



# *JABULANI CULTURAL PRECINCT*

## URBAN DESIGN REPORT & URBAN DESIGN FRAMEWORK

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for the Jabulani Development Company

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## CHAPTER 1

### The Brief

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This chapter provides a brief introduction to the context and locality of the Jabulani node at a metropolitan scale as well as a description of the brief and the various approaches taken to guide the development of the framework.

## 1.1 INTRODUCTION

In 2012 the Johannesburg Property Company and the Jabulani Development Company appointed Albonico and Sack Metacity to provide urban design services, assess the conditions around the Soweto Theatre and prepare a precinct plan for the “Jabulani Cultural Precinct” focussing primarily on the area directly adjacent to the newly constructed Soweto Theatre and the Jabulani Amphitheatre.

The purpose of this report is to present the work accomplished through that process and to use it as a platform for engagement with various development partners around specific projects and deliverables.

The aim is to guide the development of the Jabulani Cultural Precinct in Soweto in such a way that the integrity of the area as a Cultural centre is preserved while the Precinct is developed as a mixed-use zone. The aim is also to enhance the potential of the Jabulani Amphitheatre Park to act as a connector between different parts of the study area.

While Jabulani falls outside of Johannesburg’s main development corridors, it is still a very important district node within Soweto. It forms

part of the ‘Cultural Heart’ anchored by the Soweto Theatre and the Jabulani Amphitheatre. Due to the presence of large tracts of land, which have only recently been released for development, the area lacks an internal legibility and the relationships between the various present developments need reinforcing and strengthening.

The success of The Jabulani Mall has sparked a renewed interest in developers who are looking at introducing further retail components and other uses and completing a number of medium density residential projects that are already changing the conditions, positively impacting on the entire node.

The potential of the node was already highlighted in the Soweto Economic Profile of 2008, where it is proposed that the areas with the most potential to act as catalysts of further development within the region such as the Jabulani Node are selected to be developed first. For this reason, Jabulani has the potential to become a node which thrives economically, with a balanced mix of land-uses and developments that all work in synergy to form a coherent and integrated centre within Soweto.

This report incorporates information and recommendations from relevant policy documents and studies including a brief summary on the history

of Soweto, nodal development, previous frameworks for the Jabulani Node, and planning concepts such as the Complete Street, in order to derive guidelines that will best promote positive development whilst preserving the inherent cultural value of Jabulani node.

These guidelines prioritise the value of Public Space and its role within place-identity as well as aiming to uphold a strong long-term vision that guides development over time.

### Two approaches that have been taken:

A. The planning of streets as major public spaces in order to compensate for the lack of public space. This approach to road design advocates for shared streets where the entire public right-of-way between properties (not just the road or just the sidewalk) is planned as an integrated whole.

B. A focus on the role that public land and public facilities can play as ‘anchors of development’. This is in accordance with the principles of the Gauteng Spatial Development Framework (GSDF, 2010) as well as the RSDF guidelines, which stipulate that, “social facilities that attract a constant flow of people should be used as nodal anchors” (RSDF, 2010:41). Public facilities need to be designed and run as an extension of the public

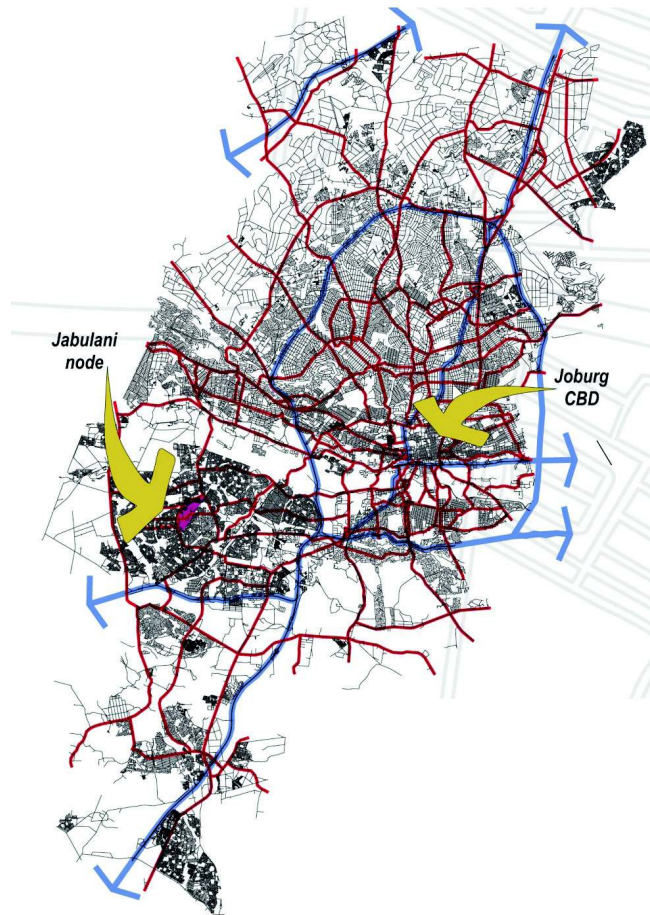


Figure 1.1: Diagramme from the RSDF showing the location of Jabulani Node in relation to Joburg CBD

space in order to ease management and maintenance and to ensure that these spaces are programmed and active throughout the year.

## 1.2 LOCALITY

Jabulani in Soweto is a district node and is located within Region D. Its central location within Soweto makes it a desirable destination for the local community of approximately 1.4 million people. There is a need for improved transport and for Soweto to play a stronger economic role in its dealings with the City of Joburg, creating a mutually beneficial relationship between the South and the broader City region. Jabulani is just under 20km from Joburg CBD and approximately 25km from Sandton metropolitan node. While there is a high rate of unemployment in Soweto, most inhabitants travel into Joburg CBD for employment.

In order for Jabulani Node to be a more sustainable development, the connection to Johannesburg must be improved; this needs to be done in a number of ways if the node is to be viable as an economic centre in its own right. This exchange includes issues such as easy access to public transport, enhanced trade between the two and a two-way travel pattern ie. the possibil-

ity of finding employment within the node as well as a diversity of other functions. Jabulani is a mixed-use area with the presence of Jabulani Mall, residential, public and institutional land uses. According to the RSDF, the node falls within the Growth Management Strategy (GMS) Public Transport Priority Area and is one of the strategic cluster localities in terms of the Soweto Integrated Spatial Development Framework (SISF).

The node is defined by Koma Street and the railway line, with most of the development situated along Bolani Road in close proximity to the Inhlazane Train Station. It also includes a significant natural system which at present consists of portions that are largely disconnected from one another. The Jabulani Water Tower as well as the Jabulani Mall and the Soweto Theatre are important landmark features within the area.

## 1.3 STRATEGIC OBJECTIVES

The preparation of the precinct plan, and all other associated planning activities for each development contained within the precinct, is to be guided by the following proposed project objectives:

- The creation of unique public spaces and defined connections to surrounding activities in order to provide safe and secure environments for the user while emphasising and enhancing a sense of place-identity.
- The establishment of mixed-use environments that transform the node into a sustainable, vibrant and high density zone with improved transport connections. These connections will further enhance push and pull factors between Jabulani, surrounding areas and the greater City of Joburg.
- The identification of the full development potential of all future developments in terms of their contribution to the formation of a more sustainable environment. Sustainability is viewed in economic, social, environmental and physical terms, as it applies within the node and to the broader context of Jabulani.

- The promotion of integrated land use development.

- Reinforce the functional integration of major transport points to the greater urban context as well as their effectiveness within the node

- Improve and define pedestrian networks that allow for improved permeability, increased legibility and safe and better access to destination points and points of modal change.

## 1.4 PROJECT APPROACH AND METHODOLOGY

### Stage 1. Project Brief and Inception

Activities: Project briefing; stakeholder identification; project methodology; obtain and review existing information; delineate cultural precinct; client meeting & progress report.

Deliverables:

- Inception Report

### Stage 2. Status Quo Analysis

Activities: Planning Context; data collection and synthesis; status quo assessment and strategic

analysis; development issues; stakeholder consultation; client meeting & progress report

Deliverables:

- Status Quo Analysis Report
- Progress Report
- Approval and brief for the next stage

### Stage 3. Precinct Planning

Activities: Development vision & objectives; precinct plan; client meeting & progress report; implementation and management plan; stakeholder consultation; consolidated precinct plan and implementation plan.

Deliverables:

- Approved Precinct Plan
- Implementation and Management Plan report

This chapter looks at previous studies and frameworks as well as the current policy context in order to derive clear principles that will inform the formulation of the development framework. The major policy documents that currently inform development in the area include: the Region D RSDF (2010), the Johannesburg SDF (2010) and the Gauteng GSDF (2010).

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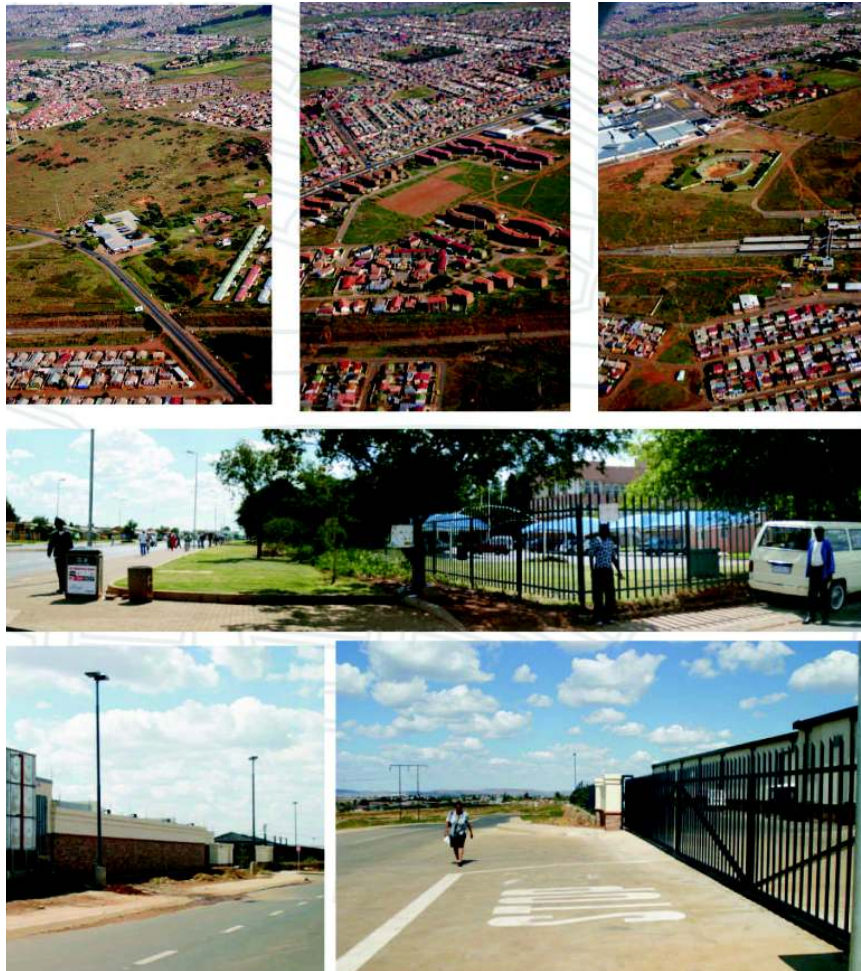


Figure 2.1: Images from the 2007 Urban Design Framework for Jabulani Node prepared by Annemarie Loots

### 2.1 JABULANI NODE - 2007 URBAN DESIGN FRAMEWORK

The 2007 Jabulani Node Urban Development Framework was prepared for the City of Johannesburg's Development Planning Department by Annemarie Loots.

Jabulani Node had been redetermined from a Regional node to a District node due to its limited accessibility in comparison with other nodes. The role of a district node is in serving its immediate community and a few surrounding neighbourhoods. Features that characterised the node were high order movement routes, high pedestrian activity, a lack of cohesion in the urban form and poor definition of connections.

The spatial analysis identified:

- a lack of space-defining elements
- poor definition of public space
- extensive boundary walls and fences along the edges of properties resulting in impermeability and poor integration between places
- a lack of public amenities such as bins, lighting, street furniture and shelter

These aspects all result in homogeneity, a lack of legibility and low imageability within the node. A few key points that were proposed by the Urban Design Framework were:

- the improvement of pedestrian links
- the preservation and emphasis of the visual link between the water tower and the station
- the integration of Jabulani mall with the rest of the node and new entrance points into the mall for pedestrians
- the establishment of mobility spines and an activity street
- the promotion of residential densification, clustering of activities and vertical mixed use development
- spatial definition at key points



The fine grain of the urban structure and its relationships was well captured in this report, however, due to new investments and changes in land-use driven by the public and private sectors, much has changed and it became necessary to reinvestigate the context. The presence of a new catalytic project, the Soweto Theatre, is an anchor for future development and it is important to investigate the latest investment trends in order to complement what is existing and to ensure that land is used in the most viable manner in the future. However, the principles captured within this report still remain relevant.

### 4 Development Principles were identified

- the creation of a strong and legible urban structure through the use of structuring elements that reinforce connections
- the promotion of the kind of development that is supportive of a mixed-use and vibrant node
- the improvement of the quality of the public environment through the use of well designed public spaces
- the promotion of developments that enhance environmental quality in terms of building interfaces, architecture and landscaping

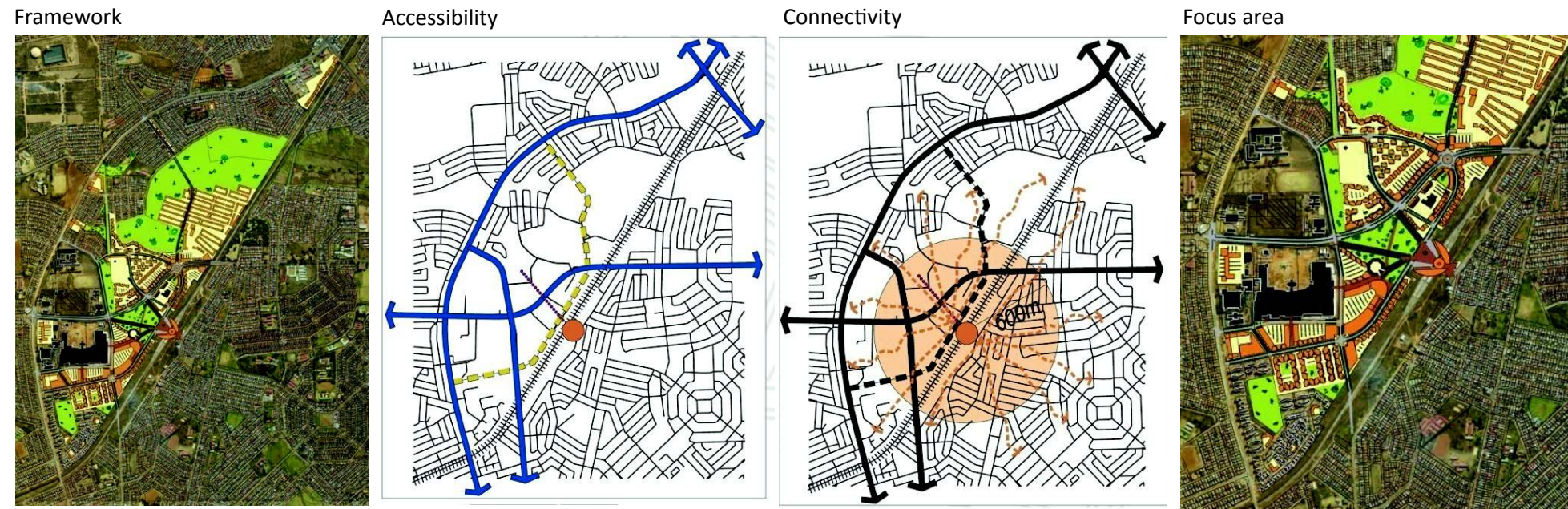


Figure 2.2: Analytical maps from the 2007 Urban Design Framework for Jabulani Node prepared by Annemarie Loots

### 2.2 SOWETO ECONOMIC PROFILE 2008

While times have certainly changed over the last few years, the 2008 economic profile provides a useful insight into the local economy and conditions in Soweto. Since a more recent census of the area has not been conducted, the figures have obviously changed, but what one can gather from this analysis is that in Soweto there is still the existence of a staggering inequality and the problems highlighted still need to be addressed today.

#### Historical Context

Since the middle 1900's when Soweto was established, originally as a temporary measure, the township has seen population explosion and an increased demand for housing. Due to the political oppression and conflict with the Apartheid government, a culture of resistance developed resulting in the non-payment of services. In the 1990's there was the recognition of the permanence of Soweto and attempts have been made to better integrate it with the City of Joburg in terms of governance, transport connections and services. The legacy of the past has an effect on present conditions making it necessary to consider both Soweto's physical structure as well as addressing inherited and present day perceptions.

The Soweto Economic Profile emphasises the importance of identifying priorities in the development of

an economic plan. This is in order for Soweto to be developed into a productive and competitive regional economy. There have been a number of interventions in terms of spatial planning and urban management but development strategies need to address issues of poverty and unemployment in order to be effective. Underlying this is the importance of the inclusion in the argument of job creation strategies. Part of this is the identification of what specific barriers and constraints exist that exert an influence on economic activity. In coming up with potential interventions, the identification of sectors offering the greatest potential for growth and employment is key.

The residential uniformity needs to be broken and land must be developed for retail, tourism, property development, urban agriculture and manufacturing in order to have a well-rounded, self-sustaining and developed economy in Soweto. The key driving factors of Soweto's economy have been identified as retail, tourism, property and infrastructure.

#### The Economic Profile

Due to its historical development as a labour reservoir, the economy of Soweto is not diversified. Although it is the largest urban residential area in South Africa, its formal economy is very small.

According to 2008 statistics:

- Population comprises more than **40%** of Johannesburg City's population

- Soweto contributes only **4%** towards Johannesburg's GDP. This is seen to be mainly as a result of historical and political factors.
- Rate of unemployment is **53%**

Contributions to total economy of Soweto (2008)

- 20 % - Community Services sector (government services such as clinics, hospitals, schools)
- 4% - Construction
- 3.5% - Transport
- 3% - Trade sector

From this it can be seen that **Soweto does not have a diversified economic base** and is therefore dependent on the economic activity of the Johannesburg Metropolitan area for its formal employment opportunities.

The importance of a sectoral overview is in the provision of a stronger link between future economic planning and current economic development trends.



### Soweto Economic Profile Sectoral Analysis:

Critical sectors were identified in the analysis and the aspects most relevant to Jabulani were extracted.

#### Tourism

In the analysis of the tourism industry, it was indicated that Soweto needs to diversify its portfolio as well as address issues such as security, infrastructure, customer service and integration into spatial tourism zones within the rest of Johannesburg.

#### Retail

In the past, the retail sector has been under-provided with the majority of earnings being spent outside Soweto. As a result, the City of Joburg Soweto Retail Strategy was drawn up in 2005 where it was identified that Jabulani was strongly favoured as a location for retail development. The city recommended that they would like to see the accommodation of local retailers and smaller scale enterprises which is not the present reality within Jabulani. While an increased number of retail developments improves the supply chain concerns arise such as the associated collapse of small businesses with large business becoming the norm. The jobs provided by retail are usually poorly paid and the products sold are usually from outside Soweto.

#### Offices

Traditionally there was a low demand for office space in Soweto with the most notable office space being provided at Jabulani, Dube, Dobsonville and the Baragwanath surrounding environments. The office industry does not usually have a strong multiplier effect and its contribution towards further development of the economy is usually marginal.

#### Community Services Sector

Soweto has a large number and variety of community facilities such as schools, libraries and sport facilities. Government offices, pay points and clinics offer a concentration of disposable income, which in turn promotes the informal sector in the immediate area around it. Government officials represent the single largest source of local buying power. If more is spent locally, more trade is generated and therefore more opportunities. Government services develop the economy; salaries to officials represent a large amount of disposable income, and buying power, which attracts many other economic activities to develop around.

#### Housing

The residential property market is booming which makes it important for the development of modern housing stock, including affordable housing and rental housing.

#### Manufacturing

From the study, in term of its potential to accommodate industrial development, it could also be seen that Jabulani does not present a profile that would be competitive with other industrial parks in Johannesburg. This is due to limited accessibility and heightened transport costs as well as a perception in the minds of investors about crime levels in Soweto.

#### Garment manufacturing

Look at the value-chain of government manufacturing to link to the Fashion District and retail activity, which presents opportunities for moving into a higher level of fashion production, marketing and niche retail; this links to tourism and the resurgence of Afro-designs

### Informal Sector

It is an important source of employment due to the high levels of unemployment in the area. The location of the informal sector is a good indication of the demand for goods/services:

- Concentrate at major intersections (accessibility)
- Modal intersections (pedestrian traffic)
- Next to malls
- At government facilities

There is a strong link between the informal and formal (they do not compete as they serve different market sectors).

#### Factors that discourage:

- Lack of ablution facilities
- A need for proper trading places
- Lack of protection against criminal elements
- Access to storage facilities (forced to store at home)
- High level of competition
- Low profit margins (survivalist by nature)

#### Most dominant goods

- Fruit and veg
- Street garages
- Public telephones
- Shoe repair
- Hair cutting
- Traditional doctors
- Sale of meat
- Snacks
- Second hand clothes

Informal activities at a place need a constant flow of traffic and are more trade oriented whereas those based at home such as bakeries and traditional doctors do not require such high volumes.

#### Customer profile

- Taxi/train commuters
- Pedestrian
- Public servants
- Residents
- Customers of clinics/ shops

#### Objectives:

- to develop a vibrant, informal community and traders and assist them either into more formal businesses or successful informal enterprises.
- Identify and develop trading areas around Soweto that enhance self-employment for people who cannot find jobs.
- Access to basic business and life-skills
- Access to finance (Start-up and working-capital)
- Encourage migration of informal economy players into the formal economy where appropriate in order to grow their business operations.
- Correct management of facilities/processes/ crime prevention

### The Economic Development Plan

The intention of the Economic Development Plan is to have economic growth that is accelerated, shared more broadly and diversified. In order for Soweto to be competitive within the local market it is necessary for diversification of what is on offer in the various sectors (unique and quality goods and services), the development of skills (the need for skilled workers in today's economy is increasing), the creation of institutional conditions for economic development as well as the marketing of Soweto as a brand.

#### Phasing and prioritising

- Quick-win projects – **visible and tangible impact** in the short-term, scope of impact may be limited but they yield results and build momentum
- Long-term or complex projects – larger resource requirements, rigorous planning, **greater and wider impact**

### Investment opportunities:

#### The Soweto Music Initiative

- Performance
- Production
- Training and support facility
- University music schools

#### Jabulani CBD and Afro Fashion Zone

35ha of prime development land packaged for mixed-use including:

- High-density retail (70 000sqm new retail)
- Office developments (70 000sqm new office)
- Residential developments (2000sqm new residential)
- Cultural heart – 400 seat performing arts theatre complex and refurbishment of the existing open-air venue
- Public Square
- Public Park
- Public artwork

#### Afro-fashion:

- There are a number of clothing manufacturers, designers and small home-based retailers and customers in the region who possess significant potential to develop into sustainable enterprises given a conducive environment.

- Location of a business outlet for economies that would develop as a result of support towards the organic development of the clothing industry in Soweto.

- The impact of the Afro Fashion Zone on wages and salaries, the link to wholesale and retail sectors and support to hotel, restaurant and taxi industries if linked to a Soweto Fashion Show concept and Festival, would be sizeable.

- It must act in a complementary role to the Joburg Fashion District, which is a City-wide marketing outlet and facility.

#### Tourism

- A study should be conducted to document what currently exists that deals with it and how efficient is it
- Accommodation, facilities, attractions
- Transportation
- Safety
- Parking for the theatre
- Place branding (raise profile of the site, create identity and encourage investment)

### Conclusion

From having gained a better understanding of the socio-economic context as it was presented in this study, it becomes clear that urban planning needs to address and encourage a diversity of uses and to promote a more balanced economic situation. Approaches like the development of mixed-use zones have the potential to increase the amount of disposable income that is spent locally, in Jabulani, as opposed to in the City of Johannesburg.

The study also drew attention to the need for a balanced mix of smaller, local businesses and larger developments that can complement one another. As the formal business and retail sectors grow, so too are informal businesses attracted to the area. It can be seen that due to the high rate of unemployment in Soweto, the informal economy is the only means available for many to make a living. An important question is raised of how to preserve the unique qualities and authenticity of an area in the face of development. This lies hand in hand with skills-development and the potential of ventures such as an Afro-fashion Zone within Jabulani.

## 2.3 REGIONAL SPATIAL DEVELOPMENT FRAMEWORK: REGION D (2010/2011)

The following information has been extracted from the 2010/2011 RSDF and includes an overview of certain defining characteristics of Region D as well as recommendations for further development that were considered as being relevant to the Jabulani node.

Region D is bordered by the mining belt to the North, the N1 highway to the East, the N12 to the South and by region G to the West. The RSDF describes the region as a vast and sprawling urban area characterised by residential developments (mostly rental) and the proliferation of informal activities. Visually, the homogeneity in residential density and character has been criticised. There are limited social amenities and infrastructure and the area is described as being economically entrapped due to the negative impacts of apartheid. Historically speaking, the area is rich in significance but it is poor in terms of the quality of settlement and in attracting any outside users. In Jabulani, the mall development has been seen as providing a new lease on life.

In terms of the city's Growth Management Strategy (GMS 2008), the region is both a marginalised and a public transport high priority area. 3 BRT terminals have been proposed for Dobsonville, Jabulani and Baragwanath with the final aim being to have stations every 500m along the trunk route.

### Tourism

- Chris Hani Baragwanath Node
- Cooling Towers, Orlando Dam
- Walter Sisulu Freedom Square, Kliptown
- Regina Mundi Church, Rockville
- Credo Mutwa Cultural Village & Oppenheimer Tower
- Morris Isaacson School
- Hector Pieterson Museum, Orlando West
- Vilakazi Street, Orlando West

### Waste Management

Introduce recycling centres like the Zondi Buy-back Centre

### Connection

Restructure the City's fragmented form and provide more inclusive environments with effective densities, mixed-uses and infrastructure. Jabulani as a nodal precinct coincides with transport interventions.

### Parkland and open space

Open spaces are vulnerable to illegal dumping and also squatting. They are also crime hotspots, especially in the evenings. There is currently a lack of operational budget to maintain open spaces. The air quality in Soweto is poor due to coal fires, motor emissions, un-tarred roads and mine dust. The level of environmental awareness in the area is poor. There is a tree planting programme to expand the urban forest.

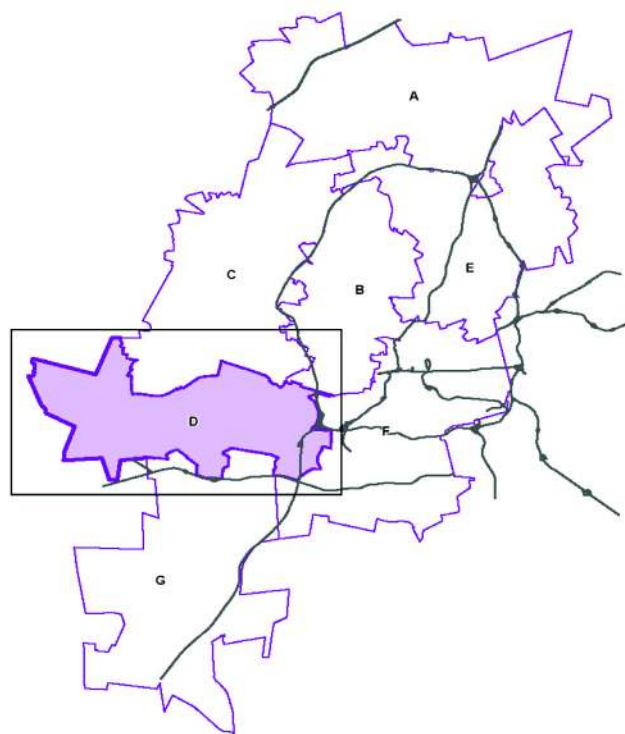


Figure 2.3: Location of Region D from RSDF 2010/2011



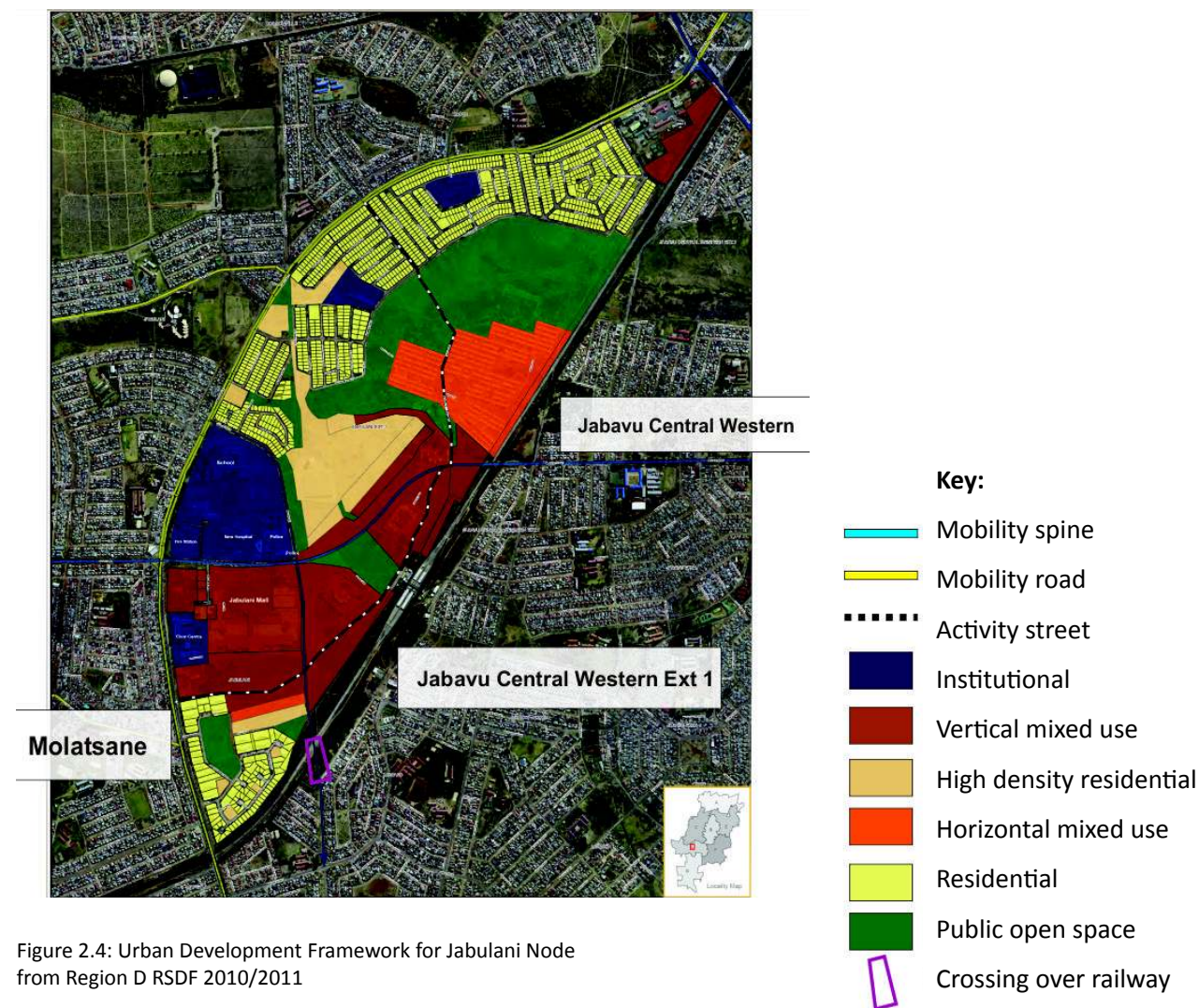


Figure 2.4: Urban Development Framework for Jabulani Node from Region D RSDF 2010/2011

### Social facilities – Schools

Many schools in Region D have been closed due to low enrollment. This is due to the perception that the quality of education is better in the City. Other uses now have to be found for these schools.

### Economy

Most residents work outside Soweto and most of their disposable income is also spent outside the region.

### Urban development framework (RSDF 2010/2011)

The following recommendations were extracted from the Jabulani Development Framework as outlined in the 2010/2011 RSDF.

Development objective – multifunctional mixed uses that not only benefit the immediate community but also play a catalytic role in stimulating further economic investment in the precinct.

Develop as a strong and viable node with a clustering of various activities (work, live, play, pray).

- Bolani road needs widening
- Promote residential densification and mixed-use developments
- Comprehensive, well designed pedestrian network

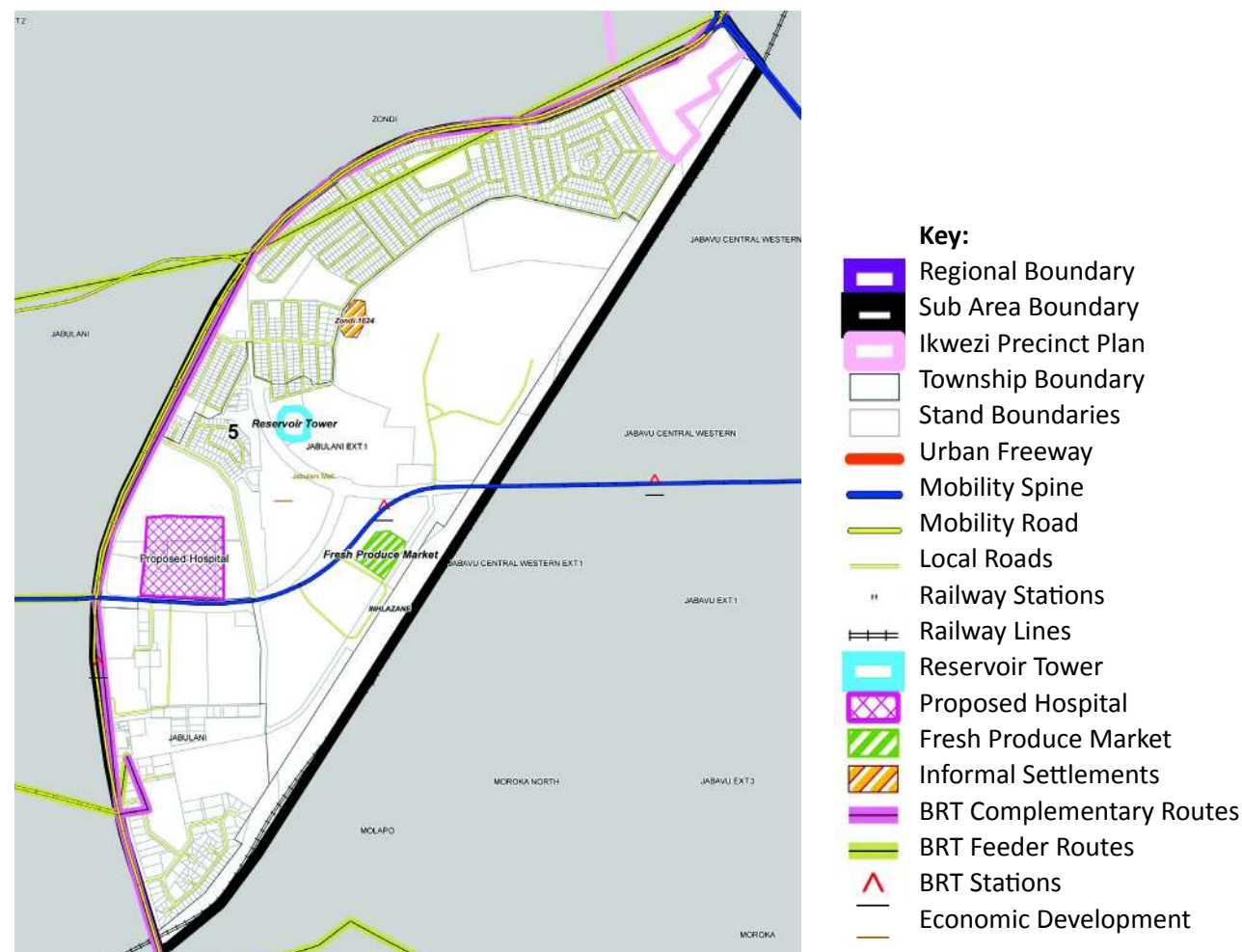


Figure 2.5: Jabulani Node Region D RSDF 2010/2011

The following projects were proposed in the RSDF 2010/2011. In various stages of completion, some of these are still being considered:

- Amphitheatre redevelopment
- Upgrading of Inhlazane Station
- Hospital development
- Construction of Soweto Theatre
- Zondi 1624 informal settlement relocation
- Critical road linkages to Jabavu
- Linkage onto the public open space system
- Development of land for housing
- Multi-purpose precinct around the People's Centre

### 2.4 NODAL MANAGEMENT GUIDELINES FROM RSDF 2010

#### Transportation

- Pedestrian movement should dominate within the nodes. Design of buildings, open spaces, walkways etc. to reflect this.
- Visible and accessible public transport facilities need to be an integral component of the node.
- Parking for both public and private vehicles should not inhibit pedestrian movement and social activities.
- Limited on-street parking should be provided on the main roads – unless these roads are classified as a Mobility Spine or Road (in which case the Mobility function must be retained).
- Precinct Plans should be developed for all major existing and proposed stations and major inter-modal transport facilities in nodes.

- The Precinct Plans need to consider:
  - Residential densification;
  - Pedestrian access, linkages and movement;
  - Dedicated road-based feeder and distribution systems;
  - Road network improvements, (road intersections, station access intersections, parking areas and facilities); and
  - An assessment and the upgrading of service infrastructure.
- Horizontal spread / growth of nodes to be contained within defined boundaries (see figure 2.5 for the delineation of Jabulani Node) and regulated according to the supporting transport and engineering infrastructure capacities and the neighbourhood character.

#### Development management Land use / Intensity

- The highest intensity of land use must be located within the nodes.
- Appropriate scaling down of the density and intensity of land uses on the interface and beyond the nodal boundary must be managed and facilitated to protect existing residential areas.
- Establish a mixed- and multi-use approach to activity patterns to achieve an urban (as opposed to suburban) scale of intensity.
- Health, education, social, religious and other public / social facilities that attract a constant flow of people should be used as nodal 'anchors' (aim to maximize private investment in proximity to these facilities).
- Market places and facilities for trading to be accommodated in the design.

### Design aspects

- Security can be enhanced when open spaces are well utilised and lit. This aspect can be further enhanced when buildings (particularly residential) face and interact with the open spaces.
- Accentuating the elements of the public environment such as landmarks and outstanding features to create a 'sense of place' and legibility.
- Provision of extensive landscaping / covered walkways for beautification and protection from the elements.
- Outdoor spaces must cater for the elderly, young and disabled – e.g. ramps, seating, [and] shade.
- Buildings need to front directly onto the street and have active ground floor uses.
- Linkages between nodes need to be identified and enhanced.

### Urban management & maintenance

- Promote property owners' association or Business or City Improvement Districts (BIDs or CIDs).
- Private sector investment has to be encouraged to locate around public spaces (e.g. public transport facilities).

### Nodal growth management

- Regulate the development of new nodes beyond identified locations
- Support the upgrading / re-investment within existing nodes
- Integrate new nodal development with public transport and the Strategic Public Transport Network where possible.
- Encourage residential densification as an integral component of the node.



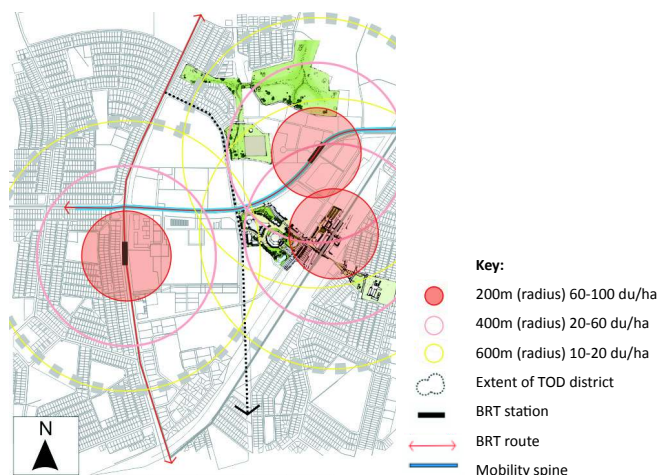


Figure 2.6: Spatial application of BRT TOD Guidelines in Jabulani

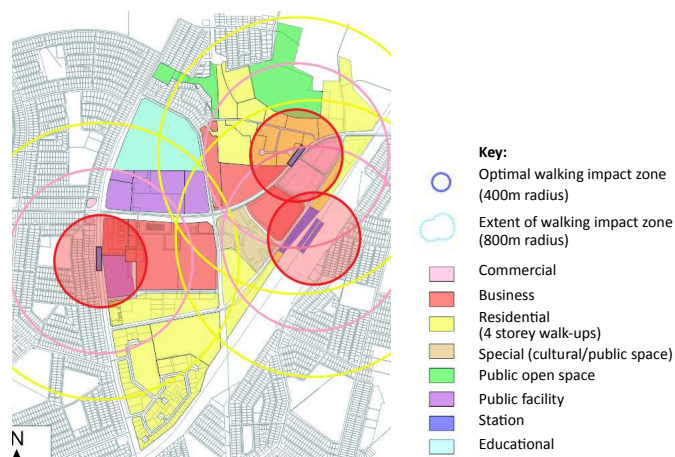


Figure 2.7: Land use in Jabulani relative to BRT TOD guidelines

## 2.5 TRANSPORT ORIENTED DEVELOPMENT

The RSDF 2010-11 asserts, “land use integration with public transportation forms the backbone of an efficient urban structure”. This is commonly accepted in transport and urban design literature (see for instance: Calthorpe, 1989; Dewar and Todeschini, 2003; McCann and Rynne (ud); and Active Transportation Alliance, 2012). The RSDF further points out that the possibility of such integration depends upon higher land use densities and a greater mix of uses being achieved around BRT and train stations. It is important to point out that both these kinds of facilities are present in Jabulani and that the RSDF specifically points to Jabulani as one such node where Transit Oriented Development (TOD) should be implemented.

### Transit Oriented Development (TOD) - Principles & Guidelines

A TOD district is a policy application based on international public transit trends and a desire to reduce the impacts of transport demands on urban form. A TOD district is a development that lies within a 400–600m radius of a transit stop or between five to ten minutes walking distance from a major station.

The characteristics of TOD districts are:

- A balanced mix of uses that generate 24-hour ridership within easy access of one another (residential, employment and shopping)
- Easy walking distance to major transit stops with easy access for both pedestrians and motorists
- A densified region, with easily accessible pedestrian and transport routes that are well connected
- Buildings that shape and define streets, squares and plazas to create a distinctive sense of place
- Bike stations at major stops with attended bicycle parking
- Roadway space is allocated and traffic signals are timed primarily for the convenience of walkers and cyclists

This promotes choice and quality with a heightened level of convenience. It also contributes positively to the image of the area as well as providing a safe environment for pedestrians, cyclists and motorists. Services are easier to provide and manage and improved transport connections give increased legibility to an area making it easier to raise standards of residence, commercial and public spaces.

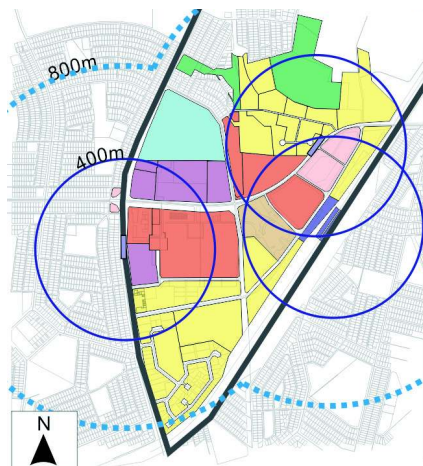


Figure 2.8: Applying walking impact zones in the Jabulani node

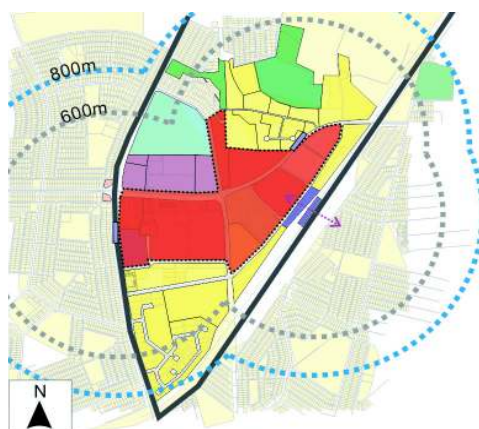


Figure 2.9: Jabulani node's commercial core in relation to pedestrian catchment area

### Station catchments for different transport modes:

- Walking –the ideal is 150-300m (Fairfax, 2012: 1); 800m is usually the maximum; beyond this people prefer feeder transport (O'Sullivan, 2012:20)
- Cycling – 3.2km (Fairfax County, 2012: 1), although Vela VKE, in research for the Tshwane NMT, (2012:6) define ideal as 2km
- Car – 8km (Fairfax county, 2012: 1)



### Optimal walking zones

The optimal walking impact zone is estimated to be about 400-450m, which is similar to the 400m isopleths recommended by the BRT TOD guidelines. The extent of a walking impact zone is estimated to be around 800m. The figure shows that the core of the Jabulani node is largely within the 800m extent of the walking zone.

Major destinations such as the Hospital and Jabulani Mall are within the 400m optimal walking zone. The presence of retail facilities increases ridership. Cervero (1989) (in TCRP, 1995: 27) found that for every 10% increase in retail and commercial floor space, there is a 3% increase in transit and ride-sharing. He also found that suburban retail centres with on-site housing often had 3-5% more trips made by walking, cycling and other forms of transit. Thus the presence of both housing and retail within the 400m walking impact zones is critical for encouraging NMT and creating support for transit.

There is a higher concentration of access to the east because of overlap between the 400m isopleths of the train station and the BRT stations. The block structure in this area is also more permeable, which would otherwise increase distances. There is also a higher mix of uses within the 400m isopleths in the east.





Figure 2.10: Entrance to Inhlazane Train Station in Jabulani

### Railway Stations

Convenient parking areas and drop-off areas need to be accommodated around the station. Parking lots should be located at the periphery of the station area and to the rear or sides of buildings. This keeps the station and building entrances orientated to the sidewalk and pedestrian users. Surface parking areas should not overwhelm a station area. Large parking lots can be divided into smaller parking lots and separated by landscaped walkways. Structured parking consumes less land than surface parking and allows for maximum development. Station areas should be designed to allow for the evolution of parking from surface lots to parking structure.

The promotion of ridership of rail within the context of South African development is also dependant on the support of road based public transport services. The catchment area of rail stations exceeds comfortable walking distances and must be supported by feeder public transport services. It is therefore essential that easy access to road based public transport is provided as part of the precinct plan while minimising the adverse impacts which will be generated through higher vehicle-pedestrian conflicts.

### 2.6 SOCIO-ECONOMIC ISSUES

#### Issues identified in the Soweto Economic Profile:

- poverty
- unemployment
- residential monotony
- Limited retail opportunities
- Perceptions about crime hinder development
- Need for improved and more infrastructure
- Transport costs are high as Soweto is not very accessible
- Management of traders is difficult due to the survivalist nature of the business
- Management of taxis is inhibited by a lack of urban planning
- Skills shortage

### 2.7 KEY STAKEHOLDERS AND INTERESTS

The key stakeholders within the precinct include:

#### Private sector

- Jabulani Development Company
- Property owners
- Petrol stations
- Inkanyeni- Residential, Commercial , business and retail development
- Calgro- Housing and Hostel upgrade-
- Jabulani Mall- retail centre-

#### Public Sector

- Region D office
- Community services along Bolani street
- Provincial Departments including the Departments of Education and Health
- Prasa - Inhlazane Train Station -
- The Soweto Theatre and Park

#### City Departments

- Johannesburg Property Company
- Health
- Metro police including Community Safety
- Metropolitan Trading Company
- Economic Development
- JRA & Joburg Roads & Transport
- Development Planning
- Johannesburg Development Agency
- Community Development including Arts & Culture and Sports & Recreation

#### Other interest groups

- Informal traders
- Taxi associations

Have not yet had discussions with Transnet

Have had discussions with PRASA who are following on with certain actions.

**This section looks at Jabulani Cultural Precinct in order to better understand the surrounding land uses and activities. The Cultural Precinct does not exist in isolation but has links across Soweto to a much larger cultural network. In its immediate context, the relationships to the bordering land uses are examined.**

## CHAPTER 3

### Study area

- 3.1 Definition
- 3.2 Land use distribution
- 3.3 Land use assessment / Current Developments
  - Residential :Inkanyeli - Calgro
  - Institutional :Provincial Hospital
  - Retail
  - Commercial
  - Business
  - Open space
  - Community Facilities
- 3.4 Key issues
- 3.5 Heritage
- 3.6 Land Parcels
- 3.7 Land Ownership
- 3.8 Built Form



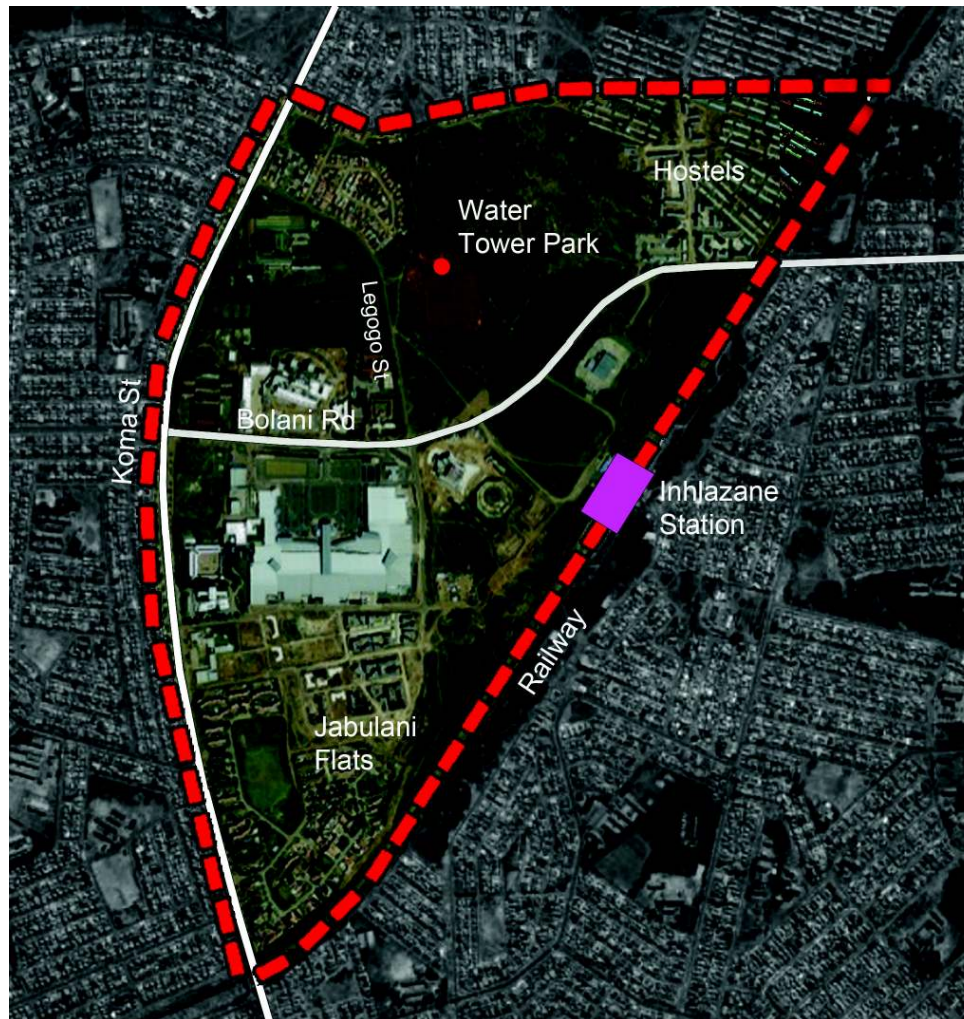


Figure 3.1: The study area within Jabulani Node

## 3.1 DEFINITION

This study focusses on the core of the node: the area defined by the Water Tower Park, and the hostels to the North, the railway line to the East, Koma Street to the West and the Jabulani Flats to the South. These boundaries are used to assess the critical aspects defining the condition of the node, understand the nature of the investments which are taking place and also through this process consolidate critical relationships between some of the stakeholders active in the area.

This study also recognises the importance of forging extended connections and strong functional linkages beyond the defined boundaries, that is to say, between the core of the node and all the surrounding areas.

The extent of the study area is approximately 154,5 hectares and includes a range of land uses and developments at different stages of completion.

### Key:

- Study area
- Railway station
- Future BRT feeder route

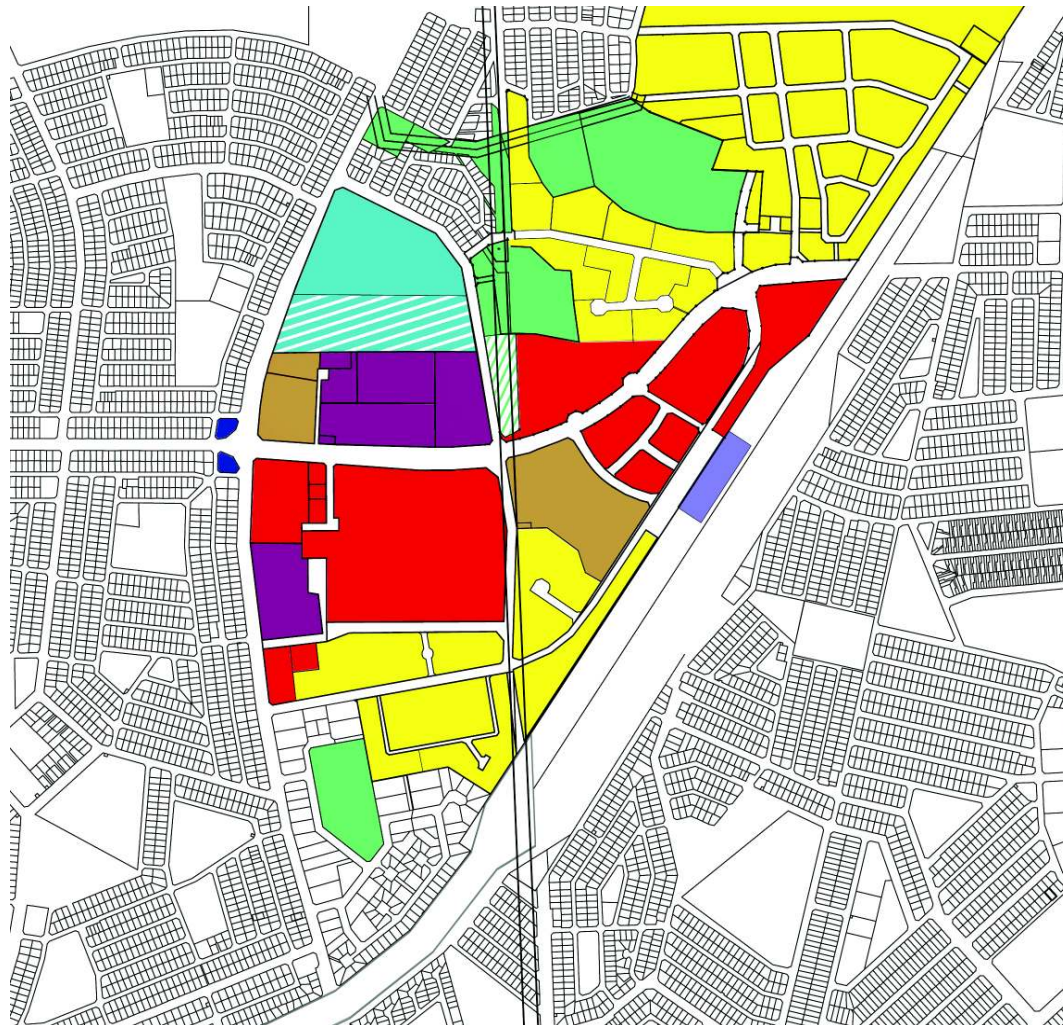


Figure 3.2: The land use distribution within the study area

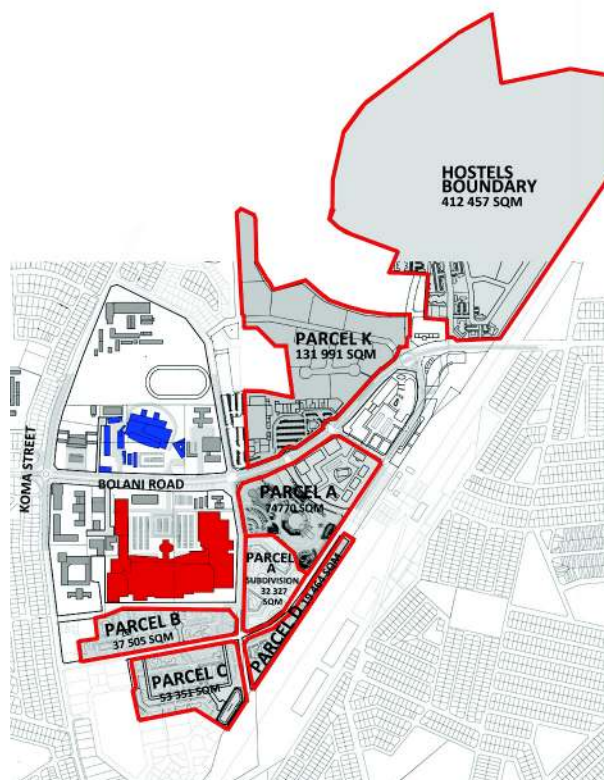
### 3.2 LAND USE DISTRIBUTION

This map illustrates the current and proposed land uses, some of which still have to be confirmed. A recommendation emerging from this study is to treat the area occupied by the Soweto Theatre and the Jabulani Amphitheatre as a “special zone” to attract and enable the development of culturally related activities within a consolidated site. The same could be used to encourage the redevelopment of the Fire Station site, to incorporate compatible uses that can be integrated with the existing site.

#### Key:

- Business
- Residential (3-8 storeys)
- Special (cultural/public space)
- Public open space (POS)
- Institutional
- Educational
- Train station
- Servitude
- Petrol station
- Potential shared sporting facilities
- Shared parking & taxi facilities





## Key:

- |  |   |
|--|---|
| <span style="color: blue;">■</span> Completion of Hospital                                       | <span style="border: 1px solid red; padding: 2px;"> </span> Parcel B new residential                |
| <span style="color: red;">■</span> Extension of Jabulani Mall                                    | <span style="border: 1px solid red; padding: 2px;"> </span> Parcel C new residential                |
| <span style="border: 1px solid red; padding: 2px;"> </span> Parcel A subdivision new residential | <span style="border: 1px solid red; padding: 2px;"> </span> Parcel D new residential                |
| <span style="border: 1px solid red; padding: 2px;"> </span> Hostel's upgrade                     | <span style="border: 1px solid red; padding: 2px;"> </span> Parcel K new residential & new business |

Figure 3.3: Map showing the current developments in Jabulani Node



Figure 3.4: Residential Development



Figure 3.5: Jabulani Mall (above)

Figure 3.6: Completion of the Hospital (below)



## 3.3 CURRENT DEVELOPMENTS

The map and photographs illustrate the changes that are occurring in the Jabulani Node and indicate the main anchors of development which are reshaping and redefining the character of the area.

- The Jabulani Mall
- The Soweto Theatre
- The Provincial Hospital which it is in its final stages of completion
- New residential development surrounding the theatre and park.
- Hostel Upgrade

Figure 3.7: The Soweto Theatre (below)





Provincial Government	Local Government	Partnerships	Private Sector
Upgrading of the Hospital Hostel 's Upgrade	Road Upgrade Public Transport -Taxi Rank -Future BRT	Soweto Theatre 4200 New Residential units	Retail Centre Petrol stations Commercial centre Business Centre (Planned)
<b>Future required:</b>			
<ul style="list-style-type: none"> <li>- Urban Environment Upgrade <ul style="list-style-type: none"> <li>- Services and Infrastructure</li> <li>- Mixed use Development</li> <li>- Trading facilities</li> <li>- 2 Primary Schools</li> <li>- Integrated Public transport Node /Upgrading of the Rw.Station</li> <li>- Safe Connection across the railway</li> <li>- Social Facilities – Community Centre – Training Centre</li> <li>- Entertainment- Recreational Facilities - Sports - Parks</li> </ul> </li> </ul>			

## 2005 - 2007 - 2013 INVESTMENTS

The table indicates the investments that are occurring at this stage of development within Jabulani node. Some of these developments have been completed and some are still in process or under consideration for the future. The required facilities were established through discussions with different stakeholders and from an assessment of the needs of the future residential population that will be residing in the node. A more detailed audit of the existing public facilities will need to be conducted, this is discussed further in section 5 under the catalytic projects.

Table 1: Investments made between 2005-2013 and future required investment

## 3.4 KEY ISSUES

Specific to the node:

- The natural resources such as the open spaces to the North of the study area need to be carefully assessed and programmed for use in a manner which promotes environmental awareness and provides for the recreational needs of the emerging residential population.
- The under-utilisation of the water tower reservoir presents a unique opportunity for branding to attract further investment and interest in the area.
- There are a growing number of traders along Bolani Road that need to be accommodated in a suitable manner in order to enable the improvement of their businesses as well as the protection of the pedestrians using the routes where the traders are located.
- There is a lack of well programmed and well maintained sporting and recreational facilities to strengthen the relationship of people living in Moroko, Jabulani, Javabu and Zola.
- The lack of clear connections along and across the railway is perpetuating the isolation and fragmentation of the

communities living within and adjacent to the node.

- There is still very little opportunity for the employment of the local community within the proposed developments.
- Some of the proposed land uses will further isolate and compromise the long term sustainability of the node, such as the use of prime land for warehousing, offices and shopping malls.
- Needs to be more certainty on how public transport will occur and how it will be integrated to serve the needs of all commuters.
- There is a substantial amount of individual /private investment, made in property and business, that needs to be recognised and protected.
- Safety and security is still a major constraint and it is compromising the development of a more open and integrated social fabric.
- Business along Koma street is of an incipient nature; this is an important edge in terms of being able to support small business development. Clear guidelines should be put in place to enable the consolidation of this edge into a mixed use zone.

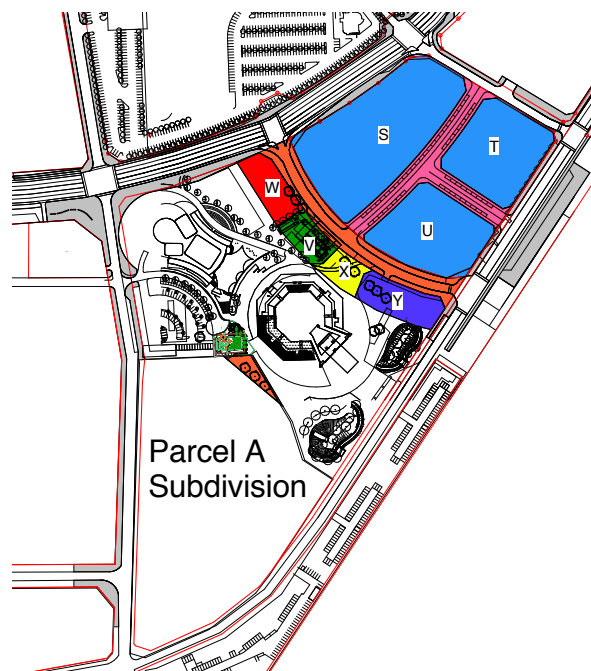
## 3.5 HERITAGE

A study to assess the heritage significance of Jabulani Amphitheatre site has been commissioned. This study will establish the historical relevance of the site at both a local and national level and will provide information and guidelines that can be integrated into the development of the site and its future narratives. This can be used to understand and further enhance the unique qualities of this place.

## 3.6 LAND PARCELS

The development site for Soweto Theatre and Amphitheatre has been slightly adjusted to retain its historical proportions and to include the trees that currently frame the Jabulani amphitheatre.

The adjustment of the land parcels required engagement with adjacent developments and their professional teams who have been very supportive and sympathetic to the need to preserve the identity and “Genius Loci” of the site. These negotiations still need to be confirmed through signed agreements between the parties.



## Area schedule

Parcel S (Proposed Business)	- 11 486 sqm
Parcel T (Proposed Business)	- 5 878 sqm
Parcel U (Proposed Business)	- 5 845 sqm
Parcel W (Northern Block)	- 1 734 sqm
Parcel V (Dance Hub)	- 1 310 sqm
Parcel X (Arrival Square)	- 1 041 sqm
Parcel Y (Southern Block)	- 2 170 sqm
Overall area for Eastern edge strip	- 6 255 sqm
Area of Bolani link	- 4 034 sqm
Area of Internal roads	- 4 374 sqm
Area of wedge (from Parcel A)	- 586 sqm

Figure 3.8: Area schedule of land use adjacent to the Soweto Theatre

## 3.7 LAND OWNERSHIP

A significant amount of land, previously owned by the local council, has been developed under private – public partnership, investing in the Soweto Theatre, the cultural precinct and other enterprise vehicles that can deliver effectively and comprehensively to the benefit of the area.

In terms of the publicly owned land there is a strategically located site at the corner of Koma Street and Bolani Road that could be used to encourage the development of a more balanced mixed of uses in support of the local economy, business and the local community. The opposite site currently occupied by the Fire Station and low density residential could also be redeveloped to incorporate other uses. These opportunities are explored in term of potential catalytic projects.

Equally important is to ascertain the future of the land under PRASA ownership, forming the eastern edge of the node. There is a substantial area adjacent to the station that needs to be redefined and planned in such a way that it contributes to the consolidation of the Cultural Precinct.

Another area that needs to be considered is the land allocated as part of the roads reserve. The Johannesburg Roads and Transport Department are already looking at ways of maximising the use of this space, not only for the benefit of the motorist, but also for pedestrians and all forms of public transport.

There is also a large amount of land related to the Schools that needs to be optimised or shared with other uses to make the node more compact and supportive of local needs.

Land in this kind of location is a precious resource that needs to be managed carefully in order to ensure that it is developed to its full potential. The city's objective is to ensure that future developments promote the intensification and densification of land uses and that any available land is put to the best use in order to support the performance and sustainability of the Node.

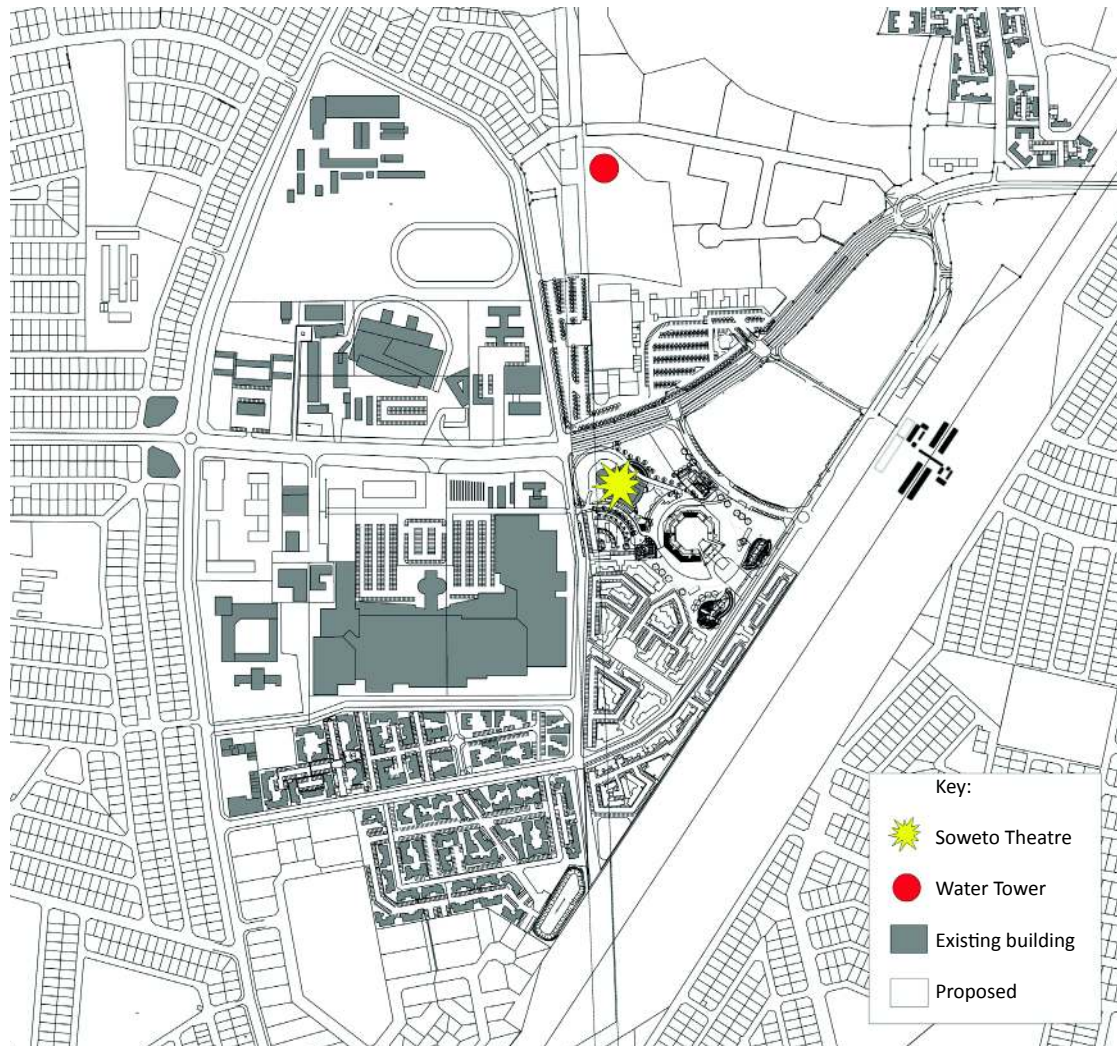


Figure 3.9: Map illustrating Built Form (shaded) and existing landmarks

## 3.8 BUILT FORM

At the moment, the area is characterised by the presence of a coarse grain defined by monolithic developments such as the Jabulani Mall, the hospital, and other institutional uses which occupy large sites. The new housing projects structured around courts are treated as enclaves, not directly open to the rest of the urban fabric, with no real interface between them and the existing neighbourhoods. However, they do offer landscaped internal spaces and playing-lots for children, that will facilitate the interaction between families and people residing in these complexes.

The Soweto Theatre is an iconic building which is strategically located and provides identity to and enlivens the character of the area. Together with the Water Tower, these structures constitute legible land marks that are unique to this node. The quality of the built environment would be improved by the development of the vacant land parcels and the upgrade of public infrastructure, including sidewalks and lighting. There is an opportunity to improve legibility within the node and to address the poor integration and connectivity between developments.



Figure 3.10: The Water Tower



Figure 3.11: The Soweto Theatre



In this section various design principles are examined in order to inform the development of the Urban Design Framework for the core area of the Jabulani Node and Cultural Precinct. The precedents selected reaffirm the principles contained in the RSDF for Region D and indicate other aspects that need to be considered in order to assess and guide current and future developments within the node.

## CHAPTER 4

### Urban Design Framework

- 4.1 Urban Design Principles/Best Practice
  - 4.1.1 Principles 1,2 & 3 of the RSDF
  - 4.1.2 Principles 4 & 5 of the RSDF
  - 4.1.3 Principle 6 of the RSDF
  - 4.1.4 Principles 7,8 & 9 of the RSDF
- 4.2 The **vision** for the precinct
- 4.3 Precinct Plan **Structuring Elements**
  - 4.3.1 Accessibility
  - 4.3.2 Open Space System
  - 4.3.3 Land Use Plan
  - 4.3.4 Built Form

## 4.1 URBAN DESIGN PRINCIPLES/BEST PRACTICE

The diagramme below highlights the 10 principles and 9 elements of sustainable development applied in the conceptualisation, planning and design of the framework and precinct plan. The application of these principles in the actual context is subsequently described, including general design guidelines related to specific planning aspects. The principles adopted in the development of the framework were those proposed in the RSDF 2010/11, which captured most of the important principles suggested by the other two options.

10 MELBOURNE PRINCIPLES	9 PRINCIPLES - QUALITY TO THE GROWTH OF LIVEABLE CITIES (CITY BUILDING; 2010)	9 ELEMENTS VITAL TO THE CREATION OF SUSTAINABLE SETTLEMENTS (FROM RSDF)
<p>Vision</p> <p>Society</p> <p>Biodiversity</p> <p>Ecological footprint</p> <p>Modelling cities on ecosystems</p> <p>Sense of place</p> <p>Empowerment and participation</p> <p>Partnerships</p> <p>Sustainable production and consumption</p> <p>Governance and hope</p>	<p>Sustainability</p> <p>Accessibility</p> <p>Diversity</p> <p>Open Space</p> <p>Compatibility</p> <p>Incentives</p> <p>Adaptability</p> <p>Density</p> <p>Identity</p>	<p><b>1</b> Spatial integration</p> <p><b>2</b> Integrated public transport and walkability</p> <p><b>3</b> Resource management and environmental sustainability</p> <p><b>4</b> Open Space system</p> <p><b>5</b> Legibility</p> <p><b>6</b> Economic opportunities</p> <p><b>7</b> Safety and security</p> <p><b>8</b> Adequate infrastructure and service provision</p> <p><b>9</b> Security of tenure and mixed housing typologies</p>

Table 2: Urban Design Principles

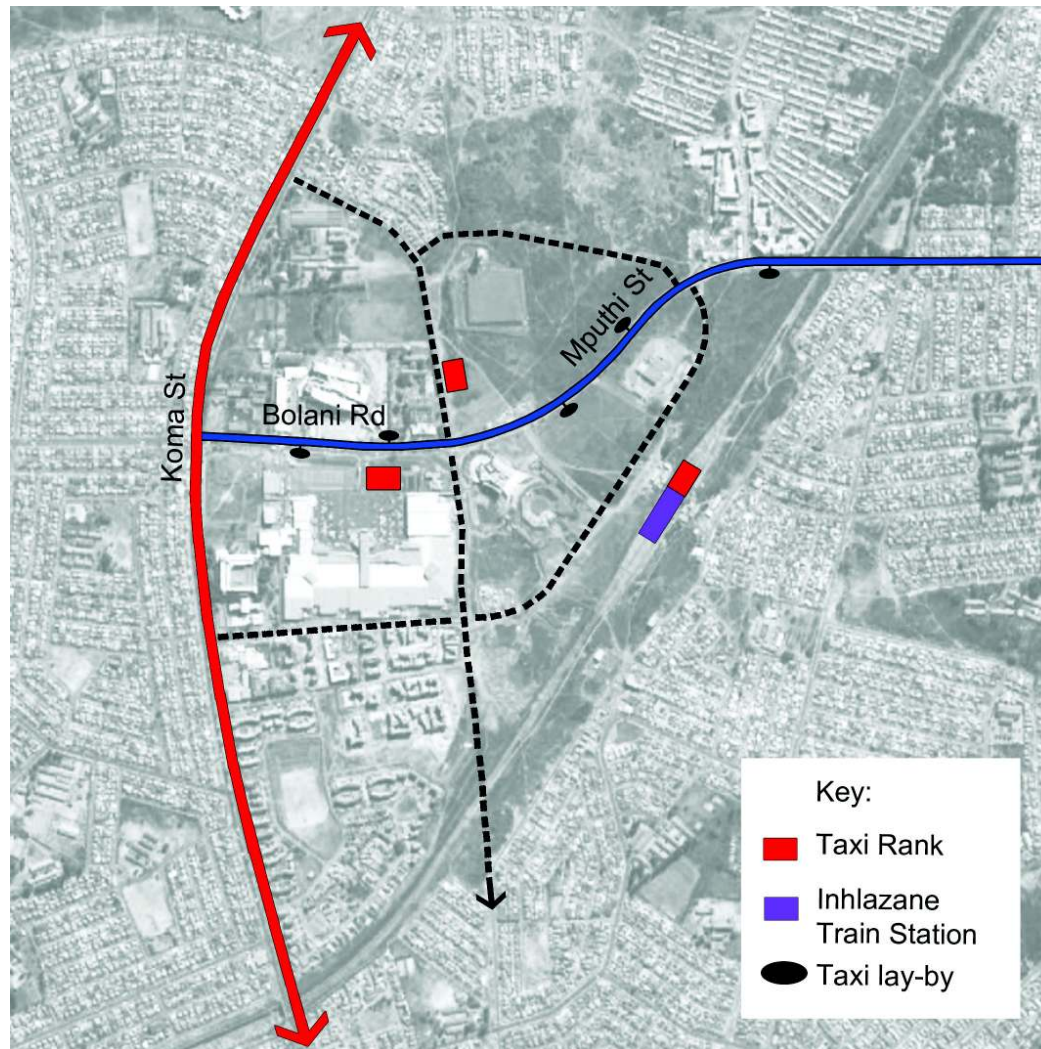


Figure 4.1: Map showing accessibility of the node - Train station, Taxi Rank, Bolani Road

## 4.1.1 PRINCIPLES 1, 2 & 3 OF RSDF

### Spatial integration and integrated public transport and walkability

These principles also refer to accessibility and impact directly on the sustainability of the node. Good and easy access is of paramount importance, it provides freedom of choice and access to opportunities within and beyond the node.



Figure 4.2: Taxi informal stops along Bolani Road

### Road Network

- Improve on the efficiency of the road network system by promoting better connectivity between areas at local level
- Improve the legibility of the system by introducing consistent signage and treatment of roads and sidewalks.
- Improve the environmental quality of main arterial and local roads
- Introduce design standards that are compatible with the character of the node and build on local modalities and patterns of use.

### Public transport

- Enhance the potential for the rail to play a more significant role in connecting the node with the rest of the urban system
- Encourage integration and sharing of space and facilities between different modes of transport

### Pedestrian Movement

- Pedestrian movement should be accommodated and prioritised throughout the node.
- New development should provide a positive interface with the street environment
- Minimise use of surface parking abutting main pedestrian routes
- Use of existing networks - pathways carved through organic processes to provide clues in terms of “desire lines” –lines of easy access
- Provide good lighting and signage to ease movement and orientation

### Principle 3 of the RSDF: Resource management and environmental sustainability

Well located land is an important resource that needs to be carefully managed. The purpose of these guidelines is to ensure that the node is

developed in a balanced and integrated manner and that each component builds on a common vision. Environmental sustainability has to do with taking care of the livelihoods of residents and other users of the node, in particular children, the youth and the elderly as well as rethinking the way that the urban infrastructure is designed and delivered. There should also be an emphasis on the conservation and protection of social and cultural heritage, recycling and sharing of facilities, to ease management and maintenance of all public investments.

- Physical and non - physical interventions must complement and reinforce each other
- The locality of activities and uses must respond to local needs.
- Preserve local heritage and natural resources and integrate them into the overall planning and development of the area.
- Develop a clear strategy that looks at the storm water management system, water and energy savings.



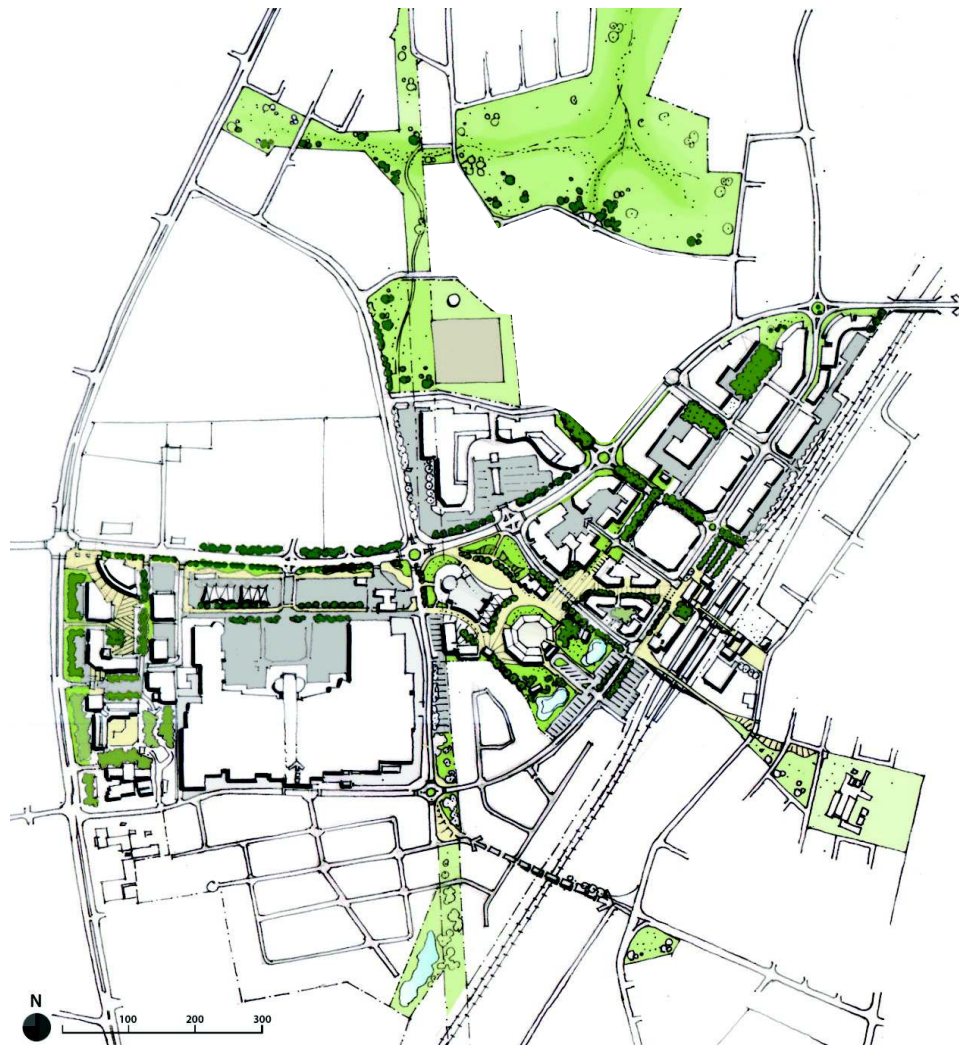


Figure 4.3: Map showing the Open Space System in Jabulani Node

## 4.1.2 PRINCIPLE 4 & 5 OF THE RSDF Open Space System and Legibility

There is a lack of well located public spaces within the node and no real possibility to expand them. Therefore, the approach that is recommended is to identify ways of integrating and extending the system, connecting across the conventional divides and programmes and activating these spaces for effective use, to promote social interaction and exchange.

The proposed concept evolves a “web” approach, permeating the node with a range of public spaces with different scales and functions which are recovered from existing ‘lost spaces’ or service areas. The generator and signature space is the Jabulani Amphitheatre Park, which is centrally located and has the potential to become a hub which congregates people and promotes cultural activities within the node. Each component is part of the puzzle and all are equally important; the following considerations are recommended:

- In conjunction with City Parks develop a strategy for the area, taking into account sensitive areas such as the Koppies
- Support the development of pedestrian corridors that are well landscaped with spaces of interest along them that tell the history of the area and its residents.
- Connect beyond the physical divides and extend the system into the school grounds and surrounding left over spaces and programme them for effective use.
- Develop partnerships with the local community to encourage their participation in the design and maintenance of these spaces
- Where possible, encourage the use of open land, especially along the railway and underutilised school grounds, for urban agriculture/food production.

### Principle: Legibility - Compatability - Sense of Place



Figure 4.4: Sense of Place: The sketch illustrates the proposed relationship between the Jabulani Amphitheatre Park and adjacent uses that reinforce the cultural role of the precinct such as hotels, mixed-use zones, restaurants and other cultural activities.



Figure 4.5: Seamless connections and permeability - Supporting and compatible land uses to reinforce the sense of place should be promoted, extending from the Jabulani Amphitheatre Park and building on the unique qualities of the area

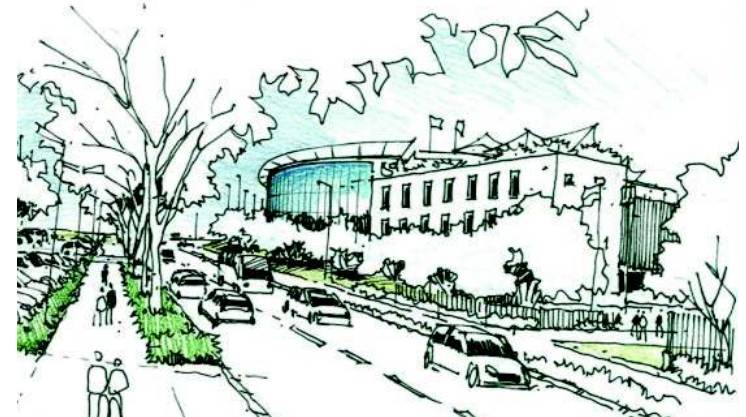


Figure 4.6: Street edge definition: Landscaping, lighting and uninterrupted pedestrian movement with supporting uses, to improve and enhance passive surveillance, should be established around the Jabulani Amphitheatre Park.



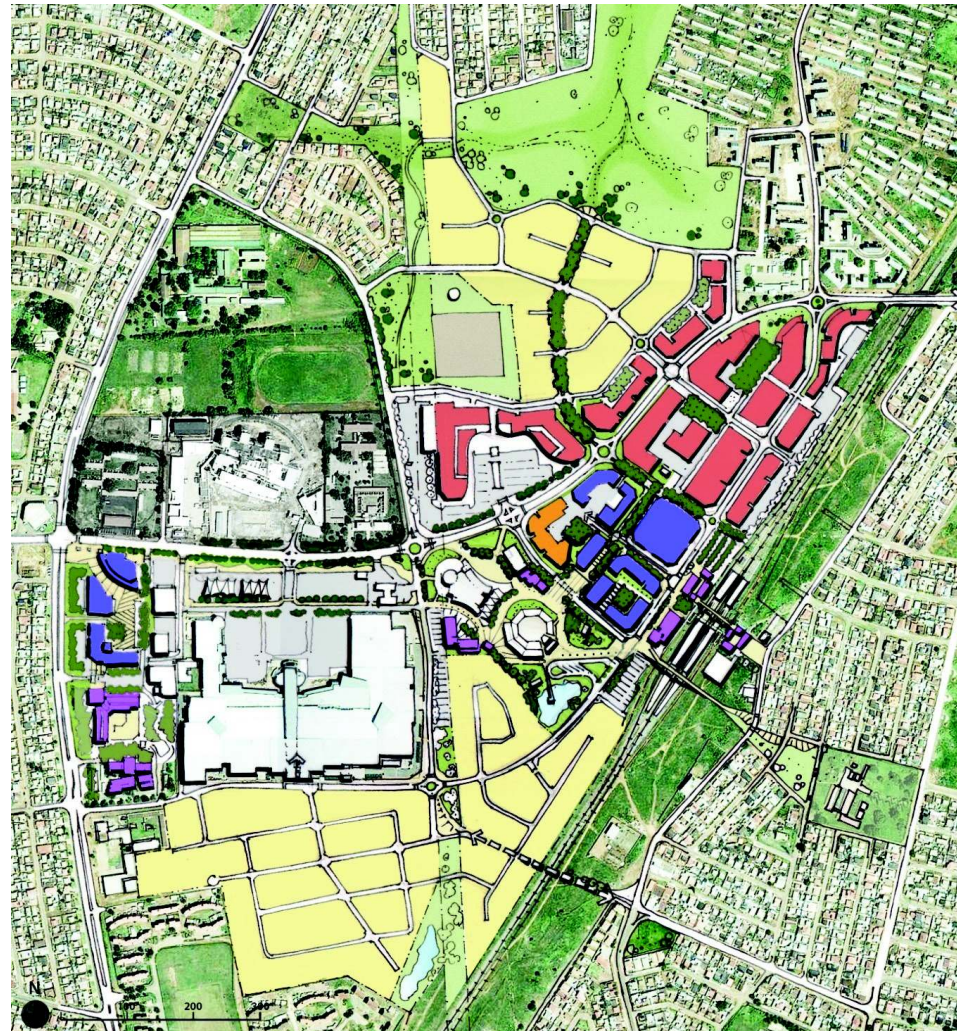


Figure 4.7: Map showing the mix of land uses, current and future developments highlighting the importance of forming connections between them

## 4.1.3 PRINCIPLE 6 OF THE RSDF Economic opportunities

The current developments are focussed primarily on the provision of retail, business and commercial uses. These are destination places, requiring a significant amount of parking which for economic reasons is provided at surface. In some cases, parking can take up 40 % of the land use. This has a negative effect in terms of environmental sustainability.

The residential component, also under construction, is bringing more appropriate densities in close proximity to services and amenities. However, due to perceived or actual, safety and security issues, these developments are structured as gated communities.

In terms of good practice and in support of the city's nodal policy it is proposed, that:

- A more balanced land use mix is promoted in close proximity to the station and along Bolani Road
- Support the local economy by the provision of designated spaces for local business which is unique to Soweto
- Diversify the retail offered to accommodate small and medium scale enterprises.



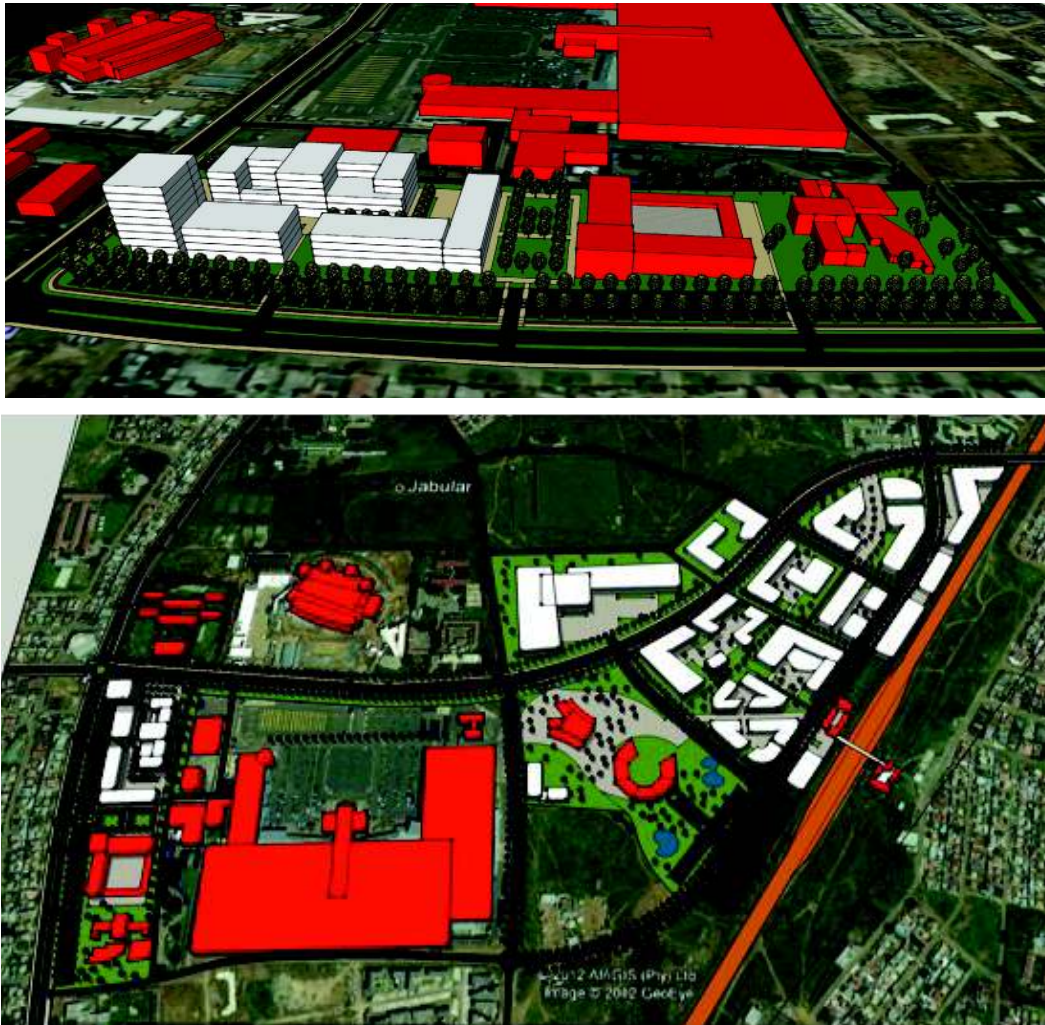


Figure 4.8: Conceptual views of the precinct showing the promotion of a denser built fabric and a mix of uses that improve the sustainability of the node in the long term.

- Extend the cultural uses within the Jabulani Cultural Precinct and encourage the development of mutually supporting uses.
- Allocate space for community facilities in close proximity to the station and other public transport routes such as Koma Street and Bolani Road.
- Maximise the use of the existing school grounds and encourage interdepartmental cooperation to ensure the performance and use of these facilities in the long term.
- Support the home industry and local innovation and create outlets within the node where these products could be promoted and showcased.
- Encourage diversification of land uses and product innovation that could be related to the afro fashion industry and other industries unique to the area.
- Provide spaces for convenient trading that can be managed and developed into more stable and sustainable businesses with the cooperation of the big retailers and other agencies.



### 4.1.4 PRINCIPLES 7, 8 & 9 OF THE RSDF

#### Principle 7: Safety and security

These aspects have to be researched to understand the particularity of the local dynamics and other patterns that are broadly spread in most of the urban areas. The intensification of uses, the new residential developments, and the prevalent levels of poverty and unemployment might attract more anti-social and criminal behaviour into the core of the node. Combating the cause and effect related to crime, is a collective endeavour and will necessitate the development of appropriate community based structures to put in place solutions that are relevant and workable. In terms of physical structure the new developments should

- Promote passive surveillance by keeping eyes on the street through the use of transparent fences and by opening windows and balconies towards the streets.
- Define legible and manageable routes for pedestrians to move at ease at different times of the day

#### Principle 8: Adequate infrastructure and service provision

This principle also relates to issues of governance and public/private partnerships.

- Infrastructure development must accompany all new projects to ensure that there is a good use of resources and that development is delivered efficiently and in support of the consolidation of the node.
- Public partnerships are strong vehicles that can deliver at scale; review processes led by project based steering committees must be maintained and resourced to ensure that there is a balanced focus between the private wants and the public needs.

#### Principle 9: Security of tenure and mixed housing typologies

There is a substantial amount of new housing that is in the process of being delivered within the node. Future developments should

- Diversify the products
- Promote mixed use in close proximity to the station and public transport routes
- Encourage the participation of multiple agencies to bring more variety and choice in terms of managed processes and housing products



### 4.2 THE VISION FOR THE PRECINCT

Soweto and its history provide a rich context within which development concerns itself not merely with questions of physical appearance and economic development but also a consideration of cultural memory, the power of impression and the legacy of the past.

The vision for the Jabulani Cultural Precinct is thus:

**To build on past and present local narratives in the creation of a viable and sustainable node which becomes a destination within Soweto for the expression of artistic and cultural production.**

The aim is to foster inclusive developments that speak of hope and of Jabulani's future as a productive and effective node within Soweto.



Figure 4.9: Perspective sketch highlighting the principles of connectivity, spatial integration and a balanced mix of uses which support the cultural precinct and uphold the vision for Jabulani Node.

Figure 4.10: Image strip showing the Soweto Theatre, which presents a unique destination within Jabulani.



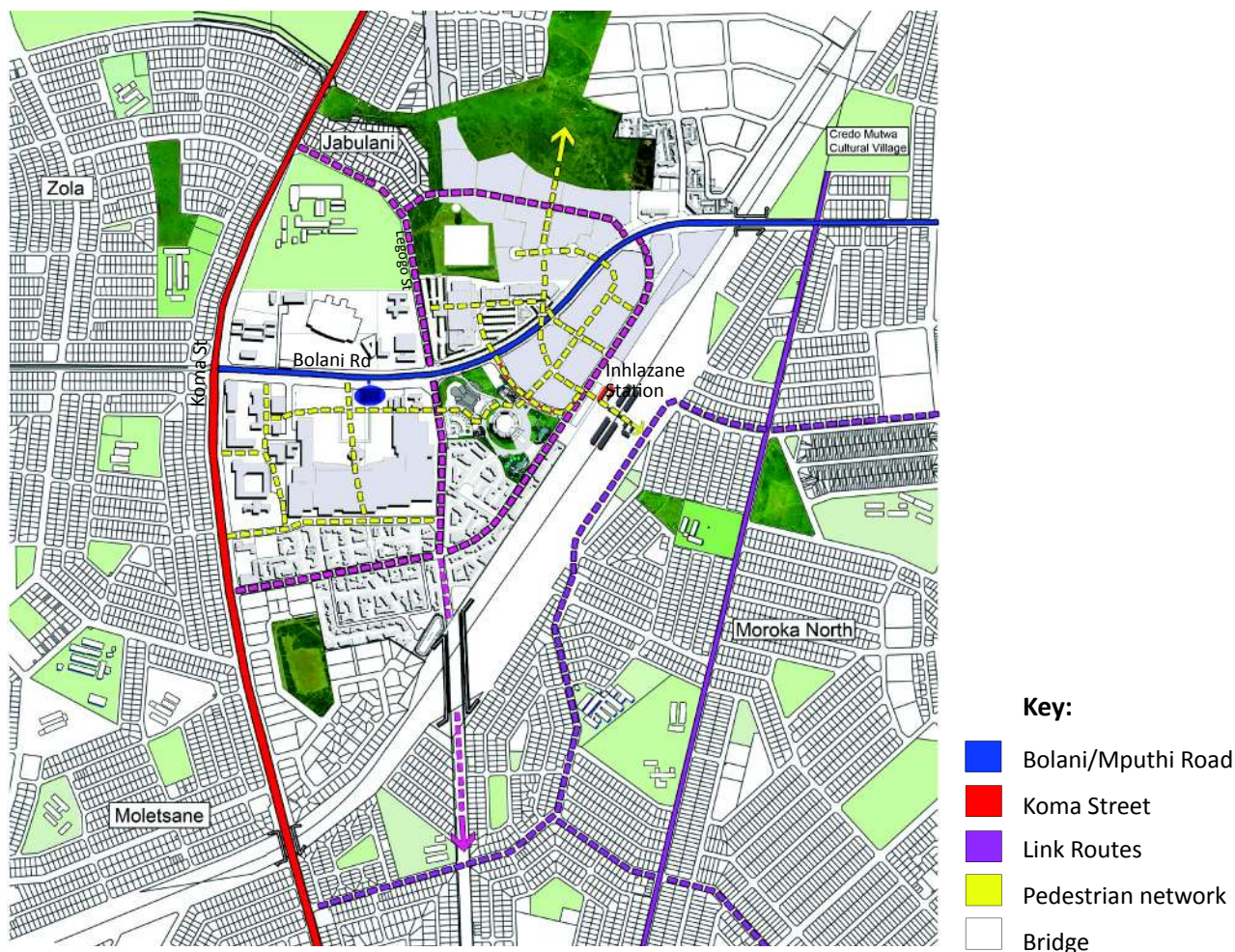


Figure 4.11 : Map indicating Accessibility - Proposed road network

## 4.3.1 ACCESSIBILITY

### Road Network

#### Arterials

The existing road network consists of a main arterial, Koma Street and a district distributor, Bolani Road, connecting locally to surrounding neighbourhoods.

#### Link Roads

Legogo Street and Bolani link form a loop system connecting main facilities to existing and new residential areas, a section of these roads needs to be formalised and upgraded to improve the safety and security of pedestrians and storm water management.

#### Public transport

Public Transport is provided predominately along Koma Street which accommodates the Rea Vaya feeder system and municipal bus services. Bolani Road has been planned to include a Rea Vaya trunk route but this is in the process of being reconsidered in favour of a more integrated public transport system such as the "Complete Street:" a concept, which proposes the integration of all forms of road related transport systems including well defined sidewalks and amenities for pedestrians.

### Railway Station

Inhlazane railway station is well located within the node and provides a direct connection to the rest of the urban system; however the existing facility is underutilised. The increase in activities and the new residential developments in the precinct will provide an incentive for Prasa to look at the potential upgrading of the station and surrounding areas.

The railway line forms a barrier between neighbourhoods; this condition could be mitigated by the introduction of new road and pedestrian bridges including the upgrading of the existing pedestrian bridge next to the station.

### Taxis

The concept is to encourage the integration of appropriate facilities within the retail centre developments, to assist with the management, for the benefit of the commuters making use of these centres. The intention is also to integrate “Super stops” and lay bys along Bolani Road. Taxis provide a valuable service to the residential

areas. The proposal is to support the fluidity of the system instead of forcing commuters to use a centralised facility.

The challenge still, is the need for holding areas which are happening in various locations at the moment. This will require further assessment and negotiation with the taxi operators to see if holding areas could be located on existing vacant land next to the railway station.

### Non Motorised Transport

The “Complete Street” concept also makes provision for bicycle lanes along Bolani Road. This facility should be extended beyond the core of the node connecting main destination places and all local schools.

Cycling routes of catchment areas between 3.2km/2Km radius will improve the access to the node and reduce the need to use motorised transport (3.2km (Fairfax County, 2012: 1), although Vela VKE, in research for the Tshwane NMT, (2012:6) define the ideal radius as 2km).

### Pedestrian Movement

The node has a walkable scale; the main facilities are all within 400 to 800 meters and this supports the concept of favouring pedestrians over cars to encourage easy and safe movement of pedestrians throughout the node.

Station catchments for different transport modes:

- Walking –the ideal is 150-300m (Fairfax, 2012: 1); 800m is usually the maximum; beyond this people prefer feeder transport (O’Sullivan, 2012:20)

There is one pedestrian bridge across the railway line at the moment, this framework is in support of the incorporation of an additional bridge, a project already identified in the RSDF. The bridge will be an extension of Legogo Street across the railway. This bridge, which could also be vehicular, subject to the existing road levels, would provide a much needed connection between Jabulani and Moroka .



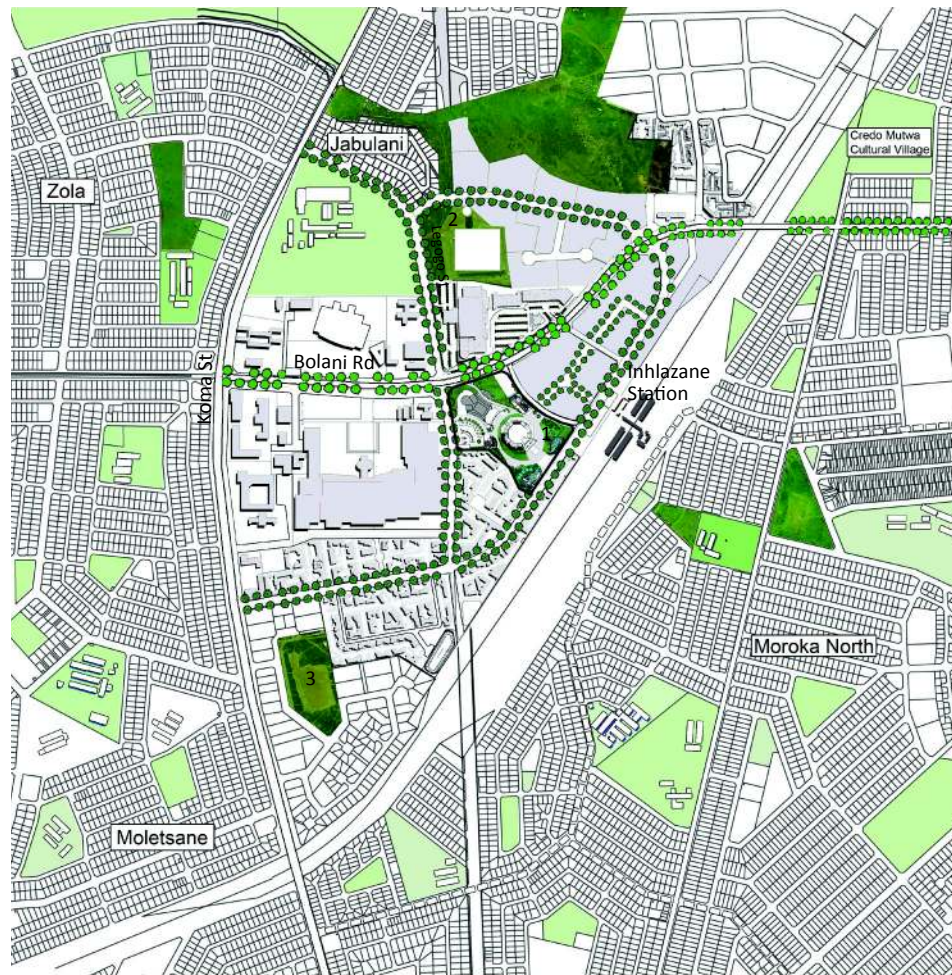


Figure 4.12: Open Space System

### 4.3.2 OPEN SPACE SYSTEM

#### JABULANI CULTURAL PARK

Space for passive and active recreation is scarce within the node. Jabulani Cultural precinct presents the main opportunity for the development of a well programmed and designed cultural park at the heart of a presently expanding community. Additional open areas have to be connected to define a network of spaces forming an extended ecological corridor, including the “Koppies”, surrounding parks and wetland areas.

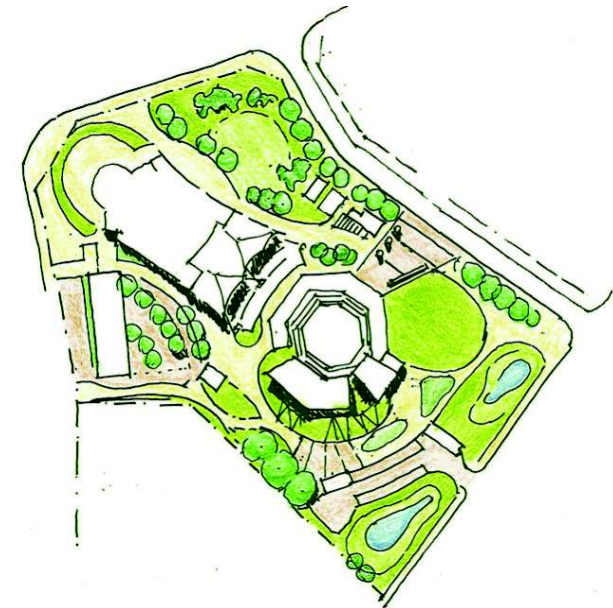


Figure 4.13: Sketch of the envisioned Jabulani Theatre Park





Figure 4.14: Photo shows the open parkland which is next to the Jabulani flats



Figure 4.15: Photo of playing spaces inside a new residential development in Jabulani

### NEIGHBOURHOOD PARKS

There are vacant spaces in each neighbourhood that need to be properly developed to serve local needs. The Park next to the Jabulani Flats needs to be upgraded to accommodate a soccer field, play grounds and possibly a Community centre.

### SHARED FACILITIES

There are a number of schools with undeveloped fields that could be upgraded incrementally and opened up for the use of local residents.

### POCKET PARKS

The new residential developments are incorporating their own facilities within the fabric of the places that are for their exclusive use. These practices can undermine the intention of creating integrated and vibrant neighbourhoods. It is important to promote the development of functional parks that are evenly distributed, in Moroka, Jabulani, Jabavu, Zola and Moletsane.

### THE STREET AS AN EXTENSION OF THE OPEN SPACE SYSTEM

In addition to the above, streets need to be planned and developed as an extension of public open spaces, connecting different destination places and also being used as spaces for socialisation and exchange.

## SCHOOLS - COMMUNITY FACILITIES

No new schools are proposed within the study area as there are so many existing schools that could be optimised to cater for the needs of the residential area. They are in close proximity to the mixed-use and cultural precincts but they need better connection via pedestrian bridges, especially over the railway.

As mentioned in the Soweto Economic Profile, many schools are vacant in the area as many children are sent to school in the city due to negative perceptions of education in Soweto. It is therefore recommended that an audit is conducted to determine what the level of use of school facilities is in the node, as this may identify opportunities for re-use of abandoned school properties.

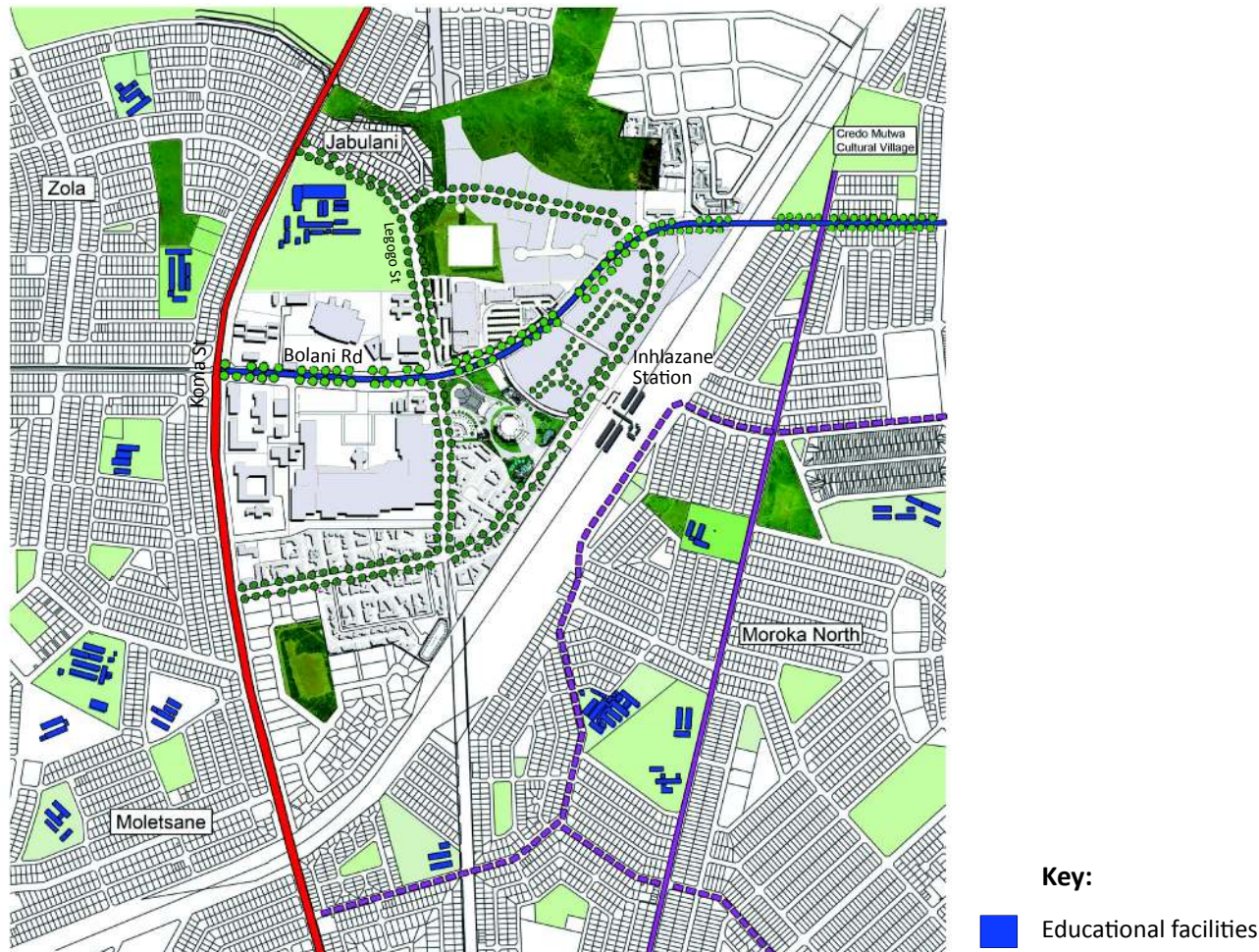


Figure 4.16: Map indicating existing schools within the area



## 4.3.3 LAND USE PLAN

The land use mix reflects to a great extent the current and future proposed projects. Most of the non-residential projects are supply driven and respond to market trends, exploring possibilities in terms of additional retail and commercial spaces. The proposed urban design framework aims to create strong links between the cultural, mixed-use and business precincts. This integrated approach allows for a more mutually beneficial development process. The projects identified within the framework were selected for their potential to promote and further enhance the principles used in guiding this model of development. These principles include integration, densification, a balanced mix of uses, walkability and connectivity within the node and in the establishment of a mutually beneficial relationship with the greater urban context.

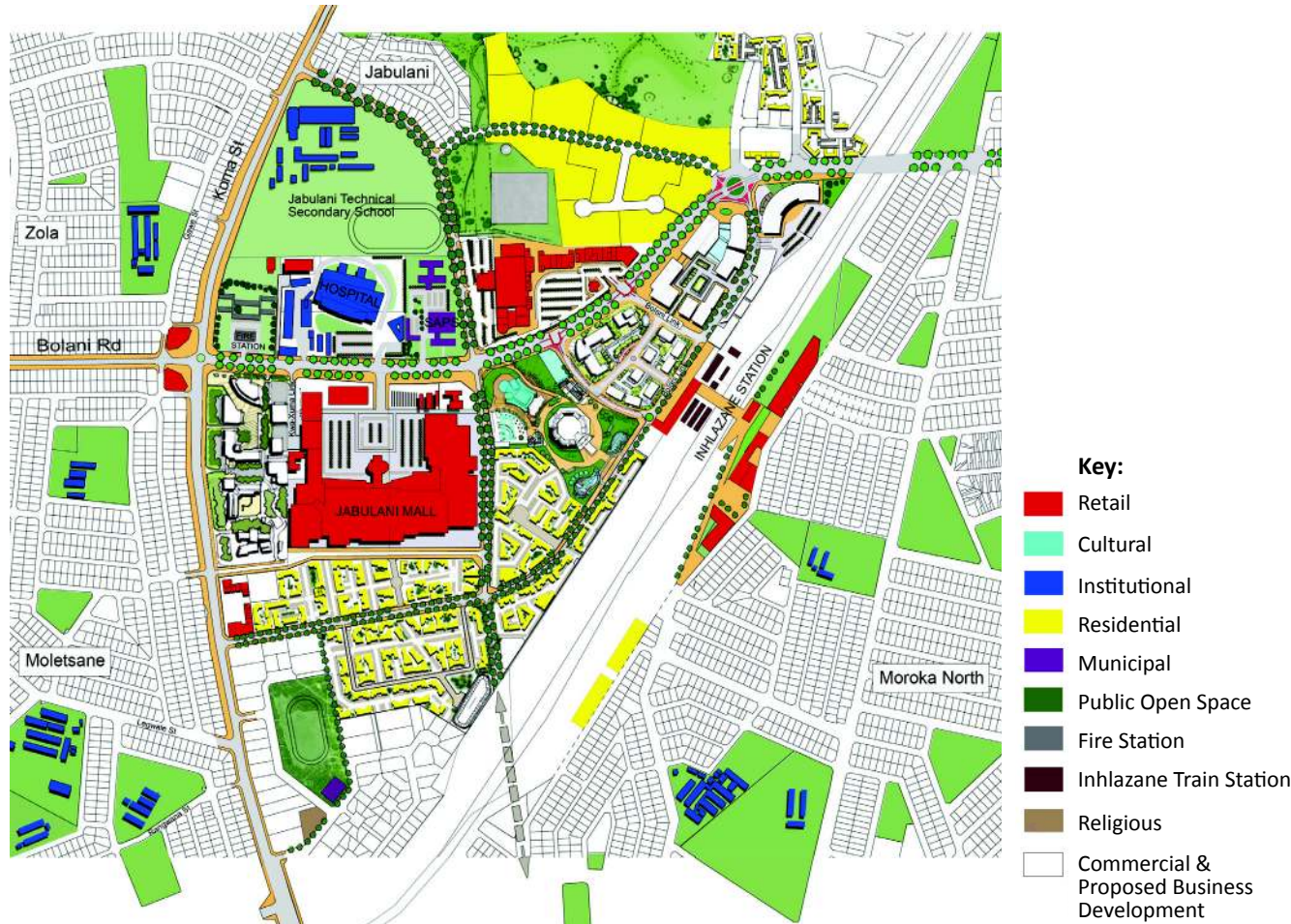


Figure 4.17: Land use plan



### Retail and Commercial Uses

The Jabulani Mall is a very successful development, which is currently expanding and occupying a very large tract of land. It has also incorporated space for taxis within its premises, which is benefitting the way that these facilities are managed. A new retail centre is proposed on the northeastern side of Bolani Road. This framework proposes the extension of street related retail activities in support of the local economy abutting Bolani Road and in close proximity to the station; this will necessitate a different model of development, which will still have to be investigated.

### Business

Office developments and supporting uses have been identified, to be located between the Soweto Theatre and Inhlazane Station. In this context, what is important is mainly the interface between developments and the need to promote compatible uses, which are located in close proximity to each other. The 2008 economic report indicated that not much benefit arises, in terms of employment opportunities, from the development of offices, therefore this type of development should be located in a more

strategic location and not next to a Station or cultural hub unless they are planned as permeable spaces which can be integrated with other uses.

### Commercial

Furniture and Builders Warehousing should be located, preferably, on less strategic sites. This kind of use is better placed along arterials and easily accessible sites. In this context, the sites along the railway might be suitable for some medium sized operations; however, the servicing of these businesses will remain a challenge, especially if delivery vehicles have to traverse residential neighbourhoods to access these sites. Neighbourhood scale operations might be suitably located on the northeastern side of the station, presently occupied by a dilapidated building.

### Institutional

There are a number of institutional buildings along Bolani Road that are serving the district and beyond such as the new 300 bed provincial hospital which is nearly completed which will enhance the role and performance of the area. The Police Station, Municipal offices and Fire Station

also complement the services provided in the node. There is a need for new community centres and early childhood development centres for which preliminary locations have been identified and supported through initial consultation with the ward councillor and other stakeholders, their finalisation is still to be confirmed through further consultation with operators and community representatives.

### Cultural Uses

Cultural activities are at the heart of the node and should be consolidated around the Soweto Theatre and Jabulani amphitheatre. Music, dance, a circus, restaurant, and a future library/resource centre have been identified to complement the uses already located within the precinct, including programmes that will activate the use of the park and the proposed square.

### 4.3.4 BUILT FORM

The emerging built form is dominated by large developments surrounded by parking, a “loose fit” response, typical of suburban edge city development. For the area to develop its own identity and character, more emphasis has to be put on promoting built form developments that define the street and engage with the public realm.

**Scale:** The height of new buildings should be no less than 3 storeys high.

**Orientation:** Facades and entrances should be oriented towards the street, with clear entrances and well defined corners.

**Architectural treatment:** The emphasis should be on issues related to energy conservation and recycling rather than aesthetics. The use of local materials and products that are developed locally should be strongly encouraged

**Landscaping:** It should be an integral part of every development and extended into the public environment.

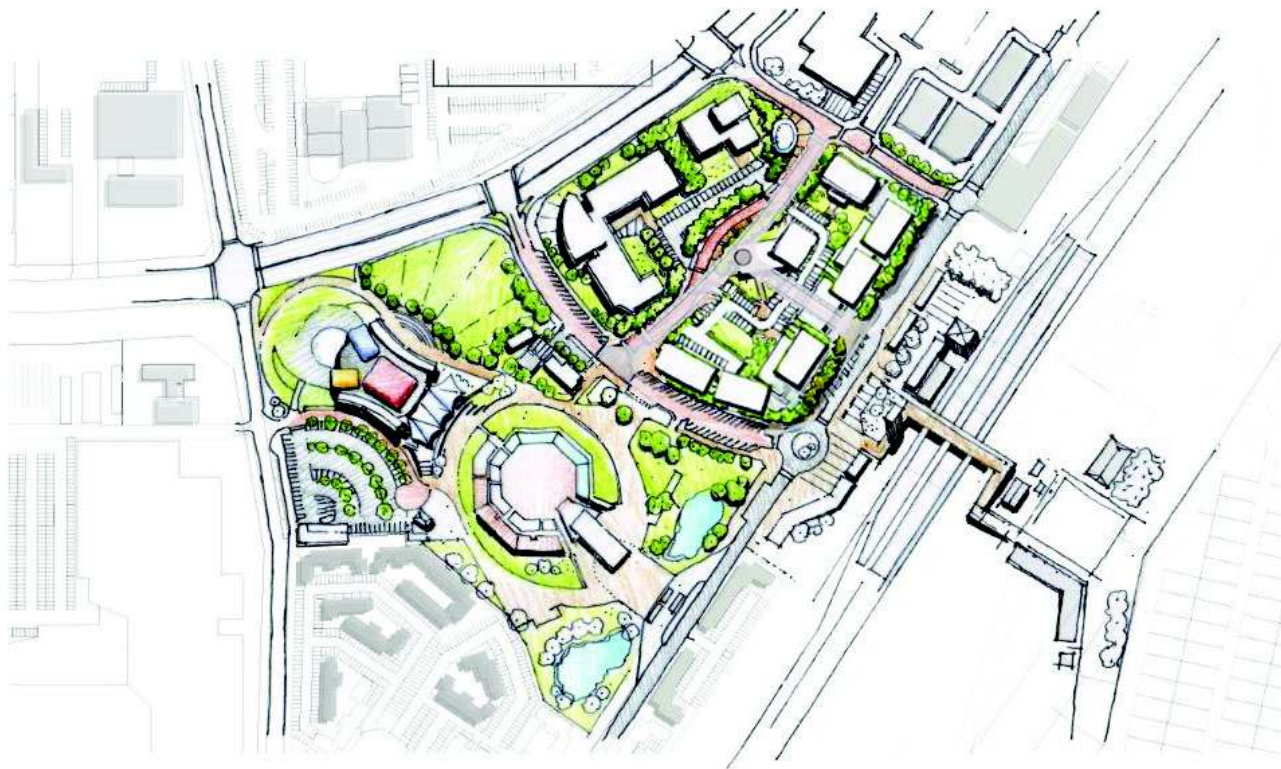


Figure 4.18: The image shows the promotion of well defined public-private interfaces and permeability within the new developments that serves to complement the surrounding pedestrian network and cultural activities.

## CHAPTER 5

### Catalytic Projects and Design Guidelines

The following are recommended projects that could be implemented in support of the framework. These have been derived from the urban framework and in themselves would contribute towards the vision of a successful, culturally rich and integrated Jabulani node. These projects have been identified for their ability to develop the local economy and create links between the different precincts and provide a common identity for the whole node.

- 5.1 Introduction
- 5.2 Public Environment Upgrade Projects
- 5.3 Jabulani Amphitheatre Park
  - 5.3.1 Land Parcel Consolidation
- 5.4 Bolani/Mputhi Road Complete Street Upgrade
  - 5.4.1. Street amenities
  - 5.4.2 Public Transport – busses & taxis
  - 5.4.3 Parking
  - 5.4.4 Markets
- 5.5 Link Routes & Artist's Boulevard
- 5.6 Water Tower Park
- 5.7 Pedestrian Bridge Upgrade & New Bridge
- 5.8 Station Forecourt & Building Upgrade
- 5.9 Neighbourhood Park & Community Centre
- 5.10 One-Stop Centre
- 5.11 Fire Station Redevelopment
- 5.12 Schools Upgrade
- 5.13 Emerging Cultural Links

## 5.1 INTRODUCTION

The identification of potential projects responds to the following objectives:

- Consolidation of the node as a mixed use and vibrant place
- Promotion of local economic development,
- Creation of job opportunities and skills development opportunities
- Environmental upgrade of both the physical and natural environments
- Ability to be implemented in the short and medium term
- Possibilities for partnership development to ensure the long term sustainability and maintenance of the proposed interventions

As indicated in the 2008 Economic Study, Soweto's economy is not diversified and is therefore dependant on the economy of the City of Joburg for formal employment opportunities. These findings are important as there is always a danger of perpetuating present conditions in the introduction of new urban planning processes.

Branding is defined in the Soweto Development Plan, which forms a part of the 2008 Soweto Economic Study, as a mean to distinguish a city on a global level by highlighting what is authentic about that city. This is in essence the balance that needs to be struck between the preservation of what is unique, rich in cultural memory and authentic whilst trying to promote economic development through formalisation and the introduction of new principles and integrated local activity patterns.

The urban design framework for Jabulani proposes a mix of environments, namely high-density retail, office and residential developments. In order for all of these elements to contribute to the formation of a thriving CBD in Soweto, it is important that they all build on common objectives.

The categories of projects that have been identified include: physical projects and special studies that can be implemented in short to medium term. These projects have been prioritised for their ability to have the widest impact, contribute and reinforce the vision and uphold the concepts defined in the urban development framework.



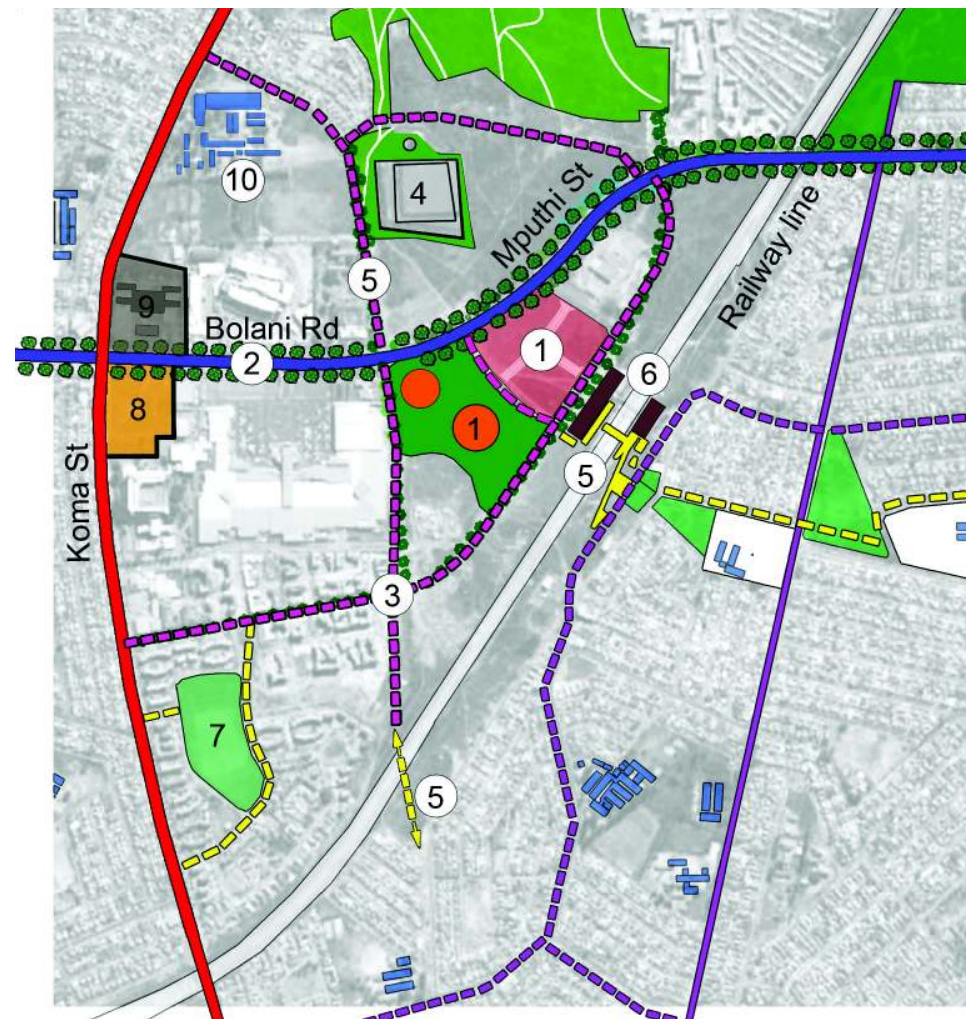













Figure 5.1: Map locating the recommended list of projects

## 5.2 PUBLIC ENVIRONMENT UPGRADE PROJECTS

-  1. Jabulani Amphitheatre Park
-  - Land Parcel Consolidation
-  2. Bolani/Mputhi Road Complete Street Upgrade
  - Street amenities
  - Public Transport - busses & taxis
  - Parking
  - Markets
-  3. Link Routes & Artist's Boulevard
-  4. Water Tower Park
-  5. Pedestrian Bridge Upgrade and New Bridge
-  6. Station Forecourt & Building Upgrade
-  7. Neighbourhood Park & Community Centre
-  8. One-Stop Centre
-  9. Fire Station Redevelopment
-  10. Schools Upgrade

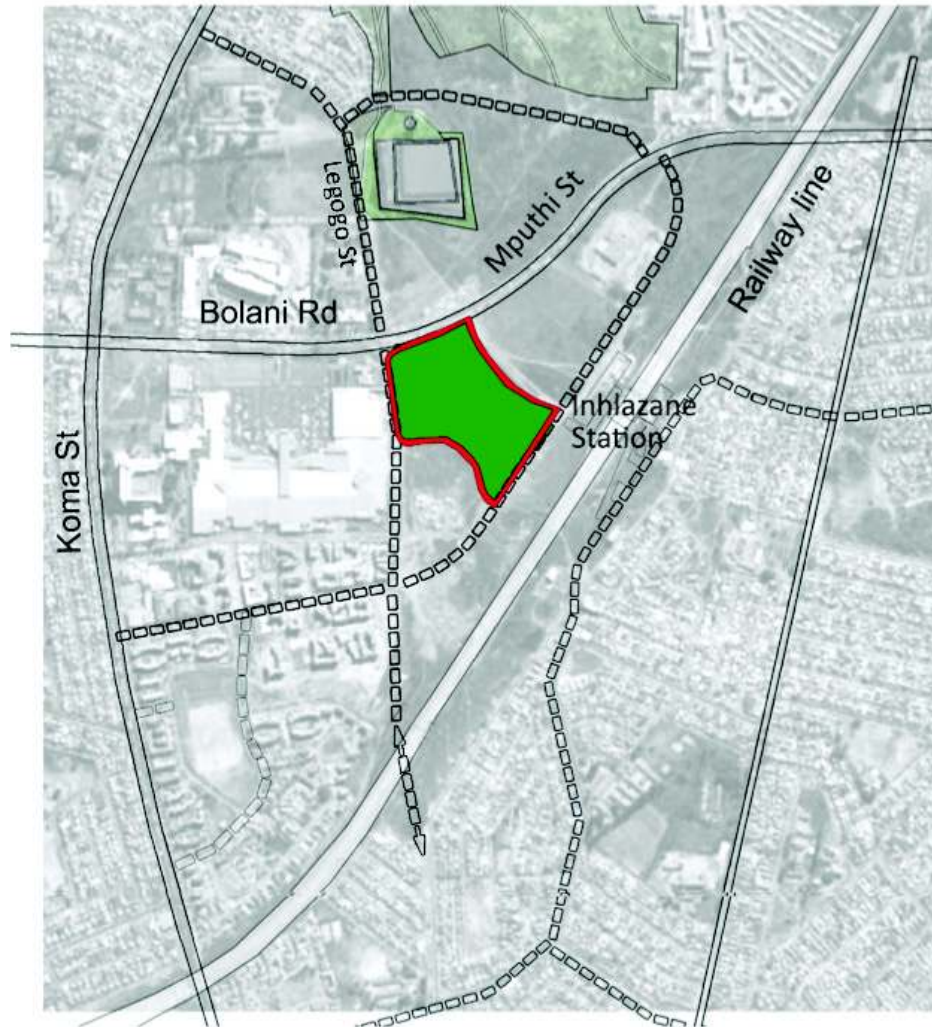


Figure 5.2: Location map of The Jabulani Amphitheatre Park Project

## 5.3 JABULANI AMPHITHEATRE PARK PROJECT

### History

The Jabulani Amphitheatre was built in 1952 and at the time it was the only facility that could accommodate large gatherings in Soweto. Over the years it has been used for a multitude of different sporting and cultural activities. Some of these have included Jazz festivals and traditional music, political rallies, educational workshops, boxing and basketball. Films have been screened there, choirs have sung there, it has been a setting for communal prayer sessions as well as the site of a number of funerals and memorials including the memorial service for Chris Hani.

For many the amphitheatre is a place that is steeped in memory and it is a symbol of where South Africa has come from and where the future must lead. It is for this reason that it is the perfect location in which to develop and document cultural narratives through the use of public art, public spaces including a public square and a public park. By defining the Jabulani Amphitheatre Park as a cultural heart within Soweto, many opportunities will become available to showcase local traditions, local fashion and music as well as dance. The relationship that is established between the Jabulani Amphitheatre and the more recent Soweto Theatre can be reinforced by the development of the park which becomes a thread between the historical presence and the breath of new life. With the open view of Soweto as a backdrop to this scene, there is potential for this complex to be woven into an extended network of cultural and ecological sites within the area while remaining a vibrant hub of activity and attracting many to experience the unique flavour of Soweto.



## Elements of the design for the Jabulani Amphitheatre Park

1. reduction of grandstand seating and recycling of it
2. refurbishment of amphitheatre (3000 seater)
3. central arena refurbishment for multi-use (amphitheatre)
4. elevated stage & back of house facilities upgrade (amphitheatre)
5. new rehearsal studios (2 off) for dance and drama
6. outdoor gym facilities (integrated with amphitheatre design)
7. landscape/hardscape planning to include activities such as:
  - braai areas
  - seating on the grass
  - other performance areas for storytelling, reading, mind/body exercise
  - semi-formal busker's performance areas spread through the park
  - memorialise the people's crossings of the park through thematic pathways
8. existing theatre parking area: future planning of Library/Multi-media Centre above
9. Fencing, security and gatehouse
10. caretaker's cottage renovation (catering hub)
11. existing ablutions refurbished (public toilets, performances change rooms)
12. artwork narrative through park
13. rope adventure structure / community circus / zipline
14. renovation of existing cafeteria to dance company's offices with own rehearsal studio

These projects are at the design development stage and will be implemented as soon as funding becomes available

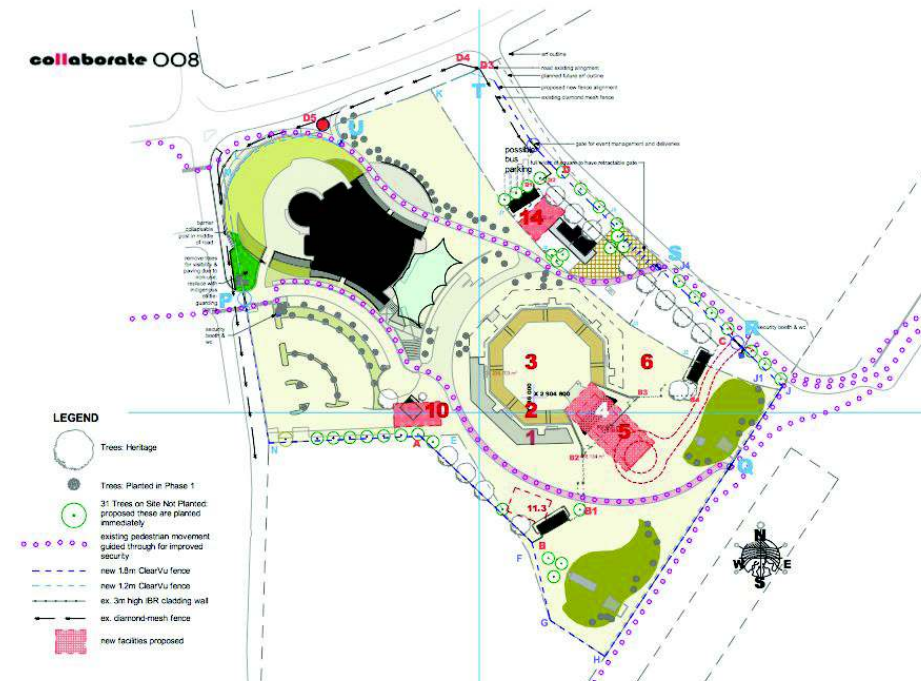


Figure 5.3: Plan showing the elements of the design for The Jabulani Amphitheatre Park Project. Image from Collaborate 008 - Clara Cruz Almeida Architect



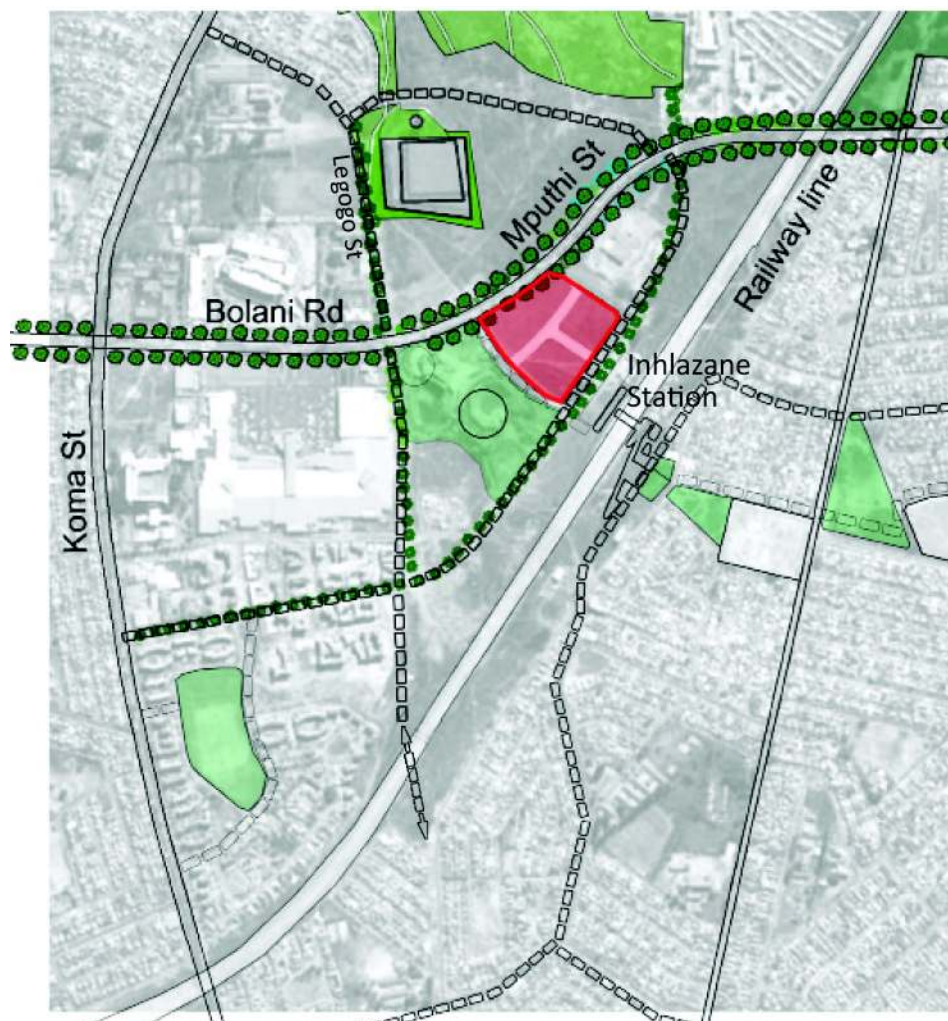


Figure 5.4: Location map of Land Parcels Project

## LAND PARCELS PROJECT

This project aims at the consolidation of the land subdivision recommended to guide the consolidation of the Jabulani Cultural Precinct project.

It is a high priority project and involves the regularisation of sites and rights around the Theatre and the Park. It involves the surveying and registration of different parcels and consolidation of terms and agreements between the city and other parties.



Figure 5.5: Recommended subdivision of Land Parcel A

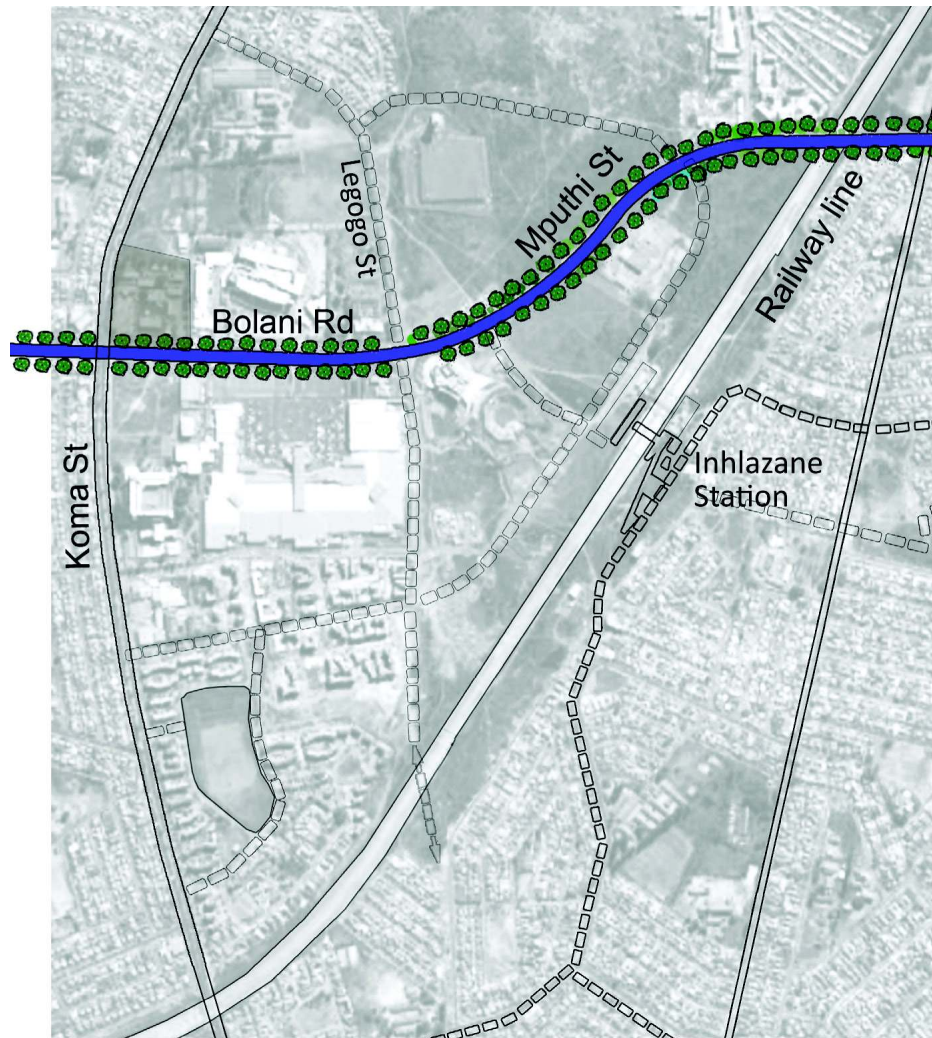


Figure 5.6: Location map Bolani Road/Mputhi Street Complete Street Project

## 5.4 BOLANI/MPUTHI ROAD COMPLETE STREET UPGRADE PROJECT

### Proposed Concept

The Complete Street becomes an entire experience, it becomes a place of gathering which improves security, has a positive influence on property values and increases the level of walkability within the area. Reasonable walking and cycling distances to a destination or a point of modal change are between 10 and 20 minutes but this can be longer if the street experience has been well thought out. Buffer zones protect pedestrians and street-side activities from high-speed traffic. A median zone has a traffic calming effect and can be used as an aid for pedestrians navigating crossings.

This concept is formed around the reclamation of the street as a public space to be used by the people. The key emphasis here is on the creation of a safe and inclusive environment that is easily accessible to users of all different modes of transport and of all ages and physical abilities. The design of the Complete Street considers the entire road reserve and its relationship with the surrounding context and properties.

This project includes the following components:

- a. Street amenities
- b. Public transport - Busses and taxis
- c. Parking
- d. Markets



## CLASS 3: District Distributor – 30m Road Reserve – with Median

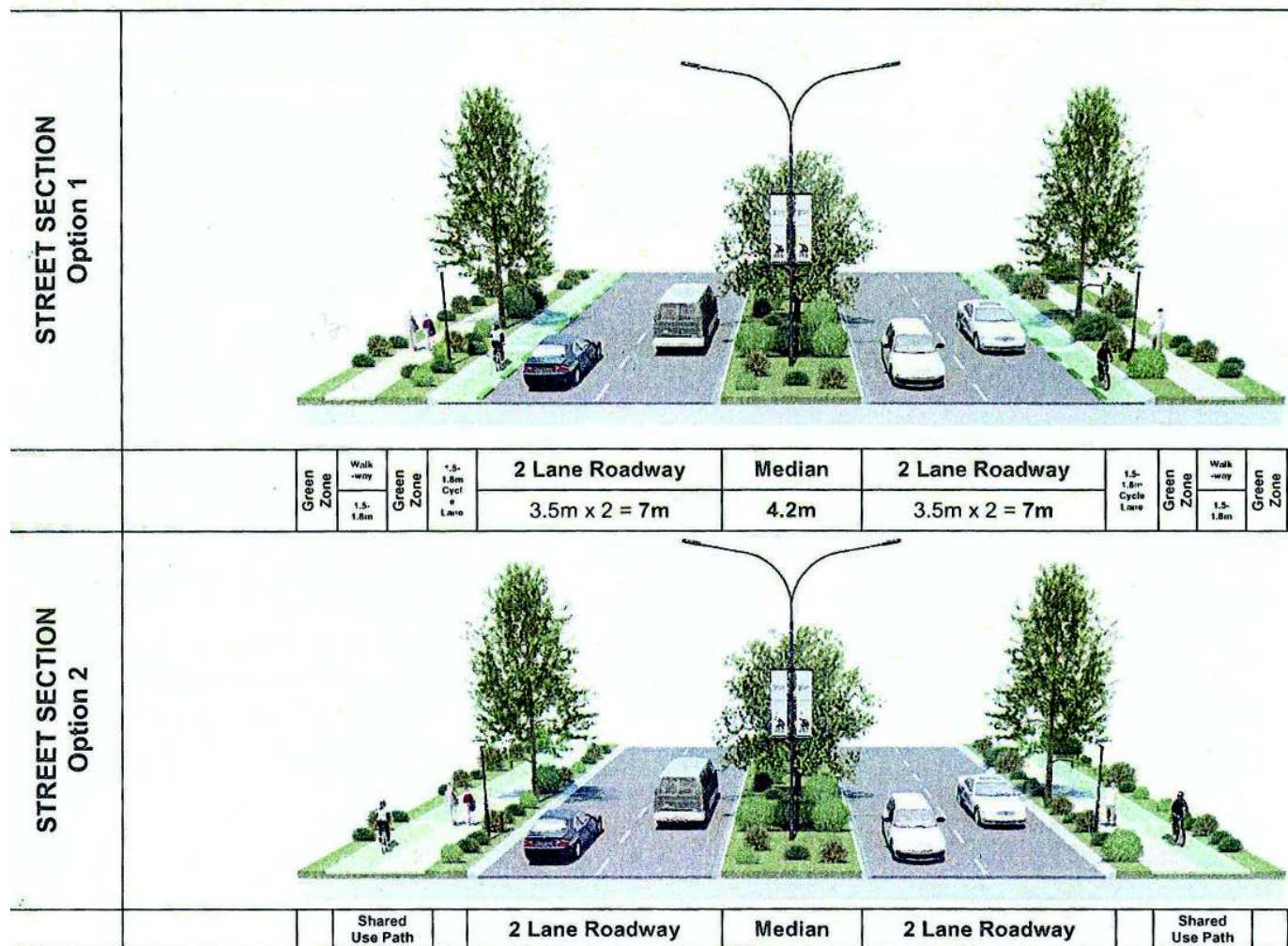


Figure 5.7: Image from SMEC Complete Streets Guideline Manual (draft) : application to 30m Road Reserve

## A. STREET AMENITIES

### Universal Access

In the SMEC Complete Streets Guideline for Johannesburg (2013), the key features that the Complete Street is designed for are:

- Safety
- Access and mobility
- Context
- Liveability
- Sustainability
- Visual excellence
- Cost-effectiveness

### Challenges in the context:

- Friction between traders and taxis
- Proper management is needed to prevent taxis from parking and pulling over in the bicycle lane. This could endanger cyclists



## BOLANI BOULEVARD - COMPLETE STREET

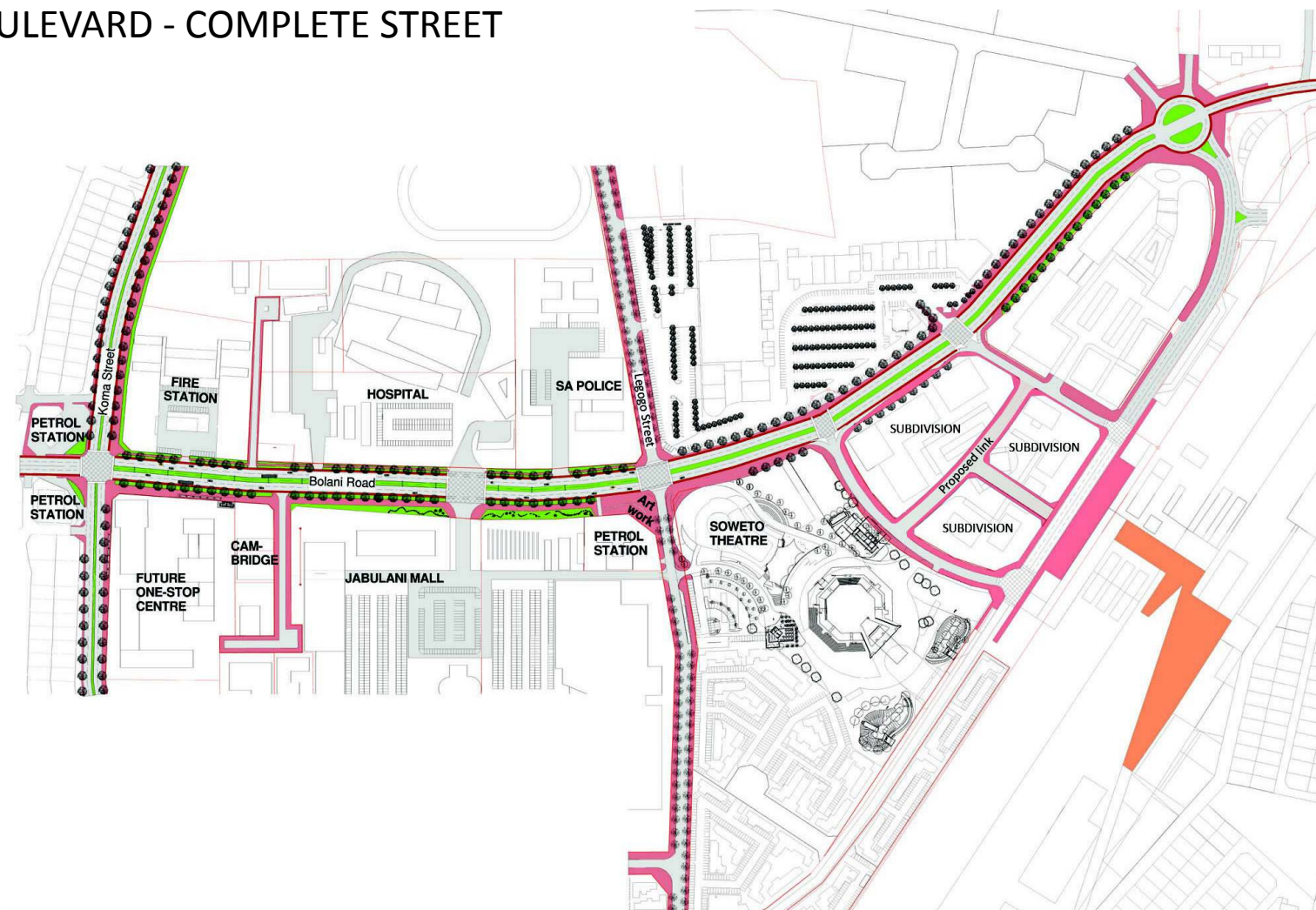


Figure 5.8: Concept plan showing the application of the Complete Street on Bolani Road

Conceptual Cross Section of Bolani Road

The top left image shows the application of the Complete Street in Bolani Road. However, in the context of the Jabulani Node, it may be necessary to accommodate street traders as a part of the Complete Street in the form of a linear market. The bottom left image illustrates this scenario .



Green Zone 2m	1.8m	2 Lane Roadway	Median	2 Lane Roadway	1.8m	Green	Walkway	Green Zone
Walkway 1.8m	Cycle	3.5 x 2 = 7m	4.2m	3.5 x 2 = 7m	Cycle	Zone	3.6m	2.5 - 5m
Green Zone 2m	Lane				Lane	4.2m		



Green Zone 2m	1.8m	2 Lane Roadway	Median	2 Lane Roadway	1.8m	Green	Walkway	Trading Zone
Walkway 1.8m	Cycle	3.5 x 2 = 7m	4.2m	3.5 x 2 = 7m	Cycle	Zone	3.6m	2.5 - 5m
Green Zone 2m	Lane				Lane	4.2m		

Figure 5.9: Complete Streets application to Bolani Road

### B. PUBLIC TRANSPORT – BUSSES & TAXIS

The treatment of Bolani Road as a Complete Street is still under consideration as well as the possibility of Bolani serving as one of the BRT feeder routes within the BRT network. Koma Road serves as a main mobility route whereas, with the guidelines of the Complete Street, Bolani could be developed into more of an integrated environment. Further studies need to be conducted to confirm the locality type and number of stops needed for the BRT routes.

#### SUPER STOPS ALONG BOLANI ROAD

Traffic impact studies should be conducted to determine the requirements and locations along Bolani Road for drop-off zones and potential taxi super stops.

The new commercial development should make provision to accommodate the taxis within their premises or along the street frontage. These facilities should be legible, conveniently located and provide shelter for commuters.

### MODEL TAXI RANK

The Jabulani Node is the kind of environment where the Model Taxi Rank could be considered due to the large presence of taxis that use the road as well as to control parking conditions that occur illegally.

The Model Taxi Rank was commissioned by the City of Johannesburg in 2011. The model promoted modern designs that could be integrated into the existing cityscape. Simplicity and functionality were favoured as it would have to be adapted to a variety of different locations and scenarios.

Ranks should also cater for busses and metered taxis and for safety purposes, they should allow for transparency and adequate lighting. Maintenance of the environment should be prioritised, especially with regard to waste disposal, and the durability of the design components to ensure longevity of the structure and to minimise vandalism. Ranks should be accessible to the disabled and make provision for pedestrians and cyclists.

Infrastructural requirements and secondary activities:

- ablution facilities
- an office for the rank manager
- a security control room
- adequate seating
- advertising and branding opportunities
- provision for informal traders



### C. PARKING

#### SHARED PARKING

A number of facilities located along Bolani Road are in need of additional parking; both the Soweto Theatre and the Police Station require additional parking. Currently, visitors to the theatre are using the Jabulani Mall parking which seems to be working effectively.

This situation of “shared parking” by agreement should be promoted to minimise the land allocated to surface parking.

#### STREET PARKING

There is also the potential to accommodate some on-street parking along Legogo Street. This should be supported by good street lighting to improve environmental conditions and safety and security of the area.



Figure 5.10: The photograph shows integrated taxi facilities in the parking area of Jabulani Mall along Bolani Road. This arrangement works well and it is recommended that the new mall development provides, manages and maintains a similar facility as part of their additional parking on parcel N.

## SHARED PARKING

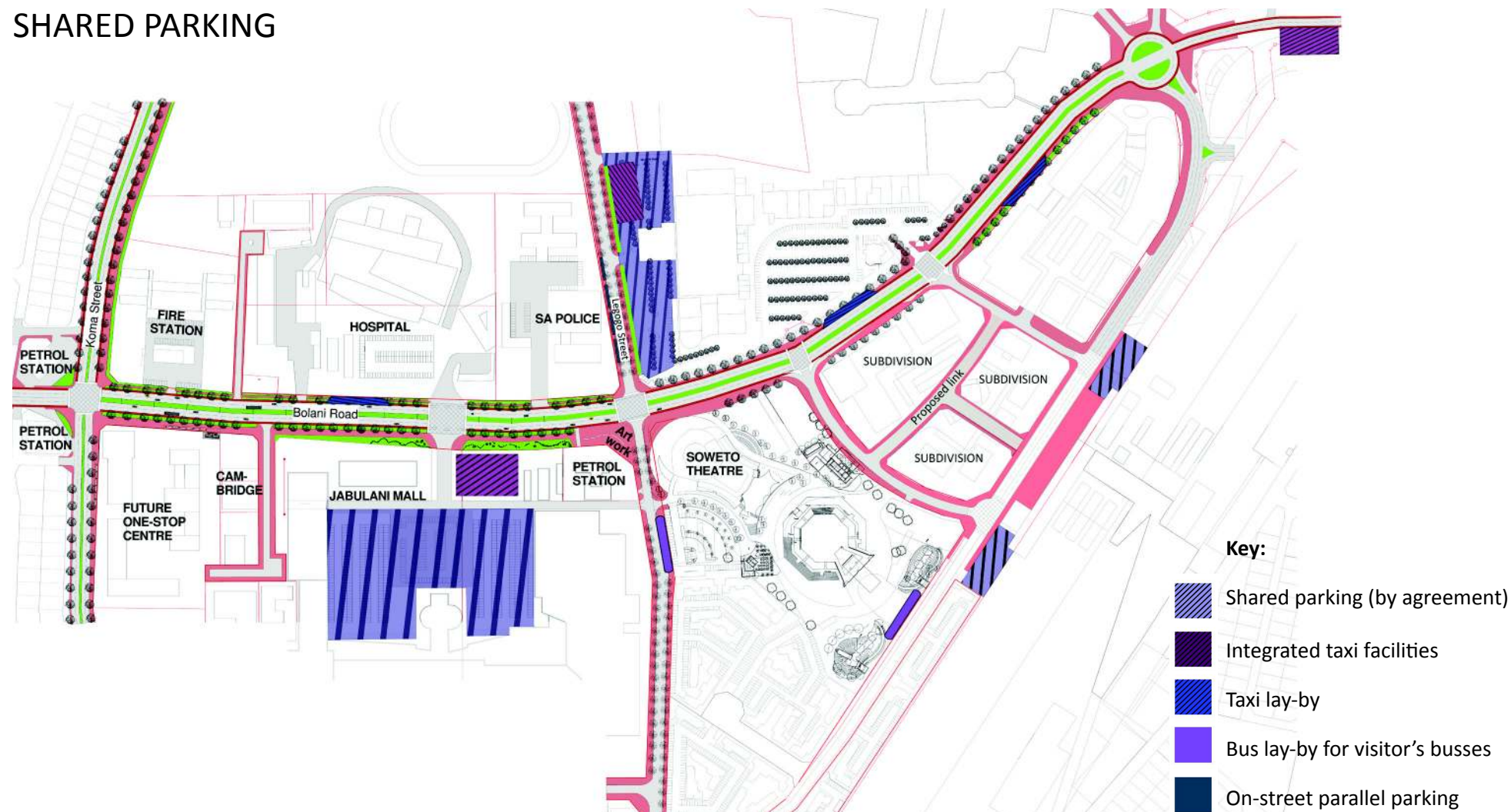


Figure 5.10: Concept plan showing the possibilities of shared parking by agreement

### D. MARKETS

The condition in the area at present is that many people are trading at the intersection of Bolani and Koma streets as well as along Bolani Road; this is due to the presence of an active commercial centre and various community services which are located along Bolani Road.

This pattern is likely to increase as development in Jabulani occurs. As Jabulani node grows into an increasingly mixed-use environment, it will also need to provide support for the traders.

Facilities that need to be provided are

- ablution blocks
- demarcated trading areas with coverage
- storage
- an office
- lighting



Figure 5.11: Existing conditions on Bolani Road



### MARKET CONCEPTS

There are various “market” options under consideration, which still have to be confirmed through direct participation of affected traders and other stakeholders. The option of accommodating a linear market along Bolani Road has been tested and has received the support from various council departments. This type of facility will provide space for trading, shelters and seating areas, office space for managers and ablutions. Storage could be incorporated off or on site depending on the requirements and final number of traders.

The possibility of a destination market has also been explored; this would need to be accommodated on a suitable site in close proximity to all the existing amenities. A suitable location and its scale, is under investigation, including the possibility of using a section of the council owned land for this purpose.

The Metropolitan Trading Company (MTC) can play a critical role, in combination with stakeholders, in providing on-going support to the informal trading sector. Their expertise in this area is essential for the development, management and incorporation of informal trade in Jabulani. The MTC are also involved in mentorship programmes that provide support to informal traders and promote skills development.



Figure 5.12: The image shows a possible street view if the linear market option were adopted as a part of the Complete Street. There is potential for a market condition to contribute to the vibrancy and character of the street edge.



Figure 5.13: Conceptual street view

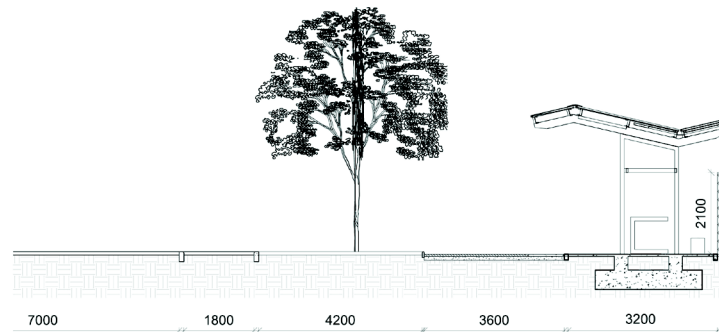


Figure 5.14: Trading module - conceptual section

## Bolani Road Linear Market

Investigation of possible location for the linear market along Bolani Road and the possible incorporation of public ablutions in suitable locations. The images illustrate the basic market stalls and how they could be integrated into the complete street. The plan and section were for the purpose of investigating the module of the trading stand.

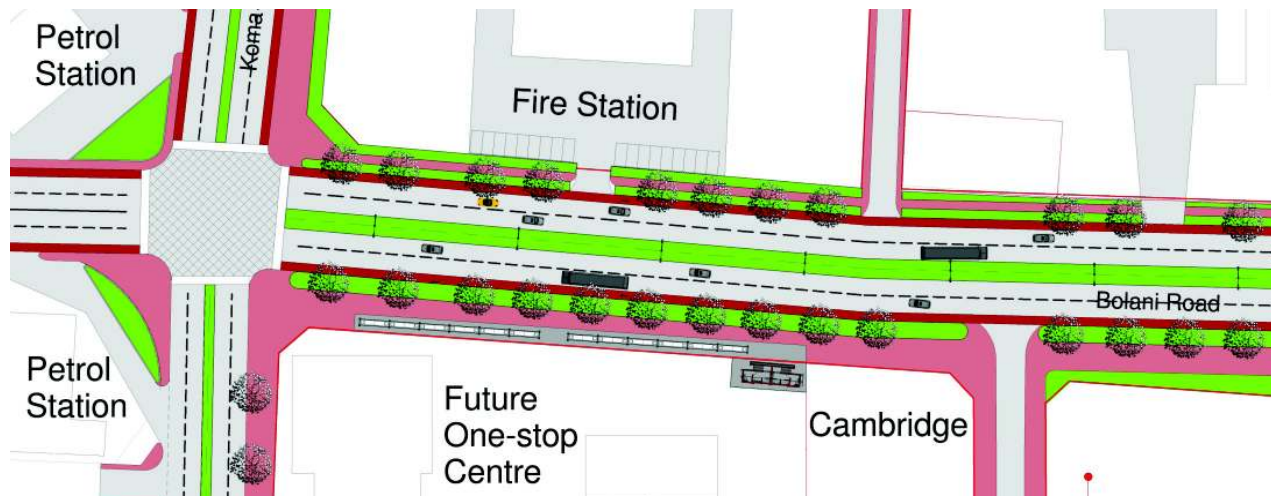


Figure 5.15: Conceptual diagramme of Bolani Complete Street and the incorporation of the linear market

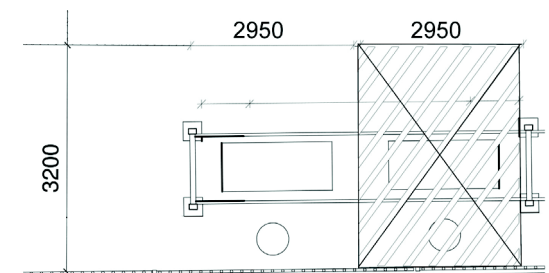


Figure 5.16: Trading module - conceptual plan



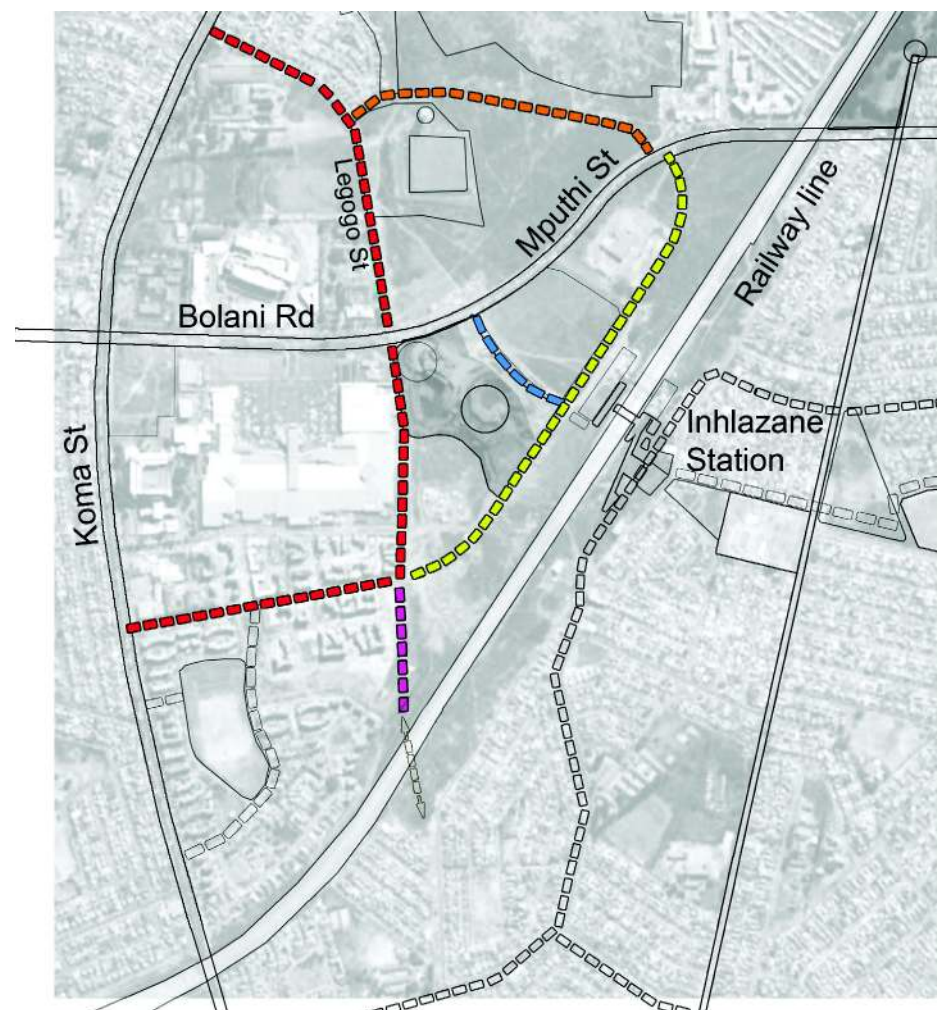


Figure 5.17: Location map Link Routes &amp; Artist's Boulevard Project

## 5.5 LINK ROUTES & ARTIST'S BOULEVARD PROJECT

### The Artist's Boulevard

This road will be a new access way connecting the Inhlazane station to Bolani Road, abutting the Jabulani Amphitheatre Park and the future development on the eastern side.

This road will be realigned to accommodate developments on both sides and should be treated like a shared street, to accommodate pedestrian and slow moving vehicular access. The street acts as an extension of the ecological corridors. The Artist's Boulevard should be a celebration of local cultural icons with public art work and other elements referring to this narrative. It presents a unique opportunity to engage local artists in the conceptualisation and implementation of this project

#### Key:

- Road link - Priority 1
- Road link - Priority 2
- Road link - Priority 3
- Artist's Boulevard
- Link to be considered



## Legogo Street

This street runs next to the Jabulani Amphitheatre Park, crosses Bolani road, forming a loop and connecting back to Koma Street. This street provides an important local connection within the node. The southern section towards the new residential areas has been upgraded as part of the Soweto Theatre and new residential projects.

It is proposed that the northern section from Bolani Road to Koma Street is upgraded in a similar manner and keeping in line with the new guidelines proposed by the city to include:

- Landscaping
- Cycling paths
- Well defined side walks
- Good street lighting
- Parking: parallel or angle parking in front of the Police station.
- Street art and furniture
- Signage

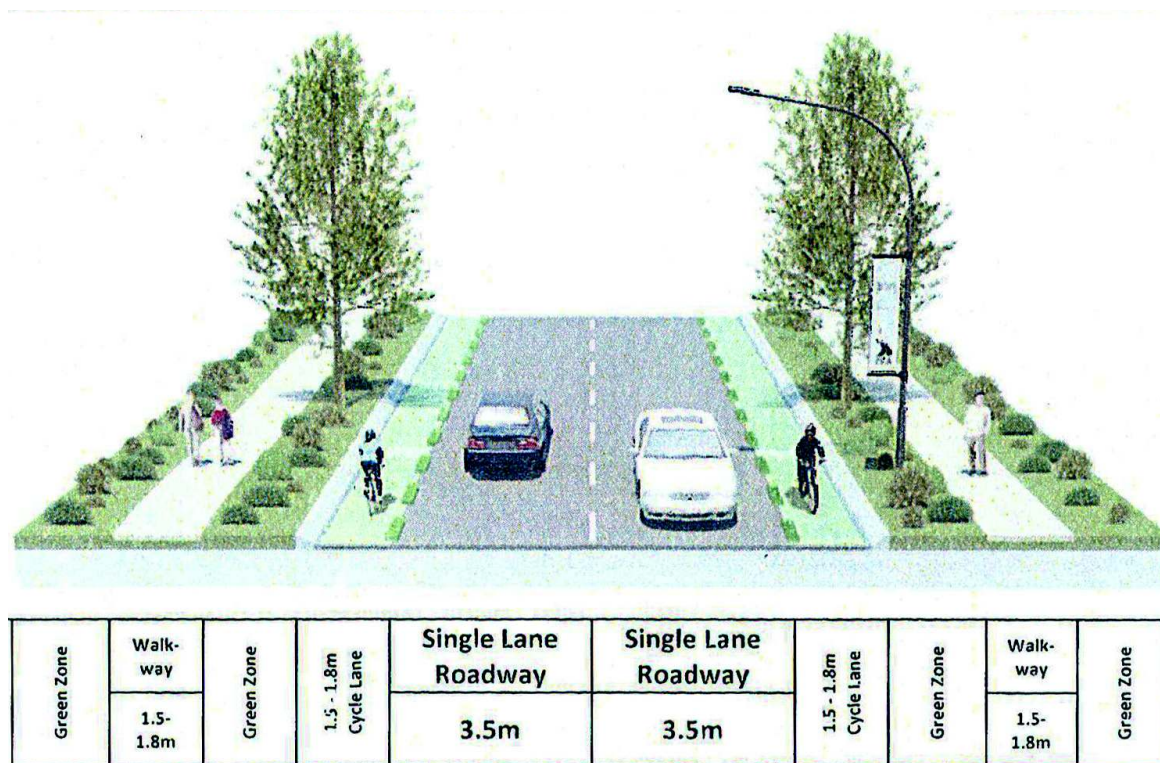


Figure 5.18: Image from the SMEC Complete Streets Guidelines Manual (draft) showing the treatment of a Class 4 Local Distributor with a 20m road reserve

## Legogo Street Complete Street application

Legogo Street will be developed into a pedestrian-friendly environment, also accommodating cyclists, according to the guidelines of the Complete Street. The Police Station has indicated their need for more parking available for their use. A traffic study of Lepogo Street should be conducted to determine whether there is a possibility of providing parallel parking in close proximity to the Police Station. The provision of additional parking along the street is being considered and will be tested at the design development stage.

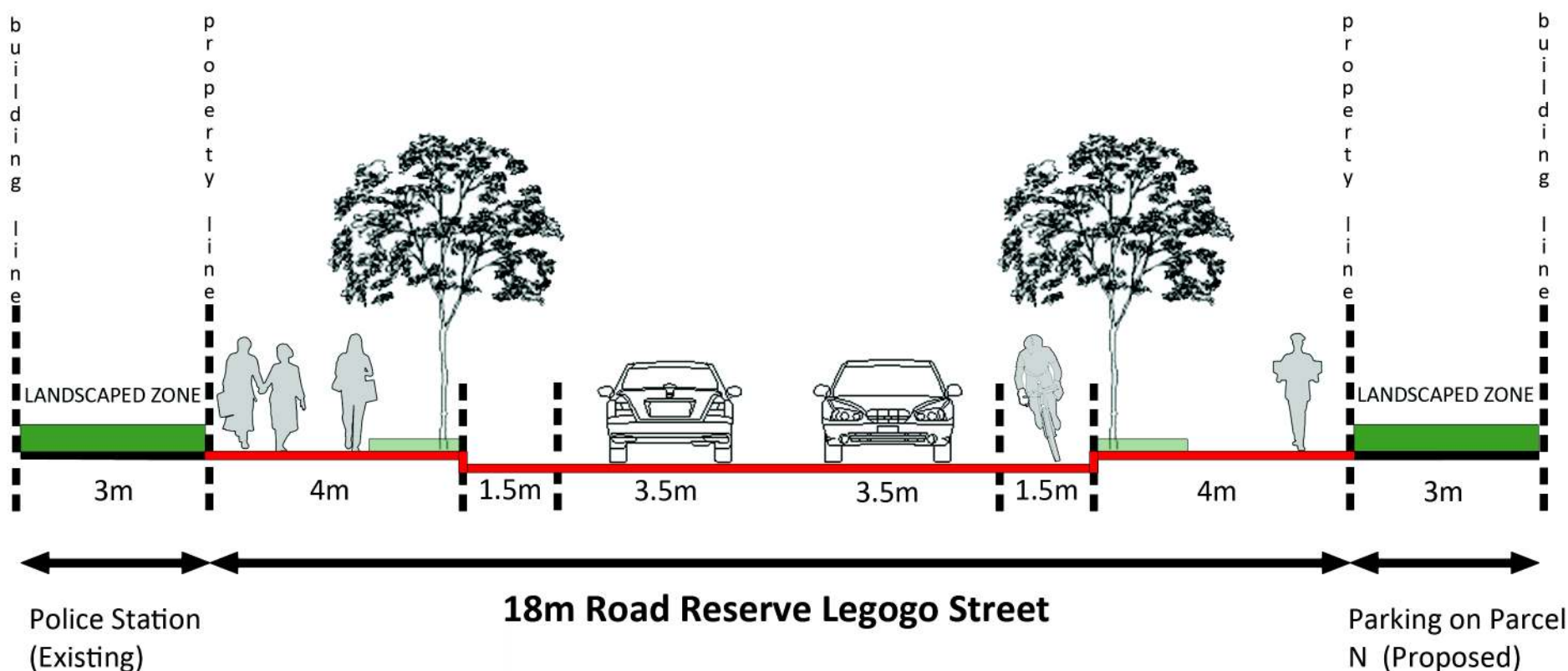


Figure 5.19: Application of Complete Streets Guidelines to Legogo Street



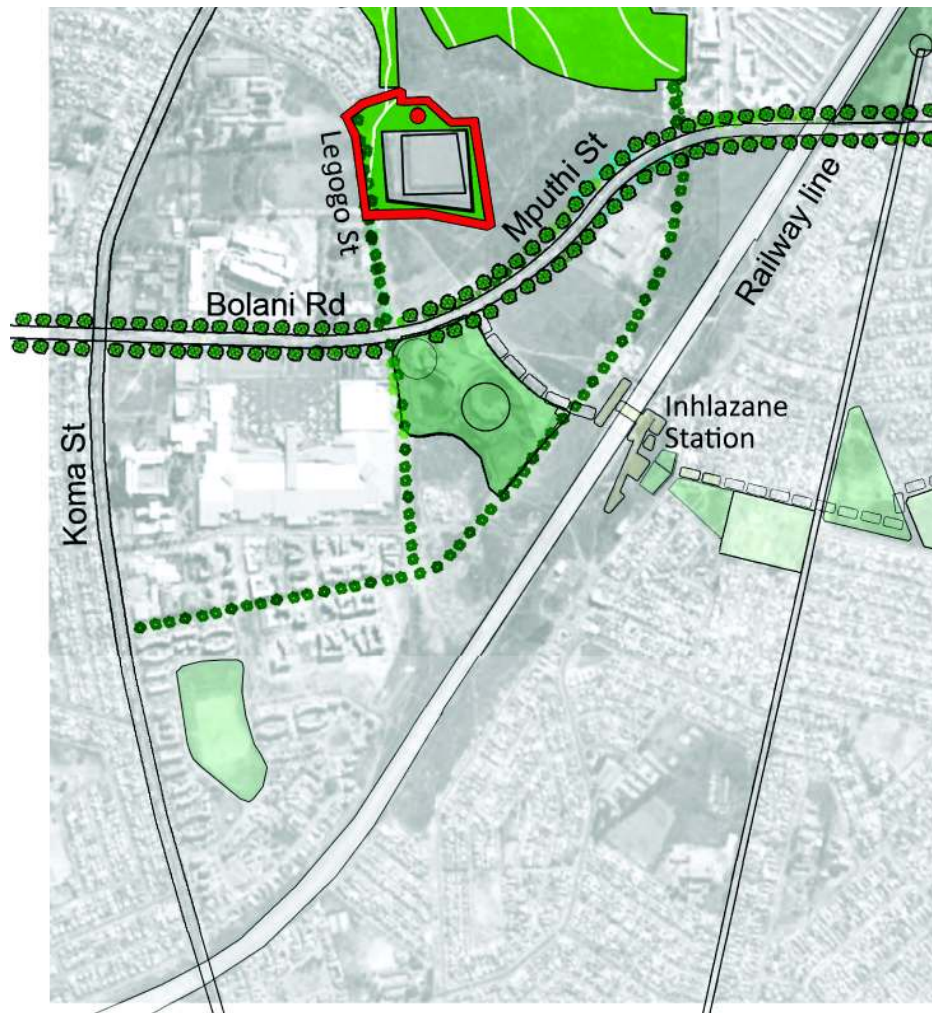


Figure 5.20: Location map Water Tower Park Project

## 5.6 WATER TOWER PARK PROJECT

This project presents a unique opportunity to engage the public open space system with the street environment and develop a signature park for the benefit and use of the local community.

The theme should be about the ecology of the area and could be done in collaboration with local schools, in partnership with city parks and NGO's to ensure the ongoing maintenance and upkeep of the park. The water tower is an iconic element that should be celebrated and enhanced through the proposed intervention. The elements of the project include:

- Improved sidewalks
- Lighting
- Passive and active recreation
- Landscaping
- Furniture/Public art work



Figure 5.21: Street view - the Water Tower is a notable landmark in Jabulani





Figure 5.22: Location map Pedestrian Bridge Upgrade & New Bridge Project

## 5.7 PEDESTRIAN BRIDGE UPGRADE & NEW BRIDGE PROJECT

The railway line is a physical barrier that divides the community of Moroka and Jabulani. There are two projects proposed:

### Pedestrian Bridge upgrade

The upgrading of the pedestrian bridge next to the Inhlazane Station. This bridge is extensively used by pedestrians and crosses over the railway track. The upgrading could be done in partnership with Prasa and should include:

- A more appropriate interface with the station forecourt on both sides
- Lighting
- Roof cover

### The New Bridge project

The new bridge could be the extension of Legogo Street over the railway track. It will provide a functional connection between existing residential neighbourhoods and enhance the access to the Jabulani node. The 2014-15 Budget includes an approved project for a vehicular link bridge over the railway and to the Jabulani CBD.



Figure 5.23: Improved connections between Jabulani and surrounding neighbourhoods

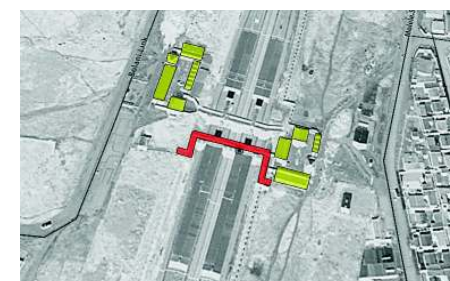


Figure 5.24: Image showing the existing pedestrian bridge at Inhlazane Station



Figure 5.25: View from existing pedestrian bridge



Figure 5.26: Identified future location of vehicular bridge



Figure 5.27: The location of the bridge makes it an important connection

## Bridge 1 : Upgrade of Pedestrian bridge

The existing pedestrian bridge which crosses over the railway, connecting the neighbourhoods of Jabulani and Moroka North, would benefit from an upgrade to make it more user friendly and to reinforce and enhance the existing connections and movement patterns that it promotes.



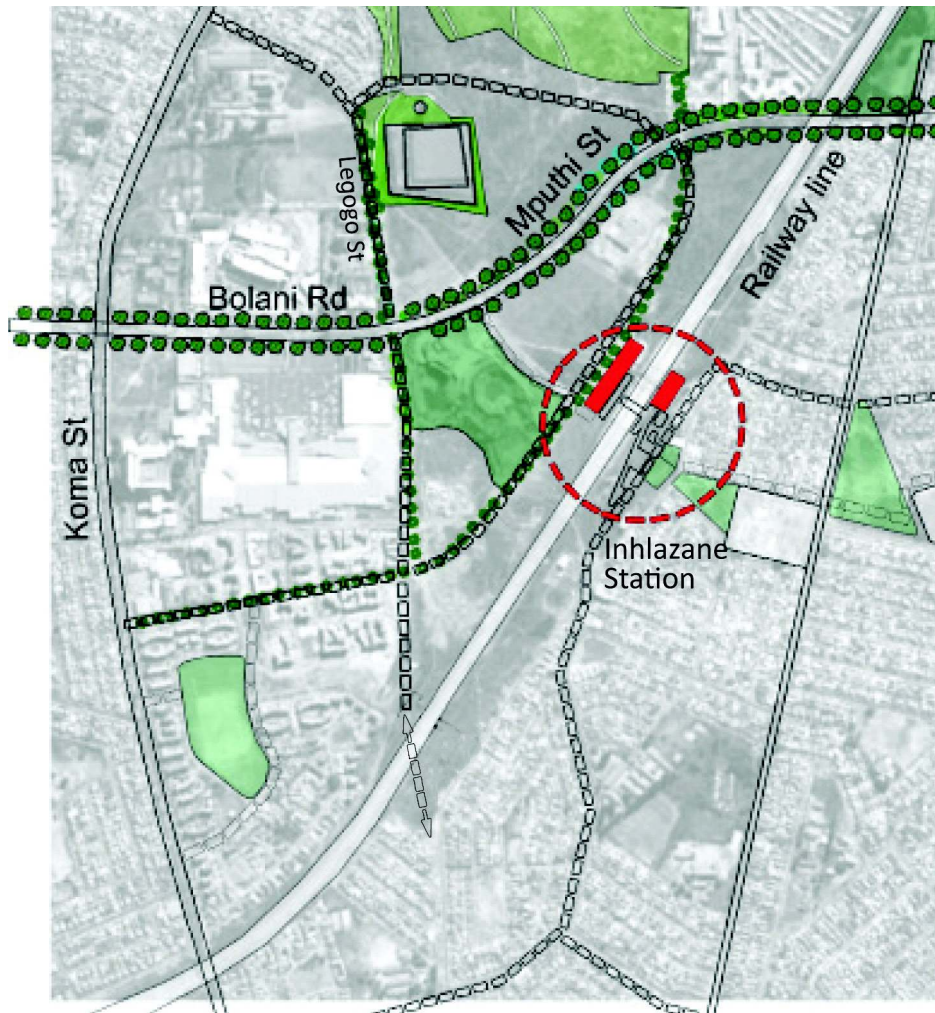


Figure 5.28: Location map Station Forecourt & Building Upgrade Project

## 5.8 STATION FORECOURT & BUILDING UPGRADE PROJECT

Prasa has not prioritised the Inhlazane Station for development as there is limited traffic at present; however, with the development of the node, the use of the station is likely to increase. The development should include:

- small scale retail as part of the station forecourt
- the upgrading of the station
- the upgrading of existing buildings
- an assessment of the state of existing dilapidated structures

Fine-grained commercial activity would serve in support of the local community and could be combined with additional residential development on the S/E side which could be done in a similar manner with what is proposed for the northern side.



Figure 5.29: Image shows location of proposed forecourt area in red



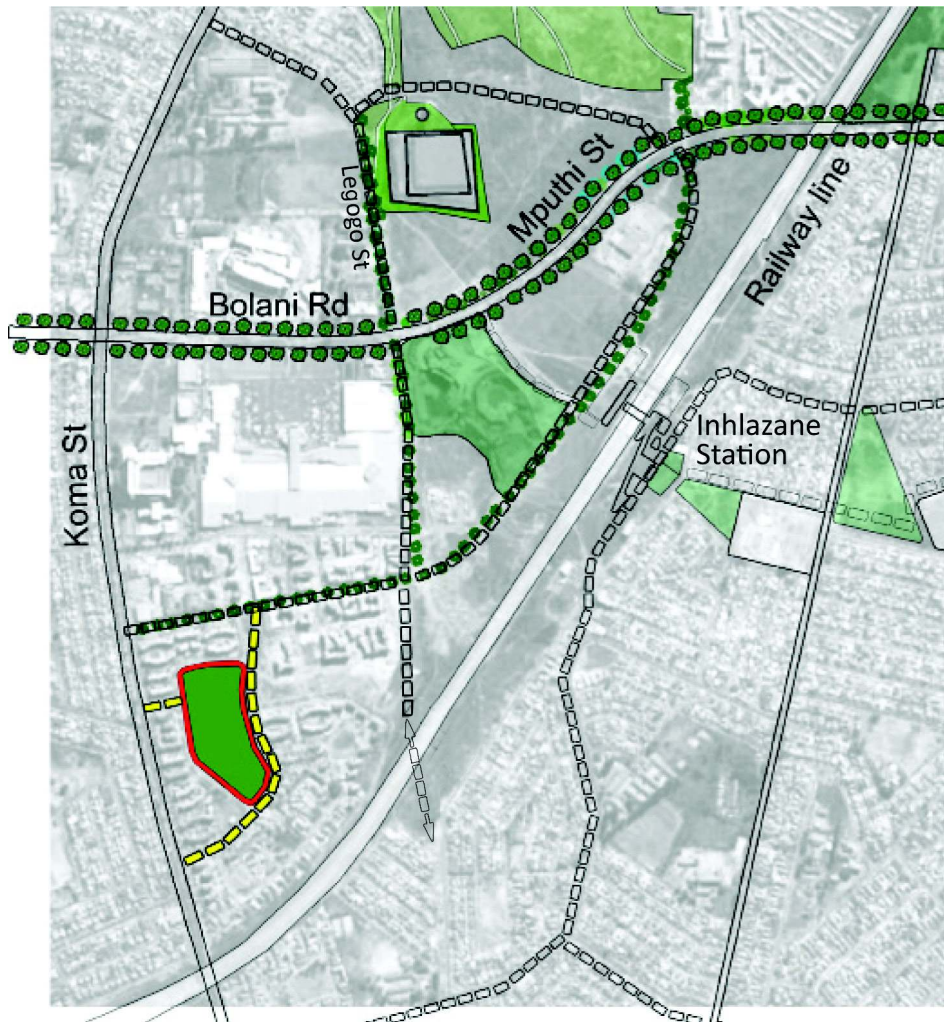


Figure 5.30: Location map Neighbourhood Park & Community Centre Study

## 5.9 NEIGHBOURHOOD PARK & COMMUNITY CENTRE STUDY

This project proposes the upgrade of the existing playing field and open space located at the heart of the new and existing medium density residential area on the southern edge of the node. The proposed development should include:

- A community centre
- Soccer Field & associated change rooms
- Children Play ground
- Good lighting
- Landscaping

Figure 5.31: The map shows a possible location for the proposed community centre within the neighbourhood park



Figure 5.32: The Jabulani flats park is surrounded by residential developments



Figure 5.33: Existing conditions of Jabulani flats park





Figure 5.34: Location map One-Stop Centre Study

## 5.10 ONE-STOP CENTRE STUDY

The development of this site as a potential One-Stop Centre is subject to further studies to determine the necessary spatial requirements and to allow for the accommodation of maximum bulk. The Centre should include:

- The Jabulani Piazza and public space for events and other activities
- Promotion and information hall
- Municipal offices for all departments requiring space in the area
- Auditorium space
- Parking
- Offices other business and Banks could be considered.
- Landscaping



Figure 5.35: Investigation of the kind of bulk that could be accommodated on the site



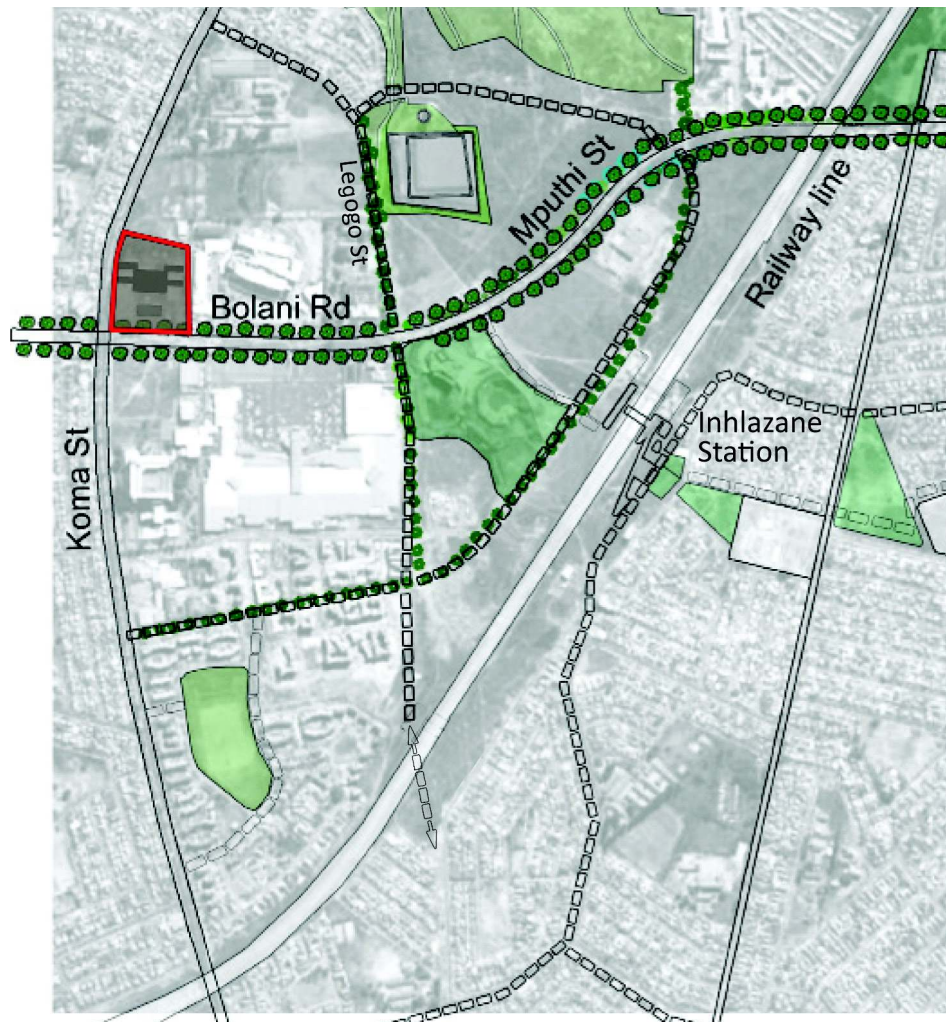


Figure 5.36: Location map Fire Station Redevelopment Study

## 5.11 FIRE STATION REDEVELOPMENT - STUDY

A study should be conducted to determine the need for the existing fire station on Bolani Road. The existing buildings on the site could be retained and integrated into new development possibilities; at present, the residential component of the station is not making use of the full potential of this strategically located site. A specific study should be conducted to assess the best use for this site and the possibilities of relocation or incorporation of the existing uses into the future development. Uses that incorporate activities and services that are more community and youth oriented should be prioritised such as:

- Afro-fashion centre
- Youth training and capacity centres
- Training and business centre
- Early childhood Development centre

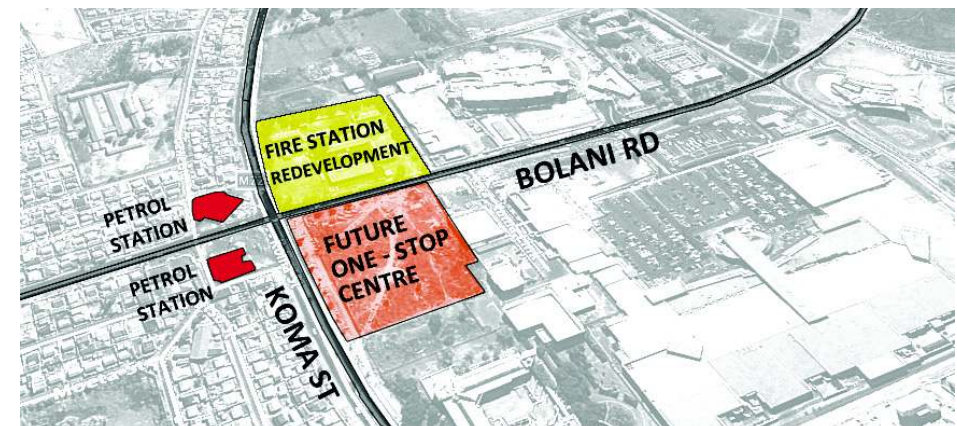


Figure 5.37: Location map showing the Fire Station and future One-Stop Centre sites on the corner of Bolani Road & Koma Street



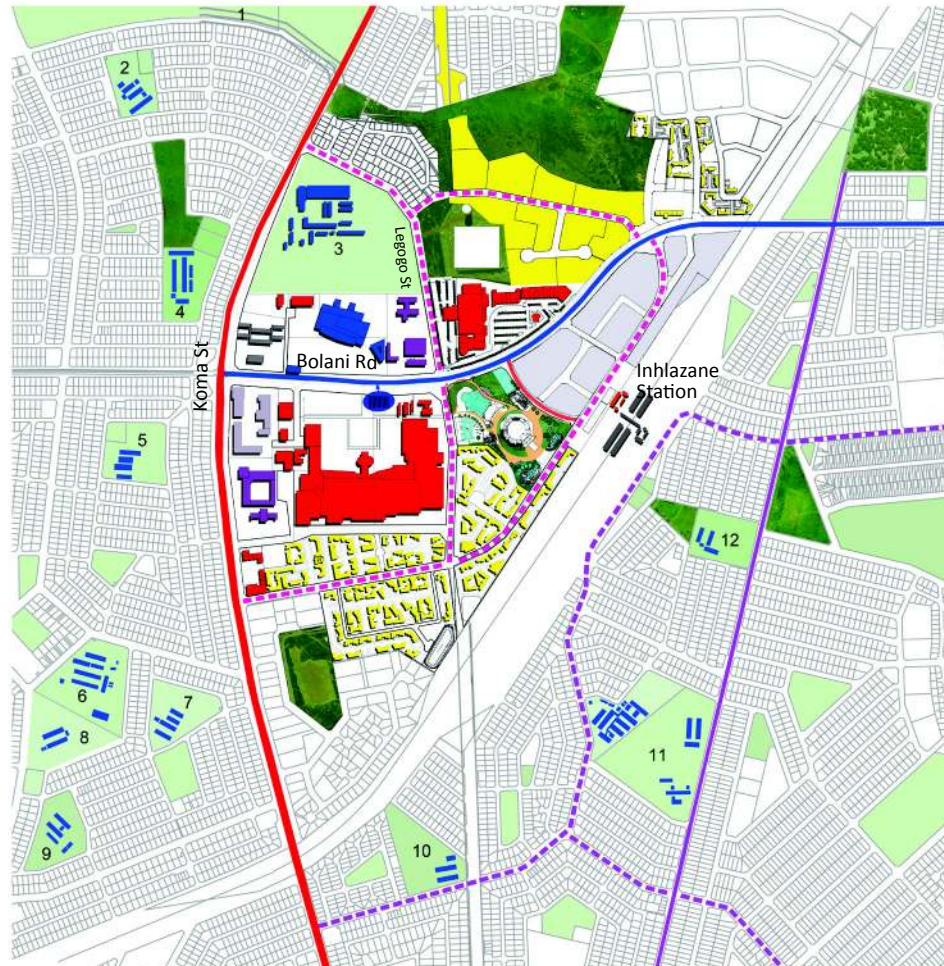


Figure 5.38: Location map Schools Upgrade

## 5.12 SCHOOLS UPGRADE

There are many schools within Jabulani and most of these have sports field facilities. There is much potential for the expansion, optimisation and upgrading of the existing buildings and sport grounds.

Schools like the Jabulani Technical Secondary School should be prioritised and developed to operate at full capacity, the existing sport grounds could be developed and run in such a way that they could also be used by the community and for special events, including parking and other activities to support the activation and development of the node in a more integrated and managed way.

### Key:

- 1 - Pace Secondary Private School
- 2 - Kholwani Primary School
- 3 - Jabulani Technical Secondary School
- 4 - Letare Secondary School
- 5 - Dikwankwetla Primary School
- 6 - Moletsane Secondary School
- 7 - Mochochono Primary School
- 8 - Dab Watson Primary School
- 9 - Lerechabetse Primary School
- 10 - Reutlwile Jr Secondary School
- 11 - Mafori Mphahlele Comprehensive School
- 12 - Thesele Secondary School

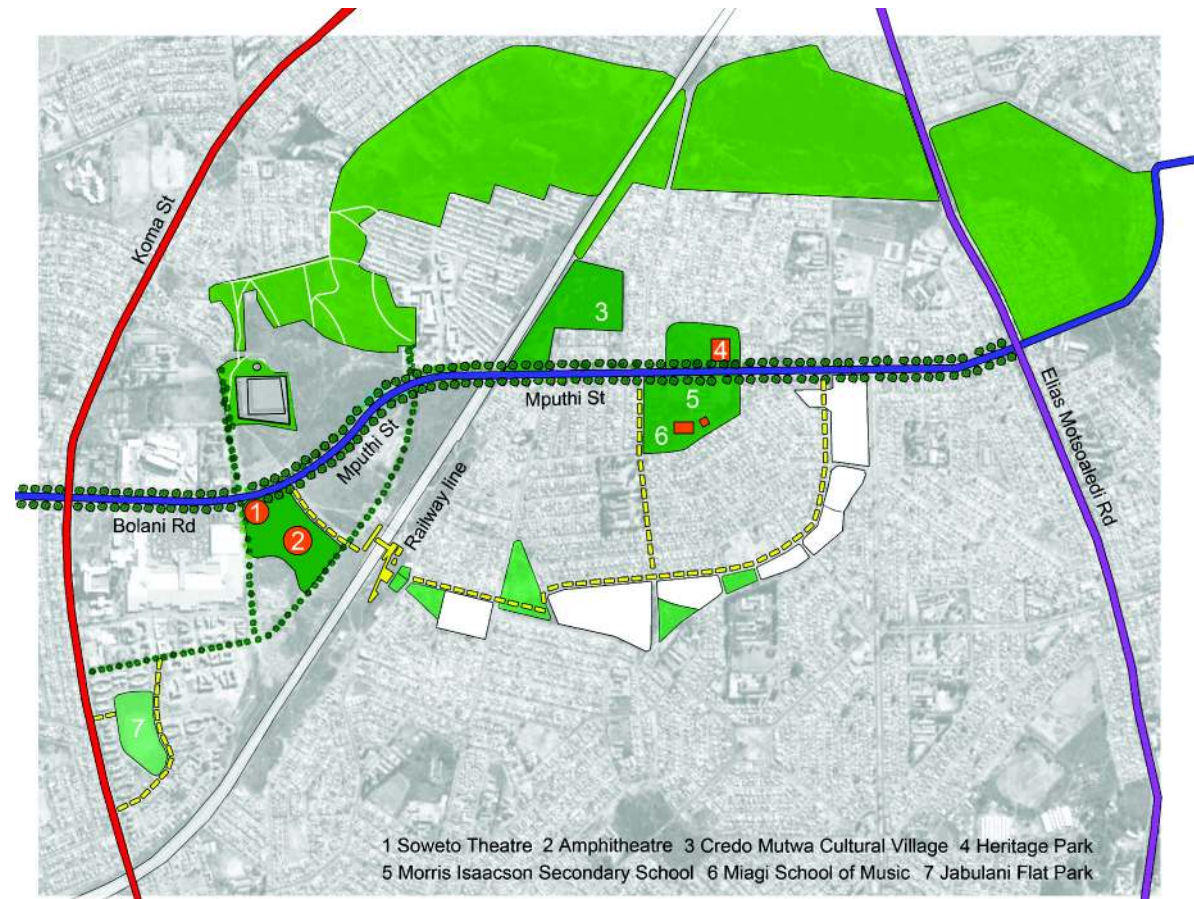


Figure 5.39: Location map Emerging Cultural Links Project

## 5.13 EMERGING CULTURAL LINKS - TOURIST TRAIL PROJECT

This is a project conceptualised to extend the relationship between the Jabulani Cultural Precinct with other heritage and cultural spaces located in close proximity to the node. The intention is to connect these spaces through the development of an environmental trail linking the existing open space system and heritage sites with cultural facilities. The trail will engage the visitor with Soweto's past and present narratives and could be used for educational purposes, not only to reflect on Soweto's social and political history but also to understand the value of existing natural features and resources.

Soweto needs to expand its tourism product portfolio but changes need to be made in order to accommodate increased numbers of visitors to the area. Concerns identified in the 2004 City of Joburg Tourism plans were:

- safety and security
- infrastructural investment
- improvement in customer care
- integration into spatial tourism zones outside the region

The above aspects will have to be considered in testing the viability of the proposed project.

# 6

The following chapter includes the consolidated plan for the Jabulani Cultural Precinct as well as guidelines for the development of office parks and retail centres. The general conclusion of this report, is followed on by recommendations relating to different aspects of the plan.

## CHAPTER 6

Conclusion & Recommendations



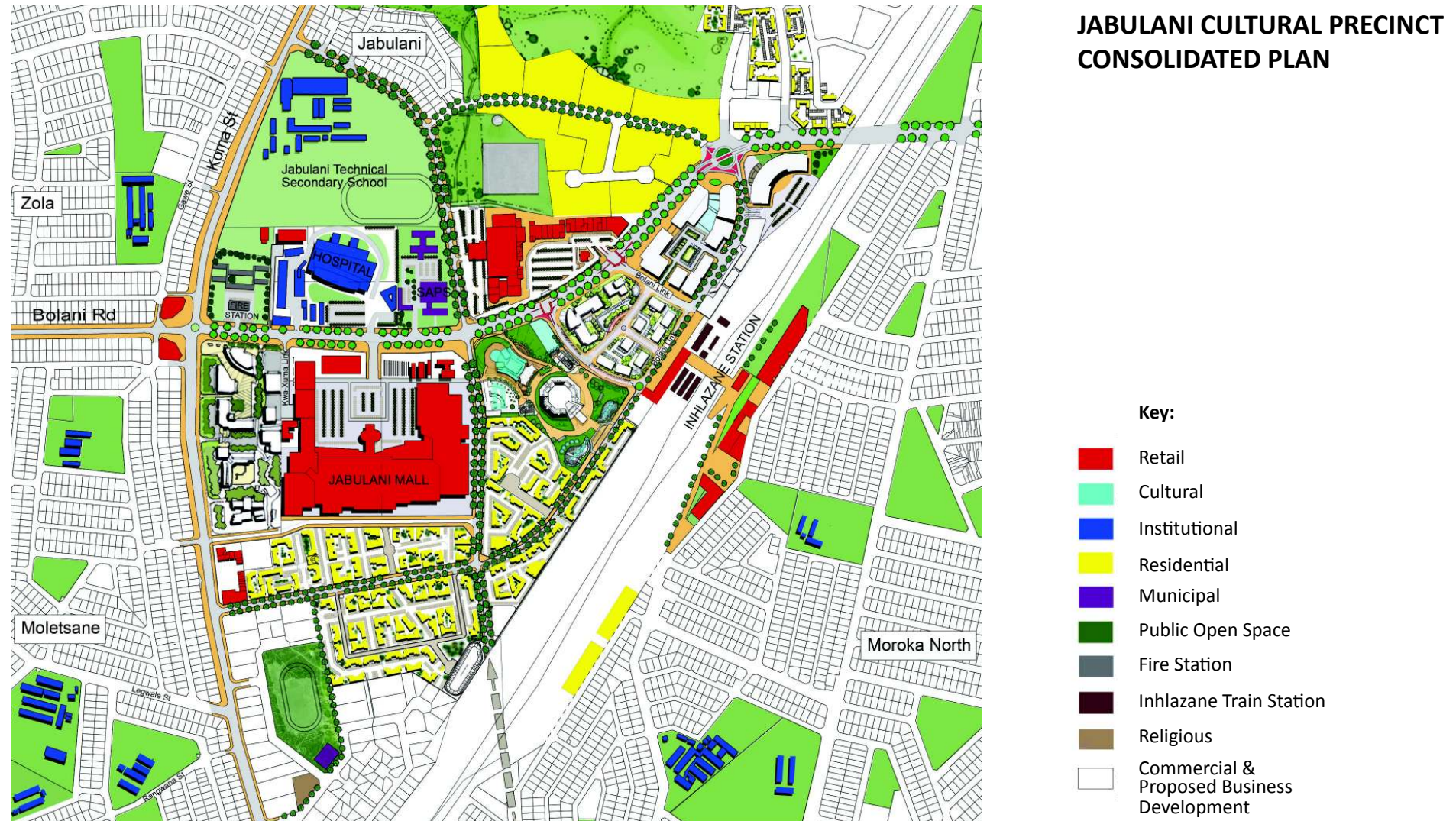


Figure 6.1: Jabulani Cultural Precinct Consolidated Plan





Figure 6.2: Office Park environment

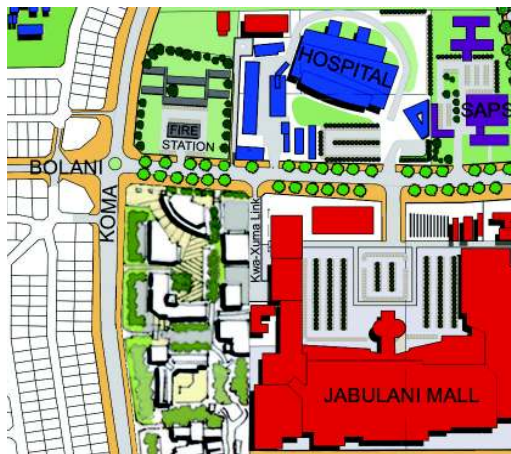


Figure 6.3: Retail & mixed-use environment

The following are general recommendations which have emerged out of the process of forming the framework. These guidelines incorporate information from various sources as indicated in chapters one and two of this report. While taking into consideration current investment and development trends, it is important to recognise the need to preserve the unique, cultural identity that Jabulani and Soweto have.

### Office Parks

Office developments should respond to the Jabulani Amphitheatre Park and Soweto Theatre in a way that reinforces the 'cultural heart' and contributes to the area as a whole. It is important that future office park developments:

- Form a defined street edge.
- Make use of landscaping to provide further definition in the relationship to the street edge.
- Maintain a fluid relationship in terms of access routes, that continue the movement pattern from the Soweto Square into the development and allow for visual accessibility.



Figure 6.4: This office and retail centre in Pretoria, makes use of street-edge landscaping and the mediation of scale towards pedestrian level.

If a strong relationship is formed between the developments, this preserves not only the integrity of the spaces but creates a safer and more congenial environment.

### Retail

There has been a demand for quite some time throughout Soweto for more retail development and the malls that have been built have been very successful. In addition, the development of smaller retail businesses must be promoted:

- In order to benefit the local economy
- In order to preserve local identity and diversity

The upgrading of the whole area promotes investor interest and creates a ripe environment for further development; it is therefore essential that these types of developments work to:

- Complement the existing conditions and
- Strengthen the notion of a mixed-use and well-connected node, which contains and supports the Jabulani Cultural Precinct.



### CONSOLIDATION OF THE JABULANI AMPHITHEATRE PARK

Figure 6.5 shows the consolidation of the Jabulani Amphitheatre Park through landscaping, the upgrading of the amphitheatre, public art, lighting, the Jabulani square and other uses to preserve the cultural integrity of the park. Figure 6.6 shows proposed future development which extends and connects to the Water Tower Park. The proposed developments include office parks, business, retail and other compatible uses to complement the 'cultural heart' and promote a more balanced mix of uses for the long-term sustainability of the node.



Figure 6.5: The consolidation of the Jabulani Amphitheatre Park



### THE MIXED-USE PRECINCT

The mixed-use precinct indicates an environment that is multi-faceted ie. there is a balanced mix of uses without the dominance of any one of them. This is important for the development of Jabulani as a node in which it is possible to live, work, buy goods and also have access to entertainment, cultural activities and public transport facilities.



Figure 6.6: The vision of Jabulani node as a well-connected and mixed-use environment that is diverse and yet preserves its cultural richness

### Conclusion

- This report is the record of the work done with special focus on the Jabulani Cultural precinct.
- Further detailed planning concerning specific projects will be undertaken as part of a separate process.
- The projects identified will require more direct engagement with the affected stake holders and potential partners.
- The guidelines related to the mixed use precinct will be further developed to provide specific design and planning parameters to guide the future development of the sites.
- The Johannesburg Property Company has played a coordinating role, assisting with the engagement of various council departments that have provided very useful input and information throughout this process.



Figure 6.7: Large tracts of undeveloped land currently surrounding the Soweto Theatre and Jabulani Amphitheatre



The future of the node relies on the extension of the positive engagements between main actors who have demonstrated their ability to deliver, and continue to engage in open and fruitful conversations from which future recommendations and actions can be derived.

A lot has been achieved from 2008 to date, in terms of housing delivery and in producing an iconic building such as the Soweto Theatre, a land mark for Soweto and the city as whole. What is equally important is:

- to secure long term operational funding
- to activate these developments
- ongoing support in terms of service provision
- storm water management
- engagement with Prasa over the future of the Inhlazane Station.

These are challenges that still need to be resolved through the formulation of a clear implementation strategy, taking into account the projects identified. It will also necessitate further discussion between key players to confirm their role and responsibilities as well as the source of potential funding for the implementation of the catalytic projects.

Equally important is the promotion of a more developmental programme in support of the individual investments that have been made in property and business in the node.

In looking at the future management of the Cultural precinct, it is recommended that a specialist study be conducted in order to determine the viability of establishing a City Improvement District for the Jabulani node.

The annexures which follow, capture further engagements with stakeholders, whose recommendations have been integrated and have played a role in the shaping of the proposed projects.



Figure 6.8: Images showing the types of investments, including private and smaller-scale investments, that are taking place within the node.



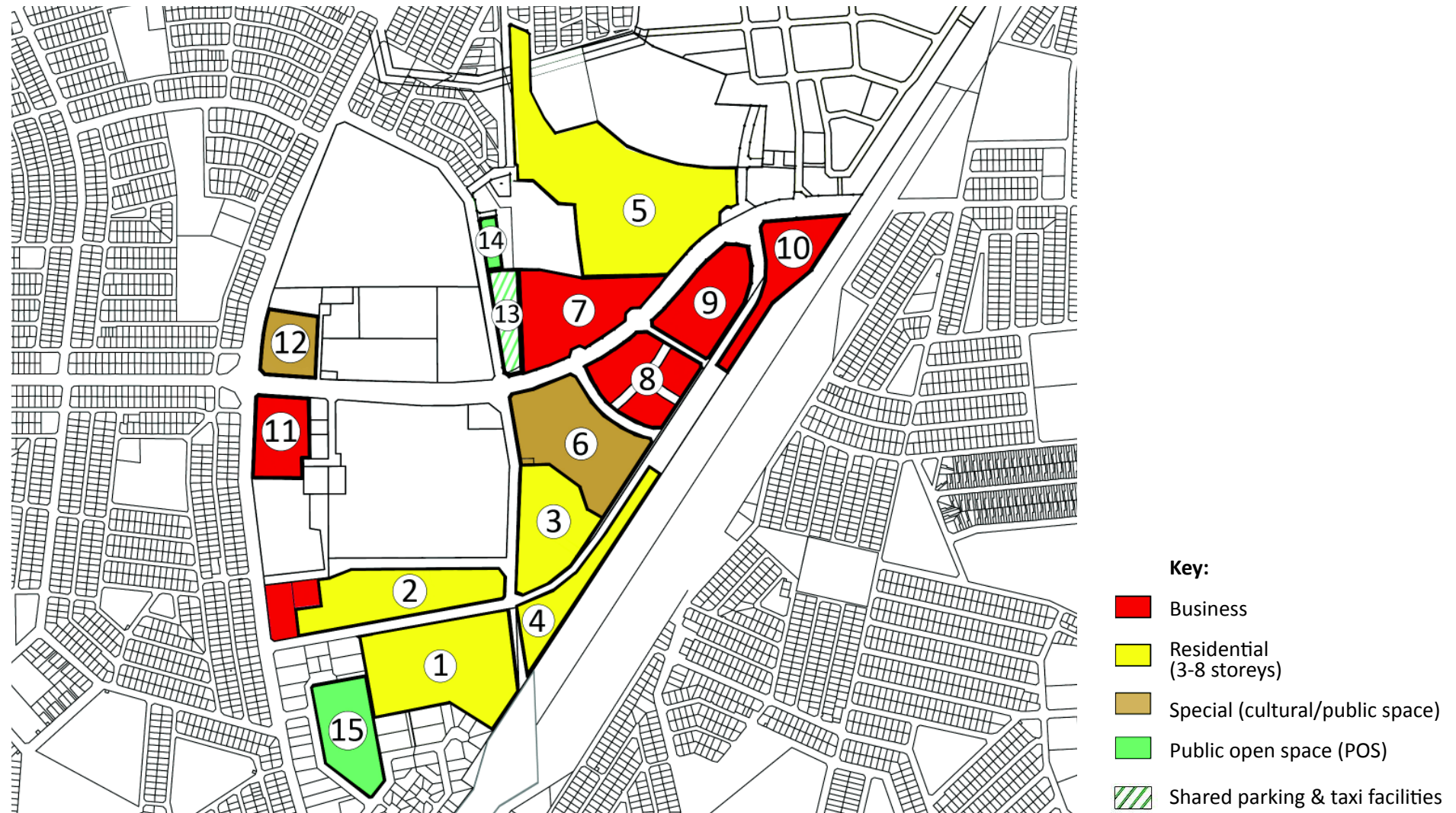


Figure 6.9: Schedule of developments - land parcels

## Jabulani Node Framework and Cultural Precinct: Proposed Land Uses and Development Controls:

Number on map	Land Parcel	Size(m2)	Zoning	Coverage	Height	Proposed FAR	Land Uses
1	ERF 2332	53 326	RESIDENTIAL	50(%)	3 to 6	Density 100 - 150	3 to 6 Storey Residential with ground floor retail or other supporting uses
2	ERF 2605	36 472	RESIDENTIAL	50(%)	3 to 6	Density 100 - 150	3 to 6 Storey Residential with ground floor retail or other supporting uses
3	ERF 2612 -PTNS 2-5 (excluding the wedge)	9 780	RESIDENTIAL	50(%)	3 to 6	Density 150 - 200	3 to 6 Storey Residential with ground floor retail or other supporting uses
4	ERF 2613	19 679	RESIDENTIAL	50(%)	3 to 6	Density 150 - 200	3 to 6 Storey Residential with ground floor retail or other supporting uses
5	ERF 2614 –PTNS 1-12	92 753	RESIDENTIAL	50(%)	3 to 6	Density 150 - 200	3 to 6 Storey Residential with ground floor retail or other supporting uses
6	PTN 1 of 2612 - Plus the wedge & internal parcels	43 153	SPECIAL	30(%)	2 to 4	0.4	Cultural, Educational , and recreational uses, outdoor entertainment, public square, park
7	ERF 2614 (remainder)	35 454	BUSINESS	60(%)	2 to 4	0.8	Retail , Offices, Commercial, Residential
8	ERF 2612 (subdivision) excluding internal roads	23 209	BUSINESS	70(%)	4 to 6	0.8 (proposed)	Hotels, Retail, Offices, Residential, Entertainment
9	ERFs 2610 & 2611	25 741	BUSINESS	60(%)	4	0.8 (proposed)	Commercial, Retail, Motor showroom, Specialised Centre - Home Improvement
10	Erf 2609	22 306	BUSINESS	60%	4	0.8	Retail, Business, Commercial with preference for small local operators
11	ERF 2327	18 000	BUSINESS	70(%)	4 to 8	1.5	Future Proposed One-stop Centre - Offices & supporting facilities - Community facilities - Retail
12	ERF 2472	14 000	SPECIAL	70(%)	4 to 6	0.8	Fire Station redevelopment – Education & training centre - Residential
13	ERF 2616 (potential subdivision) southern portion	10 000	SHARED PARKING & TAXI FACILITIES				Potential shared parking by agreement for the mall, police station & other interested parties and integrated taxi facilities
14	ERF 2616 (potential subdivision) northern portion	3 681	PUBLIC OPEN SPACE (POS)				Public park, recreational use and potential cultural uses as a part of the emerging cultural links in the area
15	ERF 2229	23 604	PUBLIC OPEN SPACE (POS)		1 to 2	0.25 (proposed)	Sports and recreation, Community Centre

## RECOMMENDATIONS

### JABULANI CULTURAL PRECINCT

SUMMARY TABLE- Draft 2 - 10/10/13

	Components	Recommendation	Who should follow up	Issues raised by
1	JABULANI AMPHITHEATRE PARK (JAP)			
	1.1 Land Use mixed	<ul style="list-style-type: none"> <li>i. Accommodate cultural activities and complementary uses along Bolani Link Road to reinforce the “cultural hub” concept.</li> <li>ii. Consolidate and support the Dance studio project to accommodate a suitable operator.</li> <li>iii. Incorporate programmed activities in the park to activate the area during the week, such as the outdoor gym and other cultural programmes.</li> <li>iv. Reserve the site above the existing VIP and visitor’s parking for proposed future multimedia library/resource centre.</li> <li>v. Encourage the upgrading of the caretaker’s house to accommodate a small coffee shop, gift shop and restaurant.</li> <li>vi. Upgrade the Jabulani Amphitheatre to accommodate outdoor performances and functions in line with the heritage guidelines and best practises.</li> </ul>	Jabulani Property CC( JDC) Jabulani Amphitheatre Park (JAP) team	UD Study



		<p>vii. Confirm the requirements in terms of ablutions and workshop/ storeroom area for the park and amphitheatre so as to create necessary supportive infrastructure to accommodate community based programs.</p> <p>viii. Promote the use of the proposed square for events, craft markets and promotions.</p>		
	1.2 Park land	i. Consolidate the storm water requirements in the western pond if possible, to gain additional park land to improve visibility and the management of this area.	JDC	UD Study
	1.3 School and visitor's Bus Parking	i. Conduct a traffic impact study to confirm the position of the two proposed drop off zones for visitor buses, for the Theatre and the Amphitheatre. Option 1: Lay byes along Legogo Street or Option 2: Parking bays on Bolani Link Rd south of the amphitheatre	JDC/JDA	UD Study /CoJ Transport Department
	1.4 Theatre Visitors and audience Parking	<p>i. Confirm the agreement between the Soweto Theatre management and the adjacent commercial developments regarding the use of their parking space for the theatre at night and during special events.</p> <p>ii. Incorporate Bicycle storage and parking in close proximity to the proposed gate house</p>	SDC/JPC/JM	UD Study/ Region D
	1.5 Staff parking	<p>i. Limited parking for staff should be provided within the property.</p> <p>ii. Theatre staff and users of the cultural precinct should be able to share the use of the main parking area.</p>	JDC	UD Study / Jabulani Amphitheatre Park team

1.6 Service access	<ul style="list-style-type: none"> <li>i. Access to Amphitheatre will be from the southern edge and should provide a lay bye space of at least 3 parking bays to accommodate busses on site.</li> <li>ii. Service access to the amphitheatre stage will also be from the southern edge. The design of which should be integrated within the design for the rest of the park.</li> <li>iii. Access to the restaurant and Coffee shop will be from the parking area adjacent to the Theatre.</li> </ul>	JDC	UD Study
1.7 Landscaping and Place making elements	<ul style="list-style-type: none"> <li>i. Develop the Jabulani Square as the forecourt to the amphitheatre and as a main access point connecting to the station.</li> <li>ii. Incorporate public art work within the park to enhance the quality of the space and engaging with the narrative of the site.</li> <li>iii. Retain existing trees framing the amphitheatre and other existing vegetation.</li> <li>iv. Heritage narratives emerging from the heritage study should be integrated in the design of the Jabulani Square.</li> </ul>	JDC/JDA	UD/Jabulani Am. Park team
1.8 Safety and Security	<ul style="list-style-type: none"> <li>i. Incorporate an appropriate level of lighting along the main pedestrian paths and through the park.</li> <li>ii. Integrate the design of security elements into the park edges, each one with the own character and purpose</li> </ul>	JDA/JPC	UD Study /Jabulani Am. Park team

	1.9 Town Planning issues and Land Parcels	<ul style="list-style-type: none"> <li>i. Register land parcel subdivision to accommodate access to roads and uses as indicated in the Jabulani Cultural Precinct Plan and broader area framework</li> <li>ii. Register right of way servitudes to allow for the uninterrupted pedestrian movement along the Bolani Link Bv. and the square</li> </ul>	JDC	UD Study /Jabulani Am. Park team
2	ROADS AND TRANSPORTATION			
	2.1 Pedestrian routes /bridges	<ul style="list-style-type: none"> <li>i. Engage with the Jabulani Mall property owners regarding the improvement of the side access connecting to the Theatre.</li> <li>ii. Conduct a pedestrian movement study to confirm priority routes for future upgrading.</li> <li>iii. Pedestrian counts and desired lines should also inform the position of pedestrian bridges over the railway and other necessary connections.</li> </ul>	JDA/JPC	UD Study /Jabulani Am. Park team
	2.2 Taxi facilities	<ul style="list-style-type: none"> <li>i. The Taxi facility at the Jabulani Mall is working well; this kind of arrangement should be integrated into the overall development especially where it has emerged on publicly owned land. All new developments should provide adequate facilities for taxi drop off areas or “Super stops” depending on their location.</li> <li>ii. Promote the development of “Super stops” along Bolani Road instead of one consolidated transport node. This kind of facility will serve the commuter better because the stops are closer to their place of residence, in addition it could serve to ease management and activate the street edge.</li> <li>iii. In conjunction with Prasa investigate the possibility of integrating future taxi facilities to accommodate some of the operators within their land and as part of their future station precinct development.</li> </ul>	JPC/JDA/CJT	UD Study / Transportation



	2.3 BRT Road design and alignment	i. Transportation requirements favour the development of a complementary priority feeder route and not a trunk route on Koma Street and Bolani Road.	JPC/Traffic engineers / Developers	UD Study / Transportation
	2.4 Complete streets /Bolani Road	i. Conduct a traffic impact study to confirm conditions along Bolani Road and Bolani Link road, in consultation with the private developers. ii. Special attention should be given to the road alignment to accommodate the proposed public transport system, and to retain a minimum of 3 metre pavements along Bolani Road in front of the Soweto Theatre and along Bolani Link Bv. to ease movement from and to the Inhlazane Railway Station	JDA/JPC/JRA/ Transportation	UD Study / Transportation
	2.5 Link Roads	i. Conduct a detailed survey for the upgrading of the existing local access roads connecting the new residential areas to the cultural precinct and the proposed and existing retail, commercial and institutional buildings. ii. Provide adequate facilities for pedestrians and cyclists, good lighting and consistent landscaping to enhance the legibility, character and environmental role of the proposed system.	JDA/JPC/JRA/ Transportation	UD Study

	2.6 Inhlazane railway Station	<p>i. This station has not been prioritized by Prasa for upgrading at this stage. Further engagement with Prasa will be necessary to coordinate developments and their future plans for the station.</p> <p>ii. Upgrade the pedestrian bridge across the station and develop suitable public spaces to improve pedestrian movement between Jabulani and Moroka.</p>	JDA/JPC/JRA/ Transportation	UD Study / Prasa
	2.7 Storm Water	<p>i. Undertake a comprehensive study related to the identified storm water problems on both sides of the railway and devise proposals for immediate implementation.</p>	JDA/JDC/JDA/ JRA	UD Study/JDC
3	SPORT AND RECREATION			3
	3.1 Parks	<p>ii. Linear Park: Consolidate the environmental corridor north of the study area as an extended park system connecting different ecosystems, the Koppies and the wetlands.</p> <p>iii. Neighbourhood parks: Upgrade the Jabulani Flats park and recreational facilities, to promote integration between the new and existing medium density residential areas.</p> <p>iv. Pocket parks: The development of local facilities around schools, and community services with direct involvement of the local residents should be encouraged throughout the node.</p> <p>v. Residential gardens. Special emphasis and recognition should be given to the investment that private business and residents are making in establishing well maintain and designed gardens such as the one along Koma Street and other residential areas south of the node.</p>	SR/JDA/Region D departments/City Parks/ Schools and residents	UD Study/City Parks

		<p>vi. Shared Sporting facilities: The opening of school grounds for the use of local residents should be encouraged to optimise the use and the upgrading of existing facilities.</p> <p>vii. Cultural Roots System: Extended cultural routes connecting existing educational and cultural facilities, from the Jabulani Amphitheatre Park, passed the Inhlanzane Station and to the Morris Isaacson School, MIAGI School of Music, the Oppenheimer Gardens and the Credo Mutwa Cultural village and Park should be programmed.</p>		
4	INFORMAL TRADING AND MARKETS			
	4.1 Linear Market	<p>i. Trading could be located along Bolani road and Koma Street. Final location is still to be confirmed, options have been investigated and JPC is in the process of confirming requirements and proposed direction.</p> <p>ii. Retailers should be encouraged to participate in the discussion and their input requested in terms of provision of storage facilities and management of the street front areas.</p>	JPC/Region D departments	UD Study
5	PLACE MAKING ELEMENTS			
	5.1 Elements	<p>i. Land Marks: Water Tower Park; Reinforce the presence of the Jabulani water tower as an iconic element and develop a park around it for the use of local residents and as part of the public open space system.</p> <p>ii. Landscaping along Bolani Road should be done consistently and in line with City Park's policy and requirements.</p>	JPC/JDA/Region D and other stakeholders	UD Study



		<p>iii. Gateways: Mark the access to the node at the crossings of the railway, north bridge (Bolani Road/Mphuthi Street and south bridge (Koma Street) with public art interventions and lighting.</p> <p>iv. Signage: Develop special branding and signage specific to the node to enhance the legibility and character of the area.</p> <p>v. Develop a policy for outdoor advertising specific to the node to prevent visual pollution along main arterials.</p>		
6	MIXED USE PRECINCT			
	6.1 One-stop Centre	<p>i. Promote the development of high intensity mixed use and business precincts at the corner of Koma Street and Bolani Road using the council owned land to develop new facilities to accommodate the space requirements of various council departments.</p> <p>ii. The proposed new development should include complementary uses such as: a public square, rentable office spaces, supporting ground floor retail, a linear market and amenities, underground and surface parking and landscaping.</p> <p>iii. This development could be undertaken as a Private /Public initiative to incentivise investment in the Jabulani node.</p>	JPC/Region D	UD Study/JPC
	6.2 Fire Station	<p>i. A specific study should be conducted to assess the viability of relocating the fire station to another location or to incorporate other uses in the station site as a way of optimizing the use of this well located land. Uses that could be considered are educational and or a youth entrepreneurs training centre, amongst others.</p>	JPC/ Social Facilities / Department of Community development	UD Study/JPC
	6.3 Local Economic activities	<p>i. Support local economic investment and activities developing along the western side of Koma Street between Bolani Road and the Municipal Building.</p> <p>ii. Devise appropriate town planning control mechanisms in consultation with the COJ Roads Agency and Transportation to allow for the future consolidation and intensification of uses along Koma Street.</p>	JPC/Strategic Planning	UD Study/Strategic Planning

7	RESIDENTIAL DEVELOPMENTS			
	7.1 Neighbourhoods Consolidation	<ul style="list-style-type: none"> <li>i. Conduct a detailed social survey to confirm the number of residents residing in the area and an audit of existing social facilities to assist with more detailed planning at a neighbourhood scale.</li> <li>ii. Conduct an assessment of the safety and security issues affecting the area to establish if the emerging trend of building gated neighbourhoods could be reverted by introducing a local area based security strategy.</li> </ul>	JPC/JDA/ CoJ Planning Department/SA Police Department	UD Study
	7.2 Densification	<ul style="list-style-type: none"> <li>i. Promote the densification of the existing residential fabric throughout the node and in particular along Koma Street.</li> </ul>	CoJ Planning Department	UD Study/Strategic Planning
8	OTHER STAKEHOLDERS			
	8.1 Police Station	<ul style="list-style-type: none"> <li>i. Provide additional parking along Legogo Street and on the power line servitude across the road to be shared with the future retail development.</li> </ul>	JPC/ SA Police Department	Region D /UD study
9.	Municipal Services			
	9.1 Services	In consultation with private sector developers and other stakeholders, consolidate the information regarding availability and management of municipal services	JPC/JDC	JPC/UD study
10	Area Management			
	10.1 City Improvement District	Conduct a specialist study to assess the viability of establishing a CID for the Cultural Precinct and adjacent areas.	JPC	UD Study/JPC

11	General			
	11.1 Critical Considerations	<p>Encourage the adherence to best practices in the design and implementation of all brown field and new projects that are</p> <ul style="list-style-type: none"> <li>• Energy efficient</li> <li>• Make use of local materials</li> <li>• Environmentally sensitive, especially with regards to storm water management and waste disposal</li> <li>• Supportive of pedestrian movement and makes the node user friendly, safe and liveable</li> </ul>	All	UD Study





## ANNEXURE A:

## RECORD OF MEETINGS

Project : JABULANI CULTURAL PRECINCT- Complete Street Concept		
Date : 15-07-2013	Organization	Contact details
Present		
Betsy Malope	JPC	BMalope@jhbproperty.co.za
Philisiwe (Gugu) Mbambo	CoJ Transport Planning	philisiweme@joburg.org.za
Simphiwe Ntuli	CoJ Transport Planning	Simphiwe_Ntuli/joburg.org.za@joburg.org.za
Patricia Theron	ASM Architects and Urban Designers	patricia@albosack.co.za
Apologies - Monica Albonico	ASM Architects and Urban Designers	monica@albosack.co.za
CC		
Alan Dinnie	JPC	ADinnie@jhbproperty.co.za

Notes	Actions
1. Bolani has been identified as forming a part of the BRT network although it is unlikely to be a trunk route. This needs to be confirmed in order to understand future traffic impacts. Transport confirmed that Jabulani and therefore Bolani fall outside of the proposed 'corridors of freedom.'	Verify with Charles the City's intention for Bolani Road
2. Taxis: Just lay-bys on Bolani as super stops encourage ranking and Bolani is already congested. There must be a lay-by at the hospital otherwise the taxis will block the road.	Discuss the possible incorporation of Super Stops in the area with Operations



<p>3. Taxis: Provision of taxi bays in Parcel N at new mall development to be provided, maintained and managed by mall management. The size of the rank is specified by the Department of Transport. It was raised that this is especially important in order to present a clear differentiation between a taxi rank and a holding area. Bay size should be of such a nature that it does not encourage two taxis to squeeze into one bay.</p>	<p>Department of Transport to make a condition prior to approval of SDP, JPC to make a condition for the use of City land for parking on Parcel N</p>
<p>4. Bicycle network: It was mentioned that it would defeat the purpose to only have bicycle lanes on a portion of Bolani, the bicycle network should be extensive and should link to the residential areas, making the CBD easily accessible for nearby residents and relieving traffic pressures. Paving blocks are no longer recommended for bicycle lanes as they become a maintenance issue and are hazardous for cyclists. It is thought that MACO will soon approve that all bicycle lanes be painted green but this is not yet finalised. They would be asphalt lanes that are sprayed with green paint.</p>	<p>A further study needs to be conducted to determine an appropriate bicycle network for the area</p>
<p>5. Linear Market along Bolani Complete Street: Open shelters were preferred. Must be determined if there is adequate space in road reserve. Ablution facilities must be inside the council's property and not be accommodated within the road reserve. There must be litterbins that are provided in the trading zone in order to maintain the standard of the sidewalks and landscaping as it is difficult to prevent fresh goods from being sold even if it is prohibited. It was thought that having a second row of traders would be disruptive and would make it more difficult to maintain the landscaped zone. A proper management plan would be essential for approval of this concept.</p>	<p>Meet with JRA to see if they will approve shelters in the road reserve. JPC to commission survey &amp; traffic impact study of Bolani Road</p>
<p>6. Legogo Street as a Complete Street: Transport were positive subject to a survey and traffic impact study of the area.</p>	<p>JPC to commission survey &amp; traffic impact study of Legogo Street</p>
<p>7. On-street parking on Legogo: It was thought that on-street parking would be necessary outside the police station but not lower down on Legogo, near the residential developments and the theatre. It was felt that visitors to the residential area would abuse this and that they should rather be accommodated inside the developments in designated guest parking. It was also mentioned that people going to the theatre at night would not want to use on-street parking due to safety concerns and that during the day on-street parking encourages car-washing. It was suggested that the area rather be landscaped with bicycle lanes that form part of a bicycle network, forming a loop around the residential areas. Storm water issues were mentioned and the importance of proper lighting on the street.</p>	<p>JPC to commission survey &amp; traffic impact study of Legogo Street</p>

8. Landscaping: Maintenance is a concern as it has been seen that many areas were landscaped for the 2010 World Cup and City Parks has not managed to maintain all of them. For the development of Parcel N as parking for the new mall, it was suggested that it should be a condition that the mall provides a landscaped zone on their property along the street edge and that they are responsible for its upkeep.	JPC to make a condition for the use of City land for parking on Parcel N
9. Bus lay-bys on Legogo Street: Bus lay-bys might be acceptable if they were provided for the exclusive use of visitors to the theatre.	JPC to commission survey & traffic impact study of Legogo Street and Bolani Link
10. There is a concern about the future location of taxi holding areas. A possible location is near to the Inhlazane station when there is more clarity on what development will be occurring there.	This is something that JPC needs to discuss with PRASA
11. The future development of the One-Stop Centre and the redevelopment of the fire station will have an impact on the re-envisioning of Bolani Road. EMS has given the City rights to use the residential component of the fire station but it is unclear what is planned with the fire station building itself.	A study should be commissioned to determine the need for a fire station in this location.

Project: JABULANI CULTURAL PRECINCT		
Date: 24-07-2013	Organization	Contact details
Present		
Betsy Malope	JPC	BMalope@jhbproperty.co.za
Nketsu Nyamande	Intersite Investments	nnyamande@intersite.co.za
Thami Hlongwane	Intersite Investments	thlongwane@intersite.co.za
Monica Albonico	ASM Architects and Urban Designers	monica@albosack.co.za
Patricia Theron	ASM Architects and Urban Designers	patricia@albosack.co.za

Notes	Actions
<p><b>1. New Vehicular Bridge:</b></p> <p>Intersite Investments as a subsidiary of PRASA indicated that the development of a new vehicular bridge over the railway is the responsibility of local government but they are, in principle, in support of the concept as long as the new bridge complies with relevant height regulations and other considerations over the railway. It was noted that the potential position as indicated in the RSDF may not be the best site for this due to gradient considerations and minimum turning requirements and that an alternative could be investigated. PRASA is in agreement that the outcome of this should be subject to a proper study that determines gradient issues and safety concerns. An alternative that could be considered is a diagonal bridge over the railway, forming an extension of Legogo Street into the suburb of Moroka. This bridge should also accommodate pedestrian traffic and cyclists. Even though there is another vehicular bridge approximately 400m away from the proposed location of the new bridge, it is very difficult for residents in Moroka to access public facilities such as the Jabulani Mall, the Police Station and the Hospital, for this reason, PRASA agreed that another point of local access was necessary.</p>	<p>JPC to commission a study to identify best location for the bridge. PRASA 's Technical Division to supply a list of requirements to be complied with.</p>



<p>2. Upgrade of existing pedestrian bridge:</p> <p>PRASA were in favour and JPC indicated the possible prioritisation of this project as well as the possibility of applying for funding for this at year-end due to the importance of the connection it makes between Jabulani and Moroka.</p>	<p>JPC to investigate funding options for this.</p>
<p>3. Upgrade of Inhlazane Station:</p> <p>As the latest information was provided in the 2008 census, PRASA recommended that a pedestrian count be conducted in order to determine how many commuters currently use the station and to what destinations. It was mentioned that a tender went out in 2012 for the upgrade of the station but that there was not much interest, in the light of current and future developments in close proximity to the station, this is likely to change. It is the function of PRASA's Technical Division to upgrade existing stations and they must confirm whether Inhlazane is earmarked for future upgrading. It was noted that their focus is however strictly limited to the rail reserve and that any land that falls outside of this is the City's responsibility. There is potential for the upgrading of existing dilapidated buildings close to the railway but it needs to be confirmed whether they are in fact within PRASA's land. PRASA indicated that they would supply a diagramme showing the area and the extent of the rail reserve.</p>	<p>JPC to confirm land ownership. JPC to commission an assessment to determine the state of the existing dilapidated structures.</p>
<p>4. The Station Forecourt:</p> <p>There is an opportunity in front of the station to deal with storm water runoff, which is a problem in the area. It was suggested that even minor interventions such as the definition of curbs and the introduction of storm water inlets would make a significant impact.</p>	

Project : JABULANI CULTURAL PRECINCT- Presentation of the Urban Design Framework to Region D		
Date : 13-08-2013	Organization	Contact details
Present		
Betsy Malope	JPC	BMalope@jhbproperty.co.za
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Patricia Theron	ASM Architects and Urban Designers	patricia@albosack.co.za

Notes	Actions
<p>Inhlazane Station and Transport Hubs</p> <p>The previous UDF had placed the Transport Hub close to the station and this was queried within the new framework. This was an issue that came up in the meeting with PRASA where it was discussed that Inhlazane Station does not yet have sufficient numbers to justify an upgrade and it is felt also that a series of smaller transport points along Bolani Road will benefit commuters and promote fluidity of movement.</p> <p><input type="checkbox"/> Taxi stops within retail developments are ideally placed as they can be managed, are central and are convenient for commuters. A new commuter count will be done of the station within the next two years and it was therefore felt that until this, it would be logical to focus attention on the pedestrian bridge which is frequently used, especially by children, and would benefit from an upgrade.</p>	

<p>Upgrading of services</p> <p>Joburg is in the process of bulk infrastructural development including the upgrading of roads, water connections, electrical wiring and the sewerage system. This could interfere with new development if it is not properly co-ordinated. A deposit system could be introduced in order to ensure that when infrastructure is improved that the paving is replaced and the area is left in a good state after work is done.</p>	
<p>Stormwater</p> <p>Existing stormwater issues effecting Calgro housing developments. With the introduction of new paving on streets and around developments, there will need to be retention ponds to control runoff to avoid similar problems as have occurred in Maponya due to the mall development, also a problem with Jabulani mall and the proposed Jabulani Junction. At present it is necessary to acquire funding to sort out the stormwater issues, a committee meets every month to address the flooding problems in Malapo. The JRA should calculate what each development should contribute to this issue as, in a measure to attract developments, developers do not pay bulk in Soweto. This could be reconsidered as the region becomes more attractive for developers and development should make a contribution to the area.</p>	JRA to calculate each stakeholder's contribution
<p>Phasing</p> <p>Arrange meeting with the councillors in Soweto to take them through how the developments will be phased in order to better manage the whole process and avoid the same problems that arose during the development of the Soweto Theatre. The Soweto Councillors Forum is meeting at the end of August.</p>	JPC to organise a meeting to co-ordinate the development plan.
<p>New Housing developments – Jabulani Flats</p> <p>A social impact study should be conducted. As the new residential developments have already been approved, they need to be integrated into the urban design framework, considering passive surveillance, noise impact, social facilities and places of recreation.</p>	JPC to commission a social impact study
<p>Traffic impact study</p> <p>Should be conducted in order to manage the impact on traffic from the new developments. Intersections should be raised as a traffic calming measure. A lot of petitions are received that call for traffic calming measures around schools. JPC to engage with transportation.</p>	JPC to commission a traffic impact study



Priorotising the projects:	
<p>One-Stop Centre</p> <p>Determine what facilities are needed in the area and how they could be combined with other facilities. A consolidated one-stop centre could be more integrated with the community it serves in it's relation to other services provided around it and could also act as a development anchor for the site. Special consideration of what departments are needed as a permanent base in the area to make services more accessible.</p>	JPC to commission a study.
<p>The Complete Street</p> <ul style="list-style-type: none"> <li>□ The concept was described as very promising, however it requires proper co-ordination; Joburg water and city power should upgrade before the complete street can be implemented. Stormwater issues need to be addressed first as there is no budget within complete streets to cover stormwater management.</li> <li>□ The Complete Street is very expensive to implement which means that only focus areas such as Orlando, Maponya and Jabulani would be selected and only in defined areas. This is a problem in terms of pedestrian and cycling connections that would possibly become fragmented.</li> <li>□ Specific parking facilities will be required for cyclists, racks could be potentially located next to public ablutions and a trader's office in order to create a condition of passive surveillance.</li> <li>□ There is concern over the linear market's incorporation into the complete street. Region D felt that linear markets have not worked historically and that a centralised, neighbourhood market would be preferable. The concern was mainly over the difficulties associated with the management of linear markets, however it must be said that this problem extends to the management involved in keeping traders off the street as the traders want a street interface. Of the over 100 traders in the node (according to Region D), it was felt that a number of around 30 could be managed in a linear market. This provided that the stalls do not provide on-street storage, with the possible requirement that only dry goods be sold along Bolani as fresh goods contribute to conditions of poor hygiene, and damage to the storm water system.</li> </ul>	<p>JPC and MTC to work on a proper management plan.</p> <p>Involvement of Pick It Up.</p> <p>Importance of co-ordination between JPC, Transportation, and departments involved in the provision of services.</p>
<p>Establish Jabulani as a City Improvement District</p> <p>This meets with the express approval of the Regional Director, however, there will need to be sufficient development and mass to secure the buy-in of the relevant stakeholders.</p>	

<p>Informal entertainment areas</p> <p>It was suggested by Region D that the Urban Design Framework should include small-scale areas for informal entertainment, including a gathering area for taxi drivers etc. in order to accommodate important social traditions that form a part of Soweto's culture. It was suggested that a suitable site on Legogo street adjacent to Parcel N could be identified for this due to its proximity to the taxi rank and the sufficient availability of space to accommodate this. Legogo street has wide streets, good lighting and also has a police station located along it.</p>	
<p>Manufacturing</p> <p>A question was raised by Region D about the possibility of accommodating manufacturing around the station. This could be aligned with the development of an afro-fashion zone. JPC to conduct a study.</p>	
<p>Jabulani node as a civic centre</p> <p>Requirement for</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> a library</li> <li><input type="checkbox"/> other small scale health facilities in addition to the hospital</li> </ul>	
<p>Reaction to the framework</p> <p>Region D commented that the framework had covered a lot of ground and that applications should be made to secure funding for implementation in 2014.</p>	

## ANNEXURE B:

### SCHEDULE OF DEVELOPMENTS & LAND PARCELS



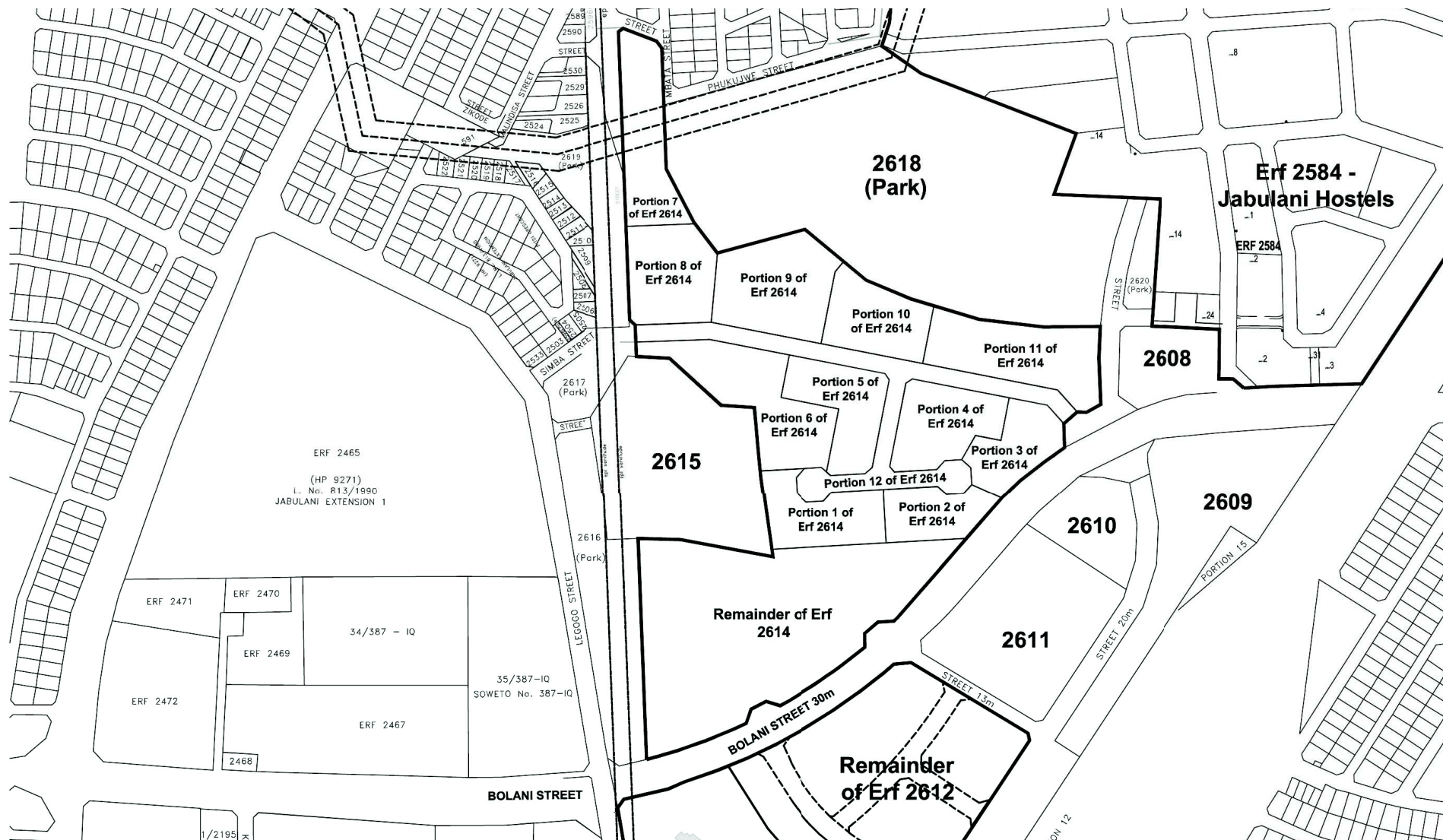
## Jabulani Framework and Cultural Precinct : Schedule of Land Use and Areas:

Type	Area of site (sqm) Estimated	Estimated proposed development (sqm)	Coverage (%) Estimated	Estimated FAR as per current proposals	Estimated date of Completion
Housing (ERF 2332)	53 326	24 (1-bed) units 498 (2-bed) units <u>103 (3-bed) units</u> <u>625 units</u>	60	(Density) 117 units/hectare	24 (1-bed) complete 354 (2-bed) complete 103 (3-bed) complete 144 (2-bed) units to be completed in next few months
Housing (ERF 2605)	36 472	140 (1-bed) units <u>1184 (2-bed) units</u> 1324 units	60	(Density) tbc	Complete
Housing (ERF 2612 - PTN 2)	30 448	552 (2-bed) units	60	(Density) 184 units/hectare	Within next 5 years
Housing (ERF 2613)	19 679	348 (2-bed) units	60	(Density) 177 units/hectare	Within next 5 years
Housing (ERF 2614 – PTNS 1-12)	92 753	1816 (2-bed) units	60	(Density) 197 units/hectare	Within next 5 years

## ANNEXURE B

## SCHEDULE OF DEVELOPMENTS & LAND PARCELS

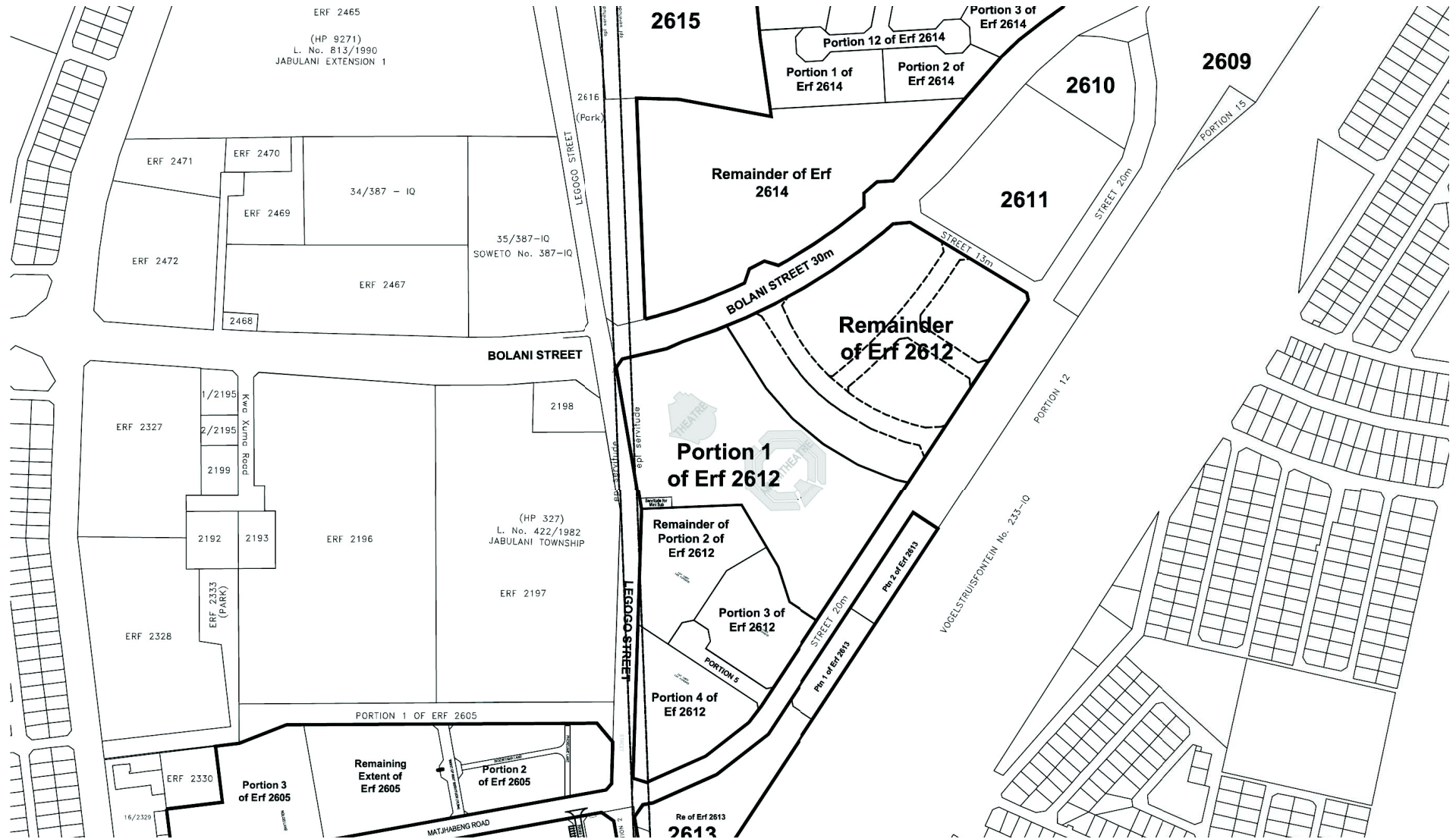
<b>New Retail (ERF 2614)</b>	35 454	16 000 (approx)	45	0.45	Within next 5 years
<b>Office and business development (ERF 2612 subdivision)</b>	23 209	20 000 (approx)	25	0.7 (proposed)	Within next 10 years
<b>New Commercial (ERFs 2610 &amp; 2611)</b>	25 741	15.000 (approx.)	40	0.6 (proposed)	Within next 10 years
<b>Future One-stop Centre - Offices &amp; supporting facilities (ERF 2327)</b>	18 000	20 000 (approx.)	70	1.2 (proposed)	Within next 10 years
<b>Fire Station redevelopment – Education &amp; training centre (ERF 2472)</b>	14 000	8400	70	0.6 (proposed)	Within next 10 years

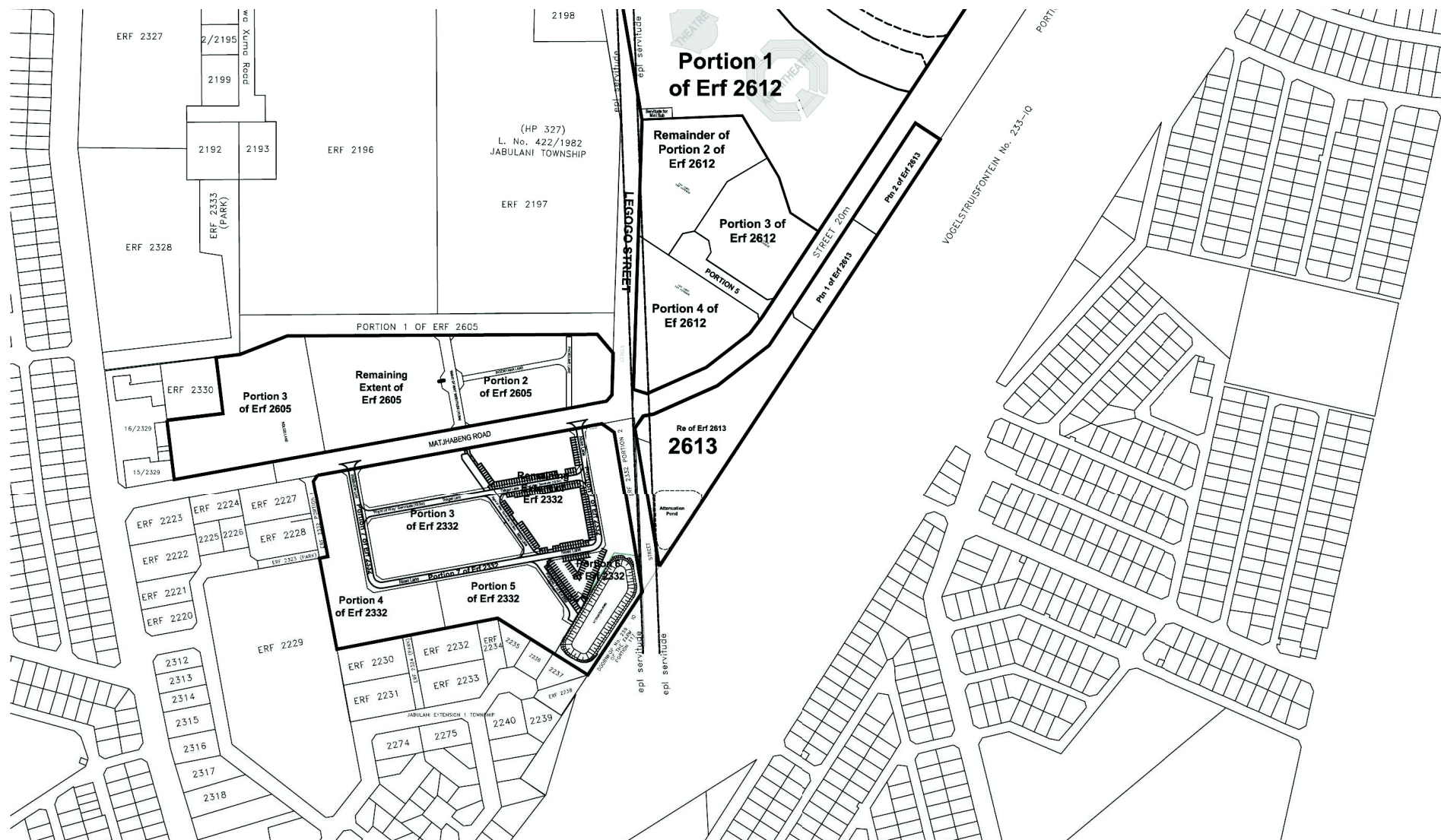




## ANNEXURE B

## SCHEDULE OF DEVELOPMENTS & LAND PARCELS



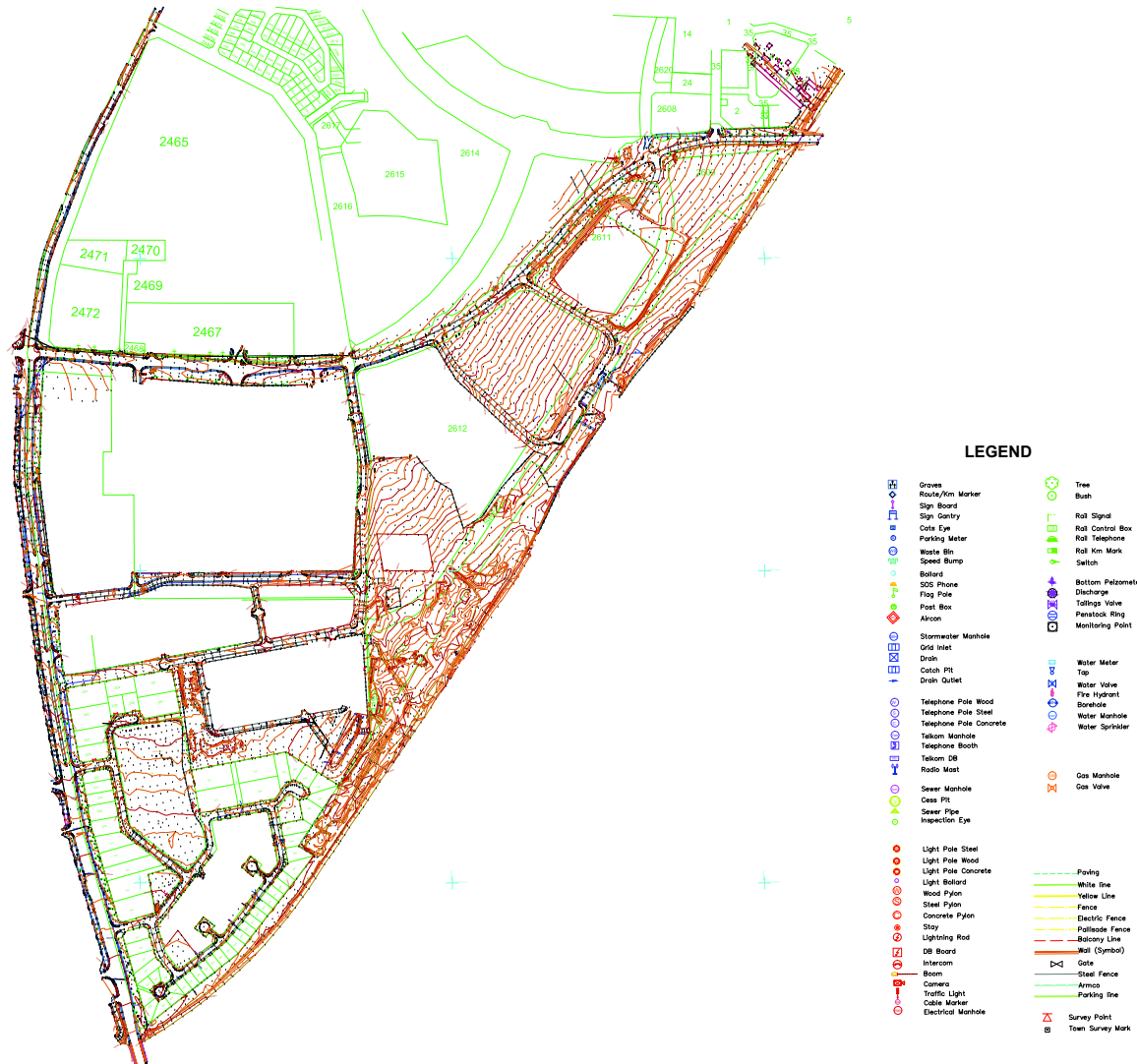


## ANNEXURE C:

## JULY 2013 SURVEY

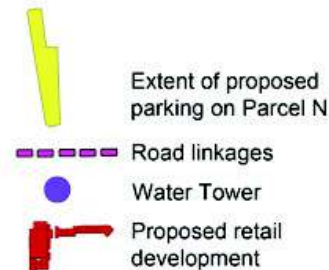


This is the latest survey drawing of the Jabulani Node, prepared in July 2013 by Initio Earth Sciences Surveyors and PH bagale Engineers.



ANNEXURE D:

REQUEST FOR PARKING  
ON PARCEL N



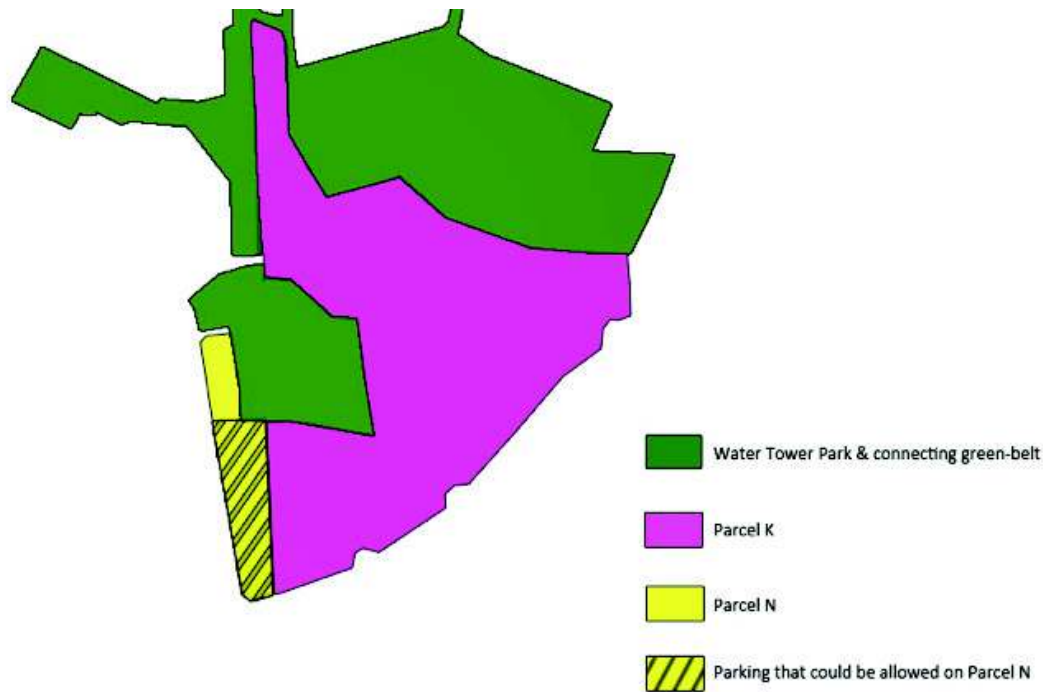
## JABULANI CULTURAL PRECINCT, URBAN DESIGN FRAMEWORK COMMENTS ON THE PROPOSED PARKING ENCROACHMENT

This is in response to the proposal for land development of council owned land - City of Joburg Municipality erven 2616 Jabulani Extension 1 (Jabulani Precinct Plan land parcel N)

The Urban Design Framework proposes the development of the Water Tower Park; this project responds to the requirements expressed by Region D, for the extension and integration of the public open space system within the Jabulani Node. This development will make use of the portion of land in Parcel N, located between Lepogo Street and the reservoir wall. The image below shows the relationship of the Water Tower Park to the green belt system as proposed by the framework.

The map on the left depicts the extent of parcel N, for which the application has been made to use this area for parking over flow for the proposed retail centre, located on parcel K (Phase 1).





This application is in conflict with what is outlined in the framework, however a section of Parcel N, illustrated in hatch, between the Retail Centre and Legogo Street could be considered for the use of parking over flow.

Legogo Street, which runs to the west of the Jabulani Amphitheatre Park, crosses Bolani road and connects to Koma Street via the Water Tower Park, is an important vehicular and pedestrian route. In order to preserve the quality of this route, which links the above-mentioned parks, the guidelines presented in the Urban Design Framework promote the extension of the environmental conditions along the length of the link route. The recommendations are as follows:

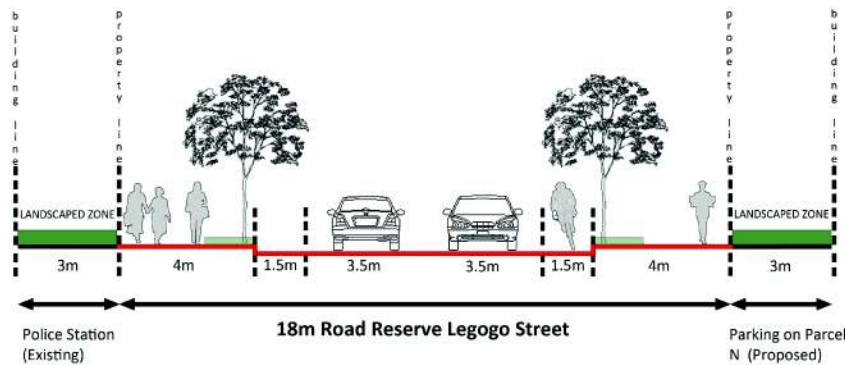
- That only the section indicated in the diagram is developed for parking purposes as a concession, so that the integrity of the Water Tower Park as a feature in Jabulani is preserved.
- That there is 3m of landscaping, within the boundary, to separate the proposed parking from the street edge. The maintenance of the landscaped zone is the responsibility of the mall management.
- Fencing along the edge is not encouraged. However if fencing is deemed to be necessary, it should be transparent and no more than 1.2m high. The design should be integrated with the street upgrade.
- A survey should be conducted to ensure that there is sufficient space for pedestrian movement and landscaping along the street edge.



•It is a condition, prior approval of the SDP by the Department of Transport, that taxi bays are provided within the parking areas of new mall developments; the size of this rank shall be specified by the Department of Transport. It is recommended that this rank be situated within a suitable area within the proposed parking on Parcel N. The new mall would be responsible for the provision, maintenance and management of the taxi rank within their premises.

•The Police Station and the Soweto Theatre have indicated their need for more parking available for their use. It is therefore encouraged that an agreement be reached with the new mall development to allow for a shared parking system whereby visitors to the police station and the theatre can park within the portion allocated to parking on Parcel N.

Legogo Street will be developed into a pedestrian-friendly environment, also accommodating cyclists, according to the guidelines of the Complete Street. A traffic study of Legogo Street should be conducted to determine whether there is a possibility of providing parallel parking in close proximity to the Police Station. The provision of additional parking along the street is being considered and will be tested at the design development stage.



LIST OF FIGURES

REFERENCES



## FIGURES

**Figure 1.1:** Diagramme from the RSDF showing the location of Jabulani Node in relation to Joburg CBD

**Figure 2.1:** Images from the 2007 Urban Design Framework for Jabulani Node prepared by Annemarie Loots

**Figure 2.2:** Analytical maps from the 2007 Urban Design Framework for Jabulani Node prepared by Annemarie Loots

**Figure 2.3:** Location of Region D from RSDF 2010/2011

**Figure 2.4:** Urban Development Framework for Jabulani Node from Region D RSDF 2010/2011

**Figure 2.5:** Jabulani Node Region D RSDF 2010/2011

**Figure 2.6:** Spatial application of BRT TOD Guidelines in Jabulani

**Figure 2.7:** Land use in Jabulani relative to BRT TOD guidelines

**Figure 2.8:** Applying walking impact zones in the Jabulani node

**Figure 2.9:** Jabulani node's commercial core in relation to pedestrian catchment area

**Figure 2.10:** Entrance to Inhlazane Train Station in Jabulani

**Figure 3.1:** The study area within Jabulani Node

**Figure 3.2:** The land use distribution within the study area

**Figure 3.3:** Map showing the current developments in Jabulani Node

**Figure 3.4:** Residential Development

**Figure 3.5:** Jabulani Mall

**Figure 3.6:** Completion of the Hospital

**Figure 3.7:** The Soweto Theatre

**Figure 3.8:** Area schedule of land use adjacent to the Soweto Theatre

**Figure 3.9:** Map illustrating Built Form (shaded) and existing landmarks

**Figure 3.10:** The Water Tower

**Figure 3.11:** The Soweto Theatre

**Figure 4.1:** Map showing accessibility of the node - Train station, Taxi Rank, Bolani Road

**Figure 4.2:** Taxi informal stops along Bolani Road

**Figure 4.3:** Map showing the Open Space System in Jabulani Node

**Figure 4.4:** Sense of Place: The sketch illustrates the proposed relationship between the Jabulani Amphitheatre Park and adjacent uses that reinforce the cultural role of the precinct such as hotels, mixed-use zones, restaurants and other cultural activities

**Figure 4.5:** Seamless connections and permeability - Supporting and compatible land uses to reinforce the sense of place should be promoted, extending from the Jabulani Amphitheatre Park and building on the unique qualities of the area

**Figure 4.6:** Street edge definition: Landscaping, lighting and uninterrupted pedestrian movement with supporting uses, to improve and enhance passive surveillance, should be established around the Jabulani Amphitheatre Park.

**Figure 4.7:** Map showing the mix of land uses, current and future developments - highlighting the importance of forming connections between them

**Figure 4.8:** Conceptual views of the precinct showing the promotion of a denser built fabric and a mix of uses that improve the sustainability of the node in the long term.

**Figure 4.9:** Perspective sketch highlighting the principles of connectivity, spatial integration and a balanced mix of uses which support the cultural precinct and uphold the vision for Jabulani Node.

**Figure 4.10:** Image strip showing the Soweto Theatre, which presents a unique destination within Jabulani.

**Figure 4.11:** Map indicating Accessibility - Proposed road network

**Figure 4.12:** Open Space System

**Figure 4.13:** Sketch of the envisioned Jabulani Theatre Park

**Figure 4.14:** Photo shows the open parkland which is next to the Jabulani flats

**Figure 4.15:** Photo of playing spaces inside a new residential development in Jabulani

**Figure 4.16:** Map indicating existing schools within the area

**Figure 4.17:** Land use plan

**Figure 4.18:** The image shows the promotion of well defined public-private interfaces and permeability within the new developments that serves to complement the surrounding pedestrian network and cultural activities.

## LIST OF FIGURES

**Figure 5.1:** Map locating the recommended list of projects

**Figure 5.2:** Location map of The Jabulani Amphitheatre Park Project

**Figure 5.3:** Plan showing the elements of the design for The Jabulani Amphitheatre Park Project. Image from Collaborate 008 - Clara Cruz Almeida Architect

**Figure 5.4:** Location map of Land Parcels Project

**Figure 5.5:** Recommended subdivision of Land Parcel A

**Figure 5.6:** Location map Bolani Road/Mputhi Street Complete Street Project

**Figure 5.7:** Image from SMEC Complete Streets Guideline Manual: application to 30m Road Reserve

**Figure 5.8:** Concept plan showing the application of the Complete Street on Bolani Road

**Figure 5.9:** Complete Streets application to Bolani Road

**Figure 5.10:** Concept plan showing the possibilities of shared parking by agreement

**Figure 5.11:** Existing conditions on Bolani Road

**Figure 5.12:** The image shows a possible street view if the linear market option were adopted as a part of the Complete Street. There is potential for a market condition to contribute to the vibrancy and character of the street edge.

**Figure 5.13:** Conceptual street view

**Figure 5.14:** Trading module - conceptual section

**Figure 5.15:** Conceptual diagramme of Bolani Complete Street and the incorporation of the linear market

**Figure 5.16:** Trading module - conceptual plan

**Figure 5.17:** Location map Link Routes & Artist's Boulevard Project

**Figure 5.18:** Image from the SMEC Complete Streets Guidelines Manual showing the treatment of a Class 4 Local Distributor with a 20m road reserve

**Figure 5.19:** Application of Complete Streets Guidelines to Legogo Street

**Figure 5.20:** Location map Water Tower Park Project

**Figure 5.21:** Street view - the Water Tower is a notable landmark in Jabulani

**Figure 5.22:** Location map Pedestrian Bridge Upgrade & New Bridge Project

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**Figure 5.24:** Image showing the existing pedestrian bridge at Inhlazane Station

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