

Bowmanville Community Workshop

CLARINGTON'S TRANSPORTATION HUBS

June 13, 2017



BrookMcIlroy/ *Clarington*



Bowmanville's new transit hub will become a mixed use centre that:

- **Stitches together stable residential neighbourhoods, a lush network of parks and natural features, and Bowmanville's downtown**
- **Leverages GO train access to enhance Bowmanville's position as a destination**
- **Provides an enhanced multi-modal network**

WELCOME

Tonight's workshop will:

- Review the Bowmanville Transportation Hubs process
- Solicit your ideas in this initial step towards developing a vision and land use concept for the future Bowmanville GO Station and Lakeshore East Extension
 - Participants will engage in discussion based and hands-on workshops
 - We want to hear from you! We will take any remaining questions after the workshop
 - Many projects (like the RR57 EA) are on the way. The focus for today is on the Transportation Hub, as this is the first step in the process to develop the vision for the area

OUTLINE

1. Project Background
2. Study Process
3. Site Context
4. Opportunities
5. Successful Transportation Hubs
6. The Workshop
 - Public Spaces
 - Private Places
 - Getting Around
 - Station Area Modelling

BACKGROUND | Lakeshore East Extension

GO Train Extension Past Oshawa

Timeline:

- Service is estimated to begin between 2023 and 2024

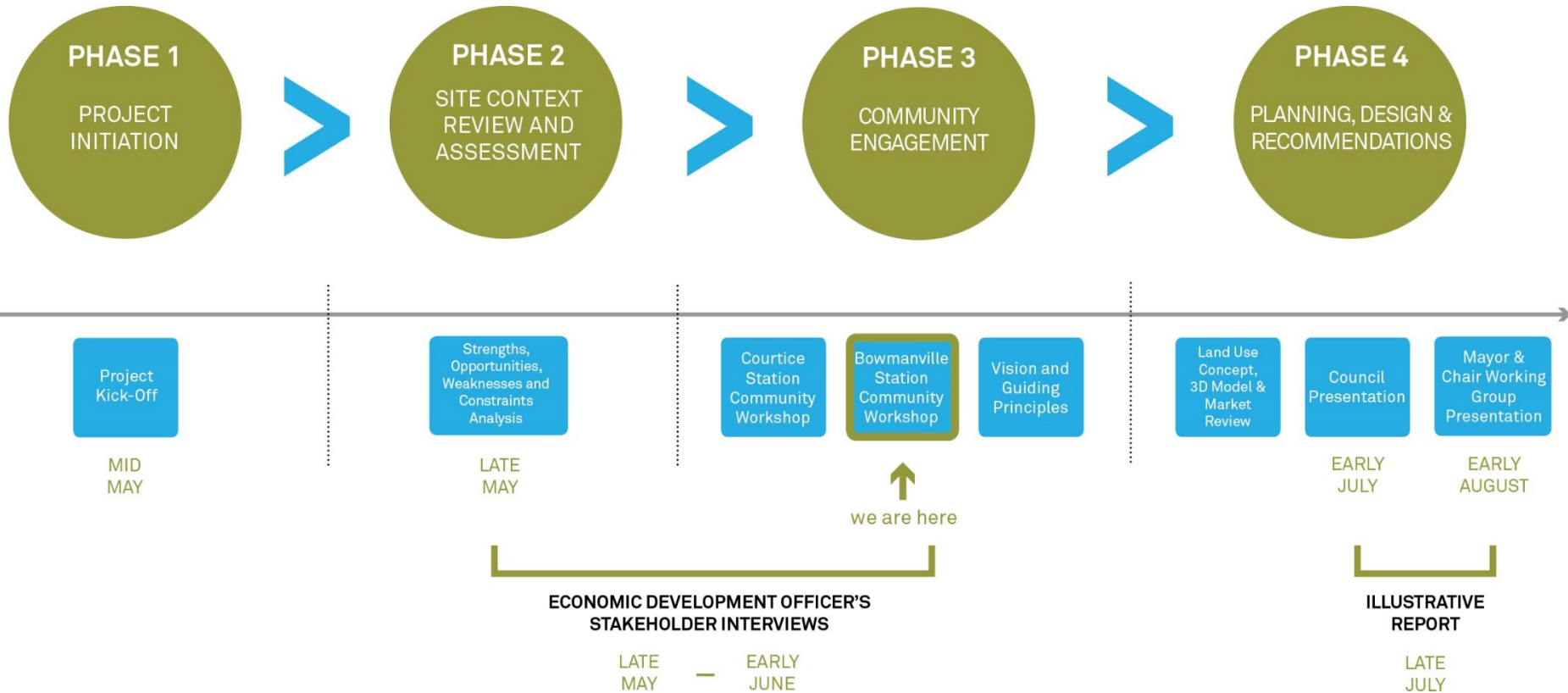
Proposed Frequency:

- Four trains in the morning and four trains in the evening

Stops:

- Two new stops at Courtice and Bowmanville

STUDY PROCESS | Key Milestones



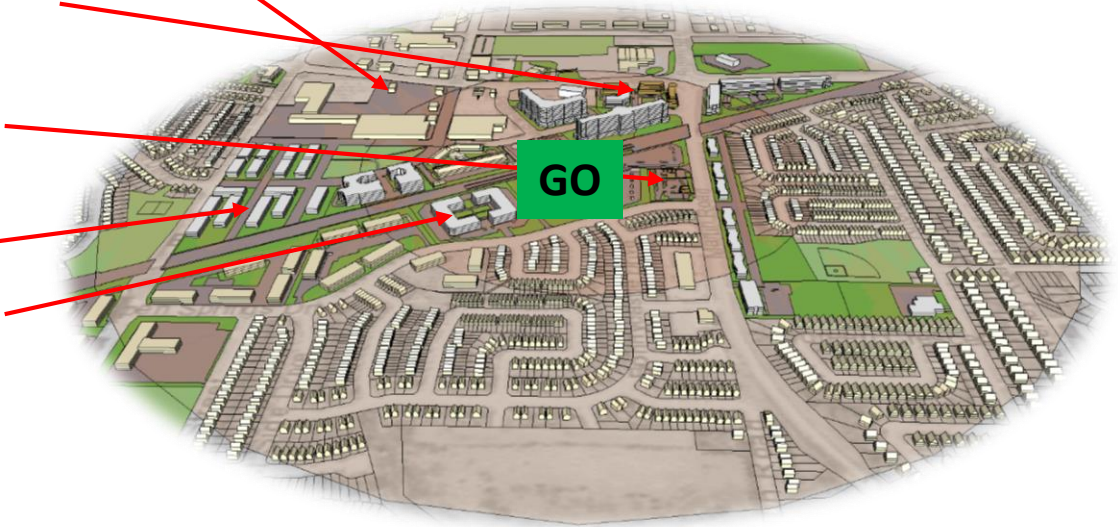
BACKGROUND | Development Applications

Mixed Use / Commercial:

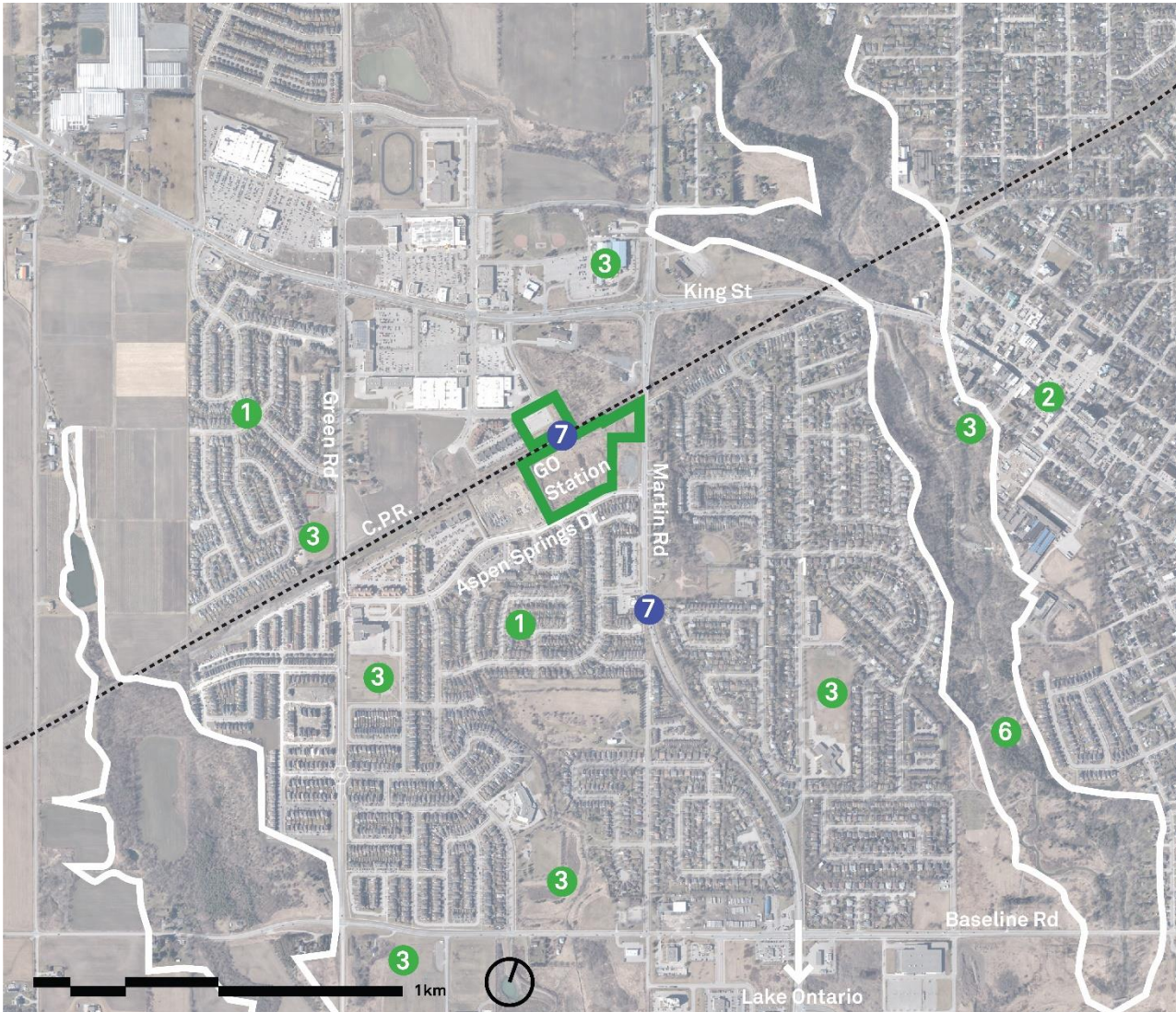
- Commercial space under construction
- Proposed commercial retail office site SW corner of Hwy 2 and RR 57
- Tim Hortons / gas bar

Residential:

- Stacked townhomes
- Low-rise and Mid-rise apartments



CONTEXT | Strengths & Weaknesses




STRENGTHS

1. Established Neighbourhood Character
2. Proximity to Downtown
3. Public Space
4. Largest Commercial Centre in Clarington
5. Proximity to Highway 401
6. Trail Networks

WEAKNESSES

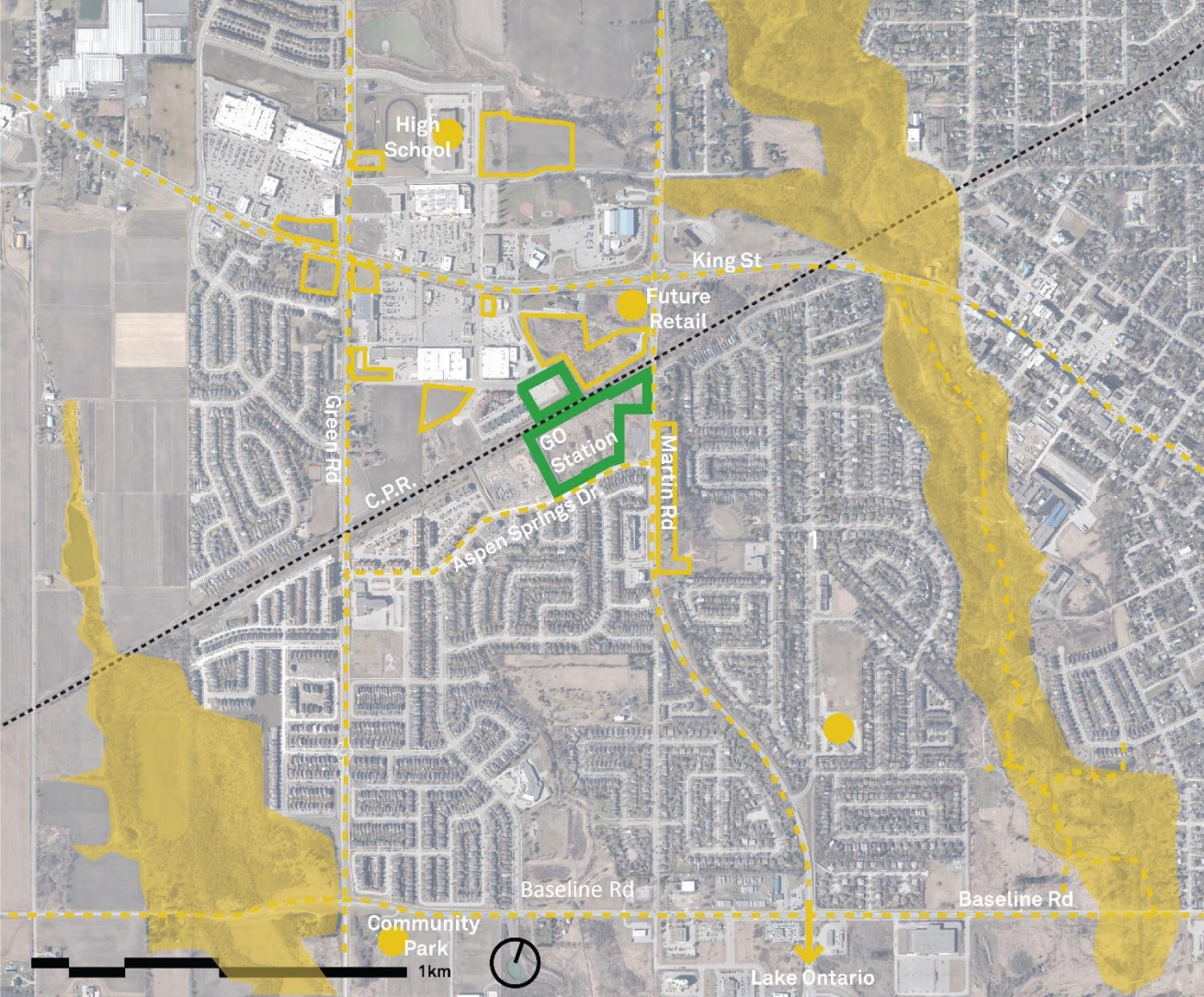
7. Topography
8. Surrounded by Built up Areas

 GO STATION

 RAIL CORRIDOR

 KEY VIEWS

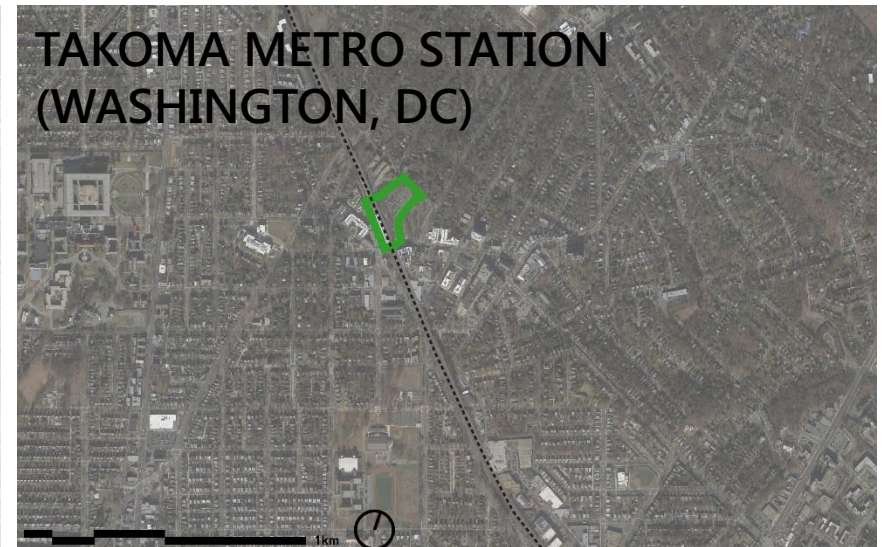
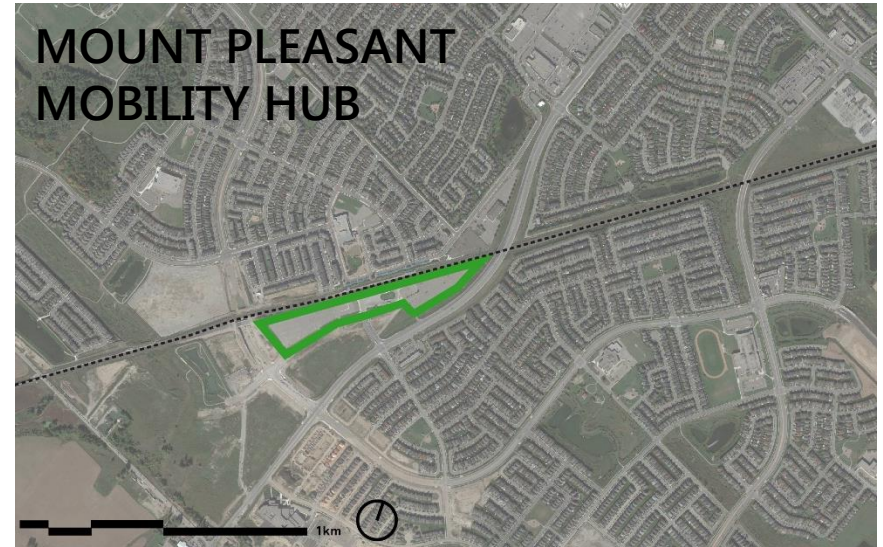
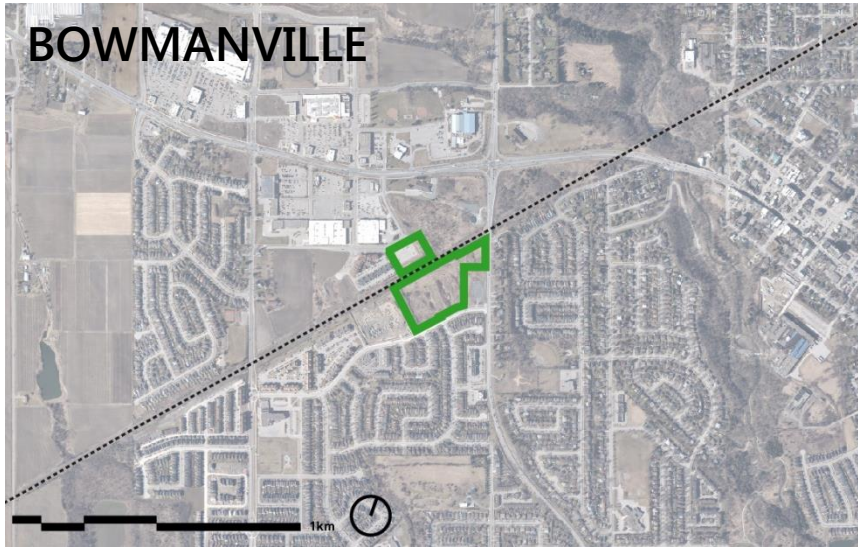
CONTEXT | Opportunities



OPPORTUNITIES

- Multi-Modal Connections
- Natural Features
- Vacant Land for Infill Development
- Anchors
- ↓ Connection to the Waterfront Trail

HUB CASE STUDIES | Site Context



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:

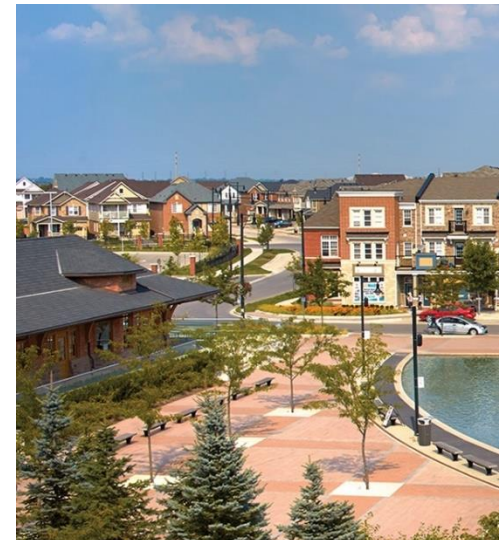
- Built form is arranged in a radial pattern
- Medium density buildings are located nearest the GO station and along major streets
- Lower density buildings in the secondary zone

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:

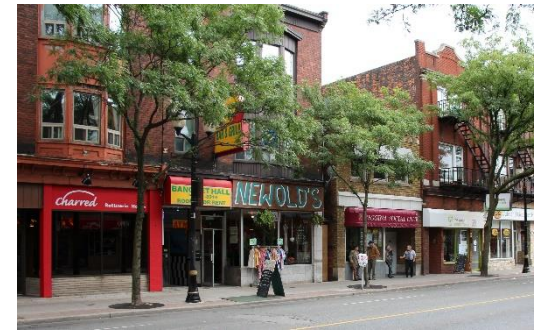
- Predominantly low-density built form
- Low-rise residential uses
- Two to four storey commercial, industrial, and employment buildings

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

We will split into two groups for the workshop activities:

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



FEEDBACK AND NEXT STEPS

Thank you!

Next Steps:

- Establish Vision and Principles – June 2017
- Complete Land Use Concept and 3D Model – June 2017
- Complete Market Review – June 2017
- Presentation to Council – July 3, 2017
- Illustrative Report – July 2017
- Mayor's and Chair Working Group Presentation – August 2017