

VASCO BOULEVARD/HUGO STREET POLICY PLAN

BACKGROUND

Council appointed Consultants for the Vasco Boulevard/Hugo Street corridors at the beginning of 1999. During the following six months the policy plan was prepared. This process involved a lengthy public participation process consisting of meetings with the inhabitants in the areas. A Steering Committee comprising of Councillors, Officials and Organisations that have a vested interest in the development, was set up to guide the study. The Final Draft was completed in May 1999 and submitted to Council in July 1999.

However, the Urban Planning Committee requested that the report be referred back as there were uncertainties regarding the following issues:

- a) *the design of accesses (the service road to facilitate maximum accessibility to the business from both the north and the south);*
- b) *the parking;*
- c) *the option of the developer providing cash as part of the parking provision;*
- d) *to review the land uses, and*
- e) *the mixed use development option and how it would be implemented.*

It was also requested that a Project Team comprising of officials from the Directorate: Civil Engineering Services and the Directorate: Urban Planning & Economic Development, be established to investigate the issues and report back to the Urban Planning Committee.

This Project Team met on 2 August 1999 and made certain proposals that were then discussed with the Councillors at a meeting held on 12 August 1999. At this meeting the Project Team were requested to look at three possible development scenarios for the Activity Streets, i.e. -

1. Retain status quo and do not allow any more development;
2. A "middle-of -the-road" approach; and
3. A "high-road" or maximum rights approach.

The advantages and disadvantages of these alternatives should be compared to assist with the selection of the most appropriate alternative. It was also requested that possible public participation should be considered.

Update: October 1999

The Project Team met again on 23 August 1999 to discuss the alternatives and a report was prepared that was tabled at a meeting on 4 October 1999 to the Councillors. Recommendations were made at this meeting that were discussed and it was requested that a final document be prepared for submission to Council.

DIFFERENT SCENARIOS

Hugo Street

Recommendations are not made about *Hugo Street* as it will be addressed after the Vasco Boulevard section of the Study has been approved. Hugo Street has not developed to the same extent than Vasco Boulevard. This section will be addressed after a study on the traffic implications has been completed.

Vasco Boulevard

Business along Vasco Boulevard has developed much further than business along Hugo Street. Properties along Hugo Street are mostly residential, while most of the properties along Vasco Boulevard have been converted for business uses. The amount of traffic on Hugo Street is also less than on Vasco Boulevard. This is partly because Vasco Boulevard links up with the N1 Road and also is the main access route from Voortrekker Road to the N1-City shopping complex.

Scenario 1: Retain Status Quo

With this scenario, no further development will be allowed. The existing business uses and zonings will be allowed to develop, but no additional rezonings or departures will be allowed. This is to contain problems associated with traffic, parking or the adjacent residential areas.

The advantages and disadvantages of this scenario are as follows:

Advantages	Disadvantages
• Easy to manage. • Not a burden for the Local Authority in terms of resource allocation and management. • Will not lead to a dramatic increase in traffic. • Parking problems can be kept to a minimum. • Minimum impact on the surrounding residential areas. • The existing residential uses will be retained.	• It will stifle economic development of the area. • It will not create a good image of Goodwood. • It does not give any opportunity to a good urban form. • It does not complete the link between N1-City and Voortrekker Road. • It is against existing and proposed policies. • Owners will illegally convert properties for business purposes, and pressure for change will be difficult to contain. • Illegal conversions will take place and it will become difficult to contain pressure for change.

Scenario 2: "Middle of the Road " Approach - Medium Development Rights

In this scenario, an approach is taken where development within certain parameters is allowed, according to conditions. (See attached sketch plans.)

The development parameters are:

- No rezonings for Business Purposes will be allowed for single erven, only for two or more consolidated properties. Departures will be allowed for single erven or a group of erven smaller than the required size and will only be allowed with minor adjustments to buildings;
- Bulk is to be determined by the transportation study;
- Maximum height of six storeys with setback of 45 degrees along Murray and Cook Streets from the first floor upward. The setback is to ensure that business and higher density residential development do not impact negatively on the adjacent residential areas;
- A mix of land uses shall be allowed. This can be a mix of uses on one property or a mix along the street (different uses on different properties);
- Traffic can obtain access to sites only at determined points according to the Road Access Policy;

- Parking to be provided on site by the owner to the following standard:
 Retail: 6 parking places per 100 m² of Gross Leasable Floor Area
 Office: 4 parking places per 100 m² of Gross Leasable Floor Area
 Residential: 1 parking place per residential unit, plus 0.25 bays per unit for visitors;
- Building lines:
 Street Building Lines: 5 metre on Vasco Boulevard; and
 4,5 metre on Murray and Cook Streets
 Side Building Lines: 0 metre;
- Pedestrian crossing will be provided at pre-determined points;
- Landscaping on site as well as in the road reserve in front of a property, must be provided at the cost of the developer/owner of the property.
- The vacant portion of land on the eastern side of Vasco Boulevard, north of Merriman Street, will be rezoned and sold to developers to incorporate it into adjacent properties. The existing parking areas south of Merriman Street will be retained as it must provide parking for Vasco Station and Voortrekker Road Corridor.

Advantages	Disadvantages
• Development will take place in a controlled manner. • It will ensure that meaningful Development takes place. • A good urban form and streetscape can be attained. • Sufficient on-site parking will ensure that the demands for development and business is high. This will make the corridor successful. • Controlled access and median crossings of vehicles will ensure that traffic problems be kept at a minimum. • Controlled development of this nature will give a signal to the business community that Council is dedicated to get a good development in this area.	• Developments smaller than the required size, will have to be entertained for an interim period by means of Departures. This may impact negatively on the streetscape. • "Small" developers may be forced out of the market as they would not have the financial means to develop larger sites, or be forced into cooperative agreements as part of a joint development.

This type of development is followed in the newer areas of the Durban Road Corridor and is highly successful.

Scenario 3: Unlimited Development Rights ("High Road Scenario")

With this scenario, a maximum of development rights and a minimum of control will be allowed.

Erven will be allowed to develop as mixed use developments to a maximum height, no bulk restrictions, access to erven will not be controlled and owners would be able to pay Council to provide parking in the area. A substitution scheme can be proclaimed for the area, giving business rights to all sites in the corridor.

Advantages	Disadvantages
• It will attract all types of development, that may lead to an initial boom in development. • Initially it will be perceived that the implementation of this policy is easy to manage as developers have a free hand in doing what they want.	• The provision of all services and parking will be the responsibility of Council. • Sites need to be indicated and bought for parking provision by Council and a special parking fund needs to be set up and administered by Council. This will place an extra burden on resources and officials. • Phasing of parking provision will be a problem for Council. • Bridging finance will have to be provided by Council (currently not available) for the purchase of land for parking. • Traffic and parking problems will develop that will eventually lead to the downgrading of the area. • It does not give any opportunity to a good urban form. • It will not create a good image of Goodwood. • It is against existing and proposed policies. • Uncontrolled development will give a message to the business community and inhabitants of the surrounding areas that Council is not really concerned about quality development. • The negative impact on the surrounding residential areas will be high.

Recommended Scenario

Scenario 2 is recommended for future development of the Vasco Boulevard Corridor as it offers the most benefits (see sketches).

THE WAY FORWARD

The Area Civil Engineer: West in collaboration with Cape Metropolitan Council will appoint Traffic Consultants for a "Traffic Development Management Strategy" to address (inter-alia) the following:

- Determine the maximum "bulk" that can be allowed when the rezoning of all the properties abutting to Vasco Boulevard is considered.
- Determine an Access Plan to properties along Vasco Boulevard
- Propose a Parking Policy for these properties.
- Propose how the future beneficiaries of the rezoning are to contribute to the cost of parking and infrastructure upgrading.

To determine the maximum bulk that can be allowed, the study will comprise of:

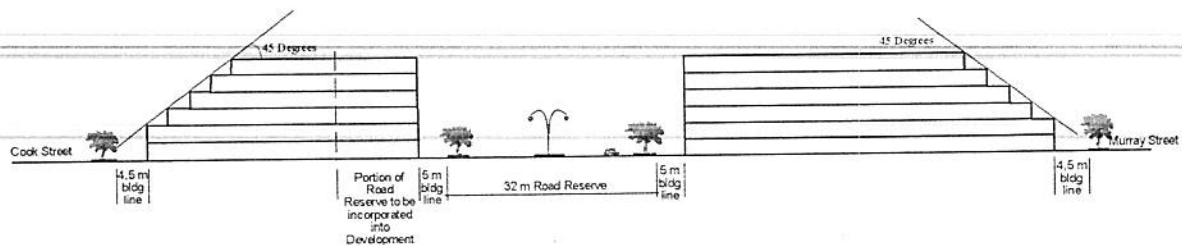
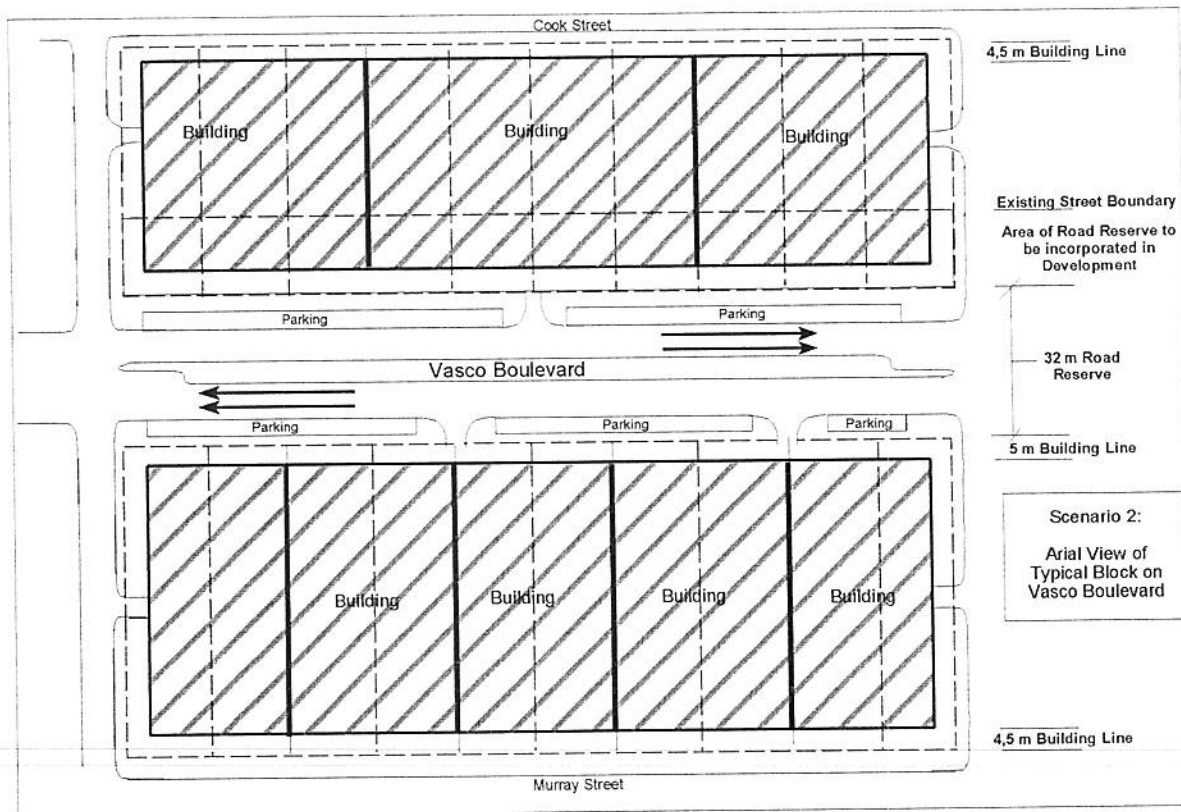
- Comprehensive traffic counting.
- Obtaining predictions for future traffic growth from outside the study area.
- Predicting internal traffic growth for each "bulk scenario"

- d) Analysing each intersection along Vasco to determine which "bulk" scenario can be accommodated.

Funds for this study can be taken from the TSM allocated funds.

RECOMMENDATION

It is recommended that *Scenario 2* be accepted and that the *Traffic Development Management Strategy* be proceeded with.



Scenario 2: Cross-Section of Vasco Boulevard

PROJECT TEAM

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