ACNU Masterclass

25 September 2011

SOUTH EAST ROUTE
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Light Rail is a friend of urbanism. Stops become new urban focal places that can integrate disparate, separate sides of a road with better quality, higher density development (with less cost of car parking) in good places, earlier in the development sequence (if the light rail precedes development
EXISTING – CAUSEWAY END

NEW DEVELOPMENT

LRT SOUTH EAST

MAIN STREET

ALBANY HWY

CARYARDS
EXISTING – DUNCAN ST

- School Shepperton Rd / Duncan St
- Car Yards
- Car Yard Central
- Duncan St New Development
EXISTING – ALBANY HWY + KENT

PEANUT ROUNDABOUT
ALBANY - KENT

PARK CENTRE – REDEVELOPMENT OPPORTUNITY

KENT - BERWICK CORNER

KENT ST - TYPOLOGY
EXISTING – TECH PARK + CURTIN

KENT – HAYMAN TYPOLOGY

HAYMAN RD TYPOLOGY

EXISTING – TECH PARK + CURTIN

CURTIN ENTRY

CURTIN – REDEVELOPMENT OPPS
KEY DESTINATIONS
CAUSWAY, ALBANY HWY, VIC PARK TOWN CENTRE, UNIVERSITY TECH PARK INTEGRATION,
ALL DEVELOPMENT OPPORTUNITIES
ROUTE OPTIONS

TWO MAIN CHOICES ALBANY VS SHEPPERTON
ALBANY vs SHEPPERTON
THE MATRIX – ALBANY VS SHEPPERTON

**ALBANY HWY.**
- 20m Res.
- 40 km/hr
- 13,000 VPD

**SHEPPERTON ROAD**
- 30m Res.
- 60 km/hr
- 31,000 VPD

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<thead>
<tr>
<th>PLACE</th>
<th>PROS</th>
<th>CONS</th>
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<tbody>
<tr>
<td></td>
<td><em>Greater Placemaking Benefits</em></td>
<td><em>Improved Amenity &gt; Boulevard Treatment</em></td>
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<td></td>
<td><em>More Potential Stops</em></td>
<td>*Unlikely to be a desirable ‘People Place’</td>
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<tr>
<th>TRANSIT</th>
<th>PROS</th>
<th>CONS</th>
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<tr>
<td></td>
<td><em>Flatter Straighter</em></td>
<td><em>Marginally Quicker</em></td>
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<td></td>
<td><em>Steep in one section.</em></td>
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<td><em>2 Extra 90° Turns</em></td>
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<tr>
<th>TRAFFIC</th>
<th>PROS</th>
<th>CONS</th>
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<tbody>
<tr>
<td></td>
<td><em>Mixes Transit with Traffic-Safety? (But is slower street)</em></td>
<td><em>Loses traffic widening potential (Regional Traffic)</em></td>
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<td><em>Construction impacts on Business</em></td>
<td><em>Construction Disruptions.</em></td>
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<td><em>Loss of some street parking (at stops).</em></td>
<td><em>May weaken Albany Hwy business.</em></td>
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<th>ECONOMIC IMPACT</th>
<th>PROS</th>
<th>CONS</th>
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<tr>
<td></td>
<td><em>Enhances evening + weekend economy</em></td>
<td><em>More Expensive (land acquisition + more road changes)</em></td>
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<td><em>Better for existing Business</em></td>
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<tr>
<th>FEASIBILITY / COST</th>
<th>PROS</th>
<th>CONS</th>
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<td></td>
<td><em>Likely Lower Cost.</em></td>
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OPPORTUNITIES

• Corridor Plan
  Stops at 400m centres
  11 stops in all, 3 in Curtin University

• TOTAL YIELDS:
  9,500 Residential Dwelling Units
  163,000 sqm Retail / Mixed Use / Commercial
STOPS + PED SHED
CAUSEWAY PRECINCT
CAUSEWAY  mixed-use urban car yards
STOP / STATION PLANS

RATHAY ST
ALBANY HWY

GRESHAM ST

ALBANY HWY

RATHAY ST

CARHARD CATALYST
PREFERRED STOP LAYOUT

CARHARD CATALYST
ALTERNATIVE STOP LAYOUT
SINGLE LOT REDEVELOPMENT
ALBANY HIGHWAY - VIC PARK

LOT 12m x 40m (APPROX.) - 480m²

2 x APARTMENTS (1 x 70m² EACH /
2 x 160m² EACH)

1 x 2-GROUND FLOOR COMMERCIAL
P.R. = 1.68
RES. DENSITY = R166
ALBANY HWY
DOUBLE LOT
CURTILONA PRECINCT
CURTILONA SECTIONS

CURTIN - TECH PARK INTERFACE

HAYMAN ROAD SECTION

DUMAS ROAD CURTIN UNIVERSITY

CURTIN BOULEVARD

DUMAS ROAD STOP CURTIN UNIVERSITY
IS SHEPPARTON BETTER????

LIGHT RAIL AS A CATALYST FOR DEVELOPMENT (AND THE RIGHT KIND OF DEVELOPMENT)
IS SHEPPARTON BETTER????

LIGHT RAIL AS A CATALYST FOR DEVELOPMENT (AND THE RIGHT KIND OF DEVELOPMENT)
And transition development down to Albany Hwy
DUNCAN ST CATALYST PROJECT
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SOUTH EAST ROUTE

THANKS TEAM FOR YOUR ENTHUSIASM AND COMMITMENT