

Attachment C: Design principles for Belmont centre

Generated from Belmont community stakeholder group workshop November 2019.

<p>➤ <i>Belmont is the place to be</i> - an attractive focal point and destination, a community service hub with day and night time activities, and buzz.</p>
<p>➤ <i>Distinguish the east side</i> - community/open space focus, connecting with Rose Gardens and Rose Centre.</p>
<p>➤ <i>Distinguish the west side</i> - commercial/retail and apartments focus with growth potential.</p>
<p>➤ <i>Support quality development and growth</i> - in and around the centre with retail/business and apartment living, off street parking, laneways.</p>
<p>➤ <i>Dynamic lane environment on Lake Road</i> - clearways for transit and parking on the western side, dynamic lanes responding to peak flows.</p>
<p>➤ <i>Improve the intersection</i> - reduced crossing distances, no free left lanes, more refuge space, and retained Barnes Dance crossings.</p>
<p>➤ <i>Expand and upgrade public spaces</i> - more usable, attractive, accessible spaces; the Rose Gardens to improve and cherish, more shelter and activity there.</p>
<p>➤ <i>Integrate the slip lane area</i> - for Lake Road movement requirements, widened eastern footpath, rationalise parking, push bus stop back and bring it closer to the Lake Rd flow.</p>
<p>➤ <i>Rebalance parking</i> - focus of need on the west side, off-street parking behind shops.</p>
<p>➤ <i>Integrate cycle and transit lanes</i> - through the centre, cycle path not on road or footpath, transit lane also to enable buses, cycle lanes on Bayswater Ave, resolve Bardia Street intersection lanes.</p>
<p>➤ <i>Increase safety for everyone</i> - additional crossings at School Road or Egremont Street, slow speed zone through Belmont, better lighting and design of amenities.</p>