

## **MINUTES**

**OF A MEETING OF COUNCIL OF THE CITY OF CAPE TOWN HELD ON TUESDAY, 31  
MAY 2005 AT 10:00 IN THE COUNCIL CHAMBER, 6<sup>TH</sup> FLOOR, PODIUM BLOCK,  
CIVIC CENTRE, 12 HERTZOG BOULEVARD, CAPE TOWN**

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### **C 23/05/05 APPLICATION FOR THE ESTABLISHMENT OF A CITY IMPROVEMENT DISTRICT IN PAARDEN EILAND AND METRO INDUSTRIA**

HO19/6/2/18

**RESOLVED** that:

(a) in terms of Section 8.1 of the By-Law, the City of Cape Town approves the application submitted by Eric Berkeley Stephen being the owner of rateable property in the Paarden Eiland and Metro Industria area and duly mandated by the Paarden Eiland and Metro Industria CID Steering Committee to establish a City Improvement District in the Paarden Eiland and Metro Industria area and that it be declared a City Improvement District

(b) this approval is given subject to the conclusion of a Services Agreement and a Finance Agreement between the City of Cape Town and the Paarden Eiland and Metro Industria City Improvement District Management Committee. The City Manager or his nominee is hereby authorized to finally settle and conclude these agreements on behalf of the City of Cape Town

- this approval is given subject to the approval of the Articles of Association of the Paarden Eiland and Metro Industria City Improvement District Management Committee (Section 21 company), in terms of Section 12 of the CID By-Law

**ADOPTED BY ORDINARY RESOLUTION**

## MINUTES

OF A MEETING OF COUNCIL OF THE CITY OF CAPE TOWN HELD ON TUESDAY, 31  
MAY 2005 AT 10:00 IN THE COUNCIL CHAMBER, 6<sup>TH</sup> FLOOR, PODIUM BLOCK,  
CIVIC CENTRE, 12 HERTZOG BOULEVARD, CAPE TOWN

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- the requisite levels of support to apply (more than 25%) are noted in terms of Section 8 of the By-Law, that the area proposed bounded by the N1, Marine Drive (up to Boundary Road), the vlei area and green belt up to Section Street and Canal from there to the N1 be declared a City Improvement District

- a Paarden Eiland and Metro Industrial City Improvement District levy be raised in terms of the CID By-Law read with Section 10G(7) of the Local Government Transition Act at a rate of 0.00207304 cents-in-the rand on property value to collect the proposed CID budget of R1 824 669,00

- the CID levy be raised once written proof is provided that more than 50% of the property owners approve the CID Business Plan in terms of Section 9 of the By-Law

- this levy be reflected in an adjustment budget as required in terms of Section 28 of the MFMA.

**ADOPTED BY ORDINARY RESOLUTION**

**RECOMMENDATIONS FROM THE EXECUTIVE MAYOR : 24.05.05**

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1     **ITEM NUMBER :**     C 23/05/05

2     **SUBJECT**

**APPLICATION FOR THE ESTABLISHMENT OF A CITY IMPROVEMENT DISTRICT IN PAARDEN EILAND AND METRO INDUSTRIA**

**AANSOEK OM DIE TOTSTANDBRENGING VAN 'N STADSVERBETERINGSDISTRIK (CID) IN PAARDENEILAND EN METRO INDUSTRIA**

**ISICELO SOKUMISELWA KWESITHILI SOPHUCULO LWEDOLOPHU KUMMANDLA WE-PAARDEN EILAND NE-METRO INDUSTRIA**

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3     **PURPOSE**

The Paarden Eiland and Metro Industria City Improvement District application complies with the requirements of the Improvement District By-Law No.6118 dated 26 March 2004 and is intended to provide the services as set out in the Business Plan (Annexure A).

To provide these services an annual CID levy calculated on the total Municipal valuation of all properties in this area, of 0.00207304 cent-in-the-rand will be levied. This will give the Paarden Eiland and Metro Industria CID an annual income of R 1 824 669.00 which equates to the budget amounting to R 1 824 669.00.

4     **STRATEGIC INTENT**

*Strategy: 2 Upgrading existing settlements. Programme: 7 Decentralised Industrial and Commercial Development.*

*Strategy: 1 Shifting growth to the Urban Core. Programme: 2 Urban Node Regeneration.*

## 5 FOR DECISION / CONSIDERATION BY

Refer to Recommendations (a) & (b) – Not Delegated: for Decision by Council.

## 6 EXECUTIVE SUMMARY

The City of Cape Town, as most of the cities in South Africa, is grappling with the challenge of providing an equitable level of service to all its inhabitants. It acknowledges that certain areas require a mechanism to create a business friendly environment and to enhance its service delivery capacity, especially in areas that are experiencing problems and that are in distress. The improvement District model thus, allows ratepayers to organize top up services in their local area that they themselves pay for and manage, in partnership with the Council.

Due to time constraints the Paarden Eiland and Metro Industria CID opted to apply to Council for approval with only 25% support. This is allowed in terms of the By-Law as long as the CID submits proof of written support that exceeds 50% within six months of this approval (Section 9 of the By-Law).

The Paarden Eiland and Metro Industria CID intend to submit this before the end of June 2005 to enable them to start their CID operation. After receiving this written support the CID levy will be raised.

## 7 RECOMMENDATIONS

The application be approved and that the Mayoral committee recommend to Council that:

- a) In terms of Section 8.1 of the By-Law, the City of Cape Town approves the application submitted by Eric Berkeley Stephen being the owner of rateable property in the Paarden Eiland and Metro Industria area and duly mandated by the Paarden Eiland and Metro Industria CID Steering Committee to establish a City Improvement District in the Paarden Eiland and Metro Industrial area and that it be declared a City Improvement District.
- b) This approval is given subject to the conclusion of a Services Agreement and a Finance Agreement between the City of Cape Town and the Paarden Eiland and Metro Industria City Improvement District Management Committee. The City Manager or his nominee is hereby authorised to finally settle and conclude these agreements on behalf of the City of Cape Town.
  - This approval is given subject to the approval of the Articles of Association of the Paarden Eiland and Metro Industria City

Improvement District Management Committee (Section 21 company), in terms of Section 12 of the CID By-Law.

- The requisite levels of support to apply (more than 25%) are noted in terms of Section 8 of the By-Law, that the area proposed bounded by the N1, Marine Drive (up to Boundary Road), the vlei area and green belt up to Section Street and Canal from there to the N1 be declared a City Improvement District.
- A Paarden Eiland and Metro Industrial City Improvement District levy be raised in terms of the CID By-Law read with Section 10G(7) of the Local Government Transition Act at a rate of 0.00207304 cents-in-the-rand on property value to collect the proposed CID budget of R 1 824 669.00.
- The CID levy be raised once written proof is provided that more than 50% of the property owners approve the CID Business Plan in terms of Section 9 of the By-Law.
- This levy be reflected in an adjustment budget as required in terms of Section 28 of the MFMA.

## AANBEVELING

Nie gedelegeer nie: vir besluitneming deur die Raad

Daar word aanbeveel

dat die aansoek goedgekeur word, en dat die Burgemeesterskomitee by die Raad aanbeveel

- a) dat die Stad Kaapstad ingevolge artikel 8.1 van die Verordening die aansoek goedkeur wat deur Eric Barkeley Stephen voorgelê is, synde die eienaar van belasbare eiendom in die Paardeneiland- en Metro Industria-gebied, welke aansoek behoorlik deur die CID-bestuurskomitee vir Paardeneiland en Metro Industria gemandateer is, om 'n CID in die Paardeneiland- en Metro Industria-gebied tot stand te bring, en dat dit tot CID verklaar word;
- b) dat dié goedkeuring verleen word onderhewig aan 'n dienste- en finansiesooreenkoms tussen die Stad Kaapstad en die CID-bestuurskomitee vir Paardeneiland en Metro Industria, en dat die Stadsbestuurder of sy benoemde hiermee daartoe gemagtig word om dié ooreenkomste finaal te bepaal en namens die Stad Kaapstad aan te gaan;
  - dat dié goedkeuring verleen word onderhewig aan die goedkeuring van die statute van die CID-bestuurskomitee vir Paardeneiland en

Metro Industria se (artikel 21-maatskappy) ingevolge artikel 12 van die CID-verordening;

- dat daar van die vereiste steunpeil (meer as 25%) om aansoek te doen, kennis geneem word ingevolge artikel 8 van die Verordening, en dat die voorgestelde gebied wat deur die N1, Marine-rylaan (tot by Boundary-weg), die vleigebied en parkgordel tot by Sectionstraat en Canal, en daarvandaan tot by die N1, tot CID verklaar word;
- dat 'n CID-heffing vir Paardeneiland en Metro Industria opgelê word ingevolge die CID-verordening, gelees met artikel 10G(7) van die Wet op die Oorgang van Plaaslike Regering, teen 'n koers van 0,00207304 sent-in-die-rand op eiendoms waarde om die voorgestelde CID-begroting van R1 824 669,00, te in;
- dat die CID-heffing opgelê word sodra skriftelike bewys voorgelê word dat meer as 50% van die eiendomsbesitters die CID-sakeplan ingevolge artikel 9 van die Verordening goedkeur;
- dat dié heffing in 'n aanpassingsbegroting weerspieël word soos dit ingevolge artikel 28 van die Wet op Munisipale Finansiële Bestuur (MFMA) vereis word.

## ISINDULULO

(Asidluliswanga: isigqibo seseBhunga)

Esi sicelo masamkelwe kunye nokuba iKomiti yeSigqeba mayindulule kwiBhunga ukuba:

- a) Ngokwemigaqo yeCandelo 8 loMthetho kaMasipala, iSixeko saseKapa masamkele isicelo esingeniswe ngu-Eric Berkeley Stephen nongumnini weprpati ehlawulelwa iindleko zenkonzo zentlalo kummandla we-Paarden Eiland ne-Metro Industria nogunyaziswe yiKomiti eLawulayo yeSithili soPhuculo lweDolophu kummandla we-Paarden Eiland ne-Metro Industria ukuba amisele iSithili soPhuculo lweDolophu kummandla we-Paarden Eiland ne-Metro Industria kunye nokuba lo mmandla mawubhengezwe njengeSithili soPhuculo lweDolophu ukususela ngomhla woku-01 Julayi 2005.
- b) Olu lwamkelo lunikezelweyo luxhomekeke ekugqityweni kweSivumelwano sobonelelo ngeeNkonzo neSivumelwano sezeMali phakathi kweSixeko saseKapa neKomiti yoLawulo kwiSithili soPhuculo lweDolophu kummandla we-Paarden Eiland ne-Metro Industria. Umlawuli weSixeko okanye lowo unyulelwe ukummela kungoku nje ugunyaziselwa ukwamkela nokwenza isigqibo ngezi zivumelwano egameni leSixeko saseKapa.

- Olu lwamkelo lunikezelwa ngokuxhomekeke ekwamkelweni kwaManqaku avakaliswe nguMbutu weKomiti yoLawulo lweSithili soPhuculo lweDolophu kummandla we-Paarden Eiland ne-Metro (iCandelo 21 lekampani) ngokwemigaqo yeCandelo 12 loMthetho kaMasipala ongeSithili soPhuculo lweDolophu.
- Imigangatho eyimfuneko yenkxaso (engaphezu komyinge wama-25%) iqwalaselwa ngokwemigaqo yeCandelo 8 loMthetho kaMasipala, yokuba ummandla ophakanyisiweyo nokumda we-N1, Marine Drive (ukuya kuthi ga nge-Boundary Road), ummandla we-vlei nommandla onezityalo (green belt) ukuya kufikelela kwi-Section Street nakuMjelo ukusukela apho ukuya kwindlela u-N1 mazibhengezwe njengeZithili zoPhuculo lweDolophu.
- Makonyuswe umrhumo weSithili soPhuculo lweDolophu kummandla we-Paarden Eiland ne-Metro Industria ngokwemigaqo yoMthetho kaMasipala we-CID ofundwa ngaxeshanye neCandelo 10G(7) loMthetho weNguqu kuRhulumente weNgingqi ngeqondo le-0.00207304 yeesenti kuhlobo lwemali ezirandi kwixabiso lepropati kulungiselelwa ukuqokelelwa kohlahlo-lwabiwo-mali lwe-CID oluphakanyisiweyo olufikelela kwi-R 1 824 669.00.
- Umrhumo we-CID mawonyuswe xa sele kufunyenwe isiqinisekiso esibhaliweyo sokuba umyinge wama-50% abanini bepropati uyasamkela iSicwangciso soShihisino se-CID ngokwemigaqo yeCandelo 9 loMthetho kaMasipala.
- Lo mrhumo mawuvele kuhlahlo-lwabiwo-mali olulungisiweyo njengoko kuyimfuneko ngokwemigaqo yeCandelo lama-28 le-MFMA.

## 8 DISCUSSION/CONTENTS

### 8.1 Legal Implications

- Section 10G of the Local Government Transition Act
- Municipal Financial Management Act No.56 of 2003
- City Improvement District By-Law No.6118 dated 26 March 2004

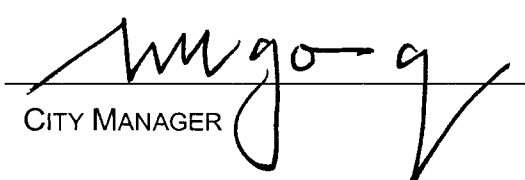
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**ANNEXURES**

Annexure A Application for the establishment of a CID in Paarden Eiland and Metro.

**FOR FURTHER DETAILS CONTACT :**

*Mr Runan Rossouw – 021 550 1187 Runan.Rossouw@capetown.gov.za*

  
CITY MANAGER

Comment:

SUPPORTED

REFUSED

REFERRED BACK

DATE 19.05.2005

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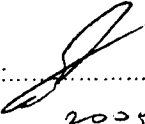
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**CITY IMPROVEMENT DISTRICT  
APPLICATION TO ESTABLISH**

To: City of Cape Town

1. I, Eric Berkeley Stephen, being the registered owner of Erf 17731 and duly mandated by the proposed Paarden Eiland & Metro Industria City Improvement District hereby apply to establish a City Improvement District (CID) in the area bounded by the N1, Marine Drive (up to Boundary Road), the vlei area and green belt up to Section Street and the Canal from there to the N1.
  
2. We confirm that we have the written support of 25% of the registered owners of rateable property in the proposed CID area. This support constitutes 25% of the value of rateable property in the proposed CID area.
  
3. We attach the following:
  - 3.1 A schedule of all the properties within the proposed CID area.
  - 3.2 Copies of the signed confirmations of support for establishment per point 2.
  - 3.3 The proposed City Improvement District Business Plan
  - 3.4 Copies of the notices in terms of Section 5 of the Cith Improvement District By-law.
  - 3.5 The minutes of the public meeting signed by the Chairman.

Signed:  .....

Date: 2008/04/15 .....

# **BUSINESS PLAN**

## **FOR THE ESTABLISHMENT AND MANAGEMENT OF A CITY IMPROVEMENT DISTRICT**

(in accordance with the Bylaw for the establishment of City Improvement Districts as promulgated on 26 March 2004 in the Provincial Government Notice No.6118)

## **IN PAARDEN EILAND & METRO INDUSTRIA**

**DATED 14 MARCH 2005**

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✉ P O Box 256 Paarden Eiland 7420

☎ (021) 511-9813 (Mellony Morelli, PEMA Chairman) or 082 474 0762 (Patricia Tallant, PEMA CEO)

☎ (021) 510-0040

e-mail : [pema@paarden-eiland.co.za](mailto:pema@paarden-eiland.co.za)

**1. CID CLASSIFICATION**

- 1.1. **NAME OF PROPOSED CID**  
Paarden Eiland City Improvement District
- 1.2. **NAME OF ADMINISTRATIONS HAVING JURISDICTION**  
Cape Town and Blaauwberg
- 1.3. **GEOGRAPHIC AREA**  
The area presently represented by Paarden Eiland & Metro Association (PEMA), namely the whole area bordered by the N1, Marine Drive (up to Boundary Road), the vlei area and green belt up to Section Street and the Canal from there to the N1.  
(See Diagram attached)<sup>1</sup>
- 1.4. **APPLICANT:** Mr Eric Berkeley Stephen, trustee mandated by Stephen Children's Trust, owner of Erf 17731 Neptune Street Paarden Eiland.
- 1.5. **CONTACT:**  
Patricia Tallant Tel: 021 510-0040 or 082 474 0762  
P O Box 256  
Paarden Eiland  
7420  
e-mail: pema@paarden-eiland.co.za

**2. NEEDS SURVEY**

PEMA conducted a survey to gauge the needs of business and property owners, in respect of, *inter alia*, service levels currently provided by Cape Town and Blaauwberg administrations.

**2.1. Service Levels**

15 (fifteen) areas of service levels were considered with additional suggestions being put by the respondents. From responses received, priorities requiring urgent attention were reflected as:

a)	Law Enforcement	(75%)	15
b)	Safety & Security	(75%)	14
c)	Drainage	(74%)	13
d)	Displaced People	(72%)	12
e)	Illegal Dumping	(72%)	11
f)	General Cleanliness	(67%)	10
g)	Traffic Control	(64%)	09
h)	Pollution	(62%)	08
i)	Litter Bins	(57%)	07
j)	Road maintenance	(57%)	06
k)	Manhole Covers	(52%)	05
l)	Informal Trading	(40%)	04
m)	Waste Removal	(36%)	03
n)	Street Lights	(30%)	02
o)	Street Signs	(25%)	01

Other concerns included: gardening, rail reserve, Section Street traffic, loitering, parking, trolley-vendors and a desalination plant.

For the purpose of précis, using a point system of 1-15 with the highest priority being 15 and the lowest 1, the following results were concluded:

i)	<b>CLEANLINESS &amp; MAINTENANCE</b>	<b>58 points</b>
	c (13) + e (11) + f (10) + i(7) + j (6) + k (5) + m (3) + n (2) + o (1)	
ii)	<b>SAFETY &amp; SECURITY</b>	<b>38 points</b>
	a (15) + b (14) + g (9)	
iii)	<b>ENVIRONMENT &amp; SOCIETAL</b>	<b>24 points</b>
	d (12) + h (8) + l (4)	

In addition, 92% of respondents supported the CID process and offers to contribute "seed capital" came from 71%.

<sup>1</sup> Diagrams do not accompany email draft

**3. GOALS**

- 3.1. To make Paarden Eiland a clean, safe and attractive industrial area.
- 3.2. To encourage investment, thereby improving the area's economic power.
- 3.3. To market the assets of Paarden Eiland's prime locality.
- 3.4. To provide an environmentally attractive and pollution free area.
- 3.5. To maintain and improve close liaison with the local authorities and essential service providers.
- 3.6. To provide innovative management of the area.
- 3.7. To give Paarden Eiland a distinct identity, making it more competitive with similar areas.

**4. SERVICE LEVELS****4.1. LEVELS OF SERVICE PROVIDED BY THE CAPE TOWN AND BLAAUWBERG ADMINISTRATIONS.**

- 4.1.1. In terms of the relevant bylaws, a guaranteed Service Level Agreement must be entered into between the CID and the City Council.
- 4.1.2. Existing levels of service have been provided to the Interim Steering Committee of the proposed Paarden Eiland City Improvement District.

**4.2. PROPOSED LEVEL OF SERVICE TO BE PROVIDED BY THE CID (TOP-UP SERVICE)**

The proposed CID services are based on the results of the Needs Survey and the levels of service, which will be provided by the Unicity Administrations, in terms of paragraph 4.1.1.

**4.2.1. Management**

- (a) Monitor City's performance in respect of a Service Level Agreement (4.1.1.).
- (b) Manage sub-contractors providing top-up services and appraise performance
- (c) Co-ordinate with Council to deal with issues relating to rendering of service or resolution of disputes
- (d) Liaise with relevant departments of local authorities, SAPS, Spoomet etc
- (e) Devise & implement capital projects, communication, marketing & promotions plans
- (f) Report monthly to Section 21 Executive Body

**4.2.2. Cleansing**

- (a) Employ cleaners to provide regular top-up cleaning.
- (b) Provide distinctive uniforms, equipment and office/storeroom.
- (c) Instil a sense of pride in cleaners through basic skills training.
- (d) Introduce an awareness programme through flyers, notice boards and discussion.

**4.2.3. Maintenance**

- (a) Supplemental maintenance to that provided for in the Service Level Agreement (4.1.1.) such as:
  - General maintenance of fences, barriers, lights, poles, park benches, litter bins and signage
  - General upgrading of roads, pavements, open spaces

**4.2.4. Safety & Security**

- (a) Increase security presence by introducing a visible dedicated patrol to maintain order through a Localised Security Service
- (b) Minimum of two (2) patrol vehicles,
- (c) Vehicles manned by minimum two (2) armed security officers.
- (d) Vehicles to be kitted with emergency equipment.
- (e) Response officers to be versed in municipal bylaws and local knowledge of area.
- (f) Link up with emergency services for situations requiring ambulance or paramedics.
- (g) Introduce security awareness education programmes through the use of flyers, notice boards and discussion.
- (h) Form partnerships to maintain and improve liaison with Law Enforcement, Protection Services, SAPS and other enforcement agencies.
- (i) Phase in visual monitoring through the installation of CCTV surveillance cameras.

**4.2.5. Environment & Societal**

- (a) Institute a viable plan to enhance Paarden Eiland.
- (b) Promote awareness of the unique wetland area.

- (c) Promote the participation of businesses in the Awards Programme.
- (d) Initiate a Waste Minimisation Programme.
- (e) Control the proliferation of informal traders through the allocation of specific areas and only if hygienic ablutions and stalls are provided. Council to enforce street trading bylaw.
- (f) Develop a strategy to address the plight of displaced people living and trading in the area.

#### 4.2.6 Marketing

- (a) Develop a well-managed, safe, secure and attractive industrial area to enhance public image.
- (b) Promote locality to attract investment.
- (c) Build relationship with media for editorial and advertorial space.
- (d) Set-up data base of all businesses/property owners.
- (e) Design and distribute directory of businesses in the CID area.
- (f) Erect information and directional notice boards.
- (g) News flashes through e-mail and fax.
- (h) Newsletters.
- (i) Design and promote Paarden Eiland web-site.
- (j) Organise promotional and fundraising events.
- (k) Introduce Neighbourhood Networking functions.

## 5. POLICE STATISTICS ON CRIME IN PAARDEN EILAND JAN 2001 – DEC 2004

SAPS Maitland and Milnerton provided the following statistics, covering theft from motor vehicles, theft of motor vehicles, business burglaries and armed robbery.

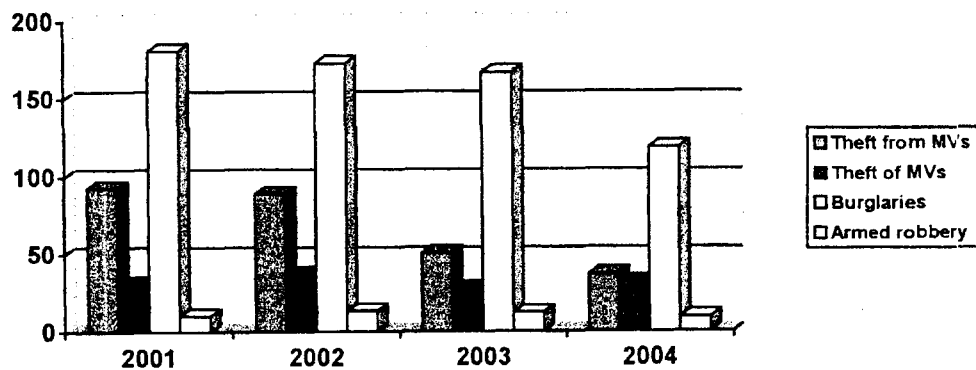
The statistics reflect a five year time period January to December, inclusive, for each year.

As can be seen from the combined graph<sup>2</sup>, crime has been curtailed in all but theft of motor vehicles, which is marginally up on 2003.

The number of burglaries is, however, still unacceptably high, averaging 10 a month during 2004.

Urgent consideration is needed for ways and means to assist the South African Police Services.<sup>3</sup>

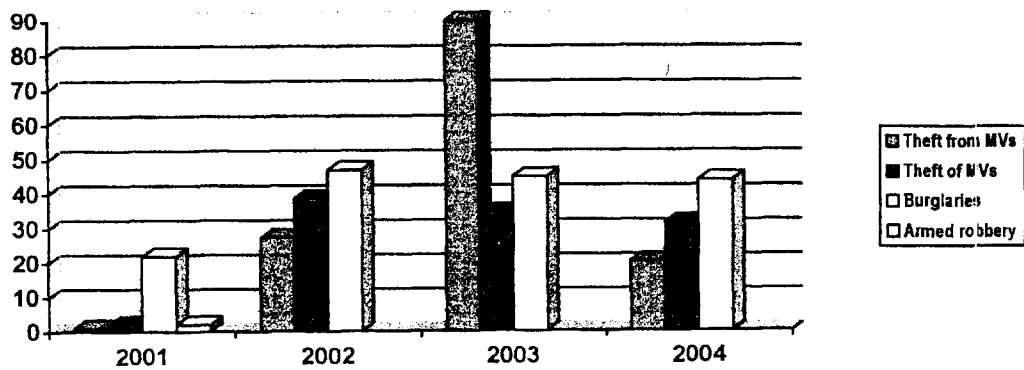
### PAARDEN EILAND (MAITLAND)



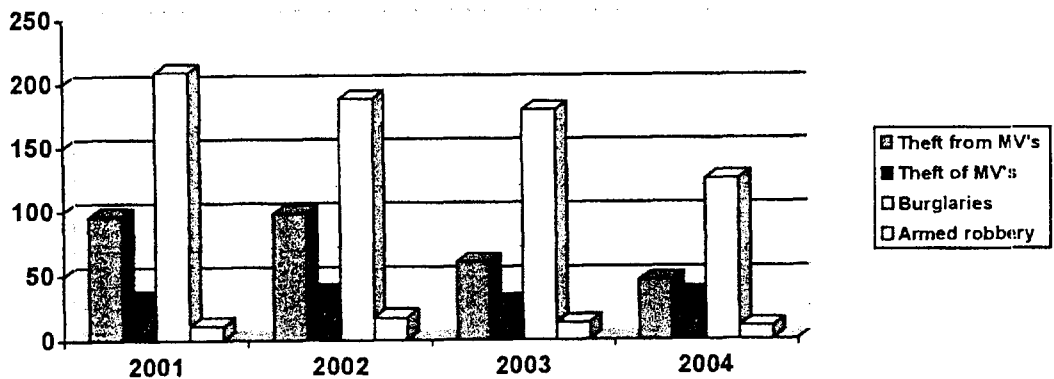
<sup>2</sup> See Page 4

<sup>3</sup> See 4.2.4. Safety & Security Page 2

## METRO INDUSTRIA (MILNERTON)



## PAARDEN EILAND &amp; METRO COMBINED



## 6. BACKGROUND OF THE PAARDEN EILAND & METRO ASSOCIATION (PEMA)

PEMA was established in 1947 by Paarden Eiland businessmen and property owners to address common areas of interest and concern with the appropriate authorities and/or bodies.

PEMA has an Executive Committee, made up of volunteers, elected at each Annual General Meeting. Committee meetings are held monthly at which representatives from the local authorities and SAPS are invited to attend.

An Environmental Committee manages environmental concerns in the area and has been instrumental in organising cleaning campaigns, greening and the protection of Paarden Eiland's unique wetland area. The Committee is probably best known for the Annual Environmental Awards presented to businesses for making special efforts to upgrade their buildings and immediate environs.

With the advent of the Unicity concept and the inclusion of former disadvantaged areas in the municipal budget, available resources allocated to uphold maintenance have been reduced, resulting in a marked reduction in service levels.

Despite ongoing efforts and continued liaison with local authorities, SAPS and other organisations, it has become more and more evident that the logical solution, to the decrease in service levels and the urgent need to assist in the reduction of crime, is for Paarden Eiland to form a City Improvement District.

## 7. MOTIVATION FOR THE ESTABLISHMENT OF THE PAARDEN EILAND CITY IMPROVEMENT DISTRICT

Most South African towns, cities and urban nodes are displaying various levels of urban deterioration as local authorities struggle to deal with the impact of urbanisation and limited resources.

City Improvement Districts are essentially geographic areas in which the majority of property owners determine and agree to fund supplementary services to those normally provided by their local authority, in order to maintain and manage the public environment at a superior level. Through legislation, the cost of the provision of services is then spread over all property owners within the specified geographic area. Unlike rates, funds contributed by the property owners may only be spent in the area in which they are collected.

The local authority continues to provide normal services, agreed to and recorded in a Service Level Agreement between the local authority and the CID.

The extra funds contributed by property owners are collected by Council and paid over to the CID, which then uses them to provide a "top-up" to the agreed service levels, general maintenance, safety and security, environmental enhancement and marketing of the area.

## 8. ADVANTAGES

### 8.1. CIDS INTRODUCE A MANAGED ENVIRONMENT TO THEIR AREAS

Dedicated management focuses on the causes of deterioration and seeks and implements solutions specifically targeted to such problems.

### 8.2. THE COST OF PROVIDING SUPPLEMENTARY SERVICES IS BORNE BY ALL PROPERTY OWNERS IN THE AREA

In terms of the requirements of the By-law for the Establishment of City Improvement Districts, an application for a CID to be declared in an area must be supported by property owners who own no fewer than 25% in number of such properties and no less than 25% of the rates base value of such properties, within the boundaries of the proposed CID.

However, a CID may only be approved by Council if written proof of support is given by property owners who own no fewer than 50% in number of such properties and no less than 50% of the rates base value of the rate-able properties within the boundaries of the proposed City Improvement District.

Once the CID is declared, all property owners within the area have to bear the costs. This prevents the situation of a small number of property owners refusing to contribute to the cost of the intervention, whilst sharing in the benefits.

### 8.3. COSTS ARE BORNE IN PROPORTION TO THE VALUE OF THE PROPERTY

The calculation on rateable property values provides a common base and is the most equitable approach.

### 8.4. HOLISTIC APPROACH

All issues negatively impacting on the CID area are investigated and dealt with on an integrated basis. Overall management provides proper co-ordination, focusing on providing services where they are most needed.

### 8.5. ENHANCEMENT OF THE ENVIRONMENT PROMOTES MARKET VALUE

By implementing supplementary services in cleansing, maintenance, safety and security, the environment is improved, competitiveness expands and the area becomes more marketable.

### 8.6. INCREASED INVESTMENT

The perception of crime, grime and general disorder has a negative impact on investors and visitors to the area. A CID provides a results oriented set of programmes, which produce immediate and tangible improvements. These programmes supplement other efforts to retain, expand and attract new business and investment.

### 8.7. INCREASED PROPERTY VALUES

A clean, safe and attractive area, with visible order, becomes more appealing to investors, demand for property is improved and property values increase.

- 8.8. POSITIVE IDENTITY**  
Paarden Eiland is one of a number of industrial areas showing signs of environmental deterioration. Through positive and controlled management a new and positive identity will evolve, attracting customers, investment and development.
- 8.9. PRIVATE SECTOR MANAGEMENT**  
The CID will have a Board of Directors comprised of property and business owners and tenants, elected by the private sector stakeholders of the area. Activities and budgets developed by CID Management and overseen by the Board will ensure accountability to those who pay the levy.
- 8.10. GUARANTEED LOCAL AUTHORITY SERVICE LEVELS**  
The CID will co-ordinate its activities with the Local Authority and monitor the performance of Council in adhering to a Service Level Agreement drawn up between the CID and Council.

The table below is a synopsis of Service Levels currently offered by Council.

ACTIVITY	FREQUENCY
Street sweeping	Monthly
Emptying litter bins	Weekly
Removal of street traders' waste	Twice weekly
Clearance of illegal dumping	Weekly to monthly
Mowing parks, verges	Monthly
Spraying herbicides sidewalks	Half-yearly / annual
Irrigation – grass/shrubs/trees	Twice weekly
General cleaning POS	Daily / monthly
Planting horticultural material	Annually
Fertilising / composting	Twice per year
Irrigation systems maintenance	As required
Tree / shrub maintenance	As required
Civic patrol	2 vehicles, 4 personnel, 15 hour service
Traffic control	Not dedicated

- 9. ADDITIONAL SERVICES**  
The following services, not reflected in present service levels, could possibly be included in the Service Level Agreement between the Council and the proposed Paarden Eiland CID.
- 9.1. CLEANING OF STORMWATER DRAINS AND SEWER BLOCKAGES**  
Purpose: To ensure blockages are cleared when they occur  
Minimum standard: City Council standards - to keep all stormwater and sewer drains operational at all times  
Response time: Within 24 hours of report
- 9.2. MAINTAIN ROADS AND PAVEMENTS**  
Purpose: To ensure day to day maintenance of roads and pavements  
Minimum standard: City Council standards - to ensure public safety  
Response time: To be established
- 9.3. ERECT AND MAINTAIN STREET NAME AND DIRECTIONAL SIGNS**  
Purpose: To ensure street name and directional signs are erected and maintained  
Minimum standard: As per the Signs Management System (SMS)  
Response time: Within one week of report (for damaged/missing signs)
- 9.4. REPLACE MISSING AND BROKEN DRAIN COVERS**  
Purpose: To ensure all missing or damaged drain covers are replaced  
Minimum standard: To cover drains to ensure public safety  
Response time: Within 24 hours of report



- 9.5. REPLACE AND MAINTAIN CABLE BARRIERS**  
Minimum standard: To be established  
Response time: To be established
- 9.6. MAINTAIN STREET LIGHTING**  
Purpose: To ensure adequate lighting  
Minimum standard: City Council standards  
Response time: Within 7 days of report
- 9.7. PAINTING OF POLES**  
Purpose: To ensure poles are kept in a good and eye-pleasing condition  
Minimum standards: City Council standards  
Response time: 3 months
- 9.8. TRENCH REINSTATEMENTS**  
Purpose: To ensure trenches dug by various service departments are re-instated  
Minimum standard: City Council standards, which existed prior to trenching  
Response time: Within 4 weeks of completion
- 10. BUDGET<sup>4</sup>**  
As required by the City Improvement District By-law, a three-year operational budget (2005-2007) has been compiled.
- The budget provides for envisaged top-up and related services and actual costs of operation as well as a 3% (three percent) provision for bad debts.
- The anticipated operational income for the City Improvement District is funded by way of levies, which are derived by calculating an additional dedicated property rate. This amount is calculated on the basis of the municipal valuation of the rateable property within the designated City Improvement District.
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**BUSINESS PLAN**  
**FOR THE ESTABLISHMENT AND MANAGEMENT**  
**OF A CITY IMPROVEMENT DISTRICT**  
  
(in accordance with the Bylaw for the establishment of City Improvement Districts  
as promulgated on 26 March 2004 in the Provincial Government Notice No.6118)  
  
**IN PAARDEN EILAND & METRO INDUSTRIA**

DATED 14 MARCH 2005

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<sup>4</sup> See page 8



