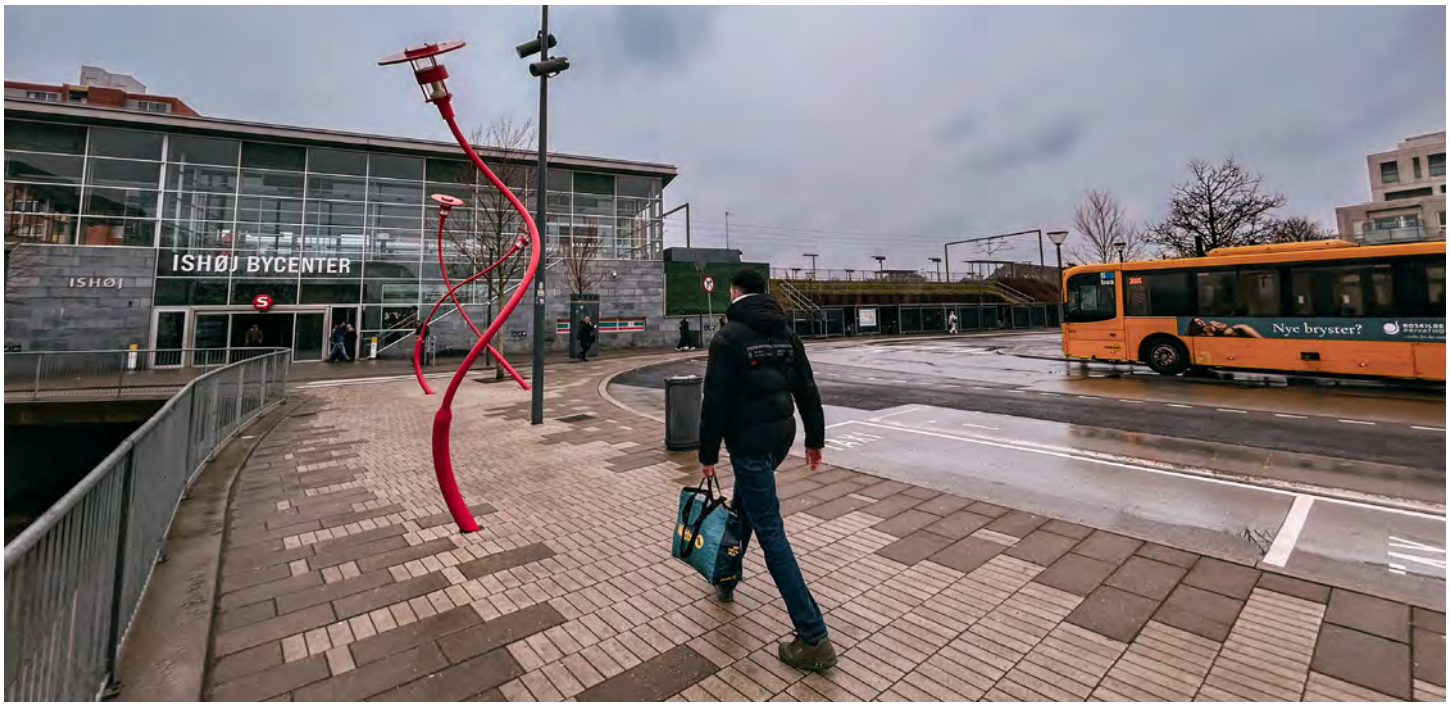
Ishøj

TOD2 Perceptual Study of Mobility Hubs in Denmark

Analysing urban morphology and design elements on experiential qualities of TODs and mobility hubs in a Danish context



Ishøj



Randers



Frederiksberg

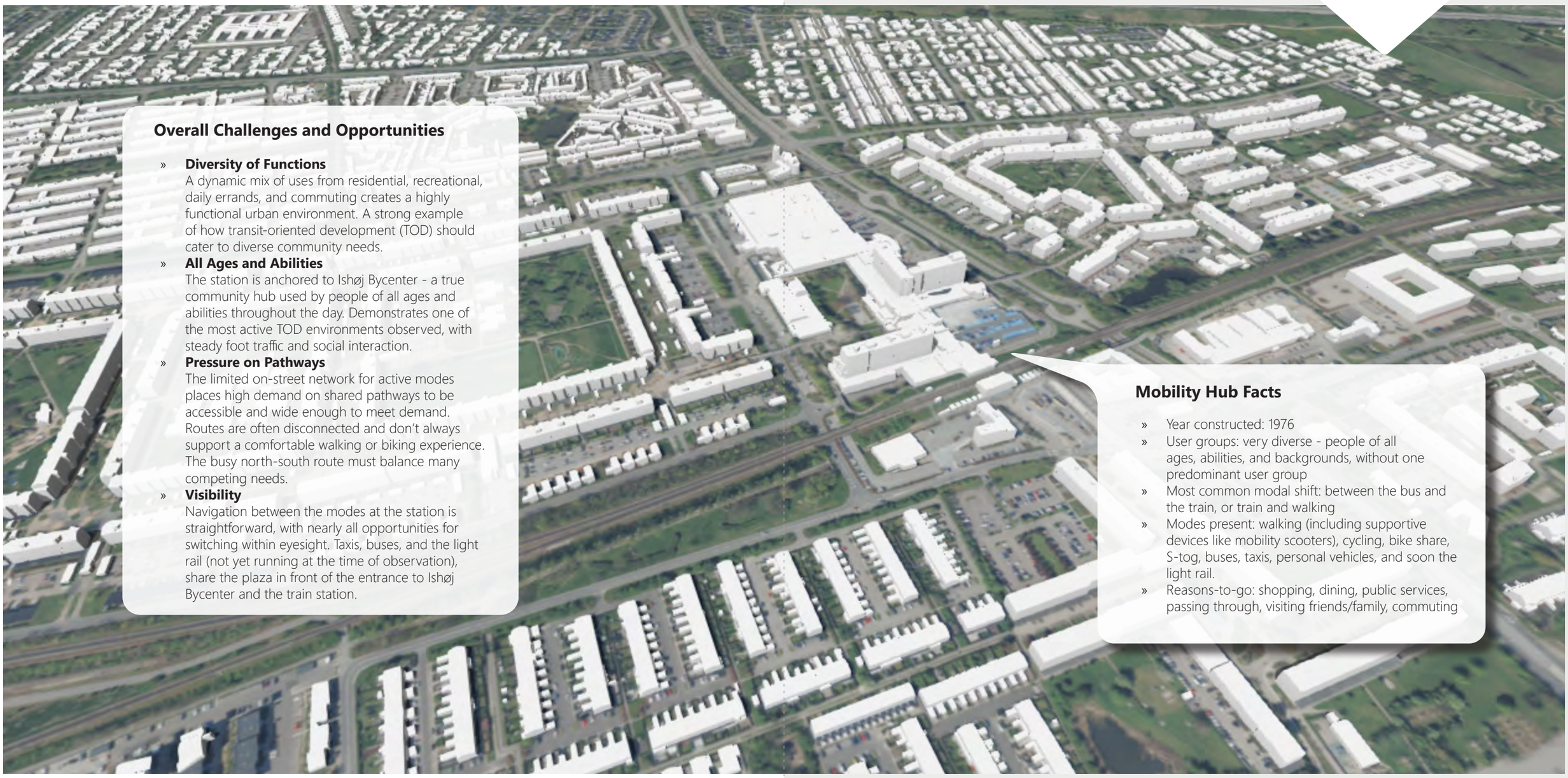


Roskilde



Aalborg

Ishøj Station



Overall Challenges and Opportunities

- **Diversity of Functions**
  A dynamic mix of uses from residential, recreational, daily errands, and commuting creates a highly functional urban environment. A strong example of how transit-oriented development (TOD) should cater to diverse community needs.
- **All Ages and Abilities**
  The station is anchored to Ishøj Bycenter - a true community hub used by people of all ages and abilities throughout the day. Demonstrates one of the most active TOD environments observed, with steady foot traffic and social interaction.
- **Pressure on Pathways**
  The limited on-street network for active modes places high demand on shared pathways to be accessible and wide enough to meet demand. Routes are often disconnected and don't always support a comfortable walking or biking experience. The busy north-south route must balance many competing needs.
- **Visibility**
  Navigation between the modes at the station is straightforward, with nearly all opportunities for switching within eyesight. Taxis, buses, and the light rail (not yet running at the time of observation), share the plaza in front of the entrance to Ishøj Bycenter and the train station.

Mobility Hub Facts

- Year constructed: 1976
- User groups: very diverse - people of all ages, abilities, and backgrounds, without one predominant user group
- Most common modal shift: between the bus and the train, or train and walking
- Modes present: walking (including supportive devices like mobility scooters), cycling, bike share, S-tog, buses, taxis, personal vehicles, and soon the light rail.
- Reasons-to-go: shopping, dining, public services, passing through, visiting friends/family, commuting

KEY OBSERVATIONS

Departing the station area is the immediately visible Arken Walk, and the bus and light rail terminals. As the north-south pathway flows past the entrance, this creates an intersection of bicycles, pedestrians, and scooters with lots of conflicting movements.

There is not much room or opportunity to facilitate sitting, meeting, or hanging out at the entrance to the station. The current design and lack of seating facilitates movement, but one could imagine more people slowing down to use the area as a meeting space if given the opportunity.

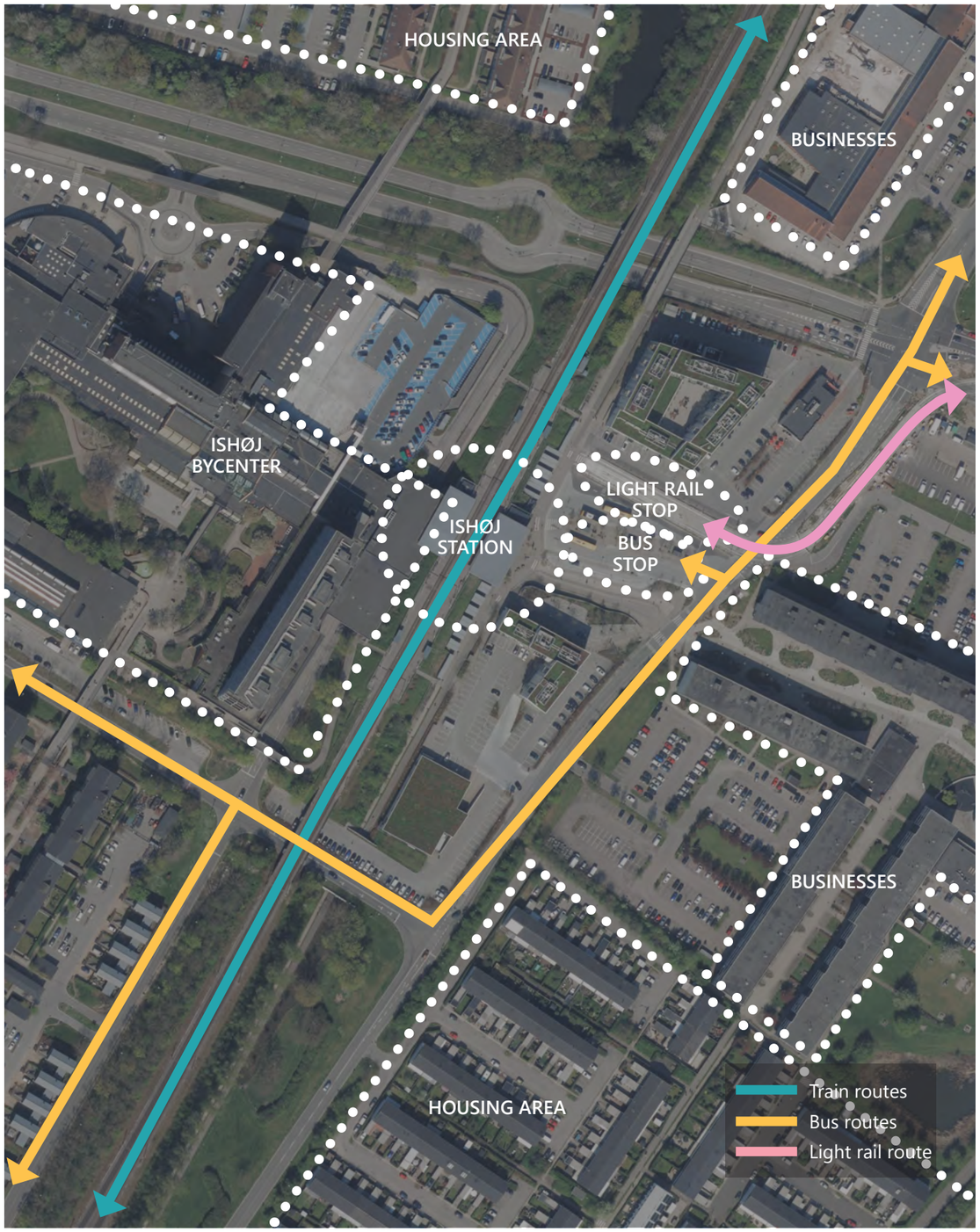
People use Ishøj Bycenter as an extension of the outdoor space, including the area marked 'Ishøj Store Torv' (Ishøj Square) with benches inside. While biking is not permitted inside, people were also observed biking through the mall.

The on-street network is incomplete for bicyclists and pedestrians, and there are lots of cut throughs and desire lines. Pathways are nice but can feel less secure in the evening, particularly the tunnel under the mall, and connections to the main entrance at Bilka.

There is a lot of mode switching between the bus and train. They are very close to each other, and the sightlines between them are direct. The light rail is located adjacent to the bus terminal and is similarly easy to spot.

In front of the station, the east-west flow is directed well with the Arken Walk. Behind the station, it becomes more scattered, with less visual interest, and an increase in desire lines, and alternative routes.

URBAN AND MORPHOLOGICAL CONTEXT

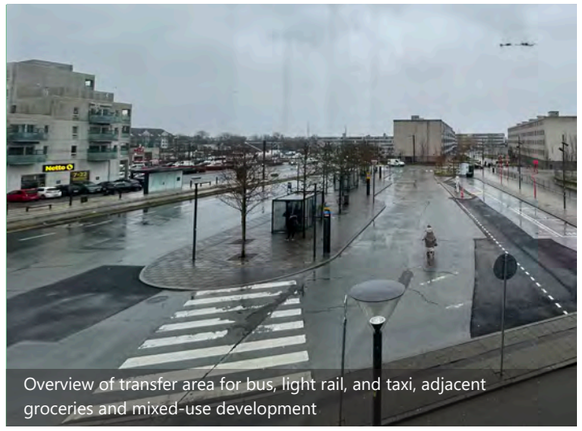


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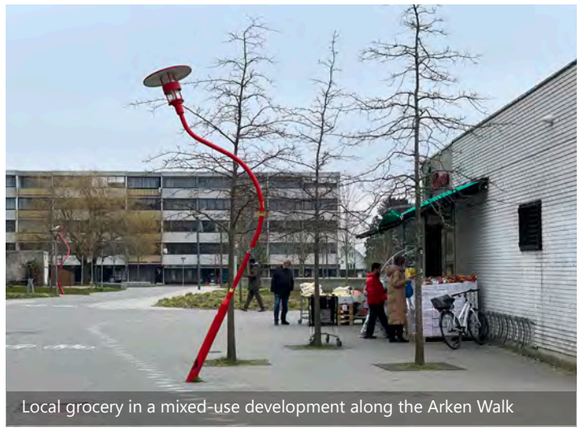
The map shows the area of Ishøj station, centered around the S-tog commuter train and bus stations. Immediately adjacent is Ishøj Bycenter with a mix of shopping, restaurants, public services, and residences. The surrounding urban context consists of mixed-use developments, businesses, apartments. The station is 17 km southwest of Copenhagen central station.



Four-storey apartments southwest of the station



Overview of transfer area for bus, light rail, and taxi, adjacent groceries and mixed-use development



Local grocery in a mixed-use development along the Arken Walk



Ishøj Bycenter and S-train entrance

Not just a mobility hub, Ishøj Station is a cultural hub as well - with the train station situated above a complex including a shopping mall, theatre, apartments, city hall, and a library. Near the station are several grocers/markets and professional offices. High-density residential neighborhoods are to the north and west, and mixed-use developments are toward the east.

Spatial context

- Land use is mixed-use residential, institutional, and commercial.
- Directly adjacent to the train station and Ishøj Bycenter is the bus terminal, park and ride, Bilka, and parking lots.
- While the center and the community are stand-alone destinations with strong character, the center anchors the transportation hub, which provides easy access to Copenhagen – 20 minutes away by S-tog.
- The environment surrounding the hub is dominated by residential and mixed-use development – featuring rowhouses and 4–5 storey apartments with ground-floor shops and businesses.

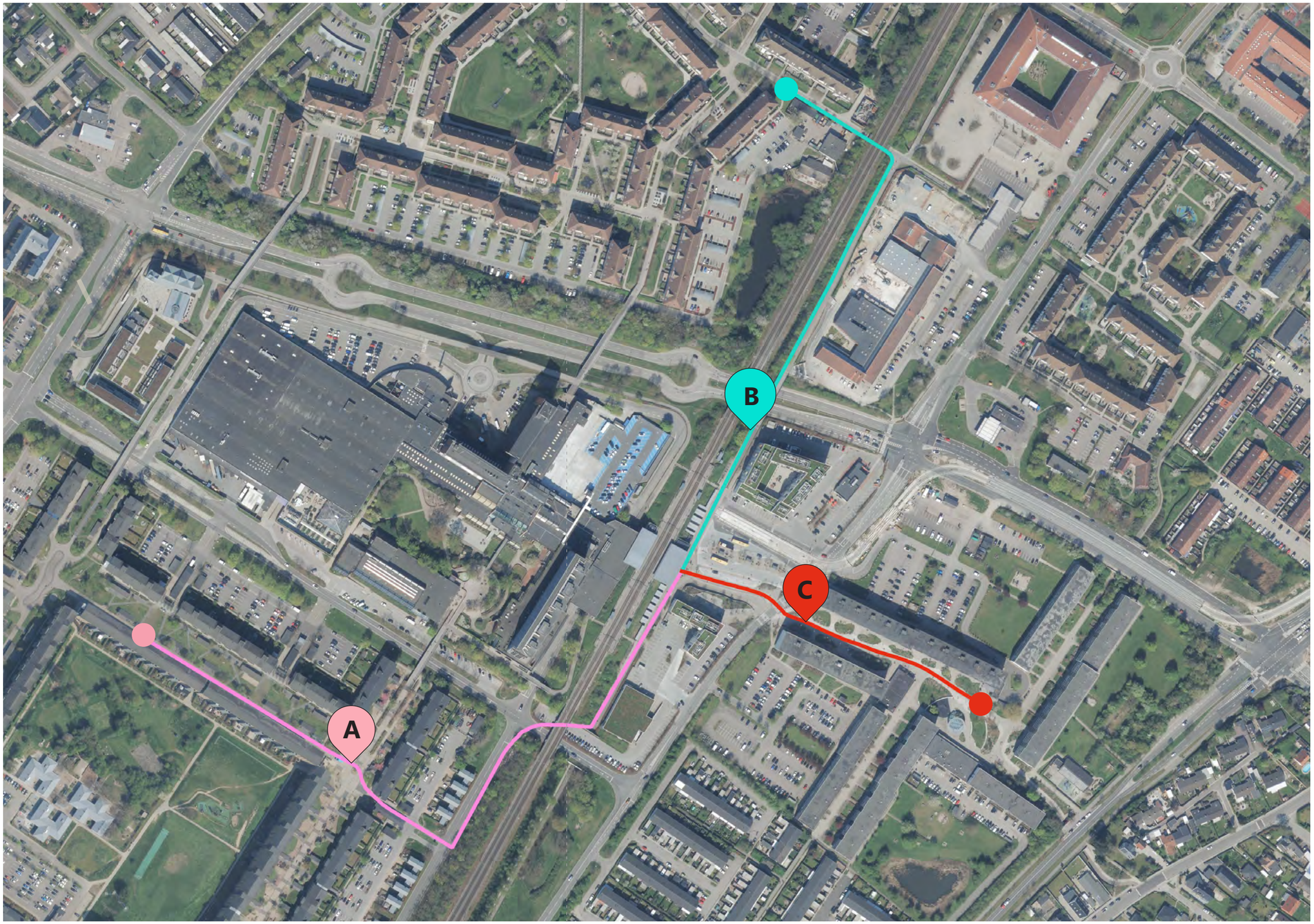
Urban typology

- Built in the 1970s, buildings are predominantly mid-rise with flat facades and moderate densities.
- Block sizes are typically large and irregular.
- Public space is dispersed, and mostly found in green corridors, parks, and plazas.
- Green space and shared space environments are often integrated within neighbourhoods, like with Vejleåparken.

Navigation

- Pathways for biking and walking lead north, south, and east. Pathways west also exist but are disjointed, and feel less secure and less intuitive to access/navigate.
- On-street facilities for cycling and walking do not exist on the two main roads nearest the station – Vejlebrovej and Ishøjstationvej – placing dependence on the pathways which may feel less secure particularly in the evening.
- Arriving at the station from the west for people walking and cycling is much less intuitive. Locals appear to frequently walk alongside the road, even with no sidewalks, and cut through buildings like the Swimming Hall and Ishøj Bycenter. Navigation for visitors is not intuitive, and lacks good access for people who might be in a wheelchair or pushing a stroller.
- Navigation between the modes at the station is straightforward, with nearly all opportunities for switching within eyesight. Taxis, buses, and the future light rail, share the plaza in front of the entrance to Ishøj Bycenter and the train station.
- Bicycle parking in placed on both left and right sides of the entrance, and car parking appears abundant.

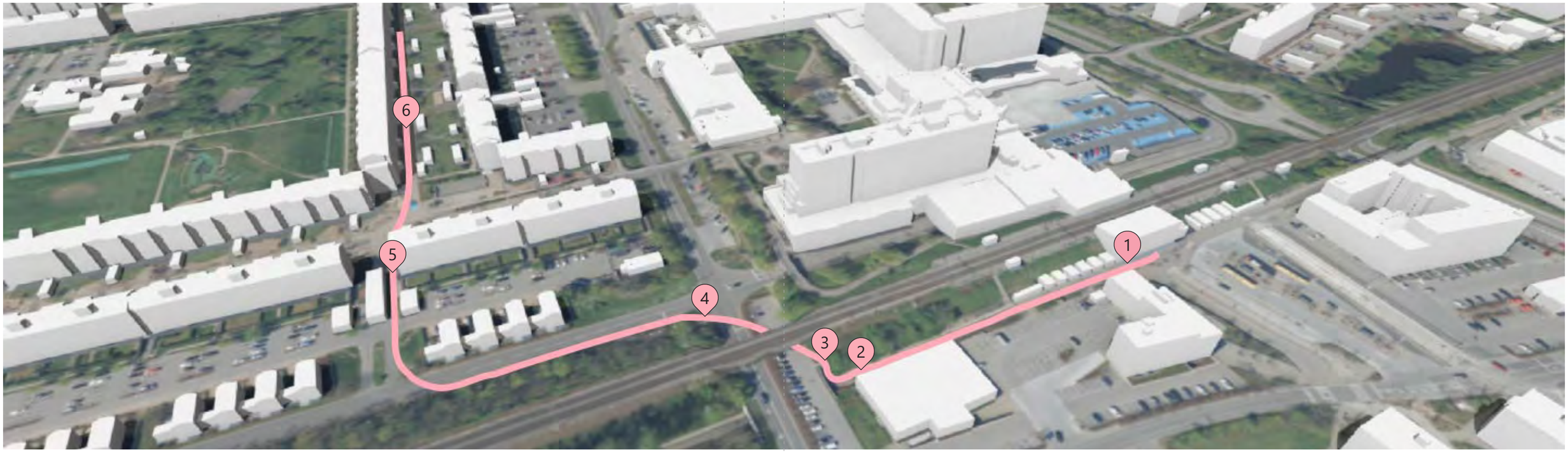
POPULAR ROUTES FROM THE STATION



The map shows three common routes as people depart the station. The routes are based on on-site observations of flow, desktop analysis, and discussions with the municipality.

SERIAL VISION ROUTE A

departing the station and heading west toward residential neighbourhoods





1. The station area feels safe, with people moving between the train and parking lot. There is sufficient visual overview. The diversity of modes for switching supports positive social behavior through passive observation and casual interaction.



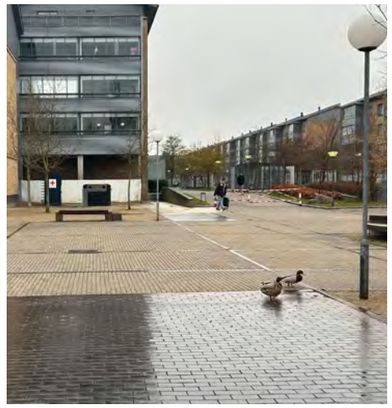
2. Though short and lit by a streetlamp, the tunnel's shadowed entrance and harsh concrete edges reduce comfort and perception of safety, especially after dark. This section of the route lacks visual appeal and the stairs become a more appealing alternative.



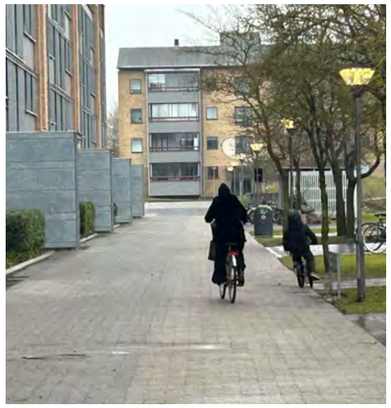
3. Emerging from the stairs, the area offers wide visibility but feels under-designed and exposed. The chain-link fence and lack of visual appeal reduce comfort. Though not overtly threatening, the space lacks cues of ownership and care. Informal pedestrian routes reflect local knowledge but not intentional spatial planning.



4. A visible desire line through worn grass suggests poor pedestrian infrastructure. While a street sign (further down) marks the neighborhood, its neutral design fails to foster identity. Casual greetings between passersby reinforce a sense of community and help mitigate the less inviting environment.



5. Parking is kept at the perimeter, creating a car-free zone. A narrow alley opens onto a plaza surrounded by apartment buildings, supporting a feeling of enclosure and natural surveillance. Informal design elements along with personal items like bicycles signal resident ownership, enhancing the sense of security.

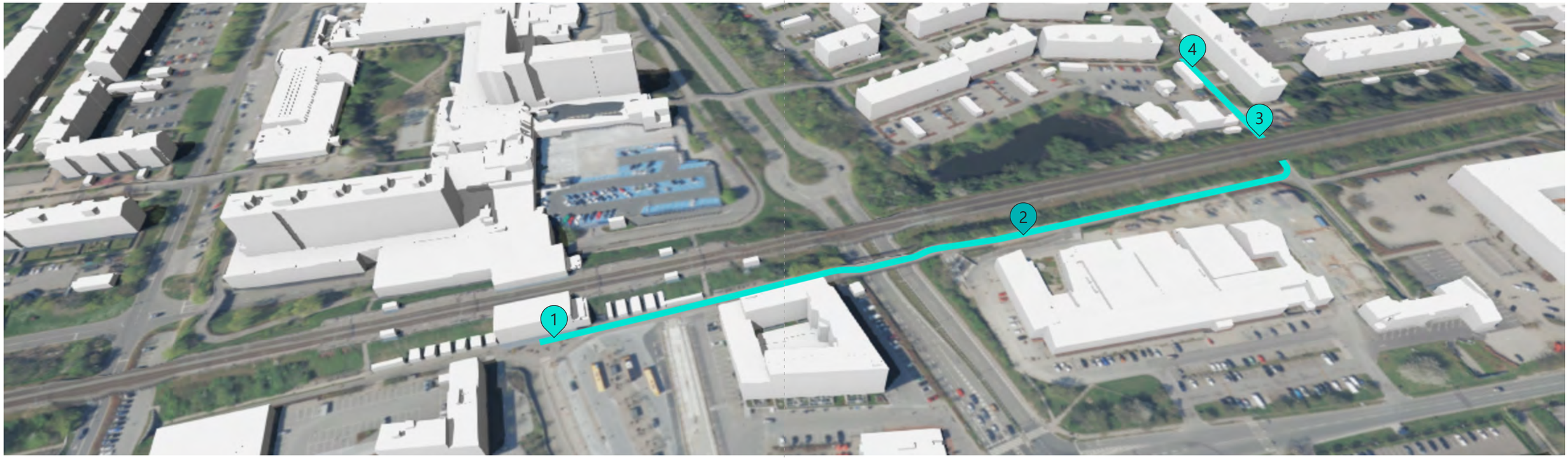


6. The plaza branches into human-scaled and child-friendly pathways. Green areas with playgrounds, benches, and bike and grocery cart parking support multiple uses. Twinkling lights and the presence of children riding freely contribute to a calm, safe atmosphere. Passive observation reinforce safety and reduce fear of crime.

Overall summary of route A
The route from the transit station to the neighborhood transitions from busy, well-surveilled spaces to quieter residential areas. While parts of the first sections of the route feel exposed or poorly maintained, the latter half increases in community presence and human-scale design. Shared spaces and opportunities for informal social interaction help encourage a sense of safety and trust.

SERIAL VISION ROUTE B

departing the station and following the north-south path





1. The area near the train station is active and feels safe. While the gray 7-Eleven façade is uninviting, the glass station windows above enhance natural surveillance. The open space and steady flow of people contribute to a sense of security. The path ramps toward a bridge, that provides good visual overview.



2. Workplaces along the route offer visual interest but feel disconnected from the path. The presence of people inside is more observed than observing, reducing the sense of being watched over. Still, the area feels open and relatively safe during the day. The path parallels the train tracks to the left, providing easy orientation.



3. Emerging from a small underpass, windowless building façades reduce passive oversight. In the daytime hours, the consistent presence of walkers and cyclists adds a layer of social/personal security.

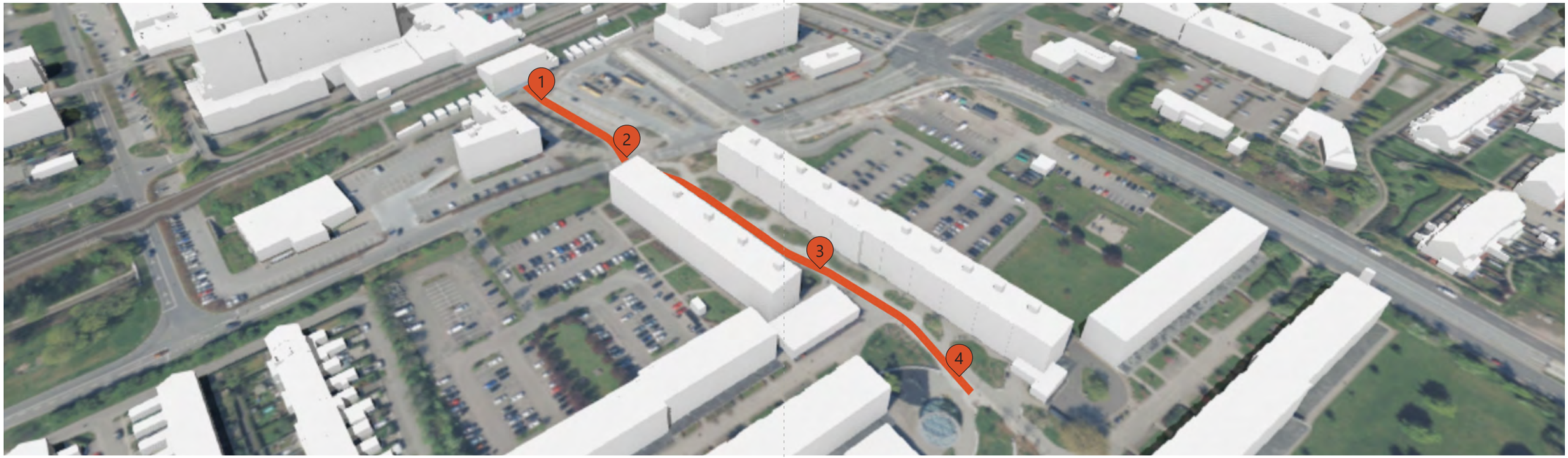


4. Despite a relatively homogenous built environment, the presence of many pedestrians - even on a gray, rainy day - adds vibrancy to the area, and eyes on the street. The space in this section is relatively open. Multiple desire lines and side paths feed into the main route, a more subtle indication of frequent use.

Overall summary of route B
The route transitions from an active transit hub with strong natural surveillance to quieter, more uniform surroundings. While building design offers limited variation or passive oversight in some areas, consistent pedestrian activity helps maintain a sense of safety. The presence of people and well-used paths supports comfort and reduces fear.

SERIAL VISION ROUTE C

departing the station and following the Arken Walk





1. A highly open space with overlapping transit modes - buses, taxis, and eventually the light rail - creates constant activity and strong natural surveillance. Red art lamps and paving stone patterns guide movement and add visual interest. Clear sightlines across the area contribute to a sense of safety and orientation.



2. Enclosed by 4–5 storey buildings with active ground floors, this area offers spatial definition and a human scale. Subtle variation in paving patterns, grassy pockets, and seating options support informal gathering. The environment feels dated but lighting is ample, and slow-moving delivery vehicles reinforce pedestrian priority. Long sightlines and varied use reduce fear of crime.



3. The grocer adds an anchor of activity. Their fruit displays invite interaction and signify ownership over the space, both of which contribute to a sense of safety. The path curves behind the building, maintaining openness but adding softer lines to an otherwise neutral, utilitarian built environment. Though façades are modest and gray-toned, the presence of others supports a safe atmosphere.

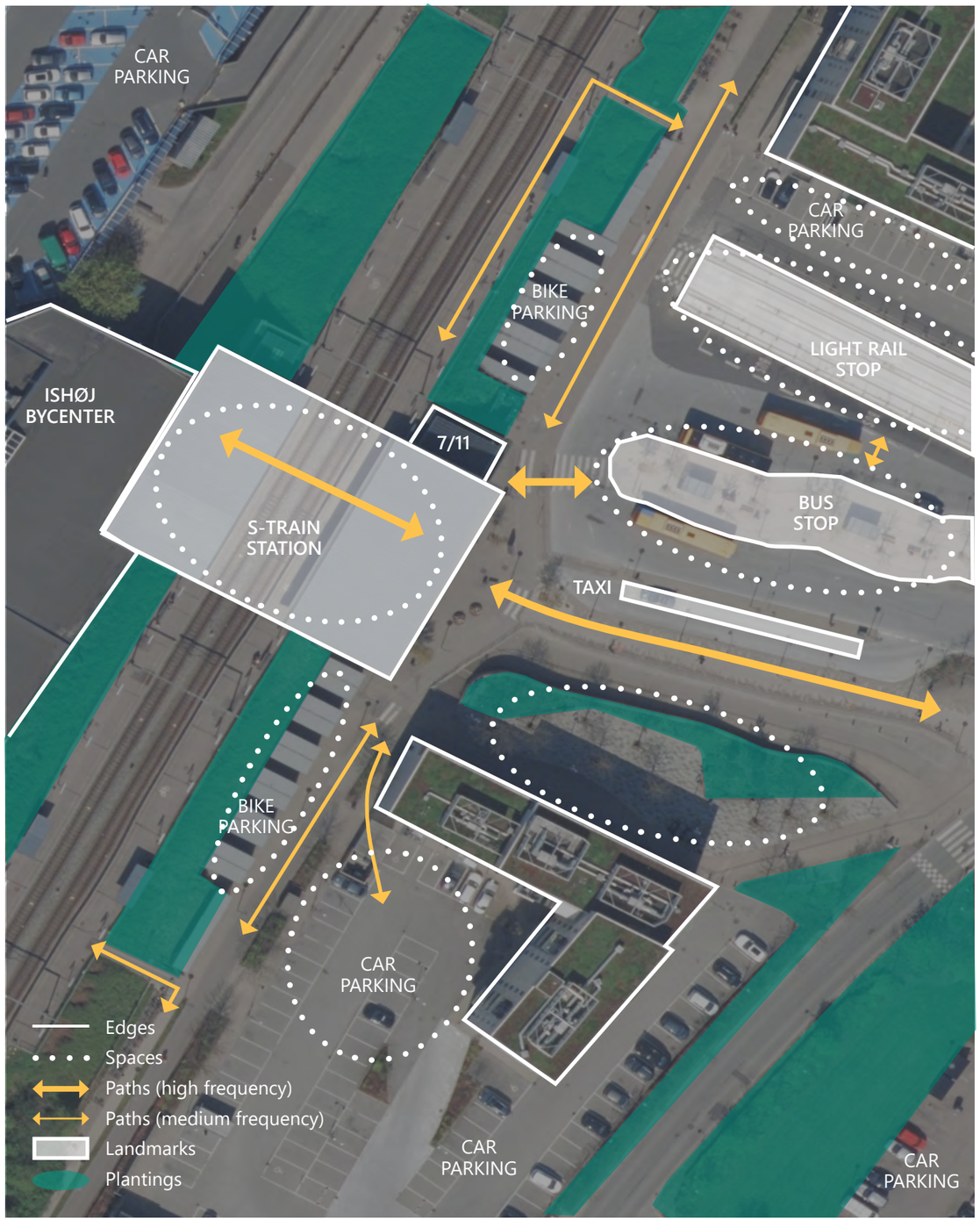


4. The shared path opens into a space centered around a playground. The playground and quiet setting suggest safety, but ground-level inactivity - boarded-up windows and vacant storefronts - raise questions about how well-used the space is outside school or childcare hours. Apartments above provide some passive surveillance, though many windows were observed with shades closed.

Overall summary of route C
This route has a mix of community activity, like the market and play area, as well as areas that feel underused or abandoned. While good enclosure and lighting generally support safety, the lack of ground-level engagement and empty or inactive ground-level façades can lead to feelings of unease.

FUNCTIONAL ANALYSIS

The station as a place

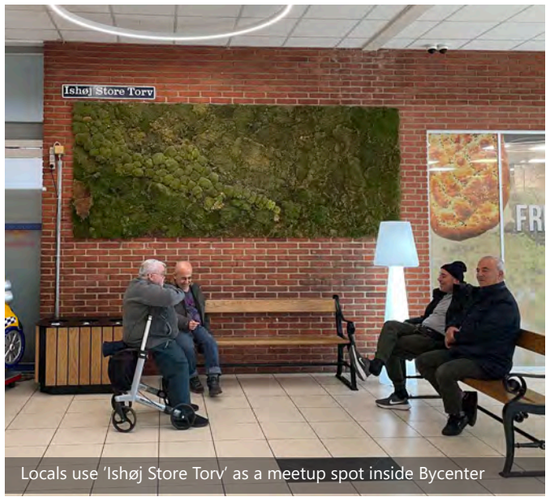


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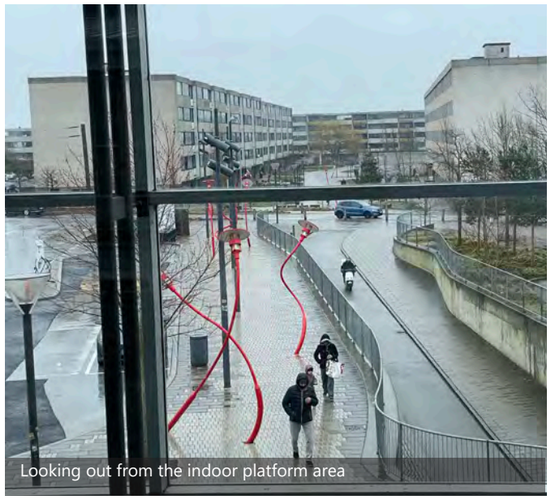
The map shows the organisation and overall design features of the area around Ishøj Station. White solid lines mark spatial edges; white dotted lines mark smaller spaces; yellow arrows mark paths - where they cross nodes are observed; green areas mark the significant plant beds; and white areas mark landmarks.



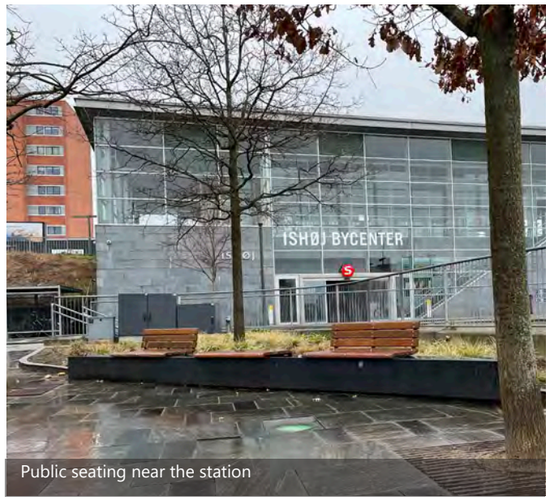
A diversity of functions accessible indoors via Bycenter



Locals use 'Ishøj Store Torv' as a meetup spot inside Bycenter



Looking out from the indoor platform area



Public seating near the station

The area in front of Ishøj Station is designed for movement rather than lingering. Beyond bus and light rail shelters, seating is scarce, and spaces prioritize flow - the Arken Walk leading to the station, the east–west tunnel, and the pathway for cyclists. Interestingly, Ishøj Station provides a sense of public urban space, as the lines between traffic flow and commercial center are blurred.

Edges & Open Spaces

Ishøj Station functions as a transit hub integrated with the indoor town center. Though mall-like, its layout conveys that of an urban core, with squares like Ishøj Store Torv, housing, and community services. Shops, cafés, and Bilka reinforce its civic and commercial role, supported by the nearby town hall. Defined edges frame the site - cafés and apartments to the south, Ishøj Center to the west, and Netto and restaurants to the north.

Human Scale & Personal Safety

- Feels a bit out of scale. Large bus lot, with narrow sidewalk.
- There is a seating area with benches and shade,
- Greenery is used to define separation and support navigation
- Arken Walk lamps help create human scale
- The separate tunnel level for bikes, is dark and uninviting

Paths & Nodes

- There are many smaller paths to follow at this mobility hub with paths under, above, and in the mall
- The most frequently used path is the one that goes through the mall, where people also use it to access the parking garage from the train station.
- The north-south path is also heavily used

Landmarks

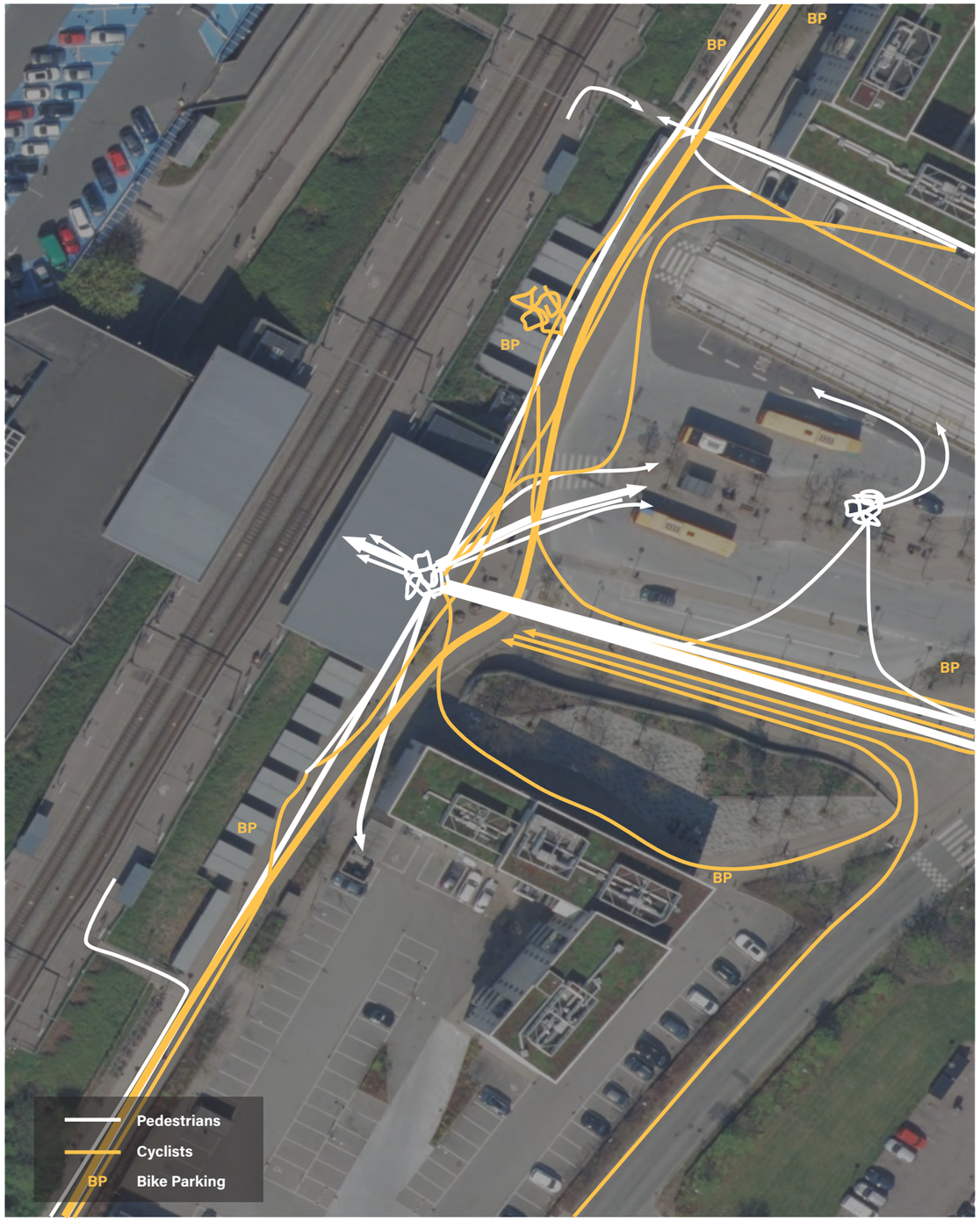
- Ishøj Bycenter
- Red Arken lampposts
- Indoor attractions, such as the waterfall feature, the library, and Store Torv
- Ishøj Svømmehal, the local swimming pool facility
- The tunnel
- Train tracks

Materials

- Many different types of pavement - which construct lines for movement, rooms for waiting/lingering - and greenery break up the larger more physical room.
- Benches of different designs both ou in the open and sheltered.
- The iconic red lampposts guide the way to Arken and give the station a unique identity.

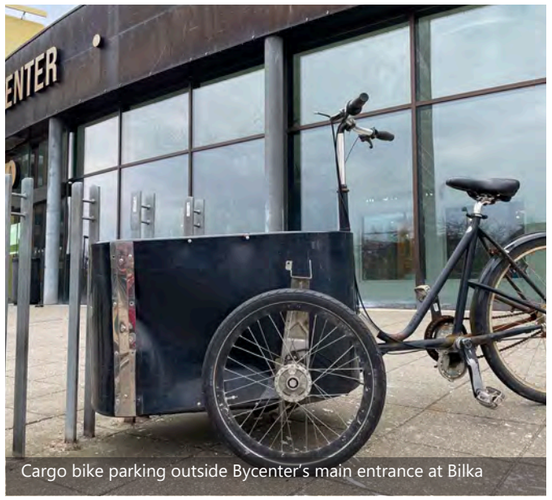
MOBILITY ANALYSIS

The station as a hub

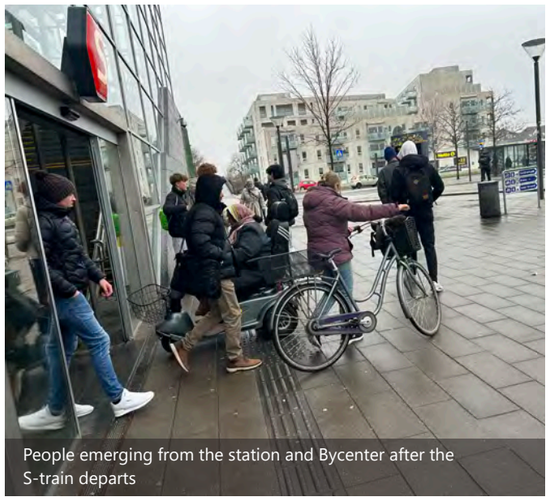


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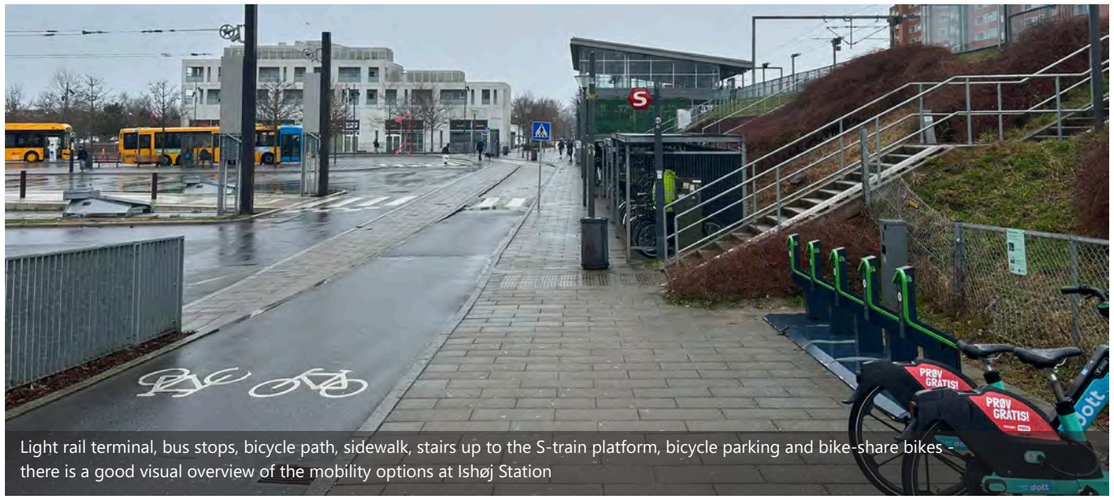
The map shows the most common mobility patterns and routes based on observations of active modes. The tangled lines indicate where pedestrians are often stopped - waiting, meandering, or meeting others. The most common example of people deviating from the intended use of space were bicyclists failing to dismount their bikes before entering Ishøj Bycenter.



Cargo bike parking outside Bycenter's main entrance at Bilka



People emerging from the station and Bycenter after the S-train departs



Light rail terminal, bus stops, bicycle path, sidewalk, stairs up to the S-train platform, bicycle parking and bike-share bikes - there is a good visual overview of the mobility options at Ishøj Station

Throughout the day, movement through the shopping centre to and from the station is lively, becoming noticeably calmer in the evening. Various user groups and transport modes are present. The busiest route is from the bus entrance and continues through the shopping centre.

Primary Modes

- This mobility hub is composed of a multimodal node that is heavily dominated by buses and the S-train users.
- Many users also arrive on foot, bike, and related modes such as electric mobility scooters and bike share bikes.
- Taxis are positioned close to the entrance. Personal vehicle parking is nearby, with many people arriving to the station by car.
- The mobility hub sits at the intersection of a bidirectional north-south and east-west shared path.
- The light rail was not currently carrying passengers but is expected to be a major mode in the hub as well.

Behavior and Practices

- Many bus passengers wait inside the entrance hall, which leads both to the S-train and into the shopping centre, from where they can keep an eye on the buses.
- Many awkward decisions are made at the connection between the station tunnel and the mobility hub. There is little clear guidance for how cyclists are supposed to navigate this space.
- People are also observed cycling through the shopping centre itself (which is not permitted).

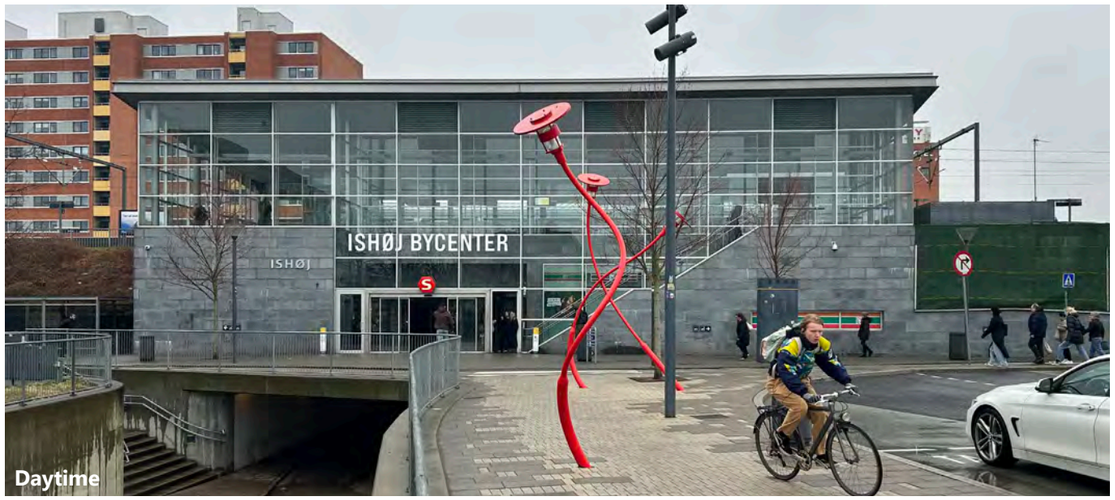
Mobility Patterns

- A significant part of the movement patterns aligns with the red Arken Walk lamp posts, guiding flows to Bycenter and back in the other direction.
- Crosswalks to and from the bus stops are mostly ignored in favor of direct desire lines
- Flow on the path from the north towards the station is heaviest in the morning, and reverses in the evening.

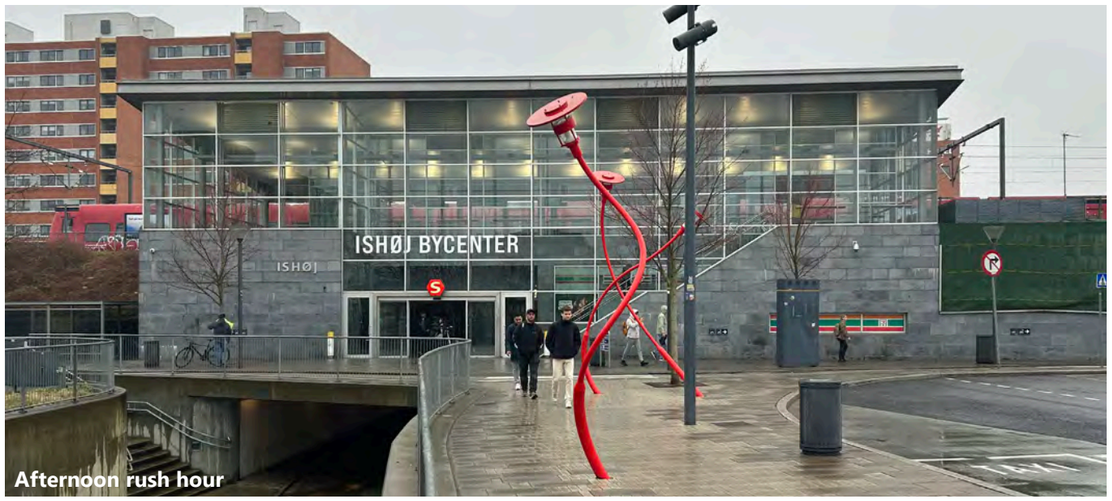
Traffic Safety

It is positive that the mobility hub itself is protected from private car traffic, but there is little guidance for intuitive navigation for soft road users. There are no biking or walking facilities along Vejlebrovej. There is potential for conflict along the pathway as it passes the entrance to Ishøj Bycenter - as the separated path indicates a more controlled environment encouraging north-south flow, but the area in front of the entrance serves more of a place function.

TEMPORALITY AND SECURITY



Daytime



Afternoon rush hour

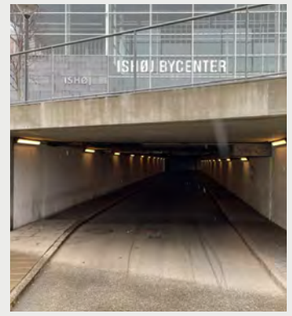


Evening



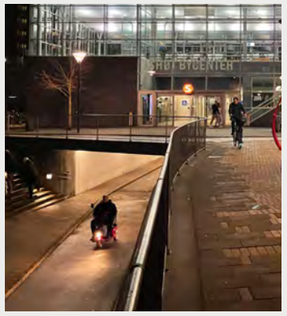


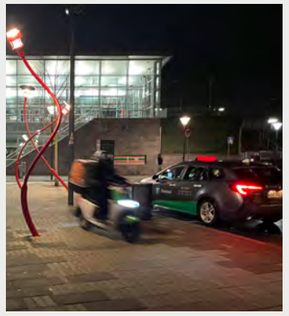


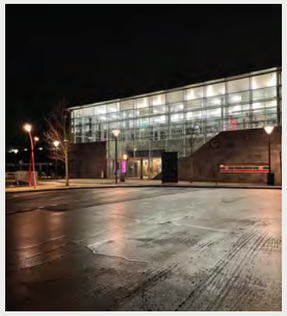


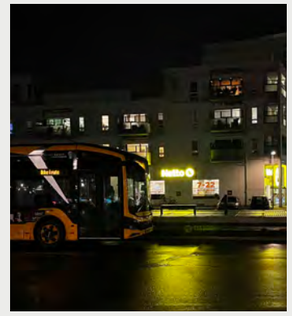












There is little variation in flow throughout the daytime and rush hour. The biggest fluxes are based simply on arrival and departure of trains, which were relatively consistent throughout the day. The station is noticeably quieter in the evening. The area in front of the station maintained some flow, but as functions close the area may feel deserted and less safe.

USER ANALYSIS

Use of the space

The surrounding urban population is characterized by diversity in age and cultural background.

The mobility hub serves a multicultural community, reflected in the wide range of languages, restaurants, and identities visible in the public space.

Throughout the day, the area accommodates a broad spectrum of users - including older adults, school children, working-age individuals, families with young children, and people with disabilities.

While the local population is predominantly lower-middle income, nearby municipal offices, shops, and services also attract visitors from a wider socioeconomic range.

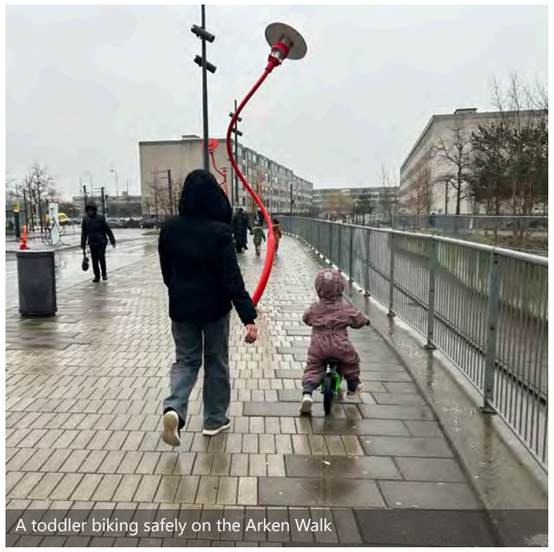
The station operates both as a key transit node and as a central destination, surrounded by residential neighborhoods and a variety of public and commercial amenities.

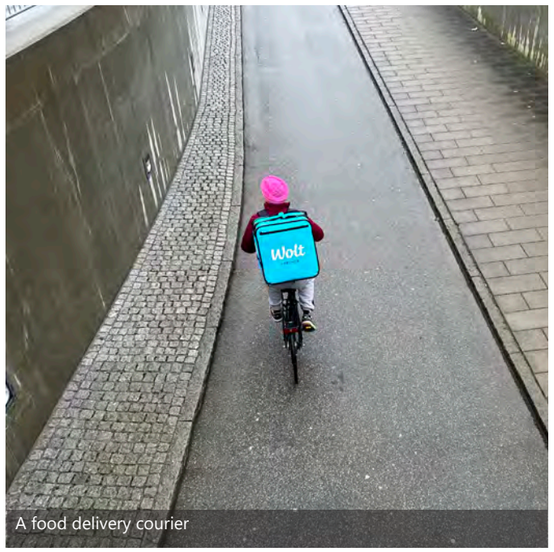
User groups say...

Most users find the area easy to navigate and appreciate the clear connections between different transport modes. A few first-time visitors noted some initial confusion when accessing the train station through Bycenter, but overall wayfinding is intuitive once inside.

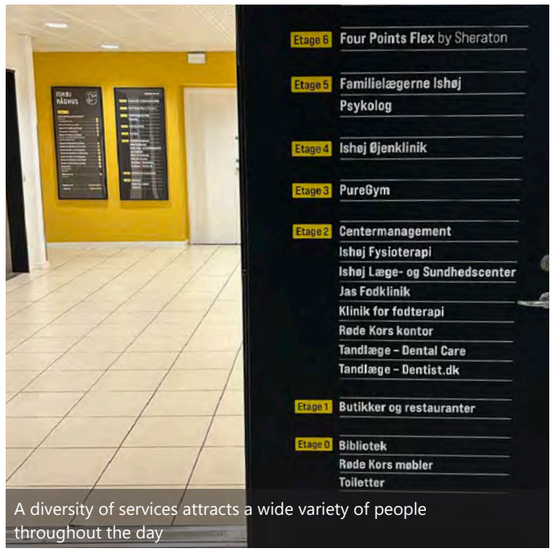
The station area is generally perceived as pleasant and safe, with many people describing it as cozy and active, supported by good natural surveillance and “eyes on the street.” However, some users - particularly women - report feeling less comfortable in the evening, when certain passages become quieter and less visible.

There is a wish for improved amenities while waiting for public transport, including more seating and better weather protection at bus stops.

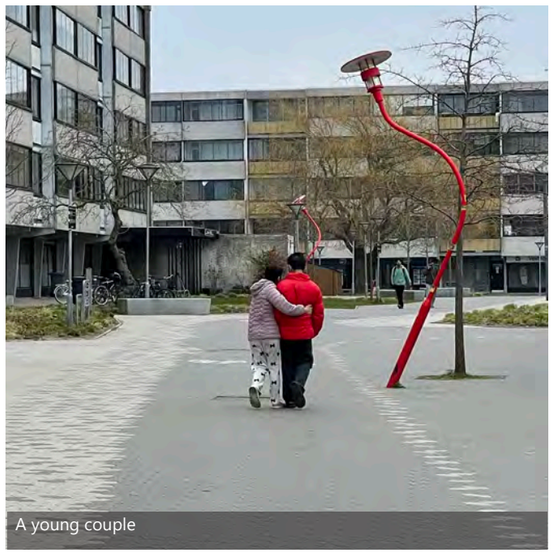

A toddler biking safely on the Arken Walk



A food delivery courier

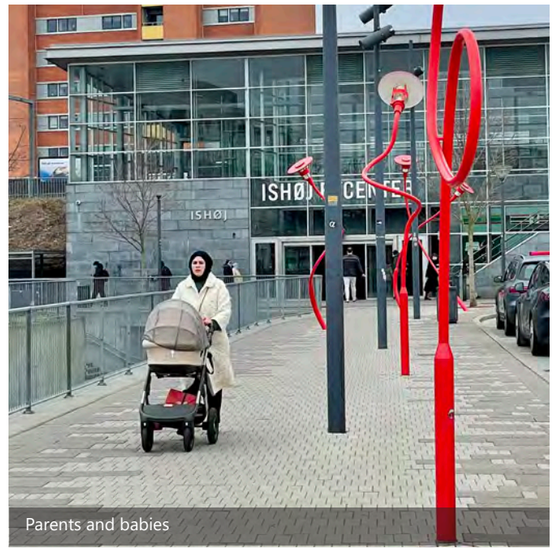


A diversity of services attracts a wide variety of people throughout the day

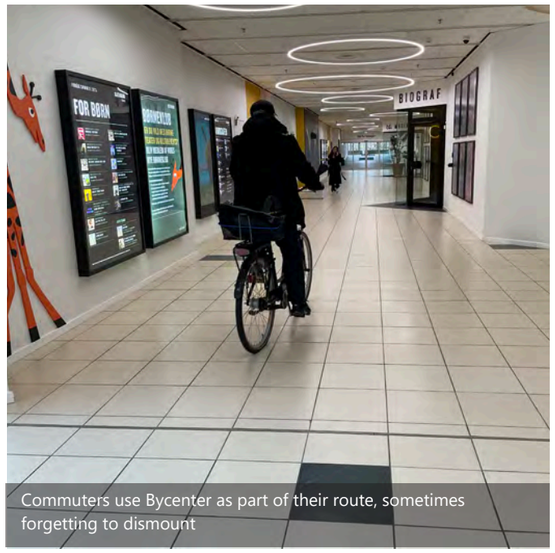

A young couple


Shoppers

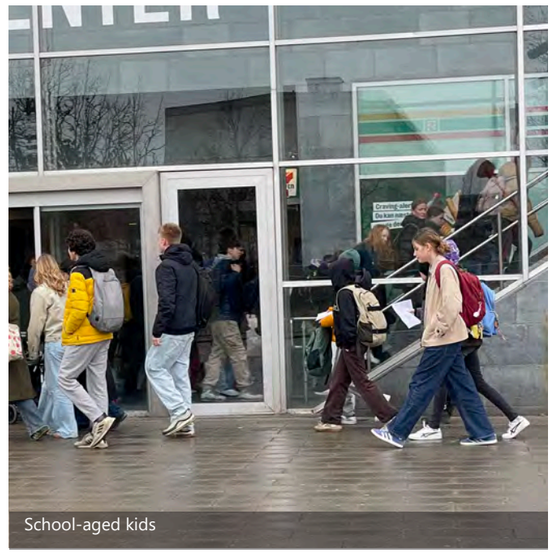

Seniors shopping

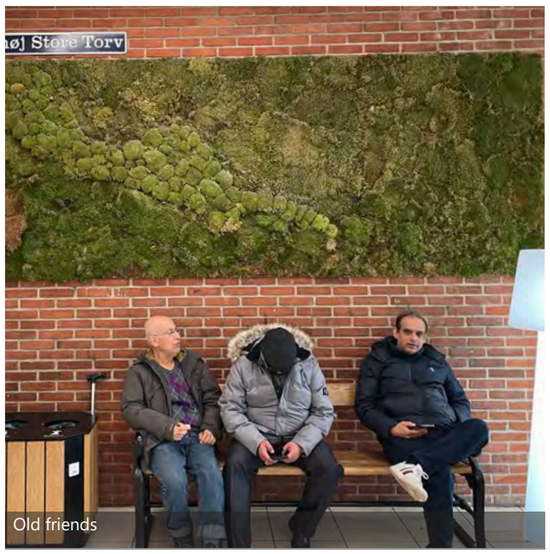


Parents and babies



Commuters use Bycenter as part of their route, sometimes forgetting to dismount


School-aged kids



Old friends

AFFORDANCES

Facilitates



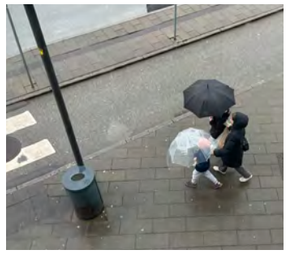










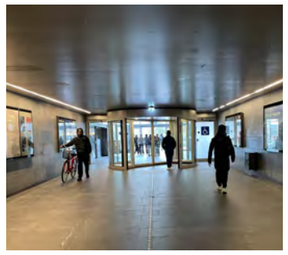


Affordances at Ishøj that support both spaces for flow and for staying in place include:

- Traffic-calmed neighborhoods with room for art and play in the “home zones.”
- Multiple access points through Ishøj Bycenter connecting directly to the S-train station, despite gaps in the walking and cycling network.
- Strong visual orientation, with good views of the S-train station and Ishøj Bycenter from several directions.
- A diverse range of facilities, including a police station, healthcare services, shops, groceries, restaurants, and cafés.

Together, this diversity of functions and active public spaces create long opening hours and draw people from diverse backgrounds - generating a sense of presence and personal securiyt. People come for many reasons, and their activity attracts more life to the area.

Hinders





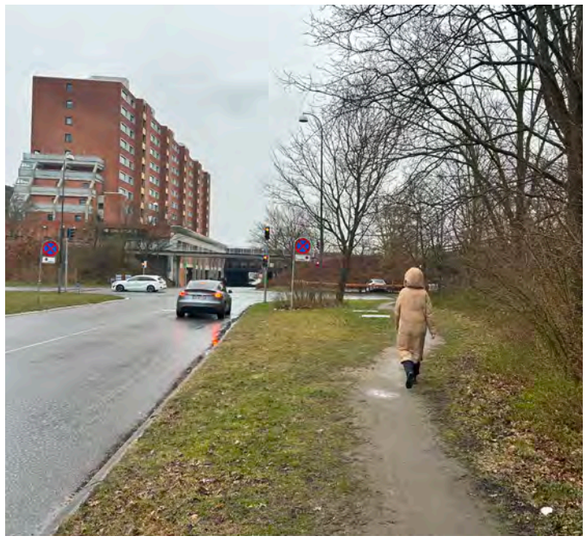












Factors that make the area less inviting to linger in, and are a hindrance to mobility include:

- A lack of active infrastructure along key routes, and gaps in the network.
- Locals often rely on informal shortcuts/desire lines - through the swimming hall or along unmarked paths - routes that are only accessible to those who know the area and are physically able to navigate it.
- The ground level of many buildings is inactive, with empty storefronts and blank or windowless façades that reduce visual interest and natural surveillance.
- Confusing crossings and links like the tunnel with its limited lighting decrease comfort and safety.
- The main crossing in front of the station entrance is particularly busy, and there are few benches or welcoming features directly adjacent the station itself.
- The entrance to Ishøj Bycenter feels dark and uninviting, with stairs that force people with strollers, bicycles, or mobility aids to wait for the elevator.

QUALITY CRITERIA

Developed from Jan Gehl's 12 quality criteria to include transit and mobility hub navigation, *the table assesses the affordances of the place on the basis of the on-site observations and desk analysis. It details how the spatial arrangement and design facilitate or hinder practices or experiences, collected in 15 parameters across five categories. Each category is summarised in the coloured column to the right.*

MOBILITY HUBS

opportunities for switching

- Lots of opportunity for switching, including between bus, taxi, car parking, trains, bike parking near the door, and bike share.
- High bus frequency, high S-train frequency. Bike and walk paths right up to door make switching easy.

modefinding

- Modefinding upon arriving at the station is easy as you see the buses, and evt. light rail when you arrive - both from ground level and from arrival by S-train.
- The bike path is visible, but there are disconnects in the network and lots of stairs/navigation through the Bycenter that can be confusing, and a hurdle to bike/walk trips.
- The Bycenter serves as a through route for some, which can be unintuitive for infrequent users.

cohesiveness/intuitive design

- The active network is fragmented, and not intuitive for someone who doesn't live here, especially outside the immediate station area.
- The area within a 1-kilometer radius lacks sufficient signage directing towards the station and the surrounding area is relatively car oriented.

MOBILITY HUBS summary

The hub offers many transfer options: bus, train, taxi, car and bike parking, and bike share. High service frequency and direct walk/bike access make switching easy.

Wayfinding is generally clear, though bike paths have gaps and stairs that can hinder access.The area feels fragmented and is not intuitive for non-locals, especially beyond the station itself.

PROTECTION

against traffic and accidents - feeling safe

- In front of the station feels safe from traffic, as cars aren't allowed close by. Vejlebrovej seems too fast (50 km/h with recommended 40 km/h near crossings)
- Other sides of the station/Bycenter face challenges with a busy motorway and lack of on-street facilities.
- Side streets exist but are hard to locate, so many still walk along the informal desire line path, which approaches a busy crossing and is difficult for less mobile users.

against harm by others - feeling secure

- There are lots of people around and eyes on the street.
- Lots of security/police officers as well (which people reported helping them feel more secure).
- The tunnels feel less safe. Even with lighting, they would be unappealing after dark.

against unpleasant sensory experiences

- Traffic noise is not an issue at the station.
- The tunnel and parking lots may create discomfort and unpleasant experiences.
- There were no unpleasant smells observed.
- The indoor waiting areas for the train protected against the elements
- A need for more bus shelters was noted

PROTECTION summary

The station area feels safe from traffic, with restricted car access and safe pedestrian crossings. However, surrounding roads lack proper bike/pedestrian infrastructure.There is a strong sense of security due to visible police presence, though tunnels feel less safe, especially in the evenings.

No major issues with noise or smell, but tunnels and large parking areas had some unpleasant sensory experiences.

LIVABILITY

opportunities for active modes

- There are a lot of creative routes - like stairs through the swimming hall, and desire paths alongside the road - but they are not universally designed for accessibility.
- Saw lots of people on mobility scooters or elderly with walkers.
- The north-side pathway and the Arken Walk are nice routes for active modes.

opportunities to stand and linger

- Directly in front of the station - most people appear not to linger too long - it largely seemed an area for moving through.
- Outisde the library and on the other side of the north-south path, benches and trees outside the station provide some opportunity for lingering.
- Lots of benches along the Arken Walk and a playground that may encourage standing and lingering

opportunities for sitting

- Opportunities for sitting on benches, and a variety in the types of benches - modified leaning/stool things, traditional benches, backless benches, etc.
- It was noted that there could be more benches available for both waiting on the buses, as well as meeting people at the station.

LIVABILITY summary

The area supports active mobility, especially for pedestrians. Many elderly and people with mobility aids were observed, but few signs of wheelchair access due to stairs and uneven paths.

There are some pleasant places to sit or linger; benches, trees, and paved areas, especially in front of the station and near the library. However, most people seem to pass through rather than stay. More lingering happens at "Store Torv" and in nearby parks.

EXPERIENCE

human scale

- The station building itself looms quite large.
- The space directly adjacent the station is fairly human scale with trees, streetlamps, buildings rarely higher than 4-5 storeys, and the Arken Walk with ground level shops/businesses.
- The main roads outside the station feels less human scale and are oriented toward fast moving vehicles.

opportunities for enjoying the weather

- Arken Walk and the park areas by the library are the most obvious for enjoying the sun. The benches (outside City Park Grill) are nearest the station. They appear to often be in shade, so would be nice on a warm day.
- Platform itself offers mix of indoor and outdoor waiting areas.
- Dynamic with the mall unlike other stations where you don't actually have to go outside to reach the station (if arriving by car).

aesthetic and positive sensory experiences

- The area feels lively and visually engaging, with many activities and points of interest within view, despite its somewhat dated appearance.
- Activity levels remain consistent throughout the day. During observation, there was little noticeable downtime.

EXPERIENCE summary

The station building feels large, but surrounding areas like Arken Walk have a more human scale, whereas the main roads nearby feel less inviting. There are good spots to enjoy the weather, especially near the library, and the platform offers both indoor and outdoor waiting areas. The mall connection allows access to the station without needing to go outside. The environment varies greatly depending on the route, some areas feel well-scaled with greenery and seating, while others are dominated by car traffic and appear poorly maintained.

TOD

priority

- The main modes - S-train, bus, and light rail are prominently placed and prioritized.
- Walking and cycling routes are not significantly shorter than routes for cars.
- TOD mobility solutions, such as rental bikes and the S-train integrated into the mall, are present.
- Bringing one's bicycle on public transport can be challenging due to the infrastructural design of the mobility hub with stairwells, revolving doors and elevators to navigate.

density

- High density of jobs (services) and housing around the hub.
- Density of modes is high
- Residential density is moderate for a TOD

mix

- The functions and facilities in and around the mobility hub consist of many diverse shops, and cultural services, offices, and cafés/restaurants, and grocery shopping.
- Public facilities available around the mobility hub.
- Affordable housing / Social housing, apartments integrated with the hub.
- Access to multiple modes of transportation.

TRANSIT summary

Major transit modes (S-train, bus, and light rail) are well integrated and prioritized. Walking and cycling routes are also prevalent, but there is strong competition from the car. Elements like integrating the station with active modes and the mall-integrated S-train access support connectivity. The hub features a moderate density of jobs, population, and modes. It has a diverse mix of shops, services, public facilities, and social housing with access to multiple transport options.

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