

## 5.6 McKenzie Street

### 5.6.1 Analysis of current situation

McKenzie Street runs north-south parallel to the lake. The street is one kilometer long with small traffic circles at both ends.

Figure 72 shows a typical view down McKenzie Street: The two traffic lanes are each 3, 5 meters wide with parallel parking bays and pedestrian walkways on both sides of the road. Together the parking bays, pedestrian walkway and a small landscape area make up the road reserve.

The average width of the road reserves is twenty-two meters.

McKenzie Street is relatively direct and vehicles tend to speed. To control speeding pedestrian crossings occur every 300m in the form of speed-bumps, see Figure 75. To make them more visible road marking have been applied to the road.

Signage is not regulated and is wildly colored and varied. Refer to point 5.5.1.4.4

The combination of signage, road markings and varied landscaping contribute to the visual clutter of the street.

The vegetation is mainly exotic, consisting of palms species and *Delonix regia* (Flamboyant tree).

Parking in McKenzie Street is directly from the road. This strategy seems effective considering that eighty percent of McKenzie Street is accommodation establishment with off street parking.



72 Typical view of McKenzie Street looking south.





73 Visual clutter due to signage, road markings and exotic planting



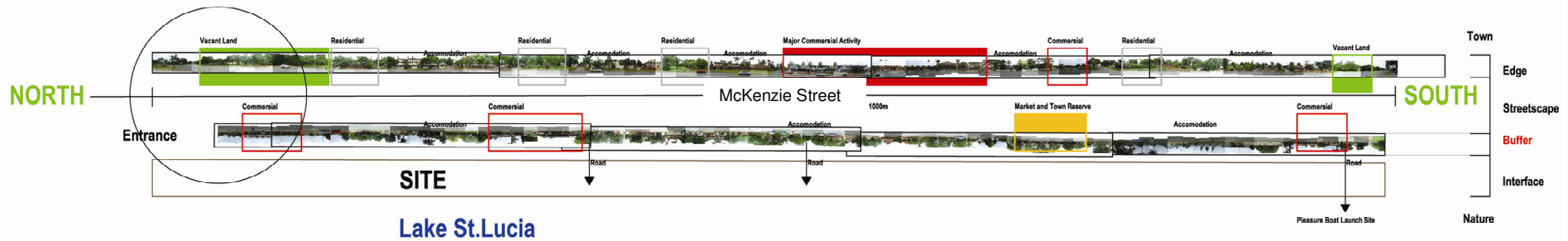
75 Speed-bump pedestrian crossing



74 Exotic planting



76 View to the north. Easter sidewalk has a slopes



77 Functioning of McKenzie Street

Figure 77 analyses the functioning of McKenzie Street. The Diagram identifies current land use of the street, as well as opportunities to break through the privately owned accommodation buffer and reconnect the town and the lake.

## 5.6.2 DEVELOPMENT GUIDELINES

### 5.6.2.1 RESIDENTIAL PROPERTY

There are privately owned residential properties in McKenzie Street. They need to be converted into commercial properties. They can form part of a chain of catalyst projects within McKenzie Street to encourage and guide urban transformation, economic growth and social upliftment.

### 5.6.2.2 OPEN LAND

There are two parcels of open land at both end of McKenzie Street. It is important that they be developed responsibly within an urban framework. The biggest of these sites are located at the entrance of St. Lucia. Please refer to point 5.5.4 – 7 dealing with the entrance concept.

### 5.6.2.3 SIGNAGE

The signage needs to be standardized and contribute to the visual continuity of McKenzie Street.

### 5.6.2.4 WALKWAYS

Walkways need to be made bigger. Pedestrian crossings could be incorporated with the speed bumps with less road markings to elevate visual clutter.

### 5.6.2.5 PLANTING

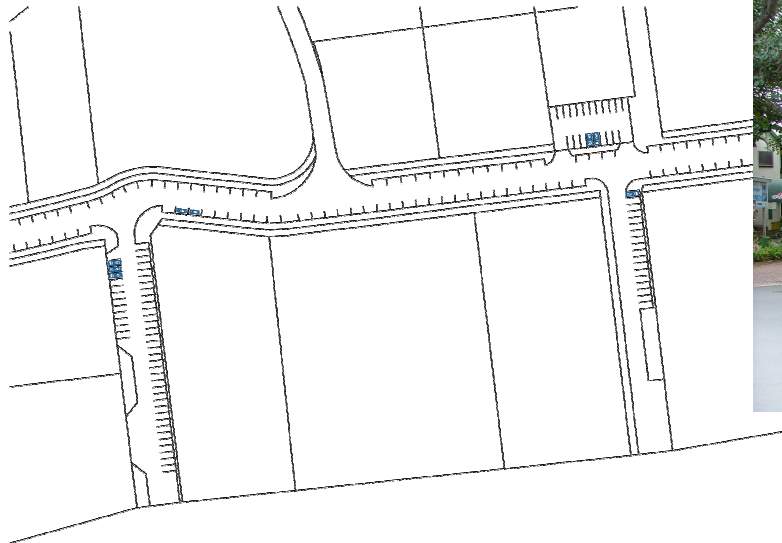
Planting needs to be indigenous. Due to the harsh sun and humidity more shade providing trees need to be planted along McKenzie Street. The planting pallet should be restricted and form continuity between the varied building form and styles.



### 5.6.3 BREAKING THE BUFFER

#### 5.6.3.1 Road Reserves

Please refer to Figure 78, 79 and 80. There are two road reserves left open to serve as connection between the town and the Lake. Currently they are being used as parking. The accommodation establishments bordering the reserves do their best to hide these connections in an effort to provide exclusive access to their client. The road reserves need to be opened up and form part of the strategy to connect the town and the lake



78 Plan of road reserve



79 Road reserve used as parking by the neighboring hotels and not providing access to the lake



80 Road reserve camouflaged as private property and not connecting the town and the lake



#### 5.6.3.2 Market and town Reserve

The Market and town reserve provides a site to redevelop and reconnect the town and the lake. The site is scarcely developed, but plays an important social and economic role for the local community. Please refer to Figures 81. The site is situated in the middle of McKenzie Street and the only infrastructure is an open market building.



81 The Market as viewed from McKenzie Street

#### 5.6.3.3 Ferry Boat launch site

Currently it is the only site that provides a physical and visual connection to the lake.

The infrastructure on the site consists of a tar parking lot, ablution building and jetty.

It is a popular spot for both locals and tourists to enjoy the spectacular sunset over the lake

When analyzing Figure 82 the importance of the Western Shores as a visual buffer becomes apparent. For any eco-tourism development on the Eastern Shores to succeed it is important to create the illusion of unspoilt nature by keeping the Western Shore undeveloped. Please refer to point 7 for the visual assessment.



82 The Ferry Boat launch site. The photo shows how important it is to establish a visual buffer on the Western Shore