



WHANGAREI CITY CENTRE

CITYCORE PRECINCT PLAN

Adopted by Council Committee 30 May 2019

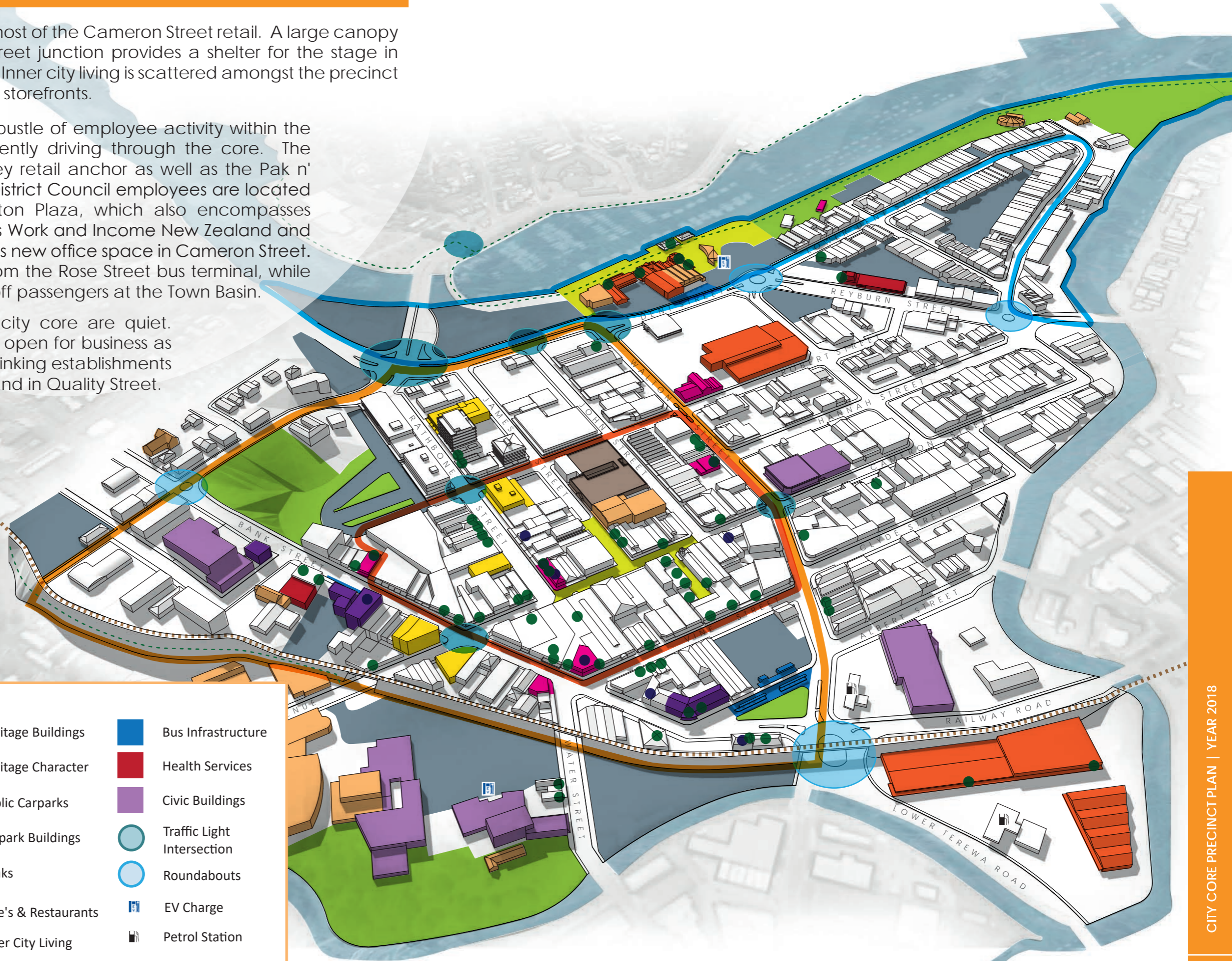


CITY CORE | Year 2018

Cafes and retail shops comprise most of the Cameron Street retail. A large canopy at the James Street/Cameron Street junction provides a shelter for the stage in which small performances occur. Inner city living is scattered amongst the precinct and is usually hidden above retail storefronts.

During the weekdays, there is a bustle of employee activity within the area; private vehicles are frequently driving through the core. The Farmers department store is a key retail anchor as well as the Pak n' Save supermarket. Whangārei District Council employees are located within Forum North and in Walton Plaza, which also encompasses many government offices such as Work and Income New Zealand and Oranga Tamariki. Te Puni Kokiri has new office space in Cameron Street. The local bus service operates from the Rose Street bus terminal, while regional buses continue to drop off passengers at the Town Basin.

Evenings and weekends in the city core are quiet. Eateries along Vine Street remain open for business as well as a number of eating and drinking establishments on Bank Street, Rathbone Street and in Quality Street.



LEGEND

Key Shopping	Heritage Buildings	Bus Infrastructure
Public Amenities	Heritage Character	Health Services
Green Spaces	Public Carparks	Civic Buildings
Public Spaces	Carpark Buildings	Traffic Light Intersection
City Core	Banks	Roundabouts
Retail Centre	Cafe's & Restaurants	EV Charge
Waterfront	Inner City Living	Petrol Station
Railway Line	Walkways / Cycleways	

CITY CORE | Year 2023

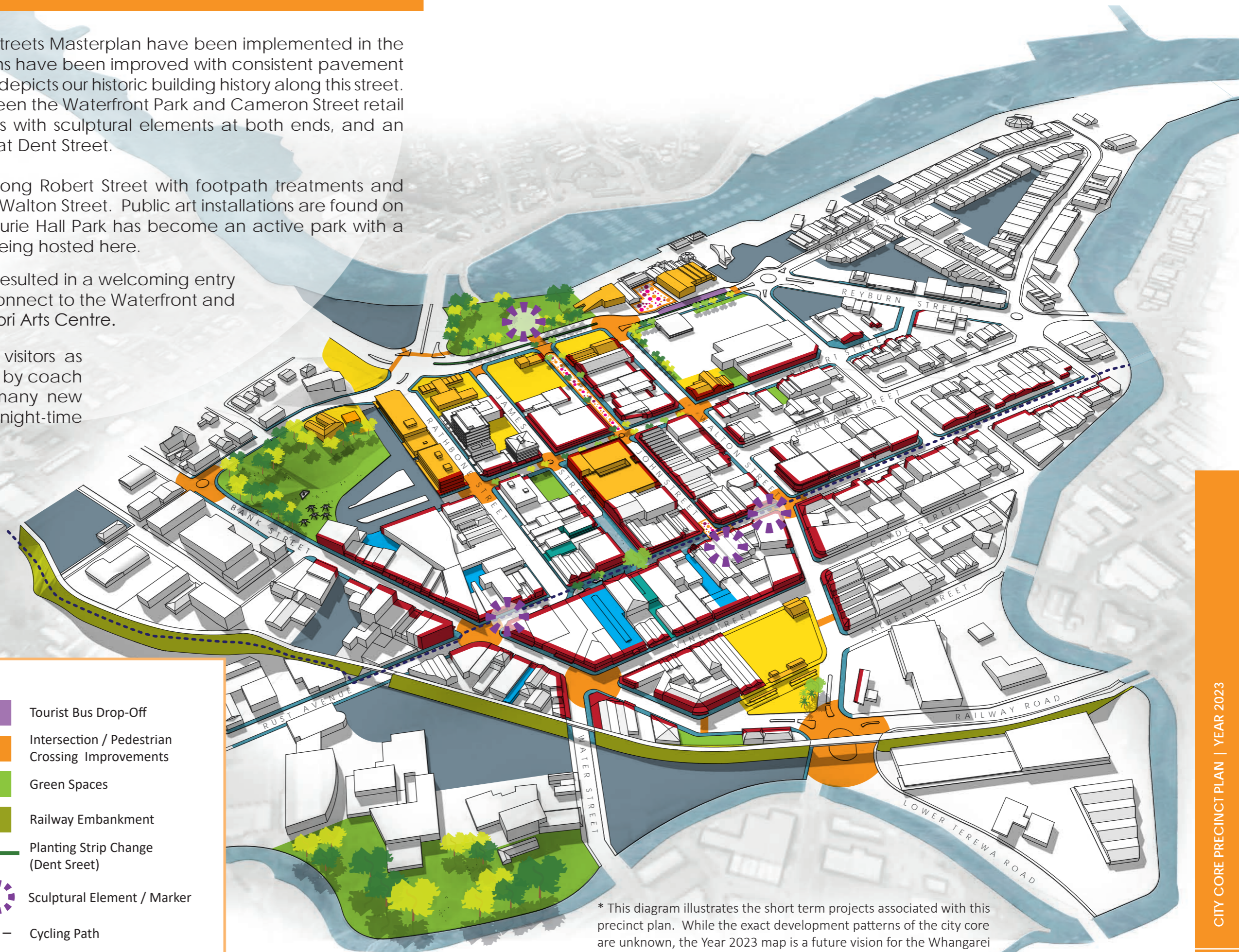
Elements from the Complete Streets Masterplan have been implemented in the city core. Bank Street footpaths have been improved with consistent pavement features and heritage signage depicts our historic building history along this street. The physical connection between the Waterfront Park and Cameron Street retail is strengthened for pedestrians with sculptural elements at both ends, and an improved pedestrian crossing at Dent Street.

Improvements have begun along Robert Street with footpath treatments and intersection enhancements at Walton Street. Public art installations are found on most building facades and Laurie Hall Park has become an active park with a variety of community events being hosted here.















Walton Street upgrades have resulted in a welcoming entry to our city core and a direct connect to the Waterfront and the Hundertwasser Wairau Māori Arts Centre.

The city core is bustling with visitors as new visitors arrive in our District by coach and cruise ship. There are many new eating establishments and a night-time economy has initiated.

Improved wayfinding in our city core has resulted in pedestrians travelling easily between destinations.



LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | Strategic Sites |  | Tourist Bus Drop-Off |
|  | Footpath Improvements (design) |  | Intersection / Pedestrian Crossing Improvements |
|  | Active Frontages |  | Green Spaces |
|  | Existing Mid-Block Connections |  | Railway Embankment |
|  | Proposed Mid-Block Connections |  | Planting Strip Change (Dent Street) |
|  | Public Carparks |  | Sculptural Element / Marker |
|  | Tactical Urbanism |  | Cycling Path |

* This diagram illustrates the short term projects associated with this precinct plan. While the exact development patterns of the city core are unknown, the Year 2023 map is a future vision for the Whangarei City and not an exact portrayal.

CITY CORE | Year 2048

The city core streets have all been designed and redeveloped in such a way that a true balanced network exists. Dedicated parking areas reduce private vehicle movements throughout the core, leaving pedestrians and cyclists to freely flow through the shared spaces within and outside the precinct.

Inner city living opportunities have increased the population to roughly 1,100 residents. New office buildings have replaced older run down structures. Laurie Hall Park has been redesigned to incorporate fewer carparks and more passive open space, while Robert Street features pocket parks and a link to the Hihiaua precinct.

Pedestrian flows along Dent Street have changed as it is a major connection between the waterfront and the city core with its wide footpaths and active frontages. The city core is strengthened as a city centre, primarily focused on business and residential growth.

Other streets within the core are alive with night time activities, accommodating eating establishments, creating an exclusive vibe.

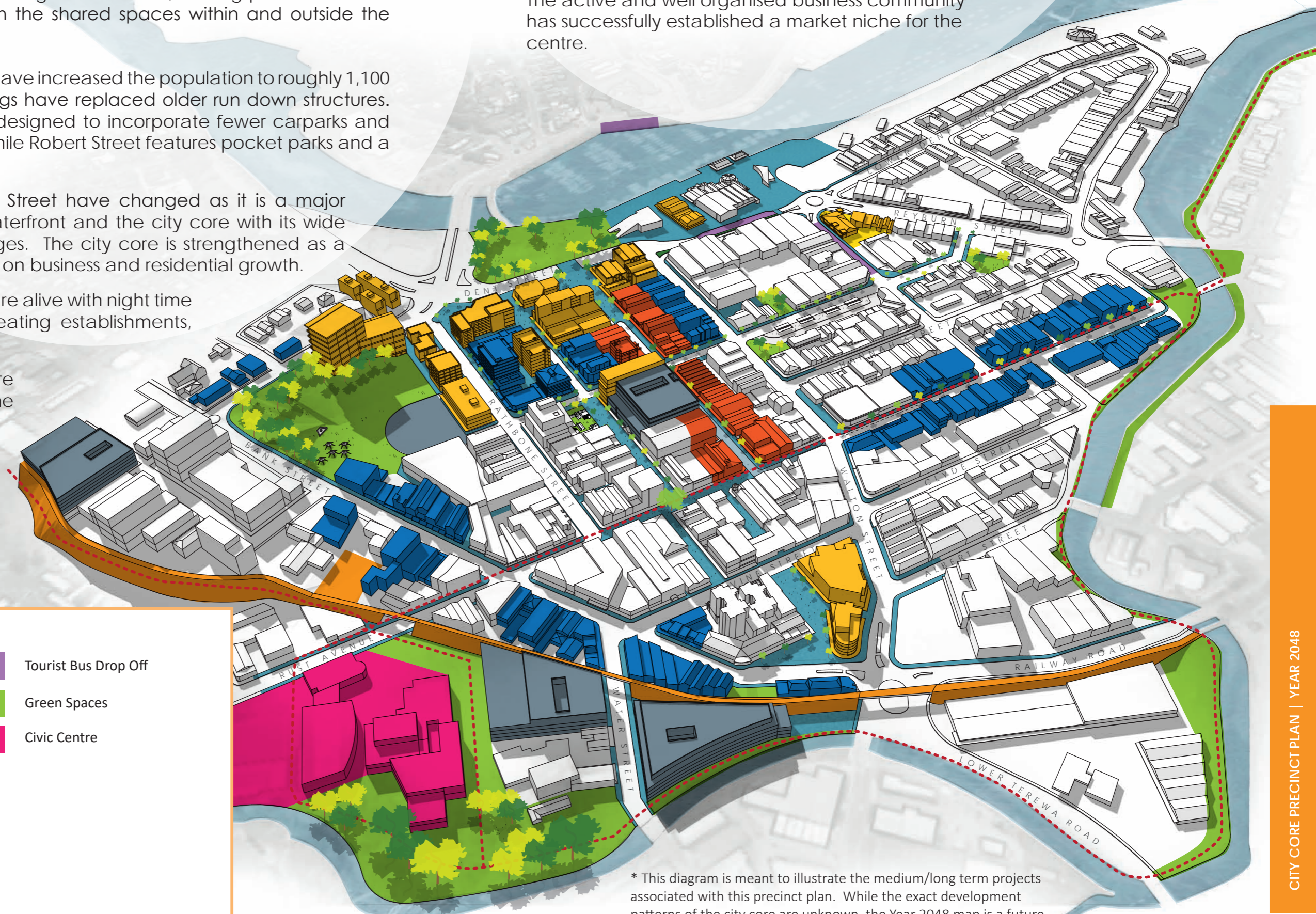
A new bus service centre improves connections to the rest of the North Island.

Development of public space and private property are of high quality in terms of both design and construction.

The active and well organised business community has successfully established a market niche for the centre.

LEGEND

	Public Carparks		Tourist Bus Drop Off
	Strategic Site Developments		Green Spaces
	Mixed Use Developments Residential Focus		Civic Centre
	Mixed Use Developments Commercial Focus		
	Passenger Rail Infrastructure		
	Pedestrian Only Areas		
	Shared Pathways		



* This diagram is meant to illustrate the medium/long term projects associated with this precinct plan. While the exact development patterns of the city core are unknown, the Year 2048 map is a future vision for the Whangarei City and not an exact portrayal.

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Plan in Brief...

6 Urban Design Drivers

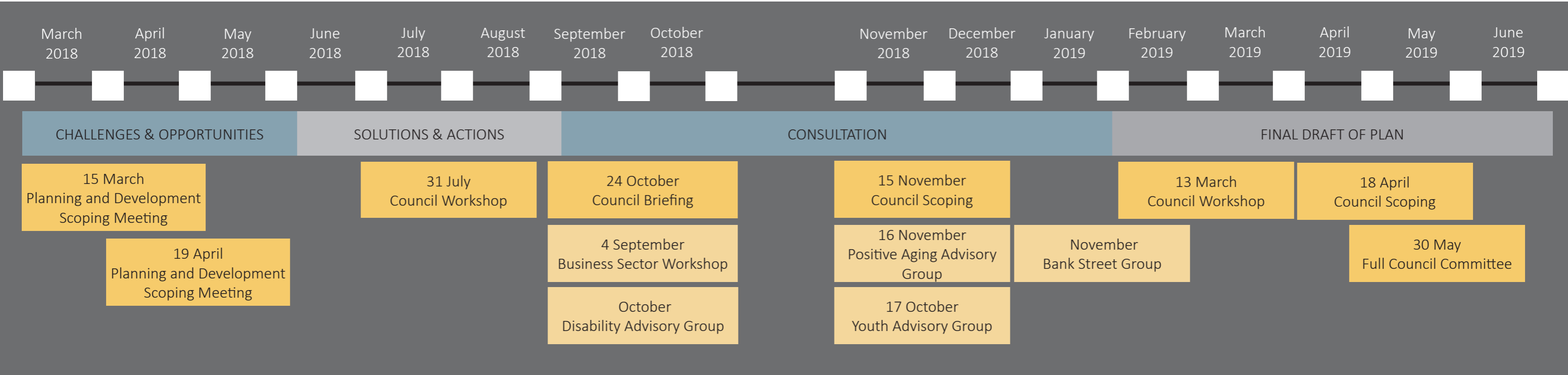
3 Programmes

9 Projects

87 Actions

How We Made This Plan

This plan was created in an integrated and comprehensive manner that enabled collaboration across the organisation. Several internal workshops were held with key staff. The workshops identified challenges and opportunities and developed project ideas which were brought to the external stakeholders. An important principle of this plan was to ensure that tangible change in our city can be achieved in the short-term. This results in a plan that is relevant and responds to the priority issues identified by local groups, businesses and building owners. To deliver this, a number of projects have been initiated including streetscape design work, tactical urbanism projects and footpath improvements.



Challenges and Opportunities

Very few people live in the city core or have a desire to live in the city core.

Severance between the city core precinct and the waterfront precinct due to Dent Street and poor connectivity

The changing retail environment means that it is imperative the city retailers focus their energies on creating a quality of experience.

Redevelopment of sites, which is likely to require significant investment, and is affected by the macro-economic environment, particularly the property market and global economic trends. Demand for industrial and commercial property is affected by a range of market drivers and conditions

Market drivers including the demand for development in the area and the need for sites to have a certain level of development potential before redevelopment is economically viable

The challenges of climate change and their effects – providing connections from the waterfront as well as development – however, this can be considered and provide future opportunities for the city core

Using low cost, easy to maintain and quick to produce options of low quality streetscape, and landmark buildings can result in a dull uninspiring city.

The need to co-ordinate public expenditure with private investment and development

Fragmentation of land holdings and the need for a mechanism to support land assembly



City Core Precinct Plan Business Sector Workshop- 4 September 2018

What is the City Core Precinct Plan?

The City Core Precinct Plan contains recommendations for the public realm and open spaces and for all forms of circulation. It aims to reshape how residents and visitors experience the city core by placing greater emphasis on the quality of the urban environment. By improving the streets to better accommodate different modes of transport, increasing the quality of street and open space design, insisting on the quality of new development, and promoting health and social inclusion through investment in the public realm, among many other measures, the city core can be rediscovered as a place to visit, work, live, and shop.

The city core provides the opportunity for signature developments that will reflect and highlight residential and employment opportunities to the residents of Whangārei and beyond. The City Core Precinct Plan will ensure that development throughout the area is coordinated, both functionally and aesthetically, to ensure that it operates well, is an attractive and supportive environment for residents, employees and visitors and addresses its close relationship to the surrounding areas. In respect of its importance, the City Core Precinct Plan will provide the foundation for an iconic civic presence that both reflects and integrates into the broader community.

This will all be achieved through excellence in both urban design and architecture. The plan presents a conceptual representation of development and outlines land use, streetscape components, urban design, and key projects.

The City Core Precinct Plan will be a key document used to inform future projects, public space improvements, infrastructure and the Whangārei District Plan.

City Core Precinct Plan Scope

The city core, a 25-hectare area located in the centre of the city, adjacent to the Town Basin waterfront; is currently a retail and experience hub for the District.

The area covered by the City Core Precinct Plan is bound by Dent Street to the north, Walton Street to the east and the railway line to the west. The scope has been extended just past the urban structure to maximise project benefits and build in resilience.

The precinct includes a retail strip which developed in a traditional manner along both sides of Cameron Street. While the retail centre is focused here, there is considerable potential for further mixed use development in the surrounding area of the precinct. It is well served by several main bus routes and includes the District's local bus terminal.

Due to its relatively small size, there is limited open space within the precinct but it is well located in relation to adjacent open space at the waterfront and well connected to walking trails and parks. There is potential for the precinct to benefit from future development at Forum North, which is located immediately to the west as well as future catalyst projects at the waterfront.



Key Outcomes

The City Core Precinct Plan is structured around the key outcomes outlined in the Whangārei City Centre Plan 2017. These key outcomes form the vision of the city centre over the next 30 years.

OUTCOME 1 Experience



In thirty years the city centre will be a busy and vibrant city centre with a range of retail, entertainment, arts and cultural facilities that offer a unique and authentic experience.

OUTCOME 2 Connectivity



In thirty years the city centre will be an easily accessible and safe city centre that is well connected to our surrounding district centres.

OUTCOME 3 Living



In thirty years the city centre will be a vibrant city centre community with a choice of homes, services and amenities to meet resident's changing needs.

OUTCOME 4 Employment & Education



In thirty years the city centre will be a dynamic and innovative city centre which attracts success through job creation, knowledge and economic transactions.

OUTCOME 5 Design

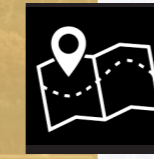


In thirty years the city centre will be renowned for its exciting, unique and well designed buildings and spaces.

Urban Design Drivers

The Urban Design Drivers are formulated to drive change in the city core through a design led approach. By using good quality design, the best outcomes can be achieved and the city core can be an attractive space enjoyed by all.

DRIVER 1 Reinforce Easy Navigation



A clear and simple development pattern within a city enables residents and visitors to understand how an area is organised and to make their way around. Easy navigation creates increased connectivity, for all modes of transportation – walking, cycling, driving.

DRIVER 2 Nurture the City Core Character



A recognisable image can identify a city to its residents or visitors. This image can include historic buildings, precincts, public art and public spaces. New projects can contribute, enhance and further define the character of a city rather than simply alter it.

DRIVER 3 Support Diversity



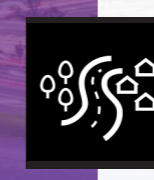
Successful areas within a city provide for diversity and choice through a mix of compatible housing, building types and land uses encouraging diverse people within our city centre.

DRIVER 4 Encourage Active Edges



A continuous built form street frontage is optimal for creating an active, interesting and engaging streetscape. The interaction between the lower levels of the building and the street are of primary importance and the building should be designed to create activity and interest through the provision of commercial, retail or hospitality activities.

DRIVER 5 Ensure Connections



The creation of simple connections within the city core provides increased accessibility for pedestrians, cyclists, transit riders and drivers. A well integrated system of roads, footpaths, and transit routes that encourages and allows for different modes of movement creates a well designed and efficient circulation system, resulting in a vibrant and healthy city.

DRIVER 6 Develop a Quality Public Realm



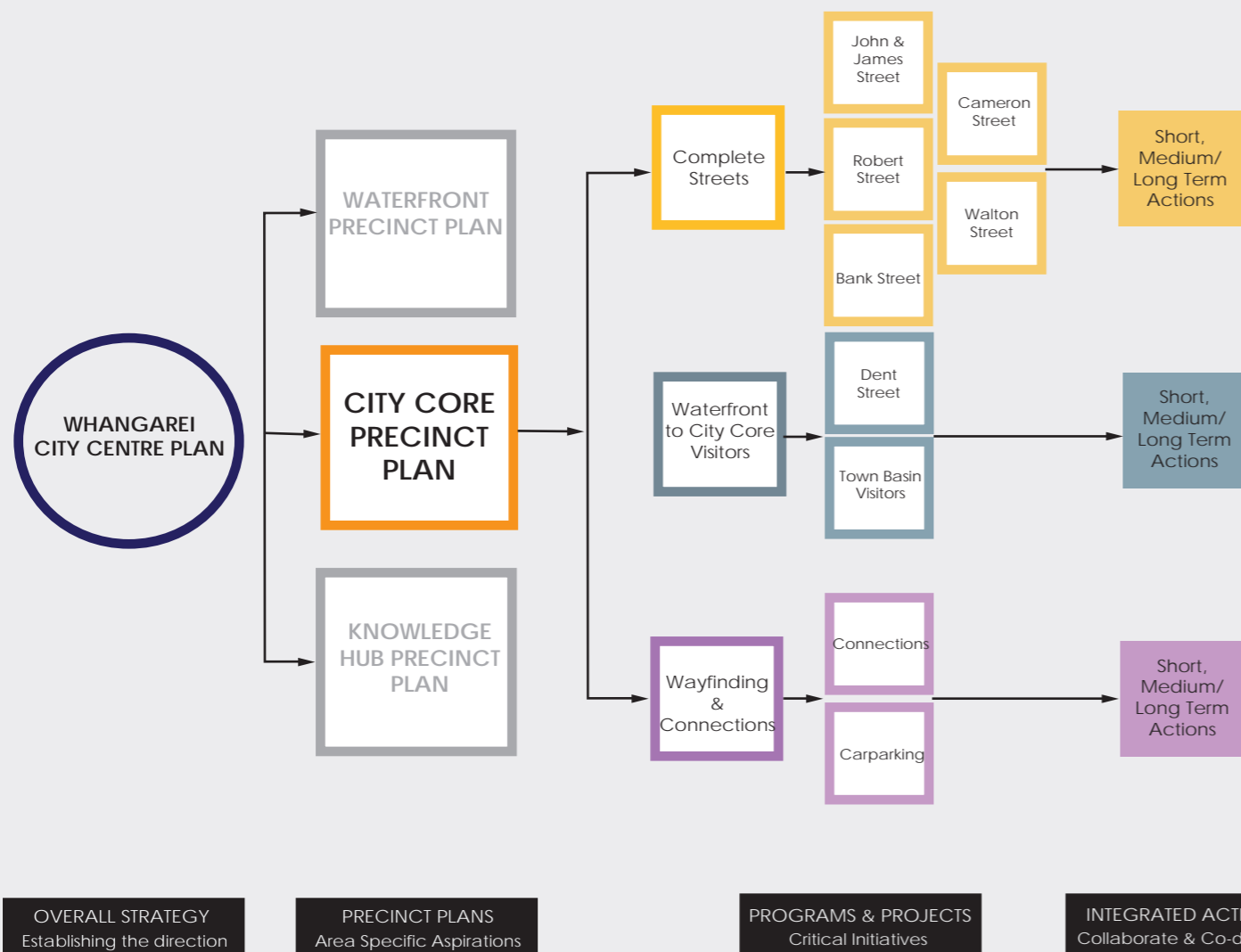
The public realm is one of the most important components of any city. As such, the built form and streetscape treatments should provide an attractive, safe and comfortable pedestrian environment, while maintaining the overall visual cohesiveness of the area.

CITY CORE | Structure

To guide the revolution of the public realm over time within the city core precinct, three programmes are presented. The programmes shown have been visualised with general design directions and potential option(s). These visualisations assist in possibilities within the existing space but are not intended to provide the final design.

Several key projects for the city core precinct were outlined in the Whangārei City Centre Plan. They have been included here, along with others, to be examined in more detail. Once each project becomes priority, Council will engage with stakeholders to determine the final design that is consistent with the City Core Precinct Plan vision.

KEY OUTCOMES AND DESIGN DRIVERS
Positioning Whangārei at the Leading Edge of City-Making



CITY CORE | Land Uses

Public space improvements can positively influence future private land uses. Creating wider footpaths may encourage a range of alfresco dining experiences. Shared spaces may reduce vehicle speeds and allow for pedestrians to flow easily and quickly through an area. These improvements may influence private sector opportunities and development.

Mixed Use



Assembly Row Mixed Use: Sommerville, USA

The future land uses in the city core should build upon those that exist but also allow for flexibility. Inner city living has long been identified as absent in this part of the urban area even though current District Plan provisions allow for a variety of housing to be constructed here. A mixed-use zone is preferred in the core.

Mixed-use development designates a building or block which includes a mixture of land uses. Typically, the term is used when residential uses are combined with office, commercial, entertainment, child care, or civic uses such as schools, libraries, or government services.

Types of Mixed Use



The Focal - Mixed Use Apartment: Perth, Australia

Mixed use land developments can be described as vertical or horizontal. The two designations allow for developments with a blend of uses in different shapes and sizes.

Vertical mixed use projects vary the uses from one floor to another in one building. Generally the bottom level has an active frontage - a cafe or a retail establishment, while upper levels contain residential units.

When the mixture is horizontal, it might mean side-by-side storefront bays in the same building and include office and retail. It may mean a complex of buildings in which each building may include only one use - a typical block of apartment buildings might end with a small storefront. Or whole residential blocks might be interspersed with commercial or office development.



Ed. Square Town Centre Concept: Sydney Australia

Areas that have an emphasis on a type of mixed use may be classified as having a focus towards that type. Residential focused mixed use developments may feature on a particular street, while another area may feature more officed based mixed uses.

Rose Street Bus Terminal

The current bus terminal on Rose Street has been identified as a strategic site for the development of an entranceway to the city core and the waterfront. The public perception of the Rose Street Bus Terminal has been undesirable and many have described it as unwelcoming and run down.

The current shelters do not properly protect customers from adverse weather conditions and pedestrian connections from the bus terminal are limited, as the site is bound by a carpark and two major arterial roadways. Very few people walk through Rose Street as there are connections which are safer and more desirable, leaving an unactivated space for bus customers.

In April 2019, Councillors resolved to upgrade the Rose Street Bus Terminal until a long term location for the bus service is sought. Short term improvements such as upgraded seating and shelter, signage, toilet facilities and lighting can assist with the service delivery and comfort for passengers. Building safe pedestrian crossings to and from bus terminal will create easier connections for passengers.

Future Public Transport Vision



Pedestrian Crossing around Bus Centre: Assembly Row, Somerville, MD, USA

Ultimately, the city core is evolving and the waterfront has become an area where residents and visitors wish to visit. Future residential developments in the Hihiaua precinct as well as strong pedestrian connections in the area between our city core and waterfront are being designed and constructed.

The medium/long term recommendation for public transport is to design and construct a bus services centre which will be the ultimate experience for the customer. It will provide a central location with safe pedestrian crossings, and will include weather protection, seating, electronic signage, a safe and activated space, opportunity for vehicle drop offs/pick-ups and be completely integrated with our private regional bus services and school buses.

Easy wayfinding and a central location make the experience pleasant for those coming off the bus as well as those waiting for buses to arrive.



Bus Centre Render at Night: Palmerston North, NZ



Programme 01 | Complete Streets

A legible, balanced network of complete streets in the city core which highlight pedestrian flows and activation.

1 John Street & James Street

John Street is the desired pedestrian corridor from the waterfront to the city core. Pedestrians from the Cameron street retail flow towards the waterfront up James street. Mixed use commercial buildings will focus along these streets with active bottom floor frontages and engaging street fronts, creating an enjoyable experience for all.

2 Robert Street

The link to Laurie Hall Park was identified along Robert Street in the Whangārei City Centre Plan. Creating this link is meant to strengthen the movement network of people to and from the public space, as well as modernise the streetscape and create an enjoyable experience while being on the street. The detailed design of the street will assist in the existing storm water management issues and be visually aesthetic, with a green focus.

3 Bank Street

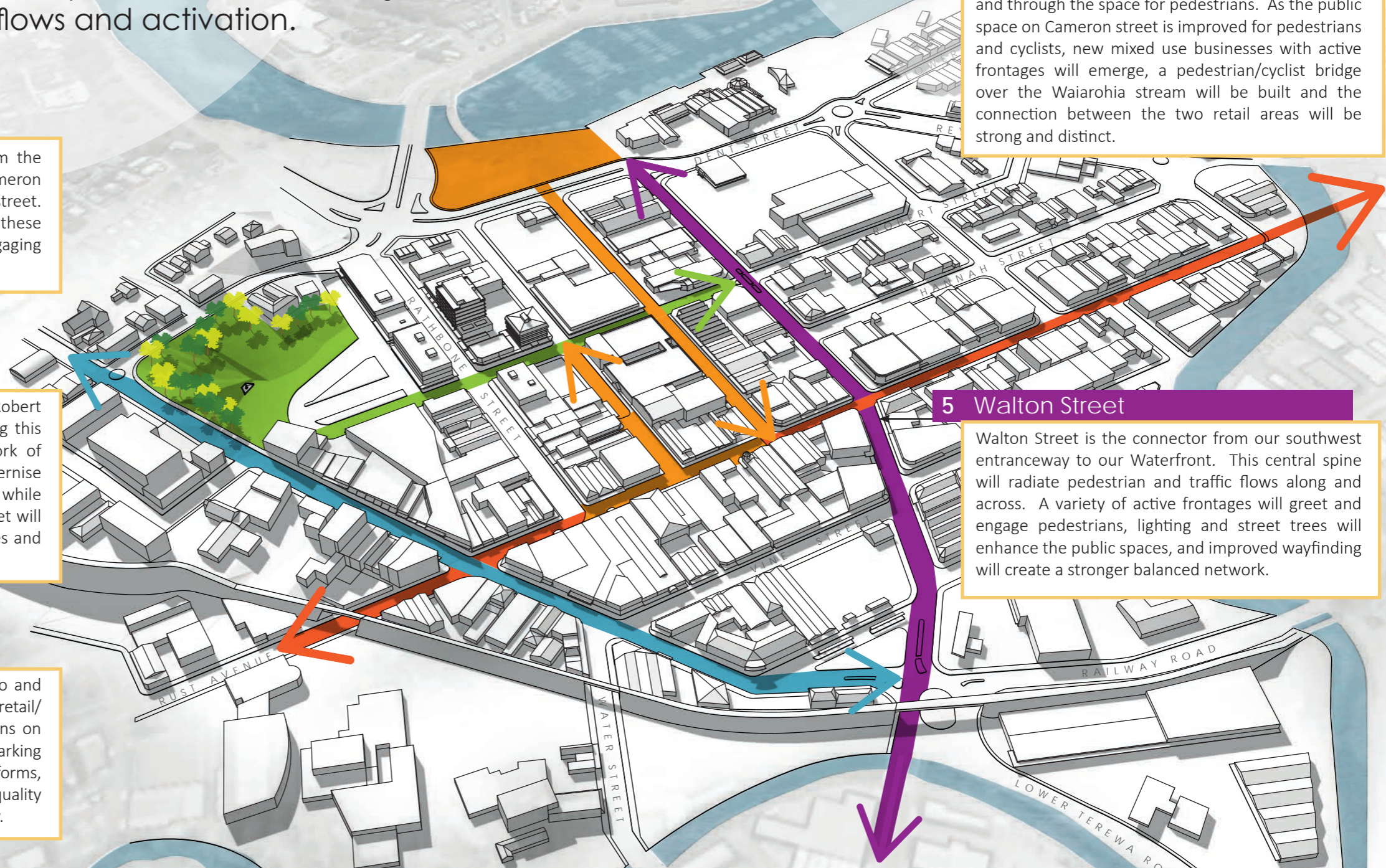
Bank Street is heavily used by pedestrians walking to and from the professional offices at the top end to the retail/experience area of Cameron Street. The intersections on Bank Street connect the community uses and carparking areas to the retail areas opposite. As Bank Street transforms, the historical buildings along this street will convert to quality residences, thus encouraging a mix of uses and activity.

4 Cameron Street

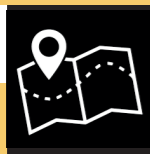
Cameron Street Mall is an active, walkable, vibrant, vehicle-free shopping area. The shops at Okara are vehicle centric, and there are limited connections to and through the space for pedestrians. As the public space on Cameron street is improved for pedestrians and cyclists, new mixed use businesses with active frontages will emerge, a pedestrian/cyclist bridge over the Waiarohia stream will be built and the connection between the two retail areas will be strong and distinct.

5 Walton Street

Walton Street is the connector from our southwest entranceway to our Waterfront. This central spine will radiate pedestrian and traffic flows along and across. A variety of active frontages will greet and engage pedestrians, lighting and street trees will enhance the public spaces, and improved wayfinding will create a stronger balanced network.



URBAN DESIGN DRIVERS



Reinforce Easy Navigation

Redefine pedestrian wayfinding on the footpaths with legible permanent infrastructure.



Nurture the City Core Character

Support the conservation of historical buildings by respecting their presence, history and scale.



Support Diversity

Support a mix of building uses including medium density inner city living in the city core.



Encourage Active Edges

Activate the edges of existing buildings and under-utilized parcels to create a consistently lined building frontage.



Ensure Connections

Locate pedestrian and cycle track routes to interface with building frontages and support retail and experience based business.



Develop a Quality Public Realm

Provide for consistent and aesthetic footpaths, awnings and dedicated cycle and bus lanes to foster pedestrian use and activity.

01 JOHN STREET & JAMES STREET

SHORT TERM ACTIONS

John Street and James Street have been identified as the key pedestrian links between the retail centre and the waterfront.

1.01 Complete Streets Masterplan

Key Outcomes
● ● ● ● ●

Develop a design-led Complete Streets Masterplan and streetscape design manual for the city core.

1.03 John / James Street Closure

Key Outcomes
● ● ○ ○ ○

Test the closure of John Street and James Street at Dent Street.

1.04 Central City Carpark Building

Key Outcomes
● ● ● ● ●

Develop a future vision for the Central City Carpark Building.

1.05 James Street Laneway

Key Outcomes
● ● ○ ● ●

Consider the closure or extension of the Laneway within the Complete Streets Masterplan.

1.08 Strengthen Visual Connection

Key Outcomes
● ● ○ ● ●

Highlight the visual connection between the Laneway and the Waterfront.

1.06 New Town Basin Park

Key Outcomes
● ● ● ● ●

Develop a waterfront park which strengthens pedestrian connectivity.

1.02 John & James Street Link

Key Outcomes
● ● ● ● ●










Design a strong link from the city core to the waterfront along James Street and John Street.

1.07 John Street Tactical Urbanism

Key Outcomes
● ● ● ● ●

Use tactical urbanism to encourage activation & connectivity on John Street.

LEGEND

-  Sculptural Element / Marker
-  Tactical Urbanism
-  Pedestrian Connections
-  Green Spaces
-  Footpath Improvements (Design)
-  Pedestrian Crossings
-  Roading Changes
-  Strategic / Development Sites
-  Active Frontages

01 JOHN STREET & JAMES STREET

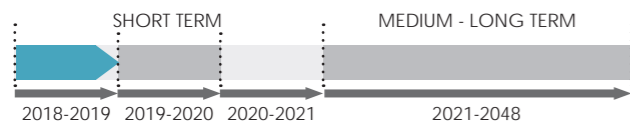
SHORT TERM ACTIONS

1.01 Complete Streets Masterplan

Undertake a design-led Complete Streets Masterplan for the city core streets. Review on street parking, movement networks, crossings, roundabouts, traffic calming, vehicle direction, footpath width, street trees & plantings, pedestrian priority and crossings.

Budget: Capex LTP 2018/19

Responsibility: Strategy

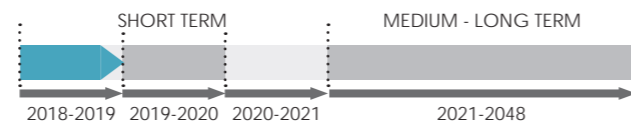


1.02 John & James Street Link

Develop a quality design for John Street and James Street as part of the Complete Streets Masterplan. Establish a strong pedestrian link from the retail centre at Cameron Street to the New Town Basin Park at Dent Street.

Budget: Capex LTP 2018/19

Responsibility: Strategy

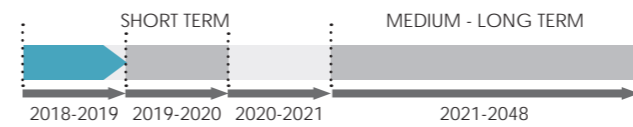


1.05 James Street Laneway

Consider the Laneway within the Complete Streets Masterplan. This includes the closure to vehicles, extension up James Street or reconfiguration of traffic flows and carparking.

Budget: Capex LTP 2018/19

Responsibility: Strategy

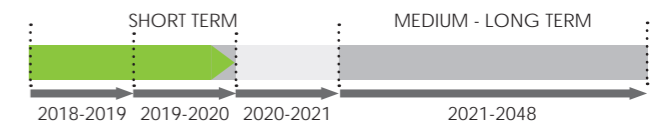


1.06 New Town Basin Park

Develop a waterfront park which strengthens pedestrian connectivity from the Town Basin/Waterfront to the City Core.

Budget: Capex LTP 2018/19, 2019/20

Responsibility: Parks, IPCW

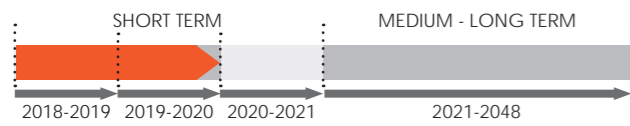


1.03 John / James Street Closure

Use traffic modelling and tactical urbanism to test the closure of John Street and James Street at Dent Street to vehicles. If successful, permanent solutions can be considered.

Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Tactical Urbanism

Responsibility: Roading

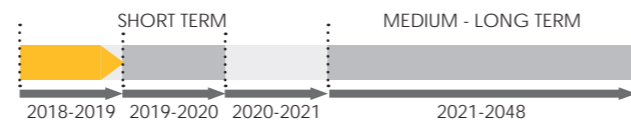


1.04 Central City Carpark Building

Develop a future vision for the Central City Carpark Building. Future development should deliver better street activation, more parking and quality commercial space.

Budget: Capex LTP 2018/19

Responsibility: District Development

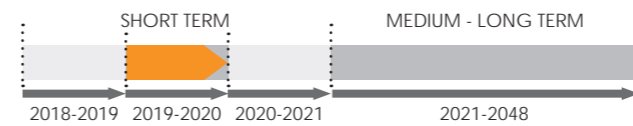


1.07 John Street Tactical Urbanism

Use tactical urbanism to encourage activation & connectivity on John Street. Tactical Urbanism will be used in the interim to test streetscape improvements, and activation such as markets.

Budget: Capex LTP 2019/20

Responsibility: Strategy

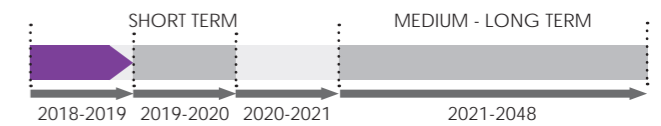


1.08 Strengthen Visual Connection

Highlight the visual connection between the Laneway at John Street / Cameron Street and the New Town Basin Park. Design a marker or sculptural element at either end in the Complete Streets Masterplan.

Budget: Capex LTP 2018/19

Responsibility: Strategy



Shared Space: Auckland, NZ



Palmerston North Streetscape Plan: Palmerston North, NZ



Leigh Street at Night: Adelaide, Australia



New Town Basin Park Concept: Whangārei, NZ

02 ROBERT STREET

SHORT TERM ACTIONS

Robert Street has been identified as the green link between Laurie Hall Park and the rest of the city core.

2.01 Robert Street Green Link

Key Outcomes
 ● ● ● ● ● ● ● ●
 Design quality footpaths from Laurie Hall Park to Walton Street.

2.06 Rathbone / Robert Intersection

Key Outcomes
 ● ● ○ ○ ○ ○
 Improve pedestrian crossing experience and traffic light phasing.

2.07 Central City Carpark Activation

Key Outcomes
 ● ● ○ ○ ● ●
 Activate the blank walls of the Central City Carpark building on Robert Street.

2.02 Robert / Walton Intersection

Key Outcomes
 ● ● ○ ○ ○ ○
 Remove barriers at Robert / Walton Street intersection to create total modal access.

2.05 Laurie Hall Strategic Site

Key Outcomes
 ● ● ● ● ● ● ● ●
 Investigate potential development of the sites around Laurie Hall Park.

2.04 Laurie Hall Park Events

Key Outcomes
 ● ● ● ● ● ● ○ ●
 Enable and facilitate events at Laurie Hall Park to create activity.

2.03 Robert Street Roundabouts

Key Outcomes
 ● ● ○ ○ ○ ○
 Investigate the improvement of pedestrian walkability at roundabouts.

2.08 Robert Street Pocket Parks*

Key Outcomes
 ● ● ● ● ● ● ● ●
 Identify future pocket park opportunities along Robert Street.

* Location of pocket parks is indicative and requires further identification in subsequent studies.

LEGEND

- Green Spaces
- Footpath Improvements (Design)
- Strategic / Development Sites
- Pedestrian Crossings / Traffic Light Intersections
- Roundabouts
- Active Frontages

02 ROBERT STREET

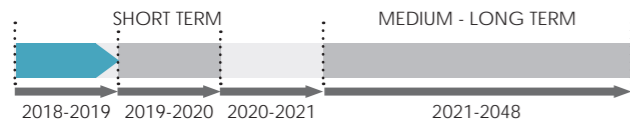
SHORT TERM ACTIONS

2.01 Robert Street Green Link

Design a green link with planting and living walls along Robert Street from Laurie Hall Park to Reyburn Street within the Complete Streets Masterplan. Aim to better connect Laurie Hall Park to the City Core. Construct the design on the south side (sunny) of Robert Street from Rathbone to Walton Street. Consider the relocation of on-street parking to create a kerb extension as well as underground infrastructure and the effect of street planting.

Budget: Capex LTP 2018/19

Responsibility: Strategy

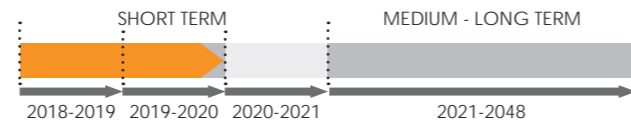


2.02 Robert / Walton Intersection

Remove the barriers at Robert / Walton Street intersection. Create a controlled intersection using traffic lights for total modal access and safe pedestrian movement, and account for vehicular, bus and cyclist movements.

Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Construction

Responsibility: Roading

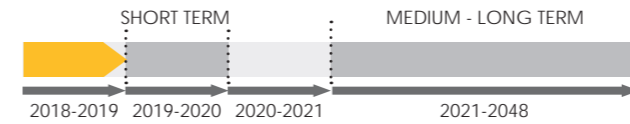


2.05 Laurie Hall Strategic Site

Investigate potential development of the sites around the edge of Laurie Hall Park. Development should address the park both visually and physically as well establish stronger connection between the park and surrounding sites.

Budget: Capex LTP 2018/19

Responsibility: District Development

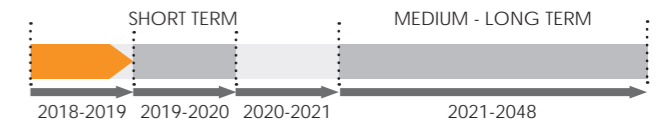


2.06 Rathbone / Robert Intersection

Improve pedestrian crossing experience and traffic light phasing at the intersection of Robert and Rathbone Street to create an easy and accessible gateway to Laurie Hall Park.

Budget: Capex LTP 2018/19 Modelling

Responsibility: Roading

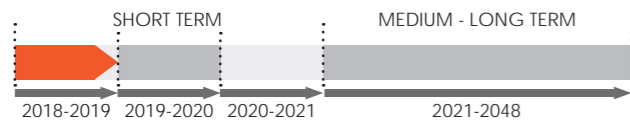


2.03 Robert Street Roundabouts

Investigate the improvement of pedestrian walkability at roundabouts. Use tactical urbanism to test traffic calming as well as potential locations for new zebra crossings.

Budget: Capex LTP 2018/19

Responsibility: Strategy

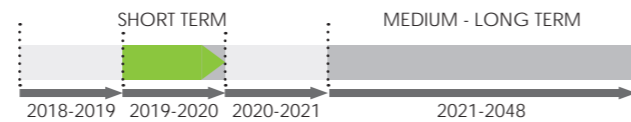


2.04 Laurie Hall Park Events

Enable and facilitate everyday uses and programmed events within Laurie Hall Park that foster creativity and activity and attract everyday interest.

Budget: Capex LTP 2019/20

Responsibility: Strategy, Venues & Events

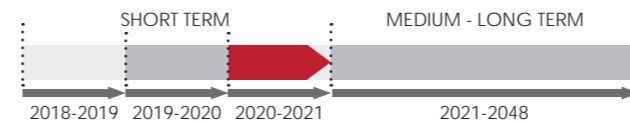


2.07 Central City Carpark Activation

Activate the blank walls of the Central City Carpark building on the Robert Street facade using artwork, green walls and green verandahs to be in keeping with the Green Link theme.

Budget: Capex LTP 2020/21

Responsibility: Strategy

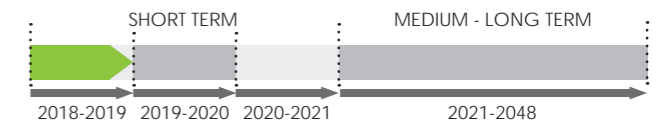


2.08 Robert Street Pocket Parks

Investigate and identify future pocket park opportunities along Robert Street to establish strong connections and foster activity (Complete Streets Masterplan).

Budget: Capex LTP 2018/19

Responsibility: Strategy



McCrae Way Carpark Building: Auckland, NZ



Green Infrastructure: Portland, Oregon



Downtown Parklet: San Diego, California, USA

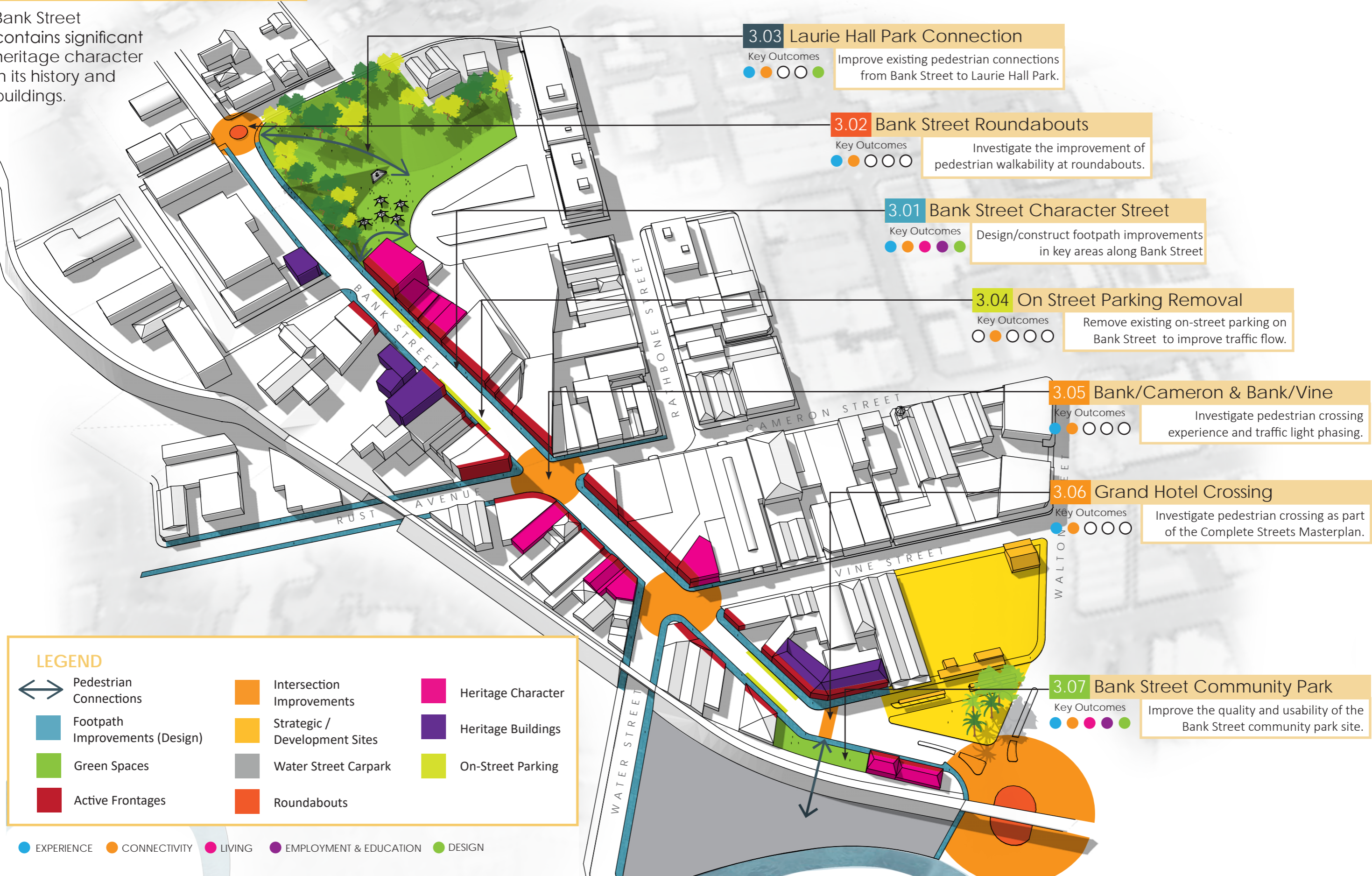


EV Charge and Carpark Building: Bethesda, MD, USA

03 BANK STREET

SHORT TERM ACTIONS

Bank Street contains significant heritage character in its history and buildings.



3.03 Laurie Hall Park Connection
 Key Outcomes: ● ○ ○ ○ ●
 Improve existing pedestrian connections from Bank Street to Laurie Hall Park.

3.02 Bank Street Roundabouts
 Key Outcomes: ● ○ ○ ○ ○
 Investigate the improvement of pedestrian walkability at roundabouts.

3.01 Bank Street Character Street
 Key Outcomes: ● ○ ● ○ ●
 Design/construct footpath improvements in key areas along Bank Street

3.04 On Street Parking Removal
 Key Outcomes: ○ ● ○ ○ ○ ○
 Remove existing on-street parking on Bank Street to improve traffic flow.

3.05 Bank/Cameron & Bank/Vine
 Key Outcomes: ● ○ ○ ○ ○
 Investigate pedestrian crossing experience and traffic light phasing.

3.06 Grand Hotel Crossing
 Key Outcomes: ● ○ ○ ○ ○
 Investigate pedestrian crossing as part of the Complete Streets Masterplan.

3.07 Bank Street Community Park
 Key Outcomes: ● ○ ● ○ ●
 Improve the quality and usability of the Bank Street community park site.

LEGEND

Pedestrian Connections	Intersection Improvements	Heritage Character
Footpath Improvements (Design)	Strategic / Development Sites	Heritage Buildings
Green Spaces	Water Street Carpark	On-Street Parking
Active Frontages	Roundabouts	

● EXPERIENCE ● CONNECTIVITY ● LIVING ● EMPLOYMENT & EDUCATION ● DESIGN

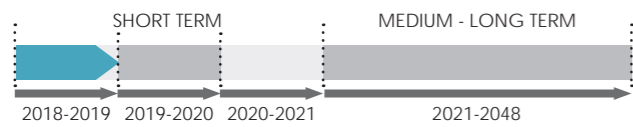
03 BANK STREET

SHORT TERM ACTIONS

3.01 Bank Street Character Street

Design Bank Street as a character street with quality footpath treatments and celebrate the streets built heritage. Prioritise and construct footpath improvements between Rust Ave and Water Street, and the Laurie Hall Park stairs and Cameron Street.

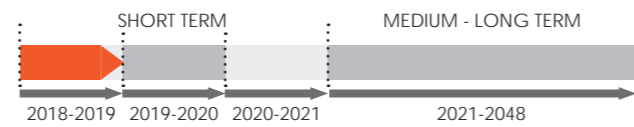
Budget: Capex LTP 2018/19
Responsibility: Roading, Strategy



3.02 Bank Street Roundabouts

Investigate the improvement of pedestrian walkability at roundabouts on Bank Street as part of the Complete Streets Masterplan and traffic modeling.

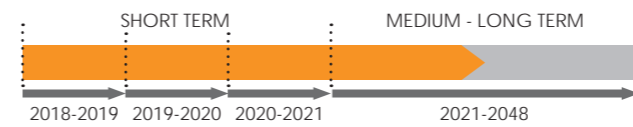
Budget: Capex LTP 2018/19
Responsibility: Strategy, Roading



3.05 Bank/Cameron & Bank/Vine

Investigate pedestrian crossing experience and traffic light phasing at the intersection at the intersections on Bank Street at Cameron Street and Vine Street to create easy and accessible crossing points.

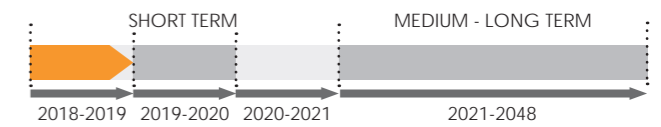
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Improvements
Responsibility: Roading



3.06 Grand Hotel Crossing

Investigate pedestrian crossing on Bank Street between Vine and the Walton Street roundabout as part of the Complete Streets Masterplan.

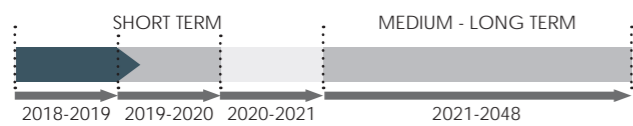
Budget: Capex LTP 2018/19
Responsibility: Strategy



3.03 Laurie Hall Park Connection

Improve existing pedestrian connections from Bank Street to Laurie Hall Park ensuring they are attractive, safe and as accessible as possible.

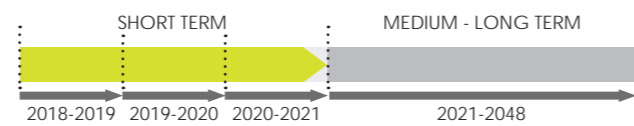
Budget: Capex LTP 2018/19
Responsibility: Parks, IPCW



3.04 On Street Parking Removal

Remove existing on-street parking on Bank Street from Fire Brigade Hill to the five-finger roundabout to allow for continuous flow of traffic along Bank Street.

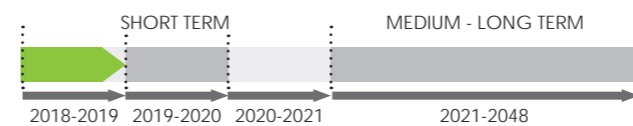
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Construction
Responsibility: Roading



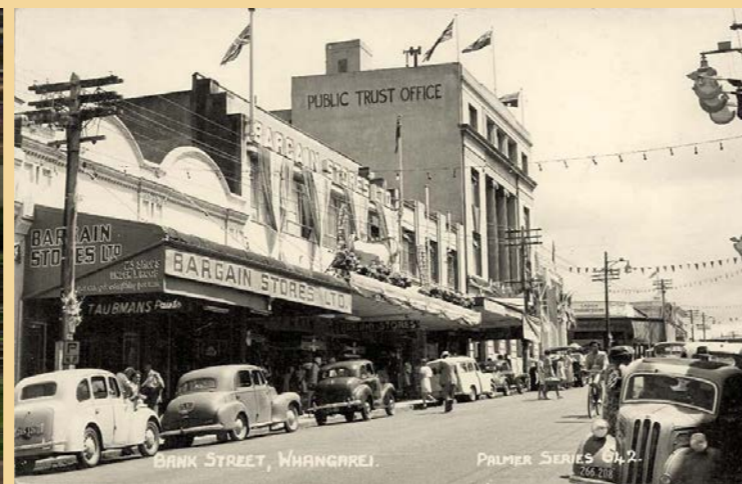
3.07 Bank Street Community Park

Work with the landowner and community groups to improve the quality and usability of the Bank Street community park site (formerly a community garden). Use tactical urbanism as a tool for beautification and activation.

Budget: Opex
Responsibility: Community Groups



Courthouse Square Streetscape: Huntsville, Alabama, USA



Bank Street 1930: Whangārei, NZ



Roxborough Pocket Park: Philadelphia, USA



Bethesda Row: Bethesda, MD, USA

04 CAMERON STREET

SHORT TERM ACTIONS

Cameron Street is the future retail connect, connecting the Laneway and Cameron Street Mall to Okara Shopping Centre.

4.04 Walton / Cameron Street
 Key Outcomes: ● ○ ○ ○ ○
 Investigate pedestrian crossing experience and traffic light phasing.

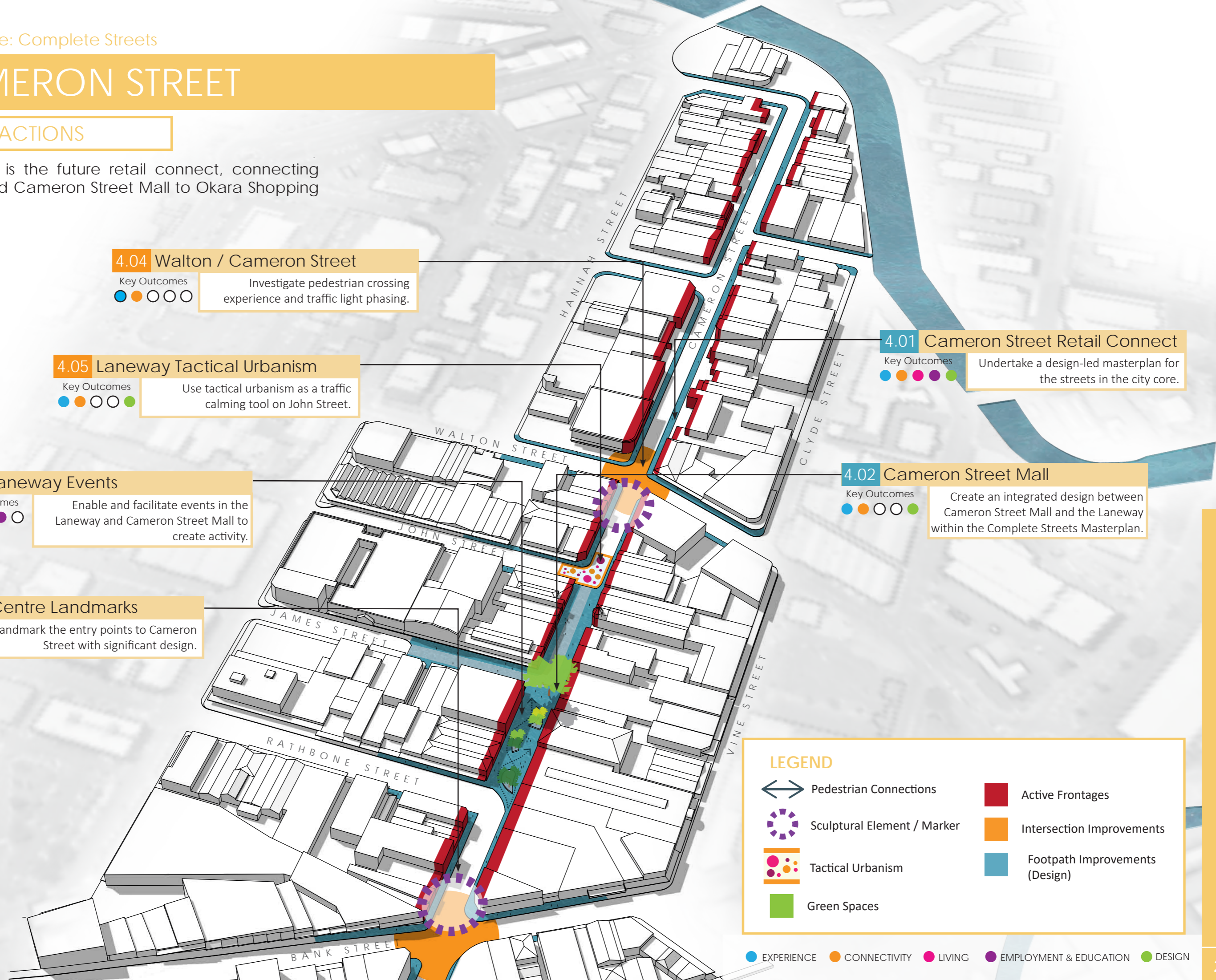
4.05 Laneway Tactical Urbanism
 Key Outcomes: ● ○ ○ ○ ●
 Use tactical urbanism as a traffic calming tool on John Street.

4.06 Laneway Events
 Key Outcomes: ● ○ ● ○ ● ○
 Enable and facilitate events in the Laneway and Cameron Street Mall to create activity.

4.03 Retail Centre Landmarks
 Key Outcomes: ● ○ ○ ○ ●
 Landmark the entry points to Cameron Street with significant design.

4.01 Cameron Street Retail Connect
 Key Outcomes: ● ○ ● ○ ● ○ ●
 Undertake a design-led masterplan for the streets in the city core.

4.02 Cameron Street Mall
 Key Outcomes: ● ○ ○ ○ ●
 Create an integrated design between Cameron Street Mall and the Laneway within the Complete Streets Masterplan.



LEGEND

Pedestrian Connections	Active Frontages
Sculptural Element / Marker	Intersection Improvements
Tactical Urbanism	Footpath Improvements (Design)
Green Spaces	

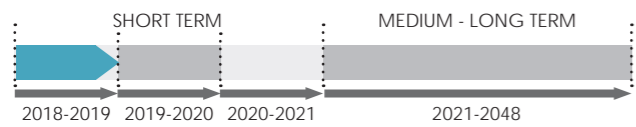
04 CAMERON STREET

SHORT TERM ACTIONS

4.01 Cameron Street Retail Connect

Design Cameron Street from Bank Street to Waiarohia Stream to establish a strong connection between the retail centre (Cameron Street Mall) and Okara shopping centre. Design as part of the Complete Streets Masterplan.

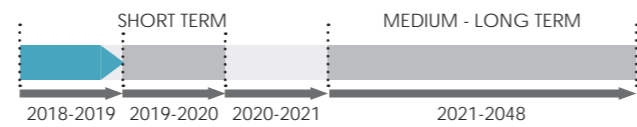
Budget: Capex LTP 2018/19
Responsibility: Strategy



4.02 Cameron Street Mall

Create an integrated design between Cameron Street Mall and the Laneway within the Complete Streets Masterplan. Consider contemporary design standards, pedestrian desire lines, and open gathering spaces for events.

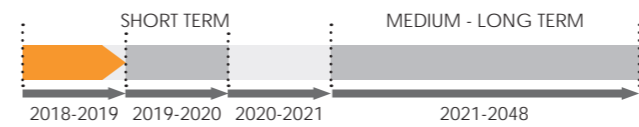
Budget: Capex LTP 2018/19
Responsibility: Strategy



4.05 Laneway Tactical Urbanism

Use tactical urbanism as a traffic calming tool on Cameron Street at the John Street end of the Laneway.

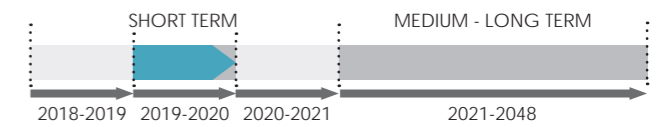
Budget: Capex LTP 2018/19
Responsibility: Strategy, Roading



4.06 Laneway Events

Enable and facilitate everyday uses and programmed events within the Laneway, the stage and Cameron Street Mall that foster creativity and activity and attract everyday interest.

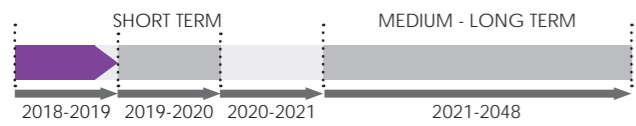
Budget: Capex LTP 2019/20
Responsibility: Strategy, Venues & Events



4.03 Retail Centre Landmarks

Landmark the entry points to Cameron Street with significant design. This can be achieved through facade design, landmarks, or sculptures. Investigate within the Complete Streets Masterplan.

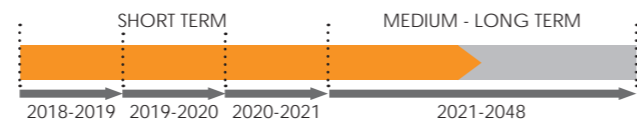
Budget: Capex LTP 2018/19
Responsibility: Strategy



4.04 Walton / Cameron Street

Investigate pedestrian crossing experience and traffic light phasing at the intersections on Cameron Street/Walton Street to create an easy and accessible crossing point.

Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Improvements
Responsibility: Roading



Riverbank Mall: Hamilton, NZ



Alfresco Dining Pentagon Row: Arlington VA, USA



Concrete Patterns contribute to the city's identity: California, USA



Pedestrian Covered Street: Palmerston North, NZ

05 WALTON STREET

SHORT TERM ACTIONS

Walton Street is the central spine of our city centre, forming a direct connection from the south entranceway to the waterfront.

5.02 On Street Parking Removal

Key Outcomes
○ ● ○ ○ ○

Remove existing on-street parking on Walton Street.

5.03 Pedestrian Crossing Point

Key Outcomes
● ● ○ ○ ○

Investigate a pedestrian crossing point on Walton Street between Rose and Cameron Street.

5.04 Vine Street Strategic Site

Key Outcomes
● ● ● ● ●

Support the redevelopment of the Vine Street Strategic site to create an attractive entranceway into the city core.

5.05 Walton / Dent Street

Key Outcomes
● ● ○ ○ ○

Improve pedestrian crossing experience and traffic light phasing.

5.06 Harding Army Hall

Key Outcomes
● ○ ○ ● ●

Enable and encourage development of the Harding Army Hall.

5.07 Walton Street Active Frontages

Key Outcomes
● ○ ○ ● ●

Encourage on-site parking to be placed behind or beside buildings.

5.01 Walton Street Design

Key Outcomes
● ● ● ● ●

Undertake a design-led masterplan for the streets in the city core.

LEGEND

- | | |
|--|---|
| ■ Green Spaces | ■ Active Frontages |
| ■ Footpath Improvements (Design) | ■ Intersection Improvements |
| ■ Carparking | ■ Strategic / Development Sites |
| ■ On-Street Parking | ■ Frontage Improvements |

● EXPERIENCE ● CONNECTIVITY ● LIVING ● EMPLOYMENT & EDUCATION ● DESIGN

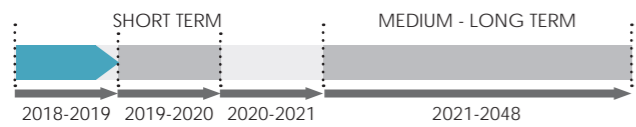
05 WALTON STREET

SHORT TERM ACTIONS

5.01 Walton Street Design

Design Walton Street from Dent Street to the Five Finger Roundabout to create a strong southern entranceway and central spine within the city centre. Design as part of the Complete Streets Masterplan.

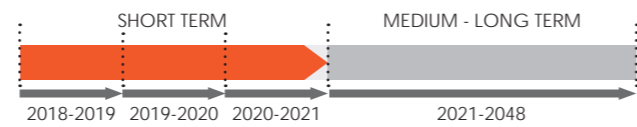
Budget: Capex LTP 2018/19
Responsibility: Strategy



5.02 On Street Parking Removal

Remove existing on-street parking on Walton Street from the roundabout to Dent Street to allow for continuous flow of traffic along Walton Street.

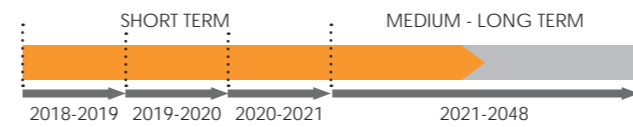
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Improvements
Responsibility: Roading



5.05 Walton / Dent Street

Improve pedestrian crossing experience and traffic light phasing at the intersections on Walton Street/ Dent Street to create an easy and accessible crossing point.

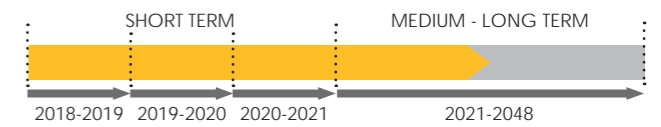
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Improvements
Responsibility: Roading



5.06 Harding Army Hall

Enable and encourage development of the Harding Army Hall at the corner of Walton and Robert Street to create a landmark corner and an active edge along Robert Street.

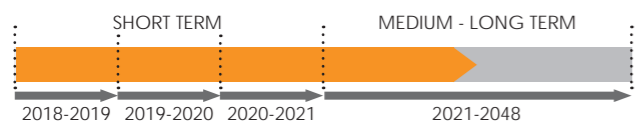
Budget: Opex
Responsibility: District Development



5.03 Pedestrian Crossing Point

Investigate a pedestrian crossing point on Walton Street between Rose and Cameron Street which helps better connect Tarewa Park to the main retail centre and Vine Street.

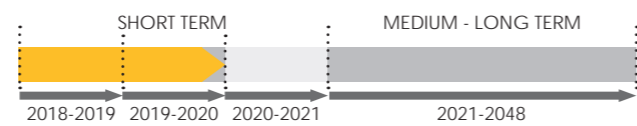
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2020/21 Improvements
Responsibility: Roading



5.04 Vine Street Strategic Site

Investigate the redevelopment of the Vine Street Strategic site, to create an attractive entranceway into the city core and Walton Street.

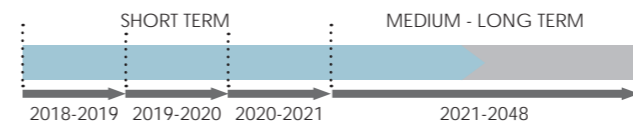
Budget: Opex
Responsibility: District Development



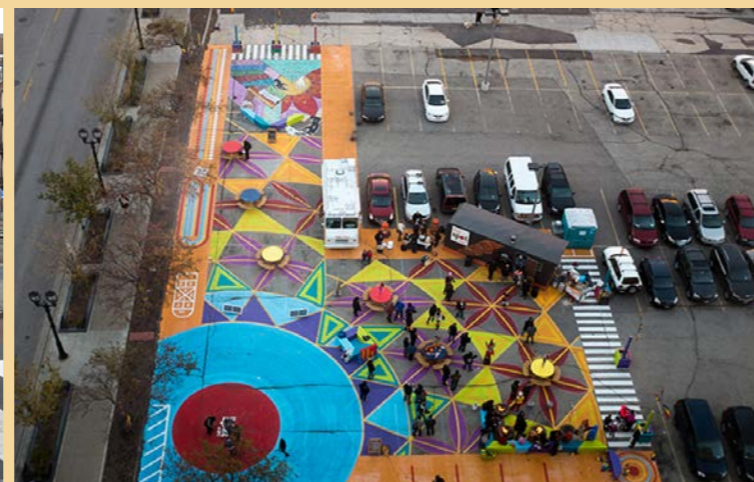
5.07 Walton Street Active Frontages

Use the District Plan to encourage on-site parking to be placed behind or beside buildings rather than at the front of buildings to create an attractive and active edge along Walton Street.

Budget: Opex
Responsibility: District Plan, District Development



Roundabout Crossing, Amsterdam



Tactical Urbanism on unused carpark, WALC Institute



Assembly Row Waterfront: Somerville, MA, USA



Tanglewood Mall Redevelopment: Roanoke County, USA

MEDIUM - LONG TERM ACTIONS

LT 4 Green Link Pocket Parks
 Key Outcomes: ● ○ ○ ○ ●
 Identify and develop pocket parks on Robert Street.

LT 1 Complete Streets Masterplan
 Key Outcomes: ● ○ ● ● ● ●
 Build the elements of the Complete Streets Master Plan.

LT 2 Laurie Hall Park Design
 Key Outcomes: ● ○ ● ● ● ●
 Design and construct a masterplan for Laurie Hall Park investigating better integration of the park and carpark.

LT 3 Residential Conversions
 Key Outcomes: ● ○ ● ○ ● ●
 Support the conversion of multi storey buildings in the city core into residences.

LT 7 Mixed Use Residential
 Key Outcomes: ● ○ ● ● ● ●
 Encourage mixed-use residential developments in the city core.

LT 6 John Street Eatery Link
 Key Outcomes: ● ○ ● ● ● ●
 Use the district plan and streetscape improvements to encourage hospitality focused development on John Street.

LT 8 Green Link to Hihiaua
 Key Outcomes: ● ○ ● ● ● ●
 Continue to develop the Robert Street Green Link streetscape to connect to Hihiaua Precinct.

LT 5 Cameron Street Retail Connect
 Key Outcomes: ● ○ ● ● ● ●
 Continue to develop the Cameron Street Retail Connect streetscape to connect the retail centre to Okara.

LEGEND

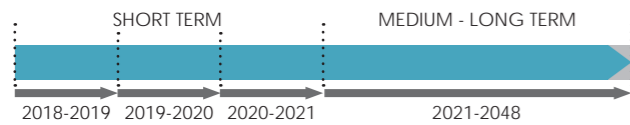
- Cameron Street Retail Connect
- Robert Street Green Link
- Original Laurie Hall Carpark Boundary
- Footpath Implementation
- Green Spaces / Pocket Parks
- Hospitality Focus
- Mixed Use - Residential
- Laurie Hall Carpark

MEDIUM - LONG TERM ACTIONS

LT 1 Complete Streets Masterplan

Procure and build the elements of the complete streets and mid-block connections in the Complete Streets Masterplan. Construction of the streetscapes in the Complete Streets Masterplan will provide the private sector with the quality public realm experience that they require to support the business and enhance economic development. By creating these new streetscapes with safe clear connections, the city core will be an active hub of residents, visitors and workers, creating an active economy, day and night throughout the year.

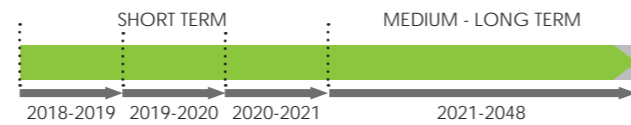
Triggers: Funding



LT 2 Laurie Hall Park Redesign

Design and construct a masterplan for Laurie Hall Park which better integrates the park and carpark and aims to better connect Laurie Hall Park to the surrounding amenities. Investigate the carpark design to create a higher quality passive recreation space.

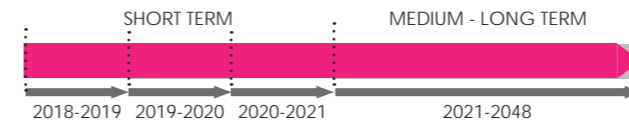
Triggers: Funding, paradigm shifts in vehicle usage, future parking strategy actions.



LT 5 Cameron Street Retail Connect

Continue to develop the Cameron Street Retail Connect streetscape to connect the retail centre to Okara. As redevelopment of the sites occur, encourage active frontages with carparking at the rear. Mixed use developments and quality urban design will ensure a smooth pedestrian and cycleway connection from the Cameron Street Mall, across the new pedestrian/cycle bridge to the Okara shopping area to the Blue/Green Network and Hatea Loop.

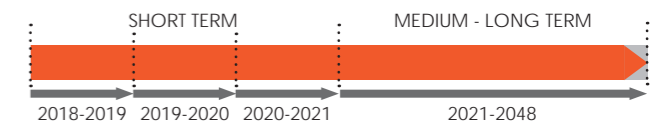
Triggers: Funding, future mixed use development



LT 6 John Street Eatery Link

Use the District Plan and streetscape improvement to encourage a hospitality-focused development on John Street. As the sites along John Street continue to redevelop, the new streetscape will carry more pedestrians from the Waterfront through to the Cameron Street retail area. John Street could feature cafes and restaurants, and future markets for a local flavour, urban touch experience.

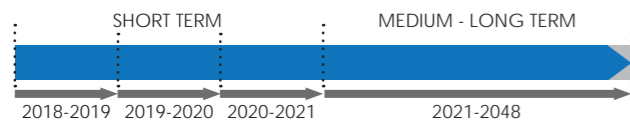
Triggers: Funding, pedestrian use, private development



LT 3 Residential Conversions

Support the conversion of city core buildings into residences. Enabling existing high quality buildings to convert to residences can maintain the quality and character of a building and provide for interesting inner city living opportunities.

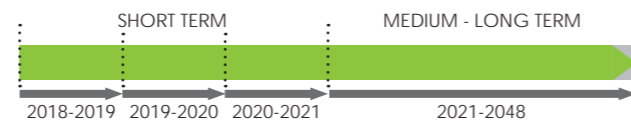
Triggers: Incentives, public space improvements



LT 4 Green Link Pocket Parks

Develop pocket parks along Robert Street. Choose locations based on land availability, connectivity opportunities, and detailed design. Consider a space for an urban space or city core skate park.

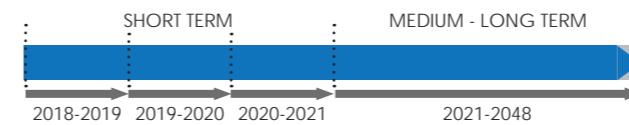
Triggers: Funding, increase in people living in city core necessitates more public space.



LT 7 Mixed Use Residential

Encourage mixed use-residential focus developments on the southern end of Bank Street. Tie the design into the future buildings on Vine Street and ensure mid-block connections are established.

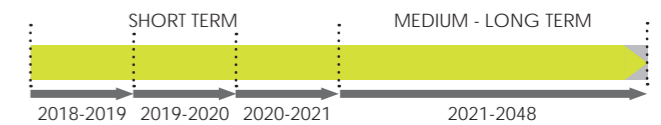
Triggers: Public space improvements



LT 8 Green Link to Hihiaua

Continue to develop the Robert Street Green Link to connect Laurie Hall Park to the future residential precinct at Hihiaua. Consider pedestrian crossing points and amenity through streetscape design and active frontages and pocket parks along Robert Street.

Triggers: Funding



Queen Street Mall: Brisbane, Australia



The District, Docklands: Melbourne, Australia



Makers Quarter Pocket Park: San Diego, CA, USA

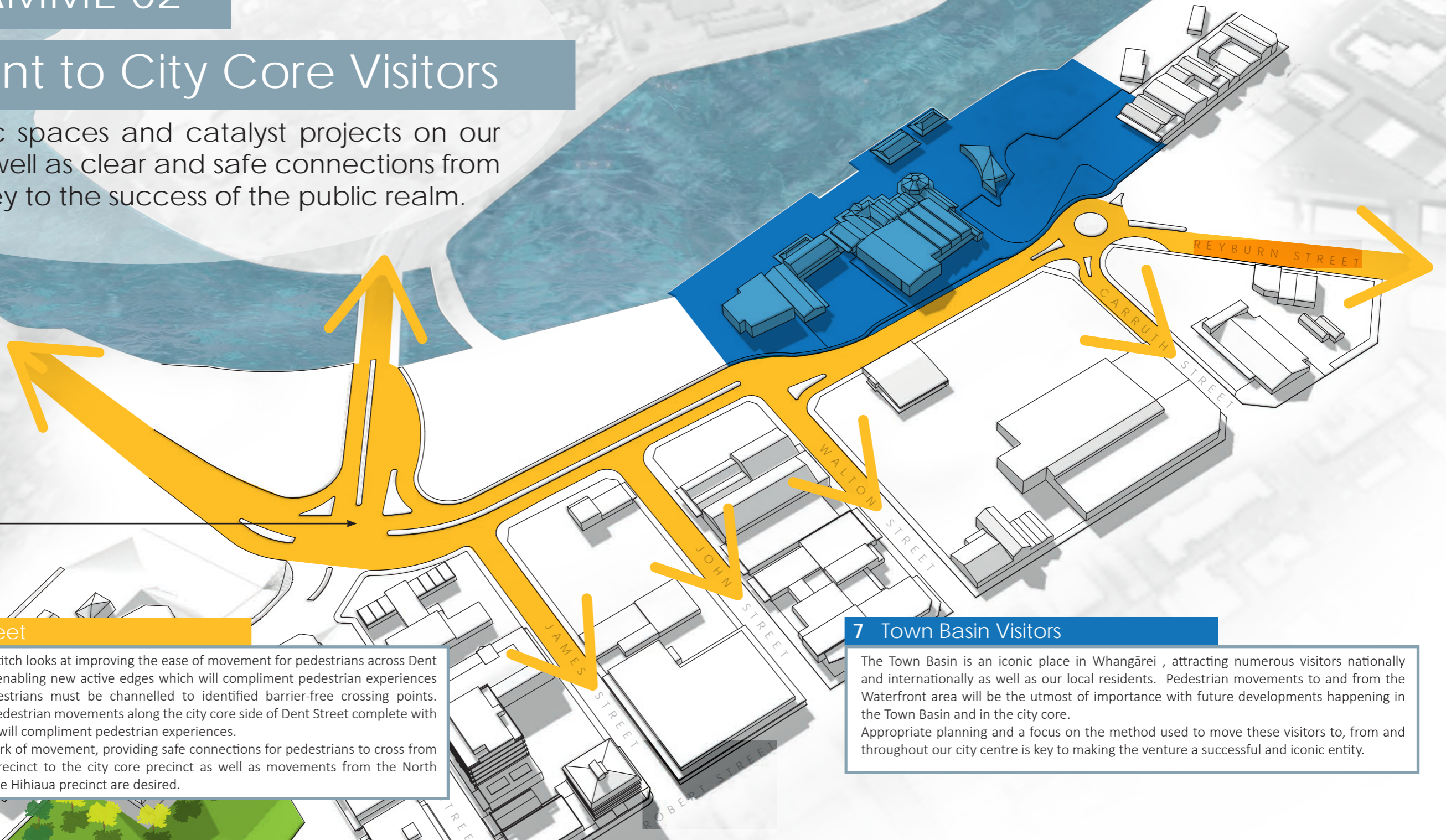


Britomart at Night: Auckland, NZ

PROGRAMME 02

Waterfront to City Core Visitors

Stunning public spaces and catalyst projects on our waterfront, as well as clear and safe connections from the area are key to the success of the public realm.



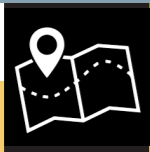
6 Dent Street

The Dent Street Stitch looks at improving the ease of movement for pedestrians across Dent Street as well as enabling new active edges which will compliment pedestrian experiences and activity. Pedestrians must be channelled to identified barrier-free crossing points. Straightforward pedestrian movements along the city core side of Dent Street complete with new active edges will compliment pedestrian experiences. A balanced network of movement, providing safe connections for pedestrians to cross from the Waterfront precinct to the city core precinct as well as movements from the North entranceway to the Hihiaua precinct are desired.

7 Town Basin Visitors

The Town Basin is an iconic place in Whangārei, attracting numerous visitors nationally and internationally as well as our local residents. Pedestrian movements to and from the Waterfront area will be the utmost of importance with future developments happening in the Town Basin and in the city core. Appropriate planning and a focus on the method used to move these visitors to, from and throughout our city centre is key to making the venture a successful and iconic entity.

URBAN DESIGN DRIVERS



Reinforce Easy Navigation

Redefine the edges of the consolidated city centre by joining the city core and the waterfront to read as a whole.



Nurture the City Core Character

Retain and build upon the existing buildings in the Town Basin as a source of identity.



Support Diversity

Encourage a mix of development surrounding the waterfront area to enable activation and connections in the city centre.



Encourage Active Edges

Activate the edges of Dent Street with pedestrian oriented frontages on either side.



Ensure Connections

Design a multi modal, connected Dent Street with clear wayfinding



Develop a Quality Public Realm

Maintain the pedestrian oriented feel from the Town Basin to the city core with high spec footpaths, lighting and street furniture.

06 DENT STREET

SHORT TERM ACTIONS

The Dent Street Stitch is our waterfront street, connecting pedestrians from the city core to the Town Basin.

6.02 John / Dent Street Crossing
 Key Outcomes: ● ○ ○ ○ ○
 Enable easy and controlled crossing for pedestrians at John Street / Dent Street.

6.03 Central Median Planting Strip
 Key Outcomes: ● ○ ○ ● ●
 Improve planting within the central median on Dent Street & Riverside Drive.

6.04 Hatea East Connection
 Key Outcomes: ● ○ ○ ○ ○
 Improve the pedestrian connection and wayfinding from Hatea East Carpark to the Town Basin.

6.05 Hatea West Strategic Site
 Key Outcomes: ● ○ ● ● ●
 Investigate potential development of the Hatea West Strategic Site.

6.08 Dent Street Strategic Sites
 Key Outcomes: ● ○ ● ● ●
 Work with the private sector to enable development on key sites.

6.07 New Central Median
 Key Outcomes: ○ ● ○ ○ ○ ○
 Consider a raised central median on Dent Street, from Walton Street to the round-a-bout.

6.01 Dent Street Stitch
 Key Outcomes: ● ○ ● ● ●
 Design quality footpaths on Dent Street from Rathbone Street to Carruth Street.

6.09 Carruth / Dent Street Crossing
 Key Outcomes: ● ○ ○ ○ ○
 Design and build a pedestrian crossing between Pak'n Save and the Town Basin.

6.06 Dent Street Crossing Removal
 Key Outcomes: ● ○ ○ ○ ○
 Investigate the removal of the crossing on Dent Street between Pak'n Save and the future Hundertwasser building.

6.10 Existing Street Tree Pits
 Key Outcomes: ● ○ ○ ● ●
 Remove existing tree pits from Dent Street which obstruct the footpath.

LEGEND

Tactical Urbanism	New Planting Strip	Roding Changes
Pedestrian Connection	Existing Planting Strip	Pedestrian Crossing Improvements
Footpath Improvements	Private Carparking	Strategic / Development Sites
Tourist Bus Drop-Off/Pick Up Zone	Public Carparking	Green Spaces

● EXPERIENCE ● CONNECTIVITY ● LIVING ● EMPLOYMENT & EDUCATION ● DESIGN

WATERFRONT TO CITY CORE VISITORS | DENT STREET

WATERFRONT TO CITY CORE VISITORS | DENT STREET

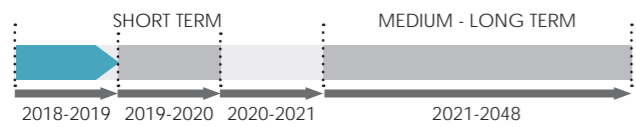
06 DENT STREET

SHORT TERM ACTIONS

6.01 Dent Street Stitch

Design quality footpaths with appropriate kerb extensions, on Dent Street within the Complete Streets Masterplan. Focus these on the south side of Dent Street from Rathbone Street to Carruth Street.

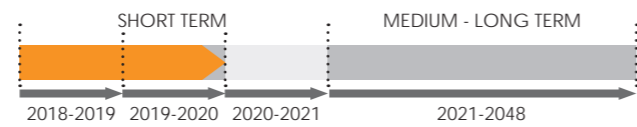
Budget: Capex LTP 2018/19
Responsibility: Strategy



6.02 John / Dent Street Crossing

Enable easy and controlled crossing for pedestrians at John Street / Dent Street by designing a large, safe, high amenity pedestrian crossing to strengthen pedestrian connectivity between John Street and the New Town Basin Park.

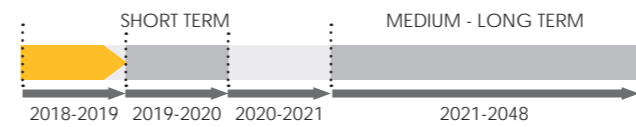
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading



6.05 Hatea West Strategic Site

Investigate potential development of the Hatea West Strategic Site. Development should visually connect with the Waterfront and New Town Basin park as a visual landmark between the waterfront and City Core.

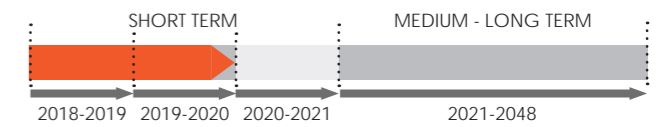
Budget: Capex LTP 2018/19
Responsibility: District Development



6.06 Dent Street Crossing Removal

Investigate the removal of the crossing on Dent Street between Pak'n Save and the Bach Carpark to better facilitate traffic movements and improve other dedicated crossing locations.

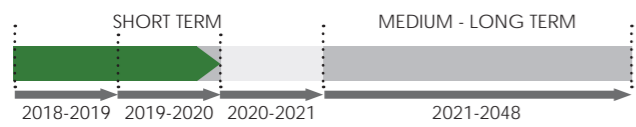
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading



6.03 Central Median Planting Strip

Improve planting within the central median on Dent Street and Riverside Drive to discourage unsafe crossing but maintain visual connectivity. Consider underground infrastructure when choosing planting type and placement.

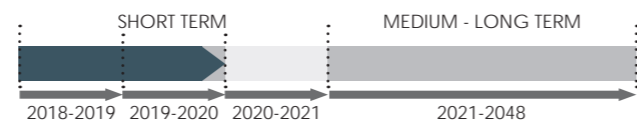
Budget: Capex LTP 2019/20
Responsibility: Parks, Roading



6.04 Hatea East Connection

Look at the visual connection to improve the pedestrian connection and wayfinding from Hatea East carpark to the Town Basin.

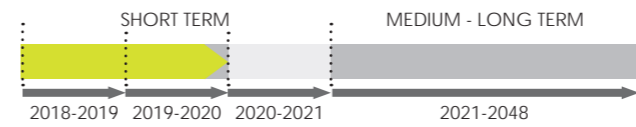
Budget: Capex LTP 2019/20
Responsibility: Strategy



6.07 New Central Median

Consider a raised central median on Dent Street, from Walton Street to the round-a-bout to restrict right turning movements into Pak'n Save and the Town Basin. Consider underground infrastructure when choosing planting type and placement.

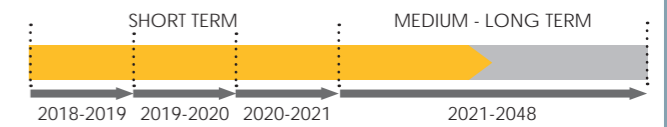
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading



6.08 Dent Street Strategic Sites

Work with the private sector to enable development on key sites on John Street and James Street. Encourage development which creates an attractive and active entranceway into the City Core from the waterfront.

Budget: Opex
Responsibility: District Development



Marine Parade Pedestrian Crossing: Coolangatta, Australia

Campbell Road Mixed Use Development: Bondi Beach, Australia

Arvida Retirement Village Concept

Campbell Road: Bondi Beach, Australia

06 DENT STREET

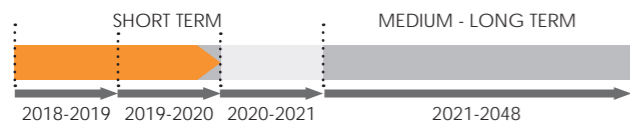
SHORT TERM ACTIONS

6.09 Carruth/Dent Street Crossing

Design and build a quality, controlled, pedestrian crossing between Pak'n Save and the Town Basin. This will lead to the closure of the Town Basin Carpark vehicle access in front of The Hub.

Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements

Responsibility: Roading, Strategy

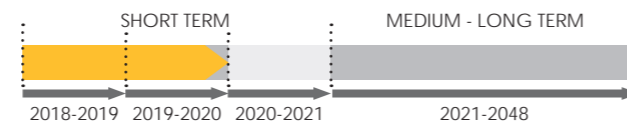


6.10 Existing Street Trees

Remove existing street trees and pits on the southside of Dent Street and replace with paved aggregate for a short term solution to increasing footpath widths for pedestrians.

Budget: Capex LTP 2019/20

Responsibility: Parks, Roading



07 TOWN BASIN VISITORS

SHORT TERM ACTIONS

Facilitating movements to, from and throughout the Town Basin is a priority for our residents and tourists.

7.01 The Hub / WAM Building Access
 Key Outcomes: ● ● ○ ○ ●
 Investigate improving the entranceways to the Hub and WAM Building.

7.02 The Bach Carpark
 Key Outcomes: ● ● ○ ○ ●
 Test the closure of the Bach Carpark using tactical urbanism.

7.03 Dent Street Frontage
 Key Outcomes: ● ○ ○ ○ ●
 Work with landowner to enhance the appearance of site.

7.04 Waterfront Precinct Plan
 Key Outcomes: ● ● ● ● ●
 Develop a detailed precinct plan for the Waterfront and future projects.

7.05 Tourist Bus Drop Off
 Key Outcomes: ● ● ○ ○ ○
 Consider extending the existing bus drop off / pick-up area on Dent street.

7.06 Removal of Bus Parking
 Key Outcomes: ● ● ○ ○ ○
 Consider removing bus parking from the Town Basin Carpark.

7.07 Town Basin Carpark Access
 Key Outcomes: ● ● ○ ○ ○
 Close vehicle access in front of The Hub and improve access at Lower Dent Street.

7.08 Reyburn Street Strategic Site
 Key Outcomes: ● ○ ● ● ●
 Investigate a strategic use for the Toyota site in the Waterfront Precinct Plan.

LEGEND

	Tactical Urbanism		New Planting Strip		Tourist Bus Drop-Off/Pick Up Zone
	Vehicle Access		Private Carparking		Roading Changes
	Closure of Vehicle Access		Public Carparking		Pedestrian Crossing Improvements
	Green Spaces		Footpath Improvements		Strategic / Development Sites

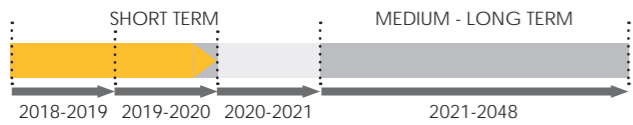
07 TOWN BASIN VISITORS

SHORT TERM ACTIONS

7.01 The Hub / WAM Building Access

Investigate improving the entranceways to the Hub and Whangārei Art Museum Building to maximise benefit of increased visitor numbers. Investigate within the Waterfront Precinct Plan.

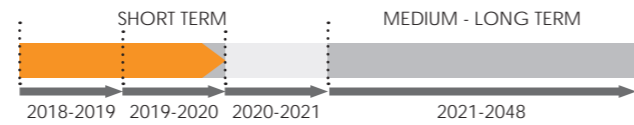
Budget: Opex
Responsibility: Strategy



7.02 The Bach Carpark

Close the bach carpark to create pedestrian space and accommodate for tourist bus drop off and pick-ups. Use tactical urbanism to test this prior to the tourist bus drop off extension.

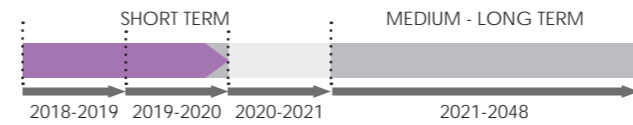
Budget: Capex LTP 2019/20
Responsibility: Strategy



7.05 Tourist Bus Drop Off

Consider extending the existing bus drop off / pick-up area on Dent street.

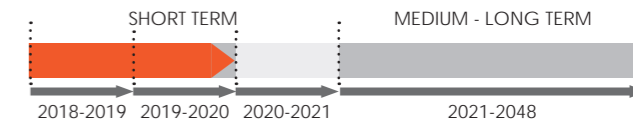
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading



7.06 Removal of Bus Parking

Consider removing bus parking from the Town Basin carpark, and relocate to Dent Street for easy drop offs and pick ups

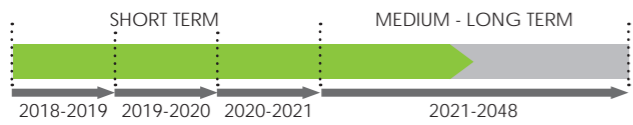
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading, Strategy



7.03 Dent Street Frontage

Work with landowner to enhance the appearance of the site as viewed from the street as well as the waterfront.

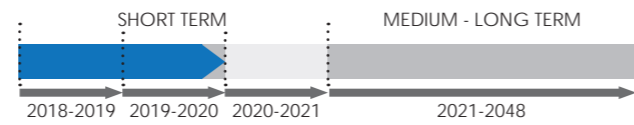
Budget: Opex
Responsibility: Roading



7.04 Waterfront Precinct Plan

Develop a detailed precinct plan for the Waterfront looking at the arrangement of spaces, infrastructure integration and developing a brief for future projects, including an initial focus on the redesign of the Town Basin Carpark.

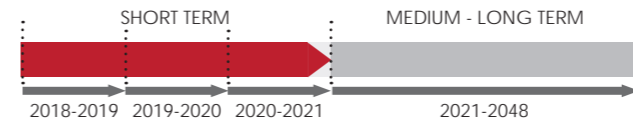
Budget: Opex
Responsibility: Strategy



7.07 Town Basin Carpark Access

Close vehicle access in front of The Hub and improve access at Lower Dent Street.

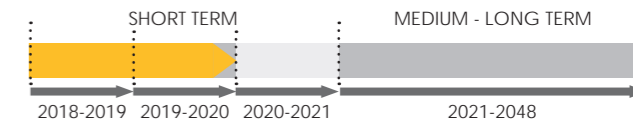
Budget: Capex LTP 2018/19 Modelling, Capex LTP 2019/20 Improvements
Responsibility: Roading



7.08 Reyburn Street Strategic Site

Investigate a strategic use for the Reyburn Street strategic site in the Waterfront Precinct Plan.

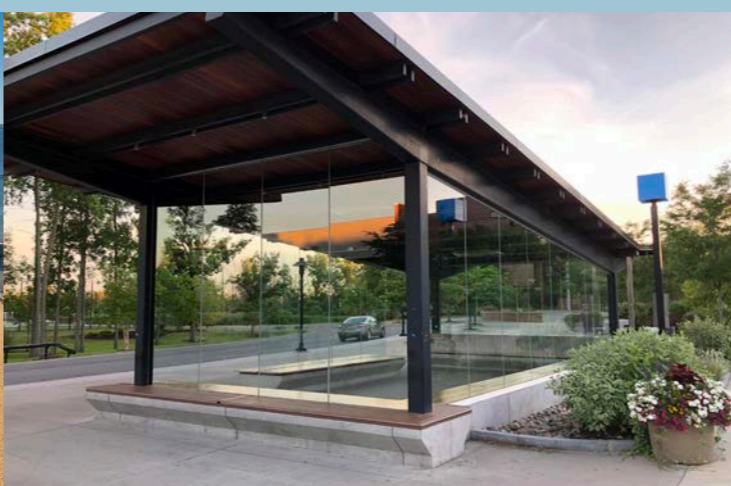
Budget: Opex
Responsibility: Strategy



Sidewalk Project: Toronto, Canada



Beach Street: Melbourne, Australia



Bus Shelter: Rochester, NY



Assembly Row Street: Somerville, MA, USA

MEDIUM - LONG TERM ACTIONS

LT 13 Bus Lanes
 Key Outcomes ○ ● ○ ○ ○ ○
 Consider dedicated bus lanes to support public transport.

LT 14 Dent Street Planting Strip
 Key Outcomes ● ○ ○ ○ ○ ○
 Investigate narrowing or removing the median to facilitate pedestrian crossing.

LT 12 Mixed Use Development
 Key Outcomes ● ○ ● ● ● ●
 Encourage mixed-use development on sites fronting Dent Street.

LT 09 Town Basin Buildings
 Key Outcomes ● ○ ● ● ● ●
 Work with business owners to investigate redesign and build of Bach/Mokaba Town Basin buildings.

LT 10 Future Tourist Bus Zones
 Key Outcomes ● ○ ● ○ ○ ○ ○ ○
 Consider additional tourist bus drop off areas on Dent Street, Carruth Street or around the waterfront.

LT 11 Active Edges
 Key Outcomes ● ○ ● ● ● ●
 Encourage developments along Dent Street to build to the street edge improving the pedestrian experience.

LEGEND

Footpath Implementation	Mixed Use
Green Spaces / Pocket Parks	Strategic / Development Sites
Active Frontages	Bus Lane
Planting strip	Tourist Bus Drop-Off/ Pick Up Zone
Removed Planting Strip	

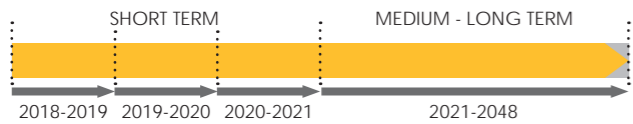
● EXPERIENCE ● CONNECTIVITY ● LIVING ● EMPLOYMENT & EDUCATION ● DESIGN

MEDIUM - LONG TERM ACTIONS

LT 9 Town Basin Buildings

Work with business owners to investigate redesign and build of Bach/Mokaba town basin building to assist in pedestrian connections, active frontages. Future visitors will enhance the hospitality sector and activate the public spaces around our waterfront. By creating clear and vibrant connections, pedestrians can flow through and within the waterfront area.

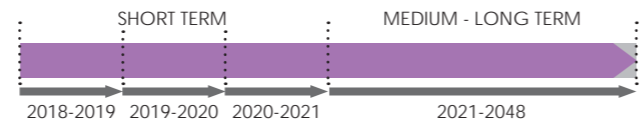
Trigger: Waterfront Precinct Plan, Increase in visitor numbers.



LT 10 Future Tourist Bus Zones

If required, consider additional tourist bus drop off areas on the south side of Dent Street from Walton Street to roundabout, on Carruth Street or in other areas around the Waterfront and Hatea Loop. As the look and feel of the city core changes with a focus on pedestrians and visitors streets should change to favour connections and safety.

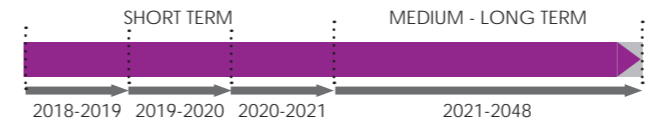
Trigger: Waterfront Precinct Plan, Increase tourist buses.



LT 13 Bus Lanes

Consider dedicated bus lanes on Dent Street to support public transport and autonomous vehicle usage. As the look and feel of Dent Street changes, so too will the use of the street, enabling pedestrian and transportation alternatives.

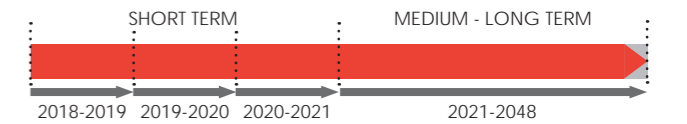
Trigger: Funding, Increase in bus patronage.



LT 14 Dent Street Planting Strip

Relocate underground services in centre median to south side of Dent Street and narrow the median to facilitate improved pedestrian crossing connections. By creating an easier crossing point for pedestrians, the look and feel of Dent Street may change and evolve.

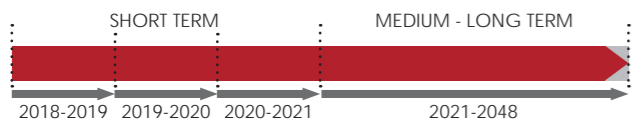
Triggers: Funding



LT 11 Active Edges

Encourage future developments along Dent Street to build to the street edge for a strong pedestrian experience. Large wide footpaths, awnings, planter boxes and greenery, street lights and seating can enable Dent Street to become a more pedestrian-friendly and active space.

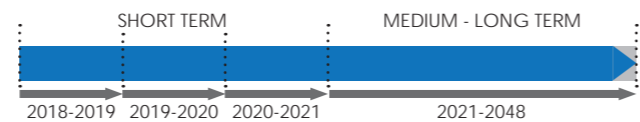
Trigger: Public Space Improvements, Funding



LT 12 Mixed Use Development

Encourage intensified mixed-uses on sites fronting Dent Street to capitalise on waterfront views. Lower level commercial opportunities such as restaurants and services, with upper level apartments can facilitate a vibrant, active street, which invigorates the economy and creates a destination where people want to live, work and play.

Trigger: Public Space Improvements



Waterfront Activity: Adelaide, Australia

The Corso Manly: Sydney, Australia

Cairns Esplanade: Cairns, Australia

The Boatyard: Brisbane, Australia

Wayfinding & Connections

Clear connections for pedestrians and vehicles and welcoming memorable entranceways into the city core.

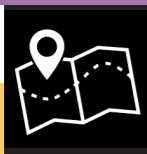
9 Carparking

Providing clear connections and wayfinding for both drivers and pedestrians to and from the carparks is fundamental. Strategically acquiring land on the outskirts of the city core for future carparks and buildings will support commuters and visitors in the future. Vertical parking opportunities are welcome, with active frontages.

8 Connections

Creating a connected balanced network of movement in the city core is key to facilitate experiences and ease of movement. By framing the arrival into certain streets with a memorable and welcoming entranceway, residents and visitors will gain that sense of place experience.

URBAN DESIGN DRIVERS



Reinforce Easy Navigation

Provide clear connections and wayfinding to and from carparks for both vehicles and pedestrians



Nurture the City Core Character

Recognise the opportunity for character to evolve with improvements to our City Core.



Support Diversity

When new diverse developments occur, ensure strong, safe connections surround the development.



Encourage Active Edges

Create a consistent line of active building frontages which animate building corners and intersections.



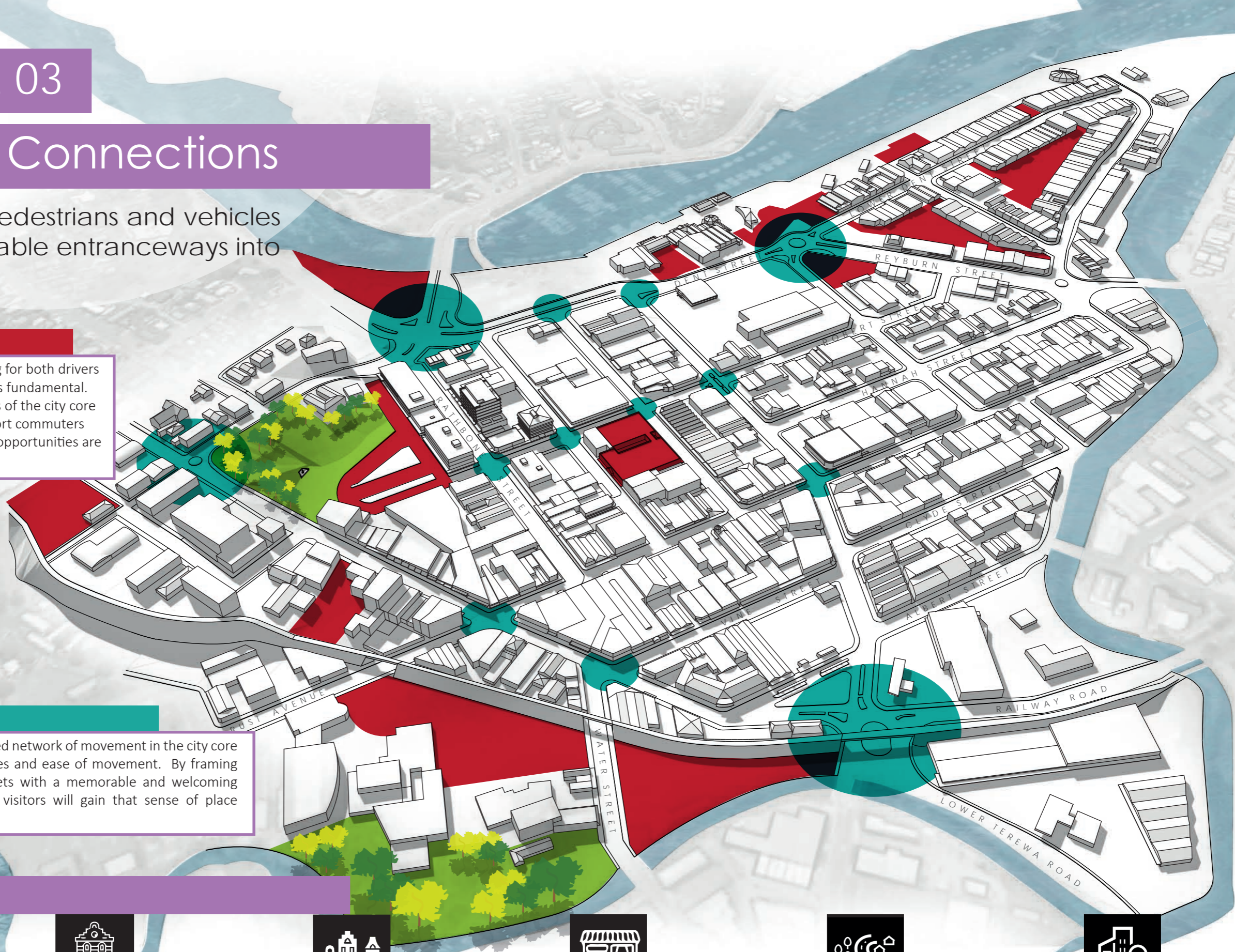
Ensure Connections

Create wide, consistent footpaths with safe crossings for ease of access for all in and outside of the city core.



Develop a Quality Public Realm

Promote a pedestrian culture by locating key amenities at public spaces.



08 CONNECTIONS

SHORT TERM ACTIONS

Clear connections and wayfinding for both drivers and pedestrians around our city core is fundamental to its success.

8.01 Pedestrian Crossings
 Key Outcomes: ● ○ ○ ○ ○
 Upgrade / build quality and safe pedestrian crossings and connections between key destinations and amenities.

8.09 James / John Street Connection
 Key Outcomes: ● ○ ● ● ●
 Work with landowners to create connections between John and James Streets

8.04 Hatea Drive Strategic Site
 Key Outcomes: ● ○ ● ● ●
 Investigate the redevelopment of the Hatea West Carpark.

8.08 James to Rathbone Connection
 Key Outcomes: ● ● ● ● ●
 Acquire land or work with landowner to create an activated midblock connection between James & Rathbone Streets.

8.06 Mid-Block Connections
 Key Outcomes: ● ● ● ● ●
 Improve the usability and activity within our existing mid-block connections

8.05 Cycleway Connection
 Key Outcomes: ● ● ● ● ●
 Design streetscapes and reassess bylaws to enable a cycle connection.

8.02 Wayfinding
 Key Outcomes: ● ● ● ● ●
 Test and implement wayfinding between key destinations, amenities and carparks.

8.07 Vine Street Connection
 Key Outcomes: ● ● ● ● ●
 Investigate a public mid-block connection from Cameron Street to Water Street Carpark.

8.03 Vine Street Strategic Site
 Key Outcomes: ● ● ● ● ●
 Investigate the redevelopment of the Vine Street strategic site and Rose Street Triangle park.

8.10 Railway Embankment
 Key Outcomes: ● ● ○ ○ ●
 Work with KiwiRail to maintain the railway embankment

LEGEND

	Cycle Connections		Existing Pedestrian Crossings
	Vehicle Wayfinding		Proposed New Pedestrian Crossings
	Existing Mid-Block Connections		Public Spaces / Amenities
	Proposed Mid-Block Connections		Green Spaces / Railway Embankment
	Entranceway / Strategic Sites		Public Carparks

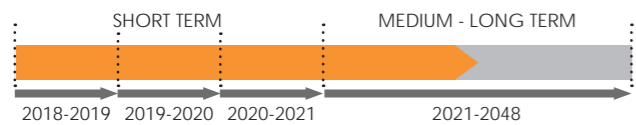
08 CONNECTIONS

SHORT TERM ACTIONS

8.01 Pedestrian Crossings

Upgrade and/or build quality and safe pedestrian crossings and connections between key destinations and amenities, including key carparks within and on the outskirts of the city core.

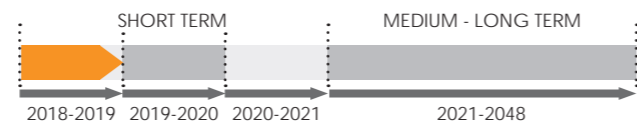
Budget: Capex LTP 2020/21
Responsibility: Strategy, Roading



8.02 Wayfinding

Test and implement wayfinding tools for pedestrians, vehicles and cyclists, between key destinations, amenities and carparks using tactical urbanism. Consider using colours, naming and markers for identification. Document feedback to find best possible solutions for wayfinding.

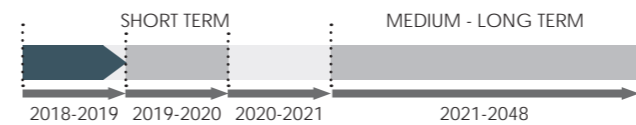
Budget: Capex LTP 2018/19
Responsibility: Strategy



8.05 Cycleway Connection

Design streetscapes and reassess bylaws to enable a cycle connection along Cameron Street. This will connect the Hatea Loop / Blue Green Network to the Kamo Cycle Track. Investigate as part of the Complete Streets Masterplan.

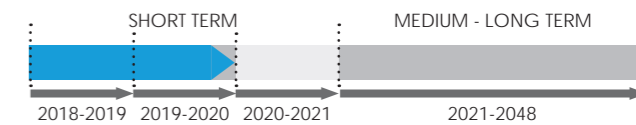
Budget: Capex LTP 2018/19
Responsibility: Strategy



8.06 Mid-Block Connections

Improve the usability and activity within our existing mid-block connections. For example, Butter Factory Lane, Civic Arcade, The Strand and Quality Street. Investigate further improvements as well as new opportunities within the complete streets masterplan.

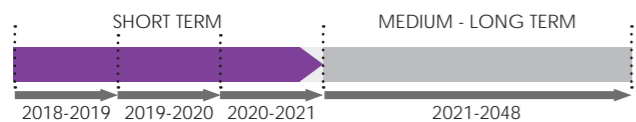
Budget: Capex LTP 2018/19, 2019/20
Responsibility: Strategy



8.03 Vine Street Strategic Site

Investigate the redevelopment of the Vine Street strategic site, Rose Street Triangle park and existing bus station. Investigating opportunities for creating an attractive entranceway into the city core from the south.

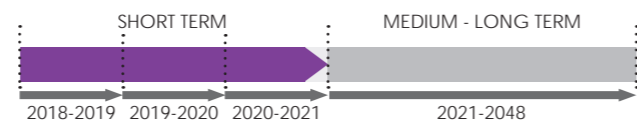
Budget: Capex LTP 2018/19
Responsibility: District Development



8.04 Hatea Drive Strategic Site

Investigate the redevelopment of the Hatea west carpark. Investigating opportunities for creating an attractive entranceway into our city centre from the north.

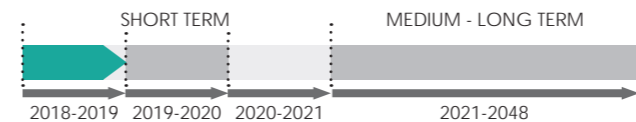
Budget: Capex LTP 2018/19
Responsibility: District Development



8.07 Vine Street Connection

Investigate possible land acquisition to create a public mid-block connection from Vine Street to Cameron Street and the Laneway. Investigate the full connection from the Water Street Carpark tunnel to Cameron Street Mall through the Vine Street Strategic Site.

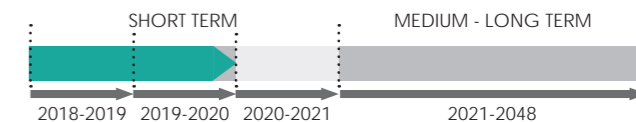
Budget: Opex
Responsibility: District Development



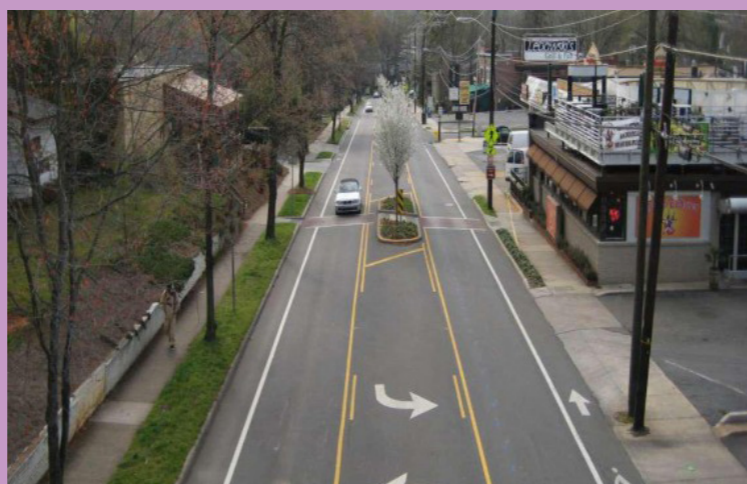
8.08 James to Rathbone Connection

Work with landowner or acquire land to create an activated midblock connection between James & Rathbone Streets which can be used as a safe throughfare for pedestrians.

Budget: Opex
Responsibility: District Development, Strategy



Stroget during Holiday Season: Stroget, Denmark



Safe Street: Charlotte, NC, USA



Entranceway: City of Carmel, Indiana, USA



Wide Footpaths and Public Transport: Portland, OR, USA

08 CONNECTIONS

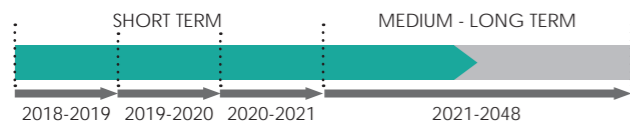
SHORT TERM ACTIONS

8.09 James / John Street Connection

Work with the landowner and developers to establish a mid-block connection when these sites are developed. This could be incentivised through the District Plan.

Budget: Opex

Responsibility: District Plan, District Development

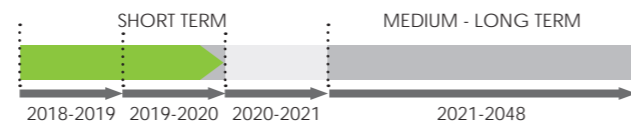


8.10 Railway Embankment

Work with KiwiRail to maintain the railway embankment to create an attractive entranceway into our city core from the south and west.

Budget: Opex

Responsibility: Roothing, Parks



09 CARPARKING

SHORT TERM ACTIONS

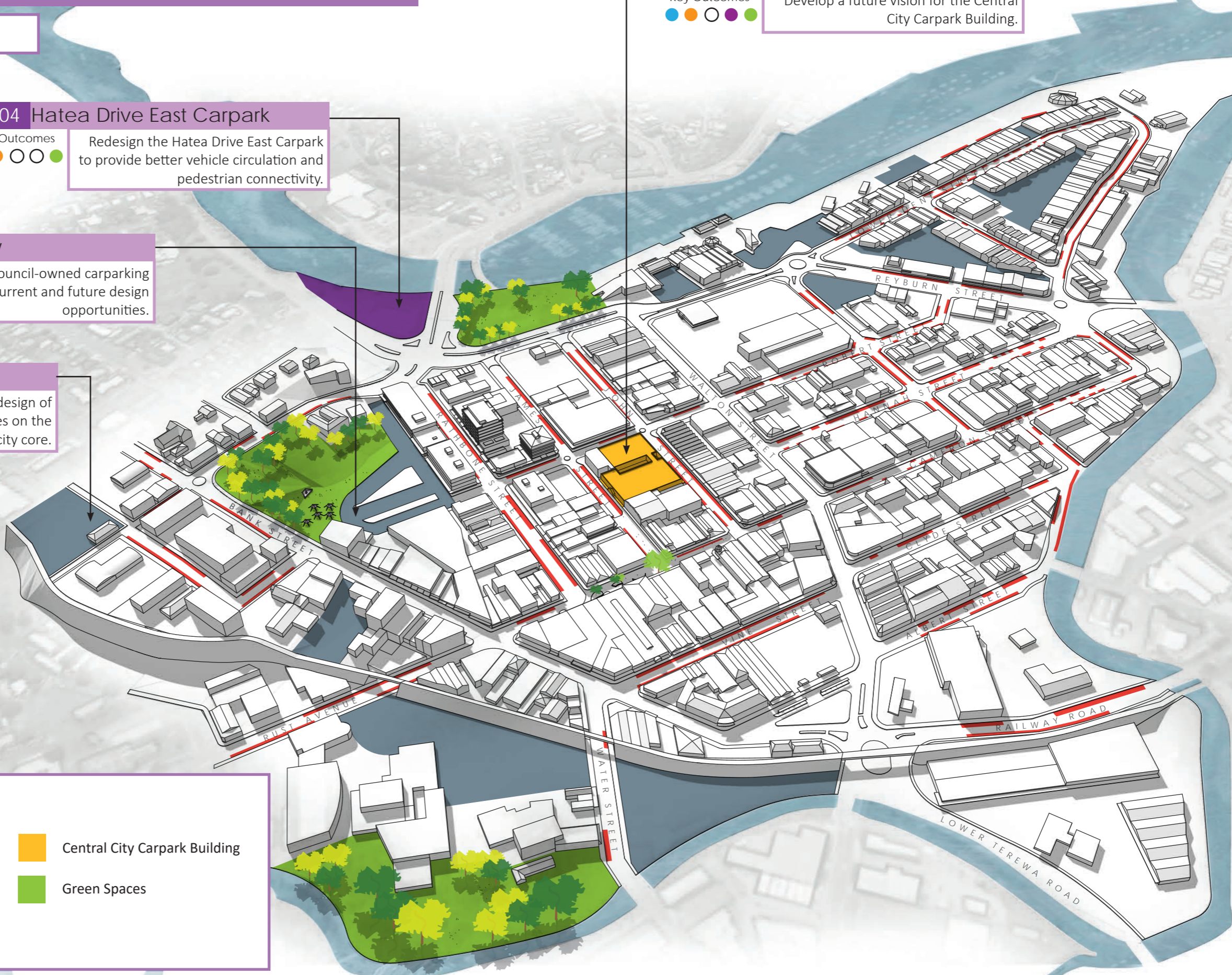
Finding a balance with the quality, quantity and location of carparking will enhance the experience for our residents and visitors.

9.04 Hatea Drive East Carpark
 Key Outcomes: ● ○ ○ ● ●
 Redesign the Hatea Drive East Carpark to provide better vehicle circulation and pedestrian connectivity.

9.01 Parking Review
 Key Outcomes: ● ● ● ● ● ●
 Review all Council-owned carparking to determine current and future design opportunities.

9.02 Carpark Buildings
 Key Outcomes: ● ● ○ ● ● ●
 Investigate the feasibility and design of carpark buildings within key sites on the outskirts of the city core.

9.03 Central City Carpark Building
 Key Outcomes: ● ○ ○ ● ● ●
 Develop a future vision for the Central City Carpark Building.



LEGEND

 Public Carparks	 Central City Carpark Building
 On-Street Carparking	 Green Spaces
 Proposed Carpark Redesign	

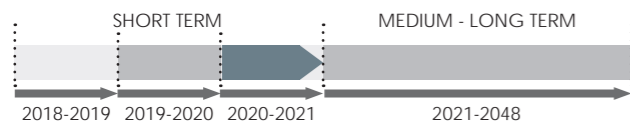
09 CARPARKING

SHORT TERM ACTIONS

9.01 Parking Review

Review all Council-owned carparking sites within and surrounding the city core, including on-street carparking and at grade. Determine current and future design opportunities (including vertical carpark buildings) as well as communicate to the public opportunities, cost and location.

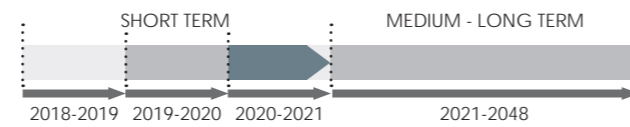
Budget: Capex LTP 2020/21
Responsibility: Roading



9.02 Carpark Buildings

Following the parking review investigate the feasibility and design of carpark buildings within key sites on the outskirts of the city core.

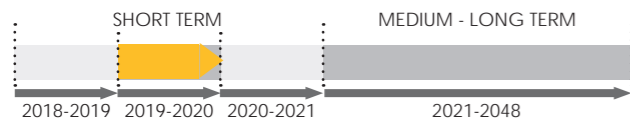
Budget: Capex LTP 2020/21
Responsibility: Roading



9.03 Central City Carpark Building

Develop a future vision for the Central City Carpark Building. Future development should deliver better street activation, more parking and quality commercial space.

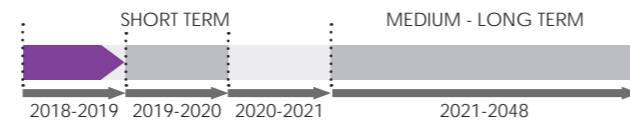
Budget: Capex LTP 2019/20
Responsibility: District Development



9.04 Hatea Drive East Carpark

Investigate the redesign of the Hatea Drive East Carpark to provide better vehicle circulation and pedestrian connectivity to the New Town Basin Park and the waterfront.

Budget: TBC
Responsibility: IPCW



Painted Carparks Joshua High School: Joshua, TX, USA

Civic Centre Parking Garage: Santa Monica, CA, USA

MEDIUM - LONG TERM ACTIONS

LT 15 Bus Services Centre
 Key Outcomes: ● ● ● ● ●
 Construct the new bus services centre including key pedestrian crossings.

LT 17 Water Street Carpark Tunnel
 Key Outcomes: ● ● ● ● ●
 Construct a pedestrian tunnel connection under railway embankment.

LT 16 Carparking Acquisition
 Key Outcomes: ● ● ● ● ●
 Review new off-street parking opportunities.

LT 18 Blue Green Network
 Key Outcomes: ● ● ● ● ●
 Implement the Blue Green Network to connect Cafler Park to the Waterfront along the Waiarohia Stream.

LT 19 Railway Line Future
 Key Outcomes: ● ● ● ● ●
 Look to support possible passenger rail opportunities.

LEGEND

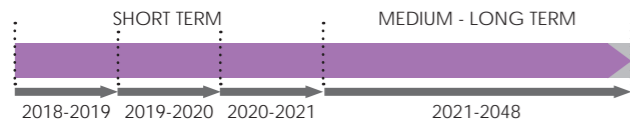
Public Carparks	Green Spaces / Blue Green Network
Footpath Implementation	Railway Line / Embankment
Bus Services Centre (indicative location)	Cycleway / Walkway

MEDIUM - LONG TERM ACTIONS

LT 15 Bus Services Centre Construction

Construct the new bus services centre. Ensure pedestrian crossings are built to destinations surrounding the new centre. Allow for shelters, seating, bus schedule information and toilets.

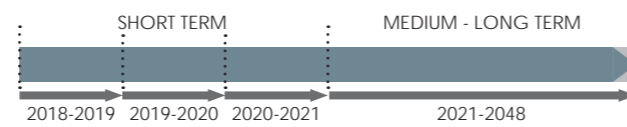
Trigger: Funding



LT 16 Carparking Acquisition

Review new off-street parking opportunities and plan for clear connections to destinations for pedestrians.

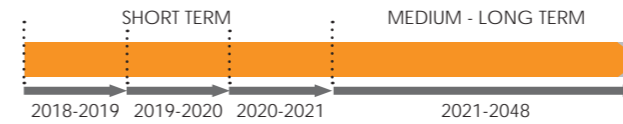
Trigger: Funding, Carparking full 90% of the time.



LT 19 Railway Line Future

Look to incorporate the rail line into a shared path for pedestrians and cyclists or support possible passenger rail opportunities. Alternative modes of transportation enable people to cycle - encouraging healthier habits, or use public transport - easing traffic congestion and infrastructure maintenance.

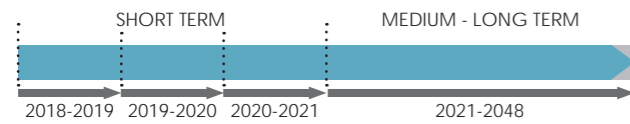
Triggers: Decommissioning of rail line, funding



LT 17 Water Street Carpark Tunnel

Construct tunnel connection under railway embankment from Water Street Carpark to Bank Street. The tunnel is primarily a pedestrian/cyclist tunnel, the ability for granting vehicles accessibility for the carpark area might be a primary action in its construction.

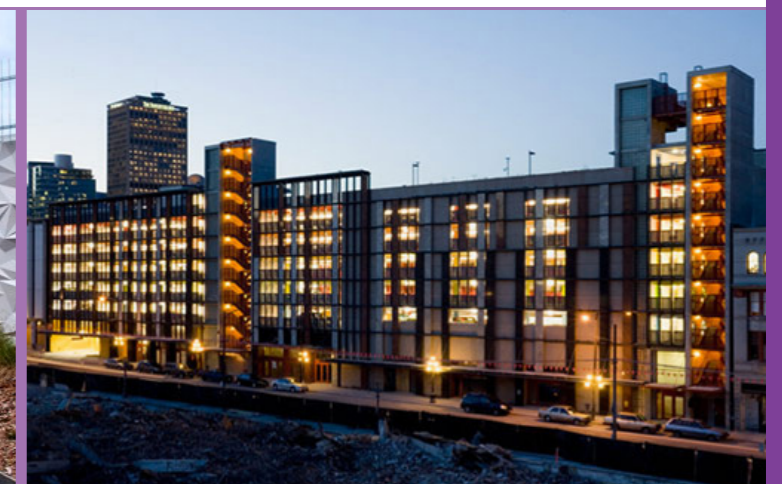
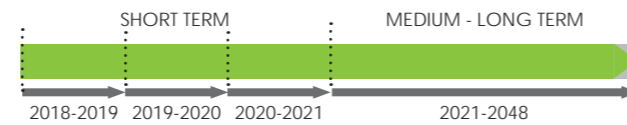
Trigger: Funding, Vine Street / Rose Street development, Water Street Carparking Building.



LT 18 Blue / Green Network

Construct the Blue Green link from the Water Street carpark to Cafler park with a pedestrian crossing on Water Street. Incorporate this into any future buildings on the Water Street Carpark and examine the stream and its future when constructing.

Trigger: Funding, Blue Green Network Staging, Climate Change.



Bus Centre Design Render: Ballston Station, USA

Blue Green Network Render: Whangārei, NZ

Pedestrian Tunnel from WCCP

Cordova Parkade: Vancouver, BC, Canada

Appendix I | Inner City Living

A key outcome for the District is to attract and enable more people to live in our city centre. This is important because it will bring people to our city, creating vibrancy and vitality.

We recognised in our Whangārei City Centre Plan that the city centre performs an important function for the future success of our District. A vibrant, attractive and economically successful centre supports the same outcomes across the District. It will attract residential development and business activities.

Currently about one third of the District's employees work in the city centre in office, retail, and cafes, restaurants and bars. However, very few people live in the centre and the feasibility of housing development in the city centre is relatively low.

To turn this around and attract inner city living we will need to commit resources to action the Whangārei City Centre Plan and this Precinct Plan.

Economic analysis suggests that refurbishment and conversion of underutilised commercial buildings for residential uses is likely to be the first key move for the development sector. The case study suggests that while some developers could be attracted to such a refurbishment, it would become a much more feasible option if there were more market demand for inner city living. To create more demand, we can initiate a cycle of Council and private investment in the city centre that will drive regeneration:

- public investment in improved amenity and accessibility of the city centre, to make it attractive as a place to be and to differentiate it from suburban shopping centres and 'out of centre' retail locations;
- private investment in housing, to provide local customers with a more '24/7' city centre; and
- private investment in office employment and retail, to provide 'daytime' vitality and to provide local services to enable people to live conveniently in the city centre.

Such an approach has generated some significant improvements in other cities and towns across the world. Auckland has experienced a renaissance in inner city living. In 2012, Auckland's City Centre Masterplan laid out a 20-year vision for transforming the city centre. It predicted that the 2012 population of 27,000 would grow to 45,000 by 2032. That figure was reached in 2017. Investment aligned with their plan has created a market attractive environment for investment in inner city living. This has also helped to deliver 10,000 jobs and a low vacancy rate of 2.4%.

Whangārei is well placed to drive similar change. Our District Plan is relatively enabling in the city centre – it allows a range of activities to occur and facilitates redevelopment of land for apartments and townhouses. An economic perspective suggests that achieving the full potential of the Whangārei city centre is likely to depend upon capital investments, events and activities and design-led planning to take advantage of new investments such as the Hundertwasser Wairau Māori Arts Centre.

INNER CITY LIVING ACTIONS

1. Invest in streetscape improvements to create a more attractive amenity in key locations to attract inner city living
2. Continue to enable new and redeveloped/refurbished development through District Plan
3. Provide key attractions and amenities to support inner city living such as:
 - Parks – New Town Basin Park, Pohe Island
 - Events – Markets, art installations
 - Connectivity – Easy and safe public spaces with amenity lighting and good wayfinding
4. Leverage off key future projects that are likely to drive change.
5. Investigate supporting inner city living through design competitions or public / private partnerships.
6. Monitor and review population change and development to ensure the actions are delivering the intended results.



Whangarei

District Council