

BLOCK C

BLOCK A



Section A -Looking WEST

Elger Street

Wentworth Street

BLOCK A

BLOCK B

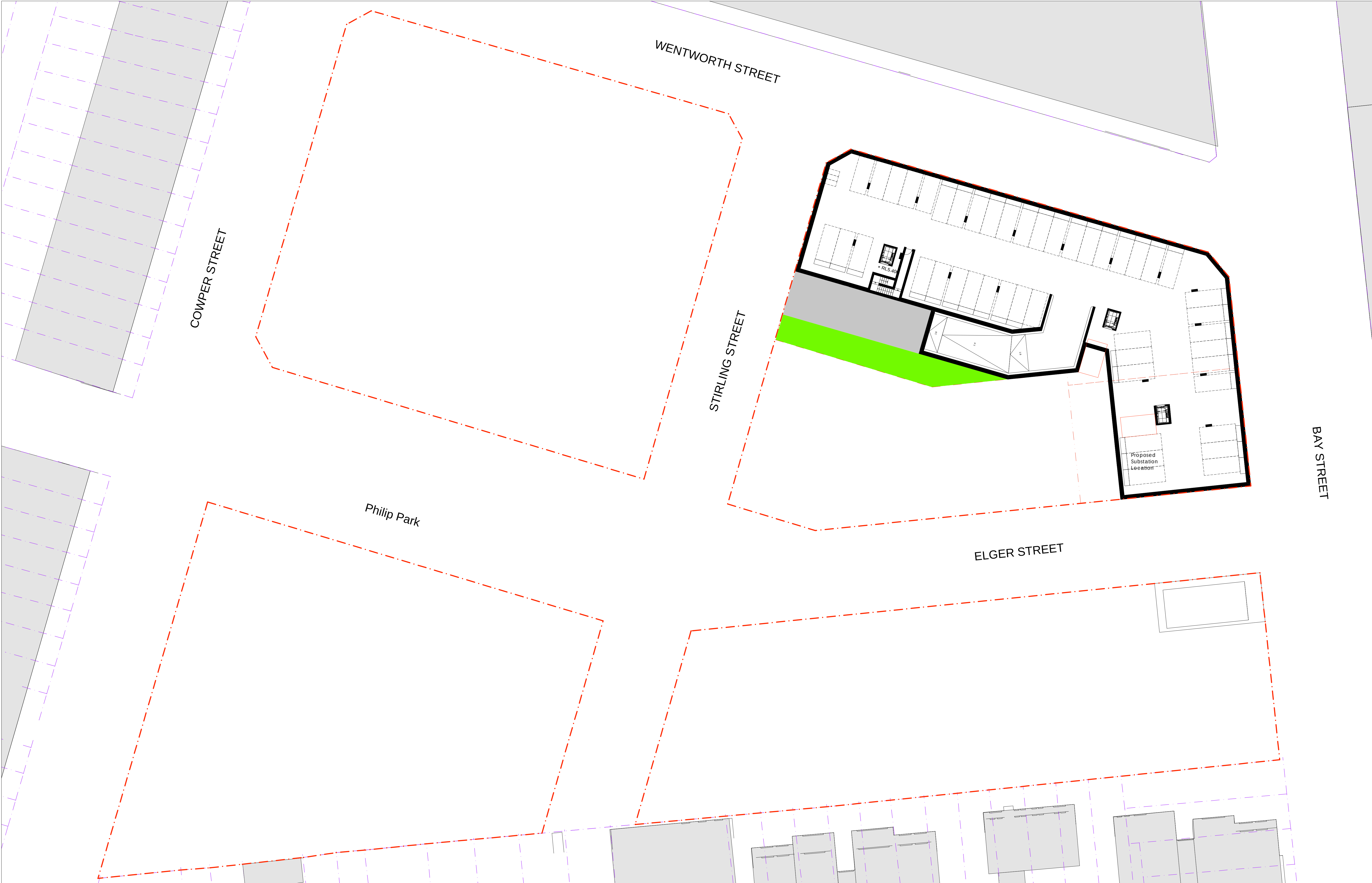


Cowper Street

Stirling Street

Bay Street

Section B -Looking NORTH







Appendix C

Transit Oriented Development References

To	CCH, AJU	Reference number
		SM
cc		File reference
		206571
From	Safiah Moore	Date
		31 March 2010
Subject	Reference sheet for TOD guidelines	

Consideration	Guideline/Comment	Source
The impact of major retail facility within 500m walking distance and good access to public transport will have on reducing the rate	Development within a quarter mile or five minute walk radius (doubled for major stops) with placement of homes near transit at sufficient density provides transit supportive regional design	Seigman, P. 2003. Is it really TOD? <i>Planning</i> 69 (5): 17. Dittmar, H, and S. Poticha 2004. Defining transit-oriented development: The new regional building block. In: H. Dittmar and G. Ohland, eds., <i>The New Transit Town: Best Practices in Transit-Oriented Development</i> . Island Press, Washington, DC.
	The "liveable" community design has several characteristics that may reduce the reliance on private motor vehicles . These include a compact, mixed land use; a focus on alternative forms of transport; and the creation of diverse communities where walking, cycling and transit are encouraged, thus the dependence on the car is reduced .	- Western Australian Planning Commission. <i>Liveable neighbourhoods: design code edition 1, 1997</i> . Perth: Western Australian Planning Commission; 1997. - Atash F. Redesigning suburbia for walking and transit: Emerging concepts. <i>Journal of Urban Planning and Development</i> . 1994;120:48-57.
	It has been suggested that if community services are to be used regularly using non-motorised forms of transport, they need to be within a 400-meter radius of residents' homes , approximately five minutes walking time. Major transport stops are said to need to be within 800 meters, approximately ten minute walking time.	- Pushkarev B and Zupan J. <i>Urban space for pedestrians: A report of the Regional Plan Association</i> . Cambridge, Massachusetts: The MIT Press; 1975.
	People within a half-mile radius are 5 times as likely to	Shelley Poticha, 2006, Reconnecting America's Center for Transit-Oriented

Consideration	Guideline/Comment	Source
	walk to a major transit stop than others. Those who live further from a transit node are less likely to bother with the train or bus.	Development.
	There is now general acceptance that they (Transit oriented designed cities) do offer at the very least the potential for reductions in vehicle kilometres travelled (VKT) and energy consumption, and that they offer decreases in the mode share of the motor vehicle.	Burke and Brown, 2006. 'Rating the Transport Sustainability of Transit Oriented Developments: will developments achieve objectives?'
Financial benefits	Direct financial benefits relate to developing housing around public transport. Examples from the Bay Area, San Francisco calculate that Bay Area residents would save over \$1.8 billion annually on transportation costs – an average of \$600 per household.	Transportation and Land Use Coalition (TALC), 2004, It Takes a Transit Village,
Car ownership	After the United States, Australia has the second highest rate of car ownership in the world.	Austrorads, 2005
Example of car ownership rates and car parking from Vauban, Germany	Vauban is the largest car free development. Residential parking is limited with a centralised car park provided on the edge of town. The neighbourhood solar car park is situated on the edge of town, which allows residents and visitors to park outside the centre, and walk into the neighbourhood. In Vauban, around 30 – 35% of the residents have chosen to live without a car.	Steve Melia, 2006, 'On the road to Sustainability – Transport and Carfree living in Freiburg,' UWE, Bristol.