

CITY OF JOHANNESBURG

An aerial photograph of the Johannesburg skyline during sunset. The sky is filled with soft, golden light and scattered clouds. In the foreground, several buildings are visible, including a prominent white building with a circular roof and a tall, dark, cylindrical structure. The middle ground is dominated by a dense cluster of skyscrapers, some with glass facades reflecting the low sun. The background shows more buildings and a hazy horizon.

City of Johannesburg: Activity corridors as drivers of spatial transformation

12 May 2022

PRESENTATION OUTLINE

1_INTRODUCTION + PURPOSE

2_SETTING THE SCENE- BACKGROUND TO TRANSIT ORIENTED CORRIDORS

3_LOUIS BOTHA CORRIDOR SAF PROPOSALS

4_TRANSIT CORRIDORS IMPLEMENTATION PLAN

5_LOUIS BOTHA PROJECTS

5.1_PROJECT 1: Paterson Park

5.2_PROJECT 2: Watt Street Interchange

5.3_PROJECT 3: Land Acquisition & Disposal Strategy

6_PRIVATE SECTOR RESPONSE TO THE CORRIDORS APPROACH

7_CONCLUSION

INTRODUCTION & PURPOSE

- ❑ Purpose of this presentation is to illustrate some of the strategies the City has implemented to in one of its corridors in order to drive spatial transformation
- ❑ The City's spatial planning past is one of segregation, which has in majority of the poor in our Cities living in dormitory towns in the outskirts
- ❑ Much of their limited income is spent on transport to and from work/school and accessing other basic amenities
- ❑ The City's drafted and participated extensively Strategic Area Frameworks (SAFs) for Louis Botha Avenue, Empire-Perth and Turffontein Corridors, which were approved in 2016
- ❑ These areas were specifically targeted as they are well-located and well-serviced areas with existing potential for growth
- ❑ The aim of the SAFs is to encourage mixed-use development that allows people to live, work and play in the same space, supported by the backbone that is the Bus Rapid Transit System;
- ❑ and to in these

KEY SPATIAL CHALLENGES AND MAJOR ISSUES



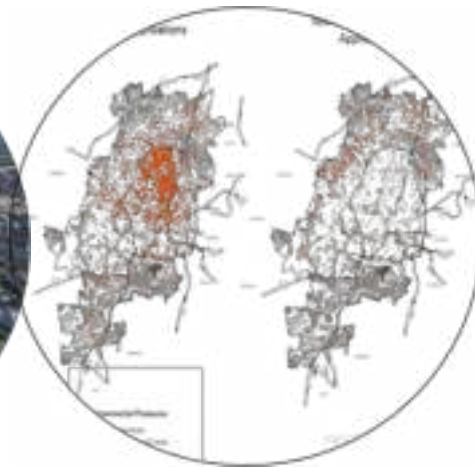
Spatial inequalities and the job-housing mismatch as well as Exclusion and disconnection



Increasing pressure on the natural environment

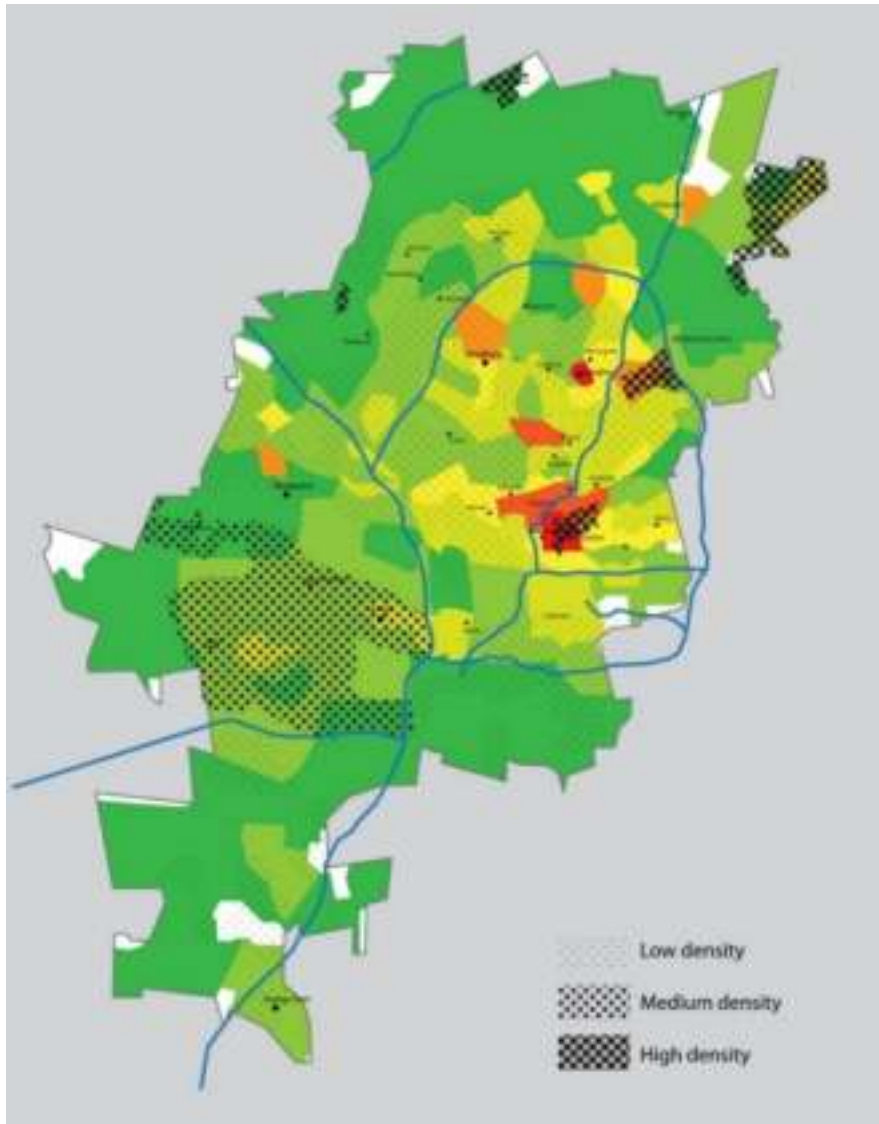


Urban sprawl & fragmentation



Inefficient residential densities and land use patterns

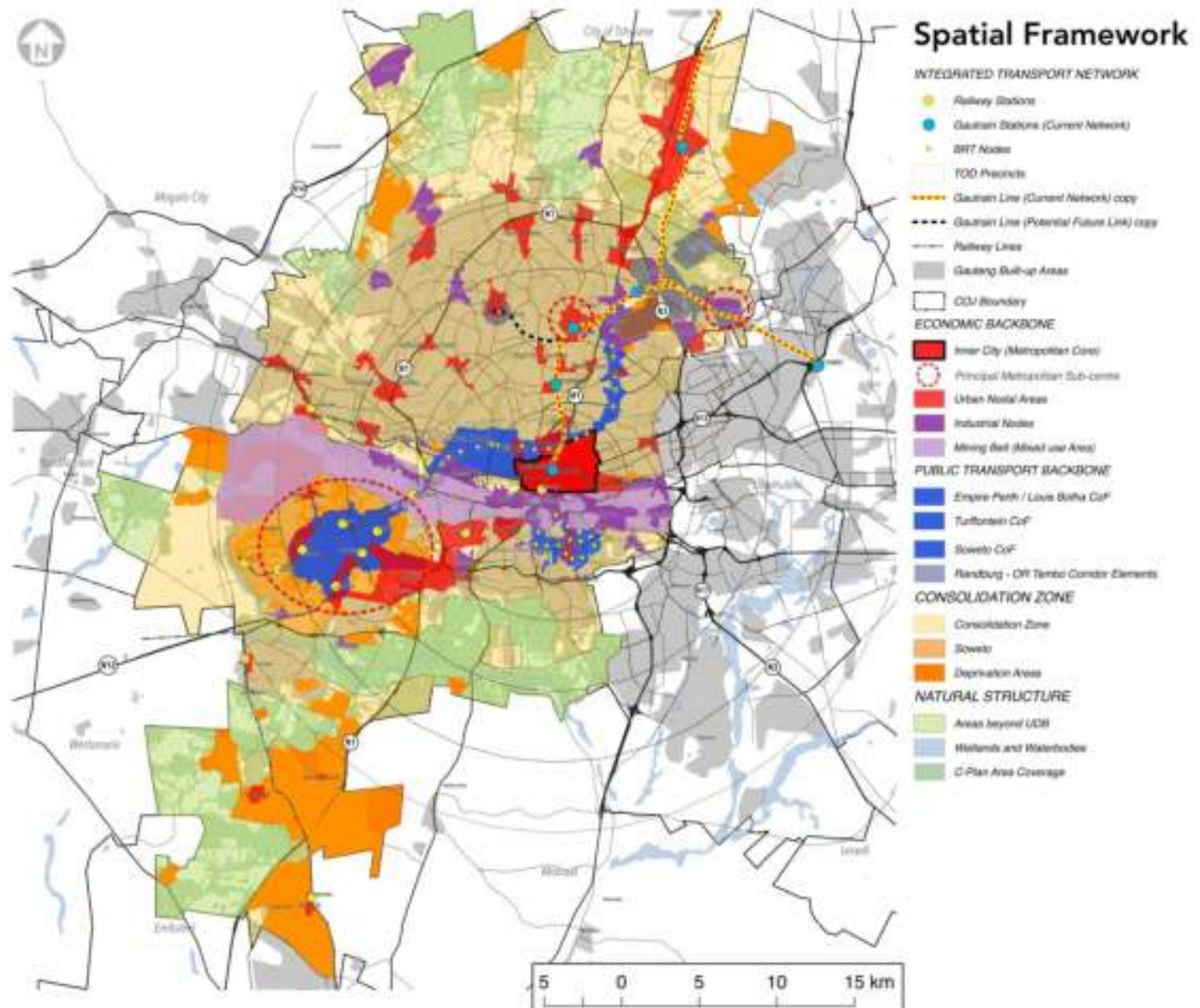
SPATIAL INEQUALITY AND THE JOB HOUSING MISMATCH



3% of the metropolitan area hosts 1/3 of the jobs

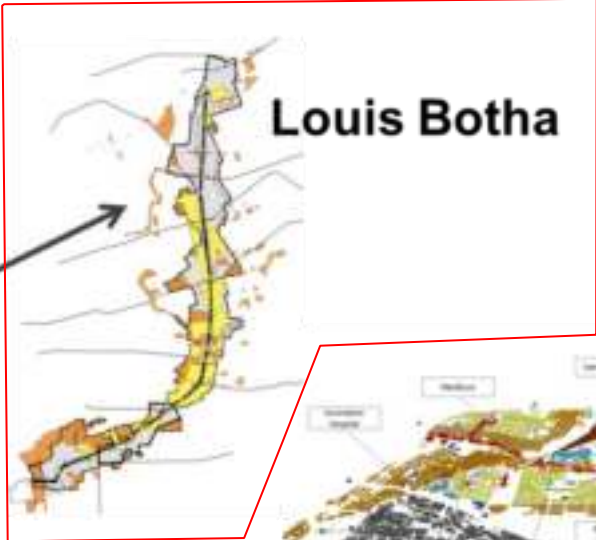
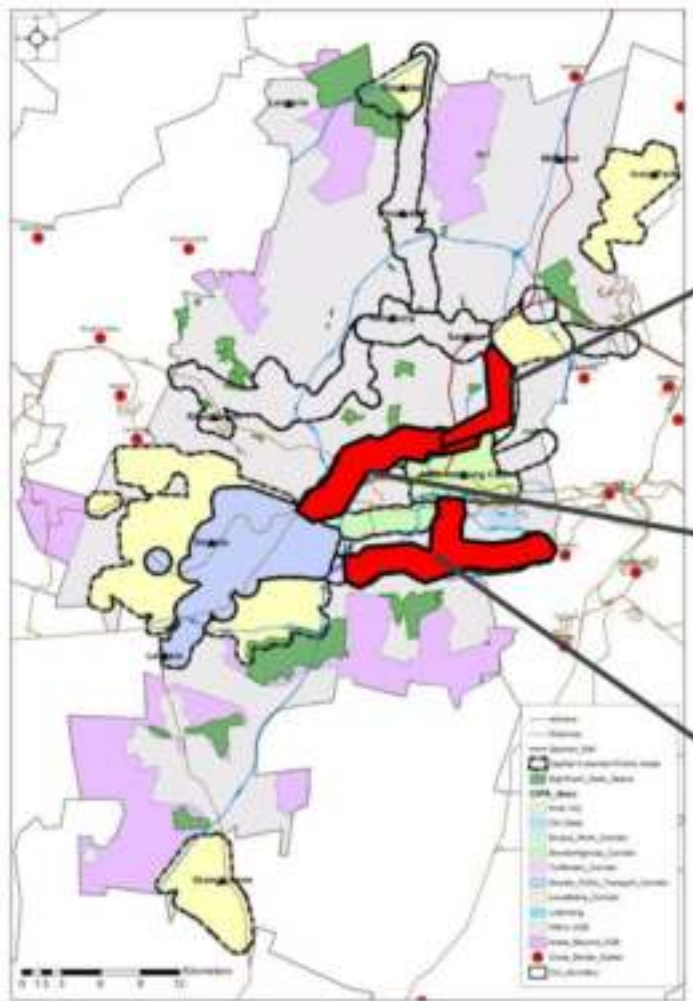
5% of the metropolitan area hosts 1/3 of the inhabitants





SETTING THE SCENE- BACKGROUND TO TRANSIT ORIENTED CORRIDORS

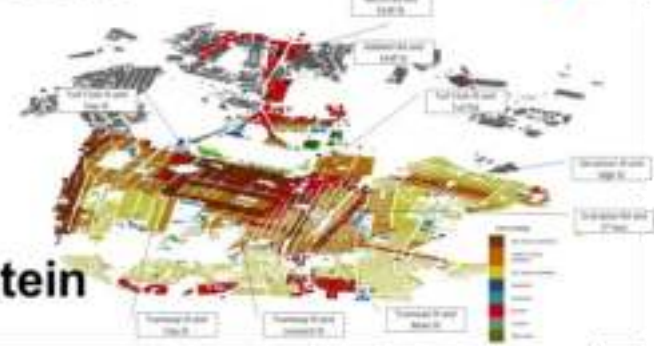
Study Area/Focus Corridor



Empire-Perth



Turffontein



LOUIS BOTHA CORRIDOR SAF PROPOSALS

CORRIDORS OF FREEDOM Louis Botha Avenue

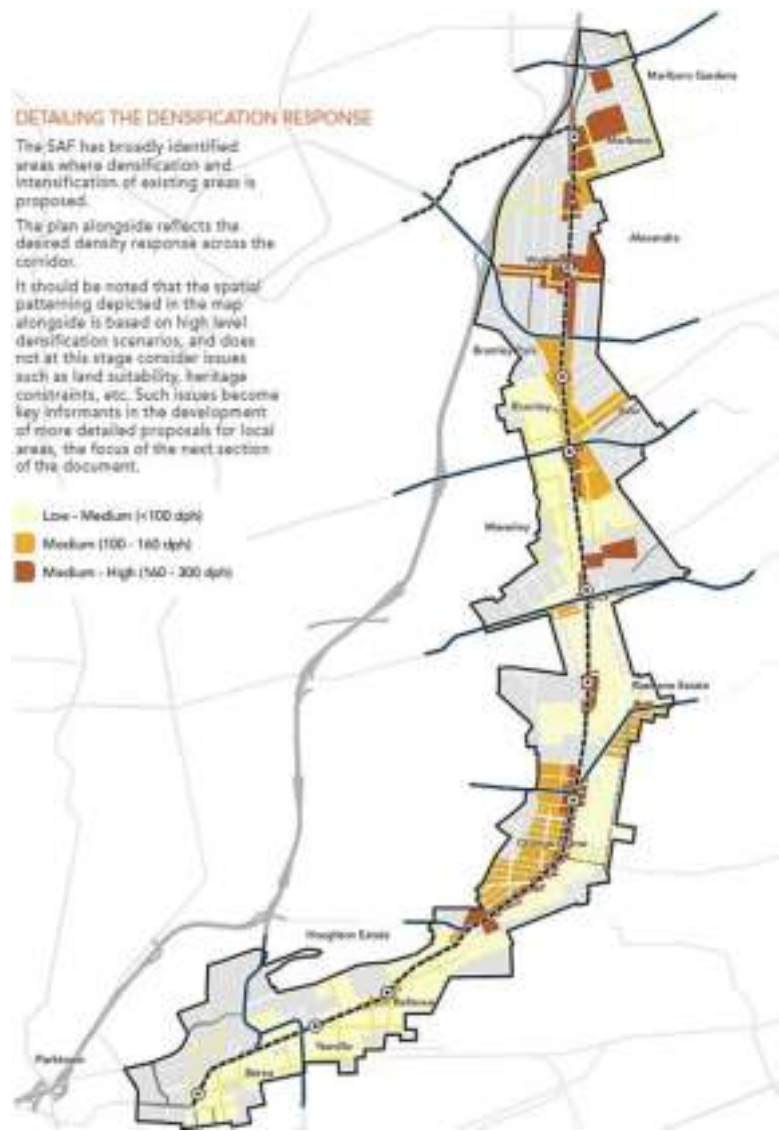


DETAILING THE DENSIFICATION RESPONSE

The SAF has broadly identified areas where densification and intensification of existing areas is proposed.

The plan alongside reflects the desired density response across the corridor.

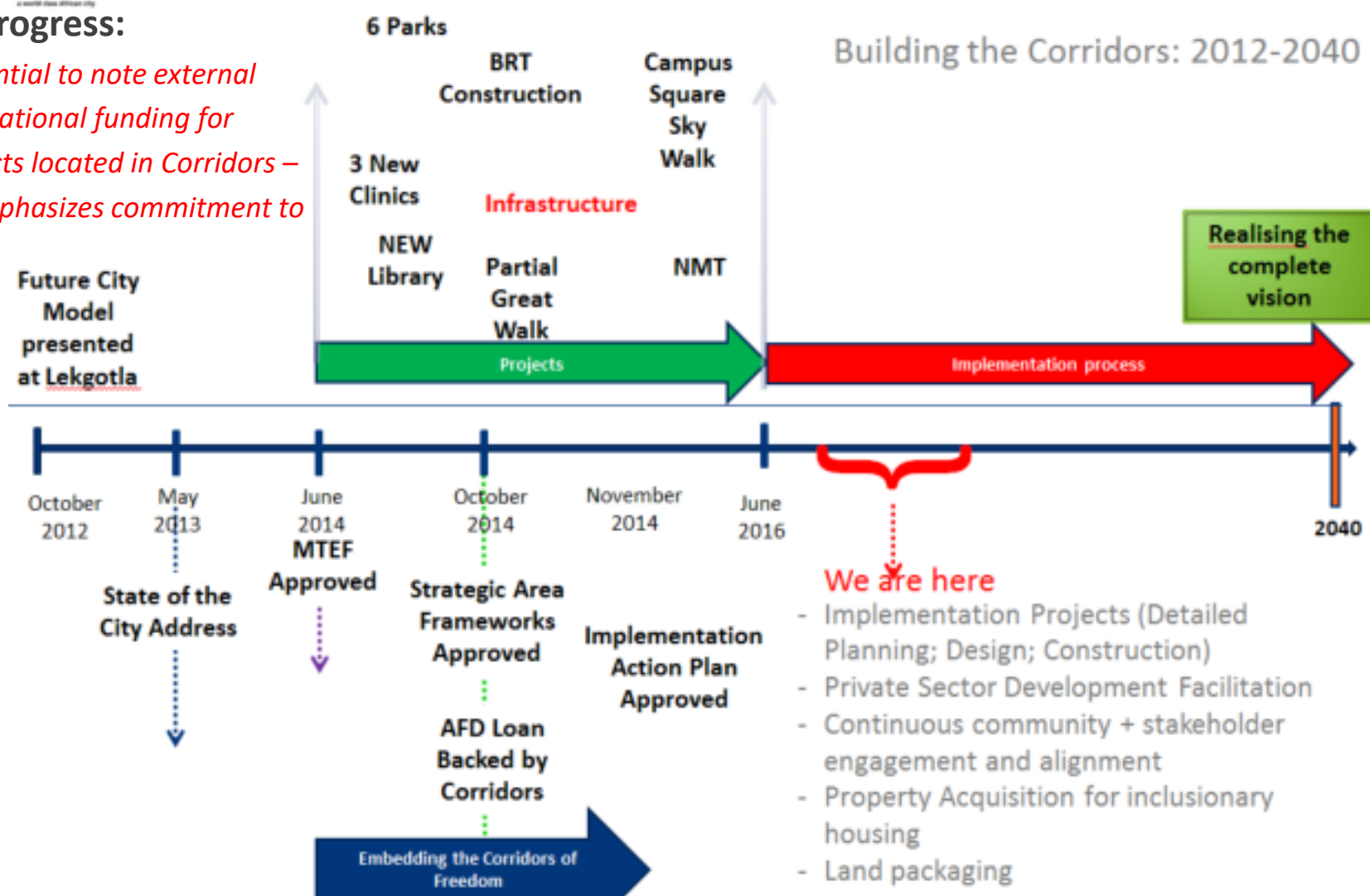
It should be noted that the spatial patterning depicted in the map alongside is based on high level densification scenarios, and does not at this stage consider issues such as land suitability, heritage constraints, etc. Such issues become key informants in the development of more detailed proposals for local areas, the focus of the next section of the document.



TRANSIT CORRIDORS IMPLEMENTATION PLAN

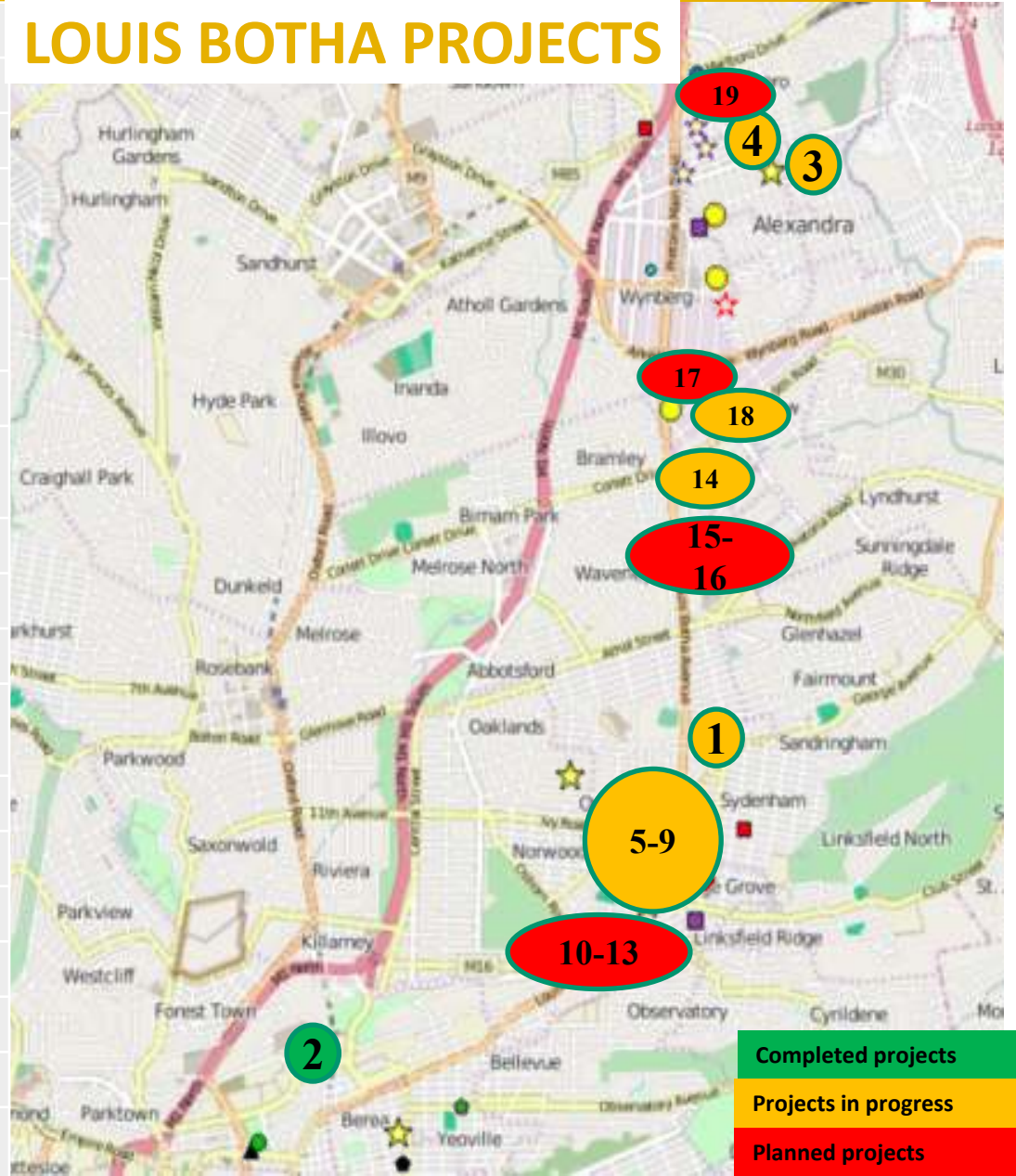
• **Progress:**

**Essential to note external international funding for projects located in Corridors – re-emphasizes commitment to COF*



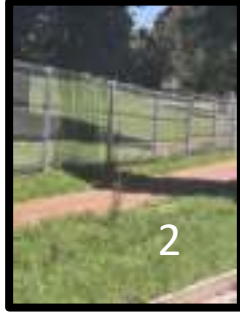
LOUIS BOTHA PROJECTS

1	Orchards Clinic
2	Esselen Street Clinic
3	4 th Street Clinic
4	Thoko Ngoma Clinic
5	Upgraded recreation centre
6	New swimming pool and sporting facilities
7	New library
8	Stormwater, including daylighting of river
9	Upgraded and new park
10	New social housing
11	Relocation of depots
12	Victoria X 3 – private and social housing
13	Public art and new NMT
14	Upgraded and new parks
15	New social housing
16	Pedestrian and cycle lanes
17	Construction of BRT stations
18	NMT links to BRT stations – Phased
19	Marlboro South: mixed use, social housing development



LOUIS BOTHA PROJECTS

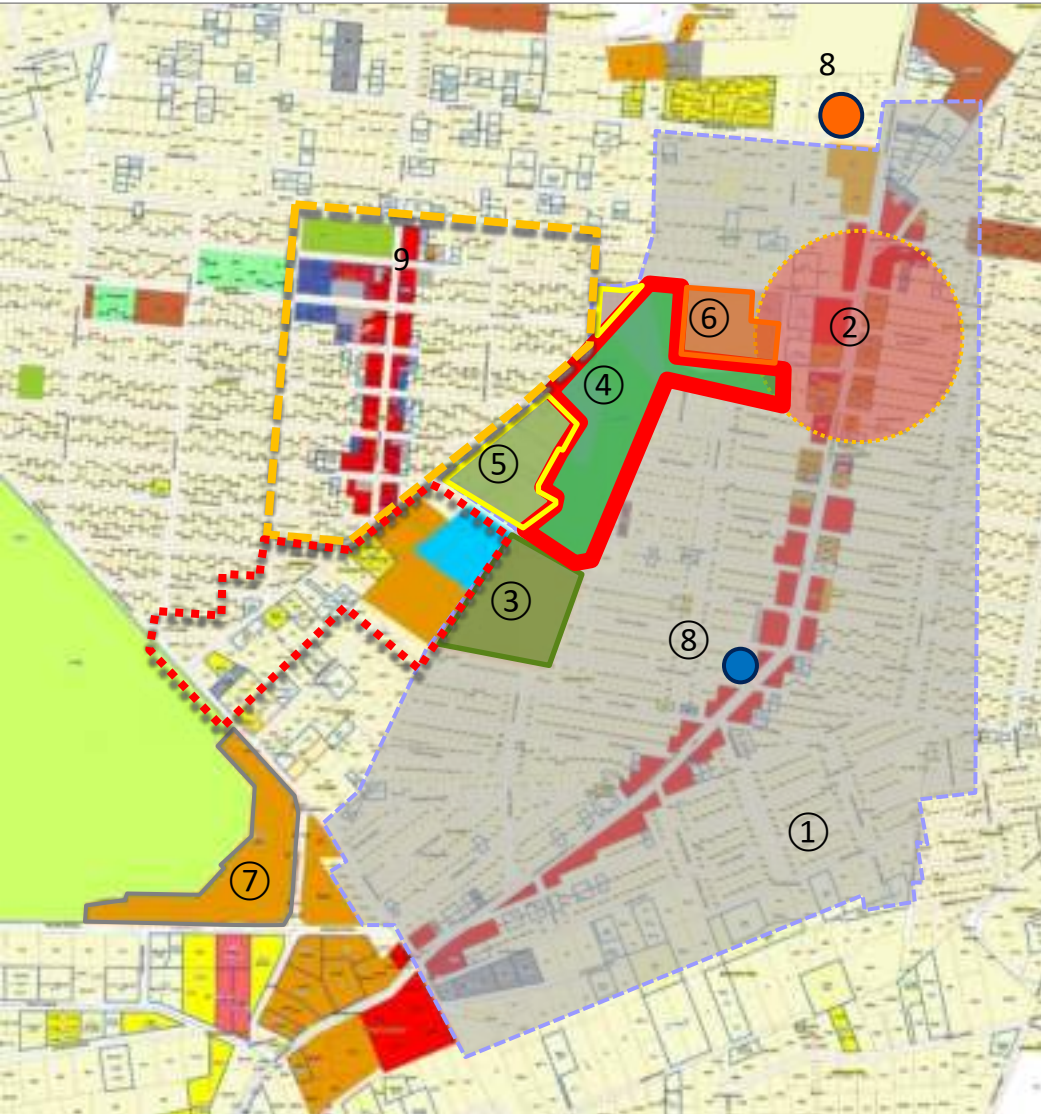
1. Louis Botha Park - Bramley
2. Louis Botha Park - Bramley
3. Patterson Park Rec Centre
4. Patterson Park Rec Centre
5. BRT Station Precincts – Louis Botha Corridor
6. Louis Botha Park Upgrade (Stormwater Upgrades)
7. SAFA Safe Hub - Alex
8. Alex Automotive Hub
9. 4th Avenue Clinic
10. Thoko Ngoma Clinic
11. Orchards Clinic



PATERSON PARK

The Orange Grove area is one of the City's strategic precincts that has been earmarked for densification

Paterson Park is located within Orange Grove. It was largely an underutilised municipal park which is now being redeveloped



1. Proposed residential densification
2. BRT mixed use node development
3. New Community Centre
4. Parkland Area: Redevelopment & Upgrading of Paterson Park
5. Residential densification and retaining approximately 40% as a public park
6. Mixed use development, including social housing residential densities range from 250 to 600 du/ha with heights varying from 2 to 12 storeys. Victoria Ext 3 will be reserved for market related housing development with 20% inclusionary housing
7. Houghton development – apartments and hotel
8. Orchards Clinic
9. Grant Avenue High Street upgrade

CITY TRANSFORMATION AND SPATIAL PLANNING

PATERSON PARK: DEVELOPMENT CONCEPT



WATT STREET INTERCHANGE

The northern portion of the Watt Street interchange (+/- 1.6 Hectares) has been purchased by the City and will be transferred once the rezoning and subdivision have been finalised.



Rezoning applications has been finalized. Rights approved are Special for:

- Shops
- Business
- Offices
- Restaurants
- Place of amusement
- Motor show rooms
- Residential units: +/-1 097 units (397 du/ha)
- Public or private parking
- Bus terminus and ancillary purposes
- 90% coverage, 6.0 FAR
- 15 storeys height restriction
- 397 du/ha
- 3 Shopping levels

The Regional offices of the municipality are planned to be relocated here

WATT STREET INTERCHANGE: OBJECTIVES

- ❑ Provide an interchange from one Rea Vaya route to another or from minibus taxis to Rea Vaya
- ❑ Create a vibrant public space environment
- ❑ Provide walking and cycling facilities within proximity of the interchange –integrating with “The Great Walk”
- ❑ Provide an underground public transport interchange – BRT system
- ❑ Provision of a mixed-use development- offices, apartments and retail
- ❑ To ensure the development is easily accessed by walking/cycling and through public transport
- ❑ To revitalize space by providing different land uses on the identified project which will result in sustainable environmental, social and economic spaces

WATT STREET INTERCHANGE: INITIAL CONCEPTS



WATT STREET INTERCHANGE: IMPLEMENTATION



Map 4: Watt Street Interchange before

Map 5: Watt Street interchange after

- ❑ Removal of the bridge
- ❑ Watt street to intersect Louis Botha at grade
- ❑ The BRT station is located underneath the intersection of Louis Botha and Watt Street and has been recently completed



LAND ACQUISITION AND DISPOSAL STRATEGY

- ❑ The City also embarked on a Land Acquisition and Disposal Strategy which began in 2015. It is considered one of the key building blocks of a successful implementation strategy.
- ❑ Properties in close proximity to the public transit infrastructure were identified for acquisition, with the intention to hold these properties for a period of time (5-10 years) and during this period prepare the properties for development by either the City or the private sector.
- ❑ 67 properties were acquired on a willing buyer, willing seller basis since 2015
- ❑ The City then embarked on a process to rezone the various properties in Orange Grove and Houghton for Affordable/student accommodation and mixed use development in line with the approved Strategic Area Framework for the corridor
- ❑ Request for quotations from the private sector were advertised and subsequently awarded to success bidders in 2019
- ❑ Rezoning have been finalized, we are now awaiting approval of consolidations. Once finalized, SDPs will be submitted

PRIVATE SECTOR RESPONSE TO THE CORRIDORS APPROACH

- Almost 7 000 dwelling units have been approved through rezonings in the Louis Botha and Empire-Perth corridors from 2016 (approval of the SAFs) to date, along with various other land uses
- Generally there seems to be a positive response to the corridors approach

Louis Botha developments



Empire-Perth developments



CONCLUSION

- ❑ Through our various other policies such as the Spatial Development Framework, the Nodal Review Policy, as well as the Inclusionary Housing Policy, the City continues to drive spatial transformation in the City as a whole
- ❑ The implementation of the corridors utilising the SAFs as a guiding tool have been a learning curve and we look forward to expanding this approach to other areas as well (Soweto SAF is currently being drafted and participated)
- ❑ We hope that with the lessons learnt up to now, we can continue to build a more inclusive City

THANK YOU