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4#+#-'%(&)-4&1#-#!=#!. #+!>('(). !. (-!*&)+!, -#!
4. #)/3#) /)!(-!. #!4*&))() \$!/;!%&)-('!:!-&!%&)-('!-&'(/)-!
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! ? ('. /, '!&) 9/) #!*5() \$!() !1*/-#!4%/6(3('9!'/!%&)-('!
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&*-!\$, (+#-!*%&)-('!-&'(/)-!'/>&%+!O#() \$!&%#&-!*&1A() \$!
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'%&;(1<!!!These segregated stations can significantly hinder
placemaking as it omits residential land from the primary areas
surrounding transit hubs. Rather these station vicinities end up
surrounded by strictly commercial and industrial designated
lands. B. #-#!&, '/@1#) '%(1!-#''#3#) '!4&''#%) -!-. />!+(-'() 1'!

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;/1, -#-!/) !'. #!-%, 1', %&!&)+!/4#%&'(/) &#!+#-(\$) !;/!3/%#!
4#/4*#!;%(&)+*9!%&)-('!-&'(/)-#!B. #/%(#-!;/!4*&1#3&A() \$!
&)+!%&)-4/%&'(/) !() '#\$%&'(/) !&%#!>. &!'!. &5#!;/%3#+!'. #!
1/) 1#4'-!0#. () +!#&1. !"##&3*#--!=/0(*('9!\$/&*#!F5#%&*:!'. #!
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