monster Buildings” need to be prevented. The HPOZ needs to retain character of spaces and mediate/mitigate the effect of the MU3 zoning area. There is a desire to prevent the creep of more tall buildings and insensitive development.
- Over-tourism and gentrification are considered issues. Gentrification is already an issue for the area. Fears that locals might be displaced. Bo-Kaap’s unique character is due to the culture of the local community; displacement means a loss of the character of the area.
- Safety: Mayor concerns around safety prevents visitors to the site from being able to walk to different parts of the site. The area around the Wash House Quarry and lower Chiappini Street are of concern. Ideas were proposed around providing safe routes for tourists and security along the routes. Lighting, activity, passive surveillance/presence on the routes were suggested. If there are dedicated routes, it could be easier to keep these safe.
- Potential routes that are unsafe and unsanitary: The area next to Biesmiellah and the Civic Centre is currently unsafe, unsightly and unsanitary.
- Lost opportunities for tourism at Prayer Quarry: This area next to the lower portion of Chiappini st is considered unsafe. The Prayer Quarry has a lot of history and tour guides would like to include it in the narrative of the Bo-Kaap, but it is derelict and gated.
- Gated Quarries: Quarries that have the potential to be used for amenities and contribute to the site are currently gated and not accessible to the residents of the Bo-Kaap. Informal settlement’s growth along the edges of the quarries.



COLLABORATIVE DESIGN: Workshop: Site Design Ideas

Spatial Structure:

- Importance of Wale street as gathering space/entry
- Rose street as route through the site; The
- Connection from Longmarket St. to the Noon Gun;
- The connection between the Quarries and their stones being used to build the castle and mosques;
- Pedestrian realm around the Narrow Study Area – the best tourists are on foot;
- The character of the pedestrian friendly narrow streets from Chiappini to Rose Street.
- Important sites beyond the Narrow Study area: The Bo-Kaap cultural Hub, The Tana Baru Cemetery and Noon Gun, Koesister Hill, Dorp Street to the Auwal Mosque; multiple other smaller tourist offerings in residential homes located within the neighbourhood and further up the hill. (The Tourism Development Framework needs to extend beyond the Narrow Study Area.)

Sites:

- Religious sites: Religion is seen as a major part of the history of the Bo-Kaap. Tourists who want a more in-depth experience gravitate towards religious sites. Investigate ways for these sites to benefit financially as well. Tourists are welcome provided that they are respectful and sensitive to the sites.
- The Tana Baru Cemetery: Very sensitive site, but needs to be included as part of the history of the Bo-Kaap. Visitors are welcome, but must be respectful. No Ablutions- this is a mayor concern. To be developed as a remembrance garden. (They have plans) Routes walking up the site, visiting resting places of important significant people. Views of the city.
- Market spaces and additional retail: Markets proposed by various stakeholders at different locations. The Bo-Kaap Cultural Hub/ Boorhaanol wishes to hold markets. Discussion around the nature of the markets– these need to be run by locals for locals, rather than cause gentrification by outsiders. Branding and providing “relevant” goods to attract people to the market were mentioned. There were fears around a market becoming like the Biscuit Mill. There is a project opposite Biesmeillah being proposed for landscaping and informal trading stalls.

The Quarries:

- The quarries are a loss to tourism and residents. They are inaccessible to residents and dangerous.
- Would like to see these activated by amenities/activities and address safety.
- The Prayer Quarry can be used to tell the story of Islam in Cape Town. A reflection space, religious space or something that can help illustrate its role in history.
- The Wash House Quarry is dangerous. Mention of previous plans for a connection through to De Waterkant/ a route + plans have been developed for the site before. Issues around informality and the difficulty around providing alternative housing. The site was used as a crèche and Wash House; there could be a presence of water on the site.
- The Stand Street Quarry has been fenced off, but was previously used as a sports field. Children still sneak into the space, but usually resort to playing in the street. Sports clubs go to Green Point. The school also has a field attached, but extending sports facilities would be of benefit to the community and make for a safer space.

Pedestrian Realm:

- The Bo-Kaap is best seen on foot. Visitors who wish to engage with the site usually walk around the site using various routes. This needs to be supported. Streetscapes design can help with this. Interventions such as pedestrian crossing, speedbumps, raised intersections, lighting, street trees, proper wayfinding and signage were suggested.
- Universal Accessibility is important. Sidewalks need to be continuous, and ensure accessibility with dropped kerbs or raised pedestrian crossing spaces. Vehicular traffic needs to be slowed.

Parking strategy and vehicular issues:

- A previous study has been done that includes a parking strategy.
- There were discussions around parking for residents and shop owners. The feeling was that parking should not be for people working in the city, but for residents. Parking Disks could for residents could help solve this issue. Dedicated parking for retail along Wale St. Parking of tourist Busses and Mini-busses should not be located on Wale Street.
- Residents and shop owners currently guard spaces informally in front of shops, there homes and in front of mosques on Fridays, but these spaces could be better organised to alleviate the issues.

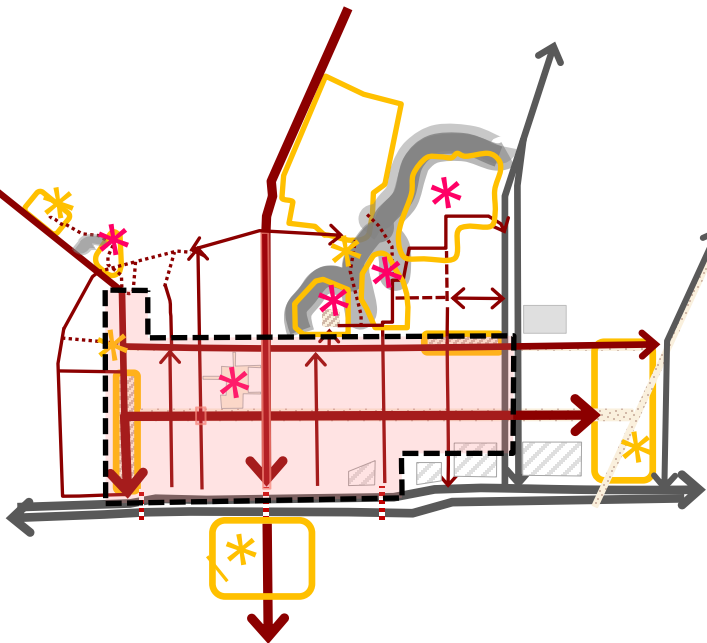
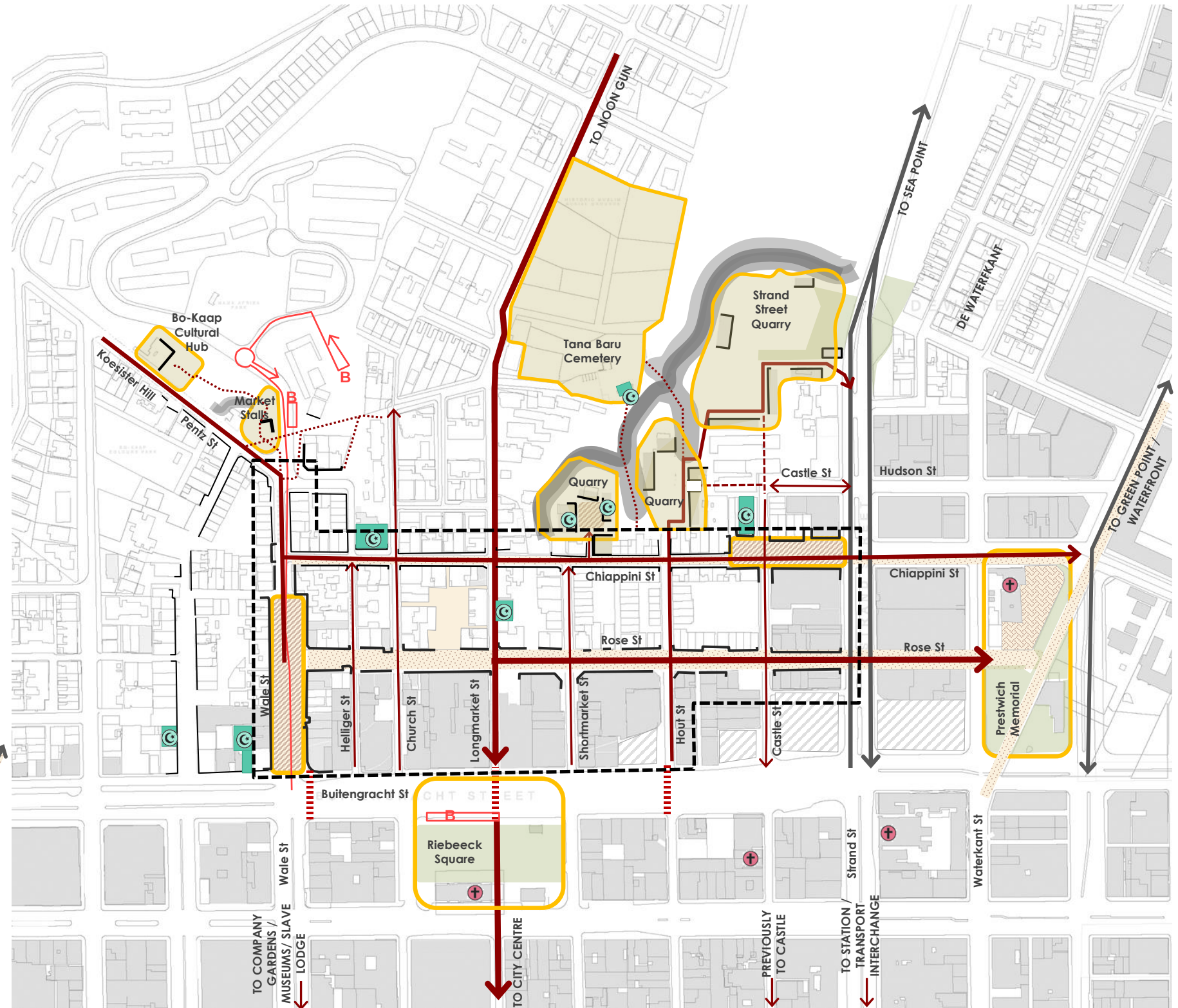




HIGH LEVEL DESIGN STRATEGIES:

Spatial Linkages

The map alongside suggests a structuring linkages for the study area that connect beyond and contribute to the urban structure of the surrounding area. The Study area is envisaged as a pedestrian friendly network connecting from Wale street, the entrance to the Bo-Kaap, through along Rose Street to the Prestwich Memorial site. Chiappini Street is seen as another important connecting street, running from the arch in Wale street to the widening of the street in front of Jamia Mosque, and connecting to De Waterkant. Additional pedestrian connections can be established along Castle/Hudson and through Strand Street Quarry into De Waterkant. Longmarket Street provides as connection to the top of the Bo-Kaap and the Noon Gun, through Riebeeck Square, past Greenmarket Square, though the city towards CPUT at District Six.

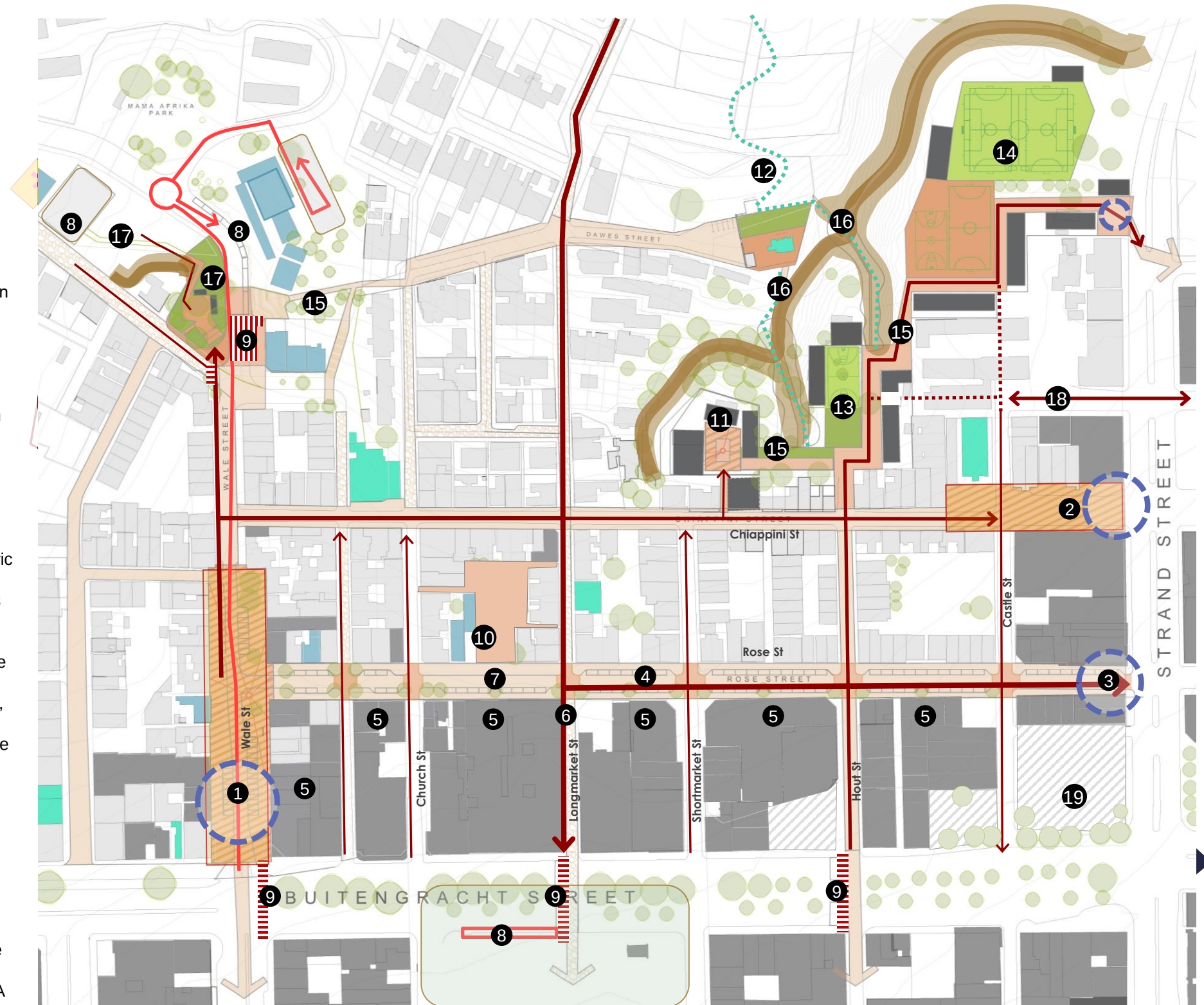


HIGH LEVEL DESIGN STRATEGIES:

Spatial Structuring Framework

The map alongside suggests a structuring framework for the study's area.

1. Wale serves as the Main entry point and entrance Foyer to the Bo-Kaap. Pedestrian realm to be prioritized and vehicular thoroughfare to be narrowed. Parking to be consolidated/organized.
2. Chiappini Street provides a secondary gateway condition.
3. Many enter and exist via Rose Street's intersection with Strand Street.
4. Rose Street provides a high street/ living room condition where retail can spill out into the space.
5. Rose Street is also the dividing line between the Mixed Use and Residential Urban Fabric.
6. The connection along Longmarket Street between the Noon Gun and the city is an important axis.
7. The pedestrian realm needs to be prioritized between Longmarket St and Wale St with the stables site spilling out onto a wider sidewalk – remove some parking here.
8. Parking for busses move off Wale St; investigate moving to closer to the Bo-Kaap Cultural Hub, Civic Centre or drop-off at Riebeeck Square.
9. Provision of Pedestrian links across roads: across Buitenkant St, connection to the new market spaces, route up to the cultural Hub, routes.
10. Stable Site to be investigated as small scale active retail/ making space
11. Prayer Quarry to be developed as religious space, with roots as then start of Islam in Cape Town.
12. Tana Baru to serve as a landscaped remembrance garden showing the history of the Bo-Kaap.
13. Wash House Quarry can be developed as play spaces, ECD, Live-work units + Housing.
14. Strand street Quarry developed as a Sports Precinct with active interfaces.
15. Pedestrian linkages to be developed linking 3 Quarries and linking to other areas.
16. Pathways up the ridges to the Tana Baru.
17. Future Event spaces and Markets at Bo-Kaap Cultural Hub and on the corner of Pentz and Wale developed/supported.
18. Pedestrian link via Hudson street towards the V&A Waterfront as a tourism pedestrian route. (Prioritise Chiappini, Mosque frontage and existing Gateway.)
19. De-proclamation of road reserve + public realm improvements + mixed-use housing.



ROUTES:

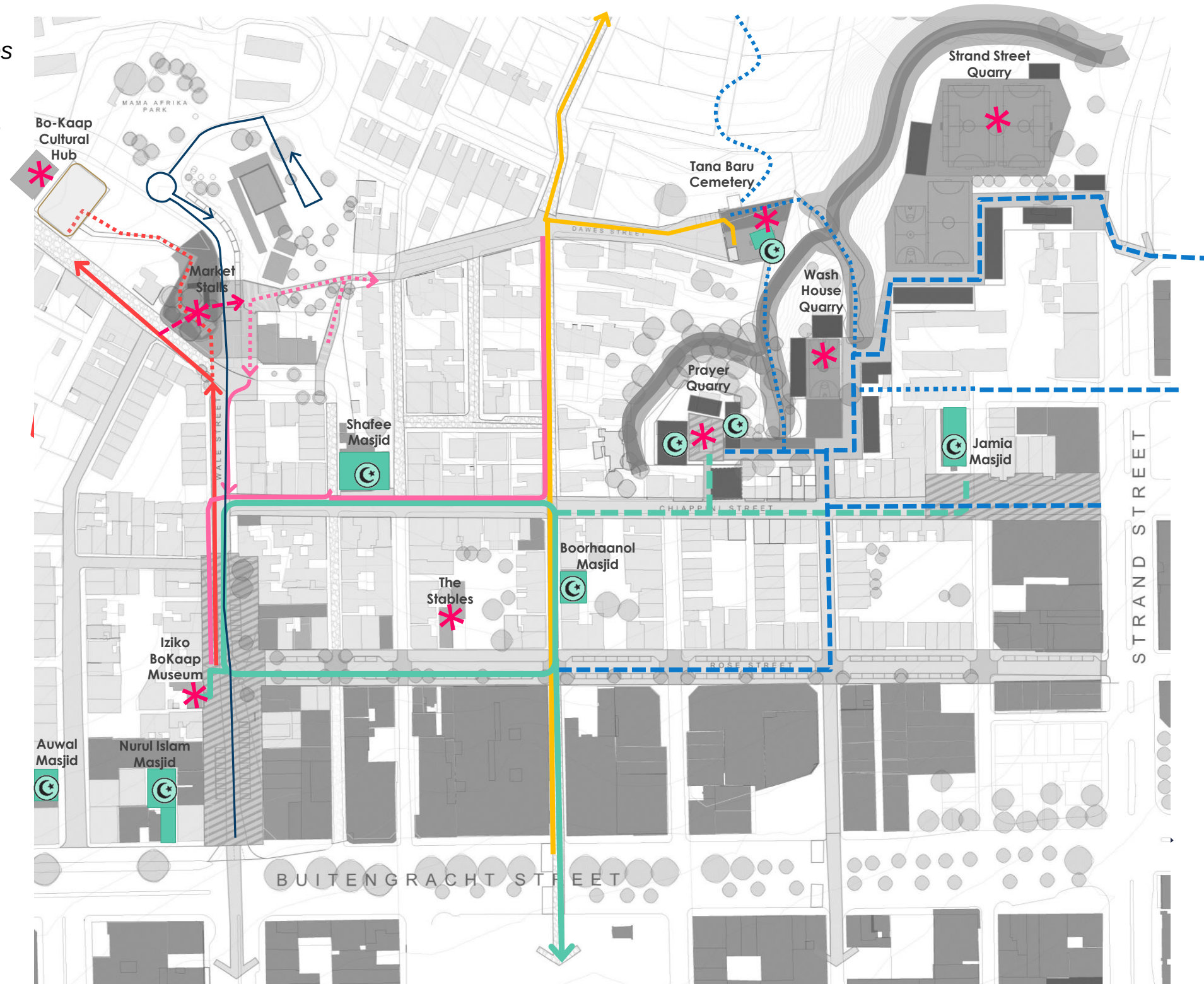
Consolidated Tourism Map and Routes

There is a need for a consolidated tourism map, designated tourism routes, way-finding, cohesive branding, and tourism management strategies. While the map alongside does not provide a complete or accurate representation of tour routes, it serves as an indication of the locations of places of interest and the routes that connect them, based loosely on design workshops. The routes will need to establish systems for sustainable tourism that enables the community and is respectful to its residents.

- The core route moves around the block between Wale Street, Chiapinni Street, Down Longmarket Street and back via Rose Street.
- Additions to the route included going up the the Bo-Kaap Cultural Hub, and down Dorp Street to the Auwal Mosque.
- Other more adventurous sites included going up to the Tana Baru via the steps
- or Longmakert Street or up to the Noon Gun.
- There was a desire to walk further down Chiappini Street, but the area is not considered safe.
- Another desired route was the link from the Bo-Kaap to De Waterkant, Green Point and the Waterfront beyond.

LEGEND

- Mosques
- ☪ Religious Spaces
- ✱ Places of Interest
- Buitengracht Street
- Routes:
- Short Core Loop
- Desired Extended Loop
- Cultural Hub and Auwal Mosque Loop
- Route to Tana Baru
- Route to Noon Gun
- Future link to De Waterkant + Waterfront
- Pedestrian extensions of routes



ACTIVITY + TOURISM
INTERFACES:

Tourism Routes and Places of Interest

The map alongside shows opportunities for interfacing with visitors to the site as well as providing economic opportunities for local businesses and residents to benefit from visitors to the site. In order to develop sustainable tourism, it needs to give back to the neighbourhood. This framework suggests supporting economic opportunities where they already exist, especially along Wale Street and Rose Street. Tourism projects need to consider small scale enterprises based throughout the neighbourhood and should considered methods of interface and income generation for small businesses and organizations through enabling payment of businesses along tourist routes, enabling donations, strengthening interfaces with tourists and facilitating economic opportunities.

LEGEND

 Religious spaces

- Existing Places of Interest:
- 1

Biesmiellah Restaurant
- 2

The Arch
- 3

Gallery Space
- 4

Atlas Trading Spices
- 5

Coffee Shop
- 6

Iziko BoKaap Museum
- 7

Rocksole Leather
- 8

Curio Store
- 9

Corner Café
- 10

Coffee/Motocycles
- 11

Café/Restaurant
- 12

Corner Store
- 13

Food Stall
- 14

Tana Baru Cemetery
- 15

BoKaap Cultural Hub

Future Places of Interest:

16

Market Stalls

17

The Stables

18

Prayer Quarry Religious Space

19

Old Wash House Quarry
Crèche + Play Spaces

20

Live Work Units

21

Housing/Active Frontage

22

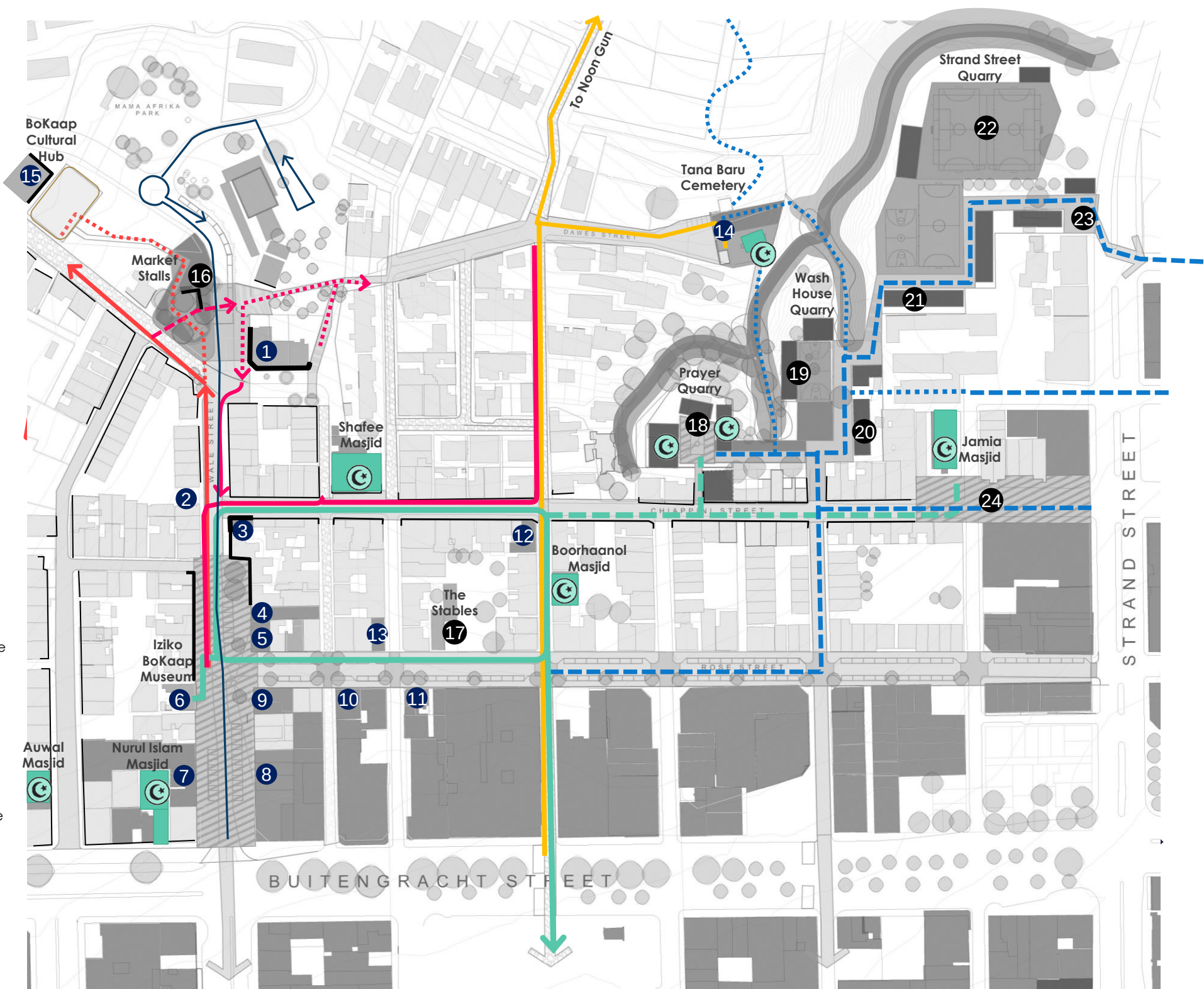
Strand Street Quarry

23

Sports Precinct Entrance

24

Chiappini St Square/Entrance

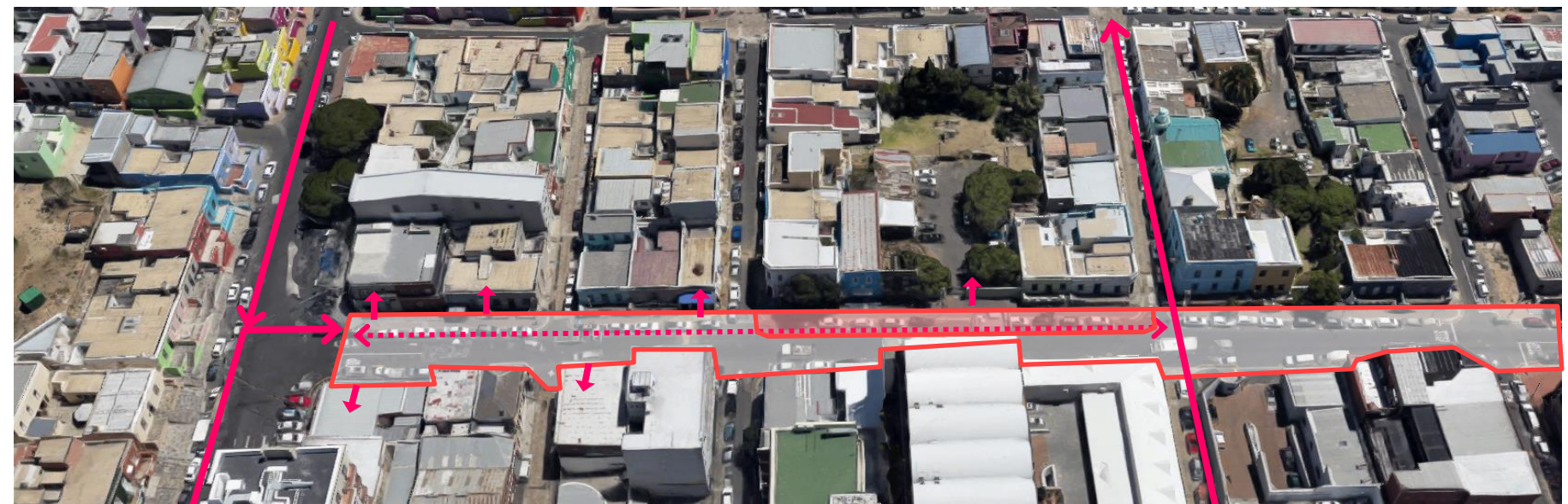
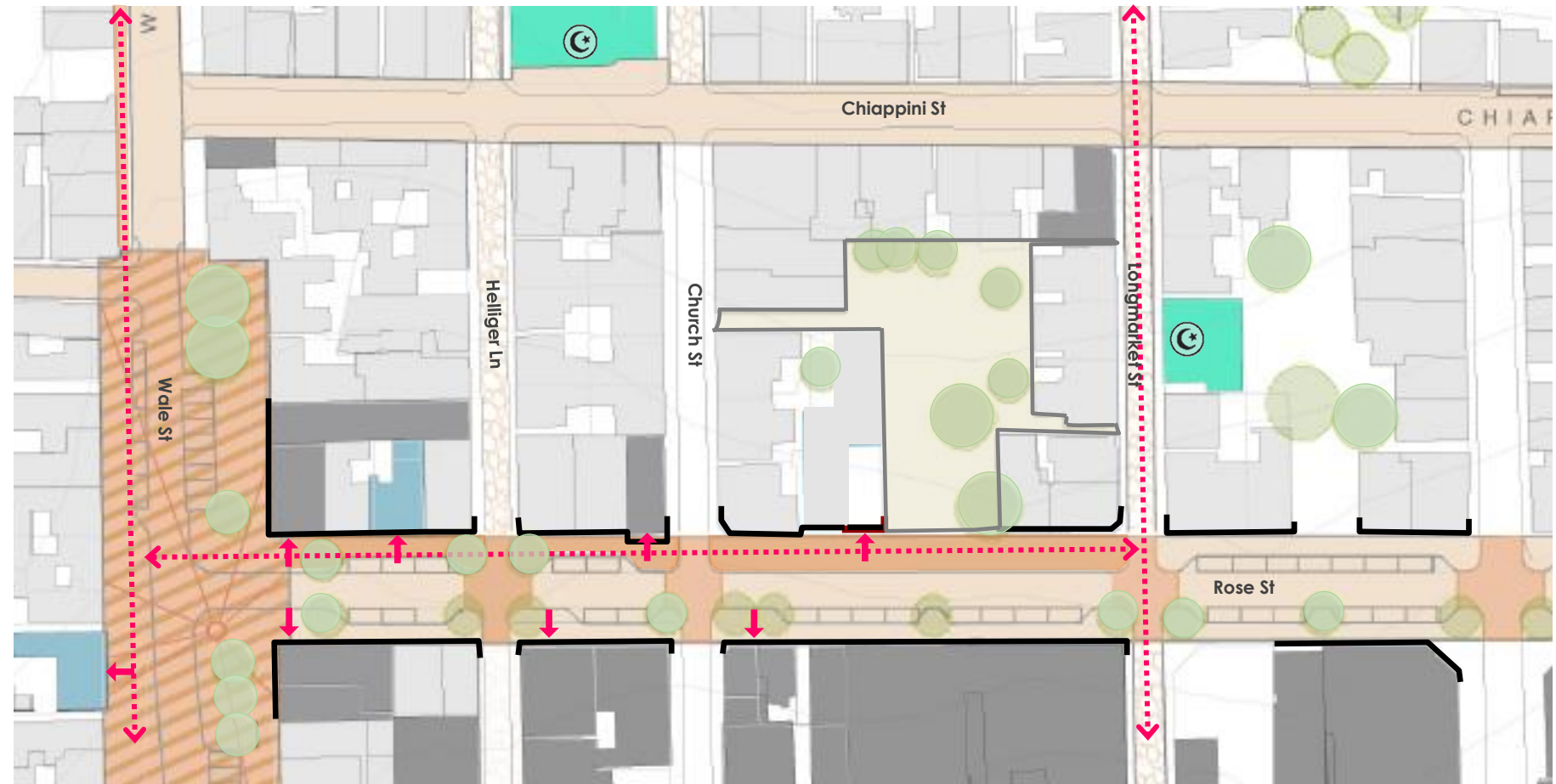


SITE DESIGN STRATEGIES:

Rose Street

Rose Street currently has 2 two-way traffic with parallel parking on either side and relatively narrow, but continuous sidewalks. The road is in need of traffic calming measures and creating a more pedestrian friendly environment.

- Prioritise **pedestrian continuity** and accessibility for all.
- Prioritise **consolidated pedestrian spaces** at corners with raised intersections, paved intersections, crossings and spill-out spaces.
- Entire street can be paved as commercial street that serves the pedestrian.
- Streetscape needs to be in service of small scale commercial activities along the route by allowing ample sidewalk and spill out spaces.
- Create **space for bump outs on corners**, as well as **tree planting** along the southern side of the street, by organizing and consolidating parking.
- Parking for stores and residents should be prioritized.
- Strengthen the pedestrian link from Longmarket street and between Longmarket Street and Wale Street. The sidewalk in front of the Stables Site to be widened to provide spill-out pace.
- Zoning and the Heritage Protection Overlay Zones need to take into account the divide in urban conditions. The Buitengracht Street side needs to be sensitive to the double storey context along the other side of Rose Street to prevent the creep of larger developments into the historic area.



SITE DESIGN STRATEGIES:

The Stables Site

The Stables, located a block away from Wale Street, provides a gateway into a communal courtyard owned by the City of Cape Town. The site historically housed horse stables.

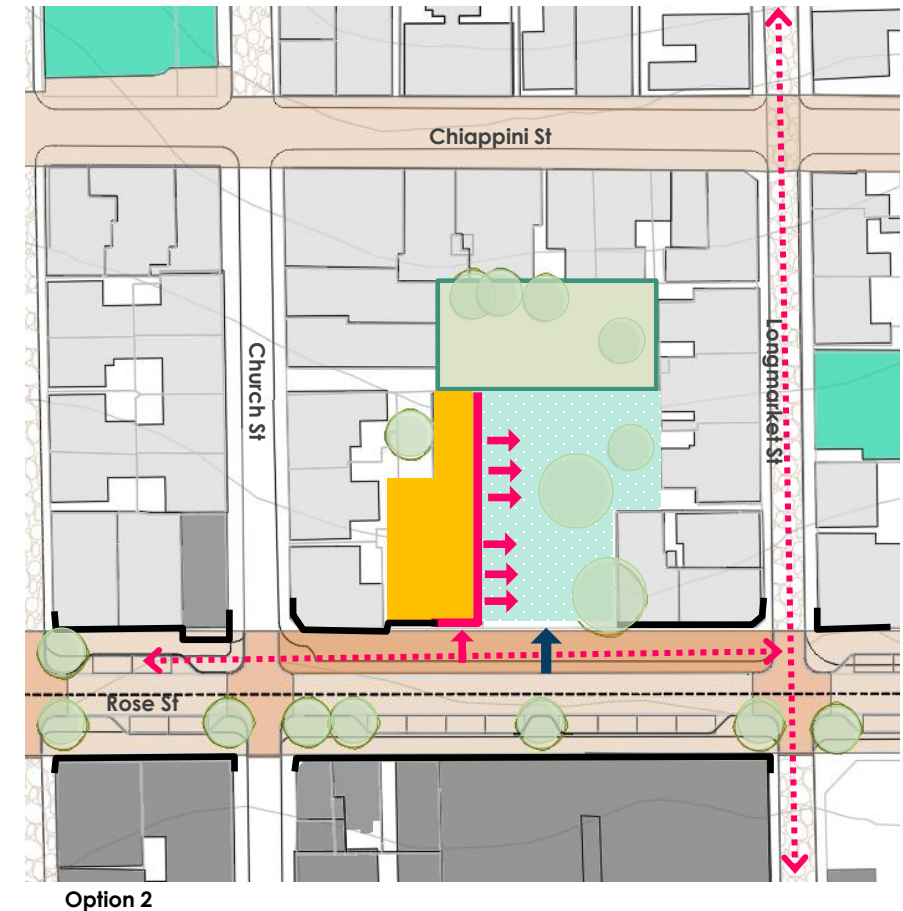
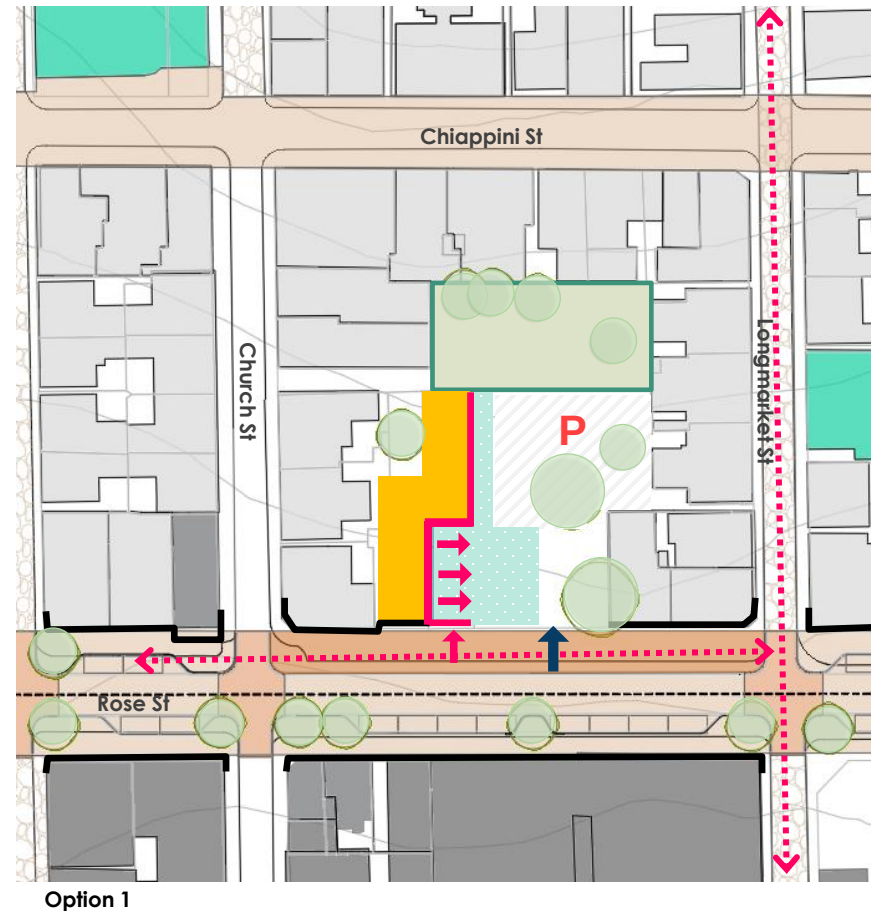
The northern section of the courtyard is currently used as a communal garden for residents, while the southern portion on Rose Street is used as parking for residents and is currently gated. The adjacent building serves as a gathering space for organisations.

The narrow street frontage of the Stables Site lends itself to small scale activity and retail entering from the street, but the courtyard itself will not receive the foot traffic that the street frontage does.

- Entry via street with a portion of courtyard space used as spill-out space rather than entry point.
- Provide active use on ground floor – café/retail with associated outdoor space in courtyard and along street frontage.
- Uses such as art, makers' space located above.
- In both options the courtyard can be used for events.

Option 1: refurbish façade and building behind. Use small portion of courtyard as spillout space for café. Some parking can be retained.

Option 2: Refurbish façade and build new building that covers the site portion. Provide café, as well as limited retail spaces at ground floor and allow for spillout space into courtyard. Parking



Façade of the Stable Site along Rose Street



SHARED SURFACE + PEDESTRAIN ORIENTED SPACES:

Wale Street and Rose Street

Devices such as shared surfaces and raised intersections can be used to create the desired spatial organization of the street when used with other elements. In the case of Wale Street, a shared surface can be used to unify and pedestrian friendly space. In this way a road can become a pedestrian friendly streetscape or function as a square.

Along Rose street, the road will serve as small scale pedestrian streetscape with some commercial activity. Elements can include:

- Paved streetscape
- Paved/raised intersections
- Intersections bump outs
- Organised and limited parking
- Raised Pedestrian Crossing
- Bollards + Street Furniture
- Signage/Wayfinding + Lighting
- Tree planting



Bollards and change in paving texture in Hermanus by Gapp Architects



Shared Surface with demarcation through trees, bollards and street furniture in De Waterkant Street, Cape Town



Raised and Paved Intersections at Melrose Arch, Johannesburg.



Shared Surface at Exhibition Road by Hans Monderman – cars slow down when the street is shared resulting in a safer streetscape for pedestrians.

SIGNAGE AND WAYFINDING: Wale Street and Rose Street

For visitors to a new area, orientation within the space through wayfinding devices can make have an impact on the experience of the space.

Signage not only provides direction, but can also add to the narrative and provide information about the site. While more traditional signage boards and street signs can be used, a creative approach to signage can enhance the character of the area.

Digital wayfinding devices, such as digital maps, linked to QR codes, apps or sites can provide additional information and allow for donation, potentially providing additional income to the area.

At historically rich sites, additional information can help educate, inform and tell the history of the site and country through its spaces. A unified signage strategy for the area is suggested with a focus on the history and cultural role of the area.



Inlays and gutter details - Pitt Street Mall Melbourne



Signage boards providing historical context with additional information and maps



Time Tree - Creative signage and inlays explaining history



Directional Signage for Streets



Signage Plaques on buildings



Technology such as Apps can allow for interactive tourist experiences, wayfinding and enable monetary exchange

ROUTES + PEDESTRIAN REALM:

Tourism Routes

As part of wayfinding, routes can help to orientate visitors to the site. Tour groups will take various routes while exploring the neighborhood. We have briefly explored some of the routes taken to places of interest, but routes will need to be developed with local tourism stakeholders and residents.

While the routes are currently relatively informal, providing a clear path can help to ensure safety along the route as well as providing information for visitor that enriches the experience and understanding of the area.

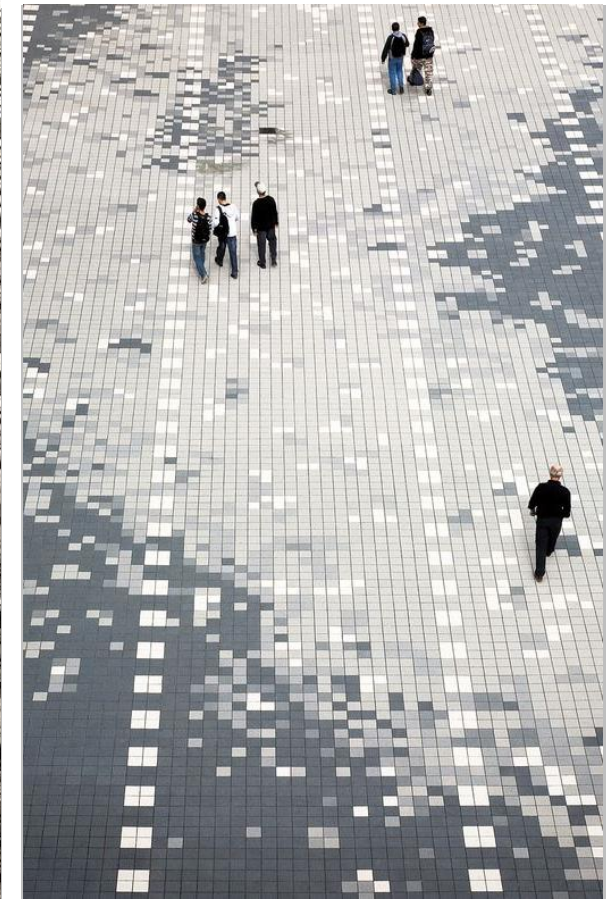
Creative signage, lighting, texture and wayfinding devices can be used to set up these routes.



Colour denoting routes and paths through public space



Small paving details indicating route



Paving Patterns create directional graphic in public space



Poetry Installation and public art installation forms route. – A Flock of Words



Inlays denoting location and dates for historical landmark



Town square with colourful routes

ROUTES + STAIRS:

Tourism Routes

Much of the site beyond the narrow study area has large shifts in elevation as the Bo-Kaap stretches onto the lower portions of signal hill. For the quarry sites, the shear rocky walls are a major feature in the experience of this site.

- The “ten stairs” next Biesmiellah and the surrounding open spaces are currently unsanitary and unsafe. While this is fastest route between the Bo-Kaap Cultural Hub, the market corner site and the Tana Baru Cemetery, tour guides hesitate to go through the area due to safety concerns as well as the unsightly condition of landscape. This linkage can be improved and provide open social stairs with passive surveillance. The clinic/Civic Centre can be refurbished to provide an active interface here.
- For steeper routes, such as at the quarry sites, stairs and pathways can provide a delicate but steep descent from the Tana Baru Cemetery and a lookout point, linking this historic religious site to the Prayer Quarry below.



Stairs creating a public space and allowing accessibility. - Robson Square, Vancouver



A narrow pathway of stairs with pedestrian scaled lighting ascends up a steep slope – Torrequebrada Promenade



Amenities, play spaces and resting spaces line the edges of the refurbished rail with activity. – The Goods Line, Sydney by Aspect Studio



Landsaped stairs can serve as a public gathering space and landscape feature –Waller Park, San Francisco

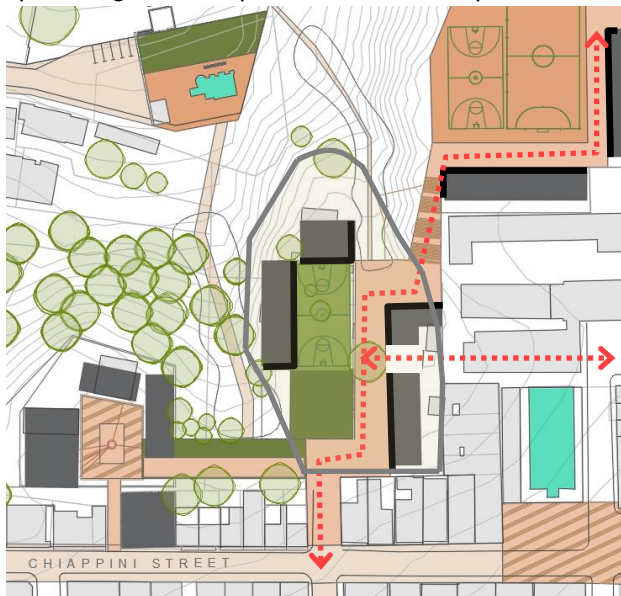
ROUTES, ACTIVE EDGES & SAFETY + LIVE-WORK UNITS:

Safe Routes

Safety concerns are seen as a major issue to be addressed in order to ensure a safe experience for both visitors and residents. Spaces along pedestrian linkages can benefit from 24-hour activation with a mix of housing as well as active uses and amenities. Passive surveillance, a clear route, ownership of space, lighting and activation of spaces can help to combat the issue of safety.

The Lower end of Chiappini Street and the Old Wash House Quarry in particular currently suffer from crime and are unsafe for visitors.

The Bo-Kaap is well known for its row houses with stoeps that provide eyes on the street. This typology lends itself to good passive surveillance. Additional housing will need to provide similar active interfaces with the street edge. Live-work Units are also suggested as they provide 24-hour activation on the site and enable economic opportunities. Some retail and landmark amenities can be used in order to activate the site, along with sport facilities. An institutional presence such as an ECD, sports organisations or NGOs can also be considered as providing ownership and activation of space.



Live-work Units in Harare Khayelitsha provide active street frontage and economic opportunities.



Active Boxes And Live-work Units in Harare Khayelitsha



Sports facilities with passive surveillance and active frontage



Historic Building Frontages – eyes on the street



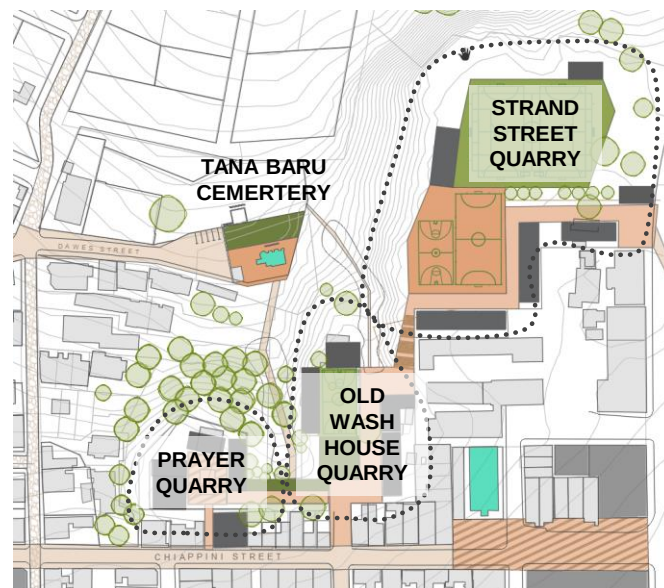
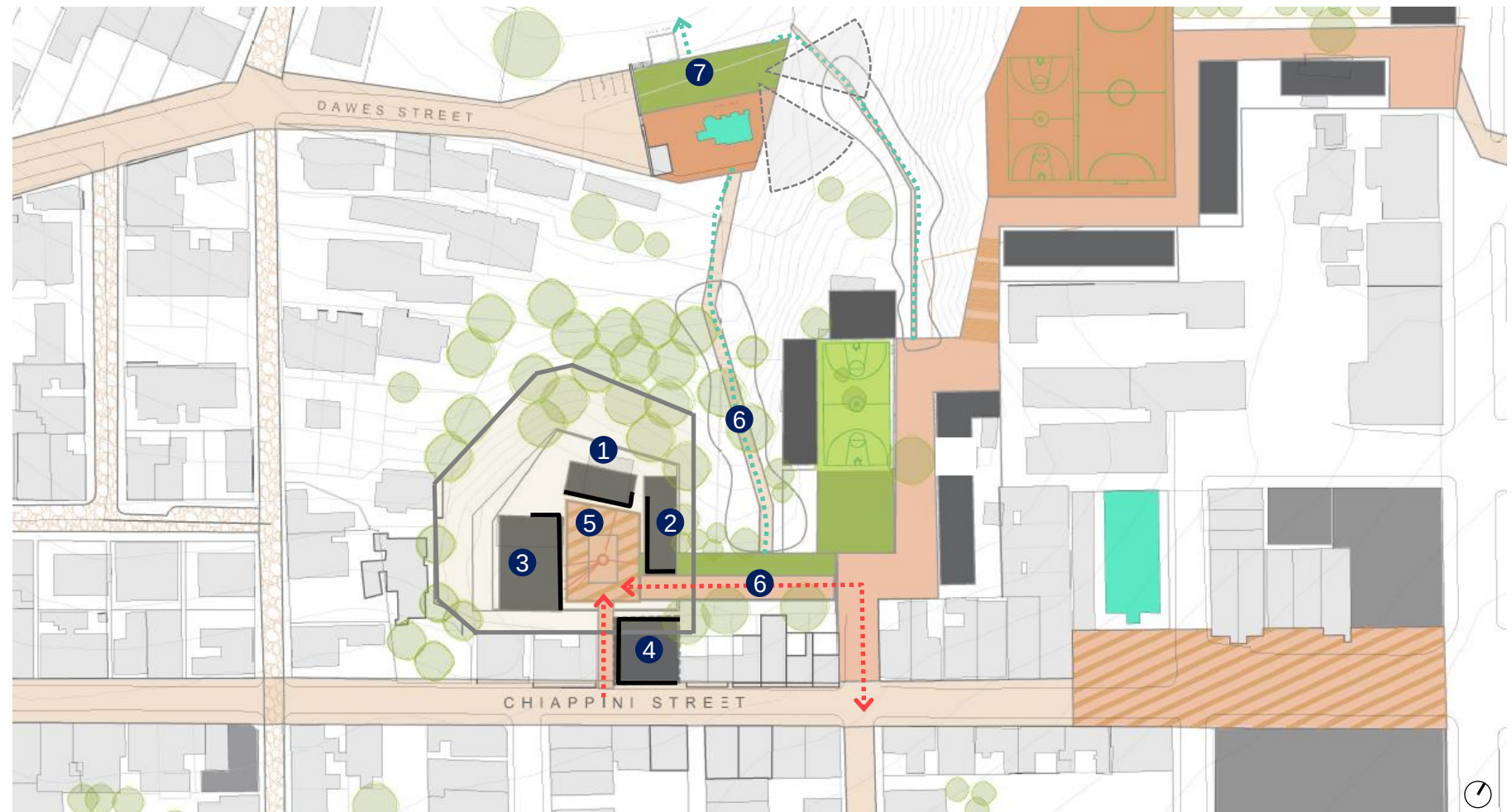
Violence Prevention Through Urban Upgrading (VPUU) safe routes in Harare, Khayelitsha

SITE DESIGN STRATEGIES :

Prayer Quarry + Tana Baru

As the site of the starting point of Islam in Cape Town in 1780, the Prayer Quarry has the potential to contribute to the narrative of the Bo-Kaap and country.

1. The buildings on site should be assessed for heritage value.
2. Additional buildings to the quarry can be added around a central courtyard: A new mosque structure can be built on the northern side.
3. New madrasa building constructed holding the edge of the site along with
4. Infill building holding the edge of the courtyard and providing active interface at the entrance to the quarry.
5. Attention needs to be given to the symbolic value of the courtyard as a congregational space, in its directional paving patterns and with water and cleansing at its centre.
6. The space can link to the Old Wash House and up via a pathway/staircase to the Tana Baru.
7. The Tana Baru Cemetery to have a route with landscaped remembrance garden showcasing its history.



MEMORIAL AND RELIGIOUS SPACES:

Prayer Quarry

The Character of the Prayer Quarry should be carefully considered. In keeping with the historic and religious significance of the space, it is suggested as a quite contemplative space that is enlivened through it's use as a religious space with a mosque and spill out space and central cleansing space and as a place of instruction through a Madrassa.

The nature of the Prayer Quarry is thus envisioned between a memorial and a living religious space that draws from its past while providing for its future.

While the prayer quarry is not necessarily seen as only an attraction for tourists, it is seen as a significant part of the history of the area, contributing to the narrative and thus enriching the visitor's understanding of the Bo-Kaap.

The Tana Baru, although it has not been an active burial ground since 1886, is also seen as a sacred space that can contribute to the narrative. The space can be supported and further developed further as a garden of remembrance. The addition of an area to receive visitors and ablutions is suggested.



Al Warqa'a Mosque in Dubai – multifunctional courtyard space for gathering as extension of Mosque.



Westminster Presbyterian Church Courtyard, Minneapolis – Pattern, trees and water contribute to character.



"Memory Chair" in Government Building Plaza Tokyo – Contemplative green space with seating.



Freedom Park, Pretoria – Symbolic resting place and the central memorial space surrounded by water.



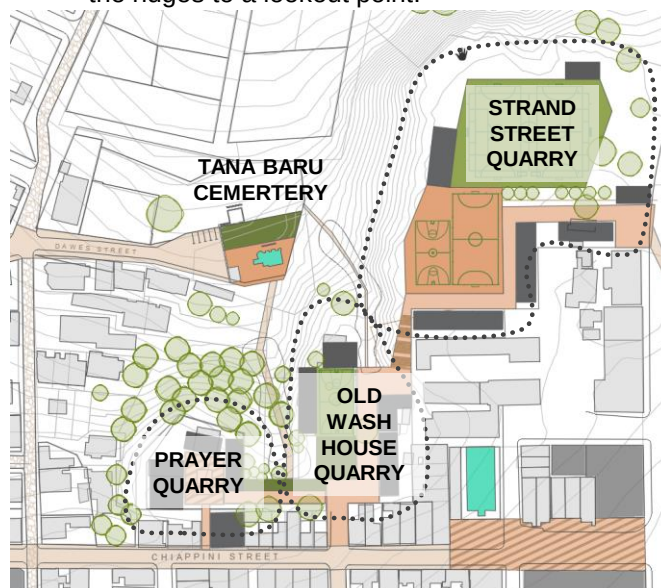
Al-Attarine Madrasa - colonnaded courtyard + water

SITE DESIGN STRATEGIES :

Old Wash House Quarry

The wash House Quarry, while in use served as a communal social and intergenerational gathering space. The quarry housed a small crèche and provided a space play space. The quarry has since become an informal settlement and is considered a dangerous space within the Bo-Kaap. The quarry provides a flattened surface of bedrock after which the shear walls extend up to the Tana Baru.

1. Early Childhood Development amenities along with playground spaces and small sports facilities are suggested.
2. A double storey building is tucked into the landscape at the end of the axis and serves as a beacon overlooking the sports precinct below.
3. Live-work units activate the edge with passive surveillance onto the play spaces, along the ridge of the quarry.
4. Housing and live-work units activate the edges of the route linking the quarries.
5. The building turns the corner to face the platform and steps descending approx. 10m into the Strand Street Quarry and Sports precinct.
6. The pathways link from the Old Wash House Quarry to the to the Tana Baru via stairs along the ridges to a lookout point.



PLAY SPACES:

Old Wash House Quarry

The Old Wash House quarry, historically a space of social gathering and childrearing, can see some of these positive historic uses reinstated and reimagined within the quarry. It can be a playful space, that is activated by the presence of organisations and a Early Childhood Development Centre.

In contrast, but linking to the Prayer Quarry as a calm religious space, the Old Wash House quarry, with it's sunny aspect, can provide a space for recreational amenities as well as provide some housing (and potentially retail/live work units) to ensure that quarry is activated throughout all hours of the day. The slight change in slope will allow for playful terracing and level changes, whilst being flat enough to allow universal accessibility.

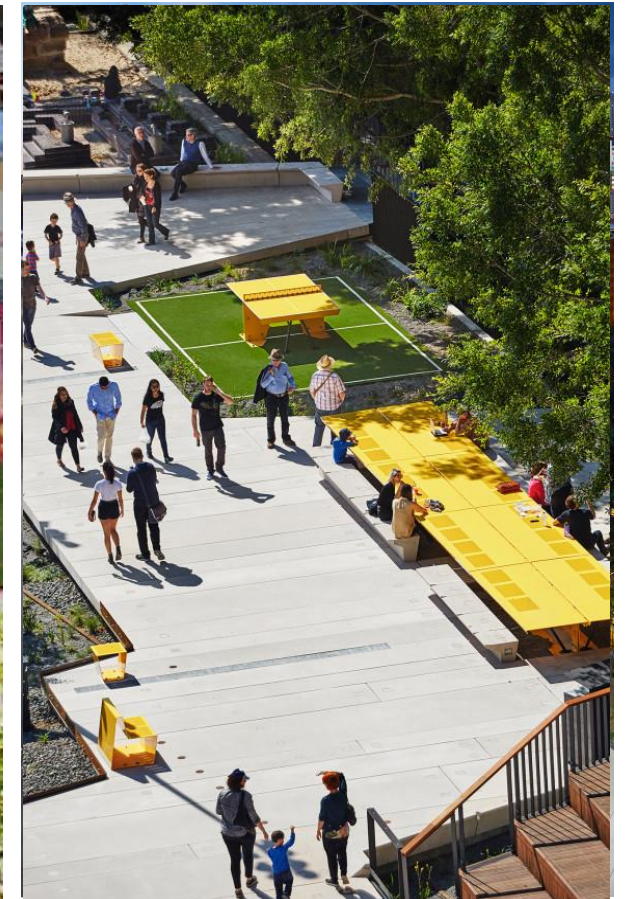
The Quarry can potentially link to the Strand Street Quarry and a Sport's Precinct, with a link down to De Waterkant and Green Point.



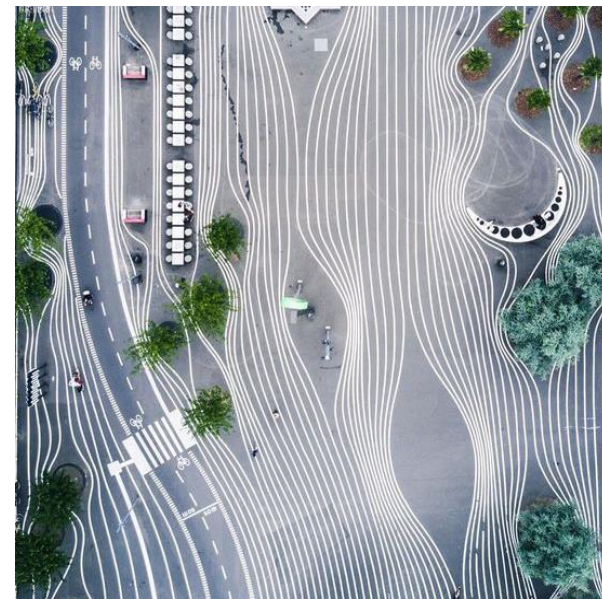
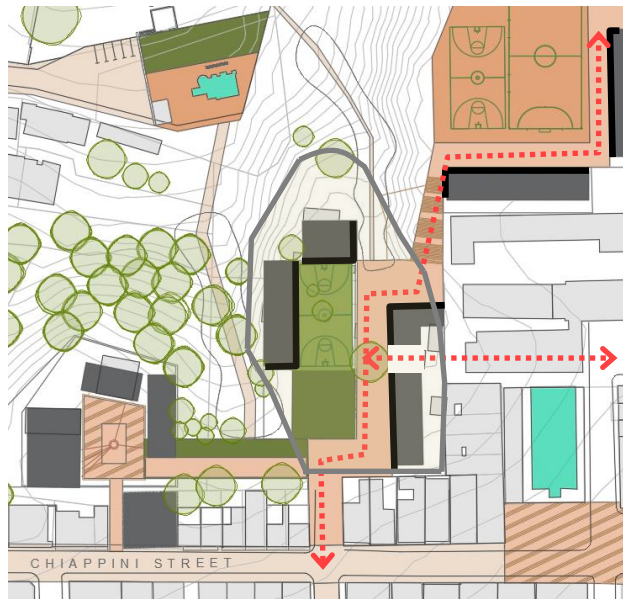
Skatepark as park of the Battery Park development by dhk Architects next to the Waterfront, Cape Town



Play spaces for children within an urban context



The Goods Line, Sydney by Aspect Studio - Route with activities located alongside it provides opportunities for activation and recreation



Superkilen Park by BIG Architects - Public space, Copenhagen



Pixeland colourful playground parks

SITE DESIGN STRATEGIES:

Strand Street Quarry

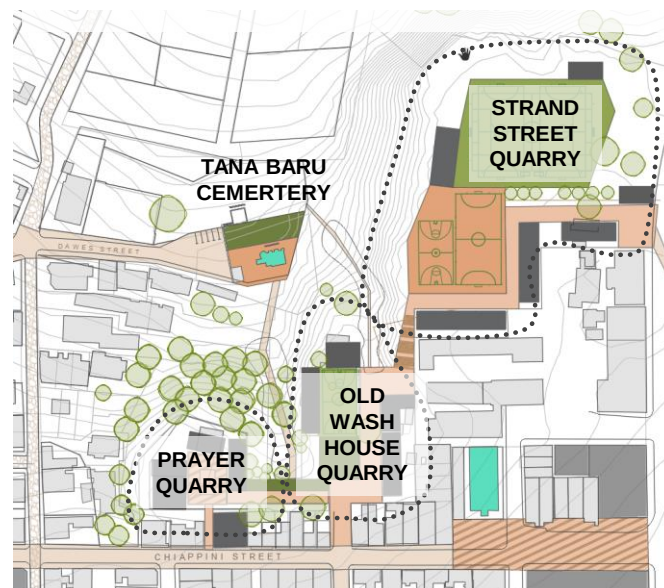
The Strand Street Quarry sits on the edge of the Bo-Kaap and is currently disconnected from it. Access to the quarry is off Strand Street.

The site is currently fenced off, but was formerly used as a sports field.

While children from the area might occasionally use the quarry as a soccer field, it is currently not in use by any other groups.

The site can be developed as a Sports Precinct.

1. An entrance to the Sport precinct is suggested linking to De Waterkant.
2. Associated buildings lining the edges of the back of the Law Enforcement Precinct.
3. Sports fields are provided in a range of size- Soccer field, 5 a side-kickabout space, basketball courts, volley ball.
4. Running tracks and outdoor gym facilities can also be provided.
5. Sports pavilions hold the edges of the fields.
6. Establish routes linking to the Bo-Kaap.
7. Provide housing + live work units + sports pavilion /amenities along the edges. (investigate using some of the Law Enforcement owned land for this purpose.)



SPORTS PRECINCTS:

Strand Street Quarry

The Quarry is flat and surrounding by steep rocky edges, providing a flat platform for a Sports Precinct similar to those seen alongside.

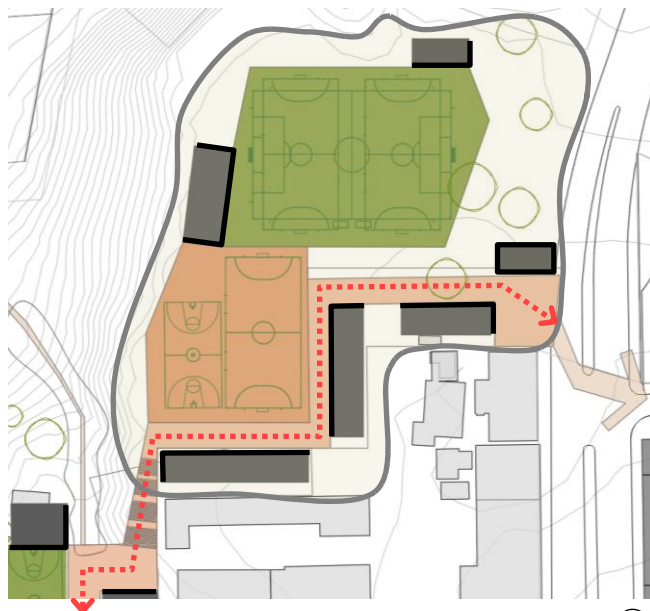
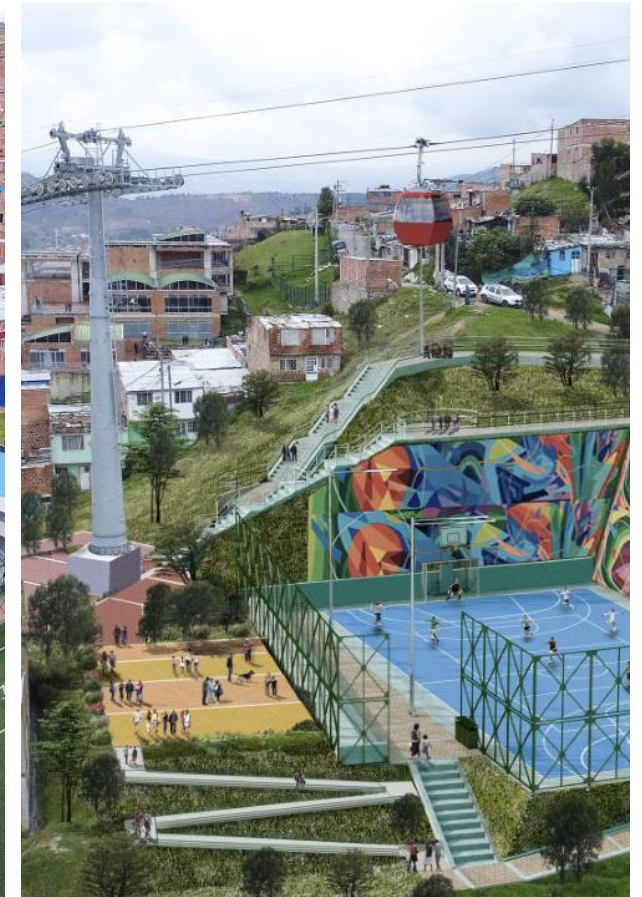
The Sports Precinct can be multipurpose and provide both formal and informal playing spaces and kick-about spaces while activating the site. The precedent alongside shows pairings of other institutional and recreational uses such as Gyms, Schools, Study areas, Youth and Lifestyle Centres, Libraries, Playgrounds and Skateparks. This reinforces the precinct as an active recreational space and a social hub.



Campo Valdés Tank - Articulated Life Units (UVA) La Algeria transforms water Reservoir into a public amenity as part of the UVA projects in Medellín.



Sports Precincts connected to the TransMiCable in Bogotá against hillside with dynamic stairs and routes to adjacent neighbourhoods



Safe Hub with "Active Boxes" create a Sports Precinct developed by VPUU in Cape Town



Articulated Life Units (UVA) El Paraiso Precinct in Medellín paired with recreational and cultural facilities such as music rehearsal rooms, auditorium, gym and dance room supporting holistic amenities for communities and connecting to other neighbourhood facilities.

SITE DESIGN STRATEGIES:

Sites Summary

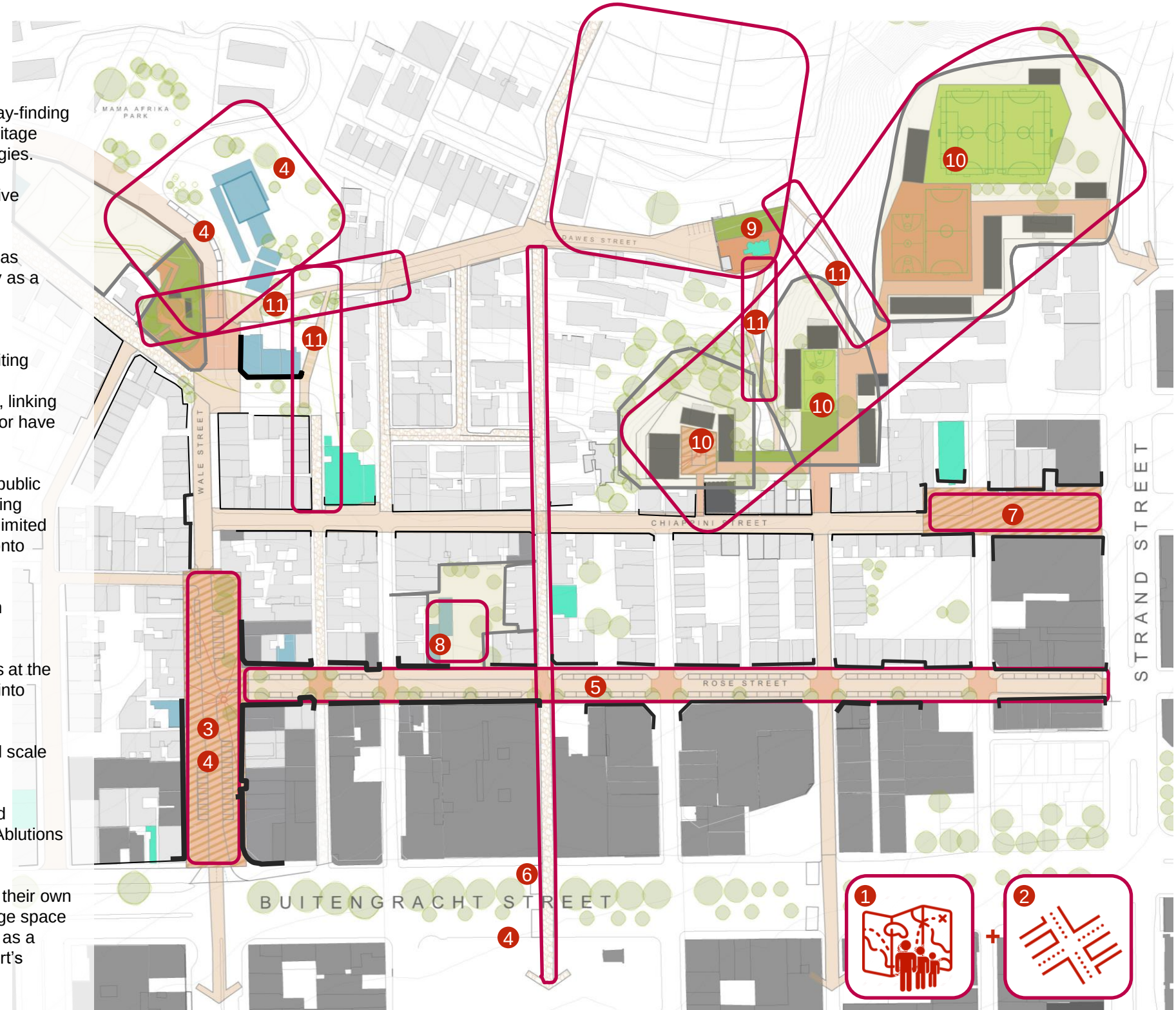
- ① Wale Street Streetscape
- ② Rose Street Streetscape
- ③ Prayer Quarry Site
- ④ Old Wash House Quarry Site
- ⑤ Strand Street Quarry Site
- ⑥ Chiappini St Entrance
- ⑦ Tana Baru Cemetary
- ⑧ The Stables Site
- ⑨ Trading Spaces Proposal
- ⑩ Cultural Hub Development/Market
- ⑪ Linking routes + pedestrian connectivity
- ⑫ Longmarket Street connection



SITE DESIGN STRATEGIES:

Potential Priority Projects Summary

1. Consolidated tourism map / Brochure along with way-finding strategy – eg. tourist maps, routes, cultural and heritage sites, cohesive tourism strategies and safety strategies.
2. Establish tourism paths / routes and provide cohesive signage, information, lighting, safety, etc.
3. Wale Street public realm improvements – Develop as pedestrian friendly entry to the Bo-Kaap, potentially as a shared surface space that can transform into a multifunctional event space.
4. Traffic management – relocation of busses and limiting parked cars off Wale Street; plan for busses to be accommodated closer to the Bo-Kaap Civic Centre, linking to planned informal trading stalls and Cultural Hub or have drop-off point along Buitengracht Street.
5. Rose Street public realm improvements – Develop public realm as a pedestrian friendly streetscape with paving treatment, traffic calming, build outs, tree planting, limited organised parking and active edges with frontage onto sidewalks.
6. Establish connection along Longmarket Street from Riebeeck Square through Bo-Kaap to Noon Gun.
7. Chiappini St Entrance – public realm improvements at the entry point to Bo-Kaap from De Waterkant leading into Chiappini Street.
8. The Stables Site – future project, can support small scale retail and activity.
9. Tana Baru Cemetery – Incorporated into routes and supported/developed as garden of remembrance. Ablutions and area for receiving visitors to be included.
10. Quarry Sites – future projects developed each with their own character; Prayer Quarry as a rich and living heritage space linked to the Islamic faith; Old Wash House Quarry as a child-friendly space; Strand Street Quarry as a Sport's Precinct.
11. Improvements to public realm and pathways connecting to amenities between tourism hubs and Tana Baru and Quarries.



CONCLUSION AND WAY FORWARD:

This report serves as part of a process in describing the future potential of the Bo-Kaap as a vibrant and culturally rich area supporting sustainable tourism. This process can be acted upon by others, implementing further interpretations of the ideas described above.

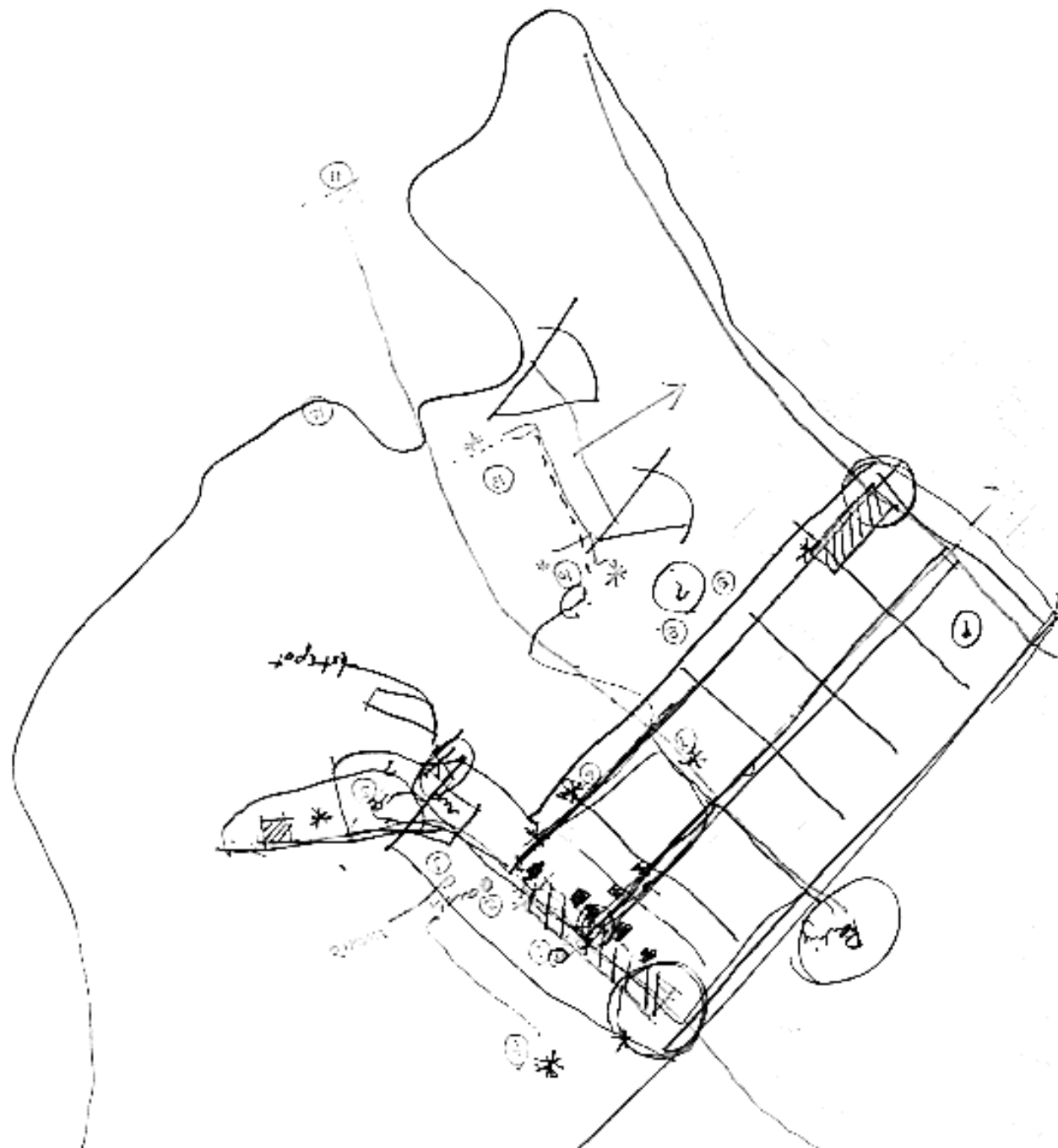
The document provides an analysis of the site and sets out design ideas and principles. While this document provides high level design strategies, detailed resolutions and building briefs would form part of subsequent studies. The responses recorded in this document were established through a walkabout on site, a series of design sessions with the professional team and workshops with tourism stakeholders. The result is a structuring framework, and a set of ideas around key sites, rather than a masterplan, and can respond to changes over time.

The result described in this document does not necessarily offer an prescriptive urban design response, but is a product of a process of iteration. As a first step, a consolidated approach to tourism in the area, along designated routes and linking to an inventory of places of significance, can start to foster a cohesive tourism experience. A range of projects, from maps and routes, to signage, public realm improvements and the more extensive development of amenities or precincts has been put forward, but will ultimately rely on further efforts to be realised.

Subsequent studies will need to be considered in order to understand the viability of some of the suggestions provided in this document.

Further studies such as the study of heritage and tourism assets, a way finding strategy, cultural heritage strategy for the area, an analysis of institutional structures, developing routes with stakeholders and more in-depth engagements need to be considered as part of subsequent tasks. More thorough analysis from heritage, arts and culture and tourism perspectives could help unlock the potential of this rich historical urban landscape of national heritage significance to tell the narrative of the area and of the country.

The expectation is that this document will feed into the LSDF process and can bear fruit through additional scope, subsequent projects and ultimately through implementation.



meeting register

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CLIENT City of Cape Town
PROJECT Bo-Kaap Tourism Framework
PROJECT No. 2106
PLACE Jakupa Architects and Urban Designer
DATE AND TIME 09 June 2021
TIME 09h00-13h00

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Company registration: 2011/146132/07 - Vat Reg 452022268

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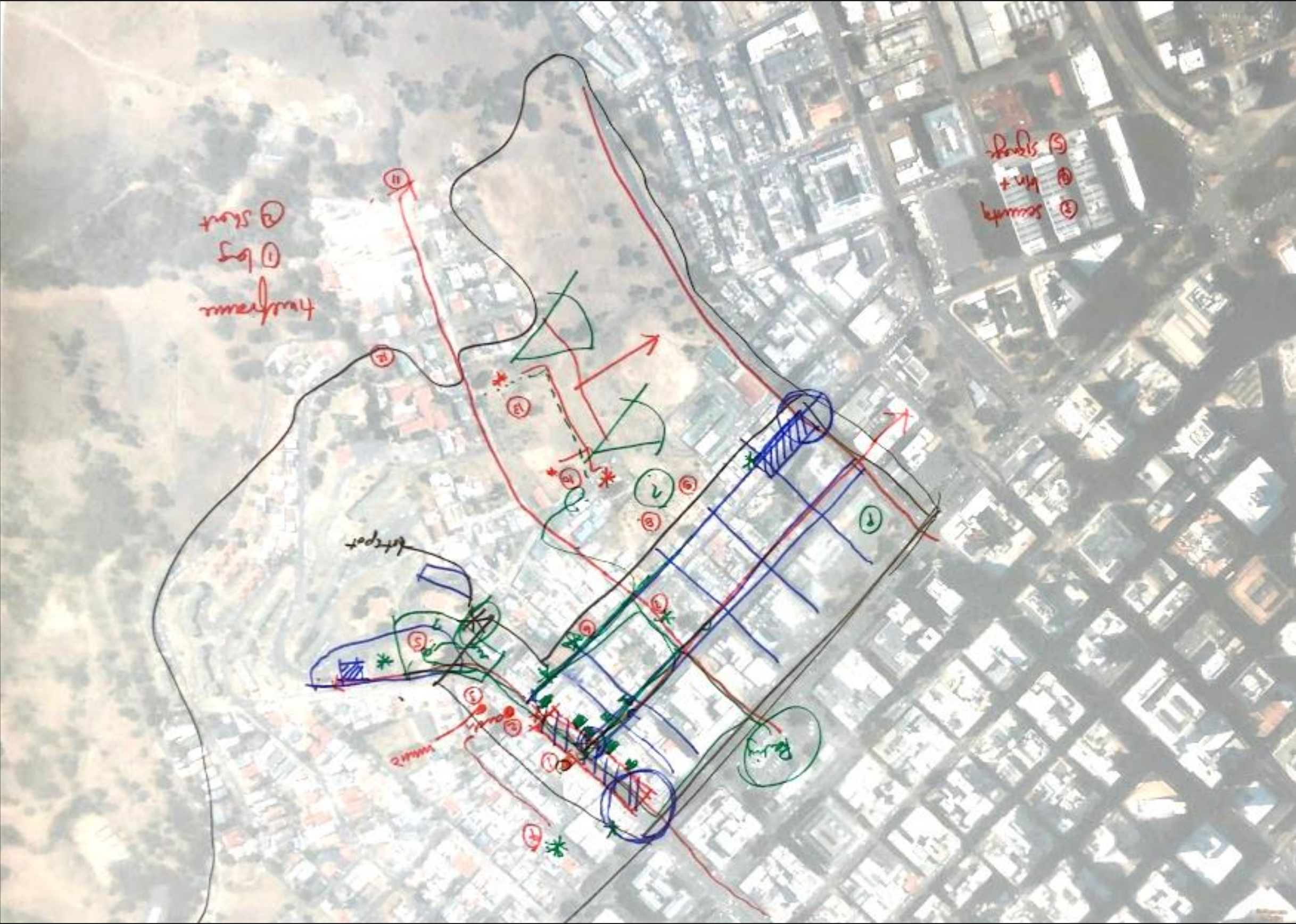
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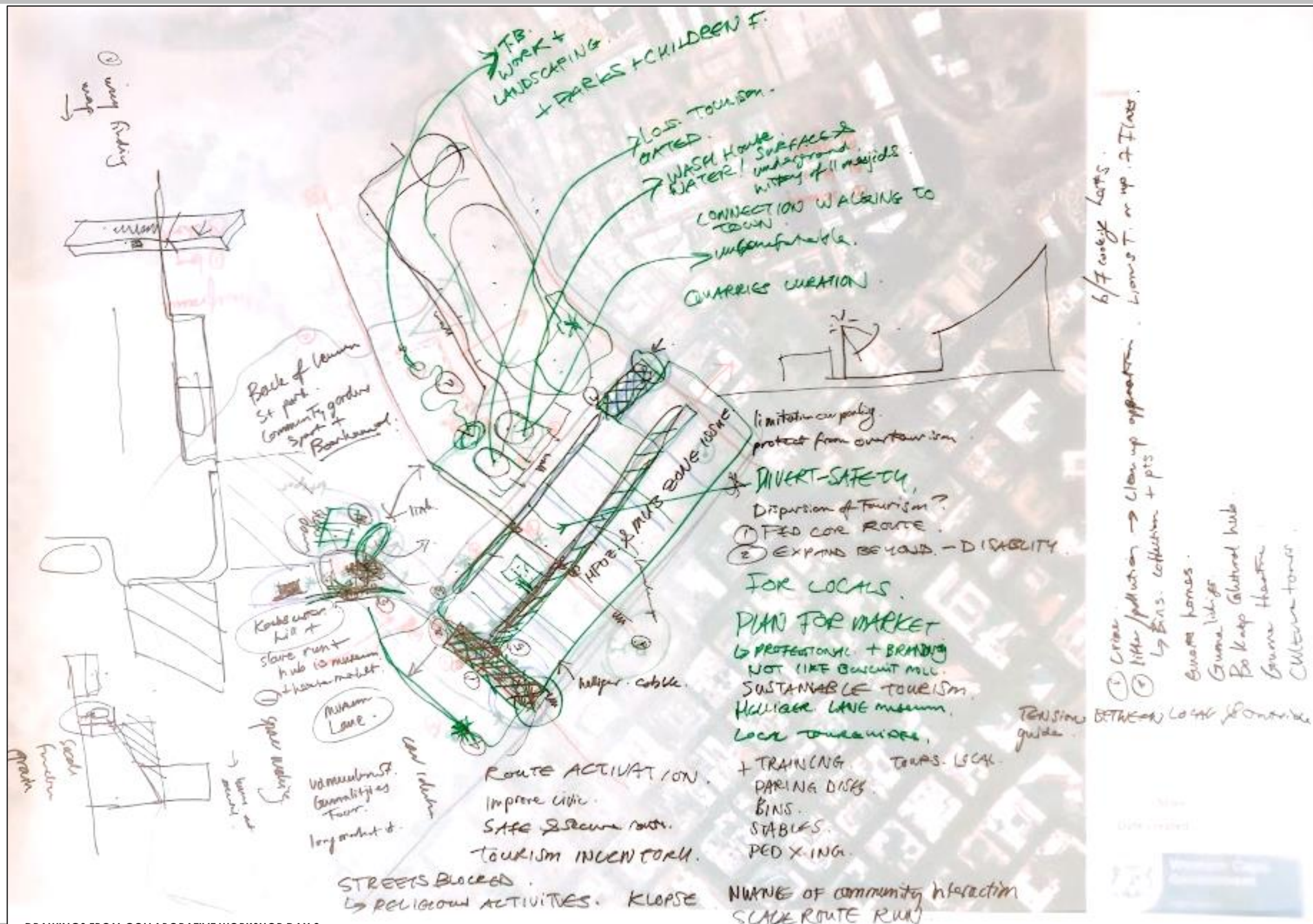


CLIENT City of Cape Town
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DRAWINGS FROM COLLABORATIVE WORKSHOP DAY 2



DRAWINGS FROM COLLABORATIVE WORKSHOP DAY 2

MEETING: Bo-Kaap + Gateway Precinct Alignment**LOCATION: MStems****DATE: 30th June 2021****MEETING NOTES**

It was agreed that we'll take [private vehicle] parking off Riebeeck Square. We do however encourage the idea that accommodation for bus parking/drop-off be integrated into its edges: IRT + Tourist buses + taxi

Hierarchy of access: we support the Hudson Street access to the Wash House Quarry. We believe however that the hierarchy of Rose Street between the Prestwich Public space and the proposed Gateway on Wale is of a higher order [cars operating alongside a pedestrian oriented street]. All other connections can be lower order streets and even pedestrian only streets.

There is alignment on the idea that "gateways" are formed at Wale/Rose Street + Chiappini/Strand Street intersections > make them public spaces first and cars subservient. We also believe that the Chiappini Street mosque is a form that is embedded into the fabric and is oriented to the street. The street/gateway is where rituals and public activity is best accommodated.

There was a strong view that we haven't captured some of the heritage arguments correctly and have used inappropriate terms. We're happy to receive corrections and we'll adjust our work where necessary.

Process: We would like to receive comments asap. Our appointment comes to a close today [30th June 2021] but we hope to get the final report out to our client by the end of the week.

Some of the comments received through the chat:**My response in red**

[08:56] Tamar Shem-Tov (Guest)
The existing walks/potential tourist routes through BK using the existing network of lanes, steps and courtyards seems not to be addressed as a tourism opportunity in the framework. Its a wonderful experience for tourists

We have captured all the roads, lanes, courtyards and desire lines. If we have missed any that are material to our proposal then please let us have them as we'll adjust where necessary. Please also review these in the context of its role in the tourism narrative we're working with.

[08:54] Maurietta (Guest)
The framework does not address the corner of Strand and Buitengracht as a visual gateway, views to signal hill, mountain. I understand this is outside of your study area.

Yes, this is outside our study area. Perhaps it can be captured in the Gateway precinct?

[08:53] P vd Spuy (Guest)
I agree to the bus issue as well as shuttles. The majority of visitors are accompanied by tour guides and dropped by buses and shuttles. If there are no drop off site and bus/shuttle parking is not negotiated it might have a negative impact.

Agreed

[08:51] Maurietta (Guest)

I can just type my comments for noting: I think more consideration must be given to the lived experience of people in the area as Khalied has raised.

[08:52] Maurietta (Guest)

How has the impact of Covid on international tourism been addressed? Research and trends has shown that more investment is needed in local tourism which makes for a more resilient and sustainable solution which is not based on seasonal international tourism.

We've taken the view that Bo-kaap is a product of its particular history and culture. Tourists visit because they connect with the products of this culture... say food, spices, colourful buildings, the athaan, etc. So supporting the opportunity for cultural expression [which also is not static] was our ambition. The first order of decision is the everyday urban problems for locals followed by the ability for tourists to access and get exposure to the cultural products.

[08:38] Tamar Shem-Tov (Guest)

its a case of existing high order routes/links vs desirable links - Hudson is a desirable rather than existing

Agreed, where we differ is the hierarchy of your connection. Bring the connection and make it connect the quarry site to the education precinct. We argue however, that this link should be one of a system of links that include Vos Street and Chiappini Streets.

[08:41] Tamar Shem-Tov (Guest)

Chiappini is an existing well used tourist/ pedestrian route within Bo-Kaap

[08:42] Tamar Shem-Tov (Guest)

the 'break in urban fabric' is still historically part of BK

[08:44] Tamar Shem-Tov (Guest)

The blue line pedestrian route through the three quarries would be very desirable if achievable

[08:37] harriet clift (Guest)

The Wale street entrance into the Bo-Kaap is iconic - the links to Riebeeck Square needs to be enhanced. At the moment it is a lost opportunity

[08:26] Frank (Guest)

Maurietta, although I can understand your strongly held views regarding Chiapini, please note that the focus area of the Tourism Framework is rightly narrowly focussed on Bo-Kaap. By contrast, the Gateway Precinct took a wider perspective looking at the connections to the surrounding neighbourhoods of De Waterkant and the CBD. It is at this scale that the Hudson Street connection as a desire line for pedestrian movement - especially in the context of stimulating the Education Precinct.

[08:28] Frank (Guest)

It is evident that there is strong alignment between the Tourism Framework and the Gateway Precinct in terms of prioritising pedestrian movement, and public transport access.

[08:30] Frank (Guest)

I also believe that the conceptual vision for the Wale Street and Chiappini accesses is consistent with the Gateway proposals for Buitengraght... in essence a series of extended public spaces - that prioritise activation, and de-prioritise the car... This is a very strong alignment of the key structuring elements...

The real challenge will be how to meaningfully link the quarry sites - given the topographical challenges. Although desirable, is this realistic?

We think that it will be difficult to make direct and civic type links to the quarry sites because of the level differences. Nuanced links are definitely possible and necessary to activate the spaces. Because this spaces are dislocated from the context, many connections are required wherever possible plus bringing permanent and active uses to the site. Housing is an obvious one but it could be resurrecting historical uses or overlaying new interpretations of the place. What is clear is that without intervention it will remain a problematic space.

[08:15] Erna van Zyl

Recognise Riebeeck square as a gateway element and the linkage of Longmarket street towards District 6

Will do

[08:17] Erna van Zyl

I note that amendments at Hudson street has already been incorporated

Yes it has.

[Notes taken by: Khalied Jacobs]