

### 13.3 CBD – STEWART STREET REDEVELOPMENT

#### RESPONSIBLE DIRECTOR

Director of Works and Assets

#### PURPOSE

The purpose of this report is for Council to approve concept plans for the redevelopment of Stewart Street, between Formby Road and Rooke Street.

#### BACKGROUND

Council has for sometime considered undertaking a major upgrade of the Southern end of the Central Business District (CBD). Existing road pavement and associated infrastructure is in many places nearing the end of its useful life. There is also a growing expectation that city and town centres are attractive, well designed urban spaces rather than just containing basic infrastructure requirements. An allocation of \$662,500 has been made in the 2009/10 capital works budget to partly fund the redevelopment of Stewart Street between Formby Road and Rooke Street. Council's design staff commenced investigation work in November 2008 with the intent of developing a contemporary design which can be used across the Southern end of the CBD establishing an identity for this part of the City whilst still connecting with existing urban upgrades that have already been undertaken in various locations i.e. the Mall.

Extensive consultation has been undertaken with key stakeholders including business owners and tenants, interest groups, DIER and the general public. Several workshops have also been held with Council's Elected Members.

Draft concept design drawings have been placed on display in the Council Chambers, Library and the Devonport Regional Art Gallery and a formal public consultation period of 28 days was advertised. Documentation has also been displayed on Council's web page.

A brief outline of the project stages is listed below:

	<u>Description</u>	<u>Timeframe</u>	<u>Status</u>
1	Sketch Concept Design Preparation	Nov. - Dec. 2008	Completed
2	1 <sup>st</sup> Council Workshop for Elected Member input	18 Dec. 2008	Completed
3	Revised Concept Design Preparation including project staging and budgeting	Jan. – Jun. 2009	Completed
4	2 <sup>nd</sup> Council Workshop incorporating comments from earlier workshop	22 Jun. 2009	Completed
5	Revised Concept Design Preparation	Jun. – Aug. 2009	Completed
6	3 <sup>rd</sup> Council Workshop with updated project design	31 Aug. 2009	Completed
7	Property Owner & Occupier Workshop	03 Sept. 2009	Completed
8	Revised Concept Design Preparation	Sept. 2009	Completed
9	Public Exhibition and Comment (28 days)	Oct. 2009	Completed
10	Final Concept Design to Council for adoption	Nov. 2009	In Progress

11	Detail Design Preparation	Oct. – Dec. 2009	In Progress
12	Final Design & Documentation Released	Jan. 2010	
13	Project planning and construction preparation	Feb 2010	
14	Construction period	Mar. – Nov 2010	

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

The proposed upgrade aligns with the following objectives in Council's Strategic Plan 2009-2030:

Objective 2.3.1 Provide and maintain roads, bridges, footpaths, bikeways and carparks at appropriate standards.

Objective 3.3.2 Develop and maintain a high profile City entrance and streetscape that enhances and maintains its character.

The draft concept design has been developed in conjunction with the following Council documents:

- Devonport Road Network Strategy (RNS) September 2009;
- Devonport CBD Structure Plan Review 2009.
- IPWEA Municipal standard drawings.

### COMMENTARY

In designing a contemporary street upgrade for the Southern end of the Devonport CBD the following key criteria formed part of the design brief:

1. Traffic calming;
2. Promote pedestrian activity – walking & shopping;
3. Introduce forward-moving technology & concepts with a sustainable approach;
4. Create unique CBD precinct with identifying palette;
5. Link existing Rooke Street Mall to Southern end of CBD;
6. Promote and encourage On-street dining;
7. Introduce seating and street furniture;
8. Upgrade existing street lighting, road surface and paving;
9. Maximise the Stewart Street/Spirit of Tasmania Connection;
10. Introduce trees and vegetation into City streets.

The proposed design (refer appendix 1) aims to make Stewart Street more of a people place with less focus on motor vehicles. Road widths are narrower to encourage reduced speeds and allow additional beautification with a vegetated centre median strip. The design will provide an aesthetically pleasing outlook for visitors arriving on the Spirits of Tasmania and also incorporates a variety of design elements to improve safety and amenity for pedestrians.

A public workshop for property owners and tenants was held on 3 September 2009 with approximately thirty (30) participants. Draft design documents were discussed and generally comments were positive and supportive of the proposed design. The use of large honed concrete pavers in lieu of smaller clay pavers such as those used in the Mall was well supported. At the workshop, Officers agreed to look further at vehicle deliveries and the impact the upgrade would have on heavy vehicle movements in Stewart Street. Further meetings were held with relevant parties to resolve the concerns. Workshop participants also sought further input into the works program and it was agreed that

another meeting would be held to discuss construction issues once the design was finalised.

In regard to the public display, a total of seven (7) formal comments were received from the public.

In summary the submitted comments related to the following issues:

1. Trees
2. Path Width
3. Road Width
4. Driveway Access
5. Pedestrian Safety
6. Maintenance
7. Works Impact
8. Street Furniture

A detailed table of the public comments/concerns with Councils response and/or recommended action is attached in appendix 2 of the report.

Following consideration of the public feedback the following key changes have been made to the design:

1. **Widening the footpath:** a section of pavement from the frontage of Number 22A Stewart Street to the east boundary of Churches Arcade access has been widened out into the existing parking bay. This change will provide an enlarged pedestrian space at the entrance to the arcade, an expanded paved area for on-street dining and also allow the construction of a mid-block pedestrian outstand for improved safety for crossing the road. Approx three (3) kerbside parking spaces will be lost to cater for this change.
2. **Increase the kerbside parking length:** increase the parallel parking length to allow easier parking and reduce the need for reverse parking.
3. **Recycling bins:** to include recycling bins at suitable locations.

Once a concept plan is adopted by Council, work on the detailed design will commence with the aim of completing construction drawings by early January 2010. Project planning will then occur late January and during February with a view of starting construction in March 2010.

## FINANCIAL IMPLICATIONS

### Capex Budget:

Council has \$662,500 allocated in the 2009-10 Capital Works budget for Stage 1a of the works which will occur in Stewart Street between Formby Road and Rooke Street. It is anticipated that this allocation will be sufficient to fund works until 30 June 2009 with a further allocation of a similar amount required in the 2010/11 capital works budget to complete the Stage 1 works. The extent and timing of funding for other stages including the intersection of Stewart and Rooke Streets (Stage 2), Rooke Street between Stewart and Steele Streets (Stage 3 & 4) and Stewart Street from Rooke Street to North Fenton Street (Stage 5) will be dependant on Council's annual budget priorities.

### Operational Maintenance Budget:

Upgrading Stewart Street will add additional operational maintenance expenditure to Council's budget. These additional costs will include new tasks such as cleaning of leaves and tree maintenance, paver cleaning and sealing, street furniture painting and

vandalism. In total it is anticipated that the redevelopment of Stewart Street will add in the order of \$35,000 - \$40,000 p.a. to Councils operational maintenance budget.

Asset Management:

The existing footpath and road pavement assets along Stewart Street are nearing the end of their asset services life; hence, the disposal value for this project will be minimal. However, additional depreciation costs will be incurred with the redevelopment.

**CONCLUSION**

Over the last ten (10) months a conceptual design for the redevelopment of Stewart Street and the broader Southern CBD precinct has been developed. The plan appears to have general support from business owners and operators in the area and from the general public. Once the concept is adopted by Council, work will commence on detailed design and project planning to allow the project to start in March 2010

**RECOMMENDATION**

That Council adopt the attached concept design for the redevelopment of Stewart Street between Formby Road and Rooke Street.

**APPENDIX 1 – Stewart Street Redevelopment Conceptual Design Drawings**



Figure 1 - Photos Montage

APPENDIX 1 – Stewart Street Redevelopment Conceptual Design Drawings

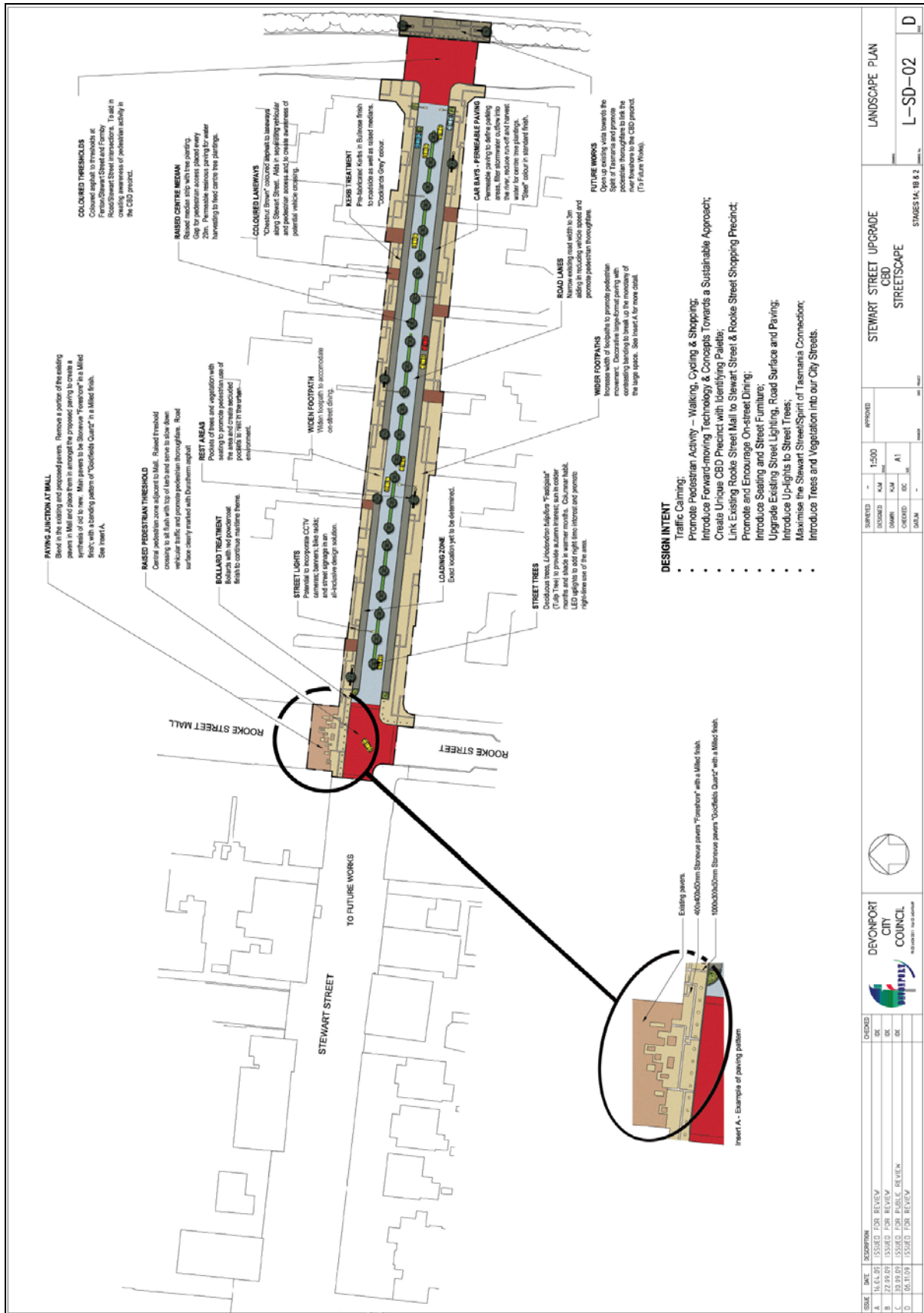


Figure 2- Stewart Street (between Formby Road and Rooke Street) Conceptual Design Landscape Layout Plan

APPENDIX 1 – Stewart Street Redevelopment Conceptual Design Drawings

**STREET TREES**  
 Consideration should be given to 'tapered' trees to provide a more vertical canopy in urban settings and shade in warmer months. Columnar trees, LED up-lights to add night-time interest and provide light-lose use of the area.

**PERMEABLE PAVING - CAR PARKING**  
 Permeable paving in a 'darker' shaded from the building facade.  
 • Define parking areas.  
 • First alternative surface will be the design.  
 • Recycled material and gravel used for parking.

**DECORATIVE PAVING**  
 Paving to provide additional movement. Decorative large format paving with contrasting banding to break up the monotony of the large blocks.

**COLOURED LANEWAYS & TRESHOLDS**  
 Pedestrian throughway areas including 'Threshold' intersections and 'laneway' access zones. Aim of creating awareness of potential vehicles in transit zone as well as slowing down traffic. This reducing potential of accident involving pedestrians and cyclists. Treated with a 'laneway' to create interest.

**STREET LIGHTING DISPLAY**  
 The aesthetically pleasing design and clear architectural look has low external tracks, evenly spaced around its circumference in which additional light poles, traffic signals, and other street furniture can be placed. Colour coordination in each feature form. Some of the most obvious advantages include:  
 • Compactness for cost.  
 • Low maintenance and highly durable materials.  
 • Diverse areas available in various heights and sizes.  
 • Hidden lamp gear and electrical panels.  
 • Hidden lamp gear used for attaching lighting.  
 • The pole has a versatile top that accommodates lighting, camera, etc.

**STREET FURNITURE**  
 Public street furniture in a variety of materials. Eco-Brown recycled teak with red powdercoat frames, red powdercoat beechwood 'floor' and red powdercoat beechwood.

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Figure 3 – Proposed New Tree, Pave Material, and Street Furniture

DRAFT COPY FOR PUBLIC COMMENT

DEVONPORT CITY COUNCIL  President: Val Walker		STEWART STREET UPGRADE CBD STREETScape		PROPOSED FINISHES L-SD-03 C	
DATE	DESCRIPTION	DECIDED	APPROVED	APPROVED	APPROVED
A	13.10.09	ISSUED FOR REVIEW	DC		
B	13.10.09	ISSUED FOR REVIEW	DC		
C	13.10.09	ISSUED FOR REVIEW	DC		

## APPENDIX 2 – Response to Community Feedback

Issue ID	Comments/Concerns	Issue	Response / Recommended Action
1	Deciduous trees - who is going to clean them up to stop our storm water drains being flooded?	Trees	Increase maintenance funding during Autumn months; Leaf traps in stormwater pits.
2	Aren't they going to distract from the streetscape in winter?	Trees	Open views to Spirit of TAS; Great autumn colour - tourism.
3	Why not widen just the footpaths outside the cafes. More obstacles placed on the footpaths will happen when the whole of the footpaths are widened.	Path Width	Evaluating options - Difficult to base streetscape around existing business; business will follow streetscape not visa-versa.
4	Delivery vehicles using Stewart Street, clearances to trees	Road Width	Discouraging use of street for heavy vehicles. Service vehicles catered for
5	Access to Toyworld driveway with street tree median.	Access	Discouraging use of street for heavy vehicles. Alternative access option being considered
6	Pedestrians crossing diagonally at Rooke/Stewart	Ped Safety	Traffic light timing being discussed with DIER
7	Loss of trade while works are in progress	Works Impact	Involve business in planning but some disruption unavoidable
8	Delivery Access large furniture truck	Access	Discouraging use of street for heavy vehicles. Alternative access option being considered
9	Suggested loading zone in front of Advocate	Access	Loading zones to be reviewed
10	Doesn't want bin in front of shop entry	Furniture	Consider locations in design
11	Consider on-street dining in front of existing cafes	Path Width	Evaluating options - Difficult to base streetscape around existing business; business will follow streetscape not visa-versa.
12	Bin is too big	Furniture	Alternative to be considered
13	No recycling bins	Furniture	Consider in design
14	Dangerous placement of trees near Post Office	Trees	Discouraging use of street for heavy vehicles. Alternative access option being considered