Hurdman Station Area
Transit-Oriented Development

Presenters: Sarah Bingham + Anya Paskovic
Study Motive

The LRT is an investment in the City of Ottawa.

Ottawa’s principal strategic objective is to maximize density in and around LRT transit stations.

Hurdman Station currently services 66 routes, more than any other station.
The Hurdman Method

Research • Strategy • Design

Context • Vision • Design Concept

SWOC • Conclusions

Precedent Lessons
The Hurdman Method

Research • Strategy • Design

Context

SWOC

Vision

Design Concept

Precedent Lessons

Conclusions
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Precedent Lessons

Conclusions
Strengths

Proximity To Downtown

Undeveloped Land

Existing Transit Infrastructure

11 min by bus
3 km
Strengths

Proximity To Downtown

Undeveloped Land

Existing Transit Infrastructure
Strengths

Proximity To Downtown

Undeveloped Land

Existing Transit Infrastructure

Separated Transitway

Regional Bus Interchange
Weaknesses

Impermeable Barriers

Site Contamination
Weaknesses

Impermeable Barriers

Site Contamination

Clipped Fence

Informal Rail Crossing
**Weaknesses**

**Impermeable Barriers**

**Site Contamination**

**Landfill Mound**
Opportunities

Expansion Of Light-Rail Transit System

Intensification + Densification

Undeveloped Land Primarily Owned by a Single Entity
Opportunities

Expansion of Light-rail Transit System

Intensification + Densification

Undeveloped Land Primarily Owned by a Single Entity

Holland Cross

Westboro

Mixed Use Centre
Opportunities

Expansion Of Light-rail Transit System

Intensification + Densification

Undeveloped Land
Primarily Owned by a Single Entity

War Memorial
Challenges

Development
Regulation within Floodplain

Stakeholder
Hesitation Towards Intensification

Alta Vista Transportation Corridor

Floodplain

Floodplain Map
Challenges

Development
Regulation within Floodplain

Stakeholder
Hesitation Towards Intensification

Alta Vista Transportation Corridor

Riverview Park Home

Riviera Complex

Building Height Map
Challenges

Development
Regulation within Floodplain

Stakeholder
Hesitation Towards Intensification

Alta Vista
Transportation Corridor

Parkway
Tunnel
Cut + Cover
The Hurdman Method

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Precedent Lessons
TOD Lessons Learned

Land Use

Layout

High Density

Built Form

Public Realm

Ped + Cycle

Land Use Mix

Environment
Lessons Learned

Land Use

Layout

Built Form

Ped + Cycle

Environment

Small Blocks

Traffic Calming

Interconnected Streets
Lessons Learned

Land Use

Layout

Built Form

Ped + Cycle

Environment

Heights Taper

Towers Setback

Streetwall
Lessons Learned

Landuse

Layout

Built Form

Ped + Cycle

Environment
Lessons Learned

Open Spaces

Place Making

Intermodal Connectivity

Parking

Recreation

Natural Areas

Hubs + Corridors
Lessons Learned

Open Spaces

Place Making

Intermodal Connectivity

Parking

Iconic + Fabric

Congregation Space

Community Facilities
Lessons Learned

Open Spaces

Place Making

Intermodal Connectivity

Parking

Mode Transition

Transit Access

Pedestrian Network
Lessons Learned

Open Spaces

Place Making

Intermodal Connectivity

Parking

Parking Structures

Relaxed Requirements

Curb-Side
Site Specific Precedents

Multi-Modal • Broadway Station
Vancouver, BC

Brownfield • Spencer Creek Village
Hamilton, Ontario

Waterfront • Trinity River Corridor
Dallas, Texas

Phasing • Port Credit Village
Mississauga, Ontario

Height Transition • Regent Park
Toronto, ON
The Hurdman Method

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Precedent Lessons
Vision Statement

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.
The Hurdman Method

Research • Strategy • Design

Context • Vision • Design Concept

SWOC • Conclusions

Precedent Lessons
Design Process
Design

KEY FINDINGS

<table>
<thead>
<tr>
<th>Total/Avg.</th>
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<tbody>
<tr>
<td>Gross Density (people &amp; jobs/ha)</td>
</tr>
<tr>
<td>Gross FAR</td>
</tr>
<tr>
<td>Developable Area (ha)</td>
</tr>
<tr>
<td># Residents</td>
</tr>
<tr>
<td># Jobs Total</td>
</tr>
</tbody>
</table>
Access + Wayfinding

[Diagram of bicycle connectivity]

[Diagram of pedestrian connectivity]

[Diagram of vehicle circulation]

Legend:
- BRT/LRT
- Railroads
- Bike paths
- Arterial
- Primary collectors
- Secondary collectors
- Local

[Diagram of pedestrian pathways and entry points]
Place Making

Plaza Cross-Section

Sidewalk 3.5m  Bike 1m  Parking 1.5m  Street 2.5m  Street 3.5m  Drop-Off 2.5m  Bike 1m  PLAZA 1.5m

Plaza Model
Hurdman Station Plaza
Plaza Model
Conclusions

Hurdman Station is a priority for development and a necessity for the City of Ottawa.

Build a complete community founded on TOD principles and best practices.

An innovative design that respects, enhances and connects to the local context and natural environment.

Collaborate with stakeholders, engage the community and prepare the site for development.
Phasing

Phase 1
Phase 2
Phase 3
Phase 4
Phase 5
Shadow Analysis
Context in Ottawa
Design Elements

Natural

Built

Plaza

Green
Within T3 or T4 transect zones

National recognition as exemplars of TOD

Located within the inner suburbs

Greyfield or brownfield sites

Built form comparable to Ottawa's context

Designs addressing natural and built boundaries
Market Analysis

Retail

- Limited retail in Study Area
- Substantial amount of retail in surrounding neighbourhoods
- Nearest grocery store approximately 3km away

Office

- Currently no office uses in the Study Area
- Low vacancy rate in Ottawa East submarket
- PWGSC building near Train Station and Train Yards Office Complex in the pipeline for the surrounding area

Residential

- Price of dwellings is greater than City average
- Study Area currently includes high rise rental and condominium units and single detached dwellings
- Low apartment vacancy rate