

CITY OF JOHANNESBURG

- CORRIDORS OF FREEDOM -

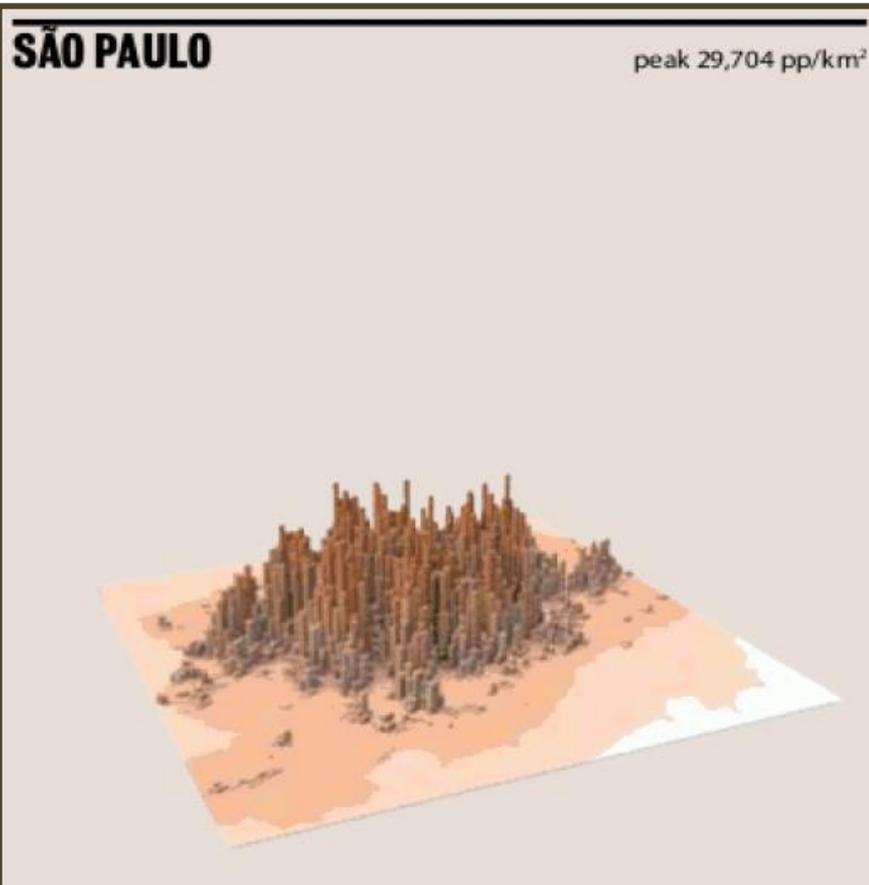


-AN URBAN REVOLUTION -

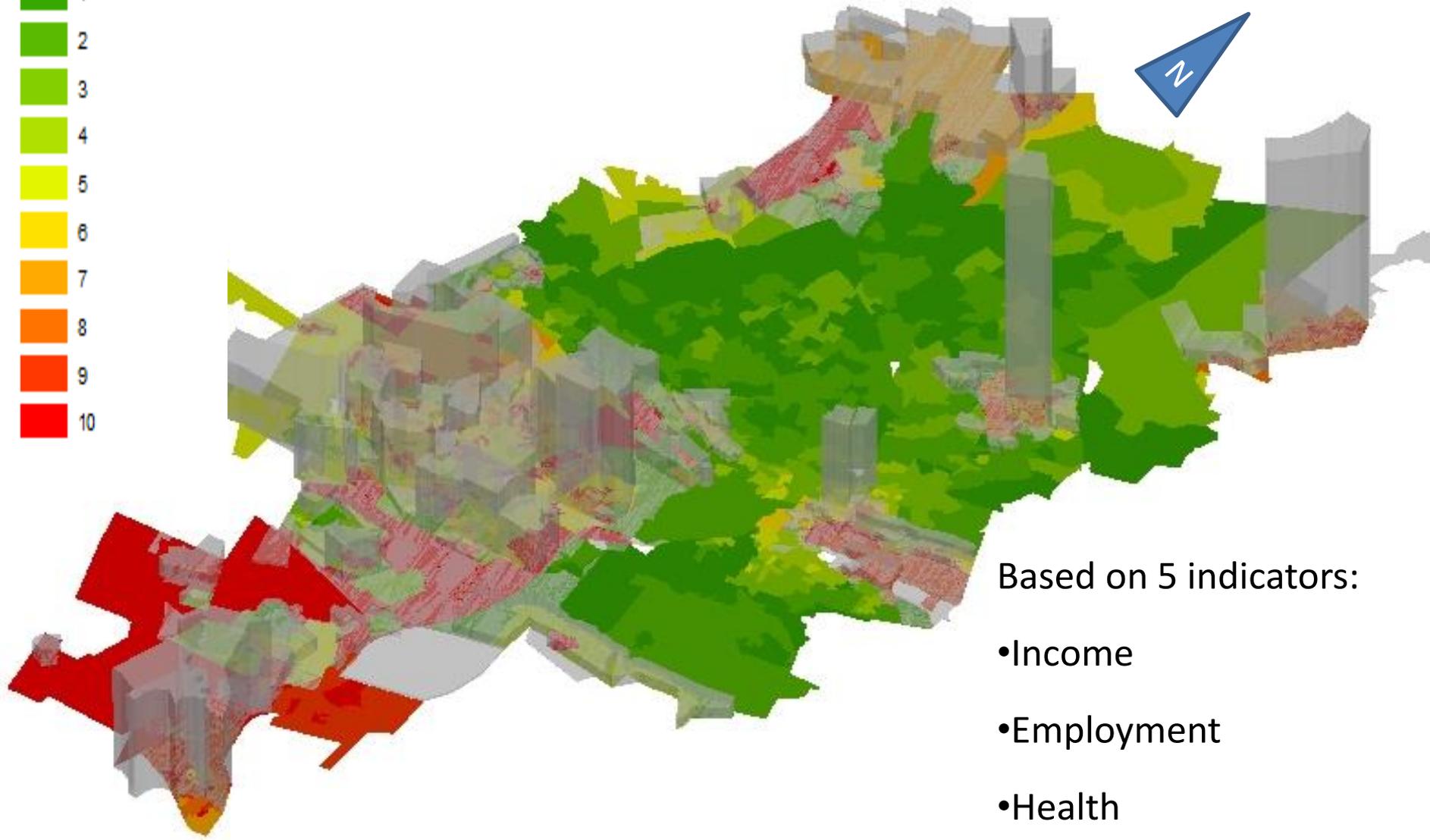
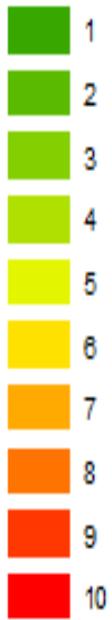
08.03.2017

PROBLEM STATEMENT

URBAN (in)EFFICIENCY



DEPRIVATION / DENSITY PROFILE



Based on 5 indicators:

- Income
- Employment
- Health
- Education
- Living Environment



5%

of the metropolitan area hosts 1/3 of the inhabitants

3%

of the metropolitan area hosts 1/3 of the jobs

0.3%

of the metropolitan area matches high jobs & population density

42%

use car or motorbike as main mode of transport

4

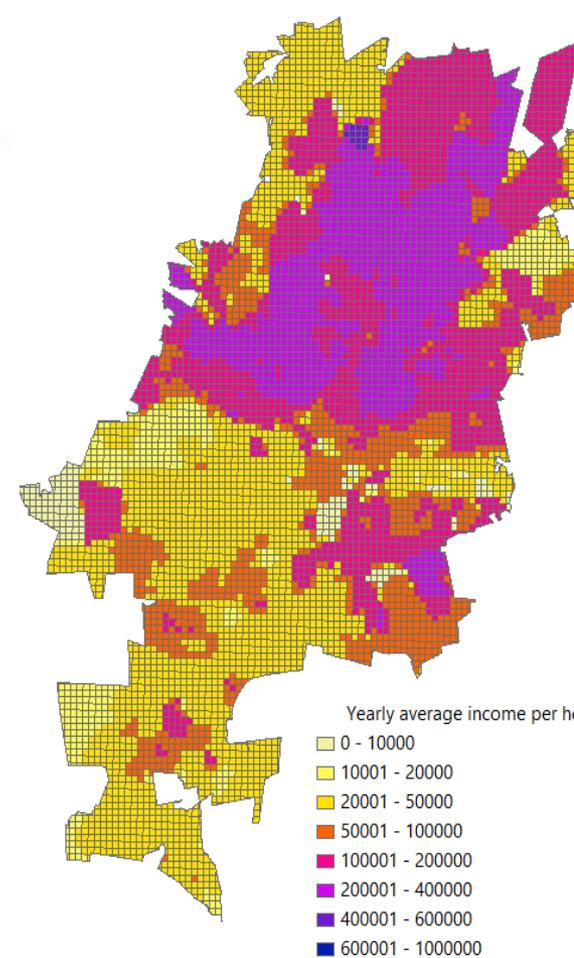
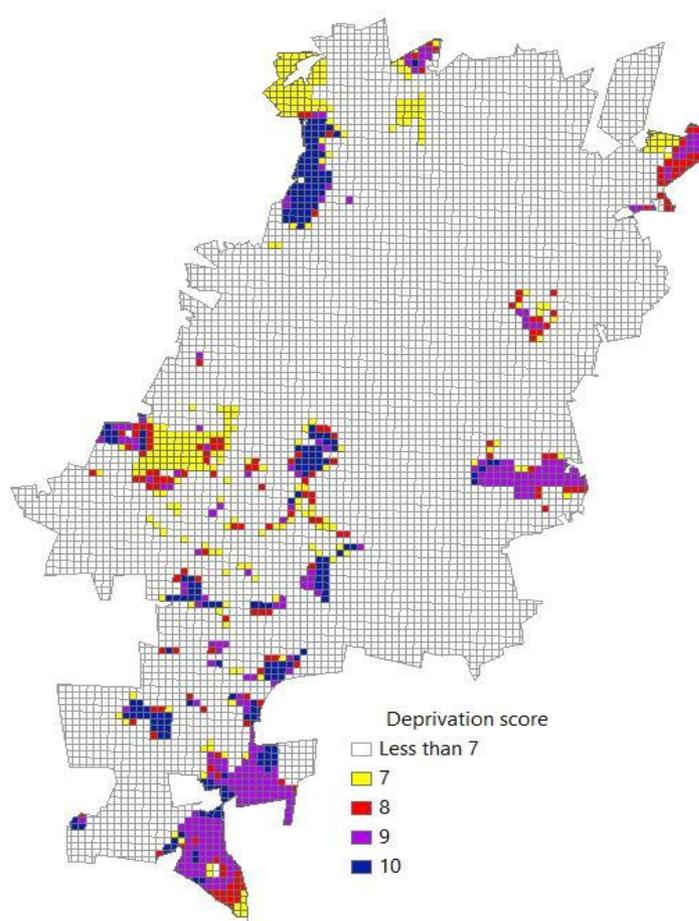
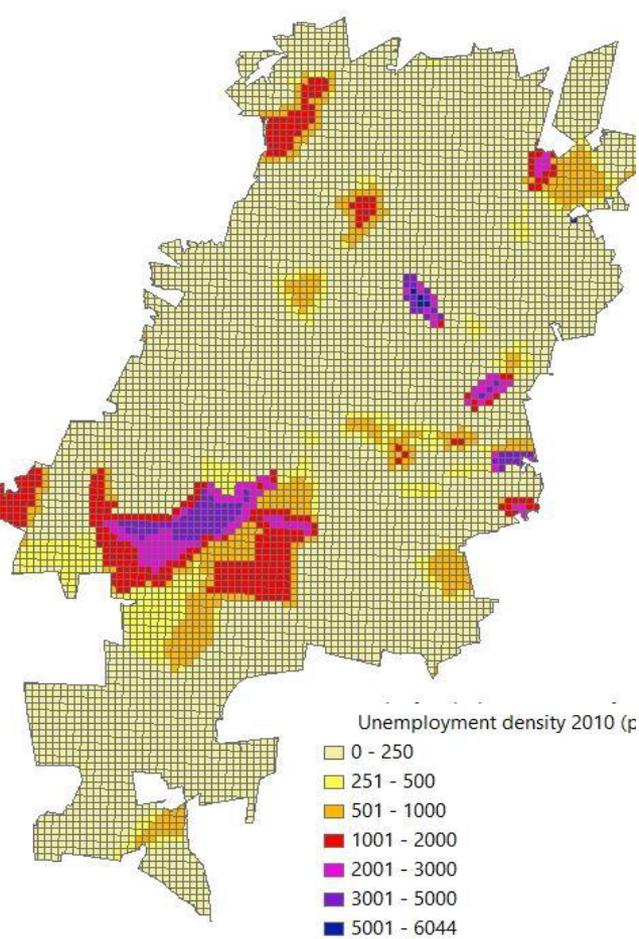
times more CO₂ per unit of GDP than Paris.

17%

Critical Biodiversity Areas (CBA) & Support Areas (ESA)..are protected

2 900

People/km²



UNEMPLOYMENT

Concentrated in high density residential areas

DEPRIVATION

Concentrated in high density residential areas

INCOMES

Concentrated in low density northern suburbs



a world class African city

CORRIDORS OF FREEDOM

Future City Growth



THE CONCEPT



a world class African city

CORRIDORS OF FREEDOM

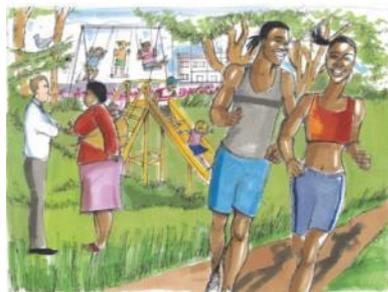
Background

Corridors of Freedom are fundamentally about realising the agreed-to national programme of building a non-racial, non-sexist socially and economically cohesive South Africa, using instruments such as Transit Orientated Development (TOD) and corridor development to transform space and our relationship with it.

Corridors of Freedom are an antithesis to the apartheid spatial form, which will birth a fundamentally different society to the one we inherited in 1994.



Shopping



Recreation



Schooling



Transport

Rational of Transit Oriented Development (T.O.D.)



CORRIDORS OF FREEDOM

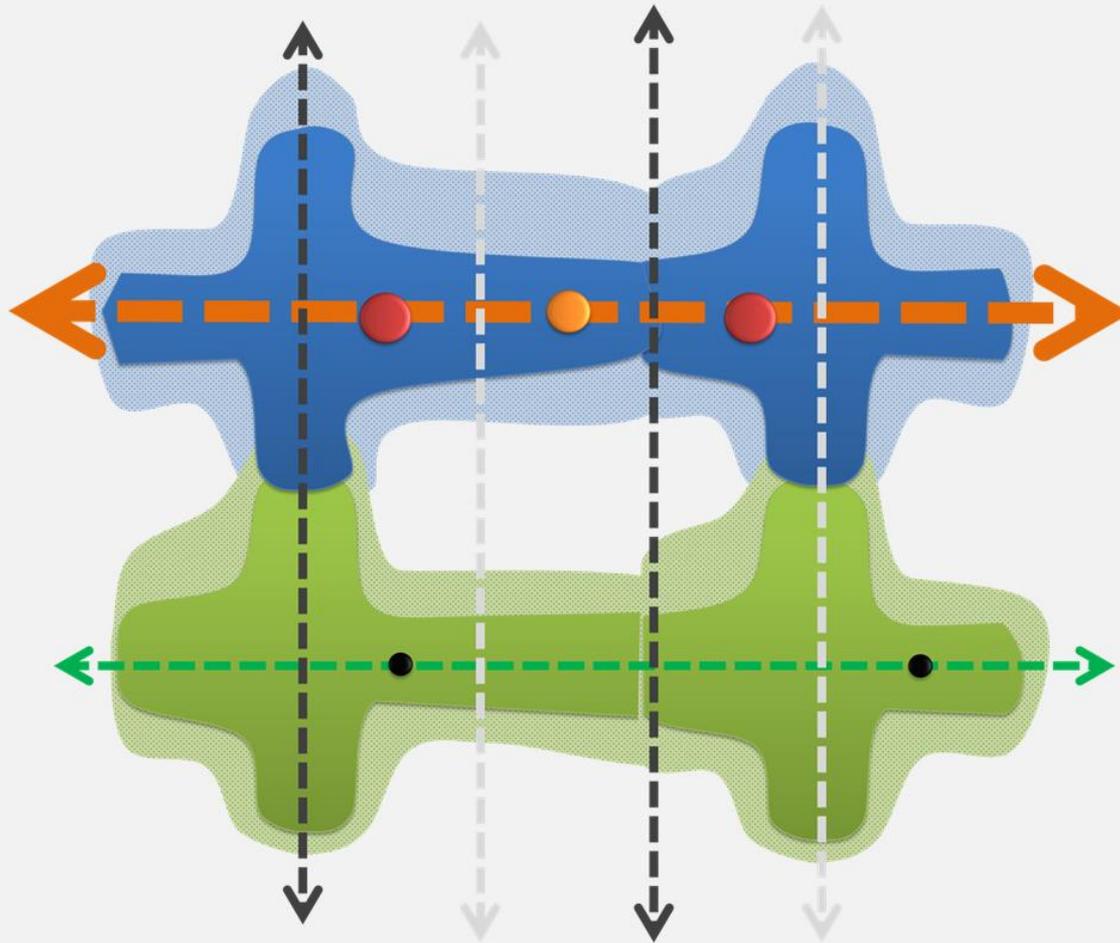
Approach: Links & Connectivity

An approach to development that focuses land uses around a transit station or within a transit corridor

Typically characterized by:

- A mix of uses - significant provision for public or civic spaces and comprising a mix of residential, employment, and retail activities
- Moderate to higher density
- Pedestrian orientation/connectivity
- Transportation choices
- Extensive provision for pedestrian and cycling movement
- Reduced parking
- A road network laid out in the form of a topologically 'open' grid
- Extends to an easy walking distance radius of 400-800m

TOD CONCEPT



Legend:



BRT Trunk Route



BRT Premium Stop –
800m spacing



BRT Local Stop – 400m
between premium



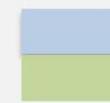
BRT Feeder Route/
Other public transport



Other public transport stops
800m spacing

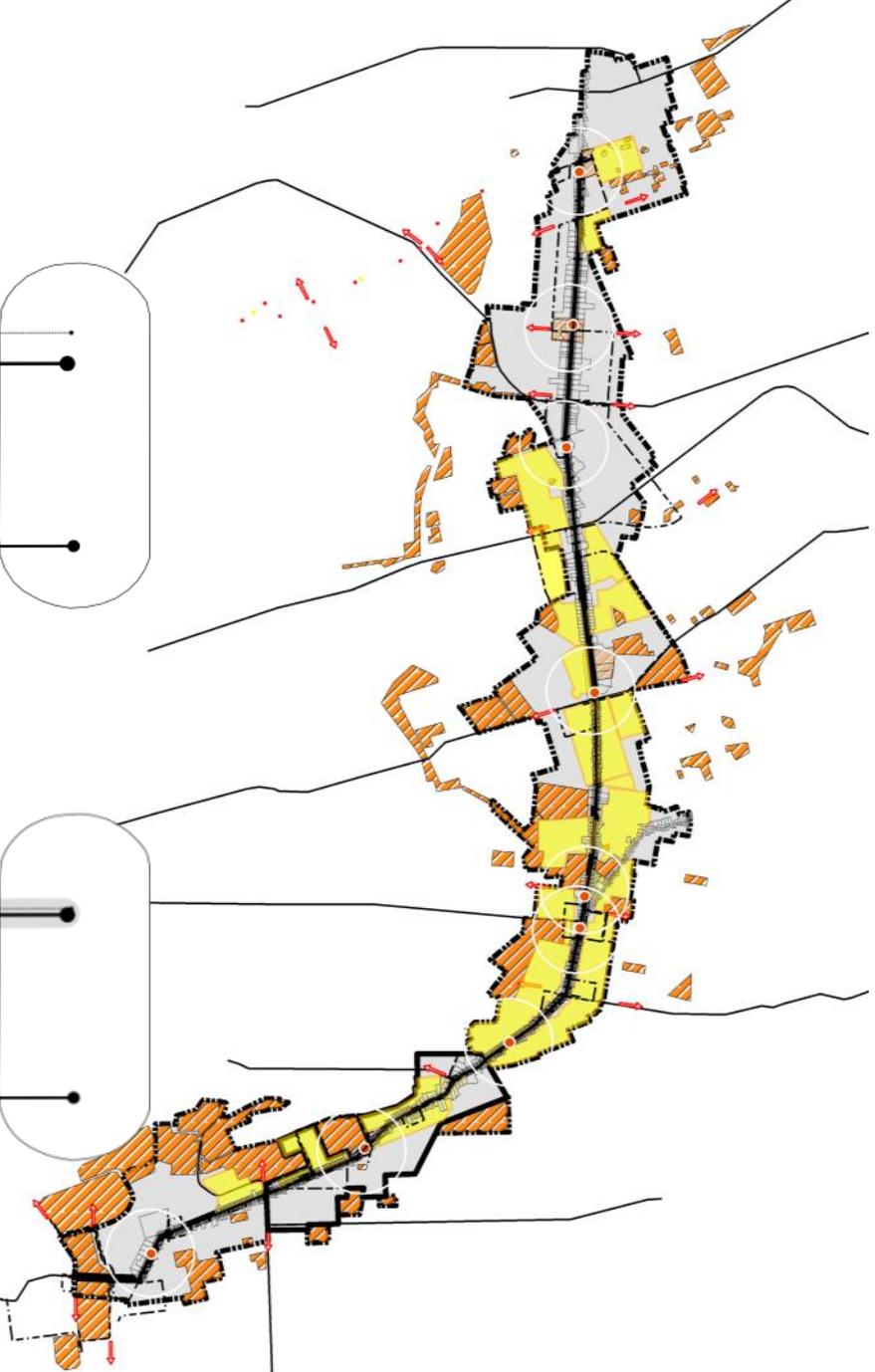
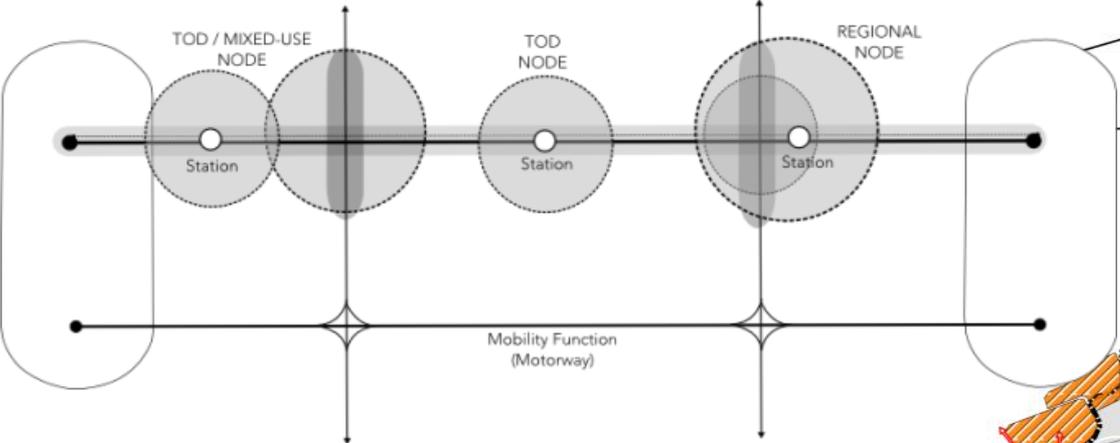
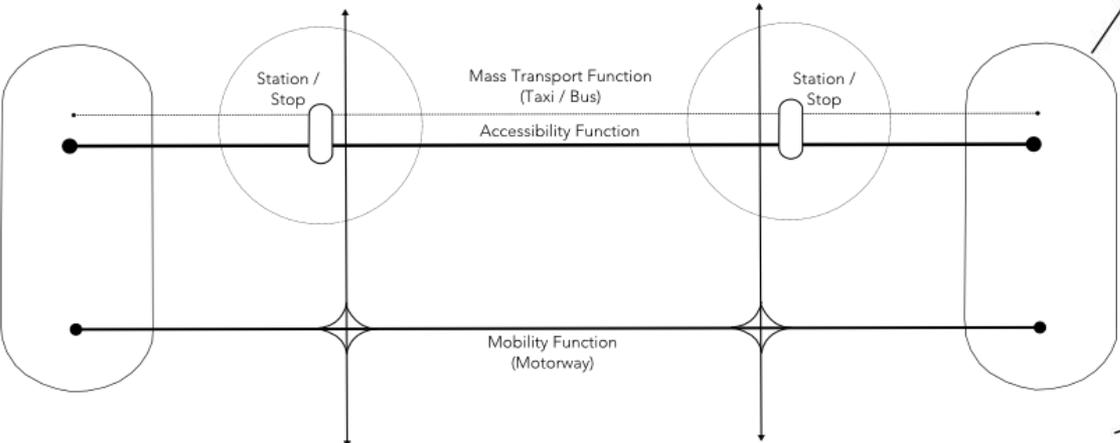


High priority areas for intense
residential densification and high
order retail and commercial use



Priority areas for medium
densification and mix of lower order
retail and commercial development

CORRIDOR AS AN URBAN SYSTEM

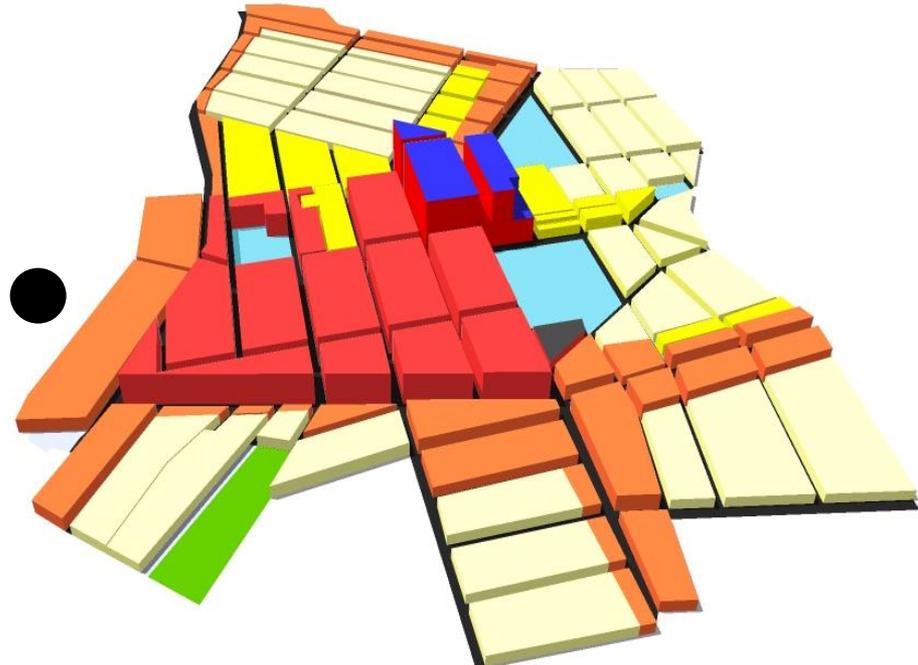
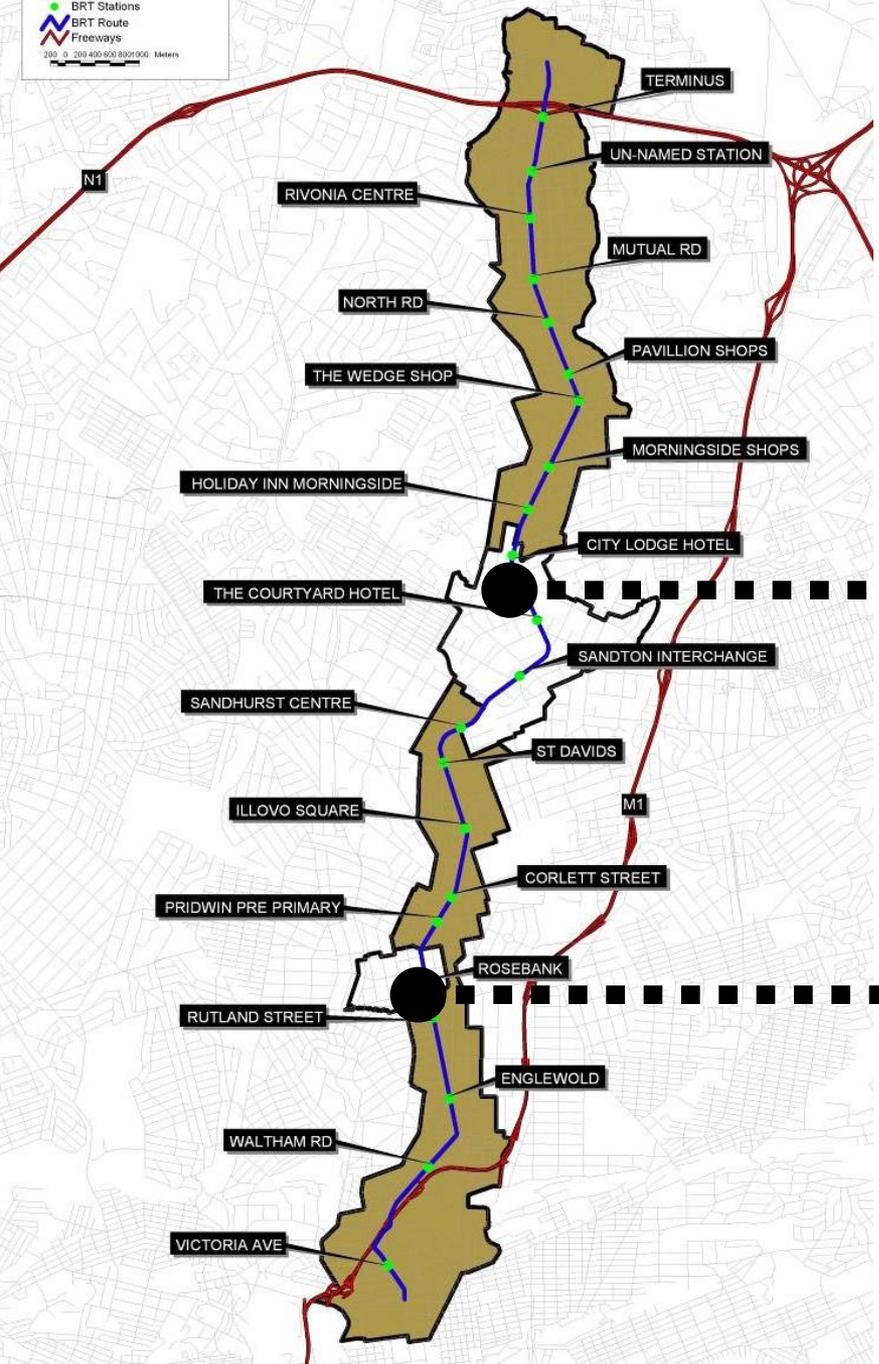


The 6 Ds of Corridor Development



Study Area
 BRT Stations
 BRT Route
 Freeways

200 0 200 400 600 800 1000 Meters

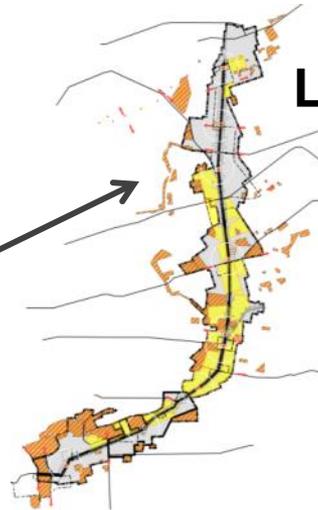
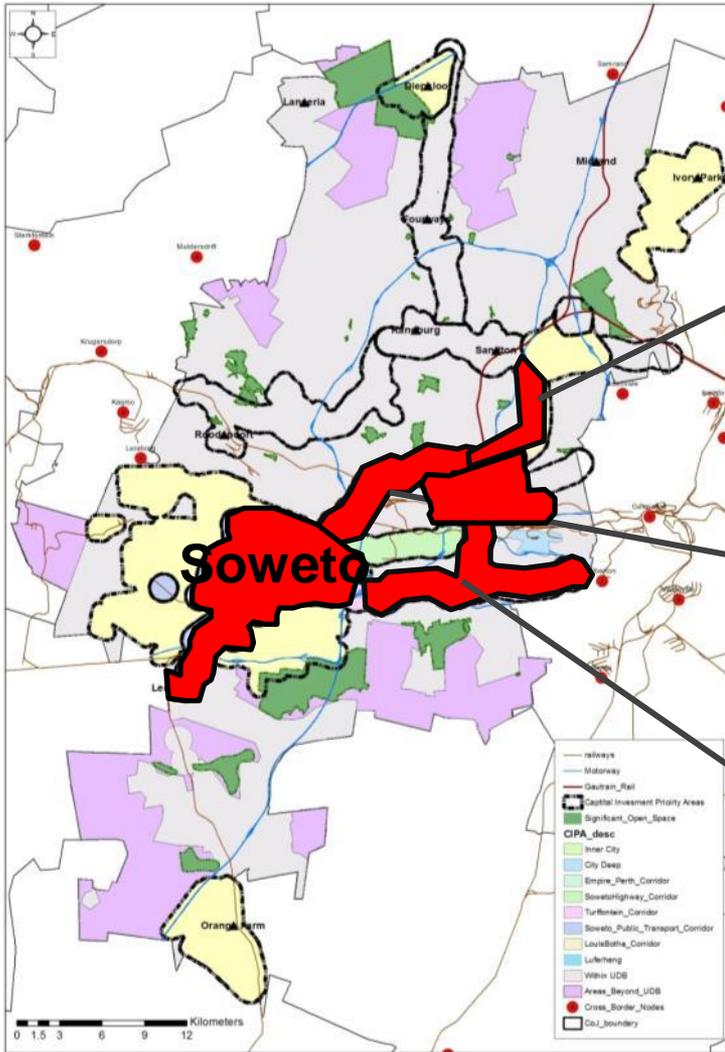




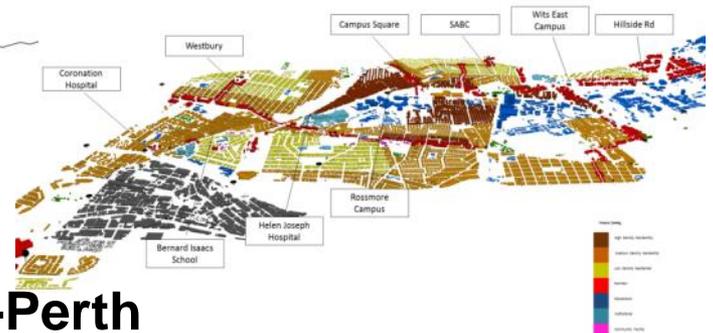
a world class African city

CORRIDORS OF FREEDOM

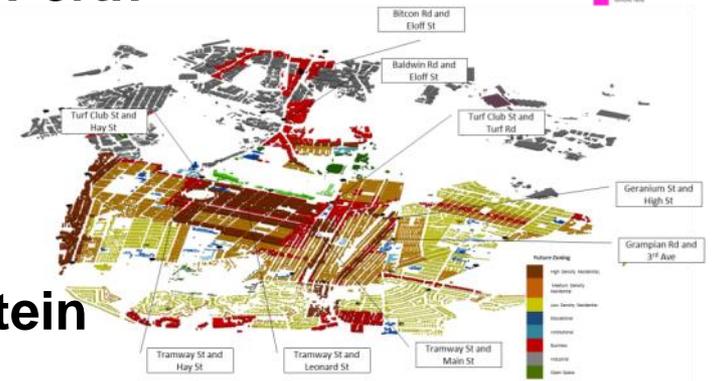
Medium Term City Priorities



Louis Botha



Empire-Perth



Turffontein

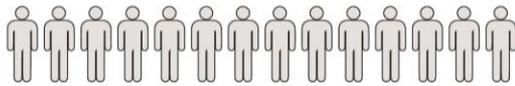
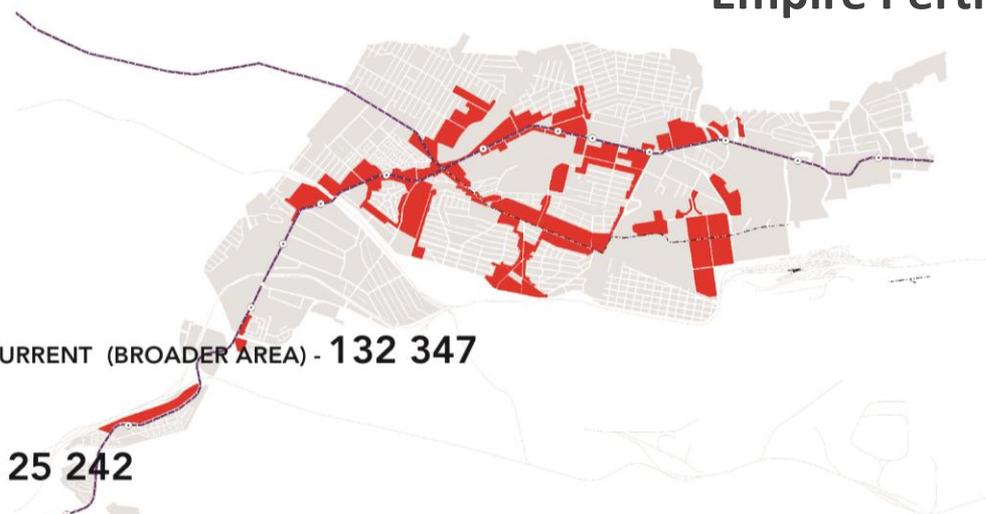


a world class African city

CORRIDORS OF FREEDOM

Densification Strategy

Empire Perth Corridor



CURRENT (BROADER AREA) - 132 347



CURRENT POPULATION (FOCUS AREA) - 25 242



FUTURE POPULATION (FOCUS AREA) - 155 245

POPULATION



6 924 (Density per km²)



7 094



43 632

DENSITY (P/km²)

CORRIDORS OF FREEDOM

Urban Efficiency & Economic Sustainability Outcomes

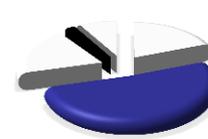
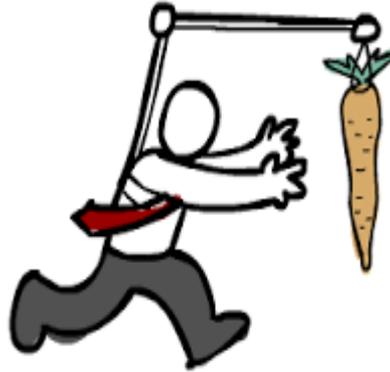
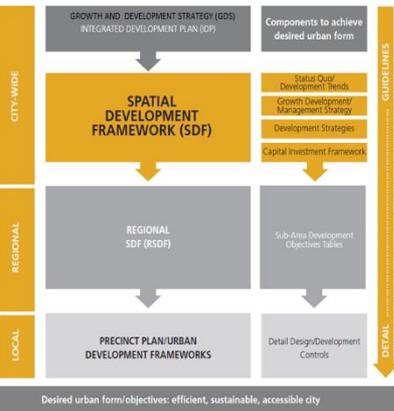
Approach & Methodology

- Links and connectivity (Regional and Local)
- Economic Development
- Residential Densification
- Social Clustering
- Innovation
 - Green Agenda (Urban Sustainability)
 - Integration
 - DSDM
 - Smart City



PROGRAMATIC INTERVENTIONS

GAINS & DELIGHTS



POLICY + TOOLS & MECHANISMS + INCENTIVES + FINANCING + MEASUREMENT

PRINCIPLES:

EQUITY;

JUSTICE;

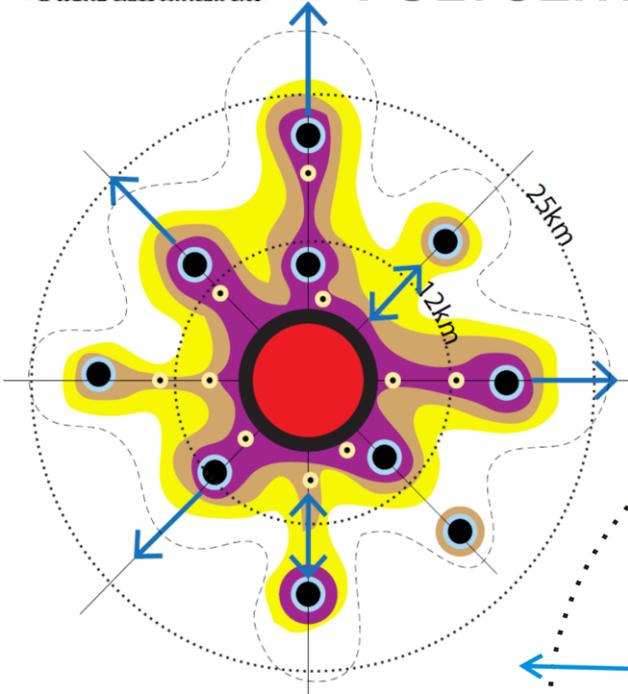
RESILIENCE;

SUSTAINABILITY; &

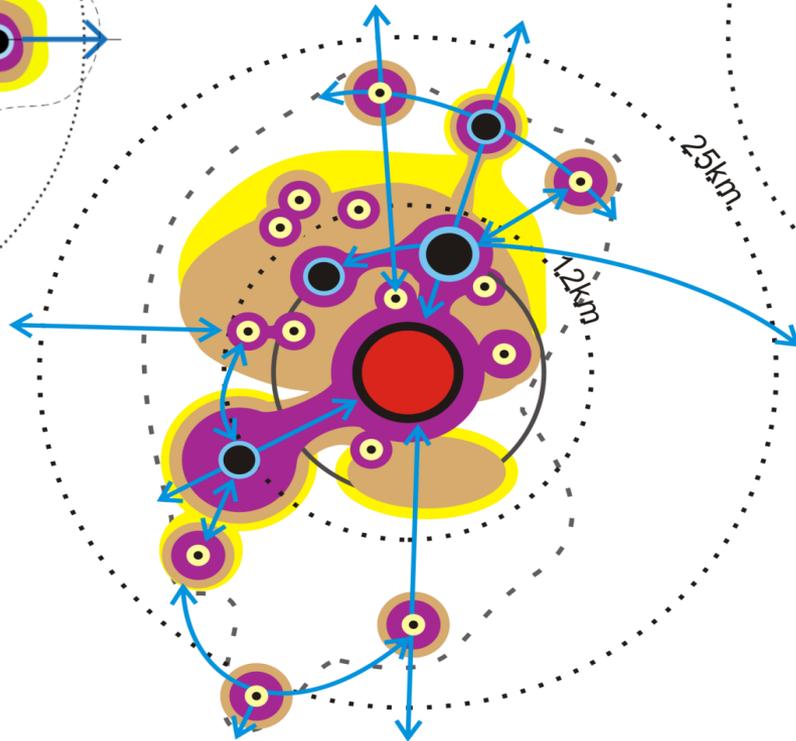
URBAN EFFICIENCY.



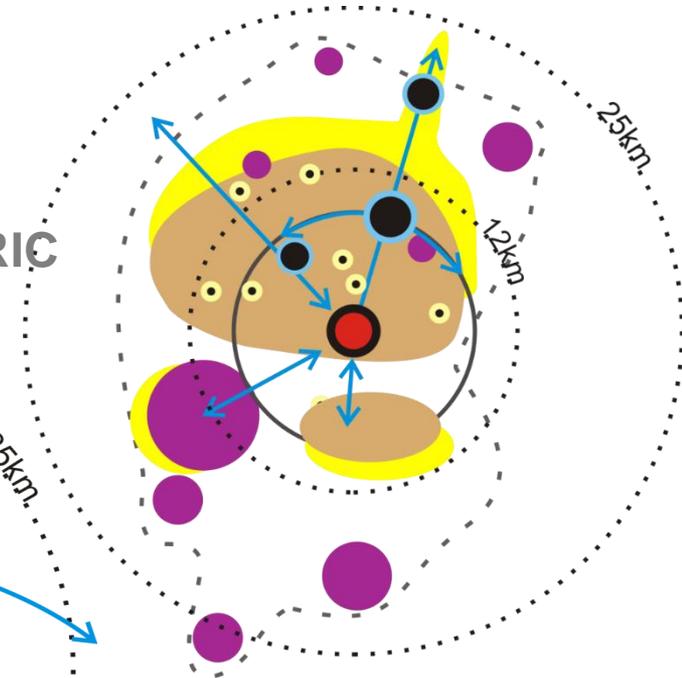
POLYCENTRIC



COMPACT POLYCENTRIC



INVERTED POLYCENTRIC

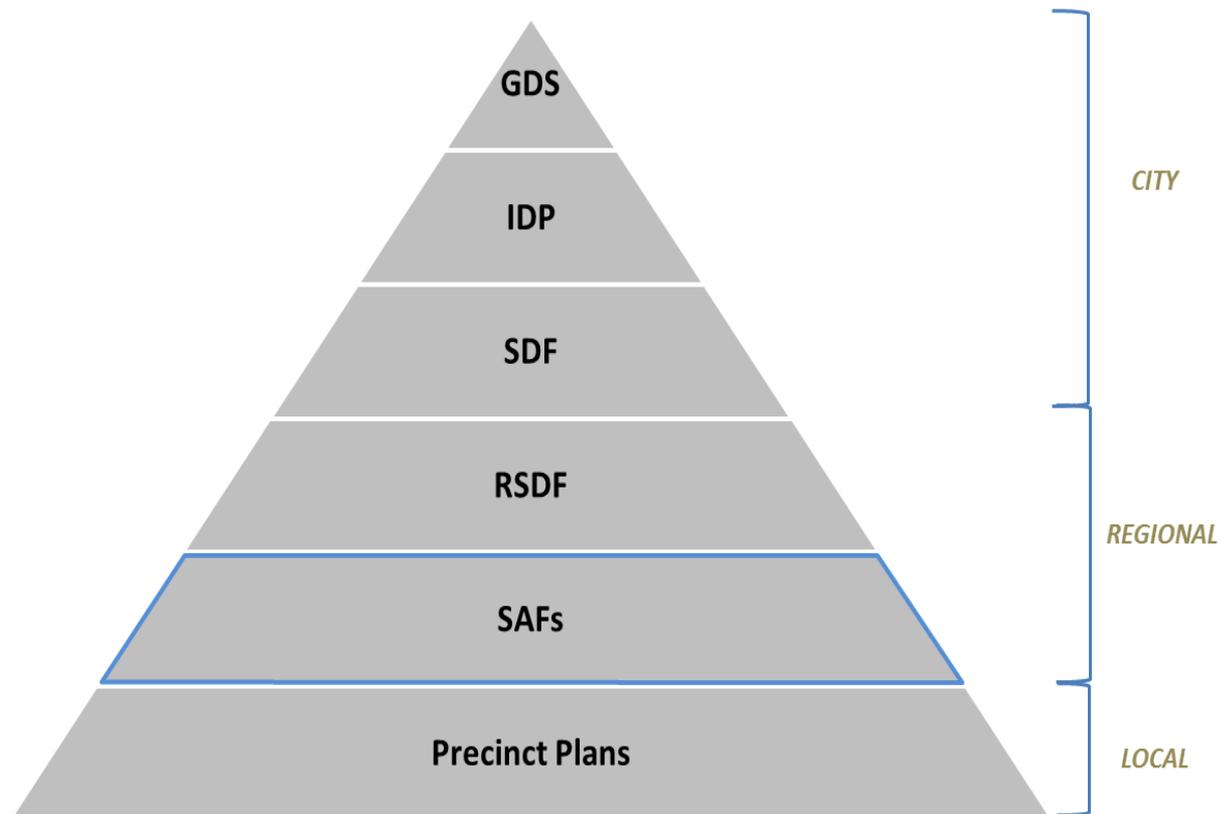




What are the Strategic Area Frameworks?

- Provides spatial context for future development
- Tool for investment decisions
- Identifies requirements and opportunities for transformation
- Spatial backbone for economic development

PACKAGE OF PLANS



TOOLS & MECHANISMS



HOUSING

- Introduce a requirement for inclusionary housing
- Promote state housing in priority areas, economic nodes and ToD nodes
- Promote in-situ upgrading of informal settlements where feasible

DEVELOPMENT CONTROLS

- 2 Subsidiary dwelling units across the city

FORM BASED CODES TO COMPLEMENT ZONING

- Include physical regulations in the town planning scheme to promote a more desirable urban form

DENSITY REGULATIONS

- Promote higher densities and more mixed use development in priority areas, nodes and ToD nodes

THE PUBLIC ENVIRONMENT

- Promote more liveable, equitable and connected public space

LAND READJUSTMENT

- Propose a mechanism for landlords to pool their properties to create more meaningful urban development

CITY-WIDE PROGRAMMATIC APPROACH

- Corridors of Freedom



INCENTIVES

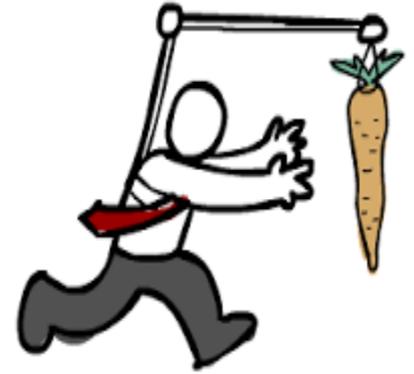
BULK INFRASTRUCTURE – INVESTMENT & OFFSETS

RATES REBATES

REGULATORY EASE

- SPATIAL DEVELOPMENT ZONES (SDZ)

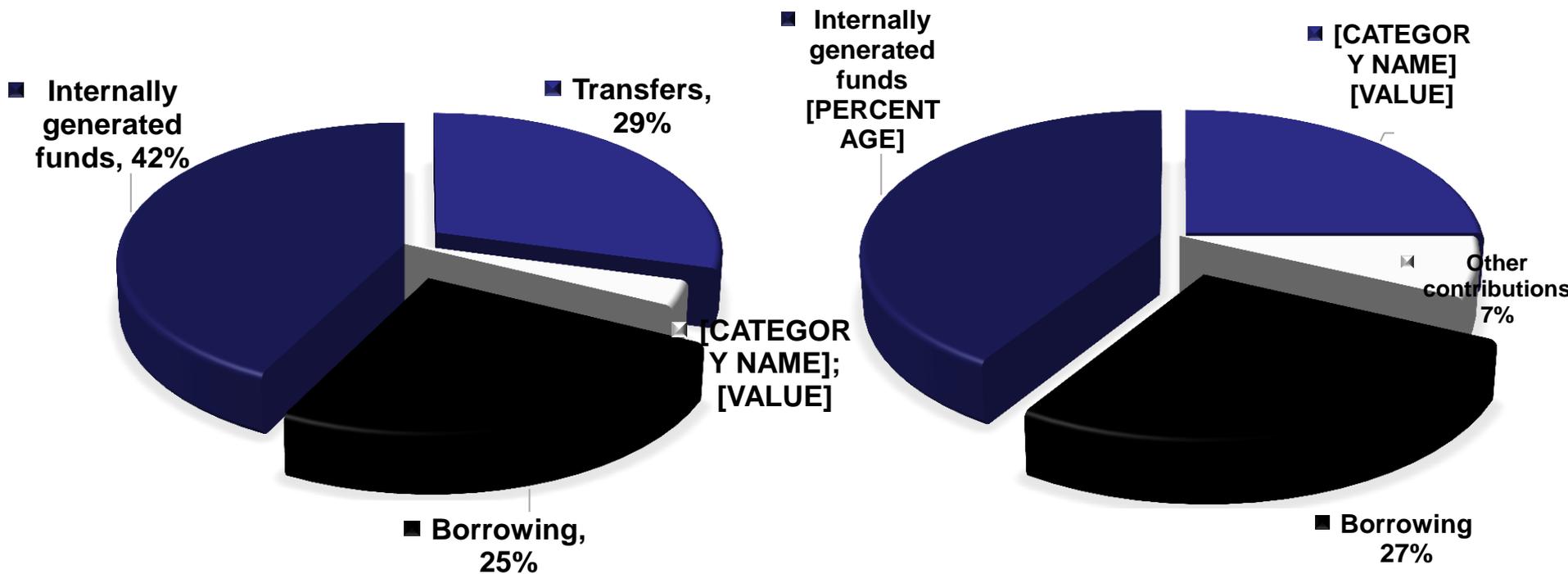
DEVELOPMENT FACILITATION



FUNDING

2016/2017

2019/2020



OPPORTUNITIES FOR ALTERNATIVE FINANCING, LEVERAGE & INCENTIVES:

MEASUREMENT

Formula	Unit/Targets
Street Area including sidewalks (Public Realm) as a percentage of Total neighbourhood/township Area	(30 – 45%)
Population Density	(15 000 – 60 000 people/km ²)
Economic Floor Area as a percentage of Total Floor Area	(40% - 60%)
Residential Floor Area as a percentage of Total Floor Area	(30% - 50%)
Single Tenure Residential floor Area as a percentage of total Residential Floor Area	(0 – 50%)
Inclusionary/Low income/affordable Housing units as a percentage of total Residential units (neighbourhood level)	(20 – 50%)
Single function block Area as a percentage of total neighbourhood area	(0 – 10%)
Job Density	0.5 to 10 jobs per resident
Access to Transit	(30% of new housing opportunities within 1km of public transit stops, 70% within 2km of public transit stops)
Street Connectivity (Intersections/km ²)	(80 – 120 Intersections/km ²)
Public open space (parks, squares, playgrounds, sports fields etc.) as a percentage of total neighbourhood area	(15 – 20%)

PRACTICAL TRANSLATION

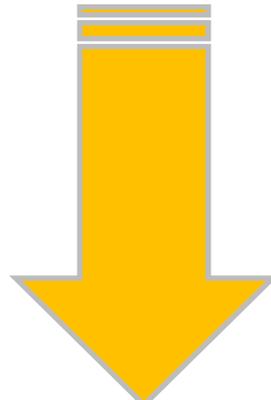
CoF TIMELINE 2012-2040

WHERE THE MAGIC HAPPENS

YOU ARE HERE

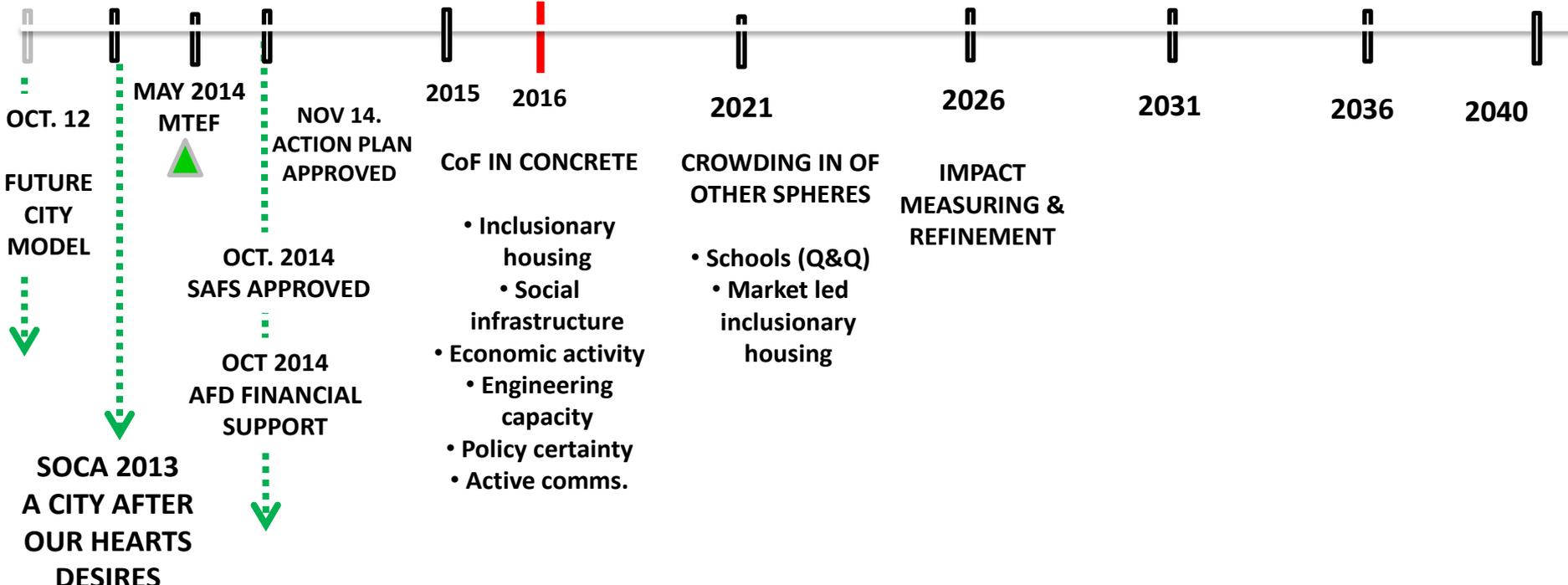
CoF IN CONCRETE

- Inclusionary housing
- Social infrastructure
- Economic activity
- Engineering capacity
- Policy certainty
- Active comms.



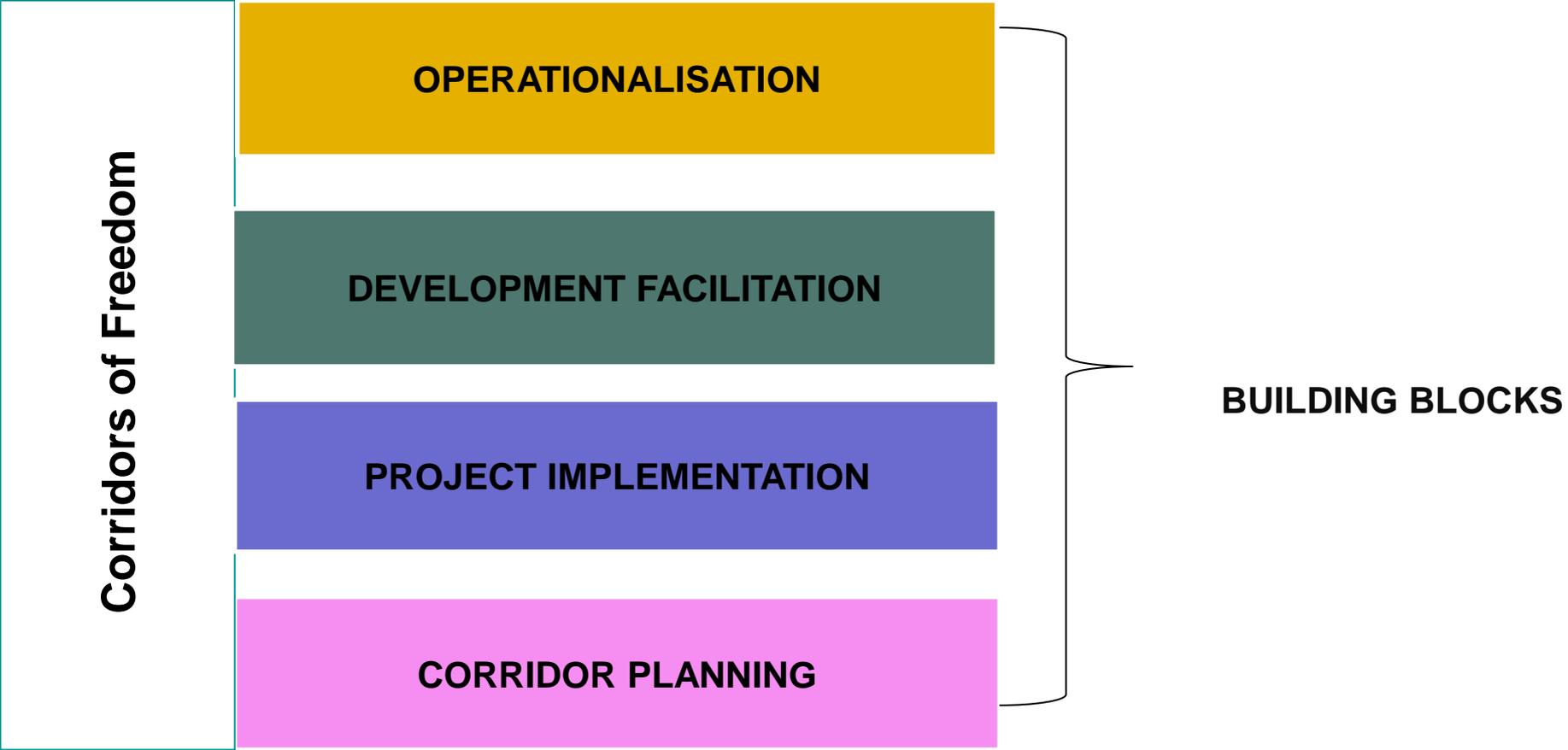
CONSOLIDATE, ENTRENCH & REFINE

CRYSTAL BALL GAZING

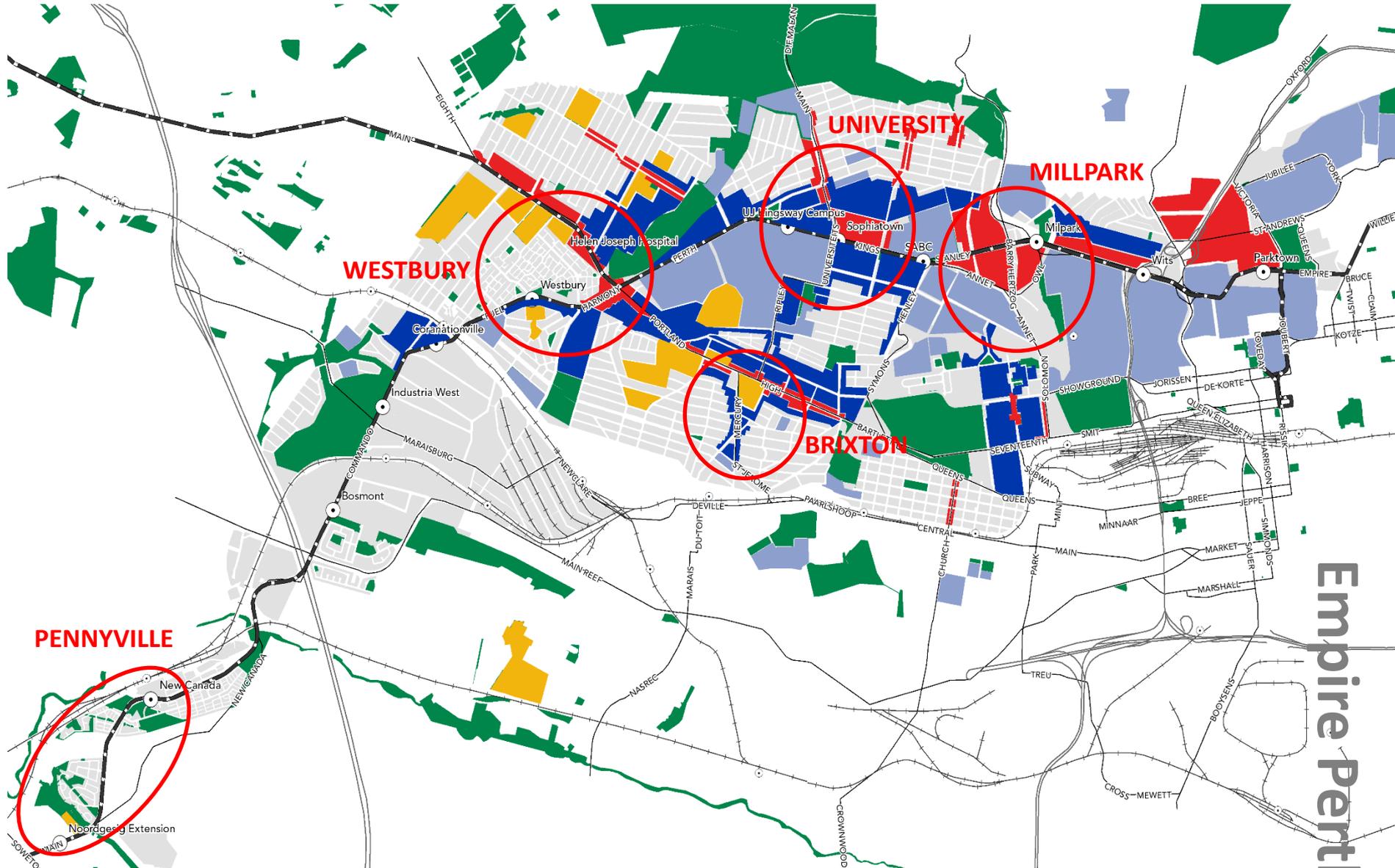


SOCA 2013
A CITY AFTER
OUR HEARTS
DESIRES

CoF ACTION PLAN

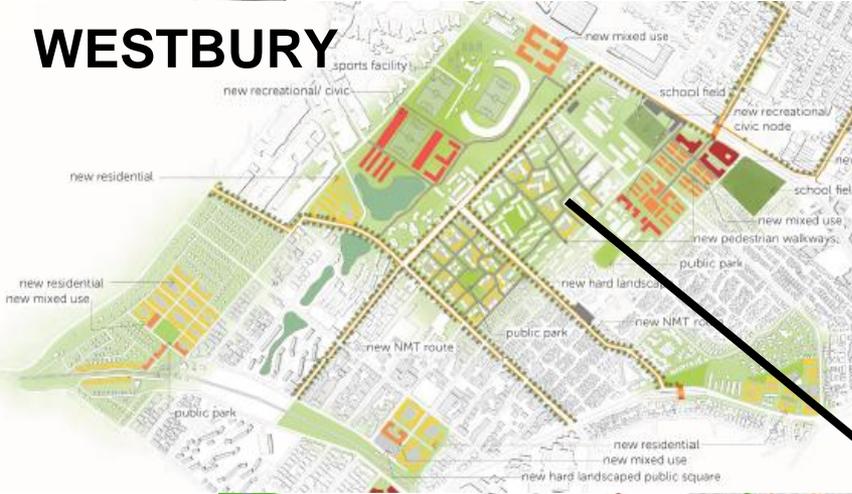


PRIORITY PRECINCTS



Empire-Perth – Detailed Planning

WESTBURY



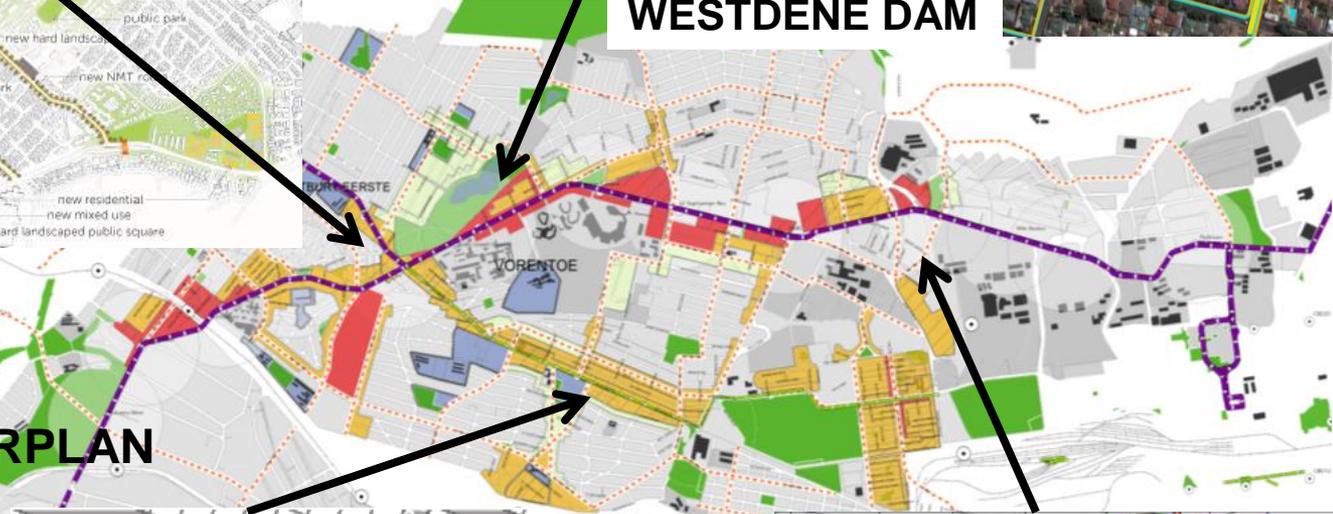
WESTDENE DAM

HERITAGE STUDY

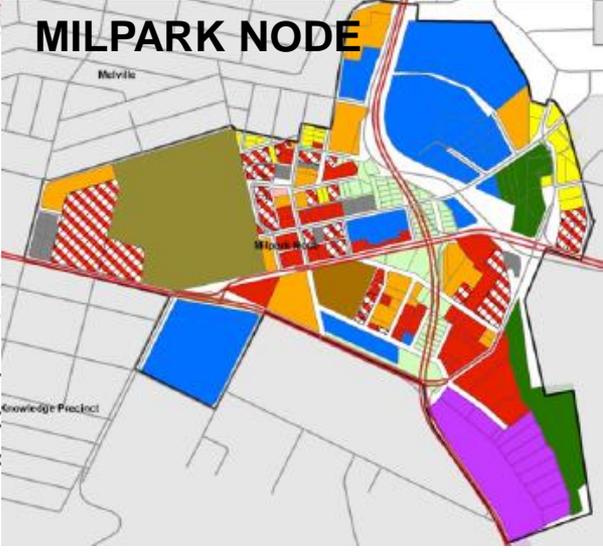
STORMWATER MASTERPLAN

SDZ – BRIXTON, KNOWLEDGE PRECINCT

CORRIDOR PLANNING



BRIXTON SOCIAL CLUSTER



MILPARK NODE

- Trunk BRT
- Feeder / Knowledge Precinct
- Key Public

DEVELOPMENT CATALYSTS

WESTBURY PRECINCT



Precinct wide initiatives

- Urban Management
- Community Policing

NMT Route Infrastructure Priority

- Kreztschmar Street 780m
- Croesus Street to du Plessis Street 1550m

Community Centre Upgrade

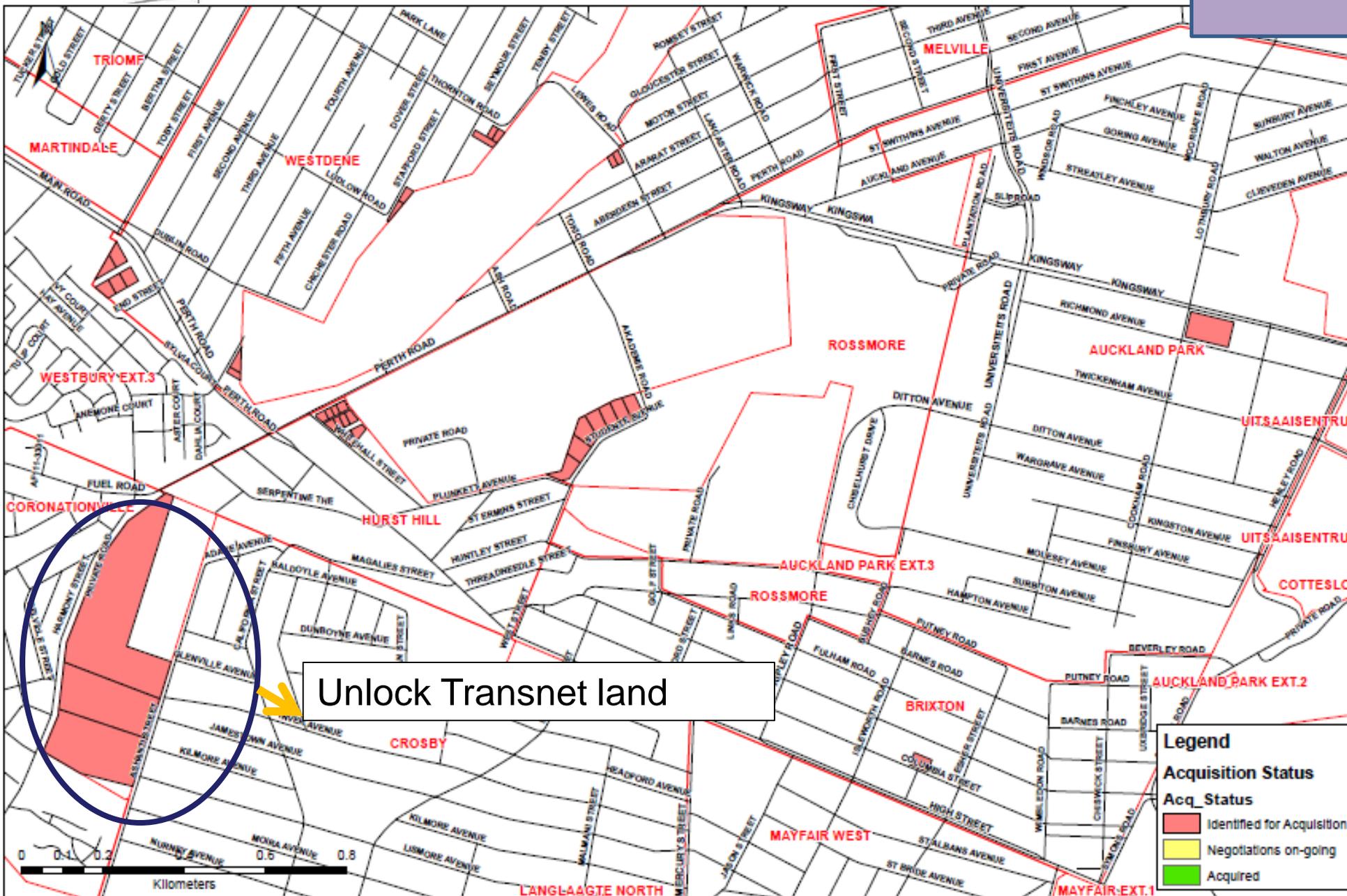
- Internet Facilities
- Drug Rehabilitation Program
- Children Holiday Program

Social Upliftment Projects

- Feasibility study for Community Vegetable Gardens

Empire-Perth – Land acquisition

Project
Implementation





Connectivity



New Canada bridge



NMT



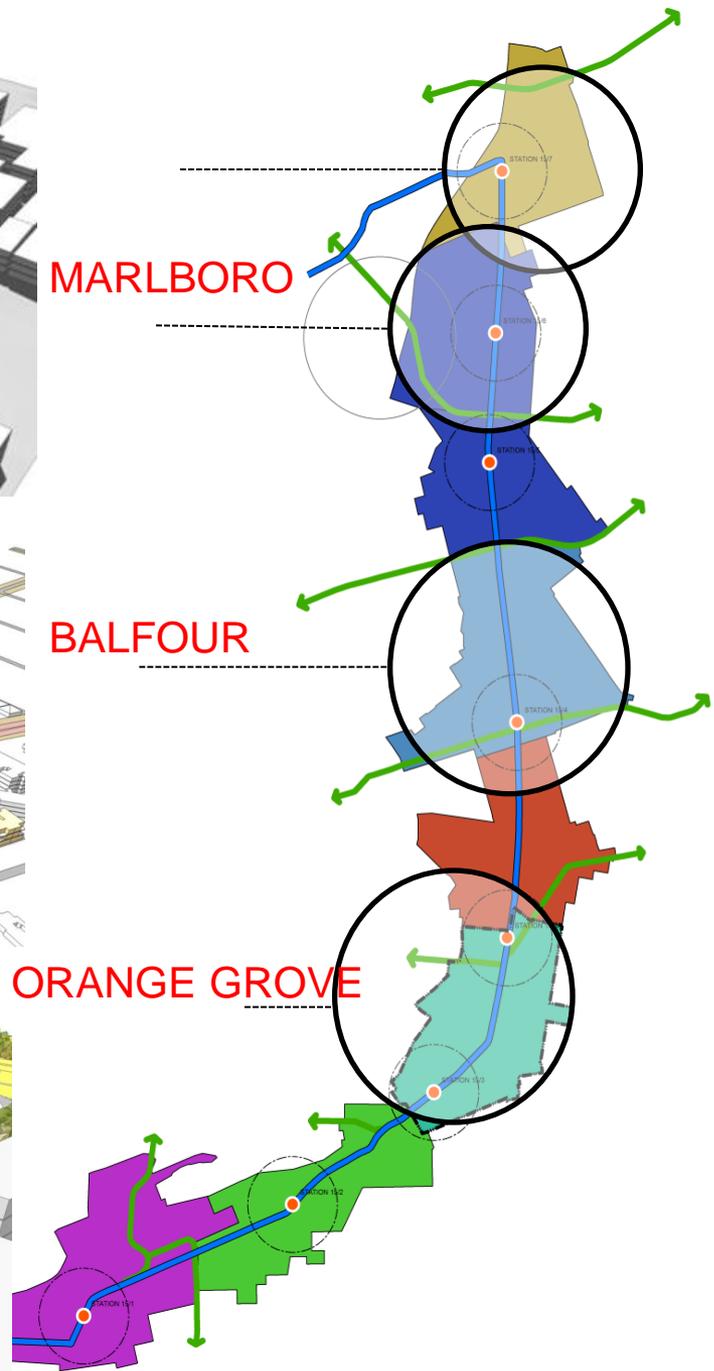
Westbury



Social Housing Development



Project
Implementation



MARLBORO

BALFOUR

ORANGE GROVE

Louis Botha Corridor

Louis Botha – Detailed Planning

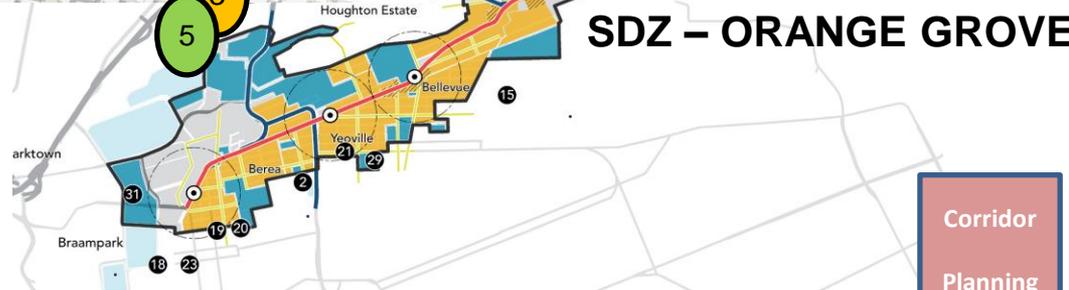
1. BALFOUR PRECINCT PLAN
2. PATERSON PRECINCT PLAN
3. HERITAGE STUDY
4. SPECIAL DEVELOPMENT ZONE
5. STORMWATER MASTERPLAN



BALFOUR

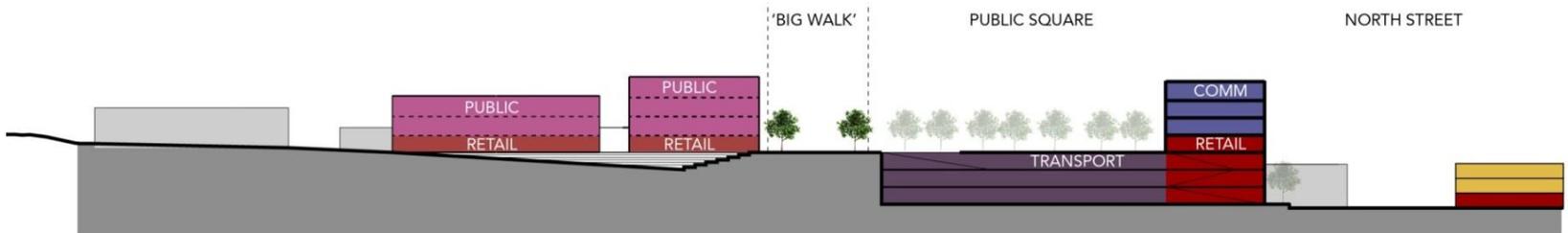
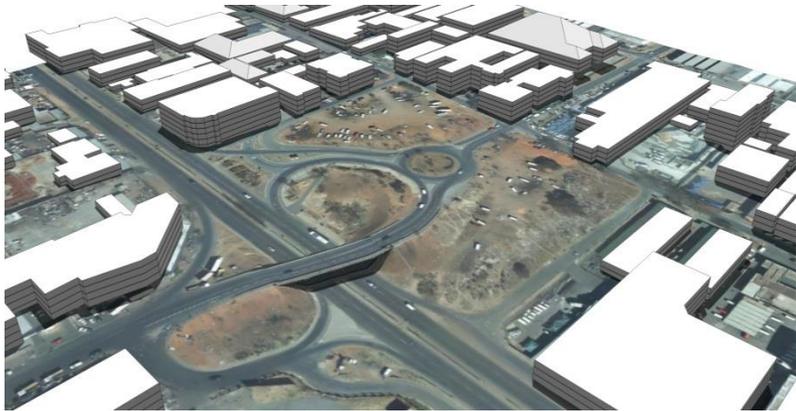


PATERSON PARK

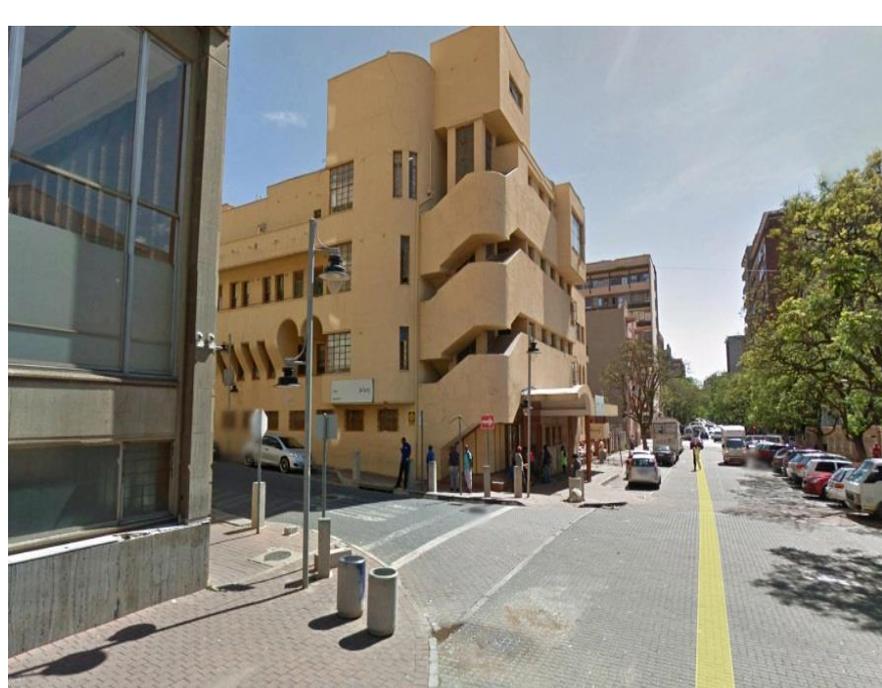


SDZ – ORANGE GROVE

WYNBERG: WATT STREET INTERCH



Louis Botha Corridor



Esselen Street Clinic



Alex NMT

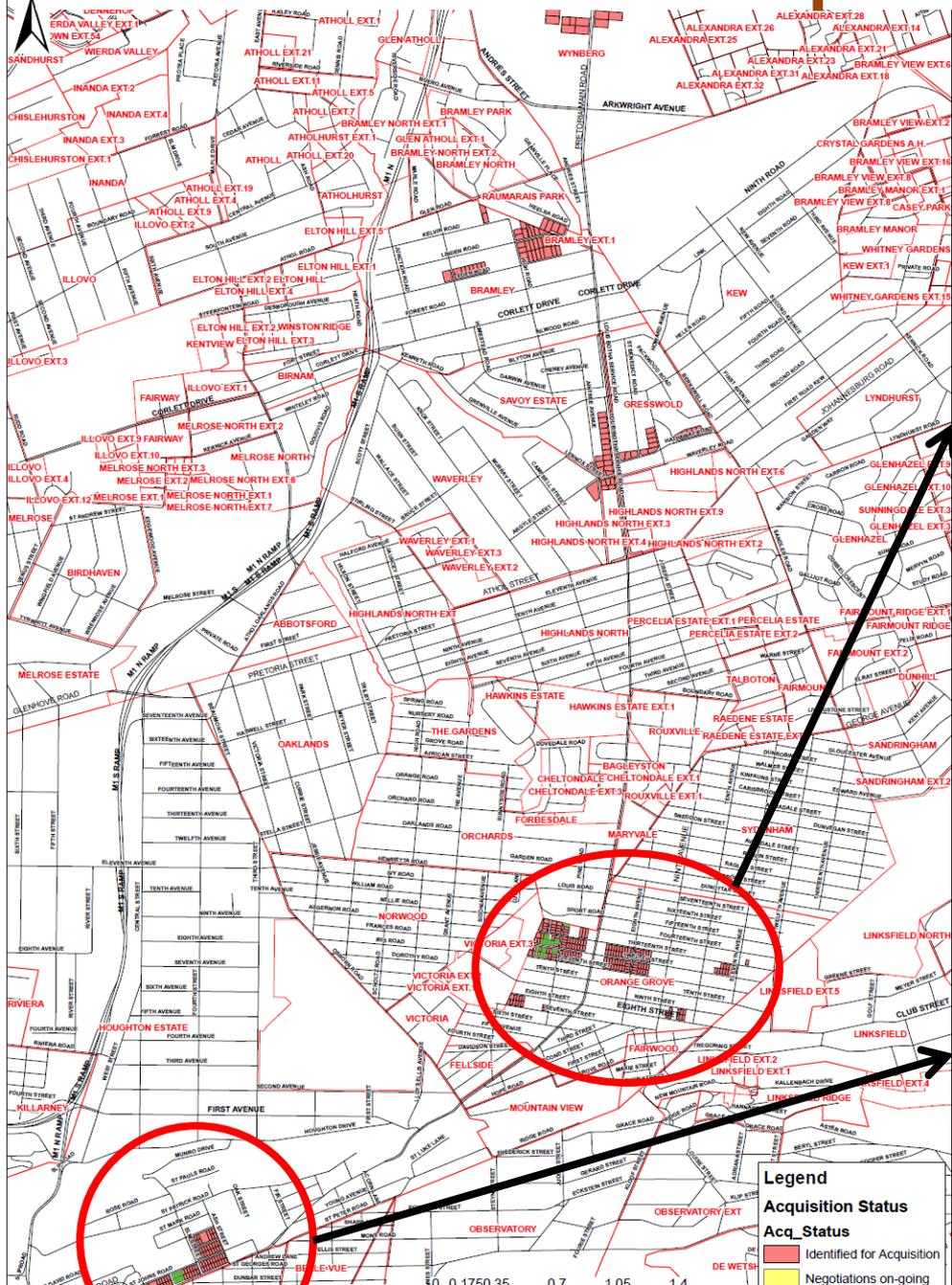


Rea Vaya Phase 1 C

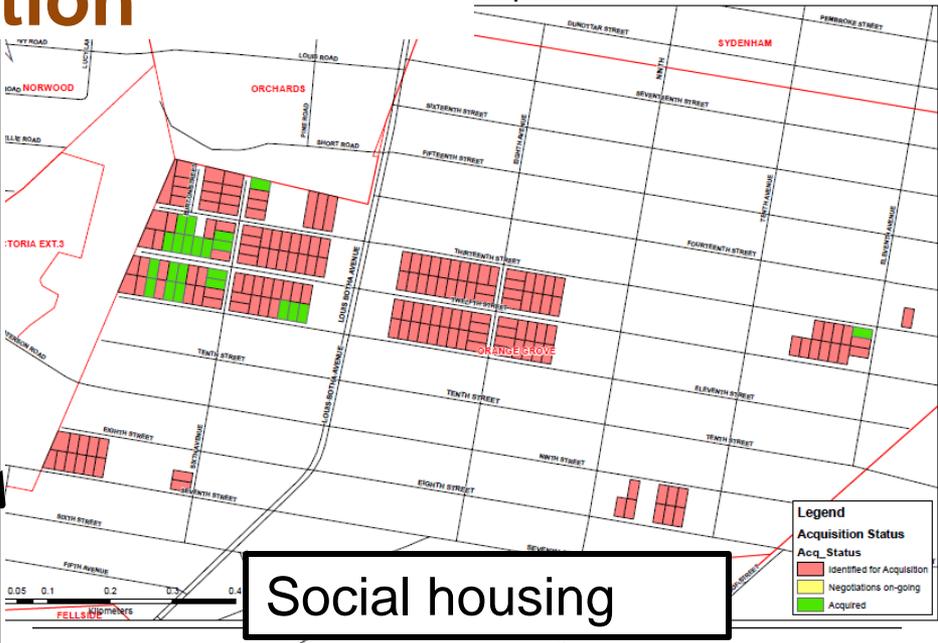


Paterson Park Recreation Centre

Louis Both – Land acquisition



Acquisitions



Social housing



Development
Facilitation

BUILDING PARTNERSHIPS



Engaging
with our local
citizens

Partnering
with
International
agencies

Facilitating
Private
Sector
Development

FOCUS AREAS GOING FORWARD...

LAND

- Public land contribution to Corridors (Transnet Land)
- Slow process of land assimilation

INFRASTRUCTURE CAPACITY

- Investment requirement over time (Target – achieve 50% pre-development capacity by 2019)
- Stormwater investment – R1.3Bn required

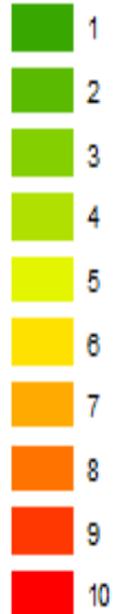
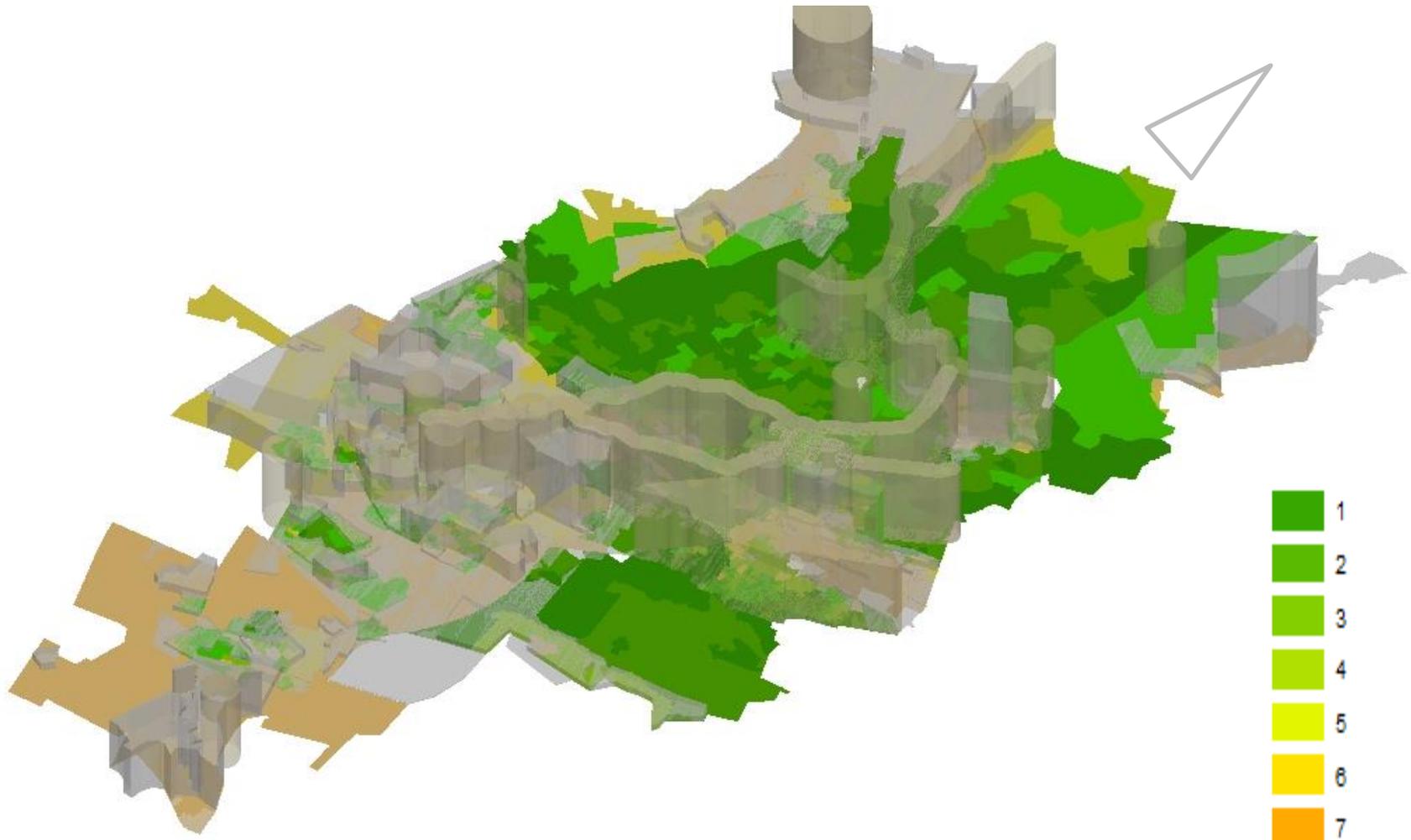
ECONOMIC

- Strategy & interventions required

INSTITUTIONAL STREAMLINING

- Deploy and refine instruments
- Schools – bringing Province into the plan
- Understanding and addressing crime in the Corridors
- Looking after investment: Post-construction “after care” – we have a tighter handle on where capex lands in space – need to predict and track Opex

ADDRESSING DEPRIVATION LEVELS THROUGH SPATIAL RESTRUCTURING



www.corridorsoffreedom.com

CITY OF JOHANNESBURG DEVELOPMENT PLANNING

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Civic Boulevard, Braamfontein, Johannesburg,
Gauteng Province, South Africa

<http://www.joburg.org.za/>

<http://www.corridorsoffreedom.co.za/>

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