

# CASE STUDY - TRANSIT ORIENTED DEVELOPMENT

## SUBI CENTRO PROJECT, PERTH, WA

### THE PROJECT

The redevelopment of this former industrial land in Subiaco commenced in 1997. The area now contains a mixture of townhouses and apartments, office and retail spaces with an integrated range of public spaces in a vibrant urban centre. A key initiative was the undergrounding of a 1km portion of the Perth to Fremantle railway line to facilitate the connection of Subi Centro with existing urban development.

The project is recognised as an exemplar in urban regeneration and transit-oriented development, with a network of bikeways, greenways and civic squares creating a variety of accessible and inclusive connected spaces.

### THE LOCATION

The Subi Centro project involves the redevelopment of Subiaco, an inner western suburb of Perth, Western Australia, north-west of Kings Park. The suburb is 4km west of Perth CBD.



### WHY IS THIS PROJECT RELEVANT TO ROCKBANK?

The redevelopment of Subi Centro is a best practice example of transit-oriented development (TOD) within Australia. It has succeeded in its intention to create a well-integrated mixed use development with ample public space and pedestrian activity, containing a number of cafes, restaurants and a food market centred around Subiaco station. Rockbank, whilst further from the centre of Melbourne, has similar potential for a thriving mixed use TOD.

### KEY IDEAS / OPPORTUNITIES FOR ROCKBANK

- Public spaces must be accessible and connected to transportation links with a network of connected greenways and cycleways to residential development to encourage public transport usage.
- Limited above ground parking allows for maximum pedestrian activity, and connected transit links reduce car dependence.

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## MOE, VICTORIA

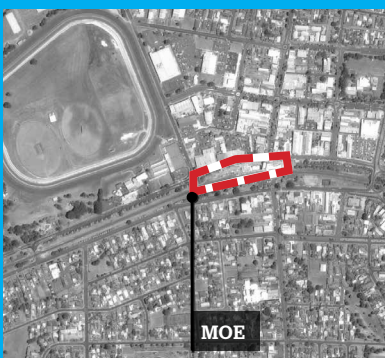
### THE PROJECT

The Frank Bartlett Library and Service Centre, designed by FJMT, has become a focal point for Moe, in regional Victoria. The redevelopment replaced a row of dilapidated shops adjacent to Moe railway station, as the first of two stages to revitalise the downtown district. The town suffers from high unemployment and a lack of local development has led to residents having to travel for key services.

The centre creates a sense of identity, whilst importantly bridging between the north/south divide created by the railway tracks. The form shields from the noise and impact of the railway whilst opening up to the town centre, creating a new public space and community focus.

### THE LOCATION

Moe sits within the Latrobe Valley in the Gippsland region of Victoria. It is approx. 130km east of Melbourne CBD.



### WHY IS THIS PROJECT RELEVANT TO ROCKBANK?

This project embodies the idea that good design of a civic or public nature can bridge across a perceived or physical divide, as well as providing a catalyst for future development opportunities and revitalising an area.

Rockbank is an existing low density township which has been identified as having redevelopment opportunities, in particular around the existing railway line, which will require careful address.

### KEY IDEAS / OPPORTUNITIES FOR ROCKBANK

- A vibrant civic heart can be located adjacent to the railway station, provided that the design and form responds to the disconnect between the two sides.
- The public spaces created between built form, in close proximity to transport links, provide opportunities for markets, festivals and public events, as has been initiated in Moe.
- Government run facilities can create the catalyst for additional development and growth.



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## NEW LYNN TOD, AUCKLAND, NZ

### THE PROJECT

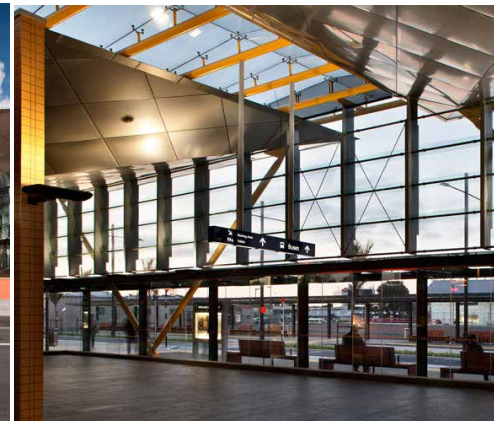
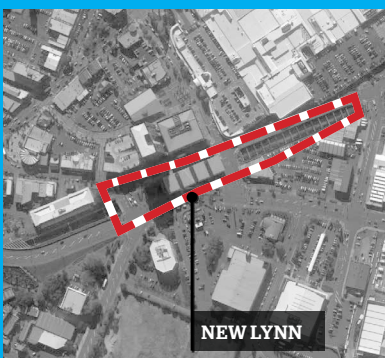
The New Lynn Transit-Oriented Development (TOD), designed by Architectus, is located at the juncture of an established centre and a developing area to the south of the tracks, and forms the hub of a developing TOD.

The formation of a trench within the rail corridor enabled the station and associated double tracking to be constructed below grade, whilst a distinctive canopy provides visibility and presence.

Multi-modal transport interchange is a priority, with train, pedestrian, cyclist and bus facilities and emphasis is on ease of transfer between modes.

### THE LOCATION

New Lynn is located 10km south-West of Auckland, and the town is undergoing significant urban renewal. Higher density housing is located near the railway line, and high rise apartments are beginning construction in the town centre.



### WHY IS THIS PROJECT RELEVANT TO ROCKBANK?

As Rockbank and the surrounding western growth region develop, patronage on the rail line is set to increase. Upgrades to existing services should follow best practice examples of transit-oriented development which facilitate multi-modal interchange.

The bus interchange and end of trip cycle facilities will also provide additional connections and comfort for public transport users.

### KEY IDEAS / OPPORTUNITIES FOR ROCKBANK

- Multi-modal interchange should be given priority with easy access between train, bus, pedestrian and cycling modes.
- Safe, high-quality transport interchanges should have a visible presence and create a positive contribution to public space.
- High quality and highly visible public realm helps pedestrian safety and perception/fear of crime.

# CASE STUDY - TRANSIT ORIENTED DEVELOPMENT

## PLAZA ROBERTO MAESTAS, SEATTLE

### THE PROJECT

Plaza Roberto Maestas is a community-inspired transit-oriented development (TOD) project in the heart of the Beacon Hill neighbourhood of Seattle, directly adjacent to the Beacon Hill Light Rail Station and the El Centro de la Raza schoolhouse building. The mixed-use project is oriented around a central plaza, providing a generous and safe outdoor space for both residents and the surrounding neighbourhood.

The plaza has become renowned for its annual 'Block Party at the Station'.

### THE LOCATION

A former at grade car park, Plaza Roberto Maestas is a landmark example of affordable housing options to marginalised and struggling families, and activates the space through community focused uses, culturally appropriate tenancies and education.



### WHY IS THIS PROJECT RELEVANT TO ROCKBANK?

Rockbank town centre will require a mixture of diverse uses and housing typologies in close proximity to the station. This provides opportunities to create a hub for the new neighbourhood, and this Plaza is an excellent example of a community invested in a public space.

### KEY IDEAS / OPPORTUNITIES FOR ROCKBANK

- This is a good example of combining affordable housing with investment in transit.
- The central plaza provides an opportunity to enliven and invigorate an area, with eateries and activity, as well as annual events.
- Negative stereotypes associated with community housing can be reduced when incorporated with social facilities, retail and restaurant offerings, and communal use of public space.



# CASE STUDY - TRANSIT ORIENTED DEVELOPMENT

## LUCHTSINGEL PEDESTRIAN BRIDGE, ROTTERDAM

### THE PROJECT

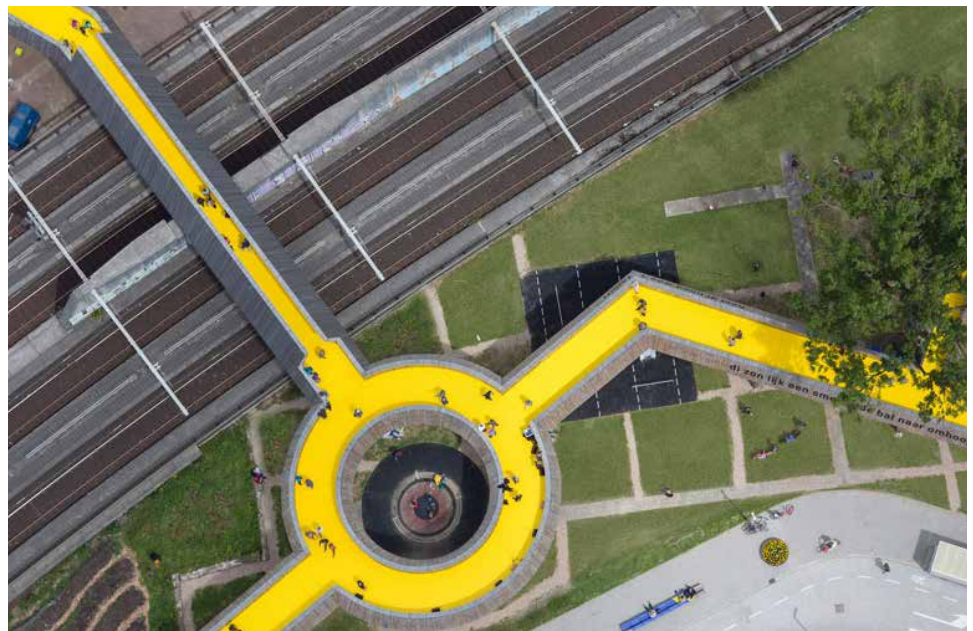
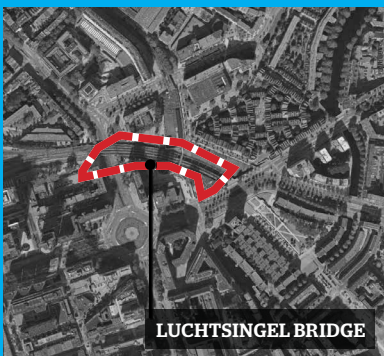
In Rotterdam, this 400 metre long pedestrian bridge is described as the world's first crowdfunded public infrastructure project.

The structure runs through a building and across roads and railways to connect three previously disconnected areas of the city in central Rotterdam, including a rooftop vegetable garden and a new park. The distinctive bright yellow bridge is raised above ground by an entire storey, creating an uninterrupted pedestrian pathway along a previously inaccessible route. At its centre, pathways converge to a circular viewing platform with built-in seating.

The project was part of an initiative that was born from several unoccupied buildings, and has since included other public spaces including an events space on the station roof and a new park with sports facilities and a picnic area.

### THE LOCATION

The bridge is located in Rotterdam Central District, east of Rotterdam Central station.



### WHY IS THIS PROJECT RELEVANT TO ROCKBANK?

Rockbank town centre is proposed to develop adjacent to the existing railway line and station. There may be opportunities for the DC funded bridge connecting to the Ian Cowie reserve to include some form of community consultation or engagement to connect either side of the bridge to a community led, community driven space. This will help connect the existing and new communities together, while also providing for new spaces to engage with.

### KEY IDEAS / OPPORTUNITIES FOR ROCKBANK

- Connections between public spaces can be utilised to provide amenity and additional public spaces to pedestrians.
- The traditional pedestrian railway bridge can be challenged where multiple links may provide a much more enriching and connected outcome.
- Community engagement and interest will be an added bonus