TRANSFORMING THE URBAN SPACE THROUGH TRANSIT-ORIENTED DEVELOPMENT (TOD)

Through the interplay of *Place, Node and Market* potential values around mass transit stations.

**TRANSIT-ORIENTED DEVELOPMENT (TOD) FOSTERS SUSTAINABLE URBAN GROWTH**

- Reduces greenhouse gas emissions
- Improves resilience to natural hazards
- Enhances mobility and higher access to jobs
- Increases competitiveness through agglomeration effects
- Increases and concentrates real estate value in the best connected areas
TOD SHAPES URBAN STRATEGIES AT DIFFERENT SCALES:

**METRO SCALE**
Maximize job accessibility citywide through integrated transit while ensuring local accessibility to health, education and amenities.

**NETWORK SCALE**
Concentrate development around well connected stations.

**STATION SCALE**
Create diverse and vibrant urban communities, applying good design.

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**EIGHT KEY PRINCIPLES TO PLAN TOD CITIES**

1. Align human and economic densities based on mass transit characteristics for greater accessibility
2. Create compact regions with short commutes
3. Ensure resilience of areas connected by mass transit
4. Plan and zone for mixed use and mixed income neighborhoods at a corridor level
5. Create vibrant, people-centric public spaces around mass transit stations
6. Develop neighborhoods that promote walking and cycling
7. Develop good quality, accessible and integrated public transit
8. Manage private vehicle demand
DENSITIES OF JOBS AND RESIDENCE VARY WIDELY ACROSS THE URBAN SPACE – WITH A CONCENTRATION OF JOBS AND HOUSING IN AREAS OF HIGH ACCESSIBILITY.

UNDERSTANDING WHERE, WHEN AND HOW ECONOMIC VALUE CAN BE CREATED REQUIRES A TYPOLOGY. THREE VALUES UNDERPIN SUCH A TYPOLOGY:

**NODE VALUE**
Importance of a station in the public transit network derived from its passenger traffic volume, inter-modality, and centrality within the network.

**PLACE VALUE**
Urban quality and diversity of a place and its attractiveness to residents in terms of amenities, facilities and local accessibility to daily needs created by mixed land use patterns and urban design.

**MARKET POTENTIAL VALUE**
Unrealized market value of station areas considering major drivers of demand such as resident and job densities, accessibility by transit and land market dynamics.
THE 3 VALUE (3V) FRAMEWORK OFFERS AN APPROACH TO:

- Provide a quantified basis for understanding development opportunities around mass transit stations based on their place, node and market potential value.
- Achieve shared development vision with citizens, private developers, investors, financiers, companies and other stakeholders.
- Facilitate a dialogue among agencies to identify imbalances between connectivity, place quality and market potential values.

HOW TO INCREASE THE THREE VALUES

**NODE VALUE**

- Increase number of hubs and number of lines/modes they connect to
- Interlink neighboring stations into clusters
- Increase accessibility in the network for all

**PLACE VALUE**

- Increase compactness
- Allow different use of different floors
- Increase concentration of commercial, cultural and education amenities
- Design neighborhood that promote walking and biking
- Create a vibrant public realm

**MARKET POTENTIAL VALUE**

- Increase residential density
- Increase job density
- Increase diversity of land parcels to create a vibrant land market
- Increase social diversity
- Increase floor area ratio

Source: Transforming Cities with Transit Oriented Development: The 3V Approach (Salat and Ollivier 2017)  