Finding the Right Mix for Transit-Oriented Cities

Inclusive TOD

ITDP Sustainable Urban Development Program

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What is TOD?
What is (not) TOD?

Rio de Janeiro, Brazil
WALK
CYCLE
CONNECT
TRANSIT
MIX
DENSITY
COMPACT
SHIFT
**Principles, Objectives, Metrics**

**WALK**

**Principle 4** || 5 points

**Objective A.** The pedestrian realm is safe, complete, and accessible to all.
- Metric 1.1 Walkways: Percentage of walkway segments with safe, all-accessible walkways. 3 points
- Metric 1.2 Crosswalks: Percentage of intersections with safe, all-accessible crosswalks in all directions. 3 points

**Objective B.** The pedestrian realm is active and vibrant.
- Metric 1.3 Visually Active Frontage: Percentage of walkway segments with visual connection to interior building activity. 6 points
- Metric 1.2 Physically Permeable Frontage: Average number of shops, building entrances, and other pedestrian access per 100 meters of block frontage. 2 points

**Objective C.** The pedestrian realm is temperate and comfortable.
- Metric 1.1 Shade and Shelter: Percentage of walkway segments that incorporate adequate shade or shelter elements. 1 point

**CYCLE**

**Principle 4** || 5 points

**Objective A.** The cycling network is safe and complete.
- Metric 2.1 Cycle Network: Access to safe cycling street and path network. 2 points

**Objective B.** Cycle parking and storage are ample and secure.
- Metric 2.1 Cycle Parking at Transit Stations: Ample, secure, multi-space cycle parking facilities are provided at all transit stations. 1 point
- Metric 2.3 Cycle Access in Buildings: Buildings allow interior access and storage within tenant-controlled spaces for cycles. 1 point

**Objective C.** The cycling network is safe and complete.
- Metric 2.1 Access to Parks and Playgrounds: Percentage of buildings located within a 500-meter walking distance of a park or playground. 1 point

**CONNECT**

**Principle 4** || 5 points

**Objective A.** Walking and cycling routes are short, direct, and varied.
- Metric 3.1 Small Blocks: Length of longest pedestrian block. 10 points

**Objective B.** Walking and cycling routes are shorter than motor vehicle routes.
- Metric 3.1 Prioritized Connectivity: Ratio of pedestrian intersections to motor vehicle intersections. 5 points

**Objective C.** The cycling network is safe and complete.
- Metric 3.1 Access to Parks and Playgrounds: Percentage of buildings located within a 500-meter walking distance of a park or playground. 1 point

**TRANSIT**

**Principle 4** || 5 points

**Objective A.** High quality transit is accessible by foot.
- Metric 4.1 Walking Distance to Transit: Walking distance to the nearest transit station. 10 points

**Objective B.** Transit and pedestrian routes are short, direct, and varied.
- Metric 4.1 Access to Parks and Playgrounds: Percentage of buildings located within a 500-meter walking distance of a park or playground. 1 point

**Objective C.** The cycling network is safe and complete.
- Metric 4.1 Access to Parks and Playgrounds: Percentage of buildings located within a 500-meter walking distance of a park or playground. 1 point

**MIX**

**Principle 4** || 5 points

**Objective A.** Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.
- Metric 5.1 Complementary Uses: Residential and nonresidential uses within same or adjacent blocks. 8 points
- Metric 5.2 Access to Local Services: Percentage of buildings that are within walking distance of an elementary or primary school, a healthcare service or pharmacy, and a source of fresh food. 3 points
- Metric 5.3 Access to Parks and Playgrounds: Percentage of buildings located within a 500-meter walking distance of a park or playground. 1 point

**Objective B.** Traveling through the city is convenient.
- Metric 7.1 Transit Options: Number of different transit options that are accessible within walking distance. 2 points

**DENSYFY**

**Principle 4** || 5 points

**Objective A.** The development is in, or next to, an existing urban area.
- Metric 6.1 Nonresidential Density: Nonresidential density in comparison with best practice in similar projects and station catchment areas. 7 points

**Objective B.** The development is in, or next to, an existing urban area.
- Metric 6.1 Nonresidential Density: Nonresidential density in comparison with best practice in similar projects and station catchment areas. 7 points

**Objective C.** The development is in, or next to, an existing urban area.
- Metric 6.1 Nonresidential Density: Nonresidential density in comparison with best practice in similar projects and station catchment areas. 7 points

**COMPACT**

**Principle 4** || 10 points

**Objective A.** The development is in, or next to, an existing urban area.
- Metric 7.1 Transit Options: Number of different transit options that are accessible within walking distance. 2 points

**Objective B.** The development is in, or next to, an existing urban area.
- Metric 7.1 Transit Options: Number of different transit options that are accessible within walking distance. 2 points

**Objective C.** The development is in, or next to, an existing urban area.
- Metric 7.1 Transit Options: Number of different transit options that are accessible within walking distance. 2 points

**SHIFT**

**Principle 4** || 1 point

**Objective A.** The land occupied by motor vehicles is minimized.
- Metric 8.1 Off-Street Parking: Total off-street area dedicated to parking as a percentage of the development area. 8 points

**Objective B.** The development is in, or next to, an existing urban area.
- Metric 8.1 Off-Street Parking: Total off-street area dedicated to parking as a percentage of the development area. 8 points

**Objective C.** The development is in, or next to, an existing urban area.
- Metric 8.1 Off-Street Parking: Total off-street area dedicated to parking as a percentage of the development area. 8 points
Walk

A: Pedestrian realm is safe, complete and accessible to all
B: Active and vibrant
C: Temperate and comfortable

Gaborone, Botswana
Cycle

A: Cycling network is safe and complete
B: Cycle parking and storage is ample and secure
A: Walking and cycling routes are short, direct and varied.
B: Walking and cycling routes are shorter than motor vehicle routes.

Mumbai, India
Transit

A: High quality transit is accessible by foot

Mexico City, Mexico
Densify

A: High residential and job densities support high-quality transit, local services, and public space activity

Mexico City, Mexico
A: The development is in, or next to, an existing urban area
B: Traveling through the city is convenient

Amsterdam, Netherlands
A: The land occupied by motor vehicles is minimized
Mix: Balanced and Inclusive Uses, Demographics and Income

Hong Kong
A: Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.

Pune, India
Mix Income

B: Diverse demographics and income ranges are included among local residents

SOMA district, San Francisco, USA
Principles, Objectives, Parameters
TOD Gold Standard
=
Inclusive TOD
Inclusive Outcome

Medellin, Colombia
Inclusive Process
Inclusive TOD: Common Challenges

- Public engagement and political will
- Design and land use standards and metrics
- Policy and legal frameworks
- Governance structure
- Funding and financing - the “business case”
1. What are the two top challenges in your experience?
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2. What are the two key instruments or techniques that you use or know of?
1. What are the two top challenges in your experience?

2. What are the two key instruments or techniques that you use or know of?

3. What else is needed to succeed (mention one or more)?
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<thead>
<tr>
<th>موضوع</th>
<th>الأهداف</th>
<th>الأدوات</th>
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<tbody>
<tr>
<td>CYCLE</td>
<td>OBJECTIVE A: The cycling network is safe and complete. Metric 2A.1 Cycle Network Access to a safe cycling street and path network, 2 points</td>
<td>OBJECTIVE A: High quality transit is accessible by foot. Metric 4A.1 Walking Distance to Transit Walking distance to the nearest transit station.</td>
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<td>CONNECT</td>
<td>OBJECTIVE B: Cycling paths and storage are ample and secure. Metric 2B.1 Cycle Parking at Transit Stations: ample, secure, multi-space cycle parking facilities are provided at all transit stations, 1 point</td>
<td>OBJECTIVE B: Walking and cycling routes are shorter than motor vehicle routes Metric 3B.1 Prioritized Connectivity Ratio of pedestrian intersections to motor vehicle intersections, 5 points</td>
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<td>TRANSIT</td>
<td>OBJECTIVE C: Pedestrian realms are safe and comfortable. Metric 1C.1 Shade and shelter Percentage of walkway elements that incorporate shade or shelter, 1 point</td>
<td>OBJECTIVE C: The development is in, or next to, an existing urban area. Metric 7A.1 Urban Site Number of sides of the development that adjoin existing built-up sites, 8 points</td>
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<td>MIX</td>
<td>OBJECTIVE D: Opportunities and services are within a short walking distance of where people live and work, and the public space is animated over extended hours. Metric 5A.1 Complementary Uses Residential and nonresidential uses within same or adjacent blocks, 8 points</td>
<td>OBJECTIVE D: Residential and nonresidential density in comparison with best practice in similar projects and station catchment areas. 7 points</td>
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<td>DENSIFY</td>
<td>OBJECTIVE E: High residential and job densities support high-quality transit, local services, and public space activity. Metric 6A.1 Nonresidential Density Nonresidential density in comparison with best practice in similar projects and station catchment areas, 8 points</td>
<td>OBJECTIVE E: Traveling through the city is convenient. Metric 7B.1 Transit Options Number of different transit options that are accessible within walking distance, 2 points</td>
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<td>COMPACT</td>
<td>OBJECTIVE F: The land occupied by motor vehicles is minimized. Metric 8A.1 Off-Street Parking Total off-street area dedicated to parking as a percentage of the development area, 8 points</td>
<td>OBJECTIVE F: Average number of drives per 100 meters of block frontage, 1 point</td>
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<td>SHIFT</td>
<td>OBJECTIVE G: Diverse demographics and income ranges are included among local residents. Metric 5B.1 Affordable Housing Percentage of total residential units provided as affordable housing, 8 points</td>
<td>OBJECTIVE G: Total road bed area used for motor vehicle travel and on-street parking as percentage of total development area, 6 points</td>
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<td>OBJECTIVE H: Percentage of pre-existing local resident-serving businesses and services located on the project site that are maintained or relocated within walking distance, 2 points</td>
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