

Hurdman Station Area Transit-Oriented Development



The Hurdman Method



Research

•

Strategy

•

Design

Context

Vision

Design Concept

SWOC

Conclusions

Precedent Lessons

The Hurdman Method



Research

•

Strategy

•

Design

Context

Vision

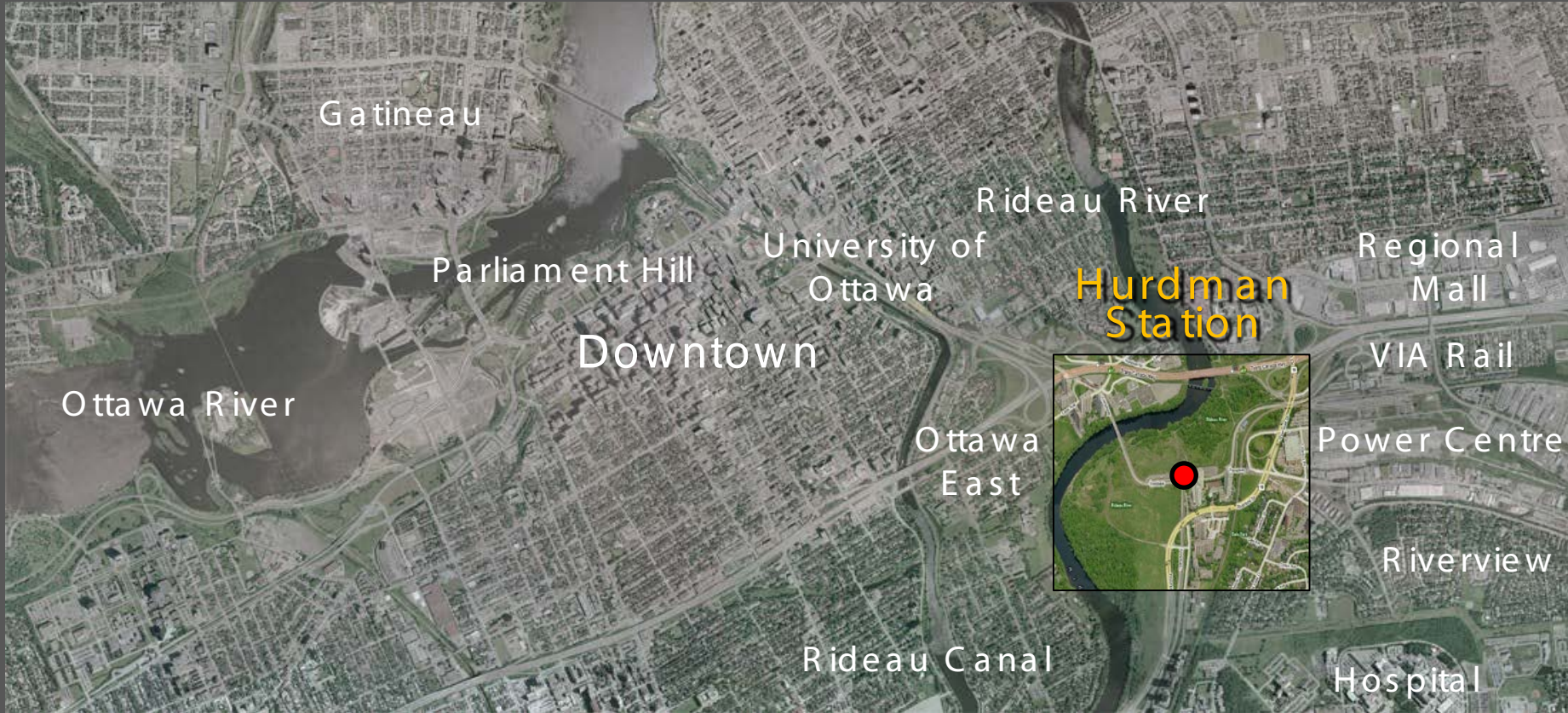
Design Concept

SWOC

Conclusions

Precedent Lessons

Ottawa, Ontario



Study Area



Riverside Trail



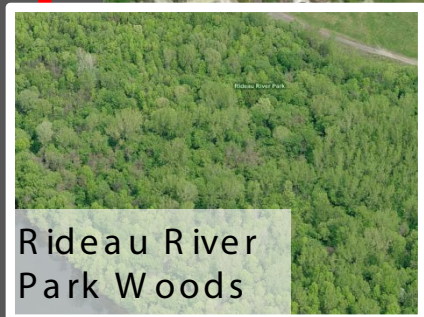
Hurdman Station



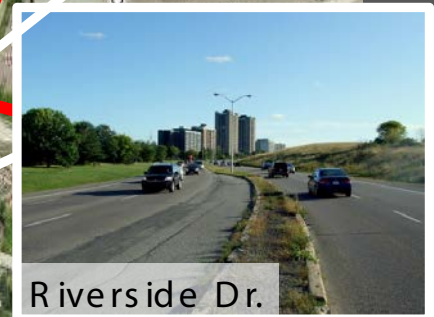
Riviera Complex



Railway Line



Rideau River Park Woods



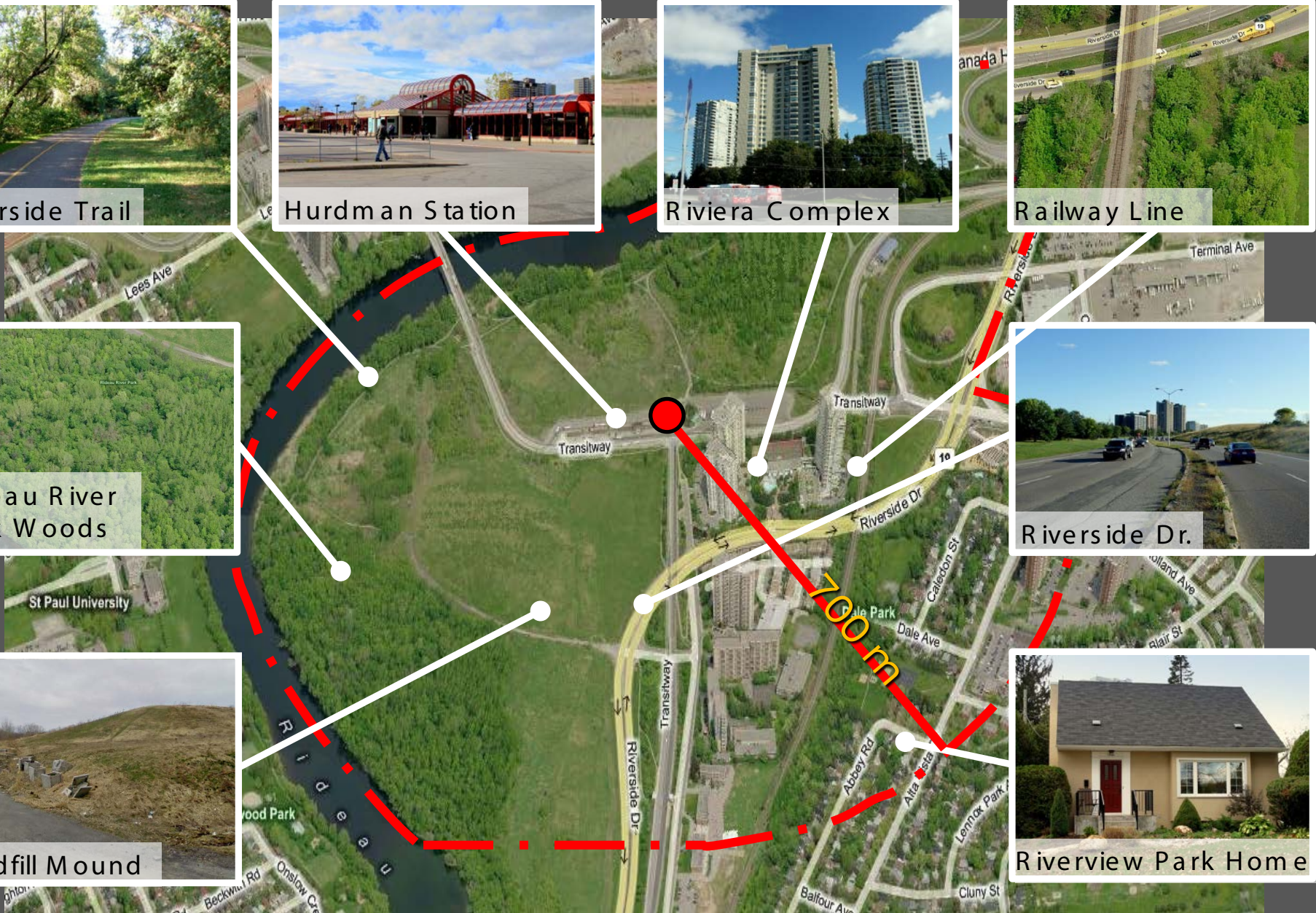
Riverside Dr.



Landfill Mound



Riverview Park Home



The Hurdman Method



Research

•

Strategy

•

Design

Context

Vision

Design Concept

SWOC

Conclusions

Precedent Lessons

Strengths

Proximity To
Downtown

Undeveloped Land

Existing Transit
Infrastructure



Strengths

Proximity To
Downtown

Undeveloped Land

Existing Transit
Infrastructure

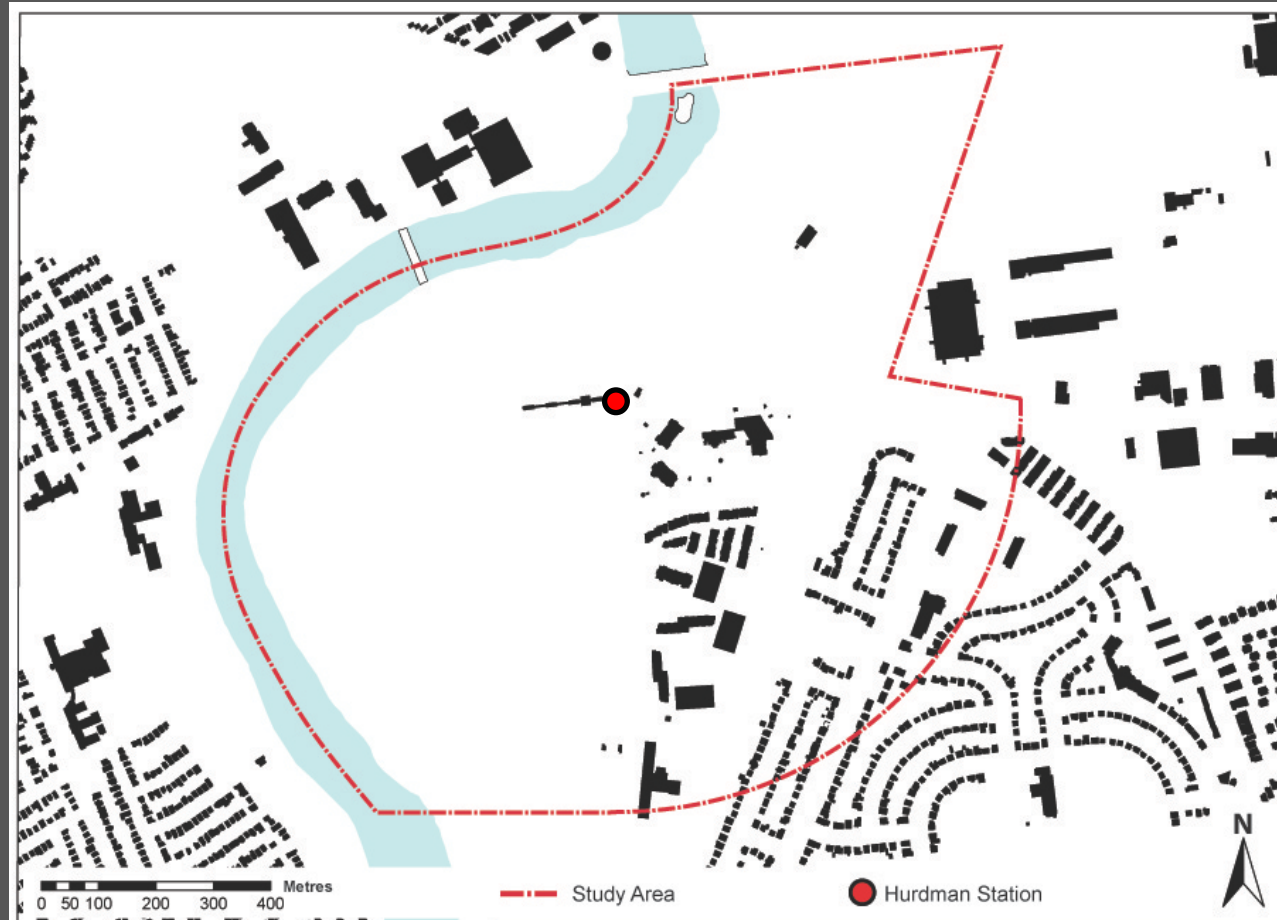
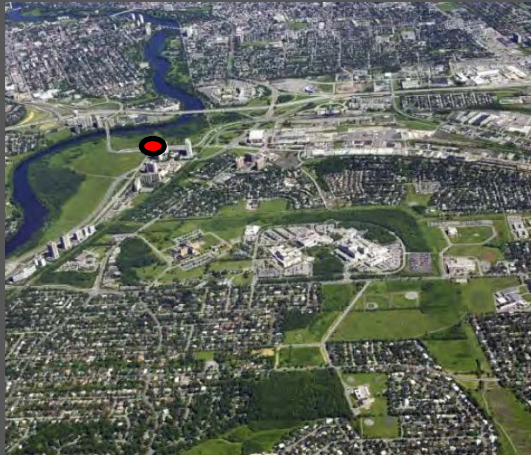


Figure Ground Map

Strengths

Proximity To
Downtown

Undeveloped Land

Existing Transit
Infrastructure



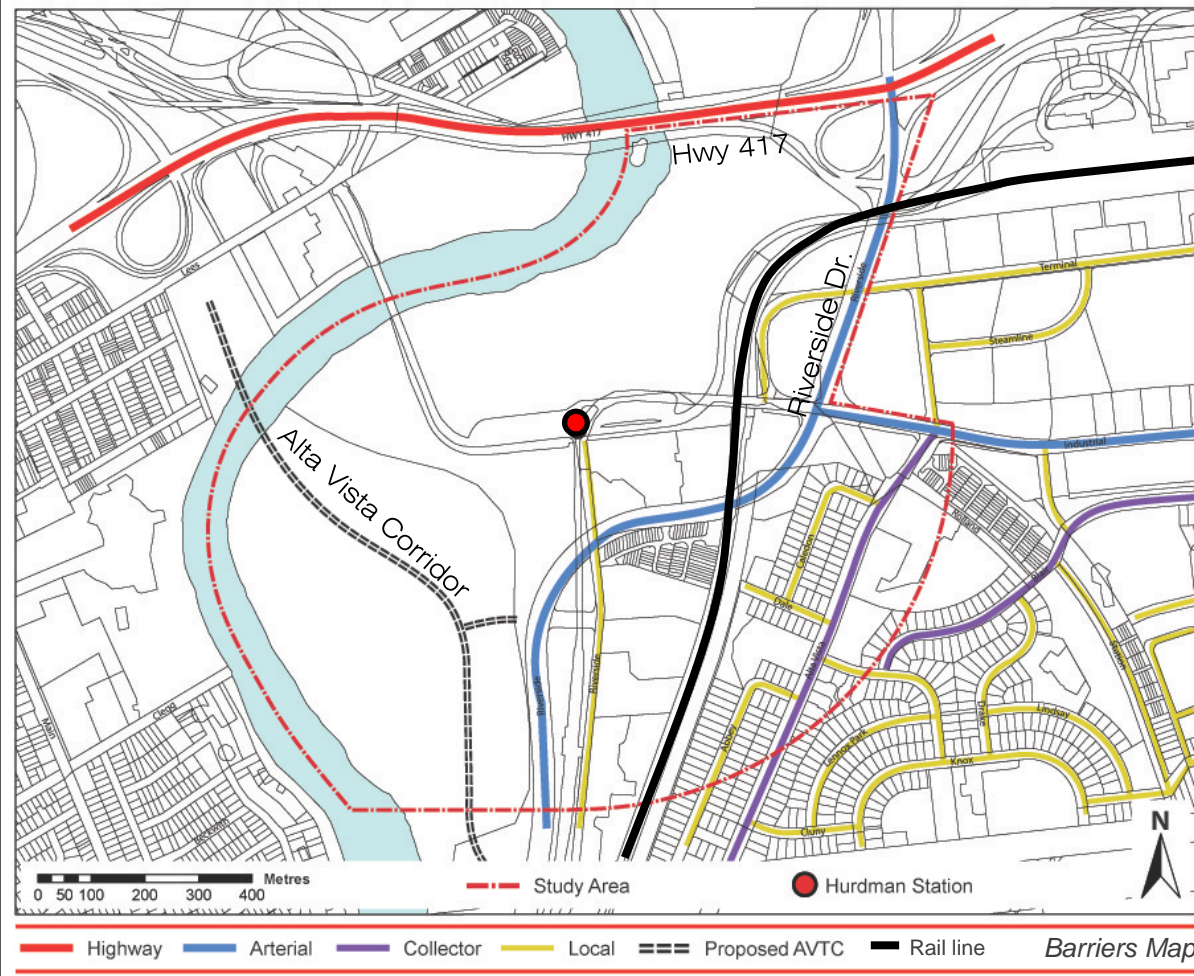
Weaknesses

Im permeable Barriers

Site Contamination



Riverside Dr.



Weaknesses

Im permeable Barriers

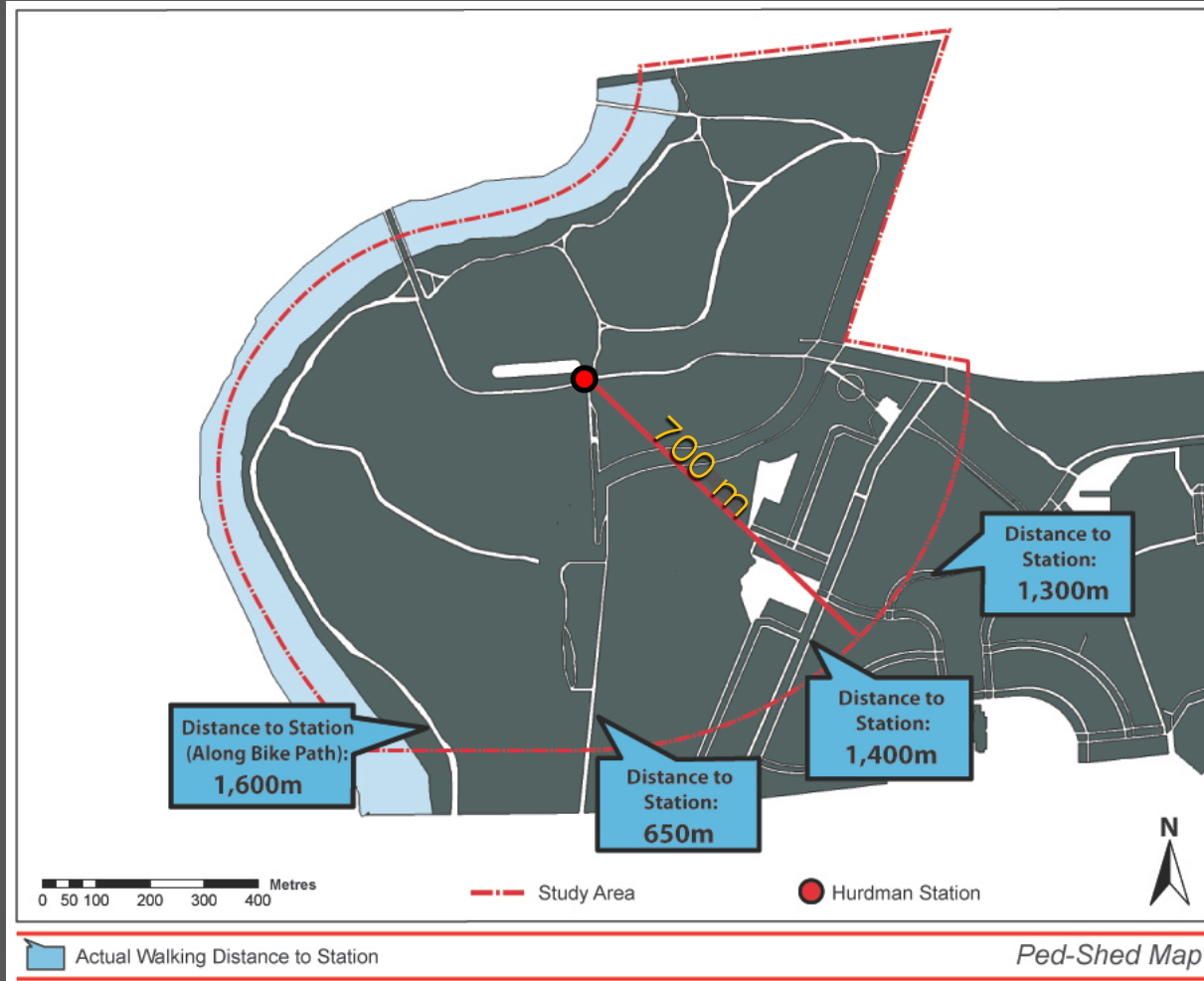
Site Contamination



Clipped Fence



Informal Rail Crossing



Weaknesses

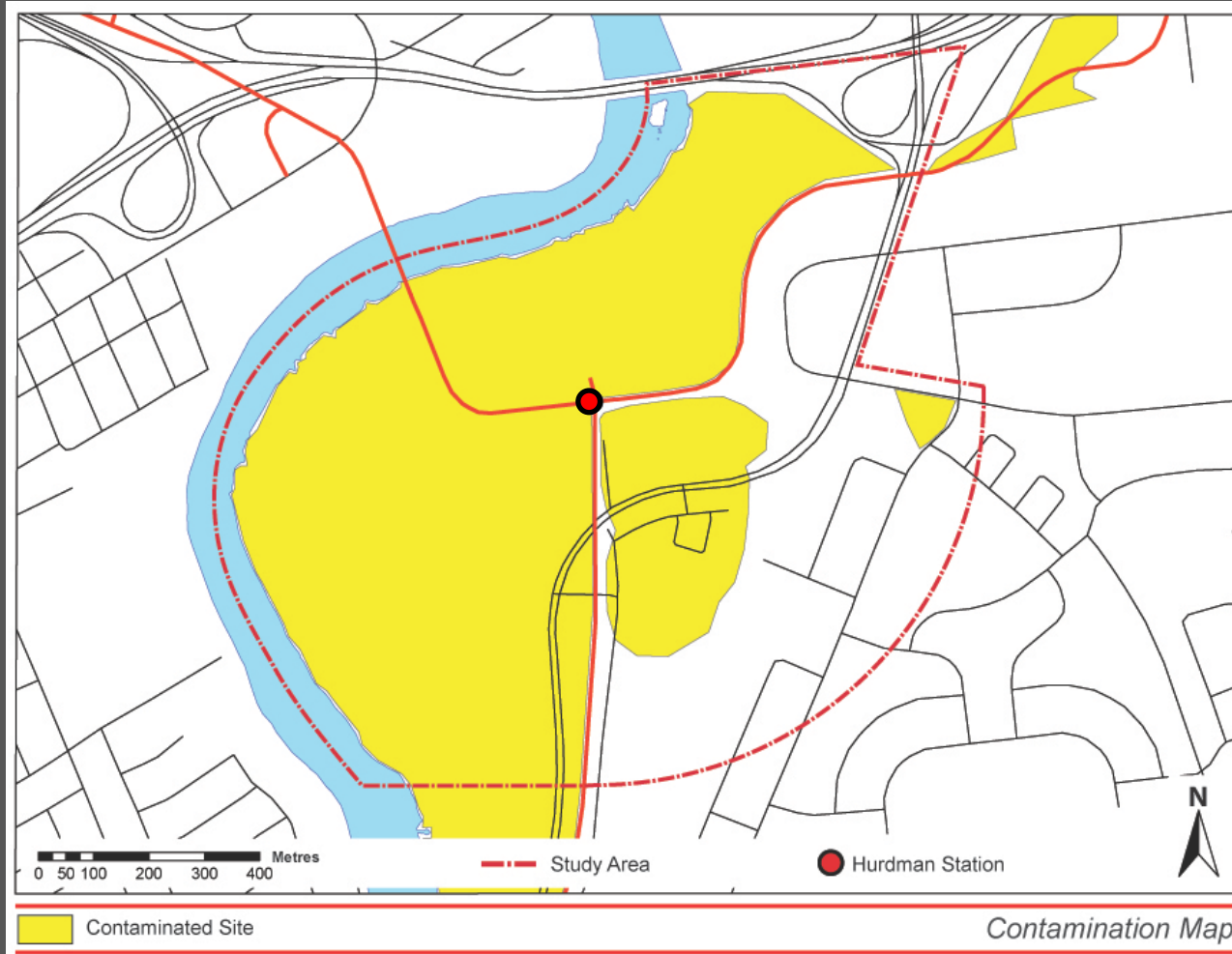


Im permeable Barriers

Site Contamination



Landfill Mound



Contamination Map

Opportunities

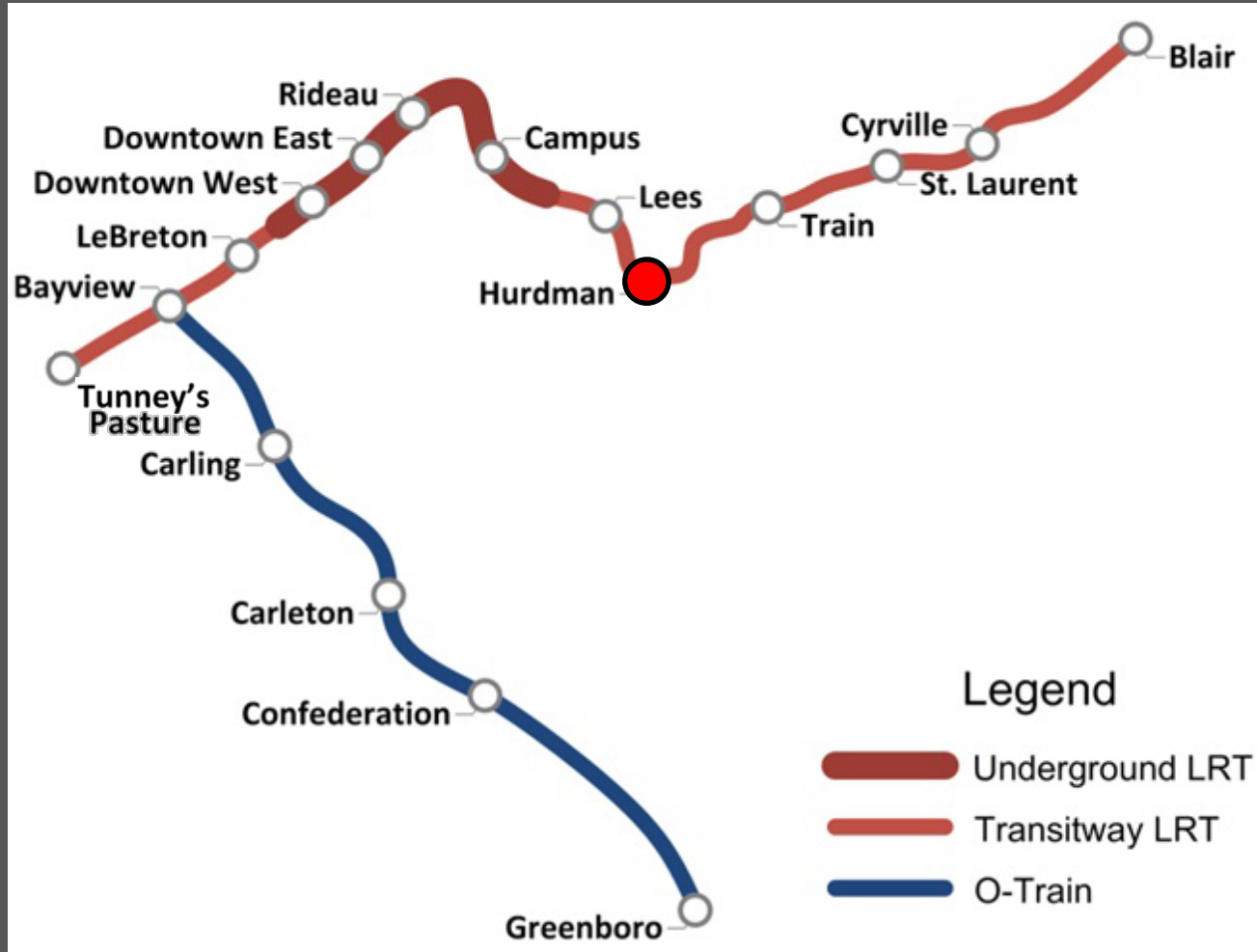
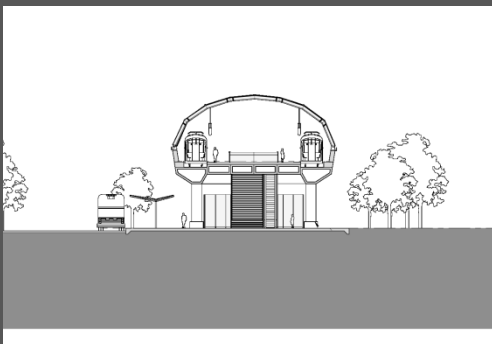


Expansion Of Light-Rail Transit System

Intensification +
Densification

Undeveloped Land
Primarily Owned by
a Single Entity

Proposed Station



Opportunities

Expansion Of Light-rail Transit System

Intensification +
Densification

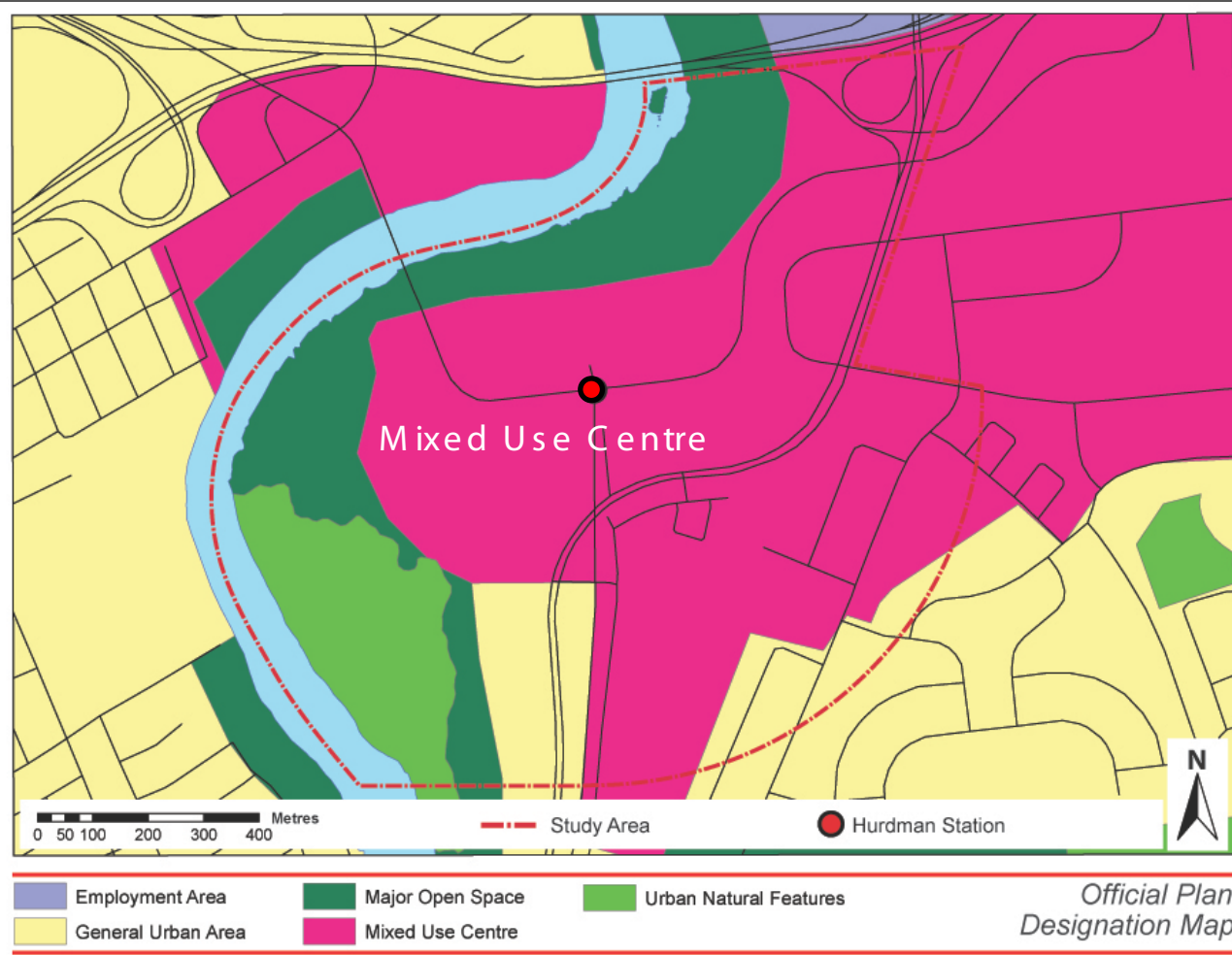
Undeveloped Land
Primarily Owned by
a Single Entity



Holland Cross



Westboro



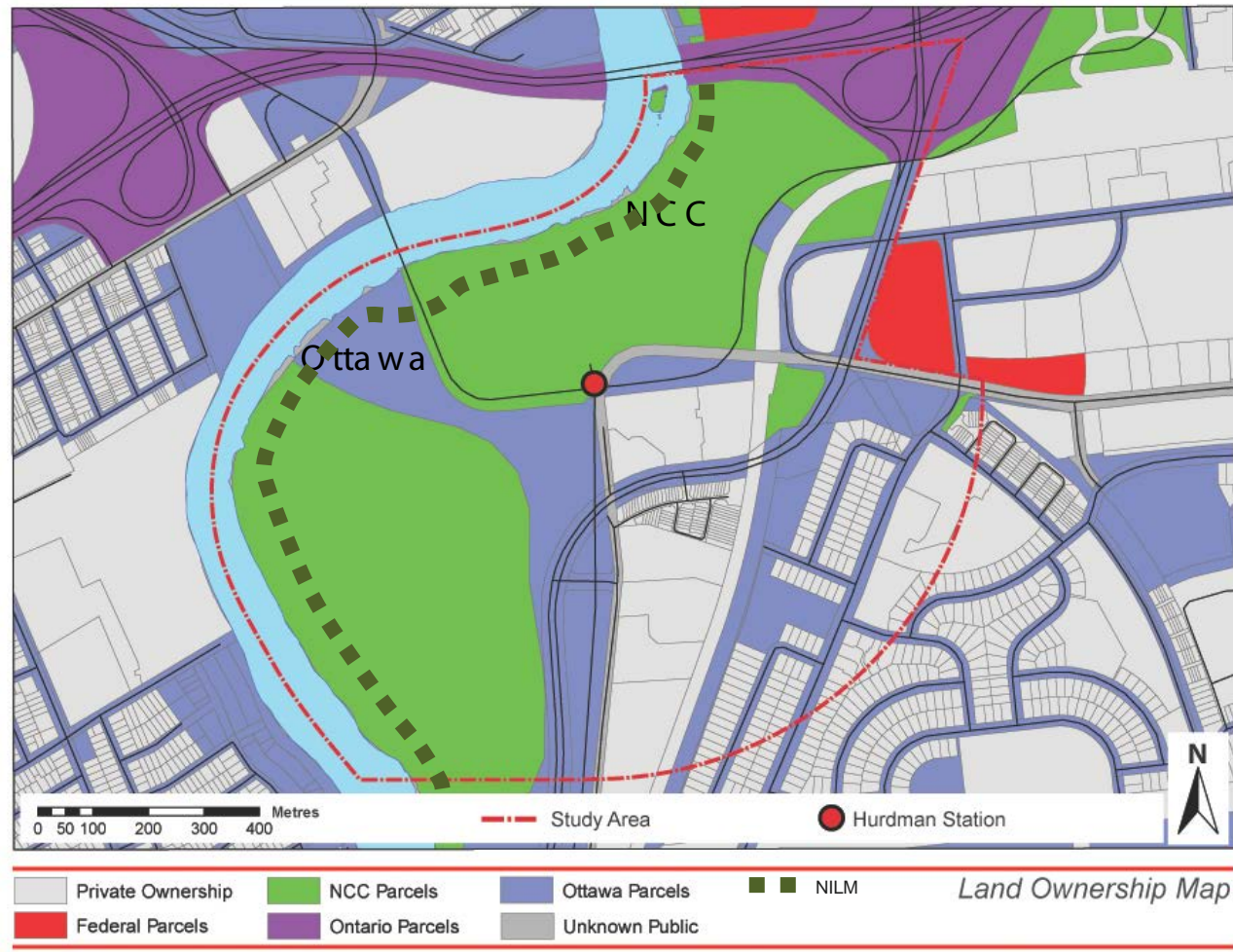
Opportunities

Expansion Of Light-rail Transit System

Intensification +
Densification

Undeveloped Land
Primarily Owned by
a Single Entity

War Memorial

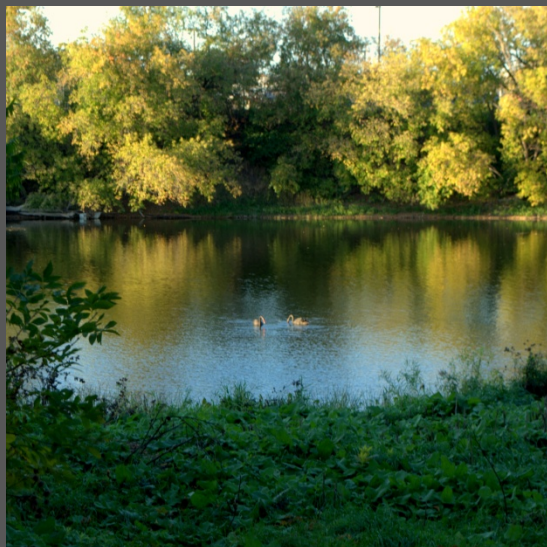


Challenges

Development
Regulation within
Floodplain

Stakeholder
Hesitation Towards
Intensification

Alta Vista
Transportation
Corridor



Challenges

Development
Regulation within
Floodplain

Stakeholder
Hesitation Towards
Intensification

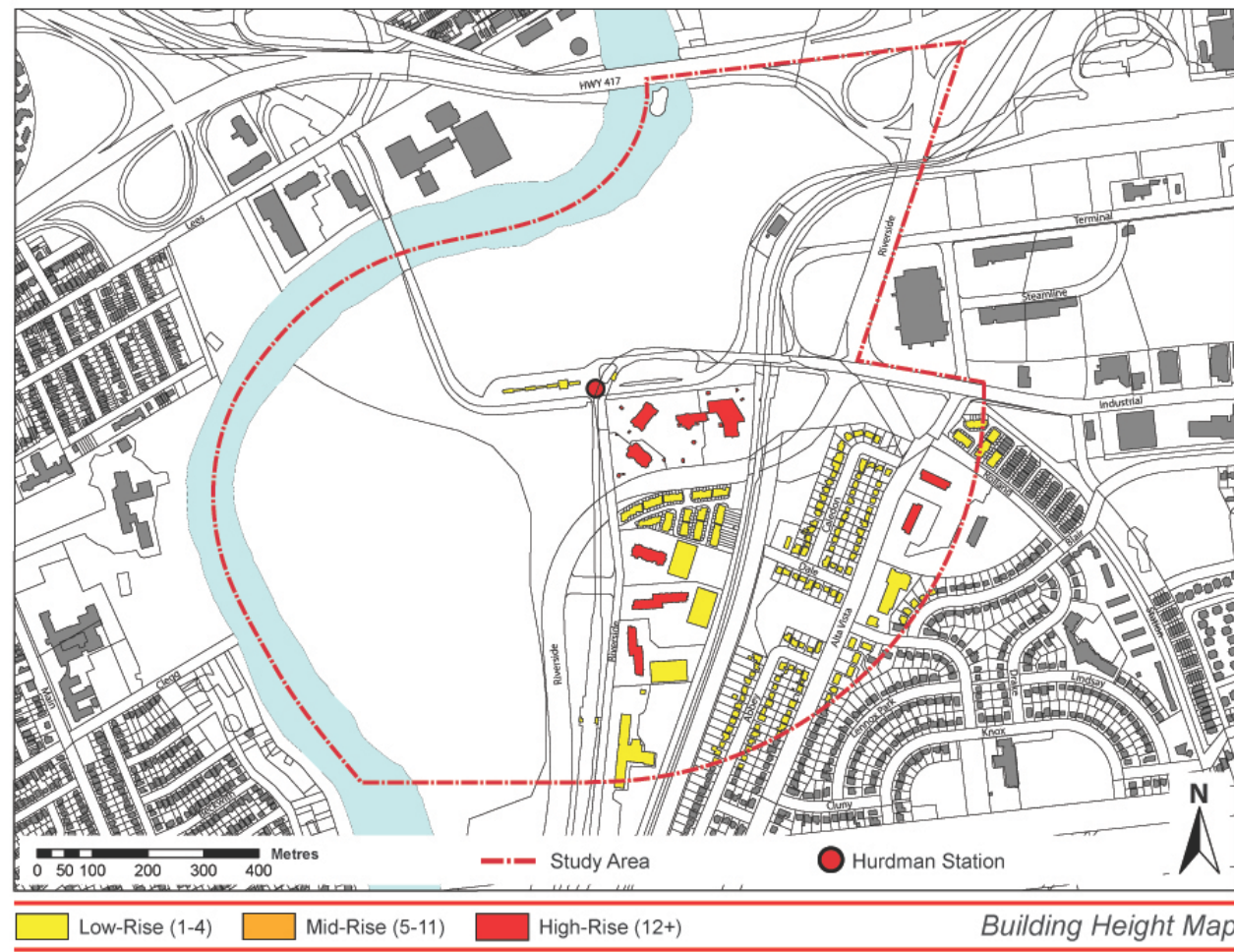
Alta Vista
Transportation
Corridor



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



Research

•

Strategy

•

Design

Context

Vision

Design Concept

SWOC

Conclusions

Precedent Lessons

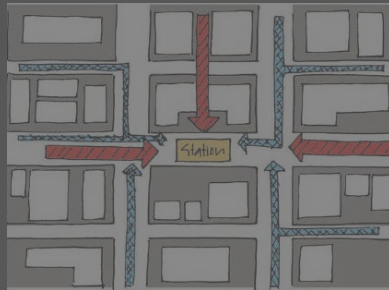
TOD Lessons Learned



Land Use



High Density



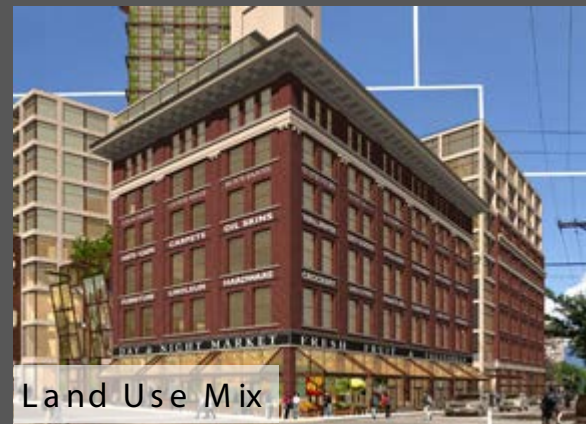
Layout



Public Realm



Built Form



Land Use Mix

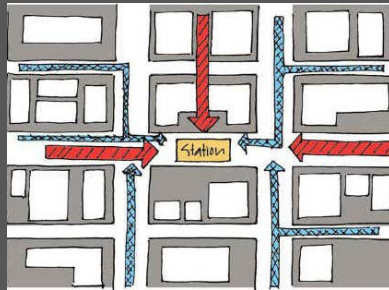


Ped + Cycle Environment

Lessons Learned



Land Use



Layout



Built Form



Ped + Cycle Environment



Small Blocks



Traffic Calming

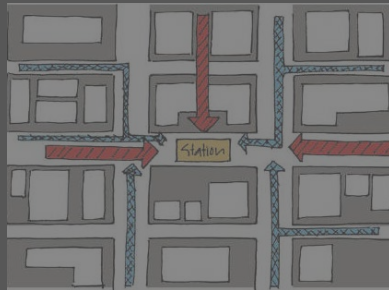


Interconnected Streets

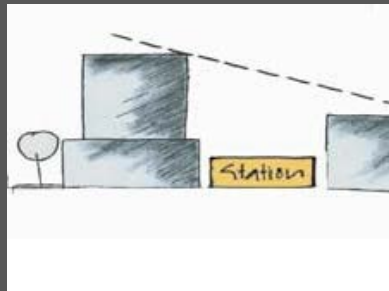
Lessons Learned



Land Use



Layout



Built Form



Ped + Cycle Environment



Heights Taper



Towers Setback

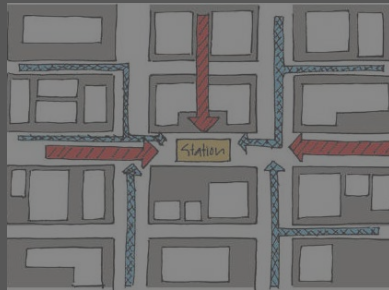


Streetwall

Lessons Learned



Landuse



Layout



Built Form



Ped + Cycle Environment



Pedestrian Realm

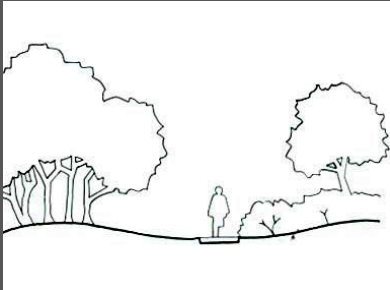


Continuous Routes



Street Furniture

Lessons Learned



Open Spaces



Recreation



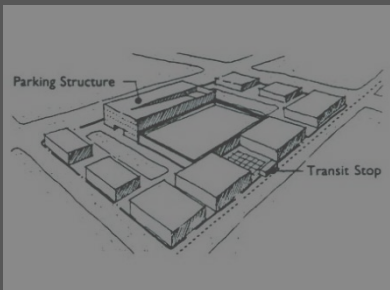
Place Making



Natural Areas



Intermodal Connectivity



Parking



Hubs + Corridors

Lessons Learned



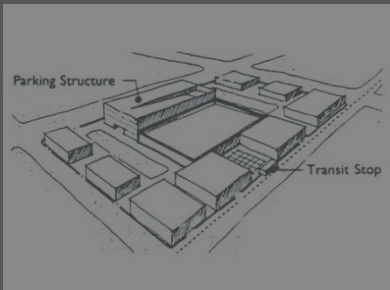
Open Spaces



Place Making



Intermodal Connectivity



Parking



Iconic + Fabric



Congregation Space



Community Facilities

Lessons Learned



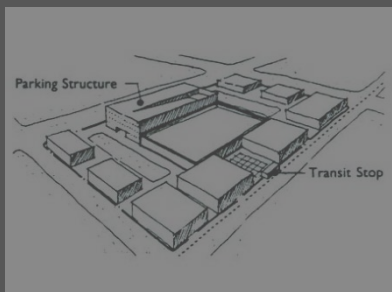
Open Spaces



Place Making



Intermodal
Connectivity



Parking



Mode Transition



Transit Access



Pedestrian Network

Lessons Learned



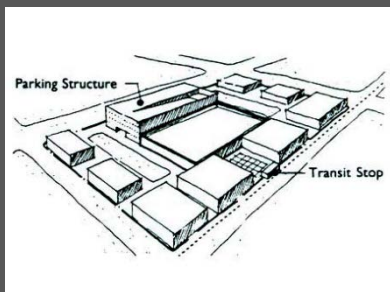
Open Spaces



Place Making



Intermodal Connectivity



Parking



Parking Structures



Relaxed Requirements



Curb-Side

Site Specific Precedents

Multi-Modal • Broadway Station
Vancouver, BC



Multi-Modal

Brownfield • Spencer Creek Village
Hamilton, Ontario



Waterfront

Phasing • Port Credit Village
Mississauga, Ontario



Transition

Height Transition • Regent Park
Toronto, ON

The Hurdman Method



Research

•

Strategy

•

Design

Context

Vision

Design Concept

SWOC

Conclusions

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

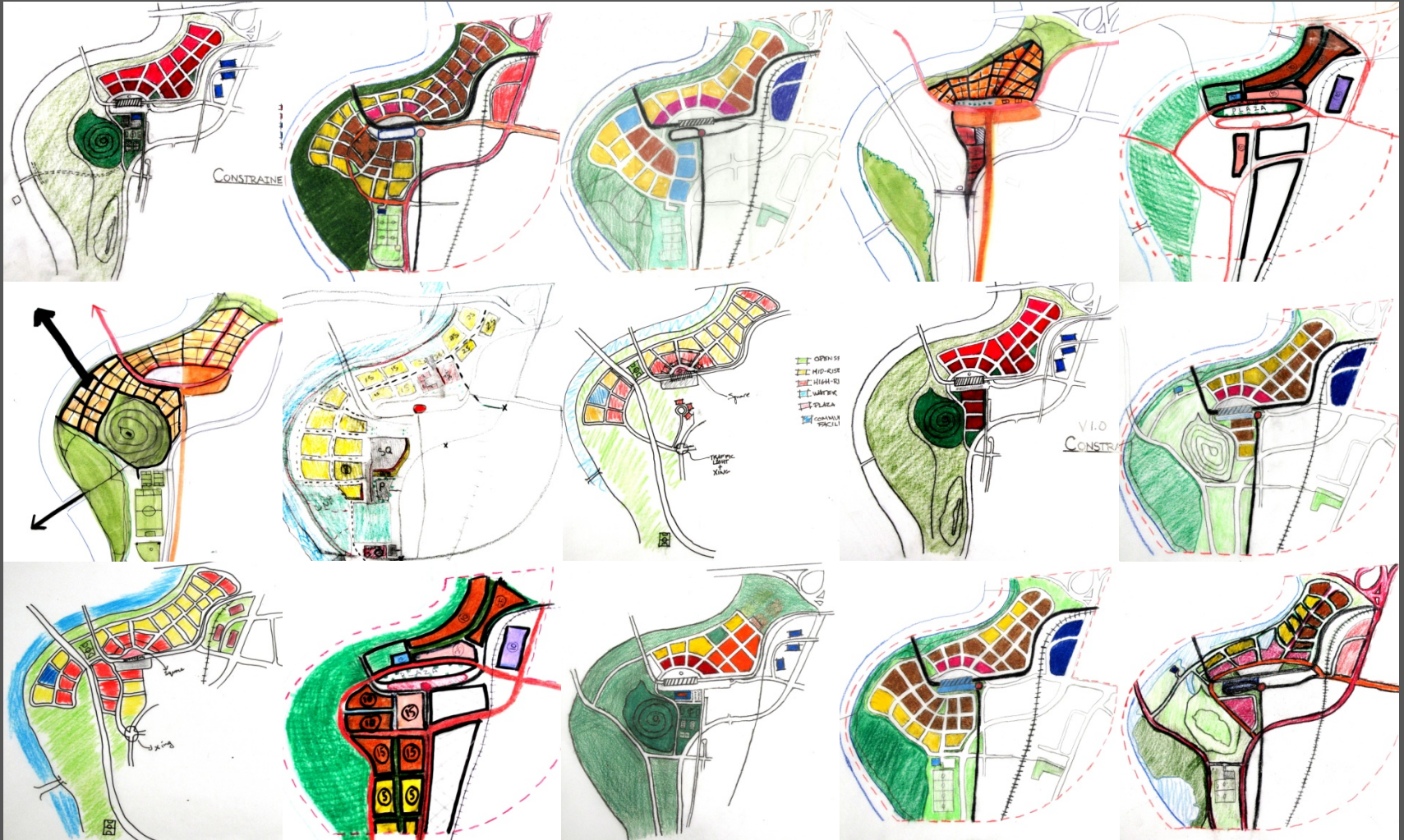
Design Concept

SWOC

Conclusions

Precedent Lessons

Design Process



Hurdman Existing



Developable Area

KEY FINDINGS	
	Total/Avg.
Gross Density (people & jobs/ha)	0
Gross FAR	0
Site Area (ha)	43
# Residents	0
# Jobs Total	1

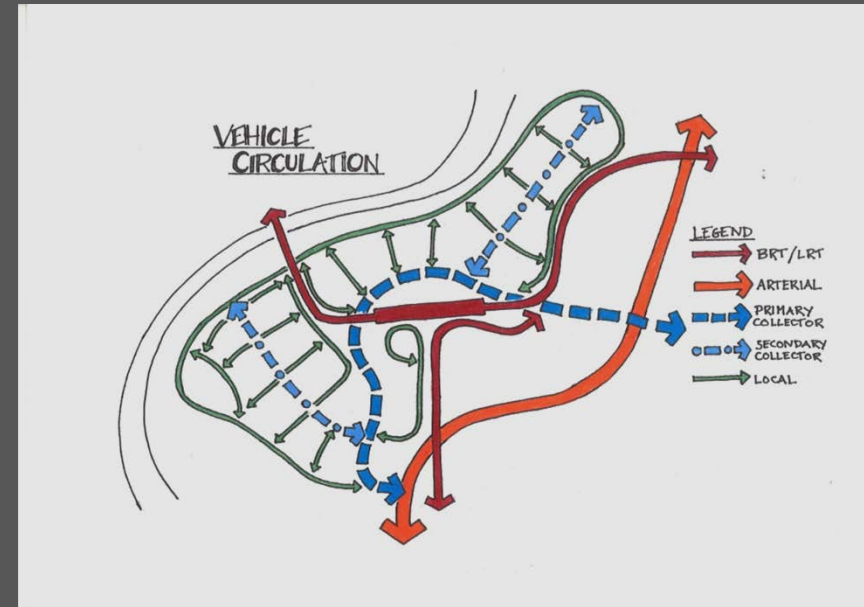
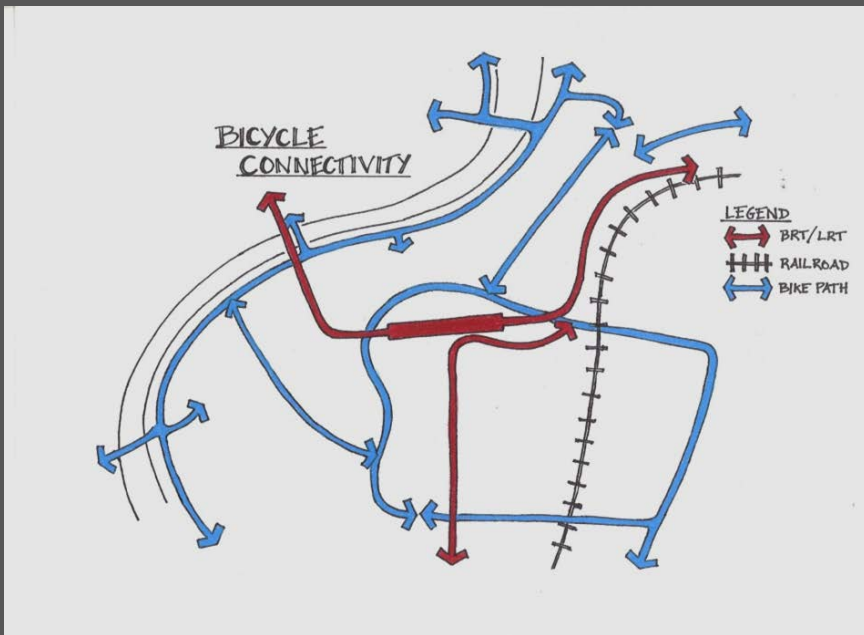
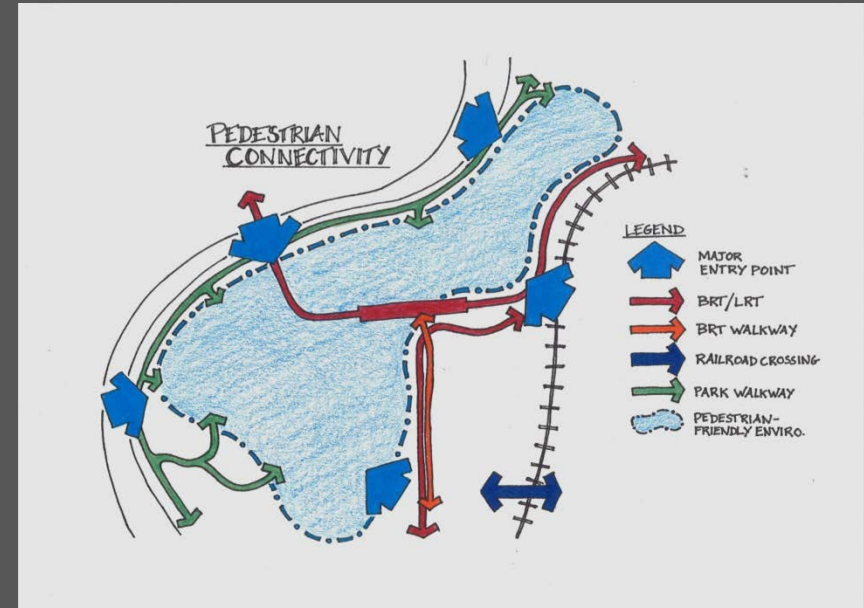
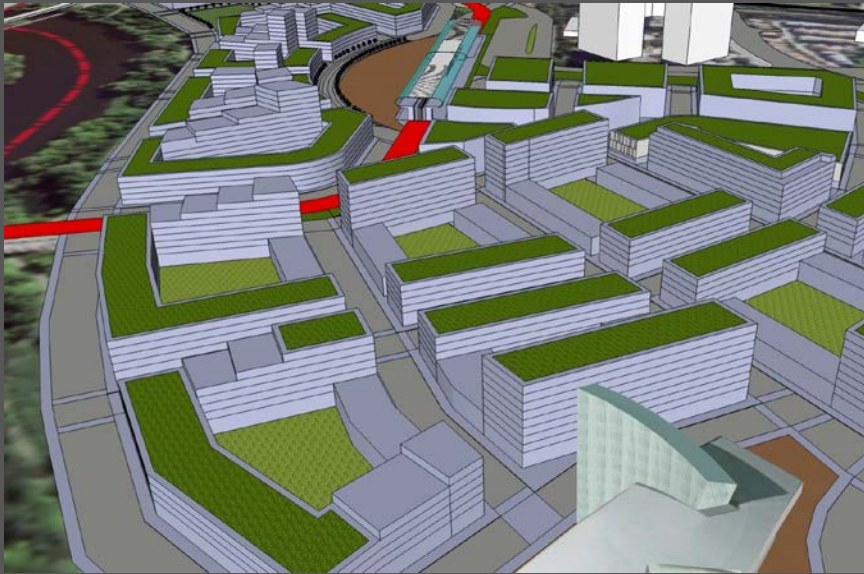
Design



KEY FINDINGS	
	Total/Avg.
Gross Density (people & jobs/ha)	330
Gross FAR	1.9
Developable Area (ha)	43
# Residents	10,000
# Jobs Total	4,200

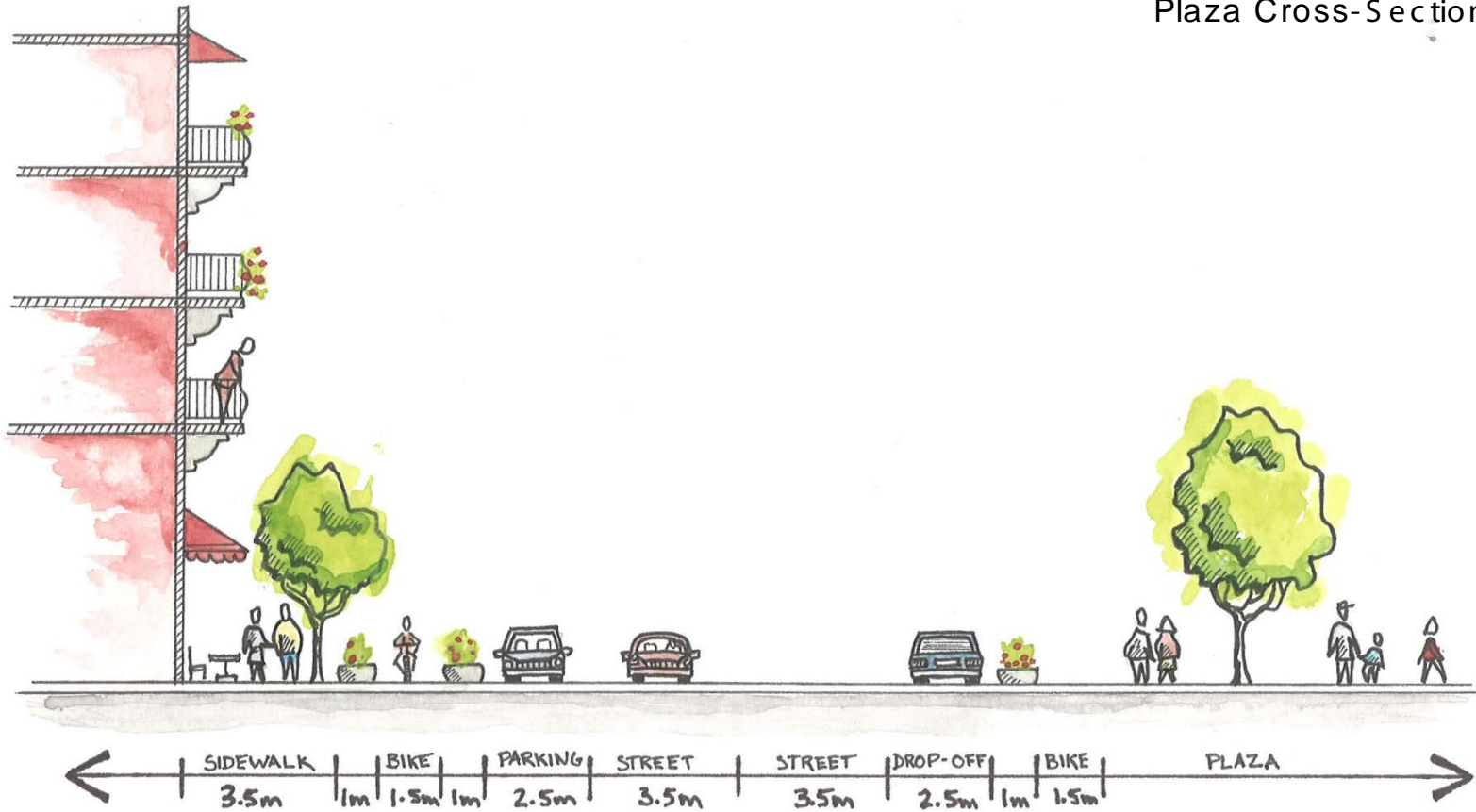
Residential Mixed Use Community Institutional Retail Commercial

Access + Wayfinding



Place Making

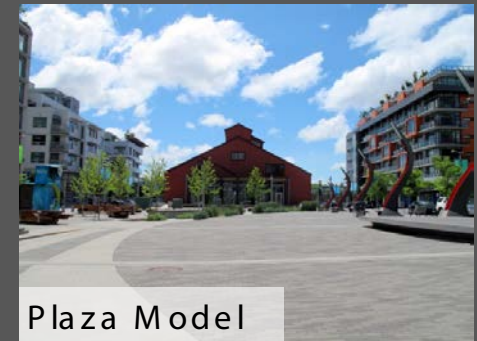
Plaza Cross-Section



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**.

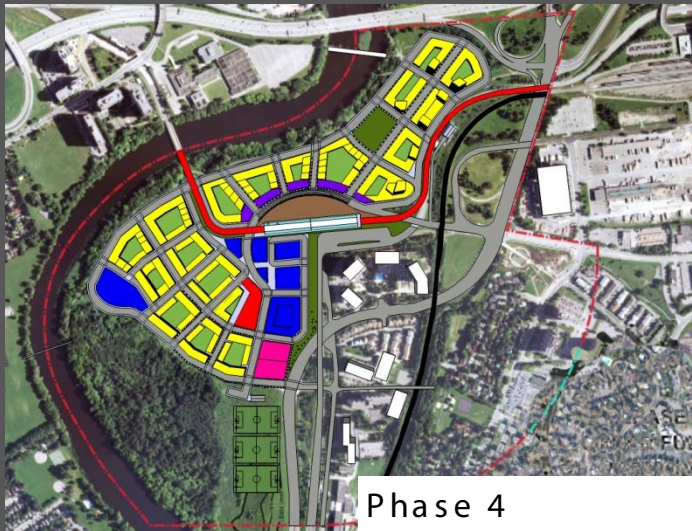
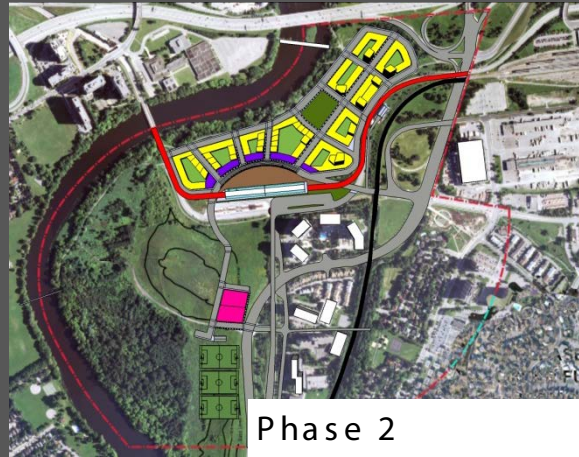
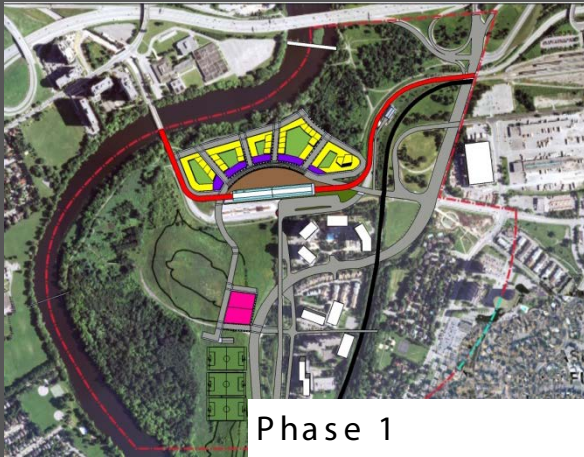
Collaborate with stakeholders, **engage** the community and **prepare** the site for development.



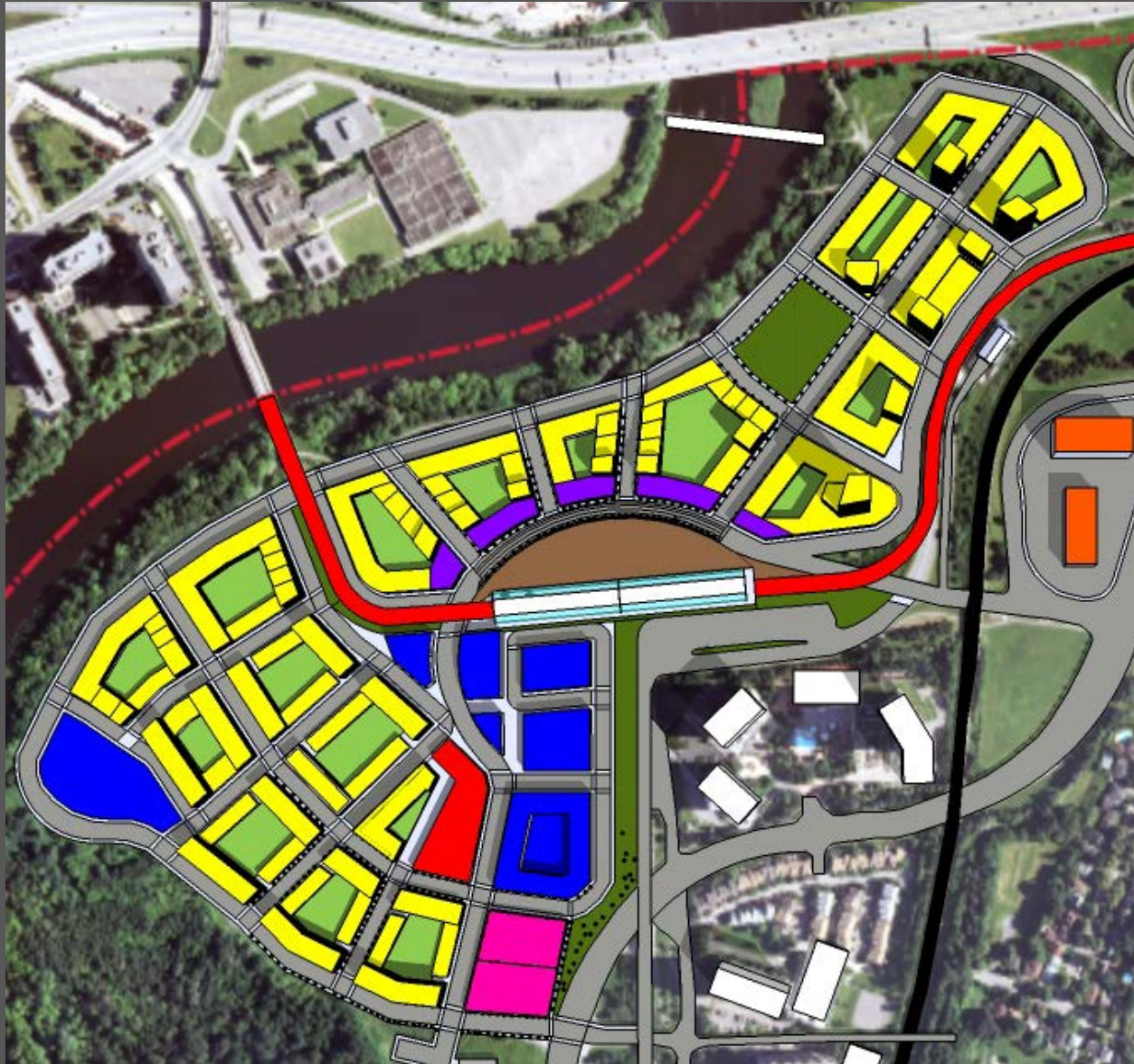
DISCUSSION

Research • Strategy • Design

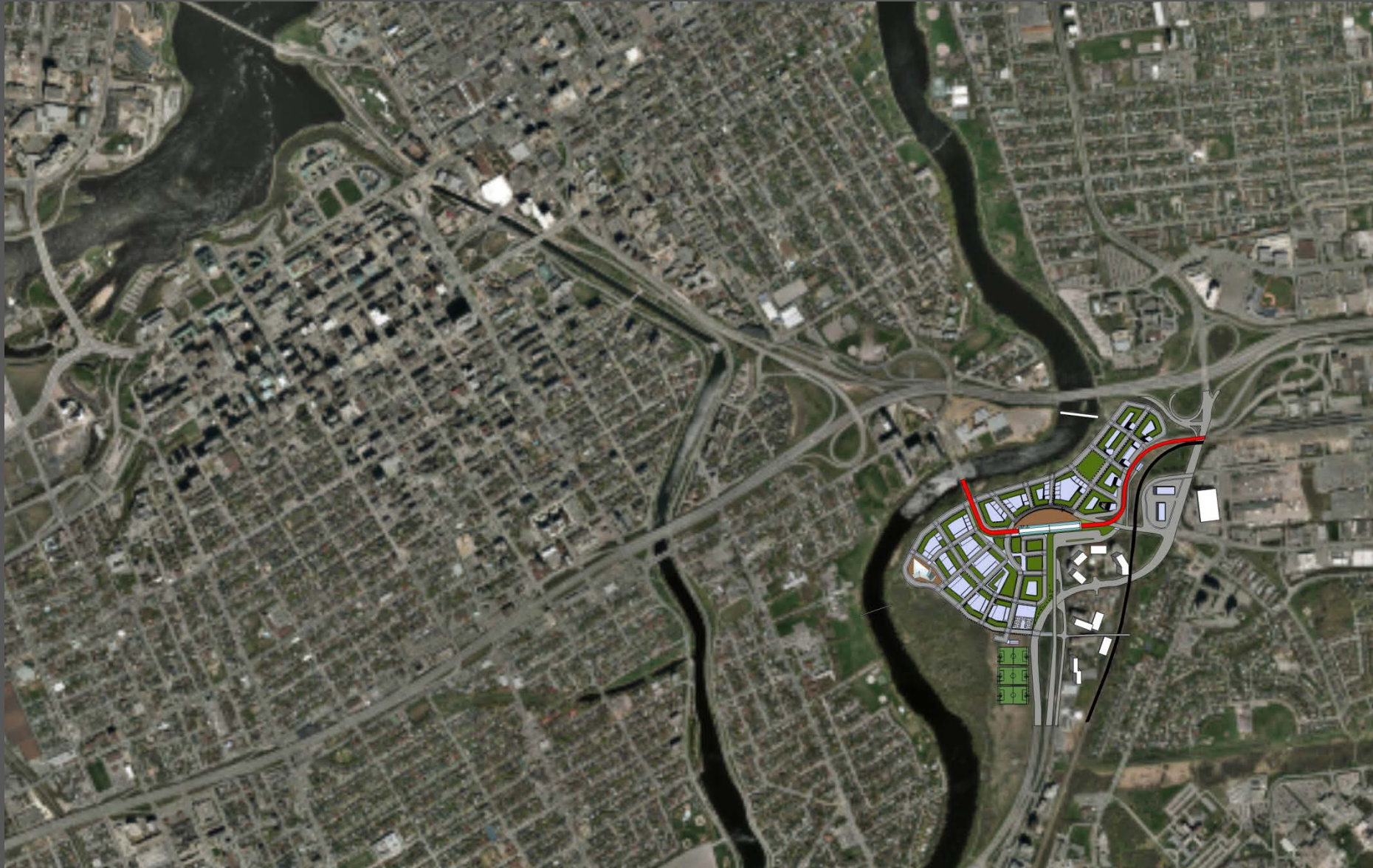
Phasing



Shadow Analysis



Context in Ottawa



Design Elements

Natural



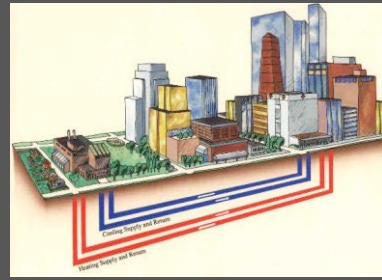
Built



Plaza



Green



Design Elements

Bridges



Elements



Connections



TOD Precedent Selection



Within T3 or T4 **transect zones**

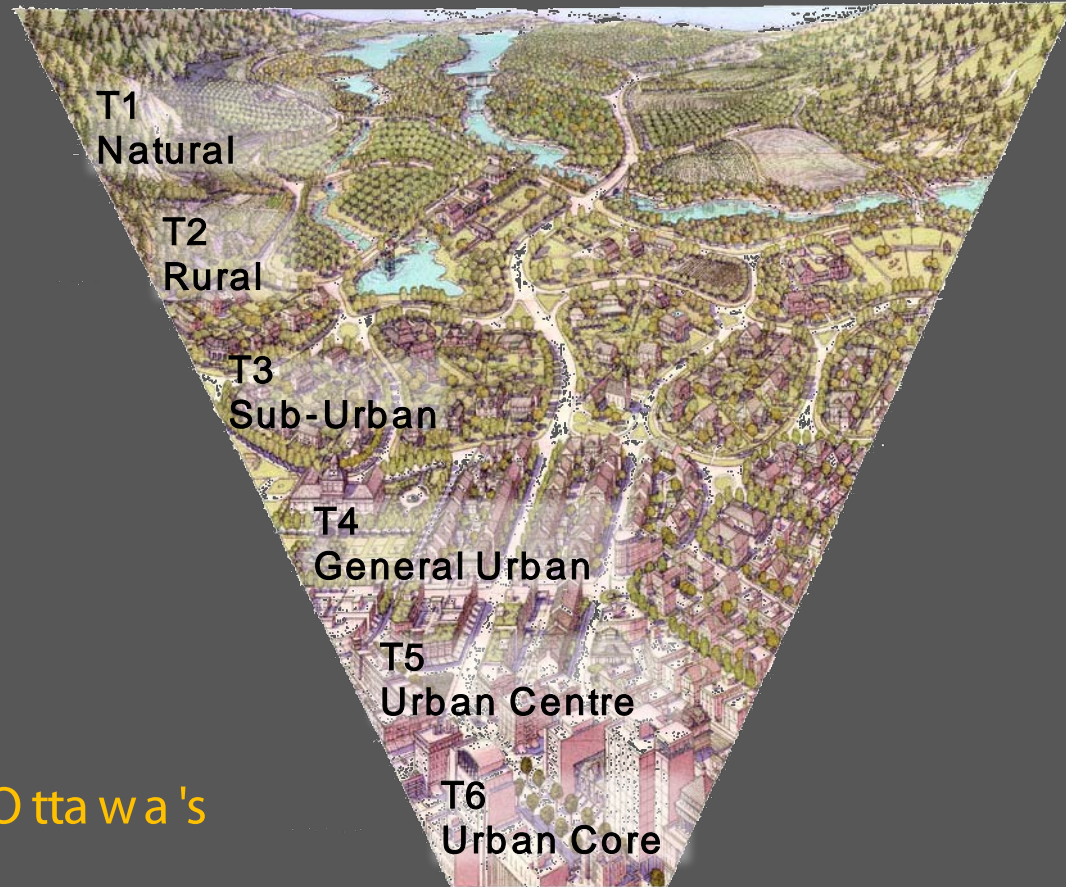
National recognition as **exemplars** of TOD

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