

GLEN EIRA CITY COUNCIL

CARNEGIE

Transforming our neighbourhood together
— our concepts based on your ideas



GLEN EIRA
CITY COUNCIL

WHAT HAVE WE HEARD?

Stage one **Tell us what you love about your shopping strip** **November 2016–February 2017**

From November 2016 to February 2017 we asked “What do you love about your shopping strip?” More than 2,100 surveys were completed across Glen Eira’s 17 activity centres. A total of 367 surveys were completed for the Carnegie shopping strip.

Based on this feedback, a report has been developed to identify key issues for each of Glen Eira’s 17 activity centres. This has been used to draft key objectives and a draft vision for each centre.

Each of the centres had unique differences however there were a number of themes which were consistent across all:

Creating places for people

Respondents wanted vibrant community spaces, community hubs and places for people to gather.

More greenery and amenity

There was a desire for more greenery, open space and amenities such as seating, shade and bins.

Night-time activity

Respondents called for an increase in night-time activity with extended trading hours of cafes, restaurants and bars.

Changing ways of moving around

While parking was a common issue, respondents called for improved walking, cycling and public transport access and the infrastructure to support this.

Appropriate development

There was mixed support for new residential development — some strongly opposed, others supported so long as height limits are controlled and buildings fit in with local character.

Glen Eira City Council undertakes community engagement in order to inform, consult and involve the community. This ensures that decision-making is transparent, represents the views of the community, and is inclusive of diverse perspectives.

The full consultation report can be viewed at www.gleneira.vic.gov.au/Carnegie

WHAT NOW?

Stage two **Transforming our neighbourhood together — our concepts based on your ideas** **March–April 2017**

This document presents a draft vision, key objectives and three concept ideas, which were developed based on the feedback received from the first stage of consultation.

Council is now seeking community input and feedback to test these concepts and ensure they match with the community’s vision and expectations.

At this stage, these concepts are only ideas. Those concepts which receive community support will be presented to Council for consideration. The adopted concepts will require further detailed development and would be considered as part of Council’s long-term planning and delivered over time. Where appropriate, projects will be presented as recommendations to the Level Crossing Removal Authority for inclusion in their upgrade works.

Carnegie into the future

Carnegie is considered a ‘diverse’ and ‘multicultural’ centre. Many people love the village feel, however there is concern about the impact of new residential development on parking. A need was identified to foster community connection with new and existing residents. Public space was seen as a priority for revitalising the centre and for its important role in providing greenery, amenity and maintaining village feel.

Draft vision

Carnegie will be a vibrant, safe and attractive centre that is welcoming to all and supports the growing population.

Draft key objectives

- > Increase car parking.
- > Promote cycling, walking and public transport access.
- > Maintain current village feel.
- > Increase night-time activation.
- > Increase greenery and amenity (seating, shade, bicycle facilities).
- > Improve maintenance and cleaning of streets.
- > Promote diversity of shops and restaurants.
- > Create a community hub.

To provide feedback or receive email updates throughout the consultation process, visit www.gleneira.vic.gov.au/Carnegie

Consultation stages

Stage one

Tell us what you love about your shopping strip.
November 2016–February 2017

Stage two

Transforming our neighbourhood together — our concepts based on your ideas.
March–April 2017

Stage three

We will seek community feedback on a draft *Activities Centre Strategy*. The *Strategy* acts as a high-level strategic document that identifies the vision, objectives and role of each activity centre in Glen Eira.
May 2017

Stage four

We will seek community feedback on building and development guidelines across all commercial areas with a more detailed focus on Bentleigh, Carnegie and Elsternwick.
June–July 2017

Stage five

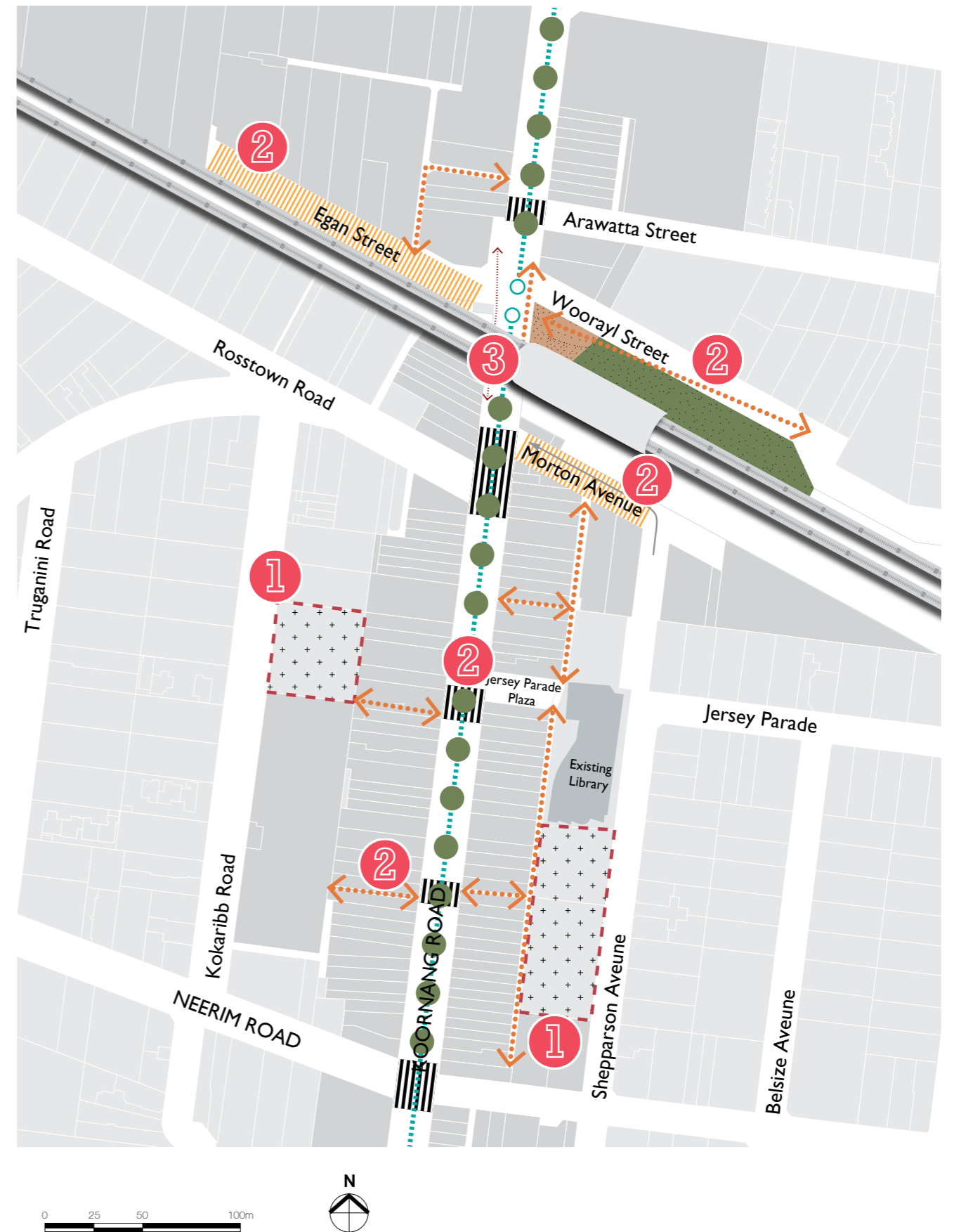
We will seek feedback on draft structure plans for Bentleigh, Carnegie and Elsternwick, which will incorporate the previous three themes of vision, key projects and built form.
June–July 2017

Stage six

We will ask for community feedback on the final structure plans before they are presented to Council.
October–November 2017

SUMMARY OF CONCEPTS

- 1 Create a new green space and additional car parking**
 Create more public car parking within one centralised structure that includes a new community hub and large green park.
- 2 Transition Carnegie to a pedestrian friendly centre**
 Create a pedestrian-friendly street and laneway network.
- 3 Improve public transport connections**
 Advocate for improvements to the current tram network within the Carnegie centre.



EXISTING



Shepperson Avenue, Carnegie

CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLE — SOUTH MELBOURNE



1

CREATE A NEW GREEN SPACE AND ADDITIONAL CAR PARKING

The Carnegie community identified the need for greater night-time activation and the development of green open plaza spaces. This concept is to investigate unlocking the potential of the Council owned car parks. This will create opportunities for a new and inviting hub space with additional car parking to support the growing activity centre.

This concept could include:

- > a new ground level permanent market, decked car parking and rooftop recreation facilities;
- > an increase in car parking numbers and a more efficient use of land;
- > the creation of new public open spaces within a centre that visibly lacks a high quality public space; and
- > the creation of new pedestrian laneways with additional street trees.

Community benefits

- > An increase in public car parking.
- > New community facilities.
- > New pedestrian spaces.
- > Increased safety for pedestrians and cyclists.
- > Increased retail activation opportunities within new laneways.
- > A high quality useable community space within the centre.
- > Potential for night events and activities.
- > Additional visitors to the centre.
- > Enhanced pedestrian connections and amenity.

Issues to overcome

- > Shielding the existing residential properties from the new development.
- > Additional car parking would need to be created to support the demand generated from the new uses.
- > Using any public land for commercial development would require appropriate approvals and processes.

Next steps

- > Further investigate which site is the most appropriate for a new multi-use community hub space and plaza that enables safe pedestrian movements.

If the community supported this concept, it could involve the following:

- > a new centralised large green park on one side of Koornang Road that encourages public interaction;
- > new appropriate pedestrian laneway connections from Koornang Road to these new facilities;
- > opportunities to provide a range of housing options, with a focus on emerging residential needs such as affordable, social, aged care housing;
- > opportunities for commercial development arrangements that meet economic and community benefit objectives and contribute funds for structure plan implementation;
- > more public car parking within one centralised structure that embraces innovative technology and plans for the long-term future needs of car use. Car parking structure should explore:
 - > a permanent market on ground floor of car park that activates laneways;
 - > a rooftop public multipurpose recreational facility; and
 - > a smaller green space on the ground floor.

For further discussion regarding the car parking consolidation, see next pages.

CAR PARK OPTIONS BEING CONSIDERED

EASTERN CAR PARK

The eastern car park is an excellent location for the construction of the hub space. Located to the south of Carnegie Library and Community Centre, the hub space would be a natural extension of the established and successful community facility. The new centralised car parking would need to be part of a multi-storey parking lot and could be integrated with the other uses and the surrounding built form.

Benefits

- > Consolidation of the space and proximity to the Carnegie Library and Community Centre.
- > High quality pedestrian link to Koomang Road.
- > Largest car park of the options presented.
- > This site will enable the existing cafes and shops to access the rear of their shops taking advantage of the new green spaces.
- > There is adequate vehicle access from Shepparson Avenue; this street has the capacity to carry additional traffic that the new hub space would generate.

Issues to overcome

- > The new centralised car parking would need to be part of a multi-storey parking lot.
- > Residential properties located to the east of the site may be affected.

The eastern car park adjacent to the library is a preferred site for a parking facility and community use spaces.

WESTERN CAR PARK

The western car park also presents as a location for the new hub space. Surrounding residential development to the west of the centre would benefit from any increase in open space. The existing fruit shops already utilise the open space fronting the car park. There is opportunity to formalise this arrangement and create a ground floor market.

Benefits

- > Currently two pedestrian laneways that connect the site to Koomang Road.
- > The site has good vehicle access from Kokaribb Road.

Issues to overcome

- > Residential interfaces to the west would need to be buffered.
- > The western car park is smaller in size but should still be able to accommodate a range of uses, although a green open space may be unlikely to fit.

The western car park is a viable option to provide the new parking facility and community use spaces. However, this may be better suited to explore other opportunities such as housing and retail needs.



EXISTING



Koornang Road, Carnegie

CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



EXAMPLES — PRAHRAN/WINDSOR



2 TRANSITION CARNEGIE TO A PEDESTRIAN-FRIENDLY CENTRE

The concept is to transition Carnegie into a pedestrian-friendly centre that ensures all visitors and residents feel safe, invited and welcomed when visiting the activity centre. Currently Koornang Road is a busy local road with high traffic volumes and limited pedestrian connectivity.

This concept could include:

- > greater pedestrian connections along Koornang Road to encourage new visitors and increase the amount of time they spend within the activity centre;
- > the addition of safer, pedestrian-friendly streets, which will unlock opportunities to increase the street activation and encourage the types of uses that make the Koornang Road shopping precinct successful;
- > the addition of street trees, lighting and extended footpaths, which will create a safer and more enjoyable experience for residents and visitors to the street;
- > the upgrade of pedestrian crossing points. This will likely decrease the vehicle speed within the street and enable better connections between the north and south side of Glenhuntly Road; and
- > pedestrianising appropriate sections of local streets, making them quieter and more enjoyable for local residents.

Community benefits

- > Safer streets.
- > Increased opportunities for walking and cycling.
- > Street activation.
- > Decreased road traffic speeds.
- > Free-up road space for other uses.

Issues to overcome

- > The reconfiguration of the road network would require comprehensive traffic analysis.
- > Changes to travel behavior.
- > Koornang Road is managed by VicRoads — Council is required to seek approval and funding for any changes to the street.
- > Potential decrease in on-street parking.

Next steps

- > Seek community support to transition Glenhuntly Road into a more pedestrian-friendly and safer environment.
- > Undertake a detailed design on options presented and develop solutions to the issues identified.

If the community supported this concept, it could involve the following:

- > upgrading Koornang Road with new street trees, pedestrian lighting, small public places, extended footpaths and safe pedestrian crossing points;
- > advocating for the open space along Woorayl Street to be maintained and upgraded to accommodate public gatherings, events and markets;
- > exploring slowing traffic, new tram super stops and the creation of safe bicycle routes;
- > planting canopy trees along Koornang Road within parking bays;
- > creating pedestrianised, activated and widened laneways, both through upgrading existing and creating new connections at:
 - > either side of Koornang Road; and
 - > north of Egan Street.
- > strengthening the connection between the north and south sides of Koornang Road that are currently separated by the railway line and improving the pedestrian priority crossings points around the station precinct; and
- > redesigning Morton Avenue exploring three options:
 - > One-way with extended footpath on southern side.
 - > Shared space two-way.
 - > Full closure west of Shepparson Avenue.

For further discussion on Morton Avenue ideas, see next pages.

MORTON AVENUE OPTIONS BEING CONSIDERED

ONE-WAY TREATMENT

By extending footpaths and reducing traffic lanes within Morton Avenue, a one-way treatment could be implemented to create a safer and more accessible street.

Benefits

- > Extended pedestrian footpaths.
- > Reduction in car traffic volumes and speeds.
- > Improved interface with new train station precinct.
- > Increased safety.
- > Potential to include station drop-off facility.

Issues to overcome

- > Determine most appropriate directional flow of traffic.
- > A number of properties require vehicle access to Morton Avenue.
- > Waste collection would need to be further understood.
- > Rat running to likely continue in a single direction.

A one-way treatment would serve to enhance the streetscape and improve safety for residents and visitors. Further work must be undertaken to understand the implications of rat running and the indirect affects to the traffic network.

SHARE ZONE TREATMENT

Redesigning Morton Avenue as a shared zone would include a reduction of speed limits to 10km/ph and implementation of extended footpaths and traffic calming measures.

Benefits

- > Maintain two-way traffic flows.
- > Extended pedestrian footpaths.
- > Reduction in car traffic volumes and speeds.
- > Improved interface with new train station precinct.
- > Increased safety.
- > Potential to include station drop-off facility.

Issues to overcome

- > Waste collection would need to be further understood.
- > Rat running may continue.

A shared zone acts as a pedestrian-friendly space whilst still maintaining vehicle access. The low speed environment and surface treatments are likely to discourage the use of Morton Avenue for rat running.

FULL CLOSURE

A full closure of Morton Avenue would restrict all vehicle traffic from entering and exiting the street, creating a pedestrian-friendly street and new open space.

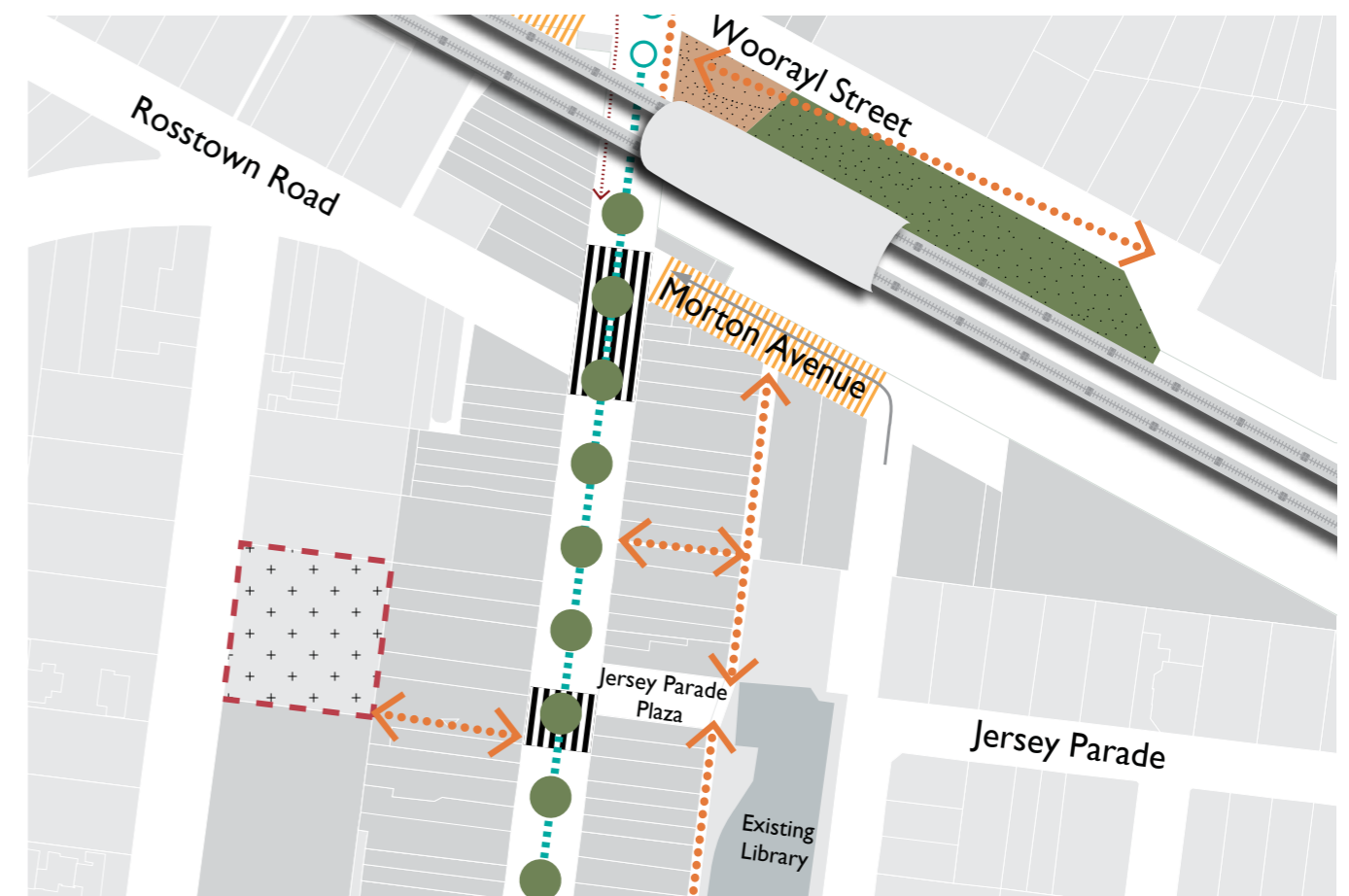
Benefits

- > Creation of new open space.
- > Reduction in car traffic.
- > Improved connection with new train station precinct.

Issues to overcome

- > A number of properties require vehicle access to Morton Avenue.
- > Waste collection would need to be further understood.
- > New open space may compete with other proposals, including rail corridor linear park and library hub space.

A full closure is not a preferred treatment.

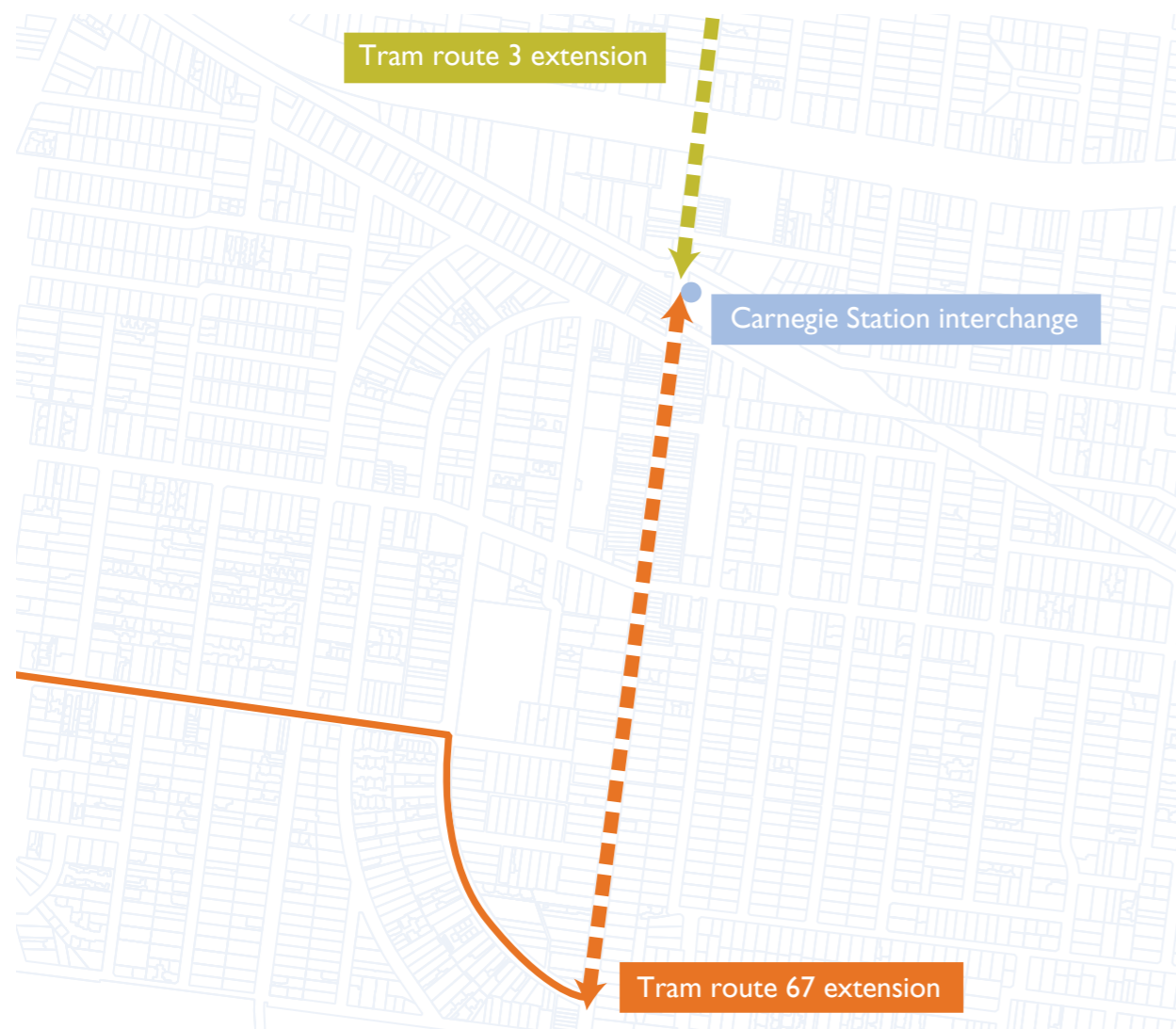


EXISTING



Carnegie Station

CONCEPT EXAMPLE — WHAT IT COULD LOOK LIKE



3 IMPROVE PUBLIC TRANSPORT CONNECTIONS

Currently Koornang Road is a busy local road with high traffic volumes and limited pedestrian connectivity.

The existing tram network (route 3 and 67) terminates in an area with poor connectivity and unclear links to Carnegie Station and major roads.

To improve the public transport connectivity within the centre, this concept suggests extending the tram routes to Carnegie Station, which would better link the train, tram and bus services.

Community benefits

- > Improved access to Carnegie Station.
- > Timing of this concept aligns with the level crossing removal work.

Issues to overcome

- > The existing road widths limit the street mix.
- > On-street car parking would likely need to be reduced.
- > May limit opportunities for street trees.

Next steps

- > Start the conversation with Public Transport Victoria and Yarra Trams regarding the concept and feasibility.

If the community supported this concept, it could involve the following:

- > extending the existing tram network (routes 3 and 67) to create a tram route along Koornang Road to Carnegie Station.

HOW TO PROVIDE FEEDBACK

- > To complete a short survey, visit www.gleneira.vic.gov.au/Carnegie
- > Attend a drop-in session where Council staff and planning experts will be available to collect your feedback and answer your questions:
 - > Wednesday 15 March, 4pm–7pm, Carnegie Library and Community Centre, 7 Shepparson Avenue, Carnegie
 - > Thursday 16 March, 7am–10am, Carnegie Station
 - > Saturday 18 March, 9am–12pm, Carnegie Library and Community Centre, 7 Shepparson Avenue, Carnegie

For further information or to discuss anything within this brochure, contact Council's City Futures Department on 9524 3333 or email mail@gleneira.vic.gov.au



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