



HURDMAN STATION

Area Redevelopment Study



EXECUTIVE SUMMARY

Ottawa’s new Light Rail Transit (LRT) system is a \$2.1 billion investment into the City and a major achievement for all three levels of government. In order to realize the full potential of this investment the City needs to encourage the development of compact and dense transit-oriented developments (TODs) in the immediate vicinity of the new LRT stations. This Study focuses on the potential of establishing a TOD around Hurdman Station, and offers three design concepts based on TOD best practices.

STRENGTHS • WEAKNESSES • OPPORTUNITIES • CHALLENGES

In order to create a vision for the Study Area, a thorough review of the existing conditions was undertaken. Based on these existing conditions, the following SWOC was created to aid in the development of the design concepts.

INTERNAL	STRENGTHS
	Proximity to Downtown
	Existing Transit Infrastructure
	Undeveloped Land
EXTERNAL	WEAKNESSES
	Impermeable Barriers
	Site Contamination
	OPPORTUNITIES
	Expansion of Light-Rail Transit
	Undeveloped Land Primarily Owned by Single Entity
	Intensification and Densification
	CHALLENGES
Alta Vista Transportation Corridor (AVTC)	
Floodplain and Regulation Limit	
Stakeholder Hesitancy Toward Intensification	



TOD PRECEDENTS + PRINCIPLES

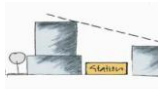
In order to fully understand how a successful TOD is designed, 26 TODs from around the world were considered, of which six were chosen as precedents for this Study based on their comparability with Hurdman Station. From these six precedents, the following TOD principles were developed to help guide the design concepts.



High-density development with a mixture of *land uses* within a five to ten minute walk of transit station.



Layout of small blocks and a hierarchy of streets to allow for efficient movement of all modes of transportation.



Built form with the highest densities located closest to the Station and along arterial roads.



Pedestrian and cycling environment with continuous and accessible sidewalks, traffic calming measures, street furniture and cycling lanes.



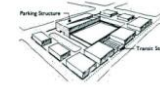
Public amenities to promote a *sense of place*.



Efficient connections between different modes of transportation and public transit.



Environmental integrity and promote active recreational activities and passive leisure.



Parking requirements relaxed to increase emphasis on transit and active transportation.

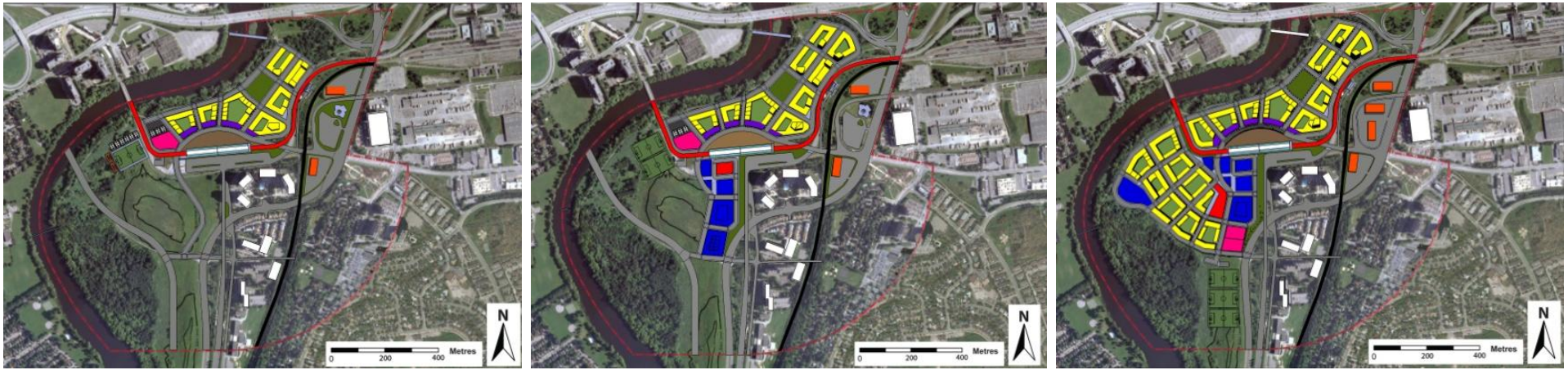
VISION FOR REDEVELOPMENT

Transform the Hurdman area into a transit-oriented neighbourhood by forming a compact, complete community that respects the area's rich environment and incorporates regional components.

DESIGN CONCEPTUALIZATION

Three design concepts were developed for the purposes of this Study. While each design concept is capable of standing upon its own merits, the designs were based on an iterative model with each subsequent design building upon the previous; the only difference being the number of constraints considered for each concept. These three design concepts also function as the short-, medium- and long-term vision for the development of the Study Area.

THE DESIGN CONCEPTS



Residential Mixed Use Community Commercial Institutional Retail Greenspace

Fully-Constrained Model

Constraints that shaped the design: the floodplain, water main, degree of contamination, private parcels, AVTC, transit infrastructure and density concerns.

Elements of Design

- A radial network of streets established with sight lines of the Station maintained
- Large plaza to function as a major public amenity
- Landfill mound landscaped into a recreational amenity
- Pedestrian and cycling bridge to Ottawa East built
- Community centre and recreational fields established to act as regional draw

Partially-Constrained Model

Constraints that shaped the design: the floodplain, degree of contamination, private parcels, AVTC and transit infrastructure.

Elements of Design

- Contamination remediation extended to area south of Station
- Large commercial parcel established, suitable for grocery store
- Institutional uses introduced to improve land use mix
- Density increased around Station, LRT line and near Highway 417

Unconstrained Model

No constraints were considered when creating this design.

Elements of Design

- Complete remediation of Site
- AVTC not built through Study Area
- Introduction of NCC cultural building
- Establishment of continuous NILM

KEY FIGURES

Developable Area: Comparison of Existing Conditions and Design Options				
	Existing Undeveloped	Fully Constrained	Partially Constrained	Unconstrained
Gross density (people & jobs/ha)	0	156	224	392
Net FAR	0	3.2	3.8	3.8
Gross FAR	0	0.8	1.2	2.1
Developable Area (ha)	43	43	43	43
# Dwelling Units	0	2,300	3,042	6,174
DU per ha	0	53	71	144
# Residents	0	3,725	4,928	10,002
Residents per ha	0	87	115	233
# Jobs Total	1	2,989	4,711	6,858
Jobs per ha	0	70	110	159
Jobs per Resident	0	0.8	1.0	0.7









The total area reviewed in the Study is 113 hectares, however only 43 hectares were considered to be developable. Land designated as NILM by the NCC and as Urban Natural Feature by the City of Ottawa and land already developed were not included.

RECOMMENDATIONS

The following actions are recommended in order to ensure the successful implementation of the design concepts.

- Encourage collaboration between the NCC and the City of Ottawa: NCC should declare the land surplus, the City should allow for the establishment of a continuous NILM
- Engage the surrounding communities and create Community Design Plan
- Choose a development entity to prepare the Site for development
- Request RFPs from private developers

DESIGN EVALUATION

Criteria	Hurdman Existing	Fully Constrained	Partially Constrained	Un-constrained
 Land Use	•	•••	••••	•••••
 Layout	•	••••	••••	•••••
 Built Form	•	•••	••••	•••••
 Ped + Cycle Environment	••	••••	••••	•••••
 Place Making	•	••	••••	•••••
 Intermodal Connectivity	••	•••••	•••••	•••••
 Environment	•••	••••	••••	••••
 Parking	••	••••	••••	•••••

The three design concepts were evaluated using the TOD principles. Based on evaluation, the third design concept is determined to best fulfill the vision for the Site and is most reflective of a well-designed TOD.

CONCLUSIONS

- Hurdman Station is a development priority for the City of Ottawa
- The vision for the Site helps fulfill the NCC's mandate
- The design options represent three concepts for developing the Study Area. However, they also build upon each other and present a short-, medium-, and long- term vision for the Study Area
- Collaboration between the stakeholders is key to achieving this vision