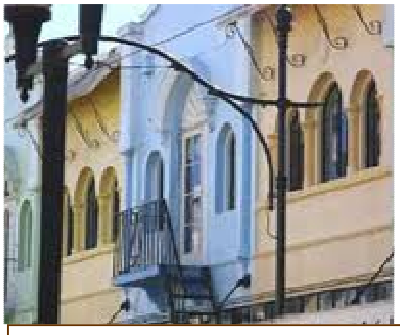
Plan Change 29

Appendix 4a

Plan Change 29– B1 Design



Design Examples for Commercial Development

D R A F T August 2011

Selwyn DISTRICT COUNCIL

SELWYN DISTRICT COUNCIL

Design Examples for Commercial Development

Draft July 2011

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1 INTRODUCTION

The following document is a collection of examples where good urban design practise within different types of Business development has been applied.

This document is divided into three sections:

- **Section one** is looking at best practise examples for supermarkets, how they are located on site and what methods have been used to achieve good street frontage, accessibility and integration with their surrounds.
- **Section 2** provides examples that show how large format retail, such as warehouses, can be positioned on site to blend in and be designed to a high standard
- **Section 3** looks at rows of shops and individual commercial buildings and their successful establishment in town centres and residential neighbourhoods
- **And Section 4** shows best practise examples for different issues that frequently occur within business development, such as parking or street frontage

The examples shown have been chosen for their ability to demonstrate the compliance with one or many design principles that PC 29 is trying to achieve in Business 1 zones.

Design principles include:

- Layout and Design
- Accessibility
- Scale and Form
- Variation and Modulation
- Active Frontage

The majority of the examples are from New Zealand, with some examples from the USA. All but one example have been built. The one exception includes Masefield Mall (Section 2) where a number of scenarios are used to illustrate what can be built on site and how these proposals would achieve an attractive town centre.

2 LARGE DEVELOPMENT

2.1 SUPERMARKETS

New World, Levin, North Island

Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with Bath Street.

The car park is framed by buildings and landscaping around the edges softens the hardstand area without loosing the view into the site and to the building.

Pedestrian routes are provided by different colored paved walkways that give a clear distinction from the asphalt surface of the car park; a extra wide footpath along Bath Street creates a wide separation distance to the carriageway and moving traffic.

The street facing seating area of a Café is located in the corner of the New World building. This activity is well integrated and creates a good street frontage along Bath Street with big bay windows.

Accessibility for all transport modes

The site is in close proximity to the national route of SH1;

The site provides a well-designed car parking layout to the side of the supermarket. Bath Street has a taxi stand each way and a sheltered bus stop in the mall car park opposite the site, which can easily be accessed via the provided pedestrian crossing. Pedestrian only access to the site off Bath Street is provided to the car park and to the entrance of New World.

Scale and Form

The building's height and bulk is well positioned on site. It has step ins and architectural detail that visually reduces the length and height of the building. Surrounding buildings are of similar style. The height to width ratio of the building works with the road corridor of Bath Street.

A wide path provides a safe pedestrian route and crossing

A clearly marked, direct pedestrian route leads from the entrance/exit of the building through the car park

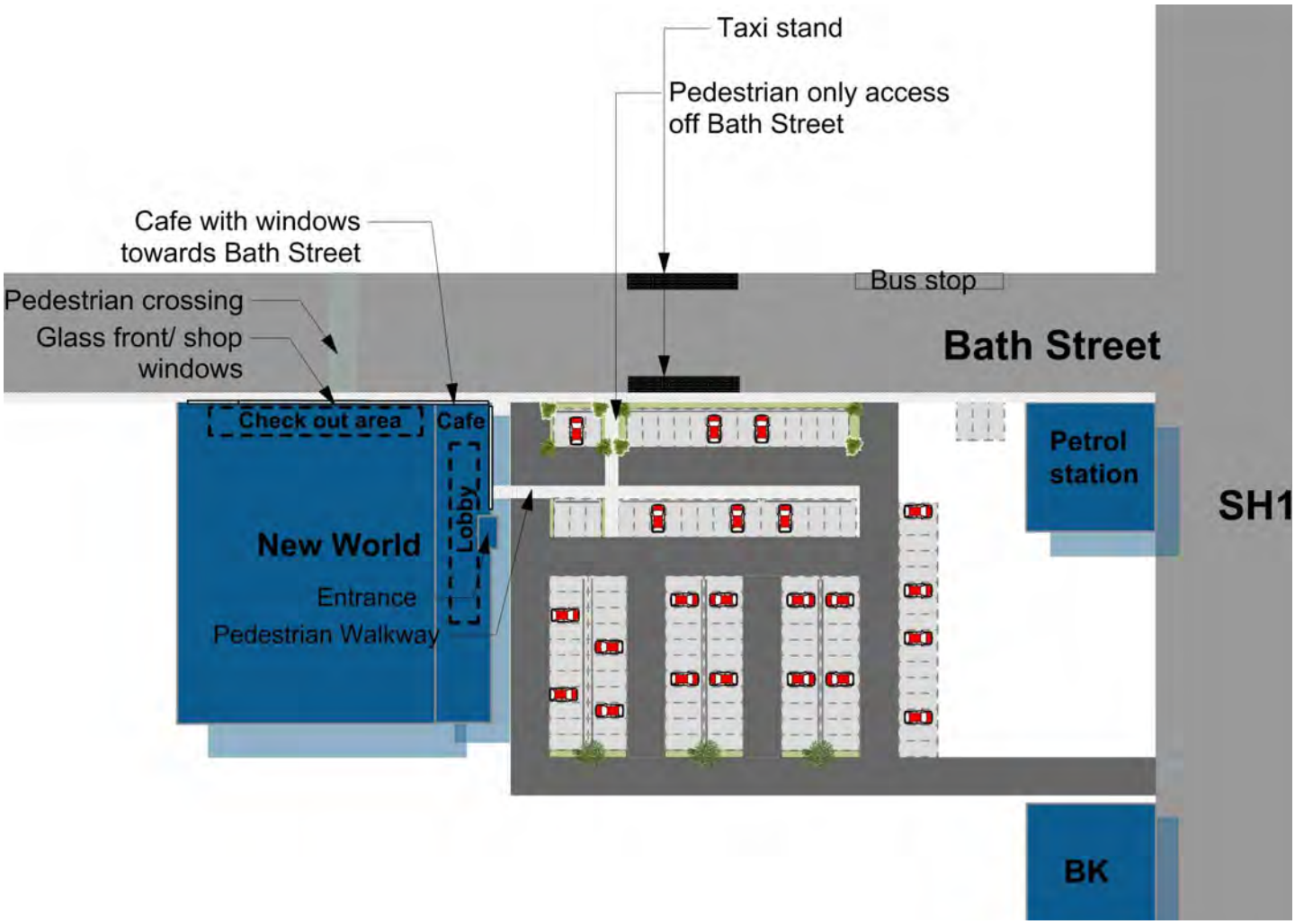
Pedestrian only access is provided to the site from the road

Variation and Modulation

The building is using different type of material and colour to visually separate the ground and top floor and to provide an interesting façade and entrance. The use of step ins splits the length of the building into different modules.

Active frontage

The supermarket provides plenty of active frontage with a glass front & entrance along Bath Street. The internal layout has both entrance/exit off the street and towards the car park; the lobby area is accommodated within a lower front part with a verandah. The checkout, being the busiest area of the building, faces the street and is able to have an interface with the road via windows stretching along the entire front. A glassed shop front allows passive surveillance from the street to the check out area.



Otaki, Wellington

A glassed shop front faces the street and extends along the entire length of the building on pedestrian height level; Short term on road parking is conveniently located on the entrance to the supermarket

Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with the State Highway.

The car park is positioned to the side of the building. Some short term parallel on road parking is provided.

The entrance to the supermarket is provided at the corner of the building via a lobby that fronts both the car park and the road.

Active frontage

The supermarket is located on the road boundary with SH1. The building provides plenty of active frontage with a glassed shop front and having the entrance and exit to the supermarket off the road. Unfortunately a lot of the visibility is reduced by signage taped to the shop windows.

Ohakune, Manawatu-Whanganui

The supermarket blends in with the surrounding buildings; Short term on road parking is conveniently located at the entrance to the supermarket

Active frontage

The supermarket is located on the road boundary with Goldfinch Street. The building provides plenty of active frontage with a glassed street front and having the entrance and exit to the supermarket off the road. Car parking is accommodated at the side and the rear.

Scale and Form

The building's shape and form is well integrated with adjacent buildings. The bulk and height of the supermarket does not stand out, but has been incorporated into the High Street design character.

Other examples with similar layouts are:

New World Lyttelton,
4Square Akaroa,
4Square Hamner Springs

2.2 LARGE FORMAT RETAIL (LFR)

The Warehouse, Alexandra

Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with Limerick Street. Its integrated well and maintains a continuous building frontage with adjacent buildings. The car park is located opposite and framed by buildings.

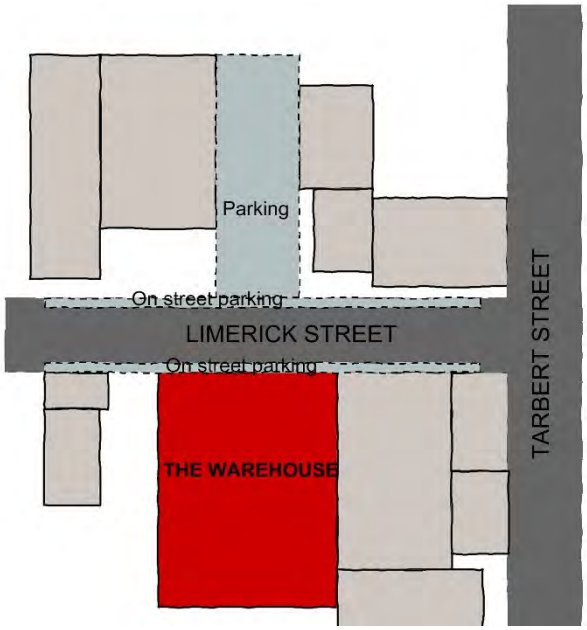
Pedestrian routes are provided with footpaths both ways.

The entrance to the Warehouse stands out and can be accessed off Limerick Street

Accessibility for all transport modes

The site is located in the town center and in walking distance to other commercial premises.

The site provides short term car parking bays parallel to the road and long term car parking opposite the site.



The Warehouse building blends in well with the surrounding built structure in terms of style, height and bulk

Scale and Form

The building's height and bulk is well positioned on site and is mirrored by buildings on the opposite side. Architectural detailing helps to visually reduce the length and height of the building. Surrounding buildings are of similar style.

Variation and Modulation

The building is using different type of material and colour to visually separate the ground and top floor. Pillars separate the façade into smaller modules. The use of various roof types adds to an interesting façade and helps to reduce the length of the building.

Active frontage

The Warehouse provides active frontage with having its (glass) entrance off Limerick Street. The internal layout has both entrance/ exit to the street. The checkout, being the busiest area of the building, faces the street. Note that the amount of active frontage is very limited and less than ideal.

Commercial premises built on the road boundary create a High Street character

Short term and disabled on road parking is conveniently located close to the Warehouse's entrance. The street frontage is strengthened with having the glassed entrance way off the road. The building's considerable length has been visually split into 6m modules. Architectural details and windows at the top floor create a appealing façade.

A limited amount of car parks are located close to the Warehouse's entrance. The building's demonstrates modulation and the use of locally sourced building material. The shop's entrance is accessible from wide pedestrian areas. Architectural detail, windows and colour on the top floor create an interesting façade.

2.3 LARGE DEVELOPMENT

Masefield Mall, Rolleston

The “Masefield Mall” site in Rolleston is a 4.7ha commercial property currently held in three different ownerships. A Countdown supermarket and associated car parking is currently been built to the northwest using about 1/3 of the overall site. The remainder of the site has obtained consent for establishing a shopping complex and office buildings. Council has had strong interest in this site and discussions with the potential developers has resulted in a number of design options, shown below.

The site’s shape has also a resemblance with a commercial site in Portland, Oregon, called the Tanasbourne Streets. This commercial development has been used as an example to demonstrate how active frontage and good accessibility for all transport members have been successfully achieved on a site that shows similar site characteristics to that of Masefield Mall.

RESOURCE CONSENTED OPTION

Layout and Design incl. walking routes and public space

Buildings have been positioned on site around car parks; the front of buildings face generally inwards while the back and service lanes are faced towards surrounding streets. One pedestrian route is provided through the car park. Footpaths are along the edges of buildings.

Public seating areas are located in corners adjacent to the carpark.

Accessibility for all transport modes

The site is located in the town center and in walking distance to other commercial premises.

Scale and Form

The building’s height and bulk is well suited to the site. It shows step ins and architectural detail that visually reduces the length and height of the building. There is no height transition to one-storey residential buildings to the East.

Active frontage

Due to the orientation and location of the buildings on site, buildings do not have active street frontage with either one of the three surrounding streets. The internal layout has entrances/ exits off car parks; service areas and staff parking and the general ‘back’ of buildings is situated along the road boundaries

Proposed Design -The re-source consented proposal for the Masefield Mall site with the Countdown su-permarket building in the North’/ West corner

PROPOSED DESIGN 1

Layout and Design incl. walking routes and public space

Buildings along Masefield Drive have been repositioned on site (T5-T8) to allow for a de-facto road being built between them; the location of a building frames the car park. Possibilities for public orientated space with a west orientation have been created (1-3)

Accessibility for all transport modes

An additional pedestrian route is proposed running parallel to Rolleston Drive. A separate access way off Masefield Drive is formed as a de-facto road with footpaths either side.

Active frontage

Due to the reorientation of buildings, T6-8 now have some active street frontage along Masefield Drive.

Proposed Design 1- Design suggestion of how the proposal could achieve more street frontage with minimal changes to the layout

PROPOSED DESIGN 2

Layout and Design incl. walking routes and public space

Buildings have been orientated along Masefield Drive and two de-facto streets that cross the site in north-south and east-west direction. Buildings are grouped to create an accumulation of built structure. Car parks are generally located behind or to the side of buildings. Some on-street car parking is provided along Masefileld Drive. Greater separation distances between multi-storey buildings and adjoining residential housing is achieved by having parking between the two activities. Pedestrian oriented space is created along pedestrian routes and where north-west orientation can be achieved.

Accessibility for all transport modes

Two pedestrian routes run parallel to Rolleston Drive, footpaths along the road frontage can be utilized. A separate access way off Masefield Drive is formed as a de-facto road with footpaths either side.

Active frontage

Buildings are positioned on site to have active street frontage with Masefield Drive (collector road into the township) and create an internal street.

Design solution which shows the same ground floor area as consented, but which introduces de-facto streets to create street frontage. Short term parking is positioned in front of shops and the majority of parking is located behind buildings; the Countdown supermarket and car park has not been changed as the building is in the process of being built

2 The Tanasbourne Streets, Oregon

Imported into Masefield Mall site

- Layout and design creates safe pedestrian routes, clear directions for cars and attractive public spaces
- Car parking is distributed throughout the site and located behind buildings
- A de-facto street gives access to the site and allows buildings to have active 'street frontage'
- Variation and Modulation of buildings can be achieved by having big box development integrated and sleeved with smaller shops
- Active frontage is achieved by having buildings along road boundaries that screen the car park

Design of The Tanasbourne Streets, Oregon, which has been built, imported into the Masefield Mall site location

Merivale Mall, Christchurch

Layout and Design incl. walking routes and public space

The mall layout takes advantage of its street frontage with Papanui, Aikman and Office Roads.

The car park is located behind the buildings and landscaping around the edges softens the hardstand area without loosing the view into the site and to the building.

A Countdown supermarket is integrated as part of the mall sleeved by smaller shops along Papanui Road.

Pedestrian routes are provided by footpaths along the road corridors, but not through the car park.

Accessibility for all transport modes

The site is on the bus route and in close can be accessed via public transports in close proximity to the national route of SH1;

The site provides a well-designed car park which is situated to the back of the supermarket and mall.

A traffic monitored pedestrian crossing is provided.

Scale and Form

The mall's buildings are well designed and the architectural detail stands out creating a pleasant outlook. Surrounding buildings add to the style. The height to width ratio of the building works with the road corridor of Bath Street.

Variation and Modulation

The mall consists of various buildings of different type and style. The use of material and colour visually separates them into individual modules.

Active frontage

The mall has plenty of active frontage with shop windows along Papanui, Aikman and Office Road. The internal layout has both entrance/exit off the street and towards the car park.

3 SMALL SCALE DEVELOPMENT

3.1 ROW OF SHOPS

Subway, Lincoln

Layout and Design incl. walking routes and public space

The row of shops are setback on site to allow for some angle parking in front. Entrances and large shop windows face Robert Street.
Car parking bays are created within the road corridor, but setback from the shop fronts, allow a wide pedestrian route and public space in front of the buildings.

Accessibility for all transport modes

The site is in close proximity to public transport and conveniently located in the town center of Lincoln.
Some car parking in addition to the parallel car parks are provided on-road.
Pedestrian access to the site is provided via extra wide footpath that links the site to the main street.

Scale and Form

The building's one-storey height blends in well with the surrounding sites which are of similar bulk and height. Architectural details in the form of pillars visually reduces the length of the building.

Variation and Modulation

The shops use some corporate colour to visually separate the shops and to provide an interesting façade and entrance. The use of pillars separates the shops into different modules.

Active frontage

The shops provide plenty of active frontage with full length glass windows. All shops are accessed off Robert Street. Windows stretching along the entire front allow an excellent interface and passive surveillance to and from the road.

A continuous glass front with shop windows and doors creates an active frontage and supports passive surveillance

Car Parking setback from the shop entrance provides convenient car parking without encroaching into public and pedestrian orientated space

3.2 STANDALONE BUILDINGS

The Famous Grouse, Lincoln

Layout and Design incl. walking routes and public space

The building has been rebuilt in its original corner location taking full advantage of its street frontage with Gerald and William Streets. The building has an entrance on each road frontage side.
Car parking is situated at the back of the building.

A footpath along the road frontage provides pedestrian access. A Pedestrian route links the road with its customer car park in the back.

A public seating area used as a bus shelter will be incorporated in the design of the shop verandah. The restaurant activity on the ground floor creates a good street frontage with big bay windows.

The building wraps around the corner creating a dual active street frontage. Parking is situated at the back, away from the public eye.

Accessibility for all transport modes

The site is in a central location within the Lincoln township; a bus stop is situated outside the building; pedestrians can easily access the site via pedestrian routes and footpaths.
The site provides a well-designed car park to the back of the building, away from the public eye.

A continuous building line formed by a traditional style roof scape contribute to an interesting façade and ultimately a pleasant place to be

Scale and Form

The building's height and bulk is well positioned on this dominant corner site. The architectural detail and roofscape is visually appealing and creates an interesting facade. Detailing on the different floors reduces the height and length of the building. Surrounding buildings to the West are of lower height.

Variation and Modulation

The building is using different types of material throughout the building. Different colours and material visually separate the ground and top floor. Pitched roofs, chimneys and detailed entrances create an interesting façade and street environment.

Detailed architectural design and the use of different material creates variation and modulation

4 DESIGN ISSUES

4.1 STREET FRONTAGE

Example 1- Rotterham Street, Riccarton Mall

Example 2– Queenstown

Example 3– Ashburton

Athol Street- A wide, paved footpath that extends to accommodate seating areas provides pedestrian orientated space adjacent to shop fronts

Rotterham Street– An extra wide paved area provides plenty of pedestrian orientated space along shop fronts

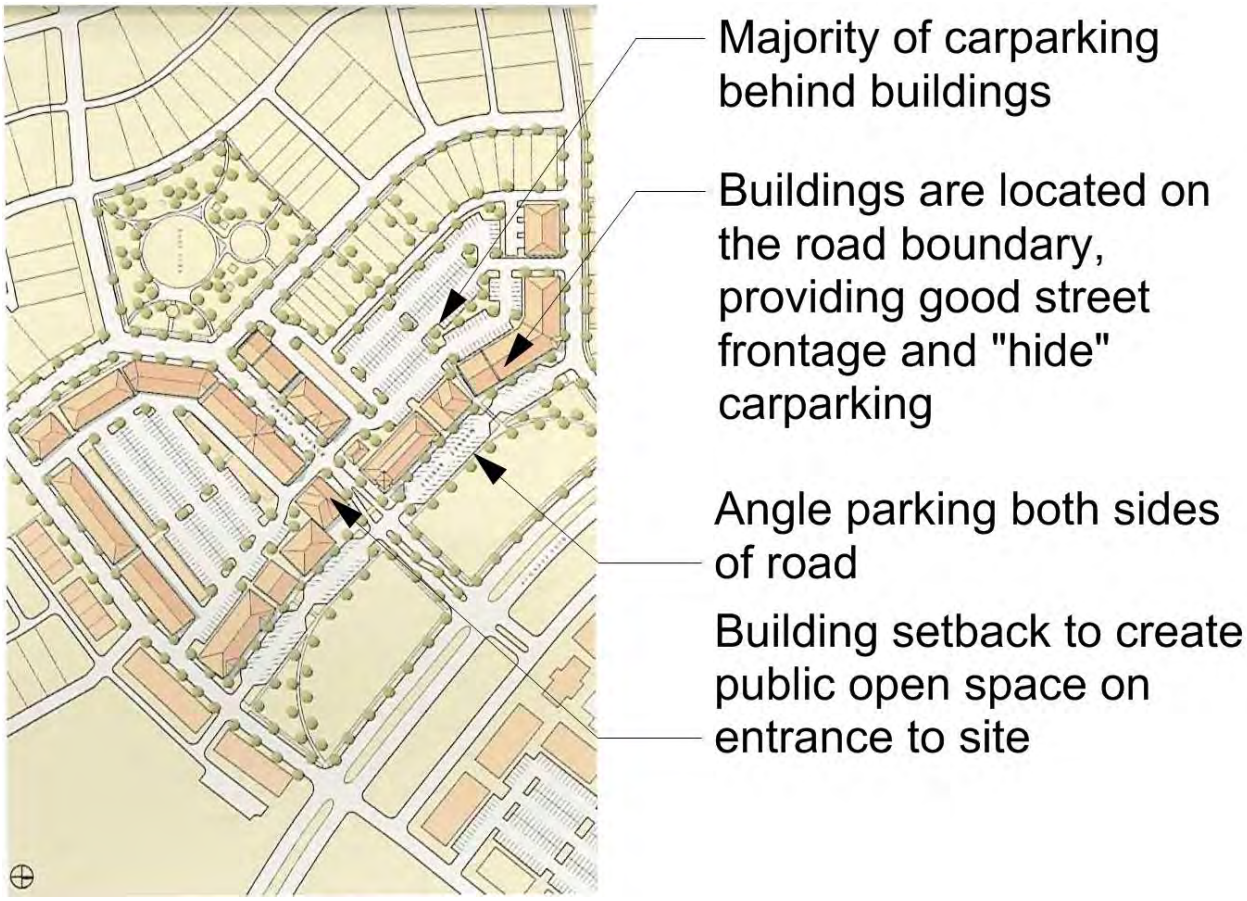
Town Centre Ashburton– A multi storey building wraps round the corner of East and Burnett Street- shaving street frontage on two sides and creating a symbolic architectural feature

4.2 PARKING

Example 1 &2 – Queenstown

Angle parking in close proximity to shops and commercial businesses achieves a higher number of parks in a smaller area. It provides a convenient short term parking option.

Example 3-
Ross Bridge Village Center, Birmingham, Alabama



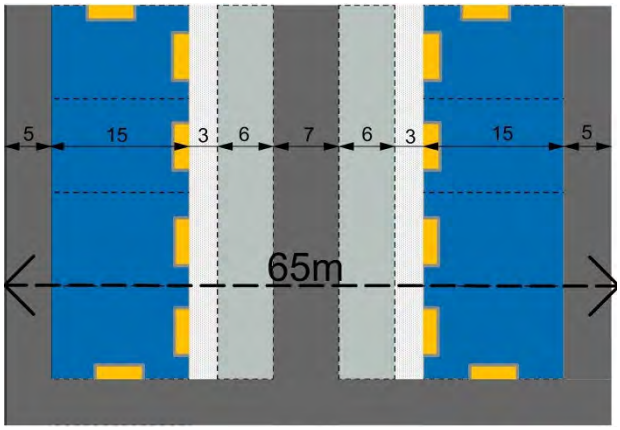
4.3 Site shapes

The following options show examples of how a site can be developed to facilitate commercial development either side of a de facto street.
The basic model requires between 60-65m, depending on the depth of shops and the width of footpaths.

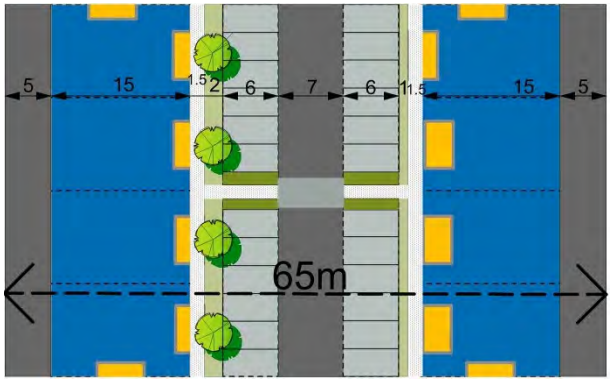
Around 80% of the parking demand can be accommodated on the de-facto street.

The basic model can then be expanded or altered with adding planter beds and pedestrian crossings.

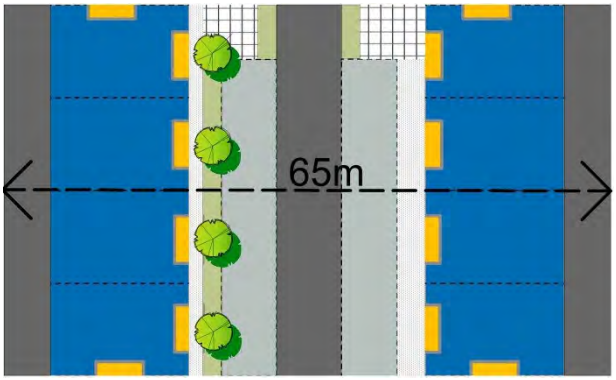
Variation 3 shows how larger retail and a big box warehouse can be integrated in the ‘de facto street’ concept.



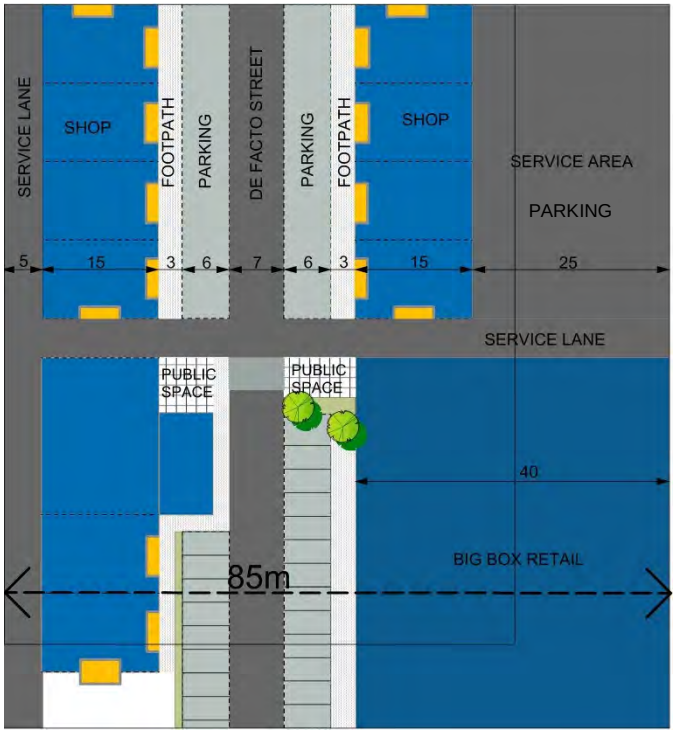
BASIC MODEL



VARIATION 1



VARIATION 2

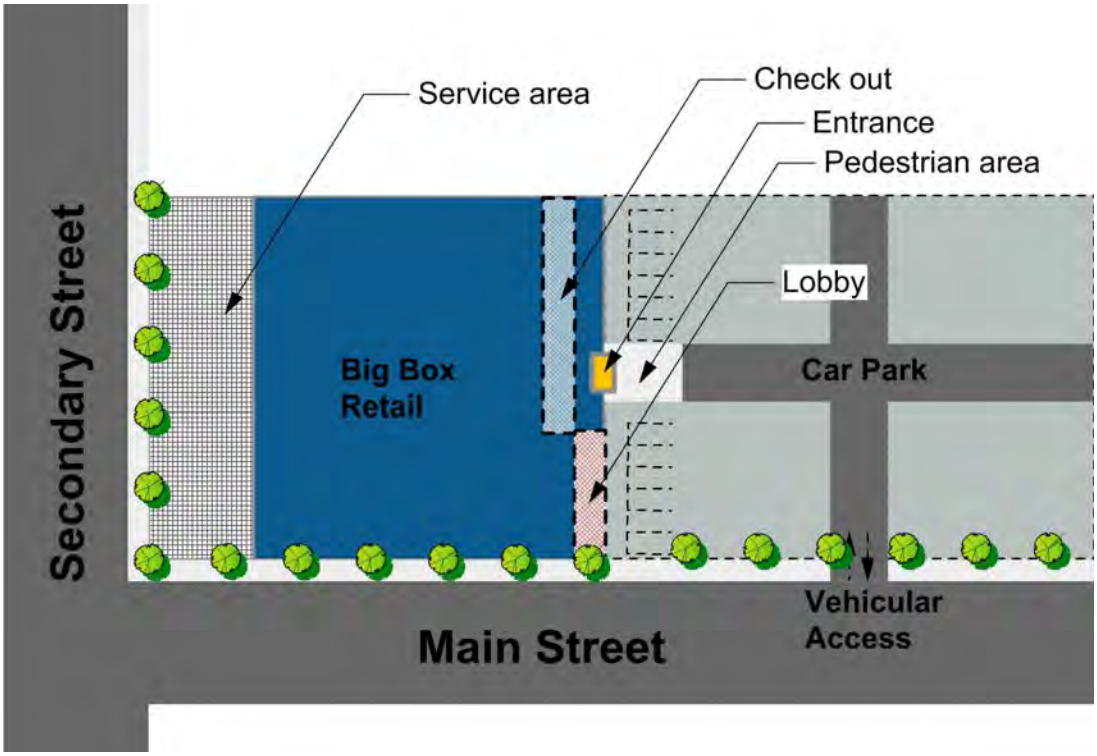


VARIATION 3

4.3 Big box site layout

The fundamental difference between two big box site layouts demonstrates how the internal layout determines if active street frontage is achieved. Only **Option B** shows active street frontage and a continuous pedestrian network.

Option A



Option B