

# GEORGE CBD PEDESTRIAN NETWORK

URBAN DESIGN FRAMEWORK RECOMMENDATIONS

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This document was compiled by



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# Part A

## Introduction

# A Introduction



## 1. Background and location

George CBD has long since served as the main commercial node for not only the city itself, but for the Eden District region. However, the past few years have witnessed a decline in the functioning of the Central Business District of George (hereafter called the CBD), both as a place to do business and as a safe environment for its users. The causes associated with this decline point to a number of factors, including the poor economic climate, the shift of businesses to the two new malls in the last few years and negative issues around urban decay, crime, poor maintenance and commuter safety. This being said, the CBD still attracts large numbers of people in need of local government, medical and legal services, as well as schools, to name a few. In addition, much of its layout and urban fabric is conducive to a pedestrian friendly environment and despite parking issues being sighted, parts of the CBD are still managing to function with a level of commercial vibrancy. Furthermore, there have been small private initiatives to improve the immediate business environment and smaller enclaves or precincts which demonstrate the potential in collective improvements. In fact, a survey conducted as part of the CBD Business Retention and Expansion Programme showed that many of the businesses currently located in the CBD would like to remain there and expand within the next few years.

This has necessitated an intervention from both government and private enterprise to revive interest in the CBD. A Local Structure Plan was developed which identified various strategies or projects in different parts of George which could be undertaken to address these problems. One of those was the **CBD Boulevard** – a pedestrian orientated public network of routes linking the open spaces in the CBD. The idea behind this proposal was that the network of pedestrian routes would support the proposed new public transport system, incorporating the planned new Bus Terminus in Craddock street and re-imagining the existing open spaces. The network would incorporate and link some of the important civic buildings and functions, including the historic buildings, the museum and the station, as well as the important axes within the existing grid. The aim is that the intervention will serve to create a cohesive identity, binding a series of character precincts that will ensure a safe, continuous pedestrian environment that property owners will want to front onto and support.

The highlighted area on the aerial photograph alongside indicates the extent of the proposed study area. It extends in two perpendicular directions, down the length of York street, and across to the railway station in the South East, mainly between Hibernia and Market Streets. The areas comprise mainly midblock interventions and do not address the street character of each block, other than where relevant.

## 2. Project description and scope

This particular piece of work was born out of that **CBD Boulevard** proposal. The Spatial Planning department at the George Municipality put out a tender to produce an Urban Design Framework for the George Central Business District, and in particular, a designated series of spaces previously identified. This work outlines a **high level strategy** for the network as a whole as well as for the individual areas identified. Each space is analysed in terms of the synchronic and diachronic factors currently impacting on it and the challenges, opportunities and ‘fixes’ that exist. A high level spatial strategy for each area has been designed, together with a set of recommendations which will inform future detailed planning thereof.

## 3. Other work

Numerous studies have been done over the last twelve years towards analysing and strengthening the CBD’s spatial structure and economic position. These are listed below:

2001-9	October '01	<b>Urban Econ Study</b>
	January '09	<b>Mobility Study</b>
	June '09	<b>CBD SDP precincts and zoning</b>
2011	May	<b>Urban Design and Architectural Guidelines</b>
	August	<b>Spatial Development Plan</b>
	October	<b>York street Site Urban Design Framework</b>
2012	Feb	<b>GEORGE CBD – LOCAL STRUCTURE PLAN</b>
	June	<b>CBD business retention and expansion strategy</b>
	October	<b>Draft SDF</b>

The work done in this document is linked to all of the previous work and constitutes the next phase of development

#### 4. Methodology

The work was undertaken by means of a *charette* process which is a strategic and well-rehearsed method of co-production. A public introductory meeting was convened where stakeholders from various representative groups were elected and participated in the design process through a structured series of workshops. The workshops were organised and run by the professional team with representatives from the client body, the municipality. The group collectively identified design principles suitable for the CBD framework and various issues pertaining to each precinct were unpacked, discussed and debated. The stakeholders participated and contributed to the process of idea generation thereby improving the quality and effectiveness of the process. Not only was this beneficial in a participatory, knowledge-sharing manner but also in the sense that ownership and understanding of the greater vision was fostered. The ability for all to influence the process in a transparent manner meant that the group was able to negotiate quick consensus. It is believed that having been through this process, future conflict can be mitigated. The information gathered was translated by the team into a set of conceptual proposals for each of the squares and taken back to the workshops for further discussion.

In parallel with the series of workshops, the technical aspects were tabled with the transport engineering department who provided feedback. The planning of the integrated public transport network were also taken into account. A further session was convened with the Business Forum and representatives from the Economics Department in the Municipality to discuss issues pertaining to economic sustainability as well as to raise awareness of future public-private initiatives and partnerships in pursuit of the vision.

Subsequent to these processes, the professional team developed the designs and the documentation thereof for final presentation to the public where final inputs will be considered and revisions made if necessary. Thereafter, the final task is to refine and document the Urban Design Framework for the CBD boulevard.

The next phase of work, subsequent to the Urban Design Framework is for precinct plans to be developed for each of the areas within the series identified in the CBD network.

#### 5. Document Outline

This document is a strategic framework or structure plan for the area specifically identified in the tender document as the CBD Boulevard. It consists of three components, which reflect the process that was undertaken, following this introduction, is a Contextual Analysis (part A), followed by a Strategic Framework (part B) and a Implementation Strategy (part C). Each part is introduced by a broad overview of the study area followed by a more detailed look at each of the precincts identified. In each case, the opportunities, constraints and fixes are identified and proposals together with recommendations are made.

#### 6. Limitations

The brief was not to solve all the problems in the CBD. This project is simply a component of a myriad of plans towards the planning and revitalization of George. The study area was limited to component parts of the CBD, identified as key to a select portion of the CBD

This work is expected to be developed in more detail as projects come into fruition. The succession of actions should constantly refine and shape the solutions to the precincts, relative to the status quo at the time of the next phase of the work.

The work was done over a period of six months from January to September 2013 and the current problems and issues identified are relevant to this period. We were guided by economic objectives as set out in CBD business retention and expansion strategy (June 2012)

The very concept of this network is not our invention but we have developed and extended it with our particular methodology, and as a result, holds a strong Urban Design leaning and our professional opinion together with the inputs of the participants

Traffic flow concerns (regarding routes, order of road and congestion) for both the circle and boulevard to be investigated with the transport engineers.

# Part B

## Contextual analysis

# contextual analysis

## 1. Broader Scale - a changing CBD

During the series of workshops convened for this project and with preceding studies, the various attributes and challenges that beset the George CBD were identified. Factors like cultural practices, happenings as well as the architectural heritage and visual appearance which contribute to the essence of the city and what gives it a distinct sense of place, are noted and described in the paragraphs that follow.

As well as being a regional centre for administration and government departments, George is the regional centre for education, finance and medical services and is thus predominantly a 'service economy'. Many people travel to George from the surrounding region to make use of the facilities, for a period of time. However, despite those being provided at a primary level, there is a lack in the secondary infrastructure and services associated with those services. Over the years, George has also become a lifestyle destination with people choosing to live there and work elsewhere. However, with the construction of both malls, there are substantial retail space vacancies in the CBD (this for a number of reasons - management, poor public space, economics etc). There is a lot of available office space in the CBD which could bring more people into the central area to support those businesses.

The town is a national sports event hub, including adventure sports, as well as being a cultural and art centre home to world renowned artists. The city hosts a number of festivals and events, including the switching on of the lights, cheese festival, school festivals, old motor show, and the Outeniqua Wheelchair Challenge, amongst others. George also tends to be known as the vehicle showcasing centre of the region.

The beautiful natural environment is a great asset to George and is a primary attribute that should be maintained. There is a strong visual connection between the mountains closely surrounding the city, and the CBD. The weather is generally mild with all year round intermittent rainfall and abundant vegetation. There is an increasing drive towards issues of environmental and social sustainability protecting and maintaining the connection to the natural environment. The Museum and Botanical garden are well placed and starting to establish themselves as a very strong environmentally-orientated establishments. There is also a strong link to the farming and agricultural community of the Southern Cape, with regular farmers' markets and co-ops. This being said, there is no inner-city park other than the museum park, which is problematic for a number of reasons. There are social problems which need to be addressed, in particular the problem vagrancy and decay of built

fabric as a result of neglect and misuse, which creates unhygienic conditions in the public amenities. There are a number of built environment aesthetic issues which are considered detracting need to be addressed, some include lack of continuity in planting and maintenance of public gardens, flowerbeds, paint colours on buildings don't reflect the intention of the design guidelines and public signage is problematic, both from a form and a visibility point of view.

The scale of the town, particularly the old centre, is conducive to pedestrian movement with amenities in the town within walking distance from one another with little need to use cars. Similarly the layout of the town lends itself to an opportunity to enhance and complement the planned public transport system. There is a culture of outdoor living and pedestrian mobility and a physically active community. However, there is a lack of orientating elements or a spatial hierarchy. The CBD could strongly benefit from a civic structuring element and/or identity precincts because there exists great potential to consolidate the spatial system - the town structure lends itself to a network. However, the handling of outdoor signage aesthetics is poor which negatively affects the character of the place and the unique aspects. There is a burgeoning lifestyle practice of coffee-shop culture, but it's not visible or not facilitated. Whilst it happens in small unrelated instances, there is generally a poor interface between street and buildings, a lack of progression from public space to private face of building and no sense of sequential spaces. There is sufficient parking within the CBD but a lack of structured parking for day office workers who are currently using prime 'casual parking' spaces. In addition, current parking lots available within walking distance of the main commercial areas are poorly surfaced, creating problems of either dust or mud and with a lack of trees for shading. Currently those spaces are also being used as long distance bus drop off or collection points. Furthermore, dead ends and back alleys are creating security concerns and generally, vacancy in those midblock areas.

George having its own distinct identity was an issue which came up in the workshops, in particular that of continuity in the identity of Southern Cape Towns. Some participants felt that planning approaches and characters of these differ, making for a lack of continuity, whilst others felt George should retain its unique identity. George is considered to be a community orientated town with diversity and a strong sense of respect to others. It is said that generally, people tend to work together, and that despite obvious inherited divisions, there is good integration - the greater community of George is not an abrasive nor hostile towards one another.

The urban morphology of the study area was considered and the major structural elements were understood to be the following:

1. York Street is of a boulevard scale, with a civic scaled historical space where it meets Courtney street traffic circle
2. Mead Street is a historical axis with Die Moeder Kerk at its head.
3. The area between York, Mead ,Albert & Courtenay Streets is the “primary business” hub
4. The area between Mead, Hope, Hibernia and Market Streets is a “secondary business” hub
5. Of this, the area between Merriman, Hope and Hibernia, Market Street is light industrial in nature
6. To the north of the “secondary business hub” is an area characterized by institutions and to its south is a small scaled mixed-use precinct.
7. There is a sequence of open spaces that are loosely arranged through the centre of the “primary and secondary” business hubs. These are predominantly backs of properties, parking lots, or ‘leftover’ spaces of a utilitarian, or neglected character.
8. The nature of Hope Street is in the process of change with it becoming much more important link through the town and will function as the route for the inter-city buses
9. The rail service may not be functional in the short to medium term but there is a desire to see it operational in the long term, possibly as a high speed rail station
10. There is a lack of connection or continuity between the midblock open spaces in the CBD. They are largely disjointed and tend to be primarily informally occupied back yard spaces.



DIAGRAM SHOWING THE BASIC URBAN MORPHOLOGY OF THE STUDY AREA



DIAGRAM SHOWING EXISTING MOBILITY ROUTES AND STOPS IN THE STUDY AREA

The desire is to connect the station precinct to York Street and has been generally agreed to be a rational response to the longer term vision. The impact on moving pedestrians away from Hibernia and Market Streets where current businesses are operated was discussed. The proposed pedestrian link is of a different movement order to the vehicular link. This was also said to be a longer term vision where the impact of restructuring will be mitigated by more people/customers spending time in the CBD. Problems with parking congestion have been sited, however, studies indicate that there is not a shortage of parking but rather a lack of safe, formalised parking close to businesses and shopping areas. One way systems have been proposed where congestion is felt at peak periods, and in particular where in relation to the entrances or exits of midblock areas. Pedestrian thoroughfare is predominantly shared with vehicular thoroughfare and, with insufficient sidewalk space, their safety is compromised. The nature of York Street is of a boulevard, or higher order road, not of a street, whilst Mead street has more of a ‘high street’ character. There are currently plans to implement an NMT link along the length of Hope Street.

Some of the existing mobility areas:

- 01 The new bus terminus for inner city IRT network
- 02 The intention for the existing taxi rank is that it become obsolete and therefore a different use is imagined.
- 03 The train station is no longer in use as it was originally intended but functions as an intercity bus stop
- 04 There is a bus stop for Saarsveld students and some intercity carriers in St Marks Square.



DIAGRAM SHOWING AREAS OF NATURAL VEGETATION, LANDSCAPED OR OPEN SPACES IN THE STUDY AREA

There is generally no coherence about the ‘green spaces’ in the CBD. The areas where natural vegetation occurs tends to be incidental and not designated, there is no network or linkages, and certainly no large designated public park. There is a botanical garden but being located on the fringe of the city, it lies at a distance from the CBD and remains disconnected. The Unity Park, which lies on the site of the historical ‘plein’ or ‘werf’, has been reduced in size, and is isolated by busy roads, making it an undesirable space to relax in.

Of the few formalised planted areas, only the ceremonial space in front of the municipality is publically accessible. The Cathedral grounds, the Bishop’s Garden, the station garden and the York Hostel grounds all have large established trees, lawns, hedges and pathways but are closed off to the public. As is the historic cemetery lying in close proximity to the station. Furthermore, the surrounding sports fields and associated grounds are exclusively for the use of the schools.

In terms of ownership, the York hotel site is one of the only sites which offer a strong opportunity to be transformed into a public park

The buildings in the study area vary in scale and density from precinct to precinct.

Coarser grained, medium scale buildings characterise the 'central' CBD blocks with most buildings no taller than three storeys. However, these are quite densely spaced but for the midblock open areas. Medium scale, high density development or coarser scaled, medium density development tends to line the edges of the roads leading into the CBD precinct.

There is both historical and recent residential fabric interspersed with medium scale, low rise commercial buildings lining the outer edges of city blocks.

Schools and institutions are characterised by medium scaled buildings in clusters amid open fields or gardens, mostly to the North eastern side of the CBD.

-  Coarse grain. Low density
-  Coarse grain, high density
-  Coarse grain, medium density
-  Medium grain, high density
-  Fine grain, medium density
-  Fine grain low density
-  Medium grain,, medium density
-  Medium grain, low density,
-  Open space



DIAGRAM SHOWING AREAS OF DIFFERENCE IN THE GRAIN AND DENSITY OF THE BUILT FABRIC IN THE STUDY AREA



The study area can be split up in to a series of component pieces with each precinct having a different character.

**01 STATION PRECINCT**

A fairly inactive part of the CBD, with large open parking areas, an old station building, some established shady trees and a few isolated residential buildings.

**02 LIGHT INDUSTRIAL QUARTER**

A cul-de-sac containing shed-like structures housing light industrial activities fronted by large paved areas.

**03 RESIDENTIAL PARK LINK**

Residential properties and a cul-de-sac off Mitchell str.

**04 MARKET SQUARE**

A busy Taxi rank with small formal and informal commercial activity. Some blank walls, and containers.

**05 BUS TERMINUS PRECINCT**

A leafy site, containing the old York Hostel building, a new bus terminus and commercial parking lot.

**06 VAN DER STEL SQUARE**

A busy central parking lot segmented by rows of trees, informal trade and with a mixture of formal businesses.

**07 DONERAILE SQUARE**

A quieter, pedestrian-friendly parking lot edged by small businesses, some older buildings and large trees.

**08 ST MARKS SQUARE**

A backyard, semi-formalised parking, delivery, bus stop and school drop off area, edged backs of businesses, a church and school grounds

**09 MUSEUM SQUARE**

Historic Plein, with trees and commemorative Unity Park, separated from Museum by large traffic circle.

**10 YORK STREET**

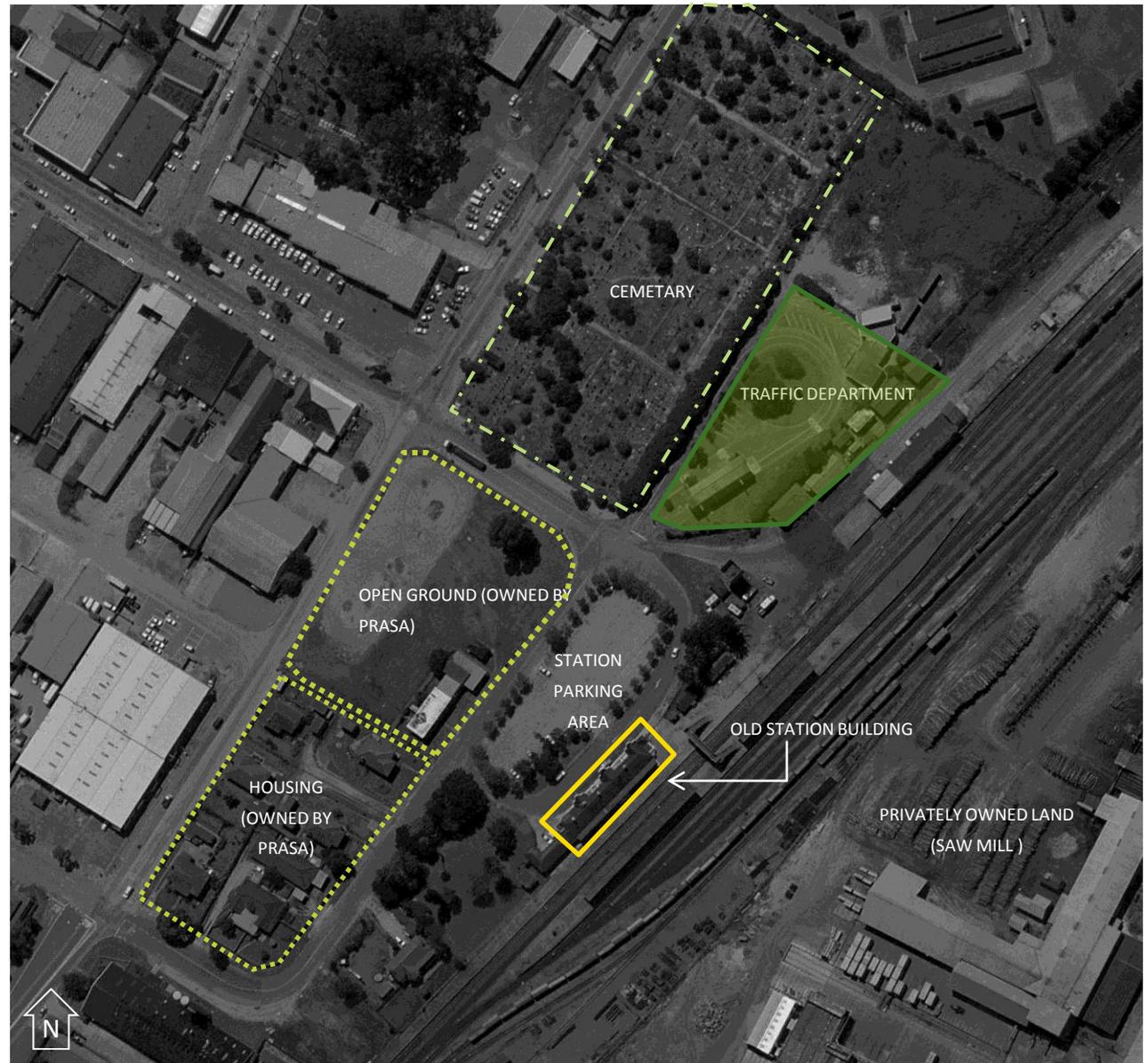
A large main boulevard flanked by generous parking areas fronting businesses

# Station precinct

The station precinct lies at the South Eastern boundary of the area considered to be the CBD. The precinct is characterised by large areas of open space /land which is largely underutilized and under developed. This is primarily due to the fact the train service no longer functions. The old station building is used only as a drop off area for the intercity buses and sits isolated along a small access road amongst open parking areas and alongside some green space. There are some houses in close proximity to the south west of the station and a cemetery to the north. There are also large portions with land to the north east, the southern portion of which is currently used by the traffic department. On the opposite side of the tracks lies private land (currently a saw mill) and the old railway museum, however, a band of tracks and shunting area makes for a significant barrier to potential dialogue on between either side of the tracks.

## CHALLENGES

- Discontinued train service means a lack of function to the area. Vacancy issues – especially at night, dead areas attract homeless to shelter.
- Area often quite deserted and thus not safe
- Inadequate waiting area for long distance buses
- Security issue: dead ends and back alleys. Trein Straat particularly problematic in terms of homelessness and vagrancy
- There have been objections to proposed work envisaged around the Rail Station precinct with the focus of concerns being the relevance of the precinct to the CBD and whether the development of this portion should be considered preferable in the context of the CBD network framework.





### OPPORTUNITIES

- The nature of Station Square needs to change to become an “anchor” generating activity.
- Heritage building could be re-imagined with a different use
- Land available for development of mixed use within close proximity to CBD
- All structures between market, hope and Hibernia streets were thought to be inappropriate must be considered for demolition.

### FIXES

- ① The old station building – consider re-use while preserving the fabric
- ② The cemetery must be protected but should consider developing its park-like and civic character
- ③ The railway tracks – bridge barrier by making crossings over the tracks for pedestrians to offer a route into the network from the industrial precinct and beyond.
- ④ Hope Street – high order road with NMT, which must be incorporated into the development of the station precinct.

# Photographic record



View to the Mountain of the park and Grave yard in the background.



View of the existing houses next to the Station.



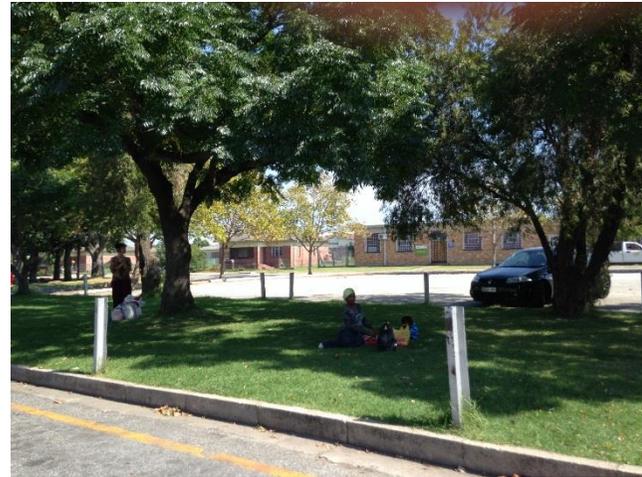
View of the parking area and Old Station building.



View of the Station parking area.



View of the parking area and Old Station building.



People resting in the shaded median opposite the station building.



Views towards the industrial quarter beyond the station and the empty lot adjacent to it - possible future link could be made here..



Houses believed to be PRASA owned.



Grove of mature trees to the south of the precinct.

# Trein Street Light Industrial

Trein straat is a cul-de-sac known for it's large scale, light industrial character. It is considered an unsafe area, especially outside of office hours due to the lack of other amenities or functions in the area. The only venue operating outside of those hours is a small pub. The buildings are shed like and medium scale with few active edges. The buildings all have either large forecourts or back yards fronting the road. The block does have a few residential properties onto the western corner but those are generally orientated towards Merriman or Hibernia streets.

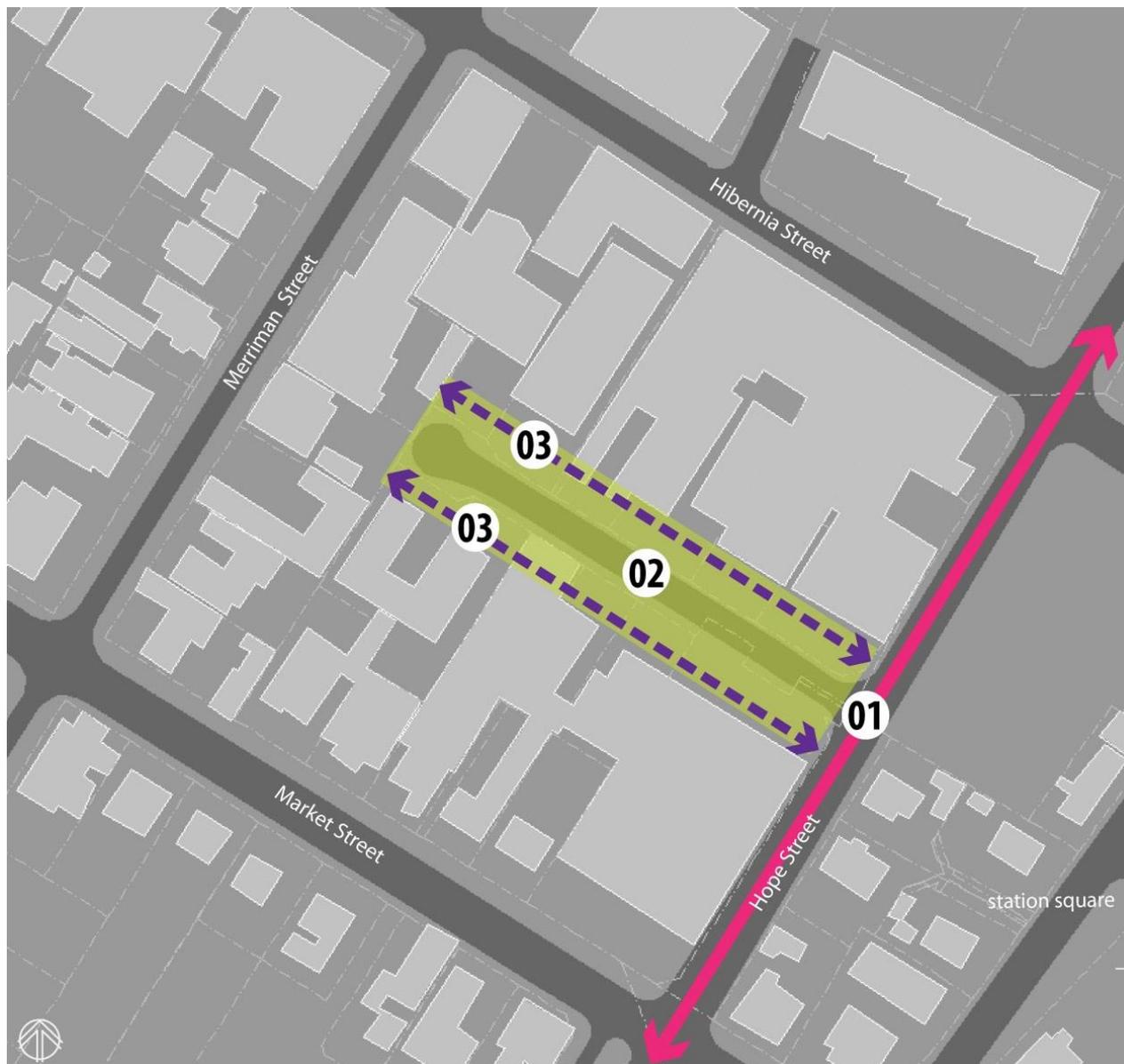
## CHALLENGES

- A privately owned residential property and building obstructs a direct through-passage to Merriman street.
- Safety and security due to unsavory social behavior in the area and lack of occupancy at night means the area attracts vagrancy

## OPPORTUNITIES

- The area has been identified as a site for densification with a mixed zoning
- Strong opportunity to create an NMT priority link
- Cul-de-sac is not an important vehicular thoroughfare and can therefore be turned into a pedestrian orientated space
- Forecourts can be used for light industrial work whilst providing an area for





## FIXES

- 01 Hope street must remain a through-road
- 02 Large central court must remain clear
- 03 Generous pedestrian walkways fronting properties with a build to line enforced so as to create strong edges

# Photographic record



View of Trein Street towards the Station (East).



View of the Commercial buildings to the North.



Warehouse/industrial aesthetic to buildings at intersection



View of Trein Street towards the CBD.



View of the Pedestrian crossing back to the Station.



Large paved apron for parking.



View towards the end of the cul-de-sac showing boundary wall of private land where any link may have been possible



Buildings set back from road edge

# Residential back yards

This city block represents the biggest ‘blockage’ in the pedestrian network in that it is primarily a collection of residential and backyard commercial space which backs onto a cul-de-sac.

### CHALLENGES

- A privately owned residential property and building obstructs a direct through-passage to Mitchell street.
- Two privately owned properties would have to sell portions of their land to the municipality
- If area is not active, it could become an unsafe zone

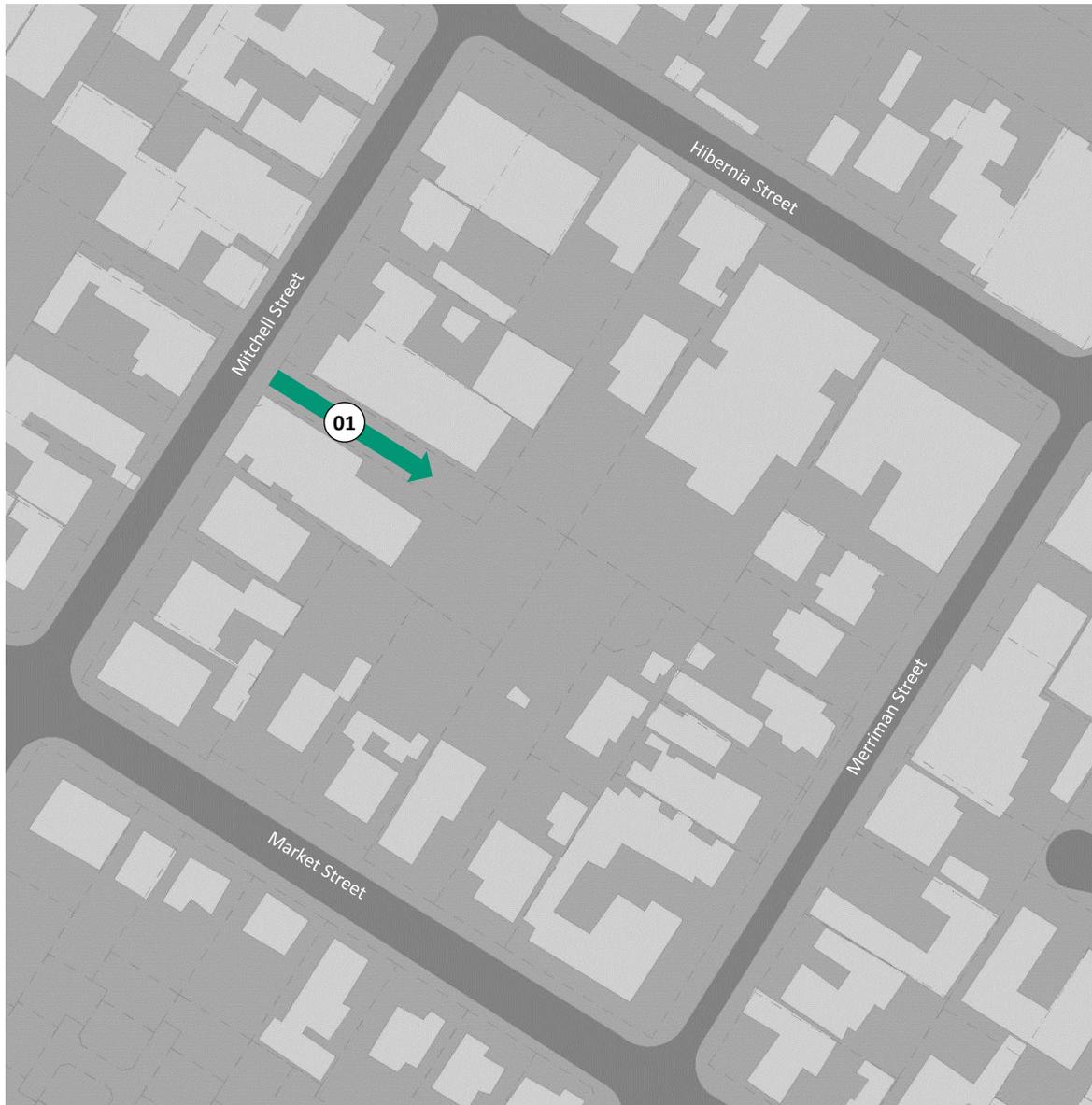
### OPPORTUNITIES

- Opportunity exists to open up the midblock green space for the benefit of the network, allowing for continuity
- Strong opportunity to create an NMT priority link
- Green space can be made available for community benefit – especially as a linear park to surrounding residents
- A quieter, softer, car-free green space, safe for pedestrians, particularly pets and children

### FIXES

- vehicular access to cul-de-sac to be maintained



**FIXES**

- 01 Vehicular access to cul-de-sac to be maintained

# Photographic record



View of the private properties on either side of Merriman Street which occupy two portions of land through which a link between the proposed precincts might be made



View of the open land at the backs of the properties in the midblock, from the end of the cul-de-sac.

# Photographic record

B



View down cul-de-sac off Mitchell street.



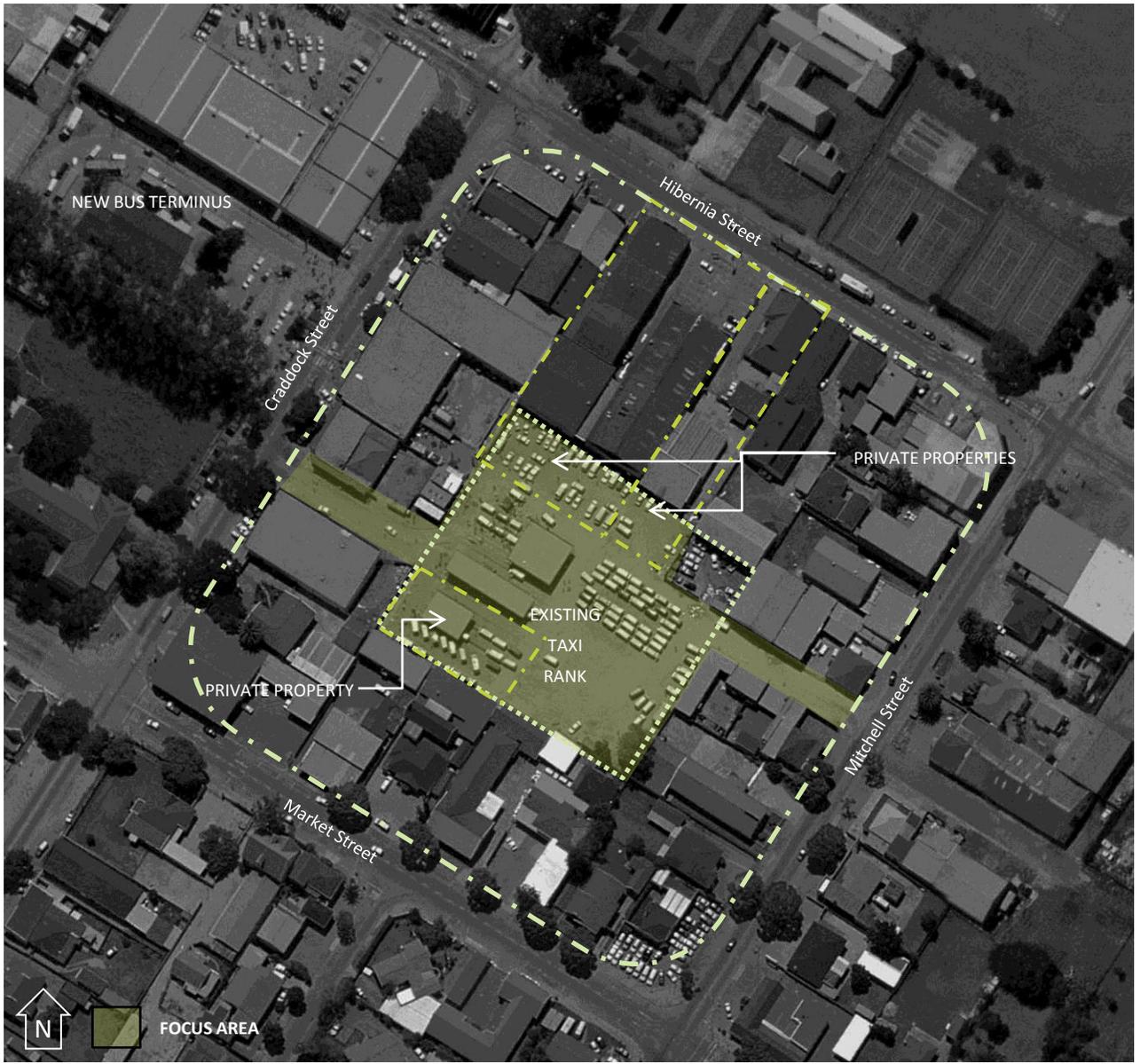
View from the end of the cul-de-sac looking back towards Mitchell street.

# Market square

This square is currently occupied by taxis which will become redundant with the implementation of the new BRT system in the future. That leaves the square open to either parking or an extension of the current informal trade activities. It was suggested during the series of design workshops that perhaps the market and trader activities be formalized into a dedicated fresh produce market with limited vehicular activity allowed. It was noted that there is ample parking in the streets surrounding the square and that parking in square could potentially be done away with. The current business type is informal and typical of a transport interchange hub – convenience trade – which would probably migrate to facilities provided in the design of the new bus terminus.

## CHALLENGES

- Formal built edges internally to the block are currently blank and poorly articulated in certain areas and there is no shelter for pedestrians or traders.
- There are currently only two access points into the square but there are alleys which offer potential links into midblock area.
- Public Hygiene needs to be accounted for and toilet facilities would be required
- Refrigeration may be required for fresh produce market
- Use of square would have to take into account current delivery and BOH functioning of businesses backing onto square
- Two instances of yards in the square which make for inactive edges





## OPPORTUNITIES

- The surrounding built fabric offers potential for foot traffic – schools, businesses etc.
- The Meade Street access way into square is on axis with line of established trees – lends itself to strong pedestrian avenue.
- Legibility and continuity in terms of entrances into square and pedestrian links need to be considered, especially since the two main access points are off axis
- New one way traffic flow proposed which could benefit pedestrian link between blocks.
- The light industrial use of the properties in the block, including a meat processing plant, needs to be reconsidered
- Any new proposed use of the square requires a management plan

## FIXES

- ① The two existing access points onto the square must remain and be of pedestrian priority with limited vehicular access
- ② The open space as it exists is to be retained for public function and access.
- ③ The function/land use of the commercial activity on this property is subject to review

# Photographic record



View of the parking area and Commercial buildings to the Northern side.



View of the parking area and traffic flow towards the CBD.



View from the taxi area looking back towards Mitchell street.



View of the existing Taxi ranks.



View of the Eastern Entrance from Mitchell Street.



View into taxi rank from Mitchell street with tall trees alongside bus terminus in the background



View over large parking area for taxis with canopy in back ground

Improvements to the paved intersection at Craddock Street



View of the Craddock intersection showing larger, improved pavement area for pedestrians

View down the driveway lane linking to Craddock street with taxi shelter canopies in background.

Traders selling fresh produce on the linkage road to Craddock Street

# Bus terminus precinct

The block has two components - a western half dominated by a car parking area and an eastern half, which will be the new bus terminus, for which there is already a plan in place. They are separated by a significant level change and characterised by having a large soft landscaping component in the form of a row of established poplar trees. There are active pedestrian edges and well-scaled shops and interfaces on the western edge of the parking area which is also in close proximity to the Meade Street hub of coffee shops and small businesses. Woolworths attracts a significant footfall but the building's blank façade and delivery area pose a challenge to the interface on the northern side bordering the new bus terminus

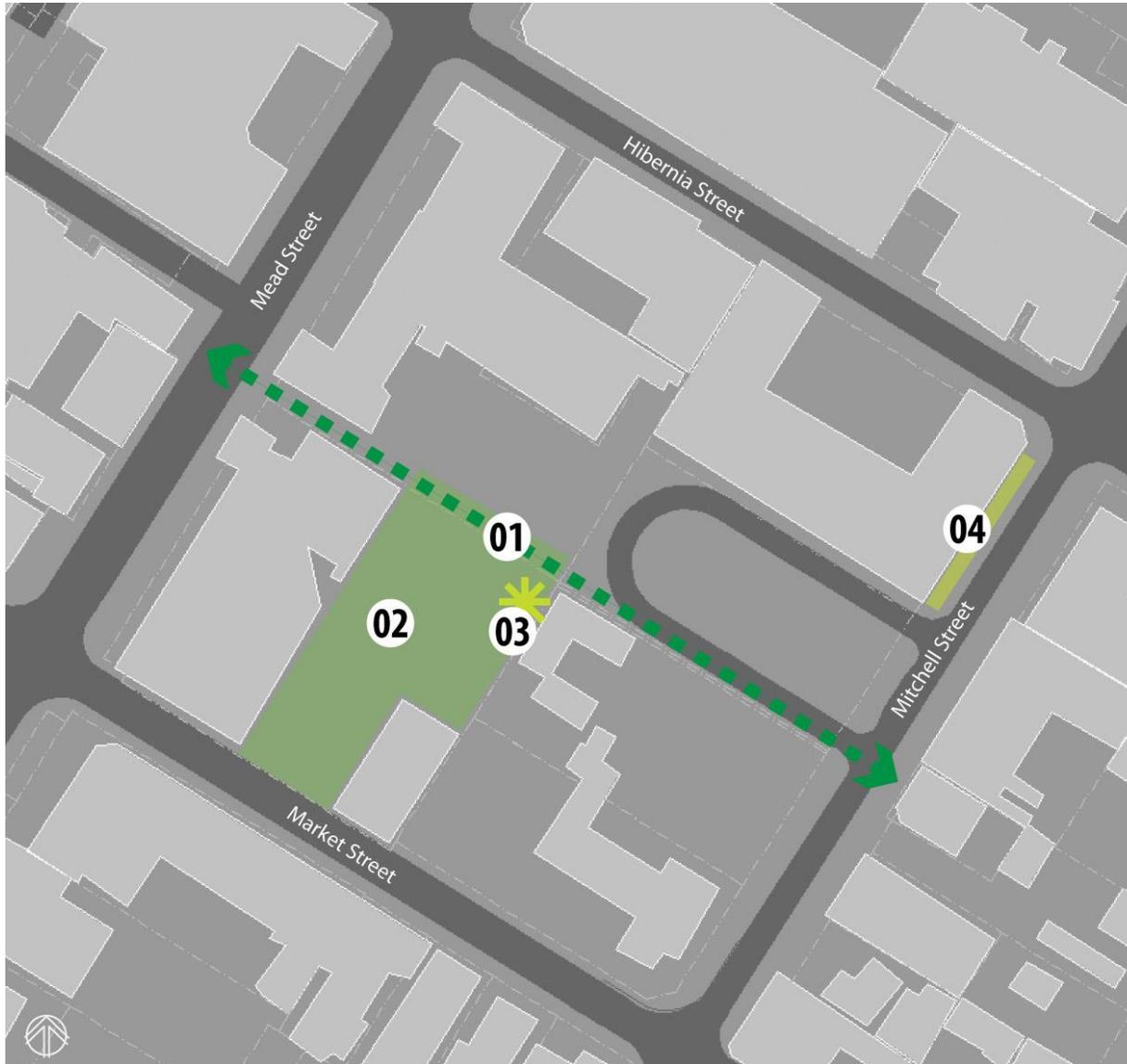
## CHALLENGES

- York street hostel to be used as nurses housing  
Potential privatization of green space by nurses residence is imminent
- Buy in is required from privately owned properties on the western half
- Need to find way to incorporate and revive vacant retail at southern corner which is currently isolated
- Consistent properly made surfacing to be provided together with revised parking layout

## OPPORTUNITIES

- This space is considered as a vital in that it represents a direct connection between the public transport hub and the major retail hub
- The only major 'green' space owned by the municipality
- The row of established poplar trees lends itself to the making of a formalised avenue.
- there are a number of active businesses in the surrounding built fabric





- Consider reducing number of vehicular entrances off Market street – presently there are more than necessary

### FIXES

- ① Existing trees are to be retained  
Make street to street access across site  
Connection to be established between Eastern and Western sides of the square via negotiation of level change - Vibracrete wall to come down
- ② Consistent properly made surfacing to be provided together with revised parking layout for the unbuilt portions
- ③ Skip placed in square is unsightly and needs to be relocated
- ④ Pedestrians' safety to be addressed at Vehicular entrance off Mitchell street – blank facades here also to be activated where possible

# Photographic record



View of the Commercial buildings on the Northern side.



View of the Bus Terminus area alongside NMT paving work under construction along Craddock Street to the right



View of the Taxi rank entrance from Craddock Street.



View of the new site for the Bus Terminal.



View of the new site for the Bus Terminal.

# Photographic record



View of the parking and Southern entrance.



View of the Commercial buildings in the Square.



View of the parking in the Square.



View of the Western entrance to the Square.



View of the parking in the Square.



View of the parking and proposed through to the Bus Terminal.

# Van der Stel square

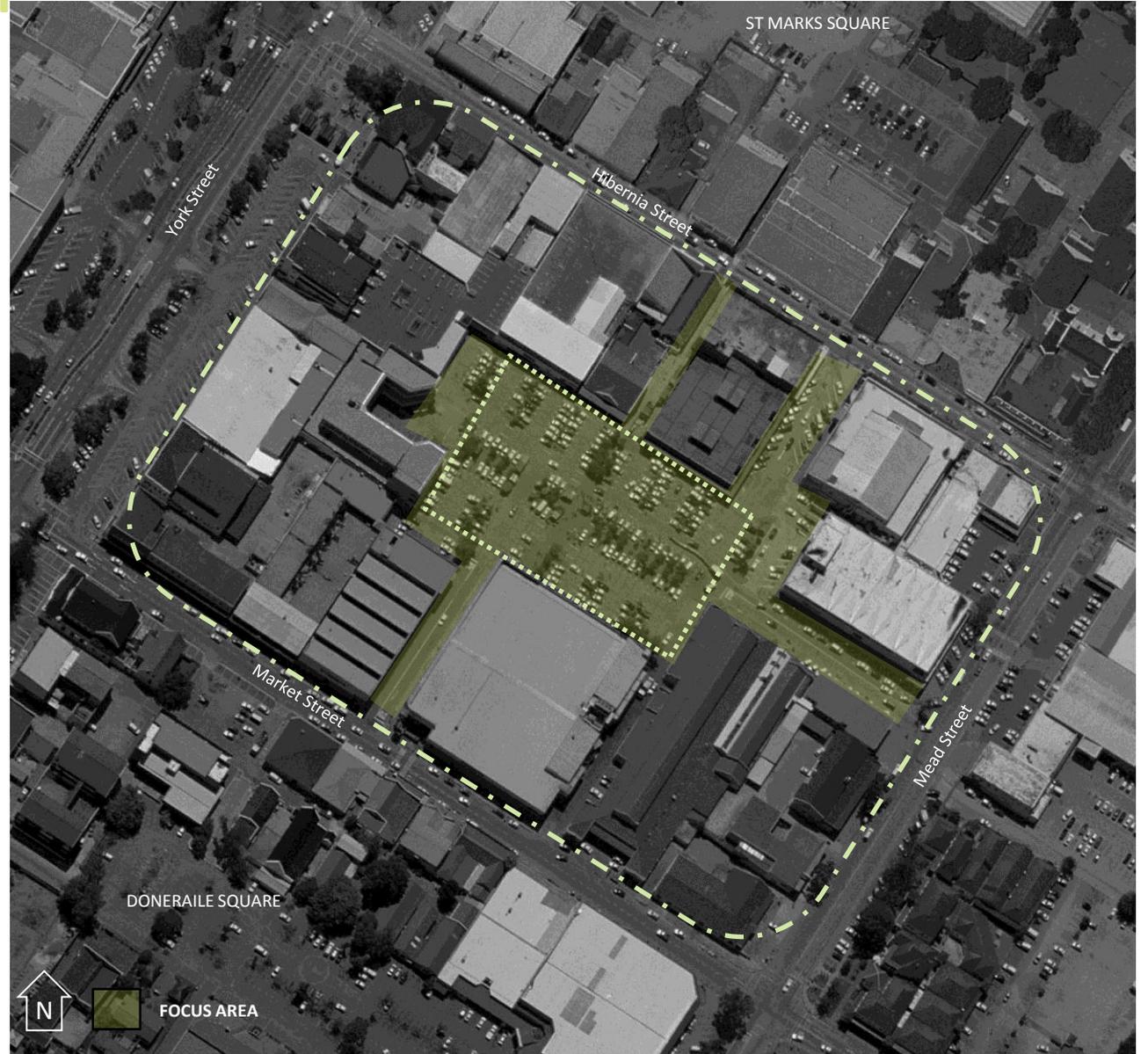
Van der Stel square is dominated by cars and is predominantly a large parking lot used to service neighbouring businesses. There is a pedestrian walkway flanked by informal trade which crosses the square in both directions splitting it into pockets of parking.

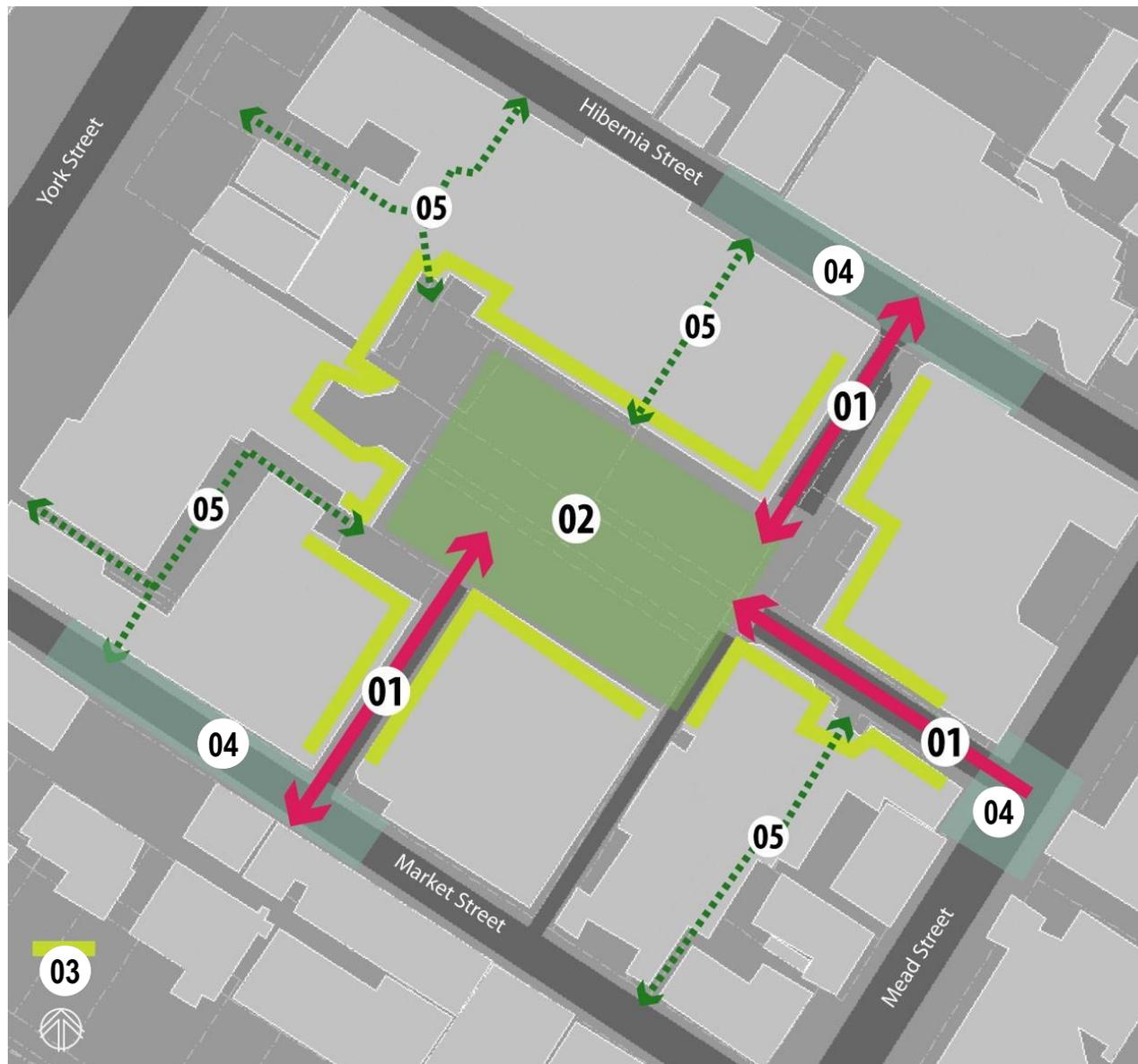
## CHALLENGES

- Lack of significant gateway or markers indicating any of the entrances into the square.
- Public ablution facilities are abused and have become problematic
- There is currently a congestion problem with some dead-end parking arrangements
- Traders need to be accommodated but are isolated by being in the middle of a 'sea of parking'
- Big box retail means there are blank facades which have limited opportunity to be made active
- Basement vehicular entrance on western side forms a barrier to pedestrian movement
- Roadways into the square are very busy and can become congested, especially when large retail outlets are having deliveries
- Edges and thresholds are poorly made in most instances around the perimeter of the square. Drainage is problematic.
- Erven ownership is not all municipal, so it requires buy-in from surrounding property owners – municipality cannot spend money on privately owned land

## OPPORTUNITIES

- This space is considered as a vital in that it forms the fulcrum of the pedestrian network.
- the space is very large and can lend itself to multiple functions
- there are a number of active businesses in the surrounding built fabric





## FIXES

- 01** Access points into the space – three vehicular access points were identified
- 02** Extent of open space to remain unbuilt
- 03** Ensure active interfaces with function facing onto square
- 04** Make pedestrian crossings at access intersections with roads
- 05** Maintain pedestrian access and encourage filtering of pedestrians through private properties. Mark/sign entrances

# Photographic record



View of the parking and Commercial buildings in Van Der Stel Square.



View of the parking in Van Der Stel Square.



View of the parking and Commercial buildings in Van Der Stel Square.



View of the parking and Commercial buildings in Van Der Stel Square.



View of the parking and Commercial buildings in Van Der Stel Square.



View of the Commercial buildings in the Square.



View of the Commercial buildings in the Square.



Existing informal trading strip down centreline of parking



View of the Commercial buildings in the Square.



View of the Eastern entrance to the Square.



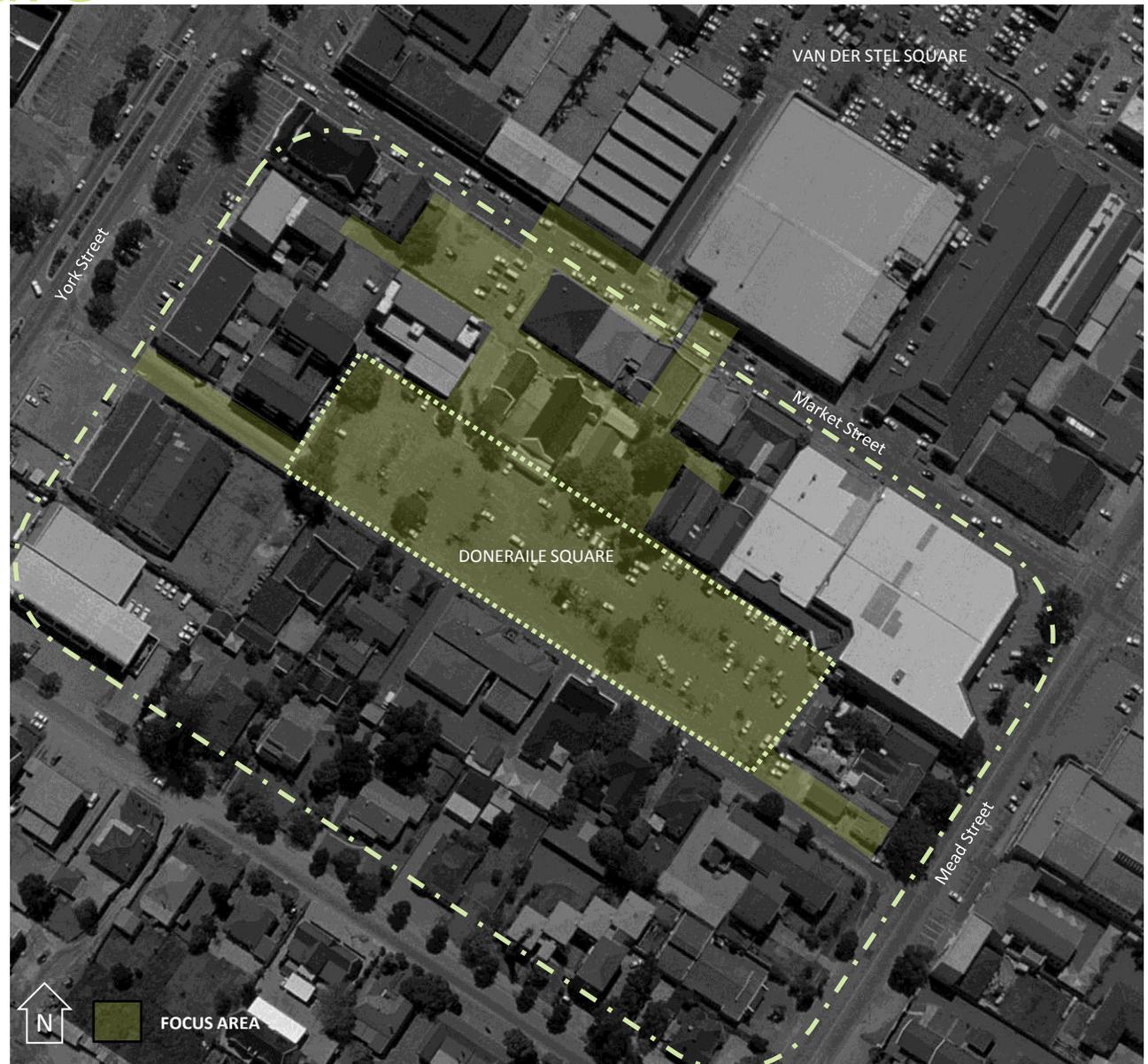
View of toilet block from the Meade Street entrance

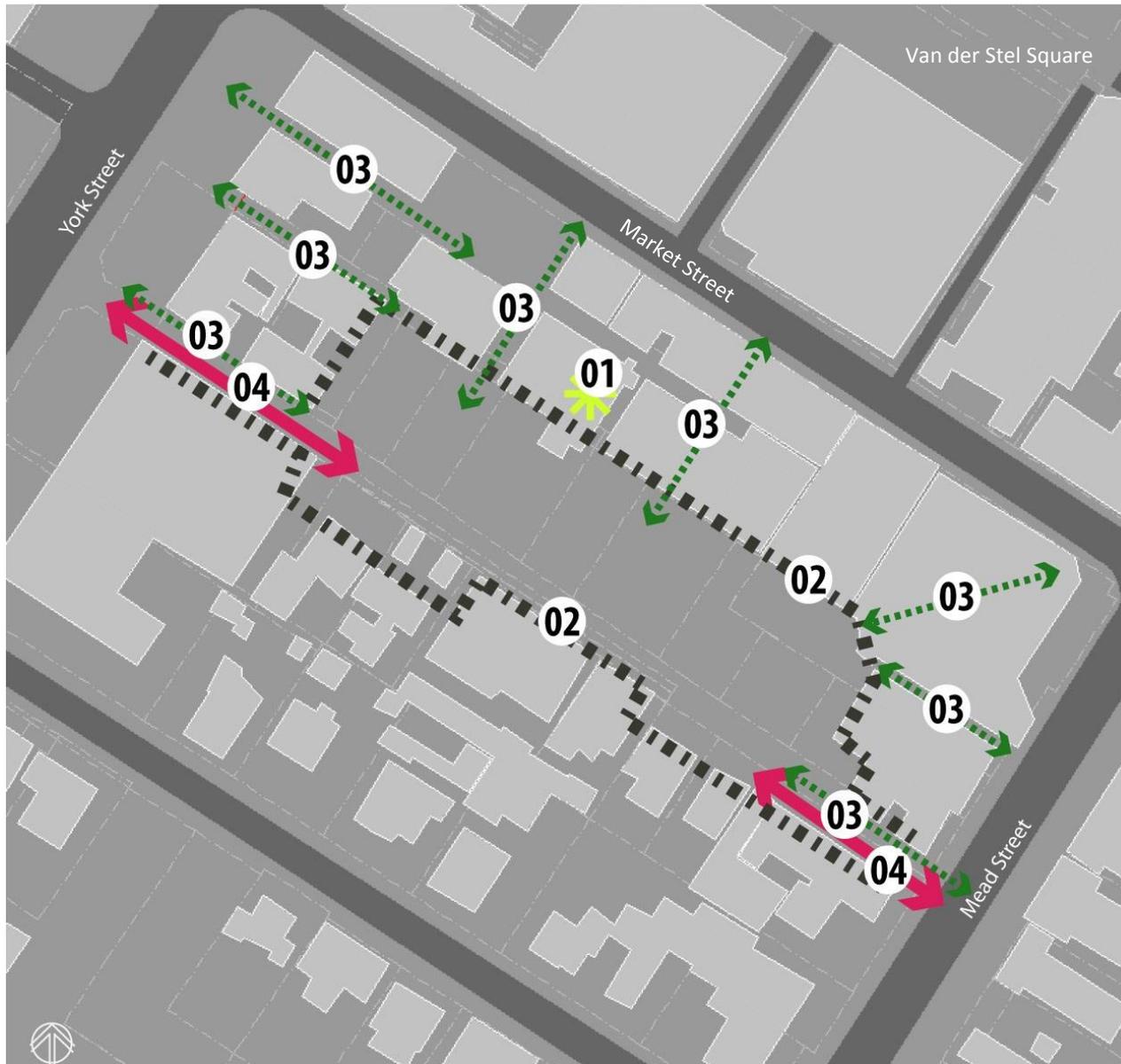
# Doneraile square

Doneraile Square is known locally as having the desirable characteristics of a pedestrian-scaled public space, with safe parking, trees and a quiet atmosphere and supports the notion of café culture and small scale retail. The retail is predominantly on the Northern sides and a small business edge on the southern side. There are clusters of trees and shops which create opportunities for novelty and for intimacy which have strong pedestrian links. The square has a good collection of similarly scaled business enterprises. There are seven fairly regularly spaced pedestrian linkages through to square, only two of which are vehicular - dominated. The scale and articulation of the built edges, makes for positive interface conditions over the majority of the extent of the square. Parking and roadways are designed so as to slow vehicles down by forced meanders. There are a few historic buildings which add value and are visible from surrounding streets and from van der Stel square

## CHALLENGES

- Lack of significant gateway or markers indicating any of the entrances into the square.
- Safety concerns and poor social behavior in the alleyway connecting Market street with the tree-clustered area within the edge of the square
- The vehicular entrance points have blank or inactive facades
- Parking area tends to be too large and uniform for a 'dialogue' or connection between edges - it acts as a barrier.
- lack of adequate concession area or pavement to the southern built edge means that despite it being north facing and sunny, the characteristics of the northern face are not mirrored.
- Erven ownership is not all municipal, so it requires buy-in from surrounding property owners





### OPPORTUNITIES

- Encourage permeability by making the multiple pedestrian linkages safe through management thereof by surrounding property owners
- Older buildings to be celebrated by space fronting them
- Small square off market street presents and opportunity for the making of a unique space and would be complimentary to the old townhouse
- Linkages are currently in good alignment with neighbouring squares
- There is sufficient space to create broad, continuous pavements around the perimeter of the square without compromising the vehicular access – consider one-way traffic flow
- Open up larger lane running parallel to market street to pedestrian thoroughfare

### FIXES

- ① Historic buildings to be protected – HIA required
- ② Building line to remain fixed
- ③ Linkages to remain open
- ④ Minimum of two vehicular entry and exit points

# Photographic record



View towards the Mountain (North Western) side.



View towards the Western entrance to the square.



View of the parking area.



View of the Office buildings on the South Western side.



View of the Apartment block on the Western side .



View of the old church on the Northern side.



View of the parking area to the Eastern side.



View of the Northern entrance to the square.



View of the Commercial buildings on the North side.



View of the Commercial buildings to the South side.



View of the Office building to the South side.



View of the Commercial buildings on the North side.

# St Marks Square

St Marks square has the character of 'midblock 'leftover space'', used haphazardly for spill over parking, for picking up or dropping off of passengers using the long distance Saarsveld busses, and for parents transporting children to and from the school.

The area has softer, green edges to the North and Eastern interior perimeter, and hard, hostile edges to the South and Western sides – those are generally blank walls, vehicular entrances/exits, and Back of House delivery areas. Furthermore, irregular surfacing in a poor condition, or lack of surfacing and drainage, together with fenced off areas divide the space up into portions not easily traversed on foot or by car.

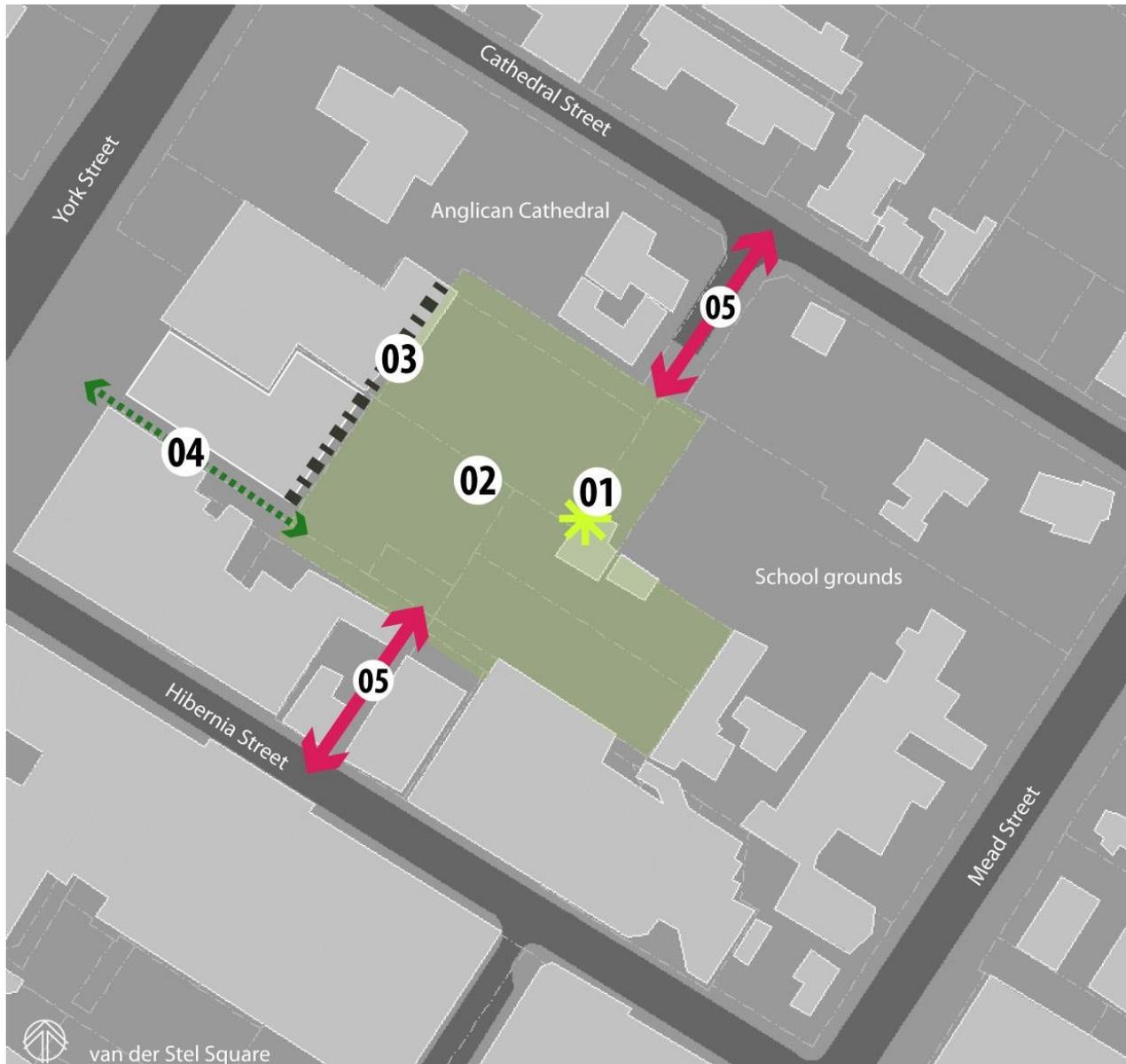
**CHALLENGES**

- the parking area has a character of 'leftover space'.
- Congestion in school parking area due to poorly planned flow
- Graveyard presents impenetrable barrier to possible link between cathedral street and square
- BOH service area onto square make for difficult edge but need to remain serviceable.
- Erven ownership is not all municipal, so it requires buy-in from surrounding property owners, one of which has construction underway.

**OPPORTUNITIES**

- The established trees and landscaped edges make for good shade and well scaled pedestrian edges - aesthetically pleasing
- Opportunities for current pedestrian links to be formalized.
- There is the potential for the block to act as a schools, offices and Banking "quarter" with offices and smaller convenience shops.
- Potential for parking good seeing that it's close to service providers but needs efficient layout and





proper treatment, including shading.

- Opportunity to make a 'lower order' square of a softer nature.
- Proximity to schools means parking area is required and there are periodically busy times of day – good opportunity to relieve congestion in Meade and Cathedral streets.
- School sports fields will encourage Saturday morning activities and Church activity on Sundays.

### FIXES

- ① Long distance bus pick up point for NMMU Sarsveld and Intercape to be relocated
- ② Surfacing to be consistent and formalized
- ③ Hard inactive edges to western side need to be addressed
- ④ Vehicular and pedestrian link to York street must consider pedestrians - currently vehicle dominant
- ⑤ Access points need to be retained, and assessed by traffic engineers

# Photographic record



View of the parking area towards York Street (West).



View of the Northern Entrance from Cathedral Street.



Example of hard edge and back face of building to be discouraged



View of the parking area in front of the Holy Cross school.



View of the New Nedbank building being constructed.



View of the existing ablution / bus stop building.



View of the parking area towards York Street (West).



View of entrance from York Street.



Shaded parking alongside St Marks and ramp to first floor parking



Vibracrete wall divides school edge from parking area



Deliveries happening at the back of the Russels building, in conflict with parking area



Parking area at the back of Russels, used by parents collecting school children.

# Museum Square

The space termed the Museum Square lies at the ‘head’ of the main boulevard, York Street, and hosts important events but is overwhelmed by traffic. The traffic circle has split the site into isolated portions and made it difficult for pedestrians to move between the various spaces due to the flow of traffic and lack of safe crossings. The space in the middle of the circle is virtually unusable and the memorial lawned area to the south west is bounded by heavy streams of traffic – it fails to offer the place of respite for which it was intended.

## CHALLENGES

- Space sits at intersection of arterial roads and needs to accommodate trucks, as well as significant volumes of vehicles
- parking congestion was recorded a problem [primarily as a product of the hospital]
- The central green space is considered a “sacred space” in its history and role in town but current function as a traffic median is inappropriate, and renders it inaccessible - does not serve function as a civic amenity
- The construction of the circle is a relatively recent and costly exercise, an alteration of which may be met with resistance given the cost involved.
- Very narrow, and compromised pedestrian space to the museum façade
- Museum’s function or role in city waning
- Water fountain and bandstand have become problematic, attracting social problems





### OPPORTUNITIES

- the new retail energy along the northern edge was considered good
- consider diverting traffic around space to Gloucester and cathedral Streets
- Reorganisation of the traffic flow to make better use of the historic plein
- Encourage public access to Bishop's garden

### FIXES

- ① The primary façade of the museum – make its presence felt on the space
- ② Banks of trees in either edge of the boulevard – insert additional trees where necessary
- ③ The location of the law court – its presence needs to be pronounced on the civic space
- ④ Traffic circle's importance to order of Courtney street has to be accommodated in any redesign
- ⑤ Avoid fields of cobblestone
- ⑥ Safe pedestrian crossings essential

# Photographic record



View of the Commercial / Office buildings on the Western side.



View of the park / Square.



View of the Commercial buildings on the Eastern side.



View of the Commercial / Office buildings on the Eastern side.



View of the Old Arts Theatre on the Western side.



View of the Old Protea Hotel on the Western side.



View towards the Western entrance of the circle.



View towards the Eastern entrance to the circle.



View of the park / square.



View of the Commercial buildings on the Western side.



View of the circle towards York Street.



View of the Law Court building on the Eastern side.

# York street

York street is the busiest, most central street in George, and at the heart of the CDB, it has been used both historically and in the present day as an events venue, albeit haphazardly. The scale of the road is closer to a boulevard than a street. Roadways are 3 lane, dual carriageway and have a number of midblock crossings. The road is flanked by a large areas of parking which differ in occupancy between blocks. There are some instances of green areas but those are mostly fenced off or are part of a civic institution. An existing line of trees runs inconsistently down the sides of the street.

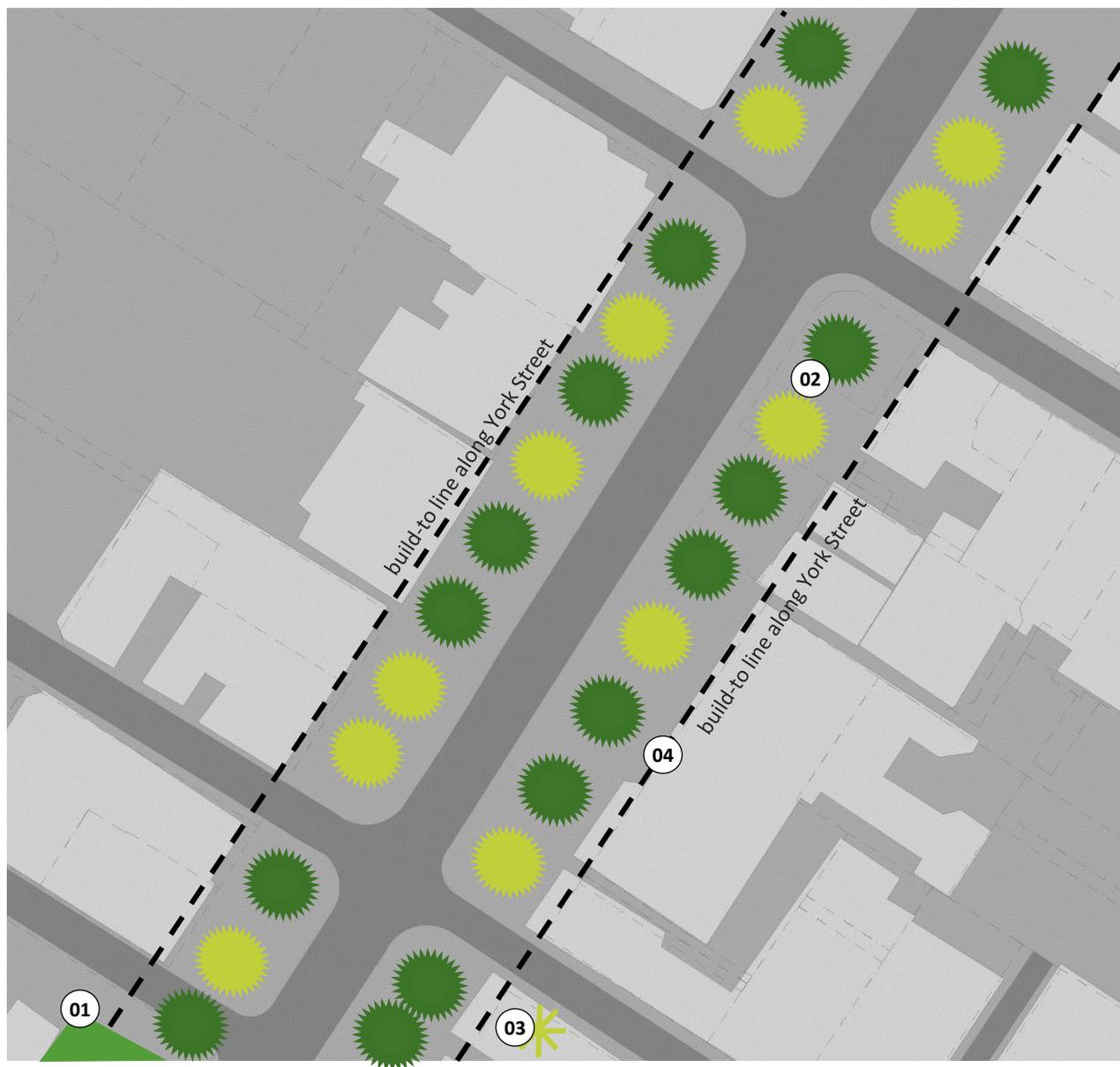
## CHALLENGES

- Parking arrangements make for a vehicle dominated domain
- Building facades with poor interfaces
- Multiple entry and exit points for cars make it unsafe for pedestrian users
- No designated NMT area
- Either side divorced from the other due to unsafe crossings
- Trading spaces are lacking and where provided are not well positioned
- Some midblock parking lots exit into the middle of these parking islands
- No concession area for cafes etc

## OPPORTUNITIES

- Consistent current building set back lines make space available to accommodate multiple use of the edges flanking York street
- Existing yellowwood trees an indigenous asset
- Tradition of event gathering and potential for ceremonial structuring
- Buildings of civic, public significance are located along route
- Parking requirement for CDB can be met elsewhere





- BRT routes and stops are due to be implemented along length of route
- Opportunity to reinstate the historical and environmental connection to water in the town, via the modern interpretation of the lei water or water channel system.
- Continue the tree line along the CBD face of York Street
- Terminate tree line on either side of the garden
- Make generous paved pedestrian crossings at cross street intersections
- Mark entrance to Squares and Streets
- Change the nature of median planting to be indigenous

### FIXES

- 01 The mayoral garden has heritage significance and must be retained
- 02 The line of Yellowwood trees to be retained and supplemented
- 03 The Town Hall
- 04 The current build-to line along York Street

# Photographic record



View down York street (South) towards Victoria street.



Commercial buildings on the Eastern side of York street.

PART OF YORK STREET BETWEEN VICTORIA AND DONERAILE STREET



Commercial buildings on the Eastern side of York street.



Commercial buildings on the Eastern side of York street.



View up York street (North) towards Doneraile street.



Municipal buildings on the Western side of York street.



Municipal buildings on the Western side of York street.

## GARDENS FRONTING THE MUNICIPAL BUILDINGS



View of York Street towards the Mountain (North).



View of the Office Block on the Western side.

PART OF YORK STREET BETWEEN DONERAILE AND MARKET STREET



View of the Apartment Blocks and Commercial buildings on the Eastern side.



View of the Old Town Hall on the Eastern side.



View of the Apartment Block and Commercial building on the Eastern side.



View of the Commercial buildings on the Eastern side.



View of York street towards the Mountain (North).

**PART OF YORK STREET BETWEEN MARKET AND HIBERNIA STREET**



View of the Commercial buildings on the Western side.



View of the Old Post Office on the Western side.



View of the Commercial buildings on the Eastern side.



View down York Street to the Eastern side.



View of the Old Cathedral on the corner of York and Cathedral Street.

PART OF YORK STREET BETWEEN HIBERNIA AND CATHEDRAL STREET



View up York Street towards the Mountain with the Mediclinic in the background.



View of the Commercial buildings to the Western side.



View of the Commercial buildings to the Eastern side.

**PART OF YORK STREET BETWEEN HIBERNIA AND CATHEDRAL STREET**



View of the Commercial buildings on the Eastern side.

View of the Commercial buildings on the Eastern side.



View of the Commercial buildings on the Western side.

View of the Commercial buildings on the Western side.



# Part C

## Spatial Framework



# Urban Design Spatial framework

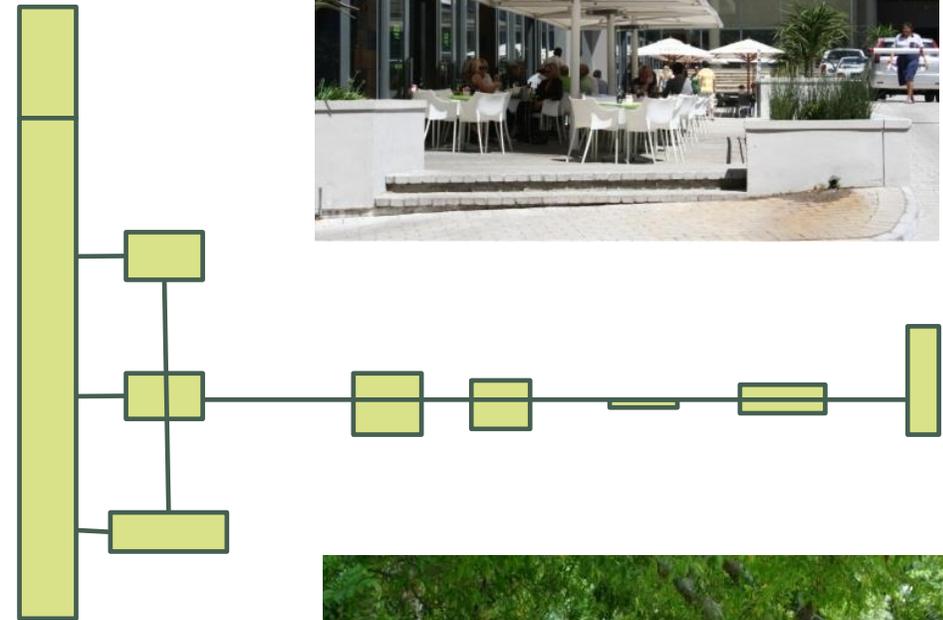
## STRATEGIC STRUCTURE PLAN

The Spatial Framework serves as an urban design proposal for the study area in the CBD, focusing on the redesigned public spatial realm: vehicular and pedestrian movement and access, building setbacks and heights; and the architectural interface between the new buildings and the public realm. As a strategic structure plan, it identifies the critical structuring elements that can last over time and allows for future actions by others to be overlaid as the CBD evolves. The broad strategy is to re-imagine the existing squares and civic spaces and then make connections between them.

## PRINCIPLES IN SUPPORT OF THE VISION

This set of principles has been developed to support the **vision** of a pedestrian- and commuter friendly environment to encourage reinvestment in the CBD

- 01** A development that contributes to the creation of a continuous, legible network of public streets and open spaces
- 02** Safe, well-used, publicly-accessible, functional open spaces that respect the existing historic elements and green landscaping systems on the sites.
- 03** A pedestrian- and public-transport-focused development supported by well-managed, non-intrusive vehicular access and movement.
- 04** Urban form that responds to its surrounds by creating well-defined, active edges, appropriate building heights and appropriately-scaled massing
- 05** Vibrant mixed land use opportunities that support the role, function or character of each particular precinct

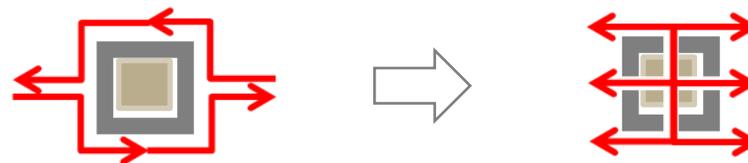


## DESIGN PRINCIPLES

The following set of governing principles are aimed to guide each of the developments within the network in a way that supports the vision.

- 01 Function:** Squares must be programmed or have function associated with them, and be sufficiently flexible to accommodate a range of activities within them. It is important that the imagined function goes beyond it acting as a parking lot alone.
- 02 Continuity:** A continuous system, where pedestrians can walk the full length in either direction safely, with priority. Linkages to mid blocks through built fabric
- 03 Legibility:** To ensure that the users of the pedestrian network are able to easily navigate their way through the system of spaces, it is recommended that there is a single, cohesive and consistent palette of finishes, lighting, urban furniture and signage Lighting and palette of materials
- 04 Equal Access:** Provide continuous, on-grade pedestrian access along all street and square edges. Special needs citizens to be accommodated throughout the network - continuity .
- 05 Interface:** Ground floors of buildings to have active edges. Active building facades including the use of clear glazing entrances, use of colonnades canopies and/or concession spaces will contribute to a safe, vibrant pedestrian environment. Furthermore, balconies or overlooking features are recommended at first floor level.
- 06 Planting and landscaping:** imperative to the success of landscaped spaces is a management plan. Historic or established trees are to be retained and supplemented where possible. New planning to be indigenous
- 07 Management:** An Urban Management Plan is considered a prerequisite to the development of a public space system that addresses basic management problems such as security and cleanliness. The instrument to implement or champion such a management plan would be a City Improvement District or similar organization.

- 08 Public ablutions facilities:** These are to be provided within the buildings on the perimeter of the parking area rather than in an isolated structure in a sea of parking, and managed collectively by the surrounding property owners.
- 09 Parking:** the driving concept behind the proposal is that the parking becomes a park (in the case of York street) and that parking is rationalized to the midblocks.
- Structured parking: pockets of mass parking in the form of parking garages are preferable, to shift cars from filling the squares but no parking is allowed on the ground floor and must be within private development space.
  - Consider shared super-basement interconnected between buildings
  - Deliveries are to be handled within the development envelope and not on the public space
  - Minimise amount of façade space occupied by vehicular entrances
  - Pinch intersections to prioritise pedestrian crossing and shift street parking away from those intersections
- 10 Heritage:** Acknowledge and respect the richness and value that heritage elements bring to the CBD, whether it be trees, urban fabric, isolated landmarks or buildings.
- 11 Mid block permeability:** A key spatial principle in the permeability of the midblock is to allow free movement of pedestrians in and out of the pedestrian orientated route. To prioritise and encourage pedestrian movement through the blocks as opposed to simply around them. Business and property owners are required to respond to the system to take advantage of new opportunities it offers for business.



# 10 PRECINCTS >>>>>>>>>>

The CBD pedestrian network comprises 10 components, the vision and recommendations for which will be outlined in the sections that follow



- 01 Station Square:** modal interchange with 24hour activity and mixed use developments – an anchoring node to the south western side of the pedestrian network.
- 02 Light industrial precinct:** a light-industry/craft and mixed use link precinct with workshops at ground floor and small offices or residential units above
- 03 Park link:** A managed green link or linear park land space with well defined NMT route and places for respite.
- 04 Market Square:** Taxi rank is replaced by a market with provision for both a formal and an informal component, to which surrounding businesses form a backdrop
- 05 Bus Terminus Precinct:** A public transport and with civic amenity node, alongside private commercial development, bound by a strong, ceremonial public pedestrian route.
- 06 Van der Stel Square:** a multi-use ‘plaza’, edged by a line of trees and generous pavement space with active edges.

- 07 Doneraile Square:** A quiet but convivial pedestrian orientated square, with small businesses spilling out onto generous sidewalks and cars subordinate.
- 08 St Marks Square:** back yard midblock space transformed into a landscaped hub of parking with a major pedestrian thoroughfare
- 09 Museum Square:** The head of the boulevard and a transformation from traffic circle to a square through which vehicles can pass, with the recreational space more accessible to pedestrians.
- 10 York Street:** A tree-lined boulevard of a grand scale flanked

# C Station square

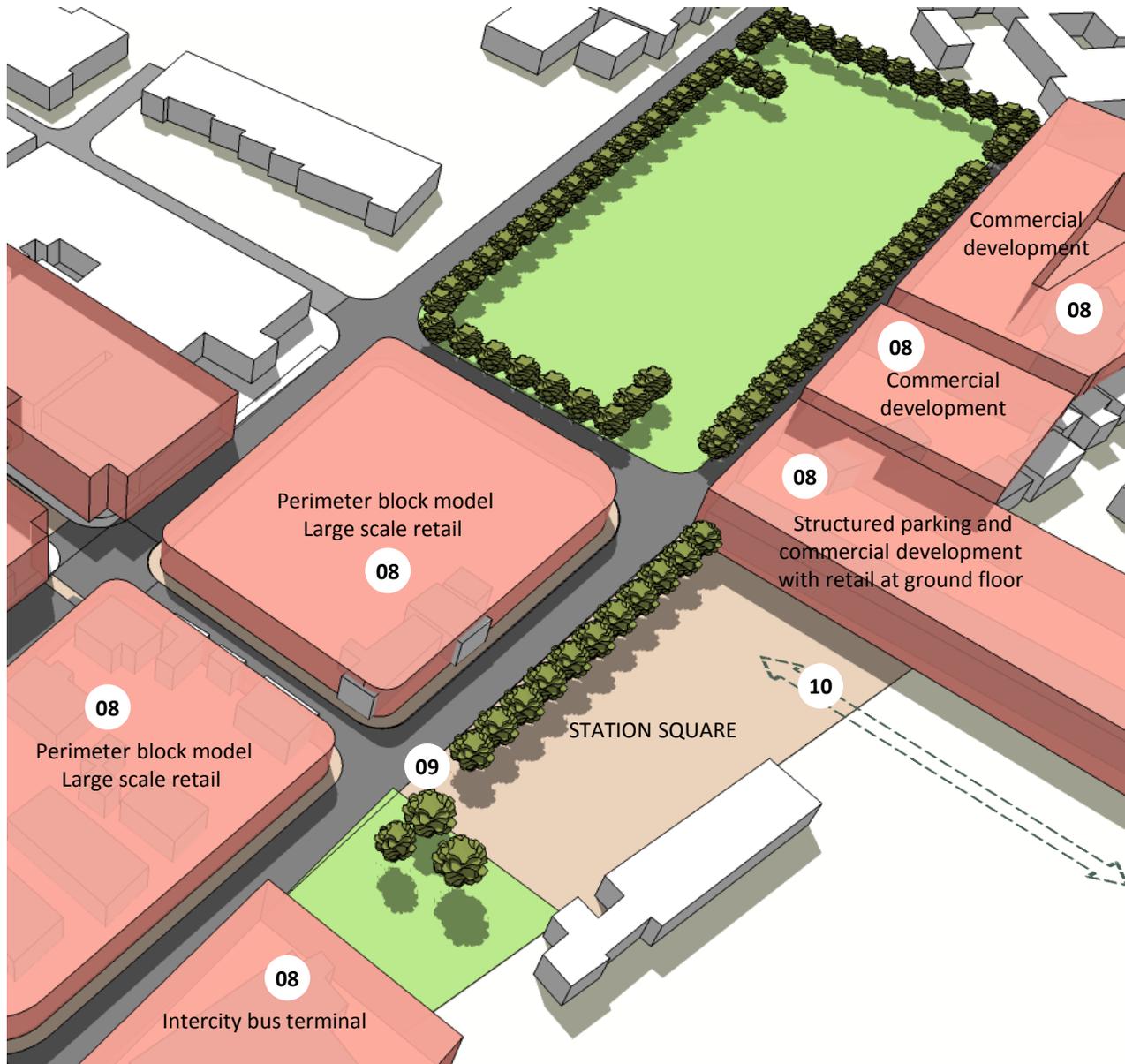
## VISION

The site has big development potential. The vision is that this large site becomes an anchoring node to the south western side of the pedestrian network. It is envisaged to be a hub of modal interchange with 24hour activity and mixed use developments. Movement and access to be reconfigured to support a public, pedestrian central space, flanked by an intermodal transport system linking intercity with inner-city and private transport, as well as directly with the NMT network. This interchange must be convenient and spatially efficient making it an urban asset. Flow of traffic from Hope Street not to be compromised.

## RECOMMENDATIONS

1. The old station building is considered to have heritage significance, and if not for its original intention, should be refurbished into a hotel, bar, restaurant or similar facility.
2. The existing tree-lined parking area is to be integrated with roadway running parallel to the train lines and transformed into a large square, with predominantly hard surfacing so as to accommodate function and/or events.
3. A landscape plan for the square to be developed which must include the existing trees.
4. Extent of development envelope to be built up to the edges of the square and fill surrounding city blocks – ‘Perimeter Block’ model.
5. Active edges and interfaces to all buildings fronting the square, particularly with ground floor retail space – informal trading included.
6. Pedestrian crossings must be given priority
7. A bypass road is proposed to unlock the municipal





owned site (currently used by the traffic department) is recommended

8. Even ownership: Enter into negotiation with landowners to reimagine the use of the sites from single residential to mixed use. As such, the proposal suggests a structured parking development to the northern side of the square and a bus terminus to the southern side.
9. NMT plans for Hope Street to be integrated into the square.
10. Possible future connection to Industrial area on other side of tracks, including old railway museum



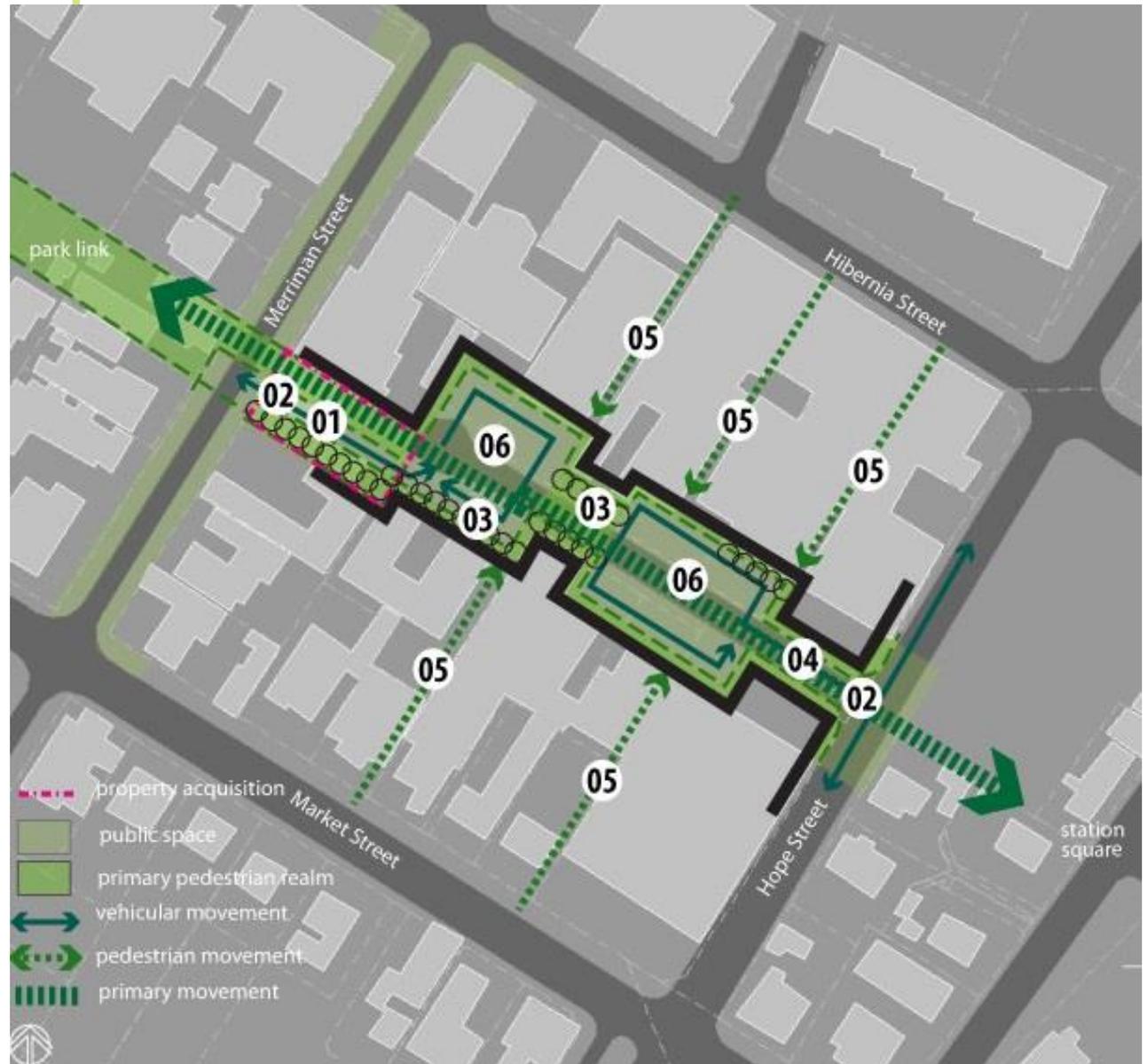
# Light industrial quarter

## VISION

The vision is one of a light industrial precinct with the nature of activity currently on site encouraged to transform to craft and light industry so that the manufacturing processes are 'exhibited' to passersby. The block should be seen as a pedestrian orientated linking element in the continuous network.

## RECOMMENDATIONS

1. Make link through to Merriman street by purchasing residential erf currently situated between the Trein Street cul-de-sac and Merriman Street.
2. Vehicles may enter link from either side but not cross site whereas pedestrians may. Parking in this area to be limited and delivery/backyard spaces to be managed.
3. New tree planting to internal square in order to reinforce the identity of the green link and in so doing facilitate legibility of the system.
4. Pinch intersection and make strong edges
5. Encourage permeability and pedestrian thoroughfare into midblock via surrounding built fabric
6. Courts: spill out of craft activities and light industrial processes are encouraged
7. Developable envelope is recommended to be up to four storeys (12-14m) with mixed-use at ground floor and commercial/residential on levels above.
8. Ground floor must have positive interface and a height of 5m to ensure flexibility of use.
9. Parking to be managed, with allocated spaces.





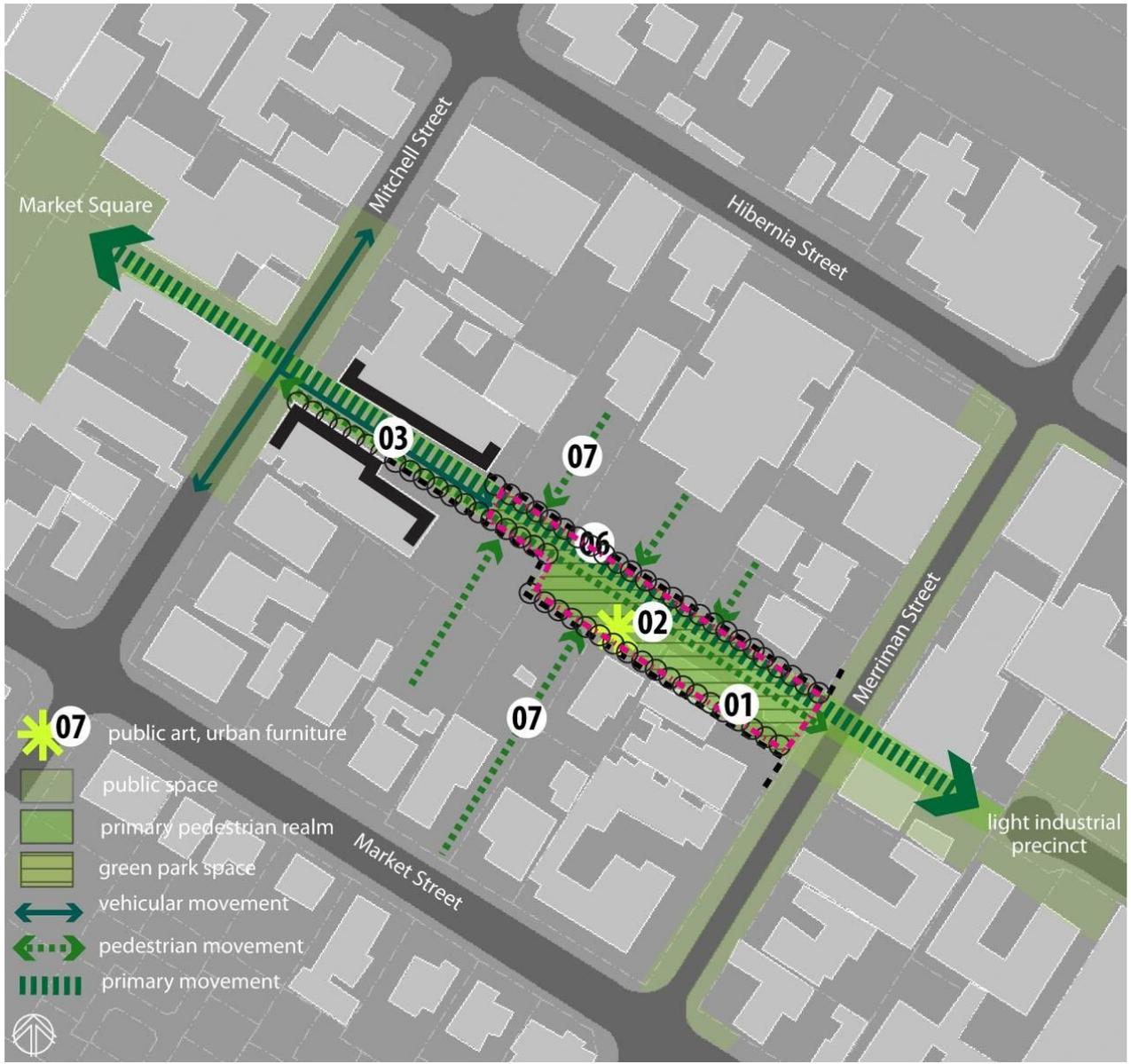
# C Park link

## VISION

This portion of the network is mostly privately owned, garden space and is envisaged to be a strong NMT park link, or 'green space'.

## RECOMMENDATIONS

1. Partial acquisition of portions of erven as indicated in pink of the diagram alongside. Full acquisition of residential erven blocking connection to Merriman Street.
2. Develop strip as parkland with trees, lawn space, cycle tracks and pedestrian pathways. Direct route is preferable to meandering
3. No vehicular access, other than where currently provided.
4. Road edges to have increased pavement width with defined palette of network.
5. Public Art, urban furniture, signage, bins, lighting as well as benches to planted portion.
6. Use of trees to define edges.
7. Encourage surrounding properties to make visually permeable boundaries so as to increase visibility for safety reasons. Alternatively the use of hedges or similar planted screening is recommended.
8. Consider management of the space as a park with monitoring and controlled access during daylight hours.
9. Lighting and urban furniture are essential to safety
10. Fences or visually permeable barriers
11. Must have legible link to system - either through signage or through similar palette of materials
12. New trees similar to others in the network to ensure continuity
13. NMT hard surface with proper drainage required to ensure no flooding





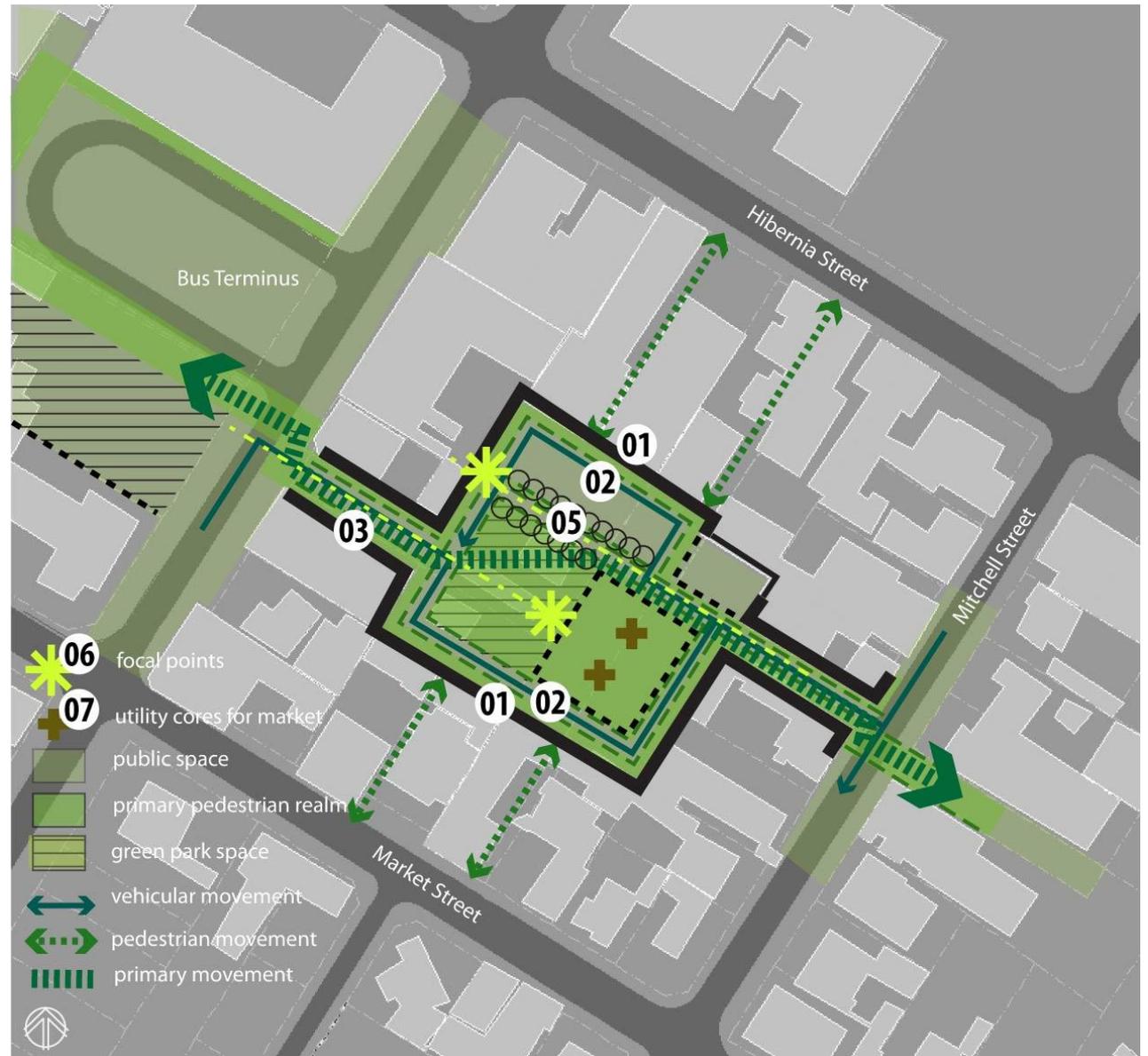
# Market Square

## VISION

The current use of the midblock space as a taxi rank is to be discontinued with the intention for that function to be subsumed into the new IRT system for the city. Similarly, a temporary taxi rank was rejected. In both the workshops, and in previous studies, the concept of a fresh produce market has been proposed. The vision is thus developed further to suggest that the market have an under-cover, permanent as well as a temporary component.

## RECOMMENDATIONS

1. Develop edges of the space to create 'urban container with bulk rights to a minimum three storeys. Those edges are currently partially 'active' and the recommendation is that those edges become predominantly active (retail) edges with good urban interface
2. Limited vehicular access, with a proposed one way system as indicated – predominantly for delivery vehicles, refuse removal and special needs citizens.
3. Road edges to have increased pavement width with palette of network.
4. Legibility: Use rows of trees, lining edges of space to facilitate legibility for the system.
5. Two distinct space markers or focal points to be positioned where indicated.
6. Undercover market to have cores of service points
7. Encourage pedestrian linkages through built fabric to connect Market and Hibernia streets with square
8. Public artwork encouraged, whether it be murals on blank walls or sculpture
9. Partial acquisition of portions of erven within indicated proposal area. Full acquisition of residential erf 2470.
10. Increase bulk rights to develop strong edges, imposing build-to lines





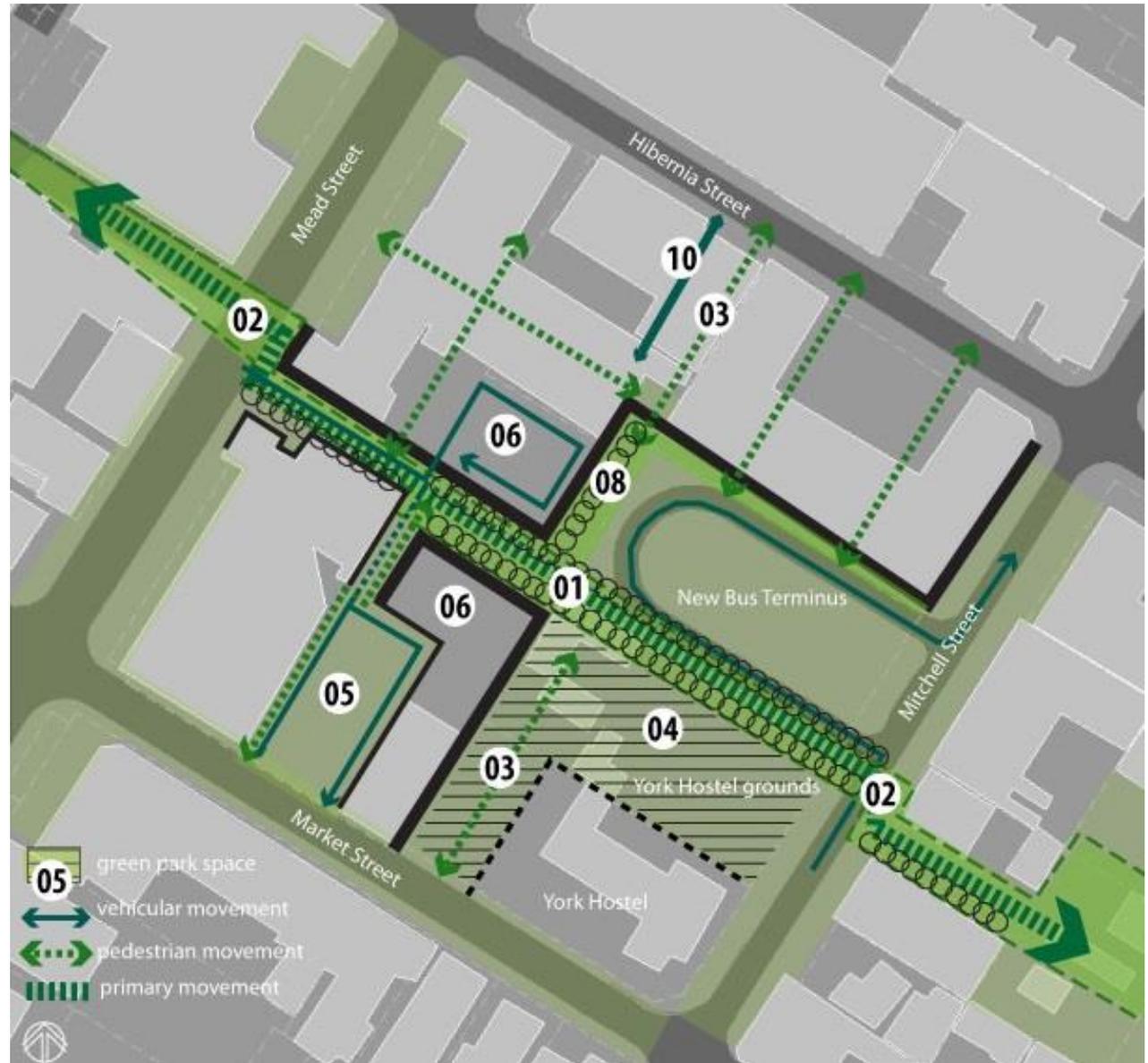
# Bus Terminus Precinct

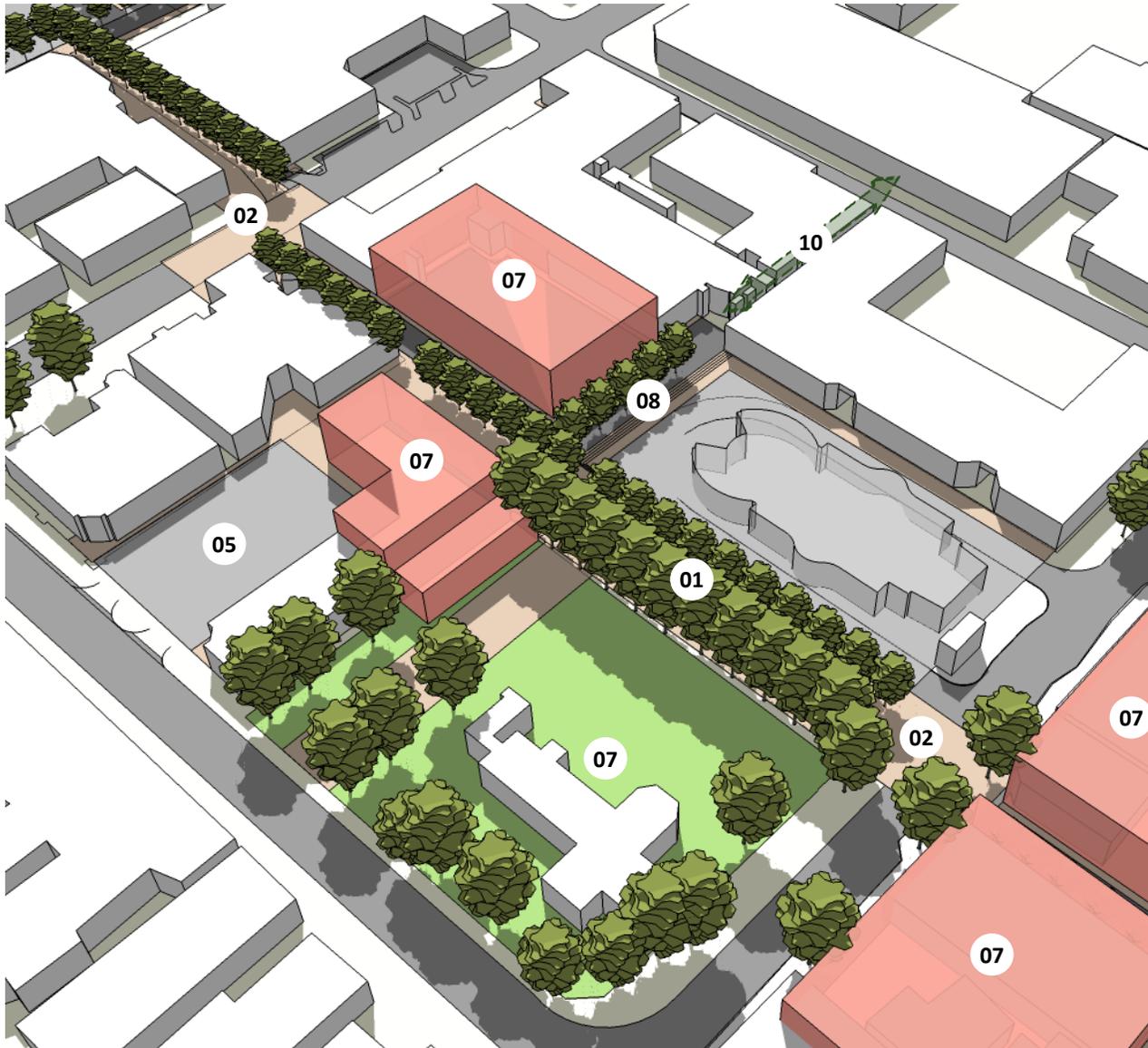
## VISION

The vision for this city block is primarily one of public transport together with civic amenity, alongside private commercial development, all bound together by a strong, ceremonial public pedestrian route. The municipal-owned York Hostel site is well positioned to compliment this vision with its large established trees, open grounds and a building of heritage significance. Regardless of the function of the existing building, the open ground must be for public use. The final recommendations developed by the Louw- Dewar proposal for the site are supported [see Annexure 2].

## RECOMMENDATIONS

1. Primary pedestrian avenue to be formalised along existing line of poplar trees, and linking through to Mead Street as shown, with a second line of trees for continuity of avenue and link. The trees should be protected, as well as the green space within the hostel site.
2. Safe, broad, preferably raised pedestrian crossings between blocks to ensure continuity of route. Pedestrian linkages through private erven are strongly encouraged.
3. Establish pedestrian links to Market and Hibernia Streets.
4. The acquisition of a portion of the York Hostel site already identified as beneficial to the pedestrian network must be pursued. The barrier between the site and the pedestrian route must be visually permeable.
5. Open parking area to be consolidated into a more efficient, single entrance, single exit organised arrangement, with no access to 'Woolworths' parking area.
6. Future development envelope available where shown, setbacks and heights described opposite





7. The recommended height of buildings on city block be four storeys, however the current rights in accordance with the zoning scheme are applicable. The recommendations regarding heights and setbacks outlined by the 'Low-Dewar proposal' for the site are supported.
8. Level differences to be integrated into a landscaping proposal as part of the pedestrian route. A pedestrian link between the pavement on the eastern face of the Terminus must be made that connects the edges around the bus facility.
9. Structured parking is recommended if additional parking is required, but not at ground floor.
10. Access to the delivery area of the large retail store should be reconfigured to enter from Hibernia Street



# Van der stel square

## VISION

Van der Stel square is a bustling hub with the largest portion of open space and lies central to the network. It is thus proposed that the internal, paved space be cleared of trees and small buildings, to become a multi-use plaza surrounded by generous pavement space and active edges. It is envisioned to be a robust space, flexible enough to accommodate a range of activities. Consolidate parking [either into existing footprints or into a new parking garage above ground floor retail]

## RECOMMENDATIONS

1. All existing structures and trees to be removed from central area.
2. Traffic flow patterns to be rationalised as shown alongside, taking into cognisance NMT movement through the square.
3. Generous (minimum 4m) pedestrian orientated, paved sidewalks to line perimeter of square as shown, with residual larger spaces having planted groves as places for respite. Special needs citizens to be accommodated throughout.
4. Edge of parking area to be lined with regularly spaced, similar trees.
5. Entrances to pedestrian links through to surrounding areas maintained and clearly legible.
6. Areas for informal trade to be designated where economically feasible, and not to obstruct pedestrian movement.
7. Square to have sensitively designed public lighting to assist safety management.
8. Development envelope: heights of up to 5 storeys are recommended, build-to lines to inner square, to create a consolidated hard edge.
9. Ground floor must be active and building must have positive interface with public realm from ground to second floor.
10. Access to existing basement parking to be maintained.





Above and bottom: Bryant Park in New York, on an ordinary day, and on an event day. Right: line of trees designated parking from pavement in Dunkley Square, Cape Town.



# Doneraile square

## VISION

Doneraile square, with its narrower open space and multiple interlinking lanes/routes has already begun to show the qualities of a more intimate, quieter public space, with pockets of positive interface and idiosyncratic urban moments. It has a mix of smaller shops, character buildings, coffee shops and restaurants. The vision is to continue this character, but with better integration of both sides of the square.

## RECOMMENDATIONS

1. Retain existing trees
2. Spilt long parking area into two spaces separated by a large, raised paved area, with trees, but with possibility for a vehicular link between them.
3. Generous (min 3m) pedestrian orientated paved sidewalks to front all shops and buildings making sufficient space for concession area if needs be – no vehicles permitted within this area.
4. Small parking area off Market street to be converted into a grove of trees, with hard paving and generous frontage given to the townhouse restaurant.
5. Development envelope: heights of up to four storeys are recommended, with setbacks from second floor.
6. Older buildings to be respected in terms of Heritage requirements. When considering future development, the relationship between historic buildings and those neighbouring them must be assessed in terms of visual impact thereon.
7. Continuity of paved linkages between various surrounding streets is encouraged to facilitate legibility of the public space system





A collection of images from Dunkley Square in Cape town, showing the characteristics of building interface and parked square.



# St Marks square

## VISION

The vision is that it be transformed into a landscaped hub of parking with a major pedestrian thoroughfare. It is envisaged to be an office and banking precinct, with medium scale retail. There is a need for surrounding property owners to take "ownership" of the space by opening out onto it. There will be vehicular access to rooftop parking.

## RECOMMENDATIONS

1. Remove bus shelter structure and long distance bus drop off area.
2. Organise specific car parking zones appropriate to the various needs - eg school drop off zone, semi-contained parking area alongside church and preschool, general parking close to shops and offices.
3. Retain existing trees and plant more trees for future shaded parking.
4. Pave entire area, clearly demarcating pedestrian zones. Minimum 3m wide pavement to all perimeter edges for pedestrian movement.
5. Reinforce links between squares, particularly across Hibernia Street.
6. The delivery space to Erf 9027 to be handled inside of building envelope.
7. Softening of the interface with the school is desirable (through a hedge or similar planting), as is a designated pickup and drop-off space.
8. Erf 1584 to be rezoned to transport usage or registered as a servitude.
9. It is recommended that a pedestrian link through the church grounds be created.
10. Development envelope: recommended heights on southern and eastern side of square: 5 storeys with setback at 2<sup>nd</sup> floor
11. Access to existing vehicular parking on roof tops to be maintained





# Museum plein

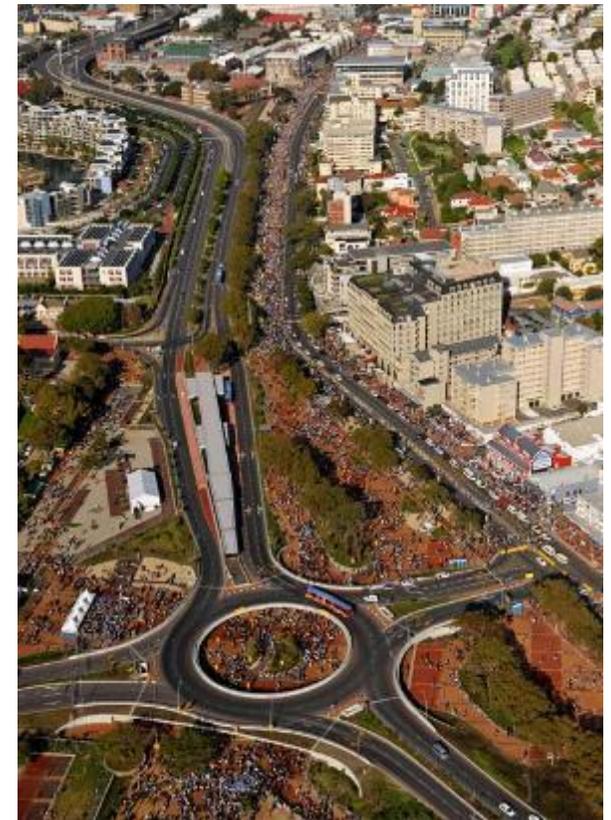
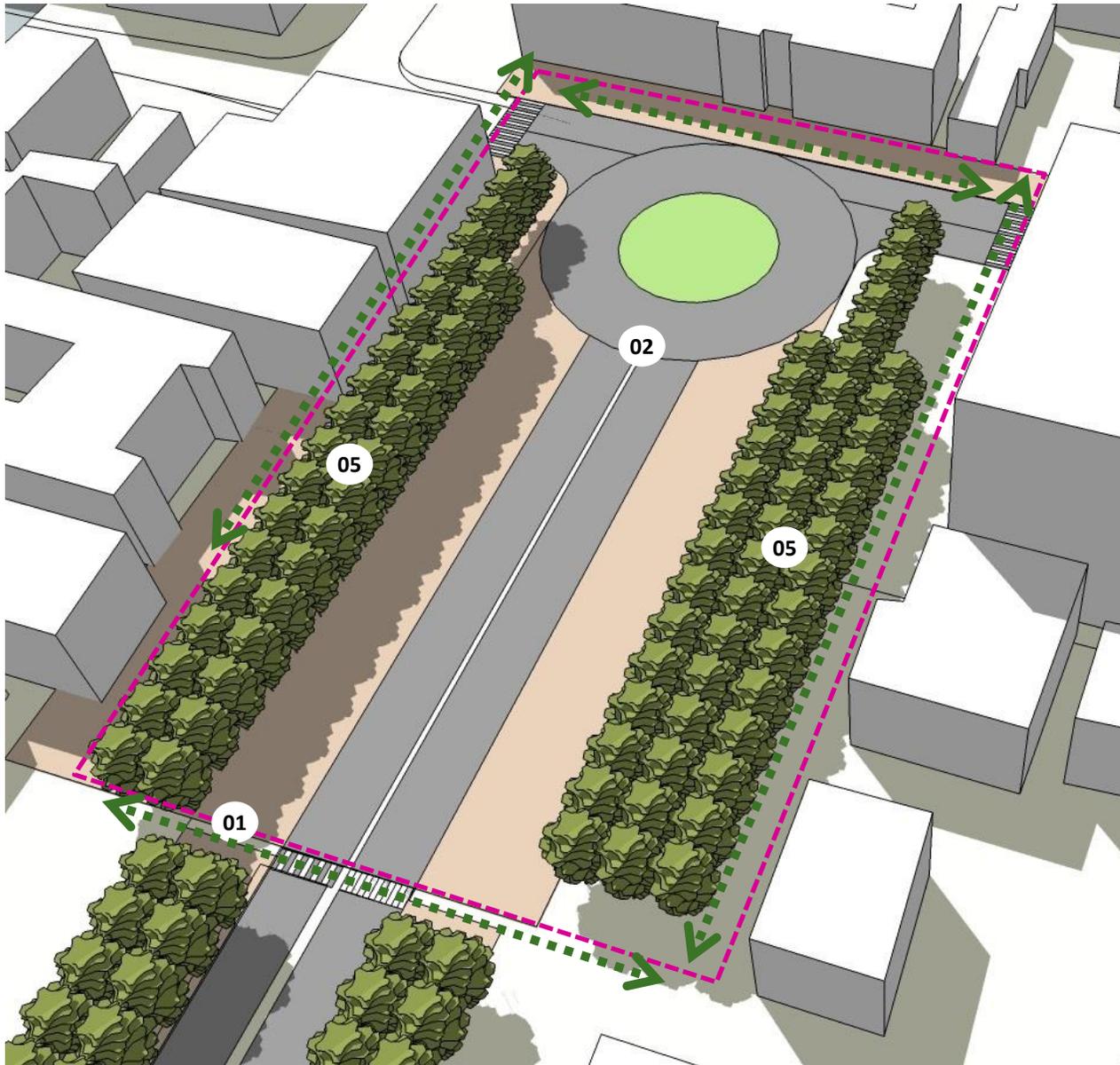
## VISION

While this space is considered the most valuable for its historic significance and its role at the head of “York Boulevard”, it remains to be the most fraught with difficulty. Numerous scenarios for creating a space that reflects the space’s civic function were tested and in the end, a multifunctional arrangement was reached which sees the traffic flow become less dominant, The space becoming a square, and the recreational space more accessible to pedestrians. The proposal for the space also complements that of York street in how it ‘concludes’ the boulevard.

## RECOMMENDATIONS

1. Space to be read predominantly as a square, or plein, with cars travelling through it.
2. Reorganize traffic circle so as to simplify traffic flow
3. Raise level of intersection to slow vehicles, entire space becomes paved – as depicted on diagram.
4. All parking is removed from the space, except for formalized courts parking
5. Large trees will be used to demarcate edges, indigenous but not necessarily identical - must have a generous canopy and a clear trafficable height beneath that canopy is to be maintained. A specific study of the trees appropriate to this use would be commission at the time of the specific design.
6. Provision for a water feature acknowledging the historical significance of the plein will be made. There needs to be a strategy on how to deal with water features as event managers using the space will find them difficult to manage - requires clever design.
7. Bandstand must be relocated (can’t be used as it exists in its current state/design)





# York street

## VISION

The brief was originally to look at the square fronting the municipality however, that space is defined by the York street Boulevard rather than having a traditional square like character and was thought to be an important event on the avenue rather than a square. The bigger vision is to deal with the majority of the length of York Street and extend its Boulevard character to that of a grand 'green' corridor. The primary idea being to relocate a large amount of the current parking on York street to the midblock arrangements and make way for a linear pedestrian avenue, the 'head' of which is the historic plein and museum. The vision is for multi-lane, slow moving roads down the centre, flanked by an avenue of large scale trees with a 3m canopy and broad multi-functional pedestrian orientated sidewalks, and a consistent building line with active edges and concession spaces spilling onto the sidewalk. It is recommended that each block of York street be handled independently but governed by a set of guiding principles. Stormwater was highlighted as something that would have to be dealt with.

## RECOMMENDATIONS/GUIDING PRINCIPLES

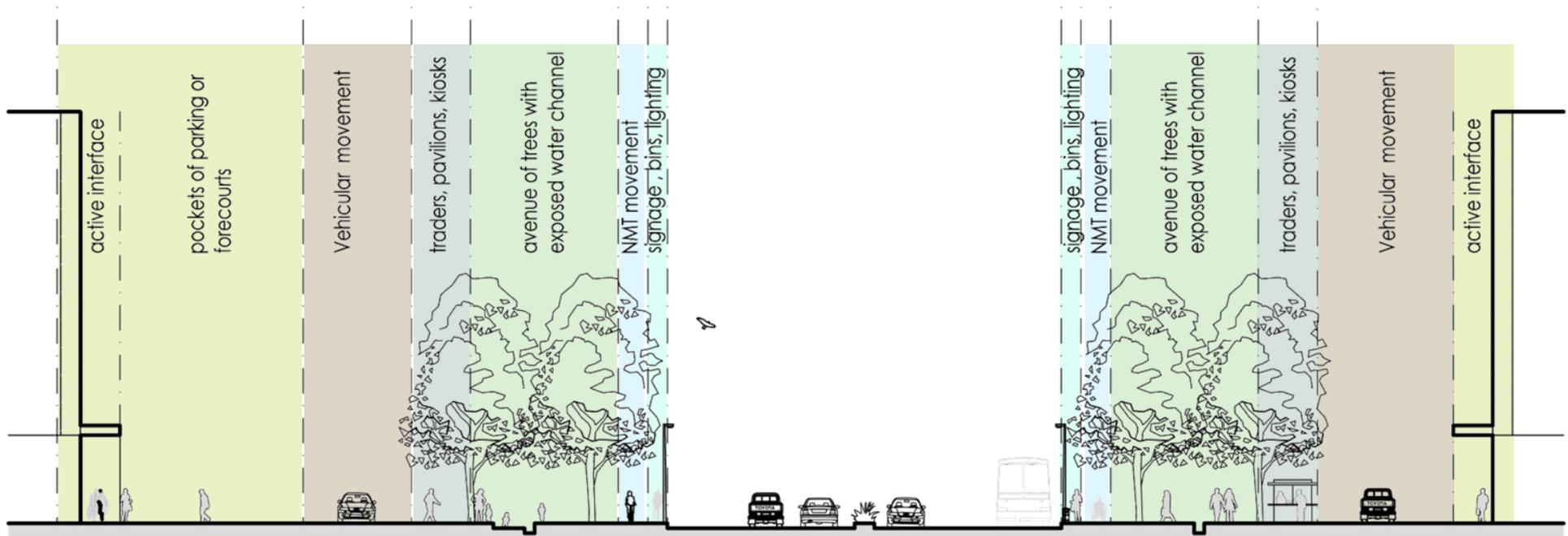
1. **Pave everything** from kerb line to building line.
2. Make generous paved **pedestrian crossings** at cross street intersections, and mark entrances to midblock squares clearly defined.
3. Principle for parking is that it would be dealt with in **pockets of parking**.
4. Make a **strong band of trees** under which primary pedestrian activity occurs. Where there are existing indigenous trees, those are to be maintained and supplemented, and a management plan must be included. The same scale of tree, with broad evergreen canopies which touch one





another are recommended. The road median must have indigenous planting

5. Remove midblock median crossings
6. Separate entrances and exits out of the parking
7. Conflict between pedestrian and vehicular and pedestrian crossings must be minimized
8. Building edge remains irregular and nuances are dealt with as they arise in a way which accommodates a changing condition but does not compromise pedestrian movement across the front of premises
9. Articulation to facades is to be described in terms of principles of positive interface – openable first floors, active ground floors



A cross-section through a typical portion of the street edge - a series of dedicated zones in which different uses are accommodated.

# Part D

## Conclusion

# D Conclusion

The purpose of this document is to describe a collective strategy for improvement of the George CBD. It is a vision which can be moulded and developed over time as opportunities for implementation arise. The intention is that the document becomes a useful tool to guide and facilitate future property developments, whether those are within the private sector or the responsibility of the municipality, in support of the over-arching vision.

## DEVELOPING STRATEGIES FOR IMPLEMENTATION

Key to the successful implementation of the strategies for both the entire network and the various precincts is public-private partnership. The municipality will not take complete responsibility for the implementation of the proposals but will facilitate their realisation where it falls within its mandate. Thus where upgrades are required to privately owned land, those owners will be collectively or individually responsible and should aim to support the overarching strategy as outlined in this document. Detailed implementation plans will be required for each phase and it would be prudent to respond to the pragmatic needs first. This can be established by using a priority measuring tool.

## RECOMMENDATIONS FOR PRIORITISING PROJECTS

It is recommended that a priority measuring system be devised as a means of developing the argument for which project gets done first. From this, a Strategic Project List or Action Plan can be devised. There are various factors to consider, including but not limited to;

- Does it meet socio-economic development objectives? (is it aligned with municipal goals, policy and structure plans)
- Is there money for it?
- Low long will it take to be realized? (time frame for implementation)
- Does the project have a high/medium/low impact?
- What are the infrastructure requirements?
- Are there any erven acquisition requirements?

## PRINCIPLES

- 01** This document is accepted as a **shared vision** and used as a **tool to guide** developments or interventions
- 02** Partnerships and collaborations are key
- 03** **Mechanisms** towards facilitating development by private owners must be investigated by municipal town planners
- 04** **Incentives** related to development rights to be investigated
- 05** Principles of how to **manage** public space must be devised, in parallel with physical planning. The shape of management structure and brief can be decided during a later stage
- 06** Safety and **security** are paramount
- 07** Ongoing **maintenance** is key
- 08** **Social planning** - everyday events are as important as big planning events

# OPEN HOUSE - register of comments

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gardens, cape town  
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[t] +27 21 462 1824  
[f] +27 21 462 1629  
www.jakupa.co.za



**CLIENT** George Municipality  
**PROJECT** George CBD Boulevard  
**PROJECT No.** 1232  
**PLACE** Municipal Auditorium  
**DATE AND TIME** 24<sup>th</sup> June 2015  
**TIME** 3pm to 7pm

name	comment	contact details
Monica Vaccaro	<ol style="list-style-type: none"><li>1. York street intersection with Courtenay Road needs a serious upgrade and needs to be a priority.</li><li>2. No payment for parking please- this will kill business.</li><li>3. Make sure things are greened up with simple features.</li><li>4. Businesses facades need to be improved, they must begin to beautify the buildings they own.</li><li>5. Municipality also needs to become more stringent about what signage goes up. - It is disgusting.</li></ol>	monicamig77@gmail.com 0837118322
WM de Kock	<ol style="list-style-type: none"><li>1. This plan is very important to integrate communities in the commercial area as a place of meeting, a place of coming together.</li><li>2. The station precinct and crossing the railway line is a key to make this happening. Communities mix and integrate when people are on their feet.</li><li>3. The pedestrian system must be integrated with the bus system to bring the work force into the CBD and to use the walk ways from bus stop to work.</li></ol>	wmdek@lantic.net

P. Pather: BAS [UCT] B Arch [UCT] MIArch Pr Arch [SA] SABBACO  
K. Jacobs: N Dip [Pen Tech] BAS [UCT] B Arch [UCT] M Arch-Human Settlements [KUL- Belgium]  
Company registration: 2011/146132/07 - Vat Reg 4520222268



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	<p>IMPLEMENTATION</p> <ol style="list-style-type: none"> <li>1. The business property owners must be made excited about the vision of this plan and be assisted in developing some of the properties. They should take ownership of it, and make it happen!</li> <li>2. The document should be promoted together with the CBD Precinct Plan, IDP and other policy plans as a vision for the future.</li> <li>3. It is often found that these plans get shelved and forgotten. To counter that it should be linked to the IDP and annual budget. The public and investors should constantly and annually be reminded of this vision.</li> <li>4. To practically implement it, the municipal part of the implementation should be divided in short, medium and long term programmes and budgeted for in the IDP and budget.</li> <li>5. As recommended in the CBD Precinct Plan a CID should be formed to take 'ownership' of the plan and watch over it that the principles are adhered to.</li> <li>6. As recommended in the CBD Precinct Plan, a manager for the CBD should be appointed to promote the vision among developers/investors and, once a square or walking is created, to organize events and attractions in it.</li> </ol>	
Stefan Jamneck	Great idea and Strategy. We'll need to provide more parking (Paid??!!) as well as a proper management plan for services and policing (visible). NO informal traders or vagrant should be made welcome, also please include "children's playgrounds" and family safe areas.	Stefan.jamneck@gmail.com 0834472047

# meeting register

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CLIENT George Municipality  
PROJECT George CBD Boulevard  
PROJECT No. 1232  
PLACE Municipal Hall  
DATE AND TIME 24-27 June 2015  
TIME 3pm to 7pm

name	company	Tel.	Fax.	Email
S. JALJAARD	MASCODOR (MULTI CENTRE)	0834564613	044 8746543	ngkrut@telkomsa.net
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S. Fougere	COP-1 CENTRE	0842061028	-	stef@allfourie@telkomsa.net
P. Bortels	Ciabaatti	0820445797	-	pieme@ciabaatti.co.za
A. Fankie	Fankie Fankie Properties	0823513783	-	FFANKIE@WALFEE.CO.ZA
N. VAN VUUR	COLO BRICK - GEOL	0837039214	-	Mickie.vanvuren@corobrick.co.za
S. Spargo	G. Spargo Associates	082 7855781	-	spargo@etne.co.za
S. WESTER	SUSTAINABLE EARLY HOUSING	082 4451535	-	SWESTER@SEPROJECTS.CO.ZA
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Gisela Wainman	Private	0845158635	-	gwonline86@gmail.com
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Document?

