



Cornell

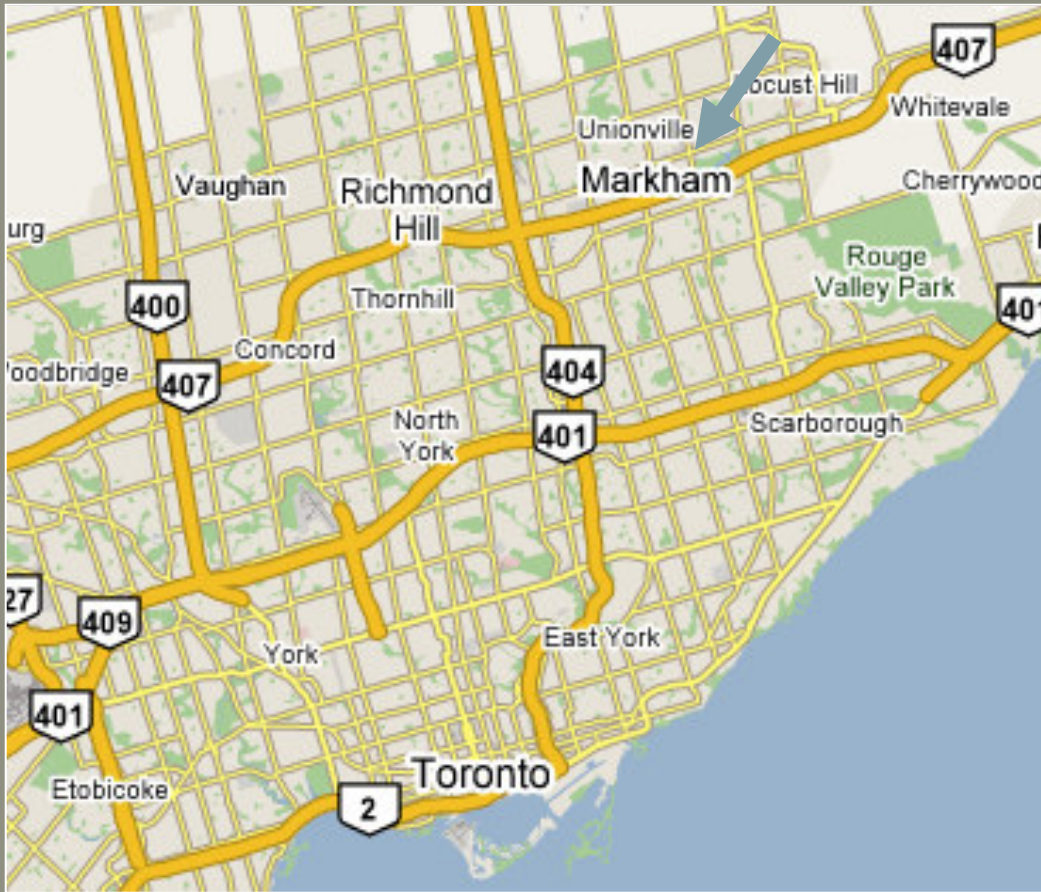
A Post-Occupancy Evaluation of a New Urbanist Community

Introduction

- A post-occupancy evaluation was undertaken to investigate the Charter of New Urbanism's objectives and the extent to which they have been accomplished in practice
- Purpose of the study was to provide baseline data about New Urbanism's central themes through a convergence of theory and practice
- Cornell, a New Urbanist community in Markham, Ontario, Canada was selected as the case study for this research



Case Study: Cornell



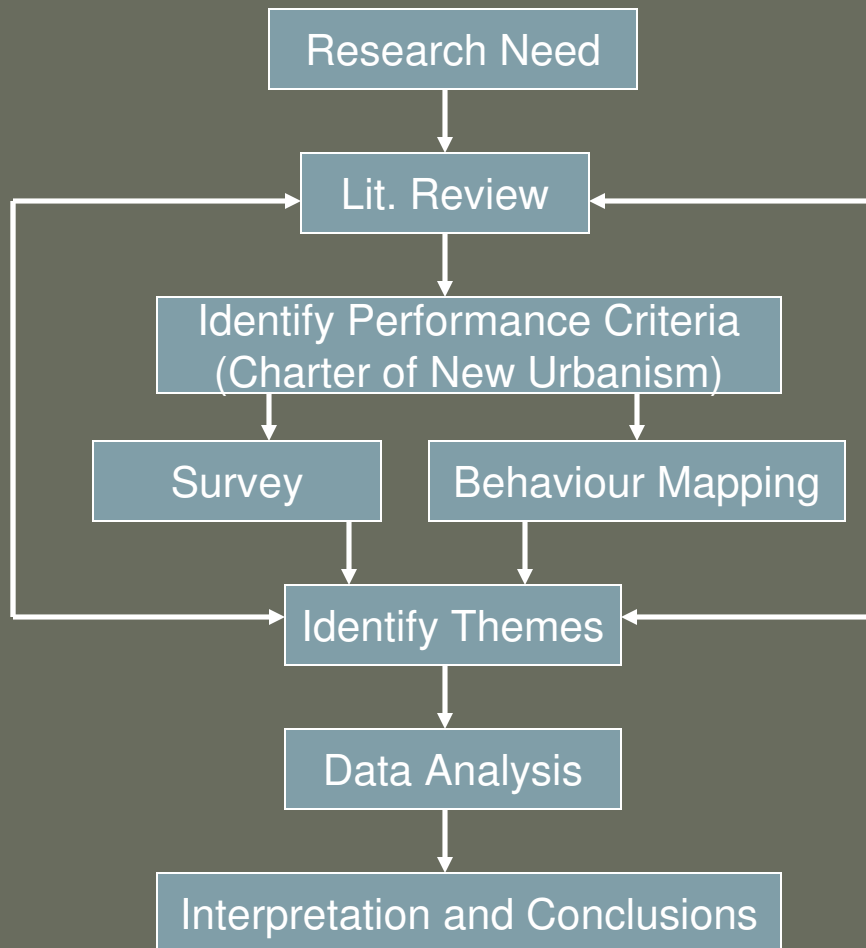
- Cornell – original design by DPZ
- Located northeast of Toronto, Canada in the Town of Markham
- At completion the community is expected to have 14,500 units and 38,000+ residents
- Construction began in 1997, 1045 unit had been completed at the time of the study

Case Study: Cornell



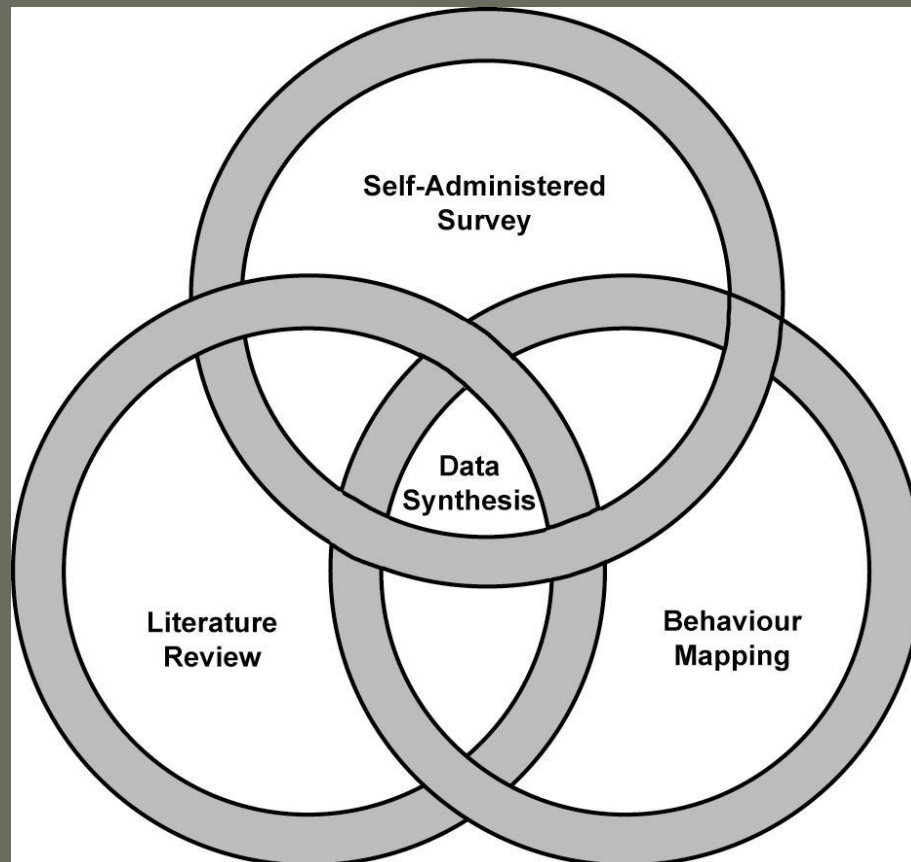
- Total Land Area: 979 ha/2421 ac.
- Neighbourhoods: 9
- Open Space and Parks: 177 ha./437 ac.
- Residential units: 10,360
- Average Density: 8 u.p.a. / 16.6 u.p.h.
- Projected Population: 38,000+

Research Design



- The Charter of New Urbanism was used as a template to test New Urbanism's claims of a better neighbourhood form
- The research process compared design criteria with the performance of site elements

Data Triangulation



- Qualitative
 - Literature Review
- Quantitative
 - Self Administered Survey
 - Distributed to all 1045 houses/units within the development
- Observational
 - Behaviour Mapping
 - Focused on key public spaces including the town centre, a neighbourhood park, and a local park

The Public Realm



- Residents liked the proximity of parks but felt there was too little variety in the spaces
- Primary users for parks were mothers with young children
- Concern about the articulation of public space (private vs. public space)

Transportation

- Transportation behaviour appears to be grounded in personal preference
- Short car trips reduced at the local scale
- Walking trips were destination oriented
- Public transit use did not appear to increase among Cornell's residents
- Transportation objectives achieved at the local level but not apparent at the regional level



Housing Diversity & Design



- Residents expressed great pride in the community
- Issues surrounding increased density (concern about the adjacency of different unit types)
- Apprehension about the changing character of future phases of Cornell's development
- Coach house was a popular feature in the community

Mixed - Uses



- Town Centre (and retail uses) were considered a positive feature
- Provides a walking destination and meeting place
- Limited employment opportunities nearby



Neighbourhood Structure



- Town Centre is a vital part of the development.
- Rear lanes were viewed as a positive feature by residents
- Narrow streets contributed to a sense of safety
- Lack of parking was viewed as a problem

Conclusion: Issues Of Scale

- Residents experience a high level of satisfaction with the community
- Of the 27 Charter principles, 11 were fully achieved, 11 partially achieved, and 5 were not realized
- Greatest success were at the block scale; least successful at the regional scale

