

ICSUD 2026 · VGU × TU Darmstadt · 15 October 2026

Transit-Oriented Development and the Affordable Housing Challenge in Vietnam

Opportunities, challenges, and policy implications

Trung Bui T. · Nhan Nguyen V. · Anh Tran M.

Southern Institute for Spatial Planning (SISP), VIUP · Ho Chi Minh City Greenery Parks
Company Limited · University of Architecture Ho Chi Minh City



THE SETTING

Land near the line is being allocated now

 **19.7 km**

Metro Line 1, 14 stations, running
since 22 December 2024

 **18.95 million**

passengers to mid-December 2025
— 114.2% of the plan

 **2023–2025**

new powers to plan TOD areas,
assemble land and capture value

Ben Thanh  Suoi Tien 3 underground · 11 elevated

**Under what institutional conditions could TOD in Vietnam support —
rather than erode — housing affordability?**

Better access pushes land and housing prices up; whether that displaces low-income households depends on local conditions and on the policy around the project (Padeiro et al., 2019).

Sources: Viet Nam News (2024); Ho Chi Minh City Government Portal (2025)

A structured review, read against the legal texts

1

Structured narrative review

International research on price effects near transit, on housing-plus-transport cost, and on value capture.

2

Policy-document analysis

Vietnamese legal texts up to 10 September 2026, cited to the article and clause and checked against the official texts.

3

Synthesis

Each gap is linked to a pillar, and each pillar to a recommendation with a legal route and an indicator.

HOW THE PAPER IS BUILT

4

conditions still missing



3

pillars to close them



5

recommendations, each with a legal route

What this study is not. Not a systematic review; no new empirical estimates and no causal claims. Hong Kong, Shenzhen, Wuhan and a Jakarta tax proposal are read as design principles, not transferable templates.

Three lessons — and how firm each one is



L1

Displacement is a risk, not a regularity

A review of 35 studies finds the result tracks local context and policy more than TOD itself (Padeiro et al., 2019); 19 UK schemes show modest, uneven effects (Kandt et al., 2025).

Review · 35 studies



L2

The clearest evidence favours a housing rule

In a land-use and transport simulation, affordability restrictions on new dwellings in TOD areas improved affordability and transit access while reducing gentrification (Dawkins & Moeckel, 2016).

Simulation, not field data



L3

Value capture was built to finance transit

In Hong Kong, Shenzhen and Wuhan, land-based revenues rise and fall with the property market and are institution-specific; Jakarta's betterment tax is a proposal. Housing needs an explicit allocation.

Cases + one proposal

The powers already exist — three of them



01

A line running, prices moving

Land near Line 1 rose faster than other uses (Quoc et al., 2025); market commentary reports apartments 20–50% higher near stations (CBRE, 2025).

Correlational, not causal



02

Powers to plan and assemble land

Res. 98/2023, Art. 4(2) as amended; Res. 188/2025, Art. 6; Railway Law 2025, Art. 25(1); and the city resolution of 19 June 2026 on TOD-area plans.

In force today



03

Powers to capture part of the value

Res. 188, Art. 9(1) — 100% of three TOD levies

Res. 98, Art. 4(8) — conditional retention

Railway Law, Art. 25(3) — 50% or 100% of proceeds

Three mechanisms, often conflated

Four conditions that are still missing



C1 Revenues point to transport

Where a use is specified it is urban rail, public transport and connecting infrastructure (Res. 188, Art. 9(1)). No share is reserved for housing.



C2 Housing rule ignores stations

Twenty per cent of residential land per project, dischargeable off-site or in money (Decree 100/2024, Art. 19). Distance from a station plays no part.



C3 Appraisal ignores household cost

No text requires a TOD-area plan or project to report households' combined housing-and-transport burden.



C4 Fiscal rules are undeveloped

The collection method was still in draft in September 2026: no independent valuation, no reporting by station area, no reserve for a downturn.

Where the outcome is decided

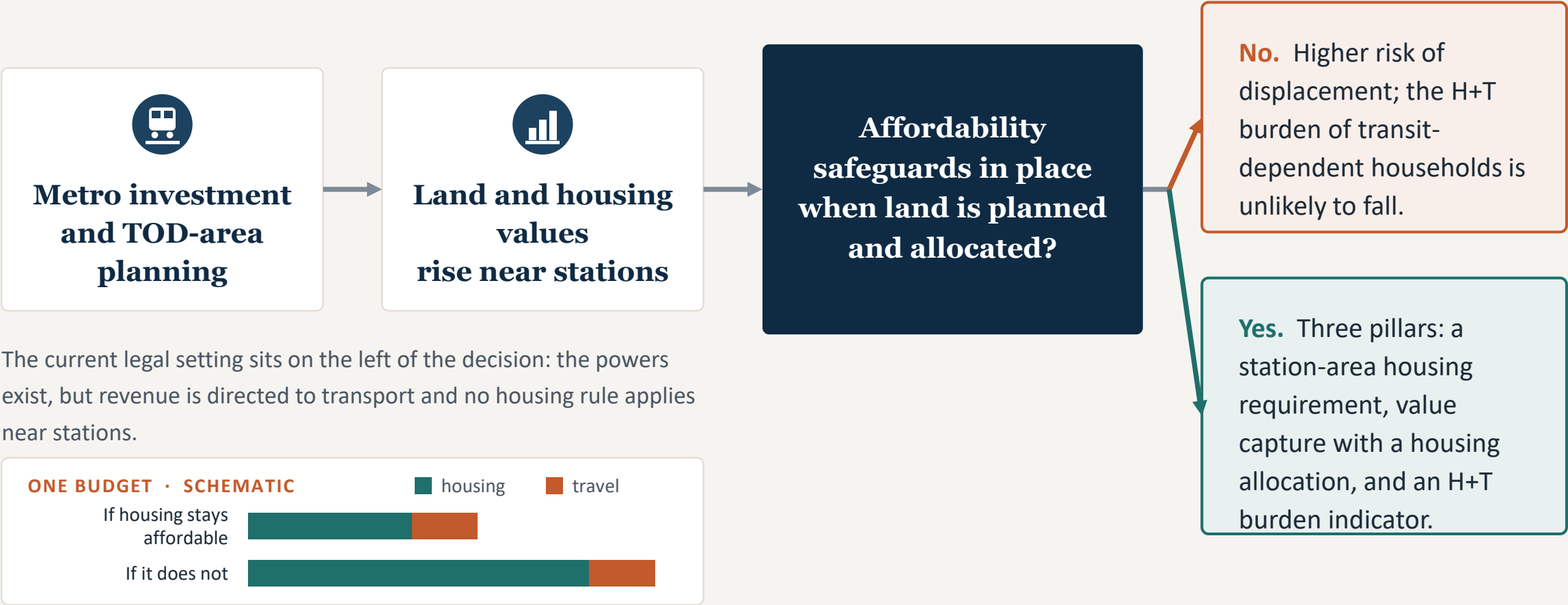


Figure 1 of the paper, simplified for presentation

Three pillars, and what each one must state



P1 Station-area affordable-housing requirement

A defined share of new residential development, kept affordable for a defined period; the rule must state its metric, tenure, catchment and share.



P2 Localised value capture with a housing allocation

A ring-fenced TOD account, a published valuation method, audited reporting by station area, and a reserve funded in high-revenue years.



P3 H+T burden as an appraisal indicator

Housing plus transport cost over household income for target groups, by station area — with the threshold calibrated on Vietnamese data, not borrowed.

Five recommendations, each with a legal route

Recommendation	Legal route	Monitoring indicator
R1 Station-area housing requirement	Government rules under Housing Law Art. 83(8), or a National Assembly pilot	Affordable share of new residential floor area
R2 Housing allocation of TOD resources	City-budget allocation (Res. 98, Art. 5(2)); or amend Res. 188, Art. 9(1)	Share of TOD resources disbursed to housing
R3 Valuation and counter-cyclical reserve	Collection resolution under Res. 188, Art. 9(2), plus a reserve rule	Valuation method published; audited annual report
R4 H+T burden in TOD appraisal	TOD-area planning rules (Res. 188, Art. 6(3); Railway Law, Art. 25(4))	Target households above a calibrated threshold
R5 Resident retention and safeguards	Res. 98, Art. 6(5)(a); Land Law 2024, Arts. 110–111	Households still living or rehoused after five years

All five are proposals by the authors; where one goes beyond current powers, the legal route states the change required

The powers exist. The conditions do not — yet.

- 1 A housing requirement tied to station areas and to the conditions of land allocation.
- 2 An explicit allocation of TOD-related resources to affordable housing — with transparent valuation, audited reporting by station area, and a counter-cyclical reserve.
- 3 Appraisal by the combined housing-and-transport burden of the households the policy is meant to serve.



Timing matters. These safeguards work best here — while TOD-area plans are being prepared, before land values are fixed through auction and investor selection.

Next: station-level feasibility modelling · household surveys to calibrate H+T thresholds · longitudinal monitoring around Line 1

Thank you — archbtt@gmail.com