Ngā Hui a te Poari Kaitohutohu mō te Pokapū o Te Tāone Nui o Tāmaki Makaurau / Auckland City Centre Advisory Board

OPEN ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Auckland City Centre Advisory Board City Centre Master Plan (CCMP) Feedback</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B. 4 April workshop presentations (57 pages)</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Workshop Purpose

Resolution number CEN/2019/4
MOVED by Ms N Buckland, seconded by Chairperson V Beck:
That the Auckland City Centre Advisory Board:

a) receive the information regarding the proposed approach for the City Centre Masterplan 2040 refresh.

b) agree to hold two workshops, one with staff (a framework to be provided by the CCMP team) and one with Auckland City Centre Advisory Board members only, to inform its feedback on the CCMP refresh by the end of April.

1. Provide overview of CCMP and Waterfront Plan 2012 / 2020
2. Factors: subject matter briefings
3. Present role of Access for Everyone as a pivotal decision maker/shaper
Two complementary city centre visions

Eight Key Moves

- Easily accessible
- Distinct
- Vibrant

- 01
- 02
- 03
- 04
- 05
- 06
- 07
- 08

Harbour Edge

Sustainable City

Innovation District

City Rail

City to the Churches

The Opera

Water City
Attachment B

Item 5

WATERFRONT GOALS

[Images and descriptions of waterfront goals]

OLD NELSON STREET OFF-RAMP - PROPOSED
Attachment B

Item 5
“The vision and direction provided by [the] City Centre Masterplan has been integral to our masterplanning”

Scott Pritchard
CEO at Precinct Properties
Item 5

Attachment B

110,000 up from 90,000 in 2012
Employees in city centre

11,547
Businesses in city centre

- Population estimate
- Population projection (medium)
- Population projection (high)
CCMP & WP 2020 Edition

CCMP & WP 2020 Edition: Overview

Drivers for a CCMP and Waterfront Plan refresh:
1. 2012 documents committed to a 5 year review
2. Auckland Plan (parent document) renewed and digitised 2018
3. Extent of change that has occurred in the past 7 years
4. Substantive changes agreed by Planning Committee last year - Māori Outcomes, Grafton Gully and Access for Everyone

- waterfront projects e.g. Wynyard Point Headland Park
- other unforeseen
Item 5

Attachment B

Waterfront updates

![Diagram of Waterfront updates]

![Diagram of Timeline and Investment Plan]

Attachments Page 10
CCWP 2020 Edition: Overview – Approach

The intention is to deliver a combined, updated and digitised online version of the City Centre and Waterfront Plan by May 2020.

**NOT wholesale rework but an update = 2020 Edition**

The proposed **2020 Edition** will be:
- online first
- a ‘living document’
- updated annually
- image-rich and text-light
- primarily focused on delivery – projects with strong relationship to Project AKL
- built around existing CCMP/ WP structure and content

### 2020 Edition: Overview – Engagement

<table>
<thead>
<tr>
<th>Development Programme Office</th>
<th>Waitemata Local Board</th>
<th>Fanuki</th>
<th>Ngati Whatua Orakei</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Strategy</td>
<td>RIMU</td>
<td>Loading and Servicing Reference Group</td>
<td>Mana Whenua Kaitaki Forum</td>
</tr>
<tr>
<td>AT City Centre Access</td>
<td>Auckland City Centre Advisory Board</td>
<td>Parnell Business Association</td>
<td>NZIA – Light Rail team</td>
</tr>
<tr>
<td>AT Parking</td>
<td>Heart of the City</td>
<td>Parnell Residents Association</td>
<td>Chief Sustainability Office</td>
</tr>
<tr>
<td>AT Temp. Traffic Management</td>
<td>City Centre Residents Group</td>
<td>Orakei Local Board</td>
<td>Disability Advisory Panel</td>
</tr>
<tr>
<td>AT Walking, Cycling, Safety</td>
<td>Heart of the City</td>
<td>ATEED</td>
<td>Seniors Advisory Panel</td>
</tr>
<tr>
<td>AT Loading and Servicing</td>
<td>Greater Auckland</td>
<td>NZ Police</td>
<td>Chief Economists Unit</td>
</tr>
<tr>
<td>AT Major Projects</td>
<td>Generation Zero</td>
<td>Vice Chancellors Group</td>
<td>Heritage</td>
</tr>
</tbody>
</table>
Item 5

Indicative engagement calendar

2018 2019 2020 2021

- COMP engagement (high level)
- COMP engagement (detailed)
- Adoption of COMP
- Consult Feedback & (Efect) Version Final
- ARC Implementation
- Consultation and Public Engagement
- Proposal
- Decision on Innovation strategy
- ACCAB Meetings & Workshops
- ACCAB - critical contributors to shaping/prioritising strategic direction and projects
- Understanding the impacts of the city centre
- Challenges - the city centre's main constraints
- Auckland City Centre Advisory Board
- Auckland City Centre
- Auckland City

Attachment B

Page 12
CCWP 2020 Edition: Overview – ACCAB support

Inner City Centre Residents Survey 2016
Inner City Centre Residents Survey 2013
City Centre Masterplan Targets
Auckland City Centre Advisory Board 25 November 2015
Resolution number CC/2015/04
Auckland Development Committee 11 February 2016
Resolution number AUC/2016/6/7

City Centre Masterplan
(2020 Edition) - digital structure

Landing Page
- VISION
- About CCMP
- Transformational Mission (x:7:0)
- Factor Tiles (x:1:0)
- Measuring Progress
- Implementation
- What's New

CCMP & WP 2020
Edition: Structure

Note: all pages link to supporting background information on additional support pages e.g. A1 example
Factors – suggested changes:

1. Changing Economic Picture
2. Access to and within the City Centre – to include Access for Everyone
3. Inclusiveness and Child-Friendly – City Centre
4. Value of Open Space
5. Public Life
6. Strengthening the Quarters – to include Waterfront Plan strategic vision, goals and direction
7. Quality built form
8. The importance of heritage
9. Progressing Sustainability – City Centre Climate Action Plan
10. Celebrating our culture – to become a Transformational Move
11. City Living – new factor to reflect the growing importance of catering for the resident population

NOTE: factor information is currently being compiled and can be issued as a briefing pack to ACCAD in May.
Transformational Moves – suggested changes

1. **Waterfront and the Harbour Edge Stitch** – broadened to fully include Waterfront Rail & Port projects (TM 8 – Water City dropped)
2. **The East - West Stitch** – broadened to reflect importance of the eastern stitch e.g. Grafton Gully
3. **The Engine Room The Queen Street Valley** – updated to include A4E
4. **Innovation Cradle**
5. **City Rail Link – Rapid Transport Supported Development** – focus on CRL and ALRT enabled dev
6. **The Green Link**
7. **City to the Villages**
8. **Māori Outcomes** – will outline key project ideas aimed at significantly advancing mana whenua’s presence in the city centre.
Summary

8 Transformational Moves
10 Factors guiding city centre development
±60 Projects (delivered, current, future)

CCMP 2020 Edition: A4E the pivotal ‘shaper’
CCMP and WP 2020 Edition Summary

1. CCMP and Waterfront Plan to continue to deliver vision
2. Updated to reflect new projects and city centre changes.
3. Digitisation to provide links to other online information
4. Access for Everyone strategic ‘shaper’

<table>
<thead>
<tr>
<th>Factor</th>
<th>Subject</th>
<th>Presenter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Factor 7: Quality Built Form</td>
<td>Unitary Plan city centre controls</td>
<td>Susan Ensor</td>
</tr>
<tr>
<td>Factor 9: Progressing Sustainability</td>
<td>Our Water Future Discussion Document</td>
<td>Andrew Chin</td>
</tr>
<tr>
<td>Factor 8: Valuing our historic heritage</td>
<td>Heritage</td>
<td>Noel Reardon</td>
</tr>
<tr>
<td>Factor 3: Inclusive City Centre</td>
<td>Arts, Community and Events</td>
<td>Graham Bodman</td>
</tr>
<tr>
<td>Factor 2: Access to and within the City Centre</td>
<td>City Centre Transport</td>
<td>Daniel Newcombe</td>
</tr>
<tr>
<td>Access for Everyone</td>
<td>A4E</td>
<td>Kent Lundberg</td>
</tr>
</tbody>
</table>
Attachment B

Item 5

Access for Everyone (A4E)
Downtown East Case Study
Update to ACCAB workshop

OUTLINE

- What is A4E?
- How does it relate to the CCMP factors?
- A4E Case Study – Downtown East, Shortland-High Precinct
- Trials
Item 5

Attachment B

Auckland City Centre Advisory Board
22 May 2019

Attachment B

CITY CENTRE GROWTH

- Residents have doubled over the last ten years to 57,000
- In 5 years there will be 15,000 more people
- In 20 years the number of residents will have nearly doubled

- Number of jobs is 110,000
- In 5 years there will be 13,000 more jobs
- In 20 years the number of jobs in the city centre will have increased by 50%
Attachment B

Item 5

**Transit Capacity**

- Non-car capacity will more than double
- CRL - 12,000 people/hour capacity
- Combined light rail - 11,000 people/hour capacity
- Walking and cycling - 8,000 people/hour
- Car capacity has been flat for 15 years
Attachment B

Item 5

ACCESS FOR EVERYONE
DOWNTOWN EAST CASE STUDY

PREPARED FOR:
AUCKLAND DESIGN OFFICE
VERSION: 0. 23 FEBRUARY 2019

Attachment B

Map of off-street public accessible car parks in the Downtown East area.
Access for Everyone (A4E)
Trials & Tactical Urbanism Initiatives
Attachment B

Item 5

Te Whakamātau

- Use systems approach to address key aspects of individual projects.
- Deliver system change in a lighter, quicker, cheaper way = quick wins.
- A4E = system change. How?

A4E High Street Precinct – Existing Parking

XX = No. of car parks

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td></td>
</tr>
</tbody>
</table>

Changes in one street affect all others.
A4E High Street Precinct – 1.2 – Prioritise space

XX = No. of car parks

A4E High Street Precinct – 1.2 – Prioritise people

"First Light" 2012 an event collaboration between heart of the City and the High Street Guild.

Mehi Tahi
Attachment B

Item 5

A4E High Street Precinct – 1.2 – Prioritise logistics

Delivery Hub sites: Large truck offloads to multiple sites, then incentivise e-vehicle delivery to customer

Trail Delivery: Lockers in city key Precinct locations.

Integrate Delivery: Locker with parklets in select locations.

Start small. Show progress. Demonstrate new behaviour.

Te Whakamātau

- Lighter, quicker, cheaper.
- Realise benefits earlier.
- Diffuses resistance to change.
- Makes space for mahi tahi.
Questions for ACCAB

1. Based on what we have presented, what further information can we provide to ACCAB to inform feedback?
2. How would you like to engage with us on further CCMP and WP development?
3. Any other questions for us?

Māori Outcomes

Mana Whenua Kaitiaki Forum:

1) Developing a
   Mana Whenua Outcomes Plan
   for the City Centre

2) Integrating it into the City Centre Masterplan
Grafton Gully

- Better Port-Motorway links
- Improve connections to eastern suburbs
- Improve walking & cycling environment
- Unlock landholdings
- Deliver new workspaces
- Enable regional rail
- Respond to Ports Master Plan
Attachment B

Item 5

Grafton Gully

Auckland Council concept for discussion only

[Imagery showing a city street scene with several cars and a cycle path]

[Imagery showing a more vibrant scene with traffic and trees along the street]

10/04/2019
Attachment B

Item 5

Our Water Future
A Discussion Document

A Vision - to put water at the centre

Te mauri o te wai o Tāmaki Makaurau
The life supporting capacity of Auckland's water is protected and enhanced.

Culture
Economics
Recreation & Ability
Water use
Equity
Attachment B

Item 5

Values to underpin the vision

ECOSYSTEMS

RESILIENCE

RE

RECREATION & AMENITY

Big issues to work on

Cleaning up our waters

Meeting future water needs

Growth in the right places

Adapting to a changing water future
Item 5

Creating our water future together
Setting priorities for investment
Achieving net catchment benefits

Applying a Māori world view

Processes to work on

Recognise water is a treasure
Work with natural ecosystems
Focus on achieving light footprints with multiple benefits
Deliver meaningful scale, thinking and action

Principles to guide our work

Work together to plan and deliver better water outcomes
Strategic context

- GPS 2018 emphasises the importance of improving safety, transport access to support growth, enabling transport choice, improving resilience, environmental outcomes, value for money and ensuring that transport and land use planning reduces the need to travel by private motor vehicle (excluding commercial vehicles).
- This influences AT’s planning for the city centre, in terms of project funding and operational assessments
Auckland public transport growth

The city centre story

Cycling: 1.627 million cycle trips to city centre in 2017, up 3.7% on 2016
Walking: Approx. 500,000 pedestrian journeys/day within city centre
Access for Everyone

- As part of City Centre Masterplan refresh, a new proposal looks to use the catalyst of LRT on Queen St to significantly change city centre transport networks
- Designed to discourage ‘discretionary’ traffic and entirely remove through traffic
- Proposal currently being investigated and substantial change to strategic networks and additional resource into supporting programmes is likely to be needed (e.g. major shift in methods for deliveries, travel behaviour change campaigns, etc.)
- The following does not yet take A4E into account

City Centre strategic direction

- **Traffic** and servicing provided for on most streets but encouraged on few selected arterials (away from peds), aim for less traffic in the future (20% reduction target)
- **PT** networks to do the heavy lifting – must be reliable and access key destinations, increasing e-bus use
- **Cycling** network provides for growing base of users
- Much higher pedestrian volumes on all streets, with significant volumes on some streets (e.g. near PT stations) limiting space for other modes
- **Safer** 30km/hr speed limit within city centre
- New supporting servicing/loading approach needed
Item 5

Attachment B

Post-LRT Strategic Traffic/Freight Network

Traffic and servicing provided for on most streets but encouraged onto fewer selected arterials (away from pedestrians)

- Core Traffic Routes
- Supporting Traffic Routes
- Light Rail Transit (LRT)

Post-LRT Public Transport Network

- Core Bus Routes
- Supporting Bus Routes
- Light Rail Transit (LRT)
- City Rail Link (CRL)
  - Bus Interchange/Station
  - Train Station
Public transport networks carry the bulk of city centre travel demand and are focussed on congestion-free dedicated corridors, supported by high quality interchanges/stations.

---

The Post-LRT Public Transport Network and the Post-LRT Strategic Cycling Network diagrams illustrate the planned transportation improvements for the Auckland City Centre area. The maps highlight key routes and infrastructure developments aimed at enhancing mobility and sustainability. Further details and implementation phases are outlined in the appendix and relevant council reports.
Item 5

Attachment B

Servicing and deliveries

- New opportunities to use consolidation hubs and small electric vehicles for last-mile deliveries
### Possible future delivery process

1. **Order**
   - Customer orders item through online shopping or collection point at delivery address.

2. **Coaster**
   - Courier drops item at consolidation point outside of city centre.

3. **OnAMission**
   - Packet delivered into city centre on foot or electric cargo bike or delivered to customer’s home using access code.

4. **Customer Collects**
   - Customer visits toor and collects parcel at convenient time using QR code or pin number.

### Servicing

- Sufficient parking areas must be left available for servicing vehicles (e.g., tradespeople).
- Increasingly, these spaces will be prioritised within AT parking buildings or over general on-street parking.
- Similar situation for mobility parking/drop-off, where specific provision needs to be retained even if general on-street parking or vehicle access is reduced.
Responding to disruption

- Unprecedented and ongoing disruption from public and private construction and major events around city centre
- Traffic Management Plans vetted by AT and approved by Council
- AT actively monitors and manages city centre networks and safety of work sites
- CRL consent requires monthly reporting on key route travel times

Travel Demand Management

Working with Council on range of development response measures to help influence travel behaviour change, for both short term disruption and longer term trends
Future network assessment

- Future traffic network predictably shows congestion where capacity is reduced and longer overall internal travel times (18km/hr average drops to 15km/hr)
- Future network has all buses and LRT protected from congestion by being in dedicated lanes (still some issues at key intersections to resolve in future designs)
- Traffic modelling reports only on traffic movements and may not represent actual results, but is validated to existing traffic volumes and patterns
- Overall message is strong public transport growth can be supported whilst maintaining current traffic volumes
Conclusion

- City centre access is a success story in terms of strong growth in public transport and active modes.
- Challenges will increase in providing more space on streets for people and efficient transport modes, likely at the expense of traffic lanes and parking.
- AT working with Council on methods to support ongoing city centre growth and operation whilst improving quality outcomes for people.

Thank you.
Auckland City Centre Master Plan - Arts and Culture - issues and opportunities

Auckland City Centre Advisory Board
04 April 2019

Current Areas of Activity

- **Fund cornerstone arts organisations** that enrich the cultural experience of the city centre e.g. Silo, Basement and Q Theatres

- **Fund and/or deliver arts projects** in the City centre e.g. exhibitions, pop up activities and festival events

- **Provide arts and culture advice** and input into enterprise-wide projects

- **Deliver the Public Art Work Programme** that strengthens the identity through sharing and reflecting the stories of the city

- **Maintain the city’s public art assets** to ensure longevity and care
Item 5

Attachment B
Deliver the Public Art Work Programme

• Issues
  In recent years council's approach to investment in public art has shifted from a greater number of smaller works to fewer, large-scale projects that aim to have a more transformative result.

• Opportunities
  The City Centre Masterplan defines its focus as being "less is more ... doing a few things well". In order to align with this approach, council must adopt an investment model that will create transformative value for Auckland.

  The City Rail Link (CRL) is identified as a significant opportunity to express the unique image of the city by way of integrated public art and design.

Deliver the Public Art Work Programme

• Transformational Shift
  Based on alignment of the principles of the City Centre Masterplan and the organisational approach to public art investment, the City Centre Public Art Plan was developed.

  The plan's objectives are:
  • To deliver high profile signature works of public art
  • To reinforce or activate a specific aspect of a specific precinct's character
  • To activate relationships and connections
Curatorial framework:

- A geospatial logic
- A conceptual framework – based around the idea of relationships and connections
- The historic and future cultural landscape
- Te Ao Māori
- A unique identity for the city
- An inclusive city

Map of Auckland City Centre with areas labeled as Wynward Quarter, Ferry Basin, Lower Queen/Quay Street, and Midtown.
There are six short to mid-term priority opportunities identified:

- The City Rail Link
- Victoria Linear Park
- Federal Street South
- Ferry Basin
- Wynyard Quarter
- Lower Queen Street
- Myers Park

Based on the prioritisation criteria, overlapping areas of focus suggest the following project site opportunities can be explored in the mid to long-term future:

- Nelson and Upper Hobson Streets and slopes to west
- Victoria Park as a green space which connects the East-West axis from Albert Park and the North-South axis down Dalby Street to Wynyard Point (blue space)
- The proposed reopening of the Albert Park tunnels – extending the East-West link from the Victoria Linear Park underground to Shore Road
- Lower Hobson Street
- Queen Street / Aotea Square
Endorsement of the City Centre Public Art Plan

- Resolution number CEN2018/25
- MOVED by Ms A Malcolm, seconded by Mr H Murphy
- That the Auckland City Centre Advisory Board:
  - a) endorse the City Centre Public Art Plan (Attachment A of the agenda report) as one of the delivery documents of the City Centre Master plan and Waterfront Plan.
  - b) support the implementation of the investment priorities outlined in the City Centre Public Art Plan expending the city centre targeted rate funding set aside for public art.
  - c) agree that updates will be provided to the Auckland City Centre Advisory Board annually, and that any significant changes to the intent or delivery of the plans will be presented to the board for consideration.

Maintain the city's public art assets

- Issues
  - Our assets have a good record of response maintenance and renewal programme but our deaccessioning of assets has remained
- Opportunities
  - A greater emphasis on formalising asset lifespan and identifying rationale for re-assigning
- Transformational Shift
  - An increased focus on activating existing assets through story telling, digital reference and events to drive engagement, inclusiveness and identity e.g. Rainbow Machine and Pop
heritage &
the city
centre
Noel Reardon, Manager Heritage
April 2019

our city centre heritage

- 215 historic heritage places
- two historic heritage areas
- 15 sites of significance to mana whenua
- 41 notable trees (including groups)
- ~50 identified character buildings
- ~50 pre-1940 buildings in the Queen Street
  Valley precinct
- three view shafts relating to heritage
- 693 CHI recorded places
what does this protection look like?

so, why is our historic heritage important?

- It is unique to us - it makes our city centre ours
- It takes us on a journey - explains who we are, where we have come from, and celebrates our multi-cultural city
- Gives the city centre its rich texture, its cultural identity, a sense of continuity, and a strong basis from which to develop and grow

our historic heritage is all around us – surrounding us in stories and places
heritage protection since CCMP 2012

- 68 additional historic heritage places protected
- one historic heritage area – K Road
- four additional site of significance to Mana Whenua protected, and currently three further places proposed.

challenges

- historic loss
- unknown heritage
- changing understanding of our heritage, such as historic kerbstones
Item 5

challenges

- deferred maintenance or repair
- creation of façades, modifications of shopfronts, pressure for upward growth
- seismic strengthening requirements and change of use code compliance
- signage, including electronic
- transport requirements

opportunities

- density of heritage in city – make what we have more obvious
- heritage to strengthen and inform quarters and our new / re-development
- Council leads by example – works on historic buildings, public spaces, parks, and streets
what do we want from the CCMP2020?

- retain current emphasis on heritage
- greater recognition of Māori heritage, places, landscapes, and Te Ao Māori approach
- greater recognition and celebration of the breadth of heritage
  - historic kerbsides, range of building eras – 1950’s Bluestone Store and the mid-century Ellen Mehilt; heritage themes – maritime heritage and ‘heritage toilets of the city’ – their social history, heritage landscapes – K Road ridge / Queen Street valley
- a holistic approach to heritage, recognising the complexity and layering of values, including multiple iwi associations