

new light rail transit (LRT) system is a major achievement for all three

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.

