

Transit-oriented development (TOD) brings compact, mixed-use development within walking distance of high capacity rapid transit. TOD features vibrant streetscapes, pedestrian-oriented built forms, and land use characteristics that make it convenient and safe to walk, cycle, and use public transport.

PRINCIPLES OF TRANSIT-ORIENTED DEVELOPMENT

walk

High quality, unobstructed pedestrian footpaths provide basic mobility for all. Furniture, landscaping elements, and active building edges transform walkways into vibrant public spaces.

▶ Leave at least 2 m of clear space to ensure that footpaths are accessible to all.

▶ Use speed table crossings to reduce motor vehicle speeds.

▶ Create continuous, physically segregated cycle tracks when motor vehicle speeds are higher than 30 km/h.

▶ Provide street trees and covered walkways to make walking pleasant even during hot months. Ensure that lighting is present to increase safety at night.

▶ Encourage active and visually permeable frontage—rather than blank compound walls—to improve safety.

cycle

Street design ensures safety for cyclists by reducing carriageway speeds or creating separate cycle tracks. A complete network, adequate shading elements, smooth surfaces, and secure cycle parking are essential.

connect

A dense network of walking and cycling routes results in short, varied, and direct connections that improve access to goods, services, and public transport.

▶ Reduce the size of city blocks (consisting of one or more plots) to 1 hectare or less, with the longest dimension no more than 150 m.

▶ Break up large blocks by creating publicly accessible pedestrian- and cycle-only paths.

▶ Create a dense network of rapid transit lines to ensure that the majority of the population has access to high quality public transport.

public transport

Frequent, fast, and reliable high capacity rapid transit reduces dependence on personal motor vehicles.

shift

Adequate parking fees and a reduction in the overall supply of parking create incentives for the use of public transport, walking, and cycling.

▶ Reduce the space used for motor vehicle traffic and parking to no more than 12 per cent of the total land area.

▶ Replace minimum off-street parking requirements with parking maximums.

▶ Price on-street parking to manage demand.

▶ Create the highest densities within a 5 minute walk (400 m) of high capacity rapid transit stations.

densify

Intensification of residential and commercial uses around high capacity rapid transit stations helps ensure that all residents and workers have access to high quality public transport.

▶ Plan developments with a plot-level density of at least 140 dwelling units per hectare.

mix

A diverse mix of residential and non-residential land uses reduces the need to travel and ensures activation of public spaces at all hours.

▶ Encourage diversity through a variety of built forms.

▶ Reserve at least 30 per cent of residential floor area for affordable units.

▶ Provide a horizontal and vertical mix of uses.

compact

Redevelopment of existing urban fabric helps ensure that residents can live close to jobs, schools, services and other destinations, resulting in reduced travel times and emissions.

▶ Centre new developments around high capacity rapid transit.

▶ Maintain commute times to employment centres at 20 min or less by public transport.