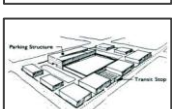


Design Evaluation

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.

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

Recommendations

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

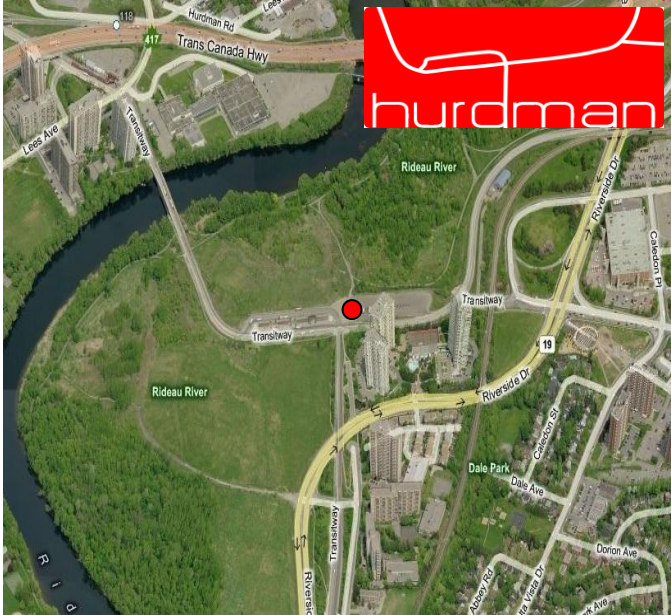
- Encourage collaboration between the NCC and the City of Ottawa: NCC should declare the land surplus, the City should provide land to allow for the establishment of a continuous NILM
- Engage the surrounding communities and create a Community Design Plan
- Choose a development entity to prepare the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

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 should not be viewed in isolation.
- Collaboration between the stakeholders is key to achieving this vision

Hurdman Station Area Transit – Oriented Development

Ottawa’s new light rail transit (LRT) system is a major achievement for all three levels of government and represents a \$2.1 billion investment into the City. 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.



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

SWOC

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

WEAKNESSES

- Impermeable Barriers
- Site Contamination

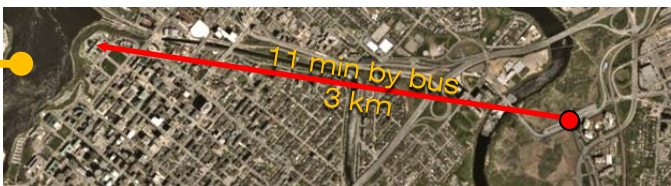
EXTERNAL

OPPORTUNITIES

- Expansion of Light-Rail Transit
- Undeveloped Land Primarily Owned by Single Entity
- Intensification and Densification

CHALLENGES

- Alta Vista Transportation Corridor
- Floodplain and Regulation Limit
- Stakeholder Hesitancy Toward Intensification



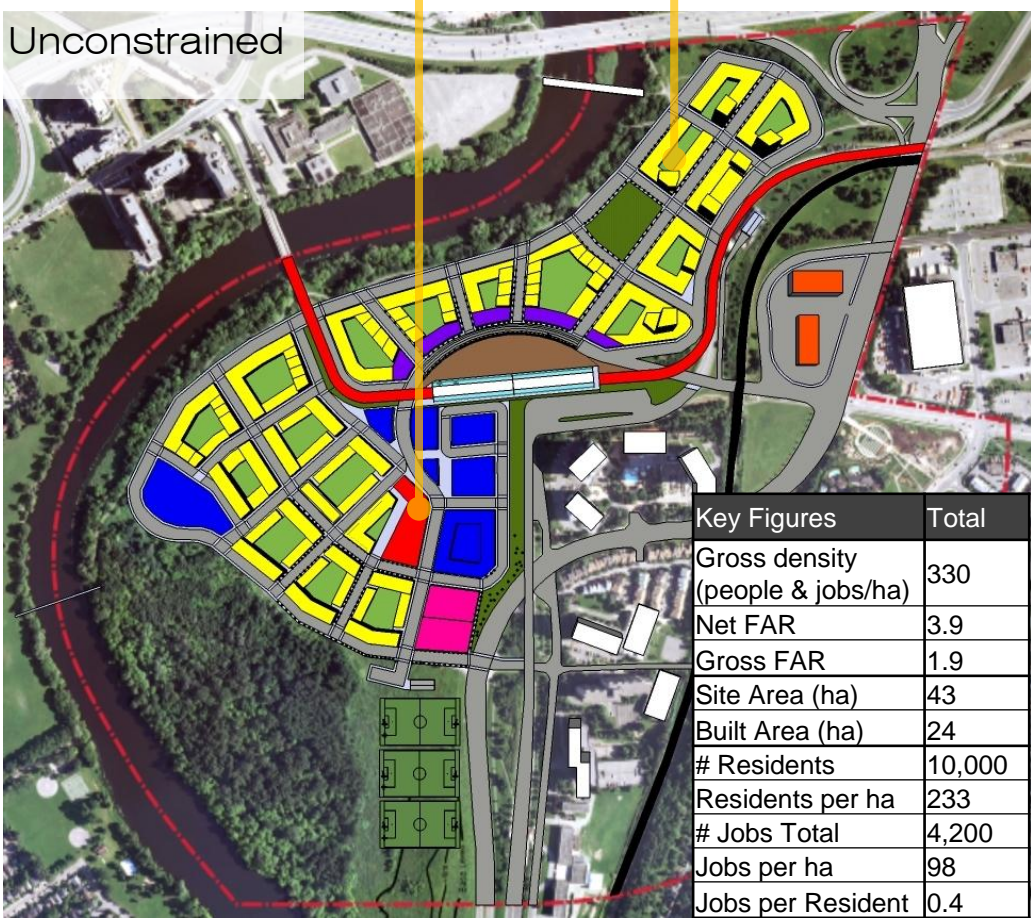
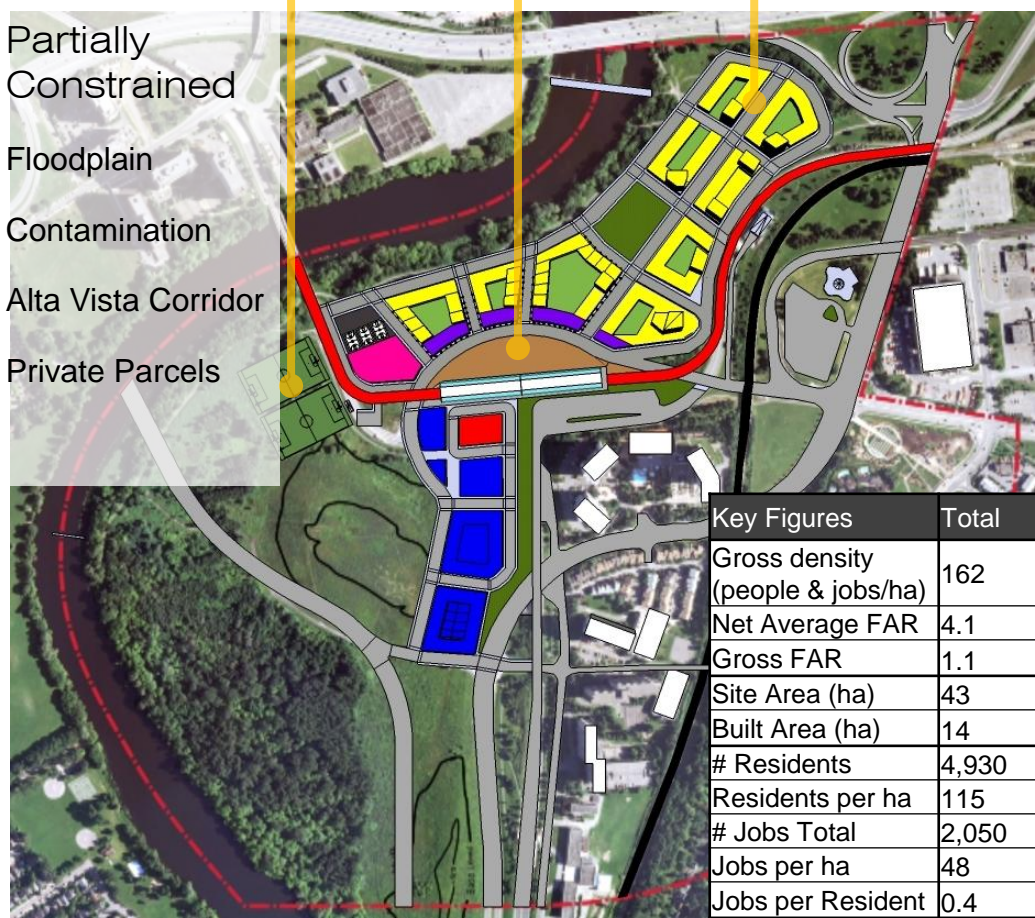
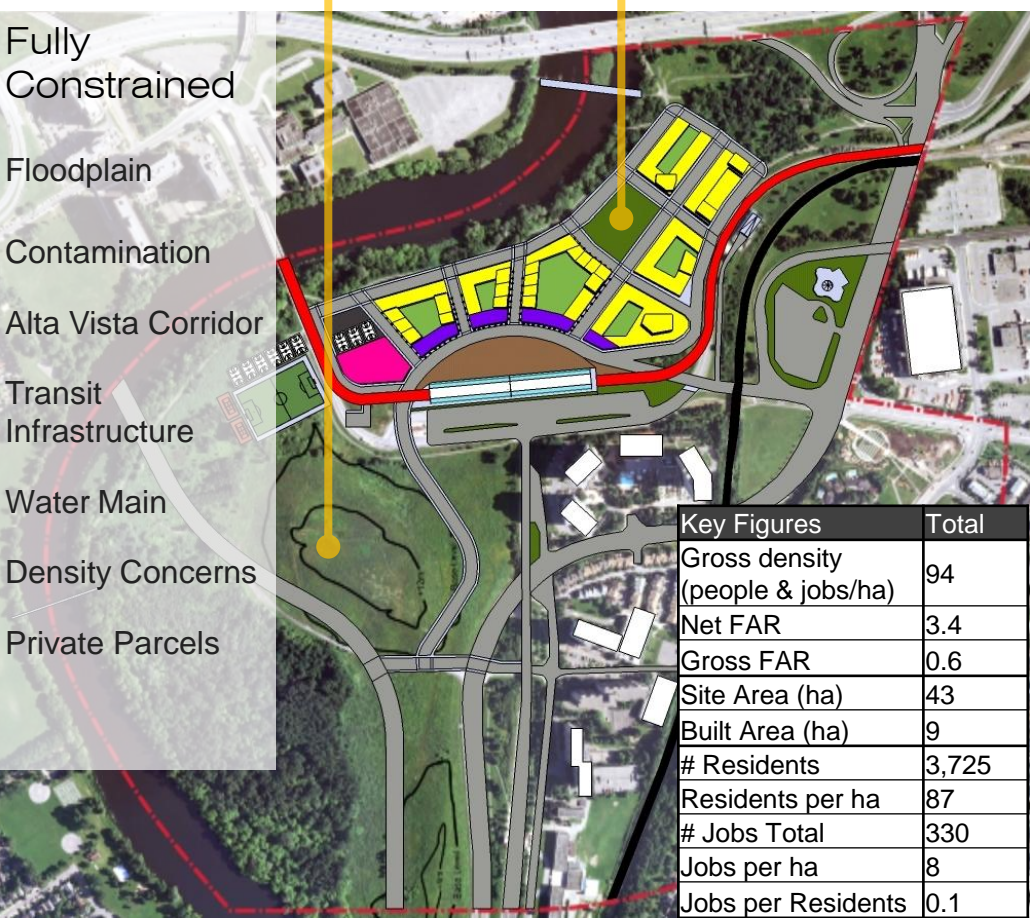
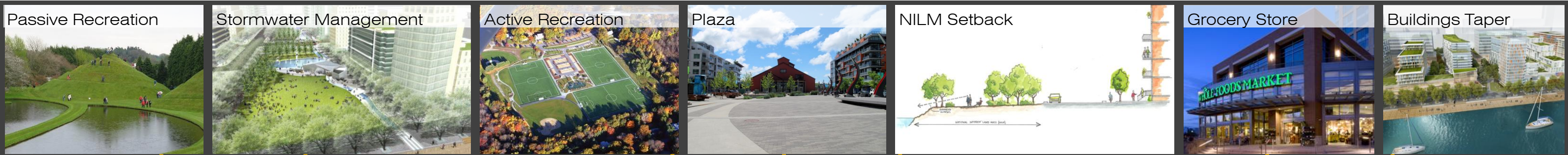
TOD Precedents + Principles

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

- Create high-density development with a mixture of land uses within a five to ten minute walk of transit station.
 - Establishment of small blocks and a hierarchy of streets to allow for efficient movement of all modes of transportation.
 - Development should taper across TODs with the highest densities located closest to the station.
 - Design public amenities to promote a sense of civic identity.
- Use continuous and accessible sidewalks, traffic calming measures, street furniture, and cycling lanes to enhance the pedestrian and cycling environment.
 - Facilitate efficient transitions between different modes of transportation and public transit.
 - Provide open spaces to promote active recreational activities and passive leisure.
 - Relax parking requirements and increase emphasis on transit and active transportation.

Hurdman Station Area Redesign

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 could also function as the short, medium, and long term vision for the development of the Study Area.



Residential Mixed Use Community Institutional Retail Commercial Greenspace