

Courtice Community Workshop

CLARINGTON'S TRANSPORTATION HUBS

June 8, 2017





The Courtice transportation hub will become an employment hub that attracts people with a diverse range of skills to live and work in Clarington. The hub will support a variety of employment uses, from light industrial to office employment. Quality of life for the people who live and work around Courtice station will be enhanced by shops and restaurants, vibrant public spaces, and active streetscapes that remain vibrant even after the work day ends.

OUTLINE

1. Study Process

2. Context

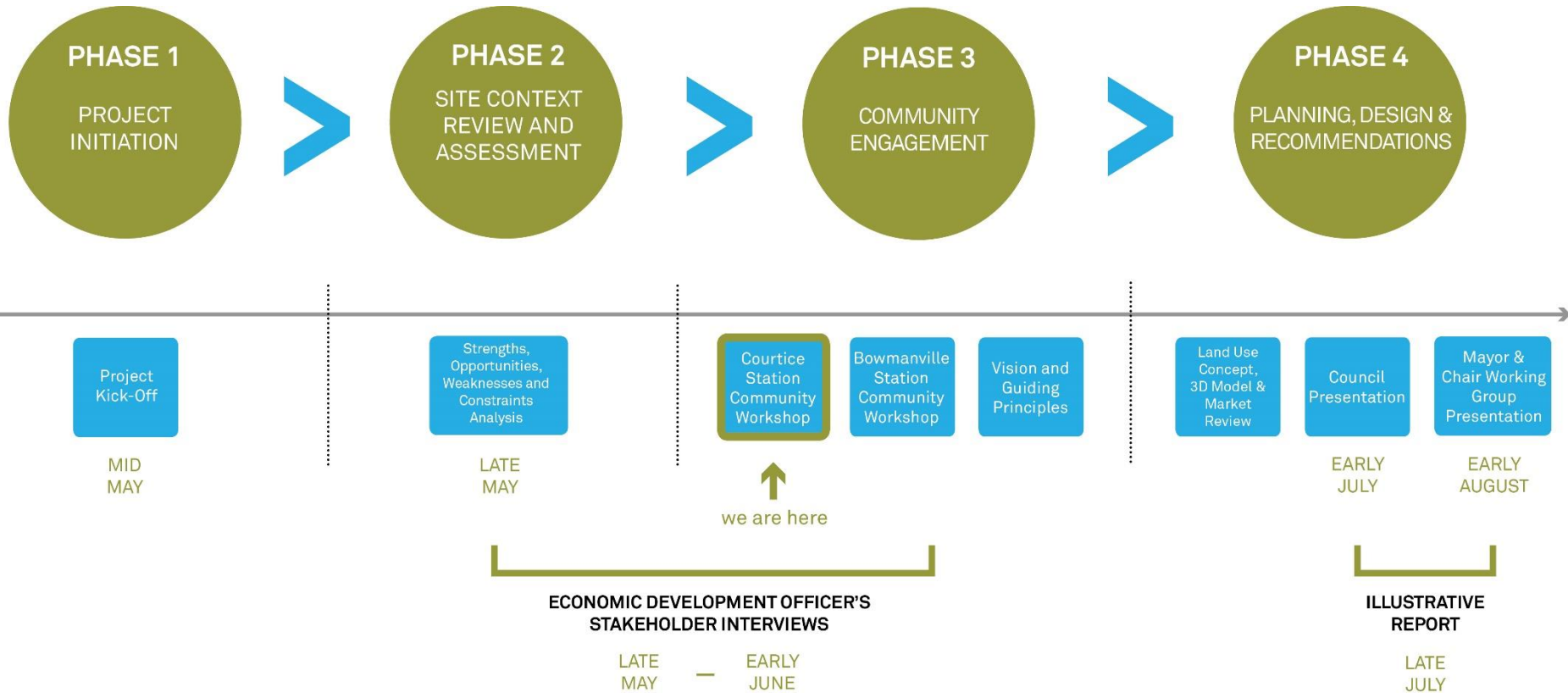
3. Opportunities

4. Successful Transportation Hubs

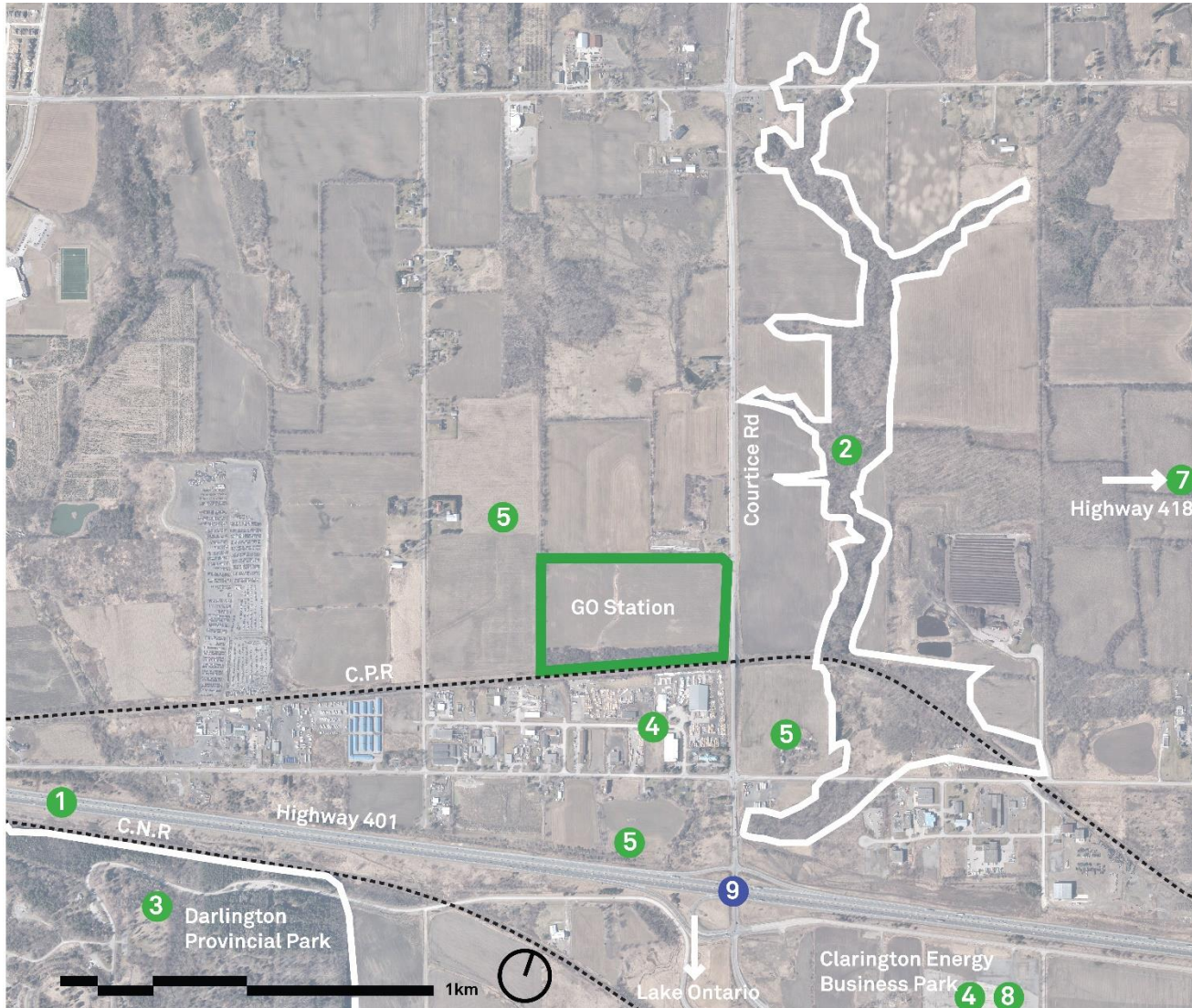
5. The Workshop

- Public Spaces
- Private Places
- Getting Around
- Station Area Modelling

STUDY PROCESS | Key Milestones



CONTEXT | Strengths & Weaknesses




STRENGTHS

1. Vehicular Connections to the GTA
2. Natural Features and Topography
3. Public Space
4. Established Employment Base
5. Vacant Land Area
6. Future Infrastructure
7. Highway 418 & Transitway Corridor
8. Ontario Power Generation

WEAKNESSES

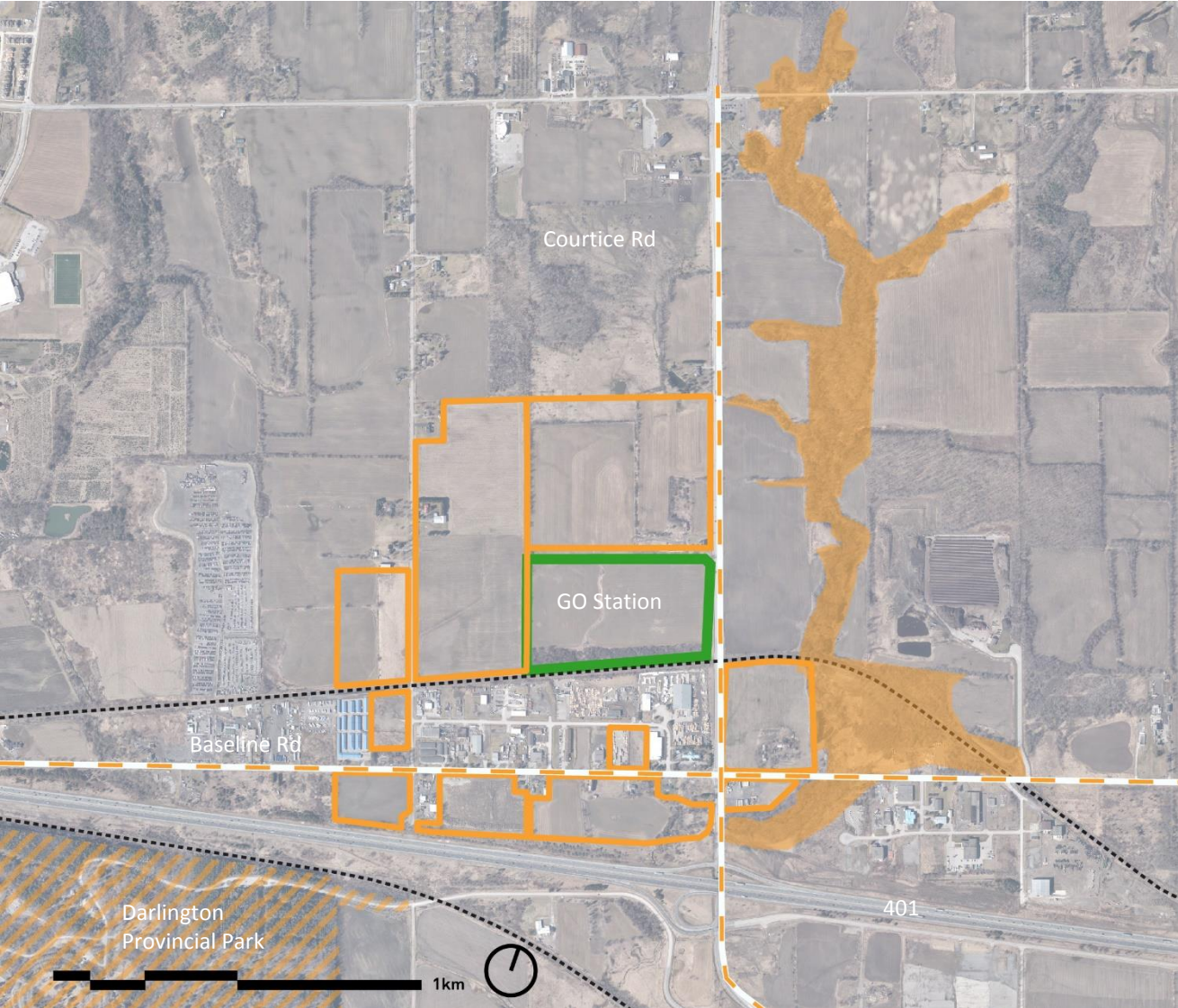
9. Barriers to the Waterfront
10. Uptake for New Development
11. Housing Choices
12. Lack of Property Tax Advantage

 GO STATION

 RAIL CORRIDOR


 KEY VIEWS

CONTEXT | Opportunities



 OPPORTUNITIES

 Multi-Modal Connections

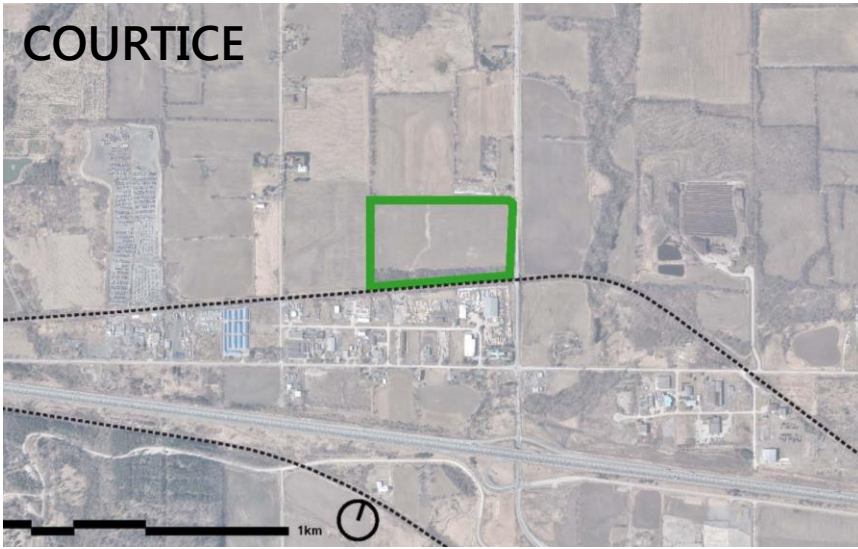
 Natural Features

 Waterfront Open Space

 Development Potential

HUB CASE STUDIES | Site Context

COURTICE



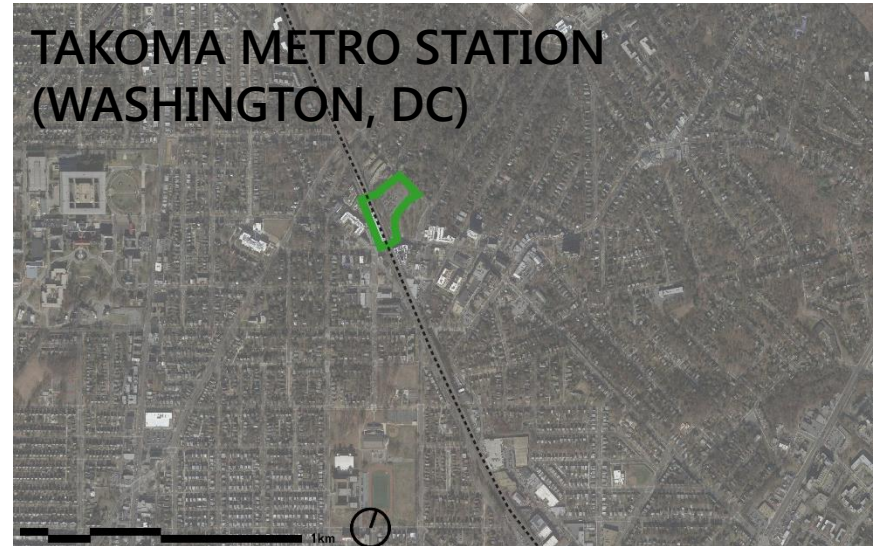
MOUNT PLEASANT
MOBILITY HUB



JAMES STREET NORTH
MOBILITY HUB



TAKOMA METRO STATION
(WASHINGTON, DC)



HUB CASE STUDIES | Mount Pleasant

CHARACTERISTICS

Location:

- The station is clearly visible from the village's central square
- Clock tower articulates the presence of the GO Station, creating a distinct landmark

Built form:

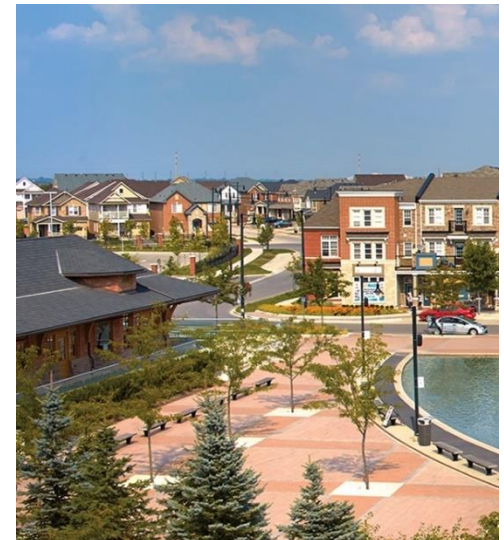
- Built form is arranged in a radial pattern
- Medium density buildings are located nearest the GO station and along major streets
- Lower density buildings in the secondary zone

Open Space:

- The Mobility Hub connects to a green "spine" that provides access to a city park, woodlots, and renaturalized areas

Active Transportation:

- The close proximity of residential areas to the GO station provides easy pedestrian access to transit



HUB CASE STUDIES | James Street North

CHARACTERISTICS

Location:

- West Harbour GO Station located north west of the James Street North and Murray Street West intersection
- Station plaza fronting onto James Street North
- Access to the waterfront

Built form:

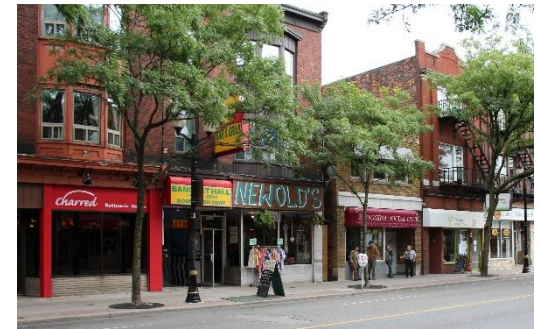
- Predominantly low-density built form
- Low-rise residential uses
- Two to four storey commercial, industrial, and employment buildings

Open Space:

- Significant park space at the northern portion of the mobility hub

Transportation:

- Two public buses
- Pedestrian pathways and bicycle access on James Street and along and east of the Escarpment Rail Trail
- Traditional street grid network for vehicular access



HUB CASE STUDIES | Takoma Station

CHARACTERISTICS

Location:

- Located on the Washington DC Metrorail, bordering Takoma DC and Takoma Park, MD
- Vehicular access to Maryland and Washington DC along Piney Branch Road

Built form:

- Mixture of low to mid-rise built form
- Surrounded by commercial and medium to high density residential in the primary zone
- Low density residential in the secondary zone

Open Space:

- The station is located across the street from a small park and five blocks north of the Takoma Recreation Center

Transportation:

- The station area is serviced by multiple metropolitan area busses
- Wide sidewalks are provided for pedestrian traffic



WORKSHOP

- Public Spaces
- Private Places
- Getting Around
- Station Area Modelling



FEEDBACK AND NEXT STEPS

Thank you!