

Tauranga CBD Streetscapes. Elizabeth Street Upgrade. Concept Summary Package.

May
2020

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Land.
People.
Culture.
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Document Purpose

The following pages summarise the conceptual investigation into the Elizabeth Street upgrade and the streets and spaces adjacent to the new Farmers Development. This package is a design overview of the wider work being undertaken to investigate the Elizabeth Street upgrade and has been prepared for summary purposes only. For further background this package should be read in conjunction with previously issued conceptual packages that includes site and wider context analysis and project objectives. Reference should also be made to internal Tauranga City Council reporting.

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Document record

Issue	Revision	Author	QA	Date
Information	A	TW	TW	05.05.20
Final Draft	B	TW	TW	07.05.20



Purpose & brief.

To revitalise Elizabeth Street as a green, pedestrian & cycle friendly, slow-speed street, establishing a coast-to-coast recreation connection between Takitimu Drive and The Strand.



High level project objectives.

Create vibrant streets and public places where people want to live, work and play, and businesses want to invest.

Provide a safe and accessible slow speed environment that prioritises pedestrian and cyclist access and connection.

Create public spaces that reflect local identity and values

Indicate entry into the CBD through streetscape upgrades



Conceptual Drivers.

Establish the coast-to-coast link in the Green Necklace recreation route, as identified in the City Centre Spatial Framework and support new significant developments and established businesses on Elizabeth Street and the supporting connected streets.

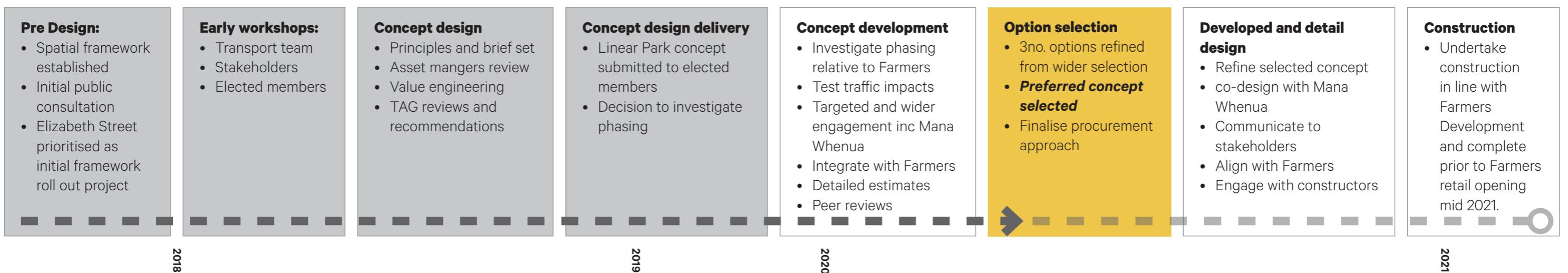
Express the coast-to-cliff-to-valley-to-ridge-to-coast landform (east west) across the Te Papa peninsula.

Activate the street through use, providing space for a variety of urban activities. Creating pedestrian and cycle priority street, facilitating an active retail environment. Welcoming visitors of all ages and abilities.

Express the peninsula's former vegetation structure, creating a green street that reduces impermeable areas, improves stormwater quality and increases urban forest biomass and diversity.

Link into the surrounding street and laneway network to create a connected and legible city centre that leverage's off anchor buildings and attractors.

Express cultural narratives, and other elements of importance using the Tauranga Moana Design Principles as a framework



Scope & process.

Following elected member input in August of 2019 the current design approach to the Elizabeth Street upgrade has been focused on staging and extent of work exercises to define appropriate upgrade extents and approaches. Particular focus has been to align with the Farmers Development and its construction programme. (Completion targeted April/May 2021)

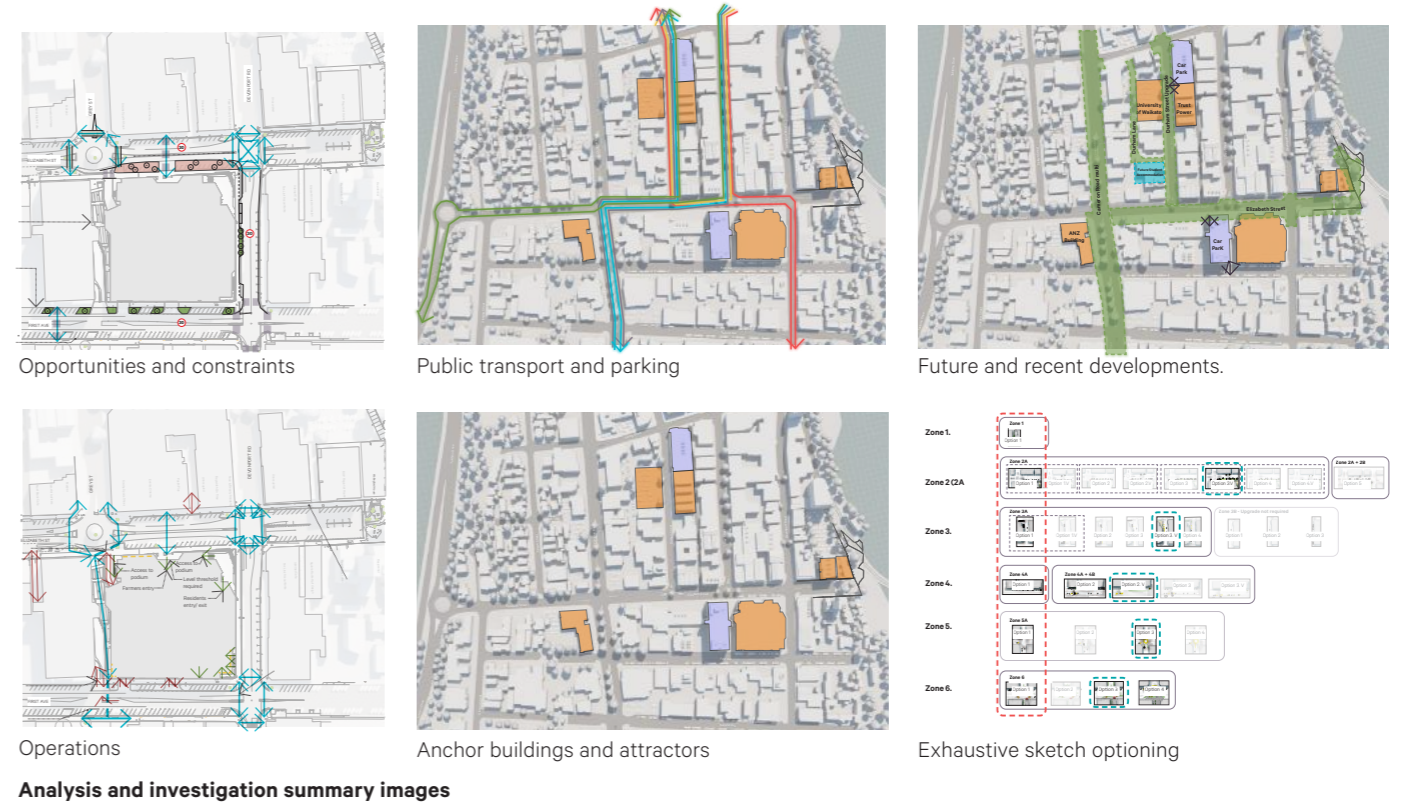
While most upgrade concentration has been on Elizabeth Street, other directly adjacent streets have also been incorporated into the scope. Potential upgrades to safety and quality to Devonport Road, First Ave, and the Elizabeth laneway have also been looked at as a reflection to the level of investment and quality of the Farmers Development. Similar construction timing constraints to that of the Farmers Development has seen these upgrades folded into the Elizabeth Street upgrade project.

To best align direction, expectations, and key measures for this phase of the project a series of project objectives that include expectations for Devonport Road and First Ave were created in collaboration with Places and Spaces, the Farmers development team, TCC 3 waters, and TCC transport team. They outline the projects key objectives and set out considerations and specific requirements that the project must achieve. These are aligned with a series of measurable success indicators and guided the design for the adjacent streets.

The design principles and the project objectives informed a series of wider and site specific investigations including; transport, constraints, opportunities, operational requirements, public transport considerations, laneway and CBD connections, and wider CBD anchor buildings and attractors.

Analysis informed potential optioning within the projects extents that addressed the objectives for the project. A series of general arrangement sketch options were established. These were measured against objectives and practicalities relative to transport requirements and the like, and were short-listed to a select few approaches. Short-listed approaches for each street were combined and a final arrangement and approach was selected.

With arrangement and approaches established, variants were explored to manage various budget ranges, extents of scope, and quality. The result of this are the three conceptual options that are outlined on the following pages. They have formed the bases for both targeted and wider stakeholders, Mana Whenua engagement, internal reviews, external peer review and cost estimates.



Analysis and investigation summary images



Scope / phasing extents

Legend: Extent of scope

- Scope / Extent of work
- Potential future Upgrade phases
- Green necklace recreation loop

Concept approach options.

The following outlines the three options that are offered to elected members for consideration. They have been established following the undertaking of investigations, engagement and refinement alongside internal asset owners and team leaders.

Proposed upgrades to both First Ave and Devonport Road are consistent across all the below options. They include upgrades to line marking, speed calming measures, pedestrian and cyclist prioritisation and other safety upgrades.

First Ave will be modified adjacent to the Farmers development to allow for the buildings retail entry / exit and the service bay. Planted build outs have been added here. A mid-block crossing is also proposed to support the pedestrian desire line from Elizabeth Street through the laneway. This will have planting added on either side and parking will be manipulated to accept it.

Rain gardens will be added in a minimum of two locations to address storm water issues and filter water before it enters the harbour.

Devonport Road will largely remain the same as existing, except for the addition of two raised table crossings, and two flush crossings at the intersection with First Ave. These have been added to create a threshold, slow traffic speeds, and to prioritise pedestrian movements. While some kerb alignment change will be required, in all scenarios the amount of approach lanes and arrangements of the existing intersections with Elizabeth Street and First Ave will be retained.

The variants between the options lie in the approaches to the Elizabeth Street upgrades and are summarised here.

Detailed plans and drawings on the following pages describe each option in detail.



Option A. (consulted as do minimum)
Moderate streetscape upgrade

Option A represents a moderate approach to the extent of the kerb build out on Elizabeth Street (approx 11.5m). The southern kerb will be built out to the extent of the existing angle parking manoeuvre line, with angle parking retained on the north side.

The space between the new kerb and the proposed Farmers Development building will include pedestrian pathways, green spaces, offline pedestrian space, native planting and amenity furniture. The existing roundabout intersection with Grey Street will be retained in its current arrangement with additional pedestrian crossings added to the east and north approach.

Rain Gardens will be added to the north side of the street, one east of the mid-block crossing, the other east of the Grey Street roundabout.

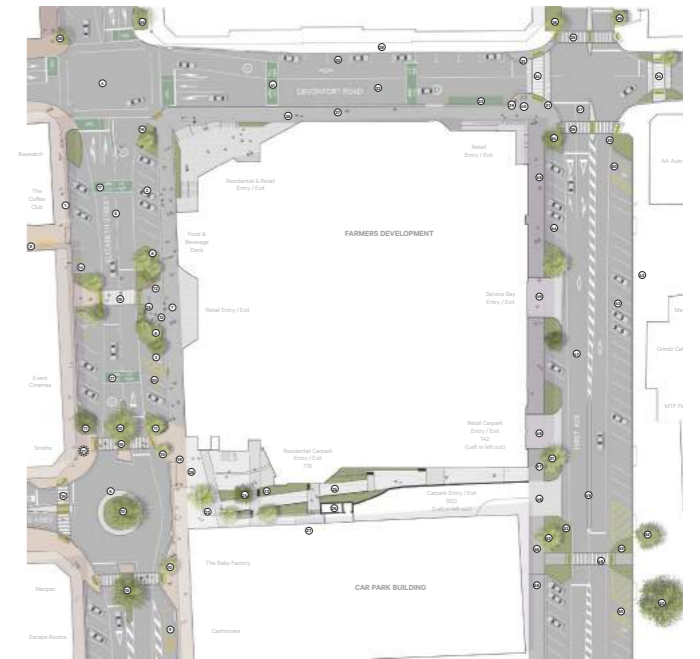


Option B. (consulted as do more)
Comprehensive streetscape upgrade (with future staging options)

Option B takes the approach of pushing the Elizabeth Street southern kerb line further (15m) north by changing parking to a parallel arrangement on both sides of the street. This is beneficial in the sense that the levels between the kerb line and the farmers building can be graded shallower, and more amenity space can be included with the addition of play elements, larger off line pedestrian space, lawn space and more generous planting.

A modified roundabout with Grey Street is proposed to allow for the wider kerb extension. An investigation into the final roundabout arrangement and type will be undertaken in future design phases, however it will include pedestrian crossings on all approaches to the roundabout

The number of rain gardens and their locations will match option A.



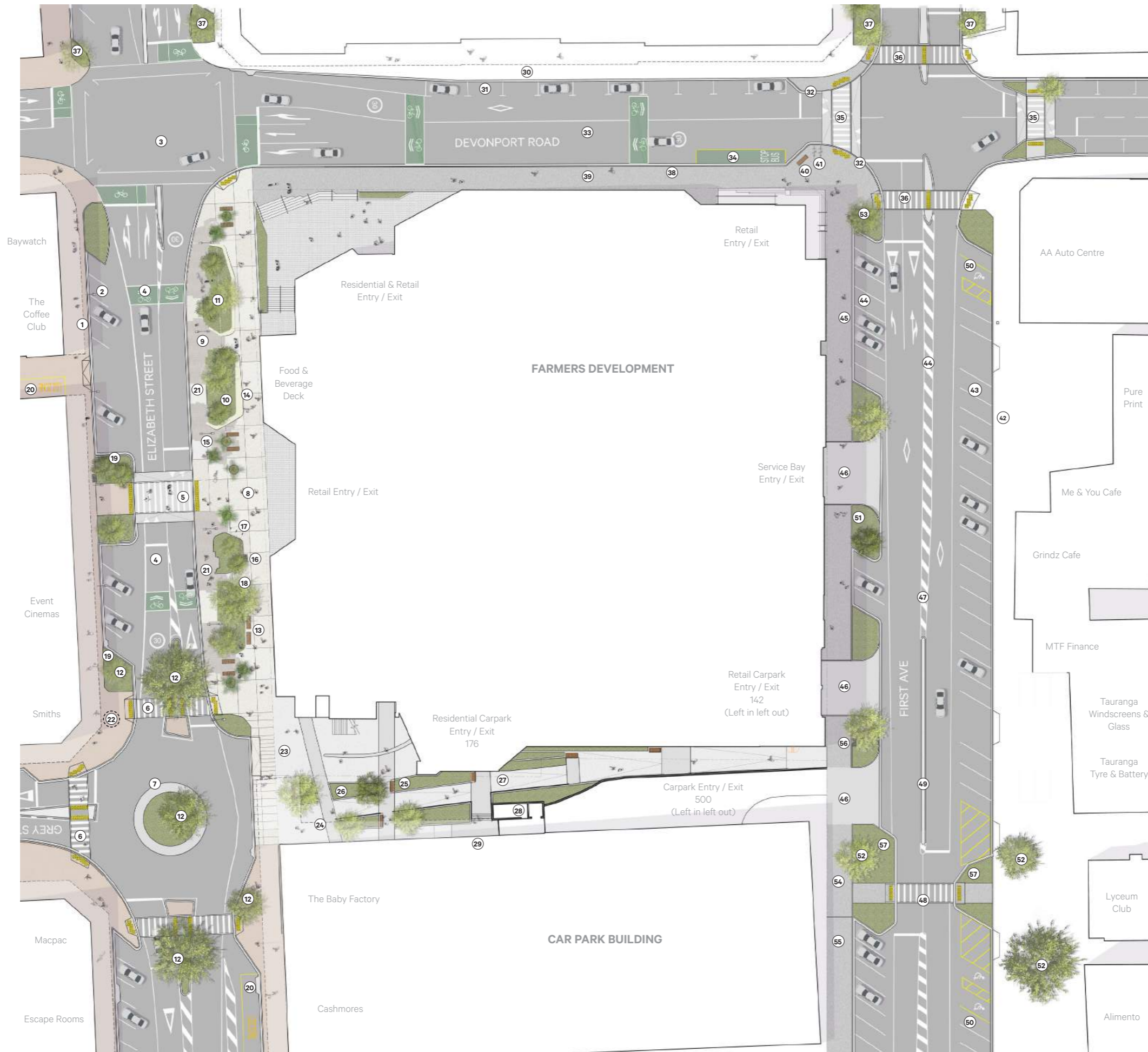
Option C. (not consulted)
Minor safety and amenity improvements

Option C represents a minimal approach to upgrades of the streetscape environment. While the general arrangement approaches to Devonport and First Ave match that of the other options, the extent of any added amenity on Elizabeth Street is only minor and the look and feel will remain essentially as is.

Elizabeth Street sees the addition of a mid-block crossing with disconnected planted islands and some furniture items on either side. The existing kerb line will be retained in place with footpath paving replaced with asphalt. Rain gardens will be added into the lower reaches of the street, however no further amenity items are proposed.

As is the proposal with Option A, the existing roundabout intersection with Grey Street will be retained in its current arrangement with additional pedestrian crossings added to the east and north approach.

Option A. Plan.

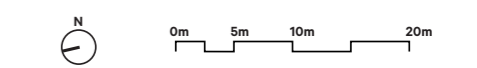


Legend.	
Elizabeth Street.	
1	Existing paving & kerbline
2	Existing parking
3	Existing intersection retained and modified to suit new Elizabeth Street kerb alignment. Bike boxes added
4	Existing asphalt carriageway retained with new line marking including bike sharrows
5	Raised midblock crossing
6	Flush pedestrian crossing
7	Existing roundabout and planting with new kerb alignment at vehicle crossing
8	Concrete paving, varied surface finishes
9	Feature, salvaged clay pavers
10	Native planting
11	Native trees
12	Existing tree
13	Bench seats
14	Wall seating
15	Street and pedestrian lighting - pole mounted. Some light poles to support power supply points
16	Bins
17	Bike racks
18	Drinking fountain
19	Rain Garden / Filtera System
20	Existing Loading zone
21	Path - 2.5 - 2.7m
22	Existing tree to be removed and transplanted
Laneway.	
23	Residential entry / exit
24	Concrete paving, various surface finishes
25	Planting with seating at ends
26	Low Trees
27	Ramps & handrails
28	Car park stairwell
29	Public toilets
Devonport Road.	
30	Existing kerbline and paving
31	Existing parking
32	Kerb line build out
33	Existing carriageway with new bike sharrows
34	Reinstated bus stop
35	Raised pedestrian crossing
36	Flush pedestrian crossing
37	Existing trees and planting
38	Reinstated kerb line
39	Asphalt paving
40	Bench seat
41	Bike racks
First Ave.	
42	Existing kerbline & paving
43	Existing parking
44	Reinstated angle parking
45	Reinstated kerbline and asphalt paving
46	Concrete vehicle crossings
47	Existing carriageway with new line marking
48	Midblock flush crossing with build outs
49	Raised median
50	Modified parking linework
51	Buildouts with trees and native planting
52	Existing tree
53	Reinstated tree
54	New asphalt paving
55	Existing asphalt paving
56	Bins
57	Rain Garden / Filtera System

Elizabeth Street Upgrade. Option A (consulted as Do minimum).

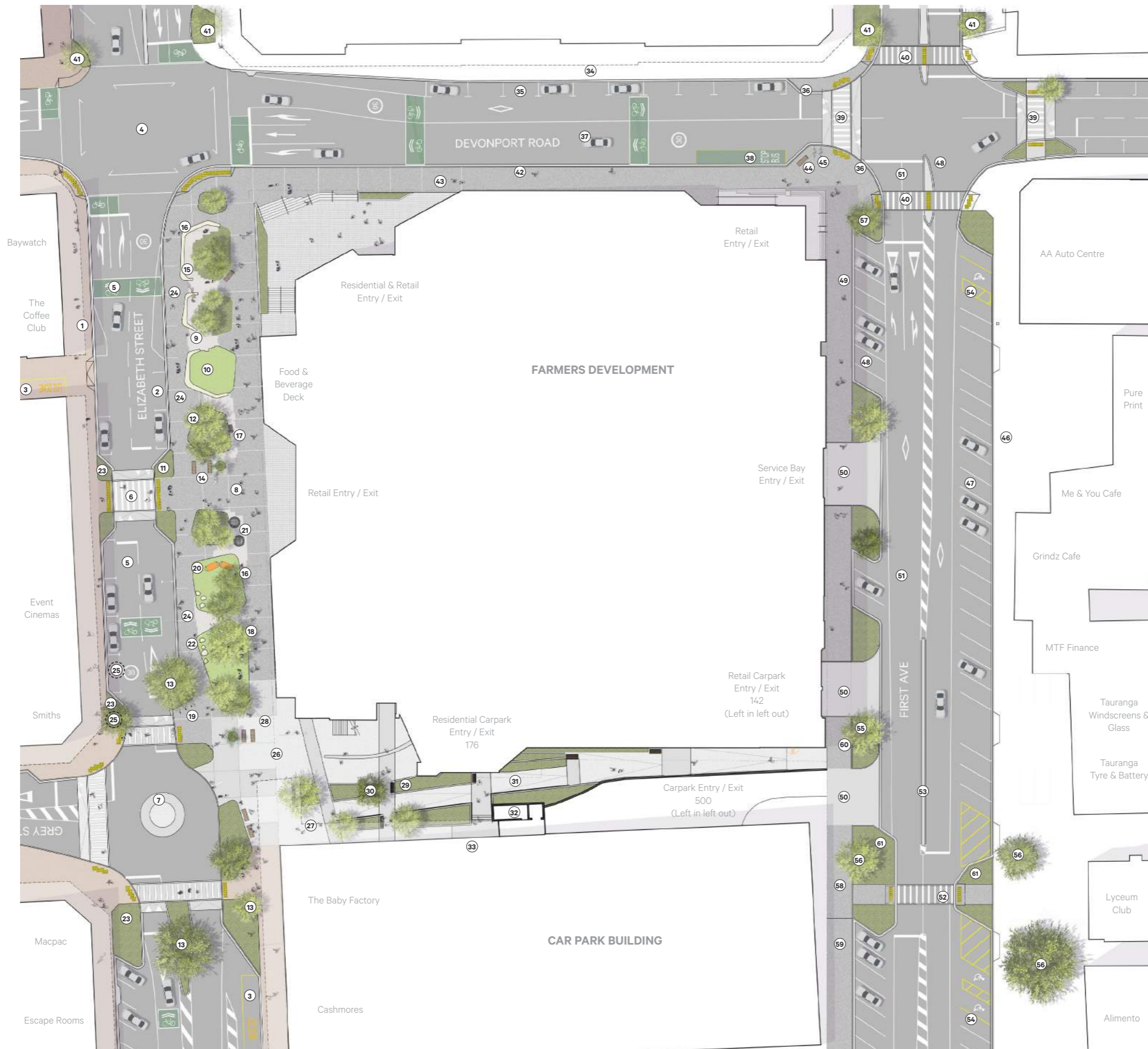
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 Dw: SF, MC Rv: B

Option B. Plan.



Legend.

Elizabeth Street.

1	Existing paving & kerbline
2	Parallel parking
3	Loading zone
4	Existing intersection retained and modified to suit new Elizabeth Street kerb alignment. Bike boxes added
5	Existing asphalt carriageway retained with new line marking including bike sharrows
6	Raised midblock crossing
7	Modified roundabout with raised table, blister roundabout, and pedestrian crossings. Existing tree removed.
8	Asphalt paving with steel band grid
9	Feature, salvaged stone sett paving
10	Lawn
11	Native planting
12	Native trees
13	Existing tree
14	Bench seats
15	Wall seating
16	Street and pedestrian lighting - pole mounted. Some light poles to support power supply points
17	Bins
18	Drinking fountain
19	Bike racks
20	Public hammocks - detachable
21	Inground trampoline
22	Stepping stones and play elements
23	Rain Garden / Filtera System
24	Path - 2.5-2.7m wide
25	Existing tree to be removed and transplanted

Laneway.

26	Residential entry / exit
27	Concrete paving, various surface finishes
28	Concrete paving to match laneway
29	Planting with seating at ends
30	Low Trees
31	Ramps & handrails
32	Car park stairwell
33	Public toilets

Devonport Road.

34	Existing kerbline and paving
35	Existing parking
36	Kerb line build out
37	Existing carriageway with new bike sharrows
38	Reinstated bus stop
39	Raised pedestrian crossing
40	Flush pedestrian crossing
41	Existing trees and planting
42	Reinstated kerb line
43	Asphalt paving
44	Bench seat
45	Bike racks

First Ave.

46	Existing kerbline & paving
47	Existing parking
48	Reinstated angle parking
49	Reinstated kerbline and asphalt paving
50	Concrete vehicle crossings
51	Existing carriageway with new line marking
52	Midblock flush crossing with build outs
53	Raised median
54	Modified parking linework
55	Buildouts with trees and native planting
56	Existing tree
57	Reinstated Tree
58	New asphalt paving
59	Existing asphalt paving
60	Bins
61	Rain Garden / Filtera System

**Elizabeth Street Upgrade.
Option B (consulted as Do more).**

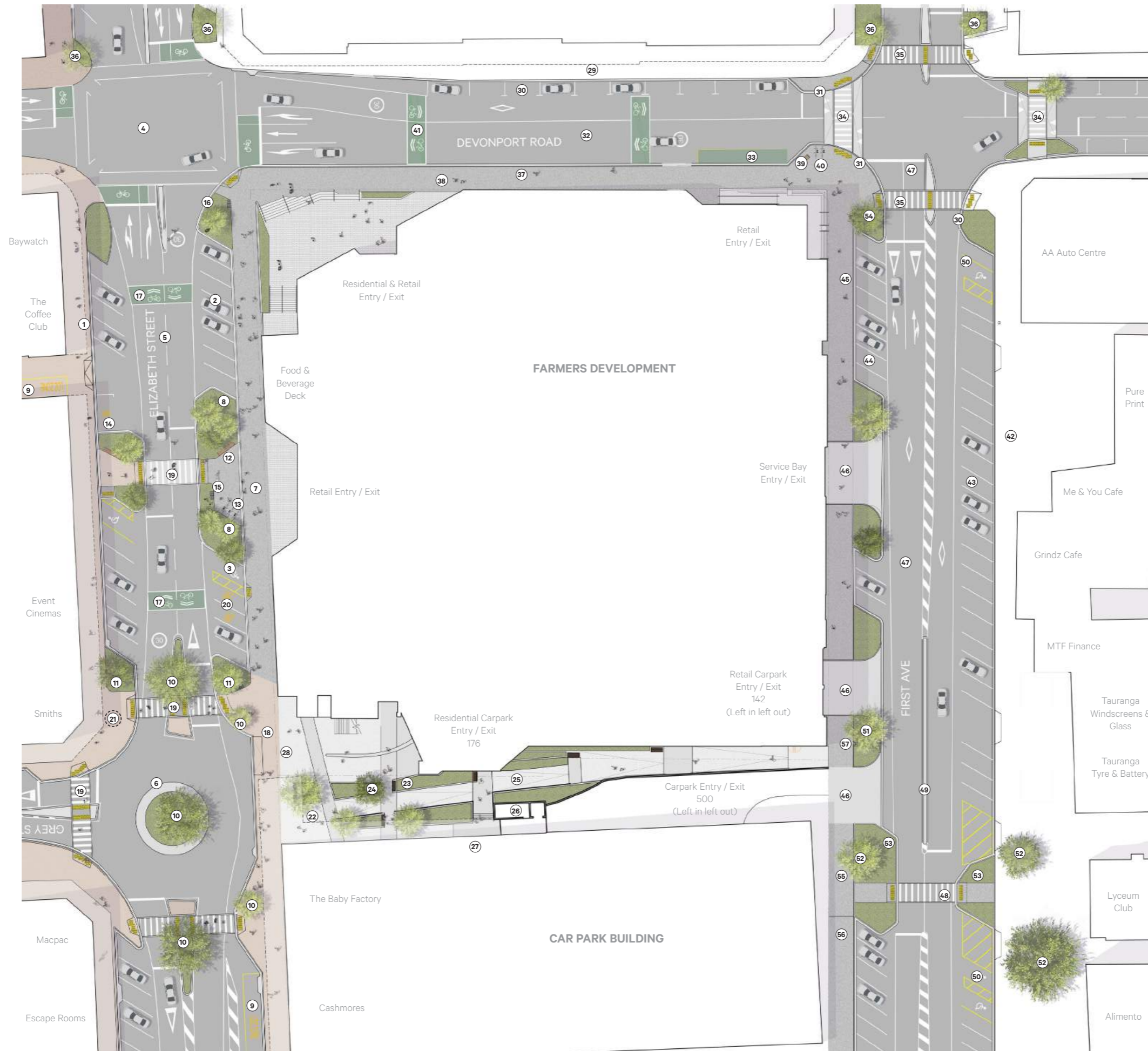
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N
 0m 5m 10m 20m

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Option C. Plan.



Legend.

Elizabeth Street.

- 1 Existing paving & kerblines
- 2 Angle parking
- 3 Accessible parking
- 4 Existing intersection retained with new bike boxes added
- 5 Existing asphalt carriageway retained with new line marking
- 6 Existing Roundabout
- 7 Asphalt paving
- 8 Native trees and planting
- 9 Existing Loading zone
- 10 Existing tree
- 11 Rain Garden / Filtera system
- 12 Bench seat
- 13 Bike rack
- 14 Motorcycle parking
- 15 Bins
- 16 New kerblines buildout
- 17 New bike sharrow
- 18 Reinstated clay paving
- 19 Flush pedestrian crossing
- 20 Taxi stand
- 21 Existing tree to be removed and transplanted

Laneway.

- 22 Concrete paving, various surface finishes
- 23 Planting with seating at ends
- 24 Low Trees
- 25 Ramps & handrails
- 26 Car park stairwell
- 27 Public toilets
- 28 Residential entry / exit

Devonport Road.

- 29 Existing kerblines and paving
- 30 Existing parking
- 31 New kerb line build out
- 32 Existing carriageway with new line marking
- 33 Reinstated bus stop
- 34 Raised pedestrian crossing
- 35 Flush pedestrian crossing
- 36 Existing trees and planting
- 37 Reinstated kerb line
- 38 Asphalt paving
- 39 Bench seat
- 40 Bike racks
- 41 Bike sharrow

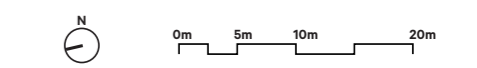
First Ave.

- 42 Existing kerblines & paving
- 43 Existing parking
- 44 Reinstated angle parking
- 45 New kerblines and asphalt paving
- 46 Concrete vehicle crossings
- 47 Existing carriageway with new line marking
- 48 Midblock flush crossing with build outs
- 49 Raised median
- 50 Modified parking linework
- 51 Buildouts with trees and native planting
- 52 Existing Trees
- 53 Rain Garden / Filtera System
- 54 Reinstated tree
- 55 New asphalt paving
- 56 Existing asphalt paving
- 57 Bins

**Elizabeth Street Upgrade.
Option C (not consulted).**

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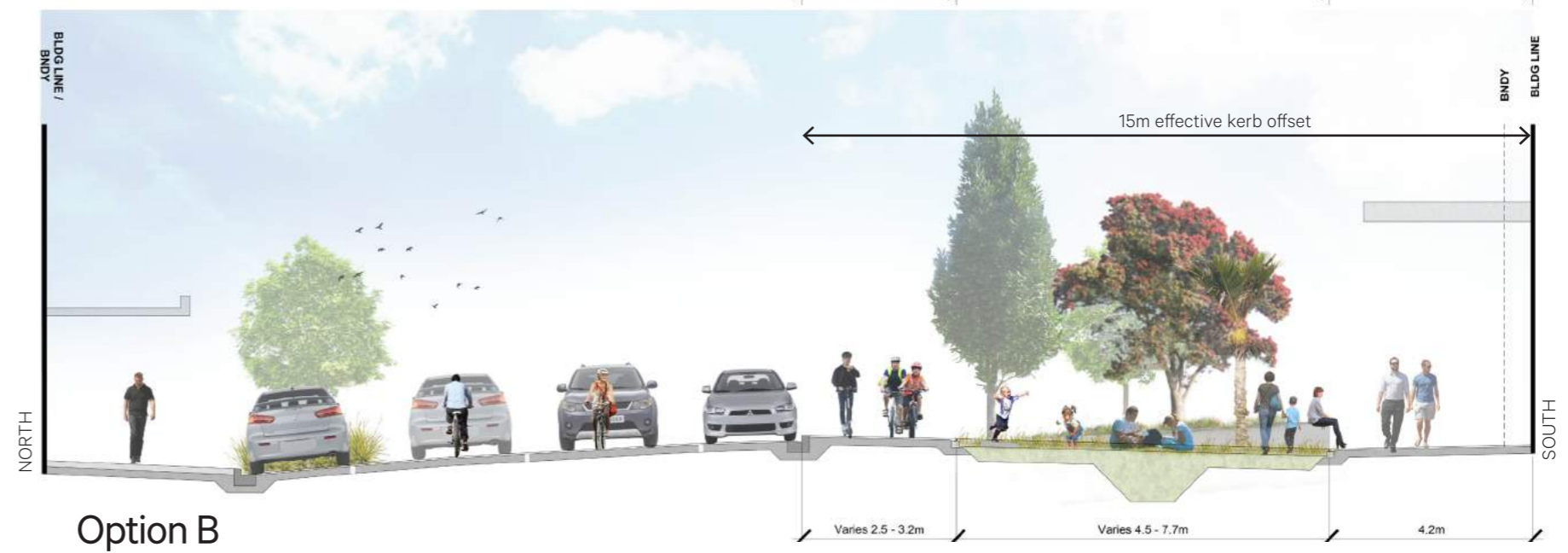


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Conceptual Options. Sectional comparison.

These sections are taken from the lower portion of Elizabeth Street looking east and show the comparable kerb extensions that dictate the amount of amenity space provided in each scenario and essentially explain the variations between each option.

Dimensions are nominal only as the extent of kerb build out varies along Elizabeth Street



Option A. Sectional cutaway.



3D Section cutaway of the proposed Option A concept.

View taken from the intersection of Grey Street and Elizabeth Street facing east along Elizabeth Street with the proposed Farmers Development in the background.

Option A. Conceptual impression.



Conceptual Impression of the proposed Option A concept.

View taken from the intersection of Devonport Road and Elizabeth Street facing west along Elizabeth Street with the proposed Farmers Development in the background.

Option B. Sectional cutaway.



3D Section cutaway of the proposed Option B concept.

View taken from the intersection of Grey Street and Elizabeth Street facing east along Elizabeth Street with the proposed Farmers Development in the background.

Option B. Conceptual impression.



Conceptual Impression of the proposed Option B concept.

View taken from the intersection of Devonport Road and Elizabeth Street facing west along Elizabeth Street with the proposed Farmers Development in the background.

Materials.

Materials have been selected to complement the local environment including materials already in play within the CBD. While the palette incorporates aspects of the new CBD materials and furniture suite for consistency across the CBD, specific materials have been selected to best reflect the projects conceptual drivers and functions.

Option A. Smaller spaces demand a higher attention to detail and quality of finish for them to be successful. For this reason, Option A utilises concrete paving complimented with salvaged clay paving from TCC stockpiles. Pavers will be laid on edge and in patterns to demarcate smaller offline pedestrian spaces. Hinuera stone slabs will form low seated walls where grade change demands. Garden areas will be edged with weathering steel edges.

Option B. As a larger space, Option B balances quality of finish with budget to best achieve the larger space that has been created. Asphalt paving will replace concrete paving. Mild steel bands will be inlaid in a regular grid to break up the mass of surface. Instead of clay pavers, salvaged stone sets from TCC stockpiles will be used to demarcate offline spaces. Lawn spaces will be created, edged in weather steel.

Option C. As essentially a low cost make good approach, Option C will see the replacement of footpaths with precast kerbs and asphalt paving.

Option A material palette.



Kerbs & edgings

- Precast concrete units
- Sandblast surface finish



In situ concrete paving

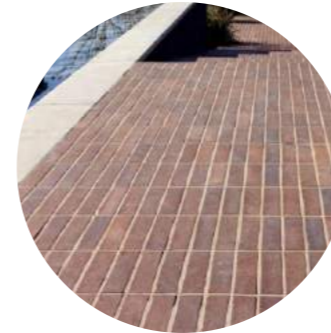
Mix 1: Tuscan mix

- Main paving material (80%) 100% 10mm Allied Tuscan
- No oxide
- Light exposure, sandblast and honed finishes



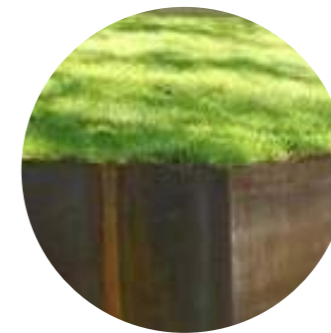
Clay brick paving (1)

- Detail paving material (20%)
- Slavage paving from TCC stockpile
- Laid on edge
- Herringbone / stretcher bond
- Sand jointed and bedded on flexible base



Clay brick paving (2)

- Reclaimed paving from TCC stockpile
- Laid on edge
- Stacker bond
- Mortar jointed and bedded, on stabilised compacted basecourse



Garden edging

- Weathering steel



Raised lawn / garden edging

- Hinuera stone units
- Cut stone units (not cladding)

Option B material palette.



Kerbs & edgings

- Precast concrete units
- Sandblast surface finish



Asphalt paving

- High grade finish asphalt paving
- Laid into grid of mild steel bands



Stone setts

- Detail paving material (20%)
- Reclaimed stone paving from TCC stockpile (Grey St type)
- Herringbone / stretcher bond
- Mortar jointed and bedded, on flexible base



Steel edge

- Weathering steel steel edge between asphalt and grass / garden areas



Raised lawn edging (1)

- Stone units
- Light grey granite, sawn and flamed finish



Raised lawn edging (2)

- Concrete slabs 'random' modules
- Textured finish



Lawn grass

- Free darning growing medium with subsoil drains and irrigation system

Option C material palette.



Kerbs & edgings

- Precast concrete units
- Sandblast surface finish



Asphalt paving

- High grade finish asphalt paving

Amenity items.

Street furniture has been selected in a balance between the wider CBD suite and specifically selected items to reflect the unique space of Elizabeth Street. Standard furniture items such as bins, bike racks, and drinking fountains will match the Tauranga CBD standards. Bench seating and low wall seating has been selected to best suit the specific site conditions, such as gradients and larger spaces that can support group type seating. Bench seating will be robust, made of hardwood timbers and stainless steel.

Lighting approaches will be developed further during developed design however the intent is to utilise standard street poles and fixtures from the CBD suite but paint the poles to create interest and give Elizabeth street its own look and feel while holding a certain level of consistency across the CBD. Street light poles will be scattered throughout the spaces to break the space away from the linearity of the carriageway and provide flexibility in lighting various spaces.

Option B incorporates extra items afforded by the additional space available This includes specific play items for younger people and older alike; balance elements, in-ground trampolines, and detachable hammocks have been selected.

Option C will utilise the standard CBD suite also, however lighting approaches will follow the standard CBD poles, replaced in their current locations.

Street furniture and lighting



- **Bike Rack**
- Proprietary bike rack.
- Tauranga CBD suite



- **Bins**
- Proprietary bins.
- Tauranga CBD Suite
- 1no rubbish
- 1no. recycling.



- **Drinking Fountain**
- Proprietary drinking fountains
- Universal access
- Bottle filler



- **Bench Seating**
- Group and multi facing bench seating with back rest.
- Hardwood timbers



- **Wall Seating (Option A & B)**
- low walls retaining gardens and lawns, intended as seated edges.
- Stone or concrete slabs



- **Light Poles (Option A & B)**
- Street and pedestrian light poles.
- Bright coloured paint finish



- **Pedestrian space Lighting (Option A & B)**
- Pole mounted spot lights



- **Street Lighting (Option A, B & C)**
- Pole top street lighting
- Tauranga CBD Suite

Option B specific items



- **Detachable Public Hammocks.**
- Robust, colourful materials.
- Steel poles.
- detachable, to allow for management and collection at night



- **In-ground trampolines**
- At grade trampolines within offline areas. Play on the way approach.
- Heavy grade plastics with soft-fall surrounds



- **Low height sculptural play items**
- Stepping, jumping and balance oriented elements within offline areas.



- **Stepping stones**
- Hinuera stone slabs - rough faces and randomised forms.
- Embedded within lawn to link play elements and play desire lines.

Planting Palette.

The below palette represents possible selections. Final planting palettes will be refined through developed design in consultation with stakeholders, council arborists and Mana Whenua.

Street trees:



Lophostemon confertus
Queensland box trees
[existing]



Knightsia excelsa
Rewa Rewa
[existing + new]



Metrosideros excelsa
Pohutukawa



Dysoxylum spectabile
Kohekohe



Corynocarpus laevigatus
Karakā



Vitex lucens
Puriri



Hoheria populnea
Houhere



Plagianthus regius
Coastal ribbonwood

Palms, shrubs & groundcovers:



Rhopalostylis sapida
Nikau •



Lophomyrtus obcordata
Rohutu



Plagianthus divaricatus
Makaka



Manuka sp. prostrate form



Hebe 'Wiri Splash'



Hebe hulkeana
NZ lilac



Carpodetus serratus 'Prostrata'



Blechnum penna-marina



Coprosma repens 'Poor Knights'



Phormium cookianum
Coastal flax



Chionochloa flavescens
Haumata



Carex virgata
Purei



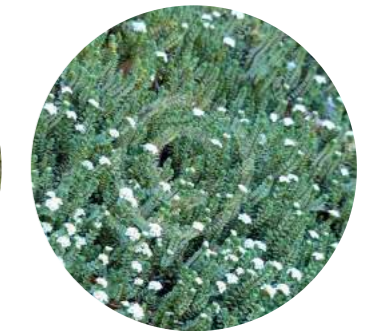
Libertia grandiflora
Mikoikoi



Fuchsia procumbens
Creeping fuchsia •



Geranium solanderi var. *solanderi*
Solander's geranium



Pimelia prostrata
NZ Daphne