



REPORT TO THE EXECUTIVE MAYOR

1. SUBJECT

REPORT ON THE ATTENDANCE OF THE ANNUAL WORKSHOP OF THE C40 TRANSIT ORIENTED DEVELOPMENT (TOD) NETWORK IN CURITIBA, BRAZIL ON THE 12TH, 13TH AND 14TH OF APRIL 2016 BY MR L A STOLWORTHY (STAFF NUMBER 10043950)

2. EVENT SUMMARY

EVENT DETAILS	
CONFERENCE/SEMINAR	C40 Transit Oriented Development (TOD) Network Workshop Curitiba, Brazil - 12-14 April 2016
OTHER	Additional engagements with the City of Curitiba on the operational and system elements of their public transport ticketing system as research into integrated and interoperal ticketing options for Cape Town.
DATE	12TH, 13TH AND 14TH OF APRIL 2016
VENUE	Hotel Bourbon
CITY	Curitiba
COUNTRY	Brazil

3. PARTICIPANTS

The 2nd Annual C40 TOD Network Workshop in Curitiba in 2016 was attended by representatives from 17 different cities from around the world. The figure below provides a geographical reference of the delegate representation at the workshop.



The full delegate list is attached as Annexure A.



4. OBJECTIVE

4.1 BACKGROUND

C40 is a network of the world's megacities taking action to reduce greenhouse gas emissions. With a unique set of assets, C40 works with participating cities to address climate risks and impacts locally and globally.

C40 was created in 2005 by former Mayor of London Ken Livingstone, and forged a partnership in 2006 with the Cities Programme of President Clinton's Climate Initiative (CCI) to reduce carbon emissions and increase energy efficiency in large cities across the world.

Each city in the C40 is unique in its infrastructure and progress in addressing climate change. C40 works to empower cities to connect with each other and share technical expertise on best practices. There are currently 83 affiliated cities worldwide of which Cape Town is one.

C40 networks are active working groups of C40 cities with commonly identified opportunities, interests or priorities. Networks are supported by C40 staff to facilitate knowledge transfer and peer-to-peer exchange, as well as to provide direct support to cities developing local policies, programmes or projects, with the aim of sharing challenges, opportunities and best practices. Networks can also provide a platform for joint problem solving.

Cities worldwide are aiming to create more liveable, well-connected communities to reverse the trend of "urban sprawl" development, which relies on private vehicle travel and poorly connected public transport routes. The C40 Transit Oriented Development Network aims to support global cities to become more compact and connected, minimising vehicle kilometres travelled and increasing access to public transportation and economic activity.

The C40 Transit Oriented Development Network will share best practices from around the world to accelerate and advance actions and policies for integrated land use and transportation. Transit oriented development approaches offer solutions to reduce carbon emissions, traffic congestion, and air-pollution, while also increasing economic prosperity by connecting housing to economic and employment opportunities. C40 hosted, together with the City of Curitiba, the second annual workshop of the global TOD Network which took place in Curitiba, Brazil on the 12th, 13th and 14th of April 2016. Mr Leigh Stolworthy of Transport for Cape Town was invited by C40 attended this workshop. Many presentations were delivered by various cities in line with the workshop themes as described below:

- **Financing and Delivering TOD** – strategies to fund development and transit, and realise TOD projects. C40 also presented a prototype TOD Finance Platform, which sets out all the options available to cities to finance TOD.
- **Inclusive Planning** – how cities are engaging communities in the planning process for TOD, and how to ensure development around transit is affordable.

- **Encouraging Sustainable Urban Mobility** – approaches to minimising private vehicle use and encouraging non-motorised forms of transport.

The full Workshop Agenda is attached as Annexure B.



4.2 TOD IN CAPE TOWN

In June 2014 the Integrated Public Transport Network (IPTN) plan was approved by the City Council. The IPTN provides the basis for the provision of public transport services to the planning horizon of 2032 and defines the metro wide system of trunk public transport routes and corridors. The approved ITPN was developed on the basis of a pragmatic transit oriented development land-use scenario. When the ITPN was approved, the Council also resolved that further work must be done to develop a comprehensive TOD land use scenario and a set of principles were adopted on this basis. This work is currently underway and a new and more comprehensive land-use scenario is being finalised which will form the basis of future refinements to the IPTN and Spatial Development Framework of the City as well as other City built environment plans.

TOD is the intricate relationship between “Transit” (the operational/access imperative of an urban environment) and “Development” (the spatial manifestation of those that are within the urban economy). Further the “Oriented” aspect is seen as the tools and mechanisms that should be employed by all role-players (public, private and community) to achieve the needed intricate relationships required between Transit and Development.

Planning for TOD is one thing but in order for all the benefits of TOD to be realised development needs to take place within public transport corridors. For this reason a Transit Oriented Development (TOD) Strategic Framework has been developed, under the auspices of the TOD Technical Working Group, to provide implementable and appropriate tools and mechanisms to enable stimulation of the development of land within existing and planned public transport corridors towards achieving urban efficiencies in Cape Town.

Whilst the IPTN defines the full public transport network of trunk routes the IPTN Implementation Plan defines the sequence in which public transport trunk and feeder services should be provided. It is generally acknowledged that the gestation period for the intensive development of land is a lengthy one. The TOD Strategic Framework takes this into account together with the sequence of public transport interventions when determining the appropriate tools and mechanisms to apply in different corridors over time in order to stimulate development.

It is also acknowledged that different TOD interventions are applicable at different scales in order to achieve the full range of efficiencies associated with successful Cities. For example at the metropolitan and corridor scale TOD focusses on aspects such as creating the ideal mix of land uses effectively located to achieve optimal, multi-directional travel patterns and associated shorter and cheaper trips for commuters. At a precinct level TOD interventions would be at a finer scale considering aspects such as urban design and accessibility.

Mr Leigh Stolworthy as project manager and co-author of the City of Cape Town TOD Strategic Framework, which was approved by the Cape Town City Council on 31 March 2016, is at the forefront of TOD in Cape Town. He has actively participated in numerous live webinars through the C40 TOD Network hosted and attended by various Cities during 2015 and 2016. In December 2016 Mr Stolworthy hosted a live webinar on the draft Cape Town TOD Strategic Framework in December 2015 which was well attended by many major global Cities. The C40 TOD Network has proven to be an invaluable platform on which to engage with other cities from around the world who are grappling with or who may have overcome similar issues relating to TOD planning and implementation. The C40 TOD network workshop held on the 12th to 14th of April 2016 in Curitiba was no exception and provided an excellent opportunity for the City to engage directly with TOD experts in these cities.

Mr Stolworthy delivered a presentation on Day 1 of the workshop entitled "City of Cape Town: TOD Comprehensive Land Use Scenario and Strategic Framework - What Comes Next?" This presentation briefly describes the process that the City of Cape Town had followed towards the development of its Comprehensive TOD Land Use Scenario and the approval of the Strategic Framework whilst raising some pertinent questions with regard to next steps and the possibility of introducing financial levers to stimulate TOD development by the private sector. A copy of this presentation is included as ANNEXURE C. This presentation was designed to frame some of the issues facing cities with regard to the financing of TOD and formed the introduction to the item that followed on the agenda which was a TOD financing toolkit presented by the C40 Finance Network Manager.

5. OUTCOMES

During the workshop and after presentations by each city a critical question was posed relevant to the particular workshop theme under discussion. The delegates then dived into three groups and dealt with these critical questions and reported back to the collective possible solutions and actions to address them. During the workshop each city was encouraged to note potential actions relating to the themes discussed and the TOD work that each is involved with as well as any follow ups they would like to make with other cities. These were summarised by each city into action plans. Each city presentation will be uploaded to the City of Cape Town TOD Technical Working Group SharePoint site. The summary document of all action plans for all cities represented is attached as Annexure D. The extract of the proposed actions for the City of Cape Town is as set out below.

FINANCING:

- Obtain more information of **Curitiba's** legal frameworks that allow them to manage income and expenditure and channel it towards TOD.
- Investigate special purpose vehicle for enabling development for TOD by providing and funding infrastructure e.g. **Johannesburg** Development Agency
- Investigate the potential roles of concessionaires or PPPs to undertake development.
- Investigate and use the C40 finance toolkit and share with other key role players i.e. COCT finance.
- Find a way to calculate carbon/energy benefits of TOD Strategy - economics/financing.

PUBLIC ENGAGEMENT:

- Develop marketing and communication strategy to back up the TOD Strategic Framework.
- Internal and external.

AFFORDABILITY:

- Follow up on **Boston** and **Los Angeles** models of housing provision and financing.
- Find a way to calculate cost for users of alternative models - TDI / TOD. I.e. what would a business as usual land use scenario cost the citizens (users) in the future versus the TOD Comprehensive Land Use Scenario?

MOBILITY:

- Obtain a copy of **Rio de Janeiro's** Mobility Plan and assess applicability for Cape Town.

OTHER:

- Consider **Curitiba** area based model in COCT ODTP.
- C40 – Different government structures affect the ability of different cities to implement TOD. It is suggested that C40 investigate potentially optimum government structures for the implementation of TOD for cities to consider.
- C40 – To facilitate the sharing of information between cities with documents often being in different languages it is suggested that C40 assist with translation of these documents.

Cities to follow-up with after the workshop:

- **Curitiba, Boston, Los Angeles, Johannesburg, Rio de Janeiro**

The most useful ideas or practices learned during the work shop were:

- Functional management of finances by cities (**Curitiba**) and the devolution of this power from the national government to the city.
- The finance toolkit under construction by C40.

As added value and with the assistance of the C40 TOD Network Manager Mr Stolworthy managed to have separate discussions with senior officials from the City of Curitiba regarding their public transport ticketing system. This is a key element of the TCT “vision of One” and is currently a key focus of the TCT Innovation Branch which is managed by Mr Stolworthy. Curitiba is widely acknowledged as a world leader in efficient public transport systems particularly with regard to Bus Rapid Transit and its integration with other road based modes. Mr Stolworthy met with the following officials from the City of Curitiba to gain valuable insights into the operational and financing aspects of the public transport ticketing and fare systems in Curitiba:

- Ms Luisiana Paganelli Silva – Architect & Urbanist / External Affairs Advisor – Institute For Research and Urban Planning of Curitiba
- Mr Roberto Gregorio Da Silva Junior – President of URBS (Urbanização de Curitiba) – Public Company responsible for the management of Public Transport in Curitiba.



During the workshop and following on from discussions with the C40 TOD Network Manager and other Cities, it was proposed that a separate workshop should be arranged to deal specifically with the financing of TOD implementation. This is due to the fact that this is a common area of concern for many cities globally. It was further suggested and supported by other Cities that this workshop be held in Cape Town In September 2016.

- ☐ - Partnership Agreement
- ☐ - Membership Agreement
- ☐ - Grants Agreement
- ☐ - Memorandum of Understanding
- ☐ - Statement of Intent
- ☒ - Other (see actions below)



6. ACTIONS REQUIRED

As mentioned in section 5 above it has been proposed that a C40 TOD Network Workshop be held in September 2016 to deal with the financing of TOD. Engagements between city officials and C40 have already commenced in this regard.

It has further been recommended by C40 that the City of Cape Town submits the recently approved TOD Strategic Framework as an application for the prestigious C40 Cities Climate Leadership Annual Awards 2016. The awards event will coincide with the C40 Mayors Summit to be held in Mexico City on the 1st of December 2016. TCT will prepare and submit an application in this regard.

7. IMPLICATIONS

7.1 Constitutional and Policy Implications No ☒ Yes ☐

7.2 Environmental implications No ☒ Yes ☐

7.3 Financial Implications

No ☒

Yes ☐

7.4 Legal Implications

No ☒

Yes ☐

7.5 Staff Implications

No ☒

Yes ☐

7.6 Risk Implications

No ☒

Yes ☐

8. OTHER SERVICES CONSULTED

9. RECOMMENDATIONS

RECOMMENDED that:

a) IT BE NOTED

AANBEVEEL dat:

a) DAARVAN KENNIS GENEEM WORD

KUNDULULWE ukuba:

a) MAKUQATSHELWE

11. ANNEXURES

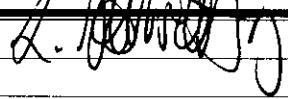
A – Workshop Delegates

B – Workshop Agenda

C – City of Cape Town Workshop Presentation

D – City Action Plan Summary Document for all 17 Cities

FOR FURTHER DETAILS CONTACT:

NAME	Leigh Stolworthy	
CONTACT NUMBERS	021 400 6705	
E-MAIL ADDRESS	Leigh.Stolworthy@capetown.gov.za	
DIRECTORATE	TCT	
File Ref No		

MELISSA WHITEHEAD

COMMISSIONER: TRANSPORT FOR CAPE TOWN

NAME

M. Whitehead

DATE

24/5/2016

COMMENT:

D

**MANAGER INTERNATIONAL RELATIONS
DR. DENVER VAN SCHALKWYK**

COMMENT:

NOTED

DATE

31/05/2016

Achmat Ebrahim

CITY MANAGER

ACHMAT EBRAHIM

☒ SUPPORTED FOR ONWARD SUBMISSION TO
MAYOR ☒ / MAYCO ☐ / COUNCIL ☐

☐ NOT SUPPORTED

☐ REFERRED BACK

DATE

31.05.2016

COMMENT:

Brett Herron

MAYORAL COMMITTEE MEMBER
TCT

NAME

DATE

BRETT HERRON

2/6/2016

Noted.

EXECUTIVE MAYOR

(ACTING)

~~PATRICIA DE LILLE~~

IAN NEILSON

☐ SUPPORTED FOR ONWARD SUBMISSION TO
MAYCO ☐ / COUNCIL ☐

☐ PC RECOMMENDATION

☐ RECOMMENDATION AS CONTAINED IN
ORIGINAL REPORT

☐ ALTERNATIVE RECOMMENDATION TO BE
REFLECTED BELOW

☐ APPROVED I.T.O. DELEGATED AUTHORITY

☒ NOTED

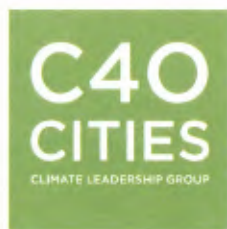
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DATE

10/6/16

ANNEXURE A – Workshop Delegates



CURITIBA



IPPUC

C40 TRANSIT ORIENTED DEVELOPMENT WORKSHOP

Participants Booklet

April 12-14, 2016
Curitiba, Brazil

CITY PARTICIPANTS



SÉRGIO PÓVOA PIRES

Curitiba,
Brazil

President of the
Institute for Research
and Urban Planning
of Curitiba (IPPUC)

Sérgio Póvoa Pires is an architect and urbanist and President of the Institute for Research and Urban Planning of Curitiba (IPPUC). He also acts as a visiting professor at Euromed Management Marseille, Audencia École de Management Nantes e Hanken School of Economics Helsinki

Sérgio has coordinated and developed architectural projects, urban planning projects and urban, economic and educational development programs. He has also developed projects and programs for the preservation of cultural and natural heritage.

Sérgio has published articles and various texts in magazines, newspapers and newsletters.

He has given classes and presented lectures, elaborated and/or coordinated works in Congress and seminars in Brazil, Germany, Canada, Colombia, Ecuador, Spain, United States, Finland, France, Holland, Japan, Mexico, Peru, Poland, Portugal and Venezuela.





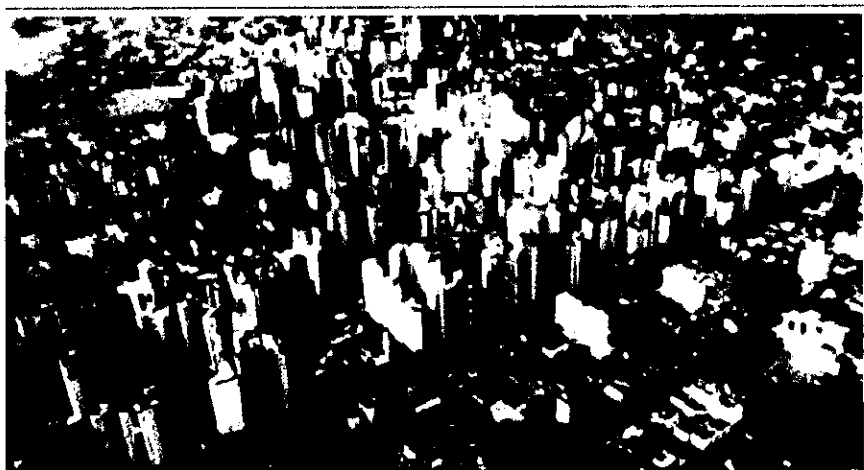
LUISIANA PAGANELLI SILVA

Curitiba,
Brazil

Architect and Urbanist,
External Affairs Advisor

Luisiana Paganelli Silva is an Architect and Urbanist from Curitiba, Brazil, currently working as the External Affairs Advisor at the Institute for Research and Urban Planning of Curitiba - IPPUC, where she has worked since 2007, with a three years' experience in COHAB - Popular Housing Company of Curitiba.

Luisiana has a Master's in Urban Planning from the Pontifical Catholic University of Paraná - PUC-PR, in which she started her current research about car-sharing and its integration with urban policies. Luisiana is also a specialist in Urbanism from the Stiftung Bauhaus Dessau, in Germany, and a specialist in Business Administration from the Getúlio Vargas Foundation / ISAE, FGV, in Curitiba.





ABEBAW TEGEGNE

Addis Ababa,
Ethiopia

Urban Planning
Institute Director

Abebaw Tegegne is a geographer and urban manager, with 28 years of work experience in the public sector. Most of his experience is with local government. In 1987, Abebaw earned his college Diploma in geography at Kotebe Teachers college and, after years of service, he also earned his first degree in Geography at Bahir Dar University and his M. A In Urban Management at the Ethiopian Civil Service University in 2001 and 2008 respectively. Until 2003, Abebaw was a teacher at various schools in Ethiopia and Eretia.

Since 2004, Abebaw has become a leader for various urban public sectors as a senior expert, team leader, administrator, manager and director. He has also experience at coordinating

different civic organizations and clubs.

Currently, and for the last seven years, Abebaw has worked as the Director of Addis Ababa's Urban Planning Institute. As an administrator and director, he has delivered numerous training and coaching events for staff on the urban planning process and its implementation, aligning with the country's ongoing socio-economic and political reform and transformation. In addition, Abebaw has also organized Addis Ababa's City Plan Project Office to revise the structural plan of the city. He is also a board member and contributes to the city and surrounding development projects.





JIAN MIN FENG

Beijing,
China

Director of Transportation
Administration Bureau

Mr. Jianmin Feng is Director of Transportation Administration Bureau, Beijing Municipal Commission of Transport. He is in charge of transportation industry administration and has made great contribution to transportation-related energy conservation and emission reduction work.





WEN LAI XUE

Beijing,
China

Deputy Division Chief of Transportation
Administration Bureau

Mr. Wenlai Xue is Deputy Division Chief of Transportation Administration Bureau, Beijing Municipal Commission of Transport. He is in charge of taxi related energy conservation and emission reduction work.





LU LU

Beijing,
China

Translator and Engineer of Beijing
Transport Research Center

Ms. Lu Lu is a transportation planner and engineer in Beijing Transportation Research Center. Her research focuses on long-term transport strategy research, TDM related policy development, and transportation emission quantification.





JOHN READ

Boston,
United States

Senior Deputy Director
for Planning

John (Tad) Read is Senior Deputy Director for Planning at the Boston Redevelopment Authority (BRA) where he oversees transit-oriented development (TOD), transportation, land use and sustainability planning. Major current projects include Placemaking Study for the

Allston I-90 Interchange initiative, a project to redesign a major interchange on the Massachusetts Turnpike to allow for transit oriented development; and, the South Station Master Plan. Other recent projects have included the Citywide Urban Agriculture Rezoning Project and the Citywide Plan ("Imagine Boston 2030"). Mr. Read began his career leading neighborhood and transportation planning projects in southern California. Later he became Housing Administrator in the City of Santa Monica. After earning Masters in Design Studies degree at the Graduate School of Design at Harvard in 2004, Mr. Read served as TOD Planning Manager for the Commonwealth of Massachusetts before coming to the BRA. He holds a B.A. from Williams College and M.A. in Architecture and Urban Planning from UCLA.





HUGO MARCELO TERRILE

Buenos Aires,
Argentina

Undersecretary
of Transportation

Hugo Marcelo Terrile has over 15 years of experience in Transport Planning, that includes Modelling and Geographic Information Systems (GIS) applied to transport. Throughout these years Hugo has participated in more than 50 projects of transport modelling. This experience has been developed in several

countries in Latin America, U.S. and Asia.

Hugo was in charge of the creation and management of an area of GIS in the National Ministry of Transportation of Argentina, Ministry of Federal Planning (MINPLAN). He conducted the digitization of the metropolitan area of Buenos Aires which involved more than 500,000 arcs, the path of more than 2,500 public transport routes, and the creation of methodologies for the analysis of public and private transport. He has also conducted the design, processing and supervision of more than 10,000 transport home survey. Hugo has developed urban and interurban transport models, focused on public and private transport





LEIGH STOLWORTHY

Cape Town,
South Africa

Manager: Innovation,
Transport for Cape Town

Leigh Stolworthy is the Innovation Manager in the Performance and Co-ordination Department of the Transport for Cape Town (TCT) Transport Authority. Leigh joined the City of Cape Town in 2012 originally working exclusively on planning Cape Town's BRT system. With the establishment of TCT Leigh's role evolved towards the planning and integration of all transport systems and land use.

Leigh is a Transport Engineer/Planner and has worked in the consulting environment in both South Africa and the United Kingdom working on a wide variety of transportation and traffic engineering projects. Since starting work with various Local Governments in South Africa in 2003 Leigh has worked on the development of many high level multi-disciplinary strategic plans, such as Built Environment Performance Plans. Leigh has a keen interest in understanding the relationship between transportation and land use and how to manipulate them to influence desired spatial form and travel patterns. Leigh's current focus is the development of a Transit Oriented Development Strategy for Cape Town.





KIEN DOAN

Ho Chi Minh City,
Vietnam

Deputy Director of Green Transport
Development Project

Dr. Kien Doan is working for a project management authority (UCCI) of Ho Chi Minh City (HCMC). He is the Deputy Director of the Green Transport Development Project which is in charge of developing the first BRT line in HCMC.

He has had the PhD degree from Purdue University and Master degree from Rensselaer Polytechnic Institute (RPI), both in Transportation Engineering. Coming back from the US to the home country, he would like to contribute to the development of a good mass transit system in a major Vietnamese city to transform the existing city transportation system in which more than 90% of trips are made by motorcycles and there is now a serious shift to cars.





SERAP ÇETINKAYA

Istanbul,
Turkey

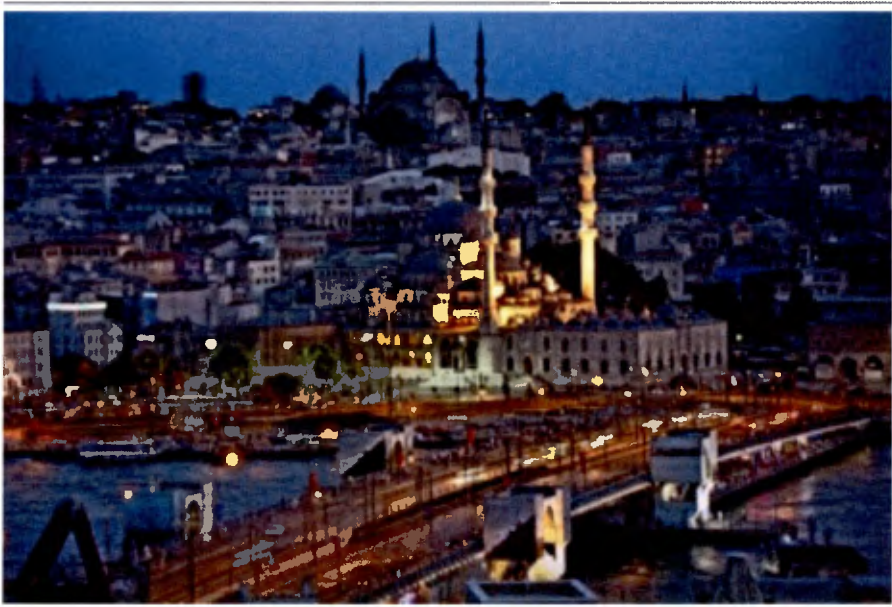
Urban Planner, MSc Transportation
Engineer at Directorate of
Transportation

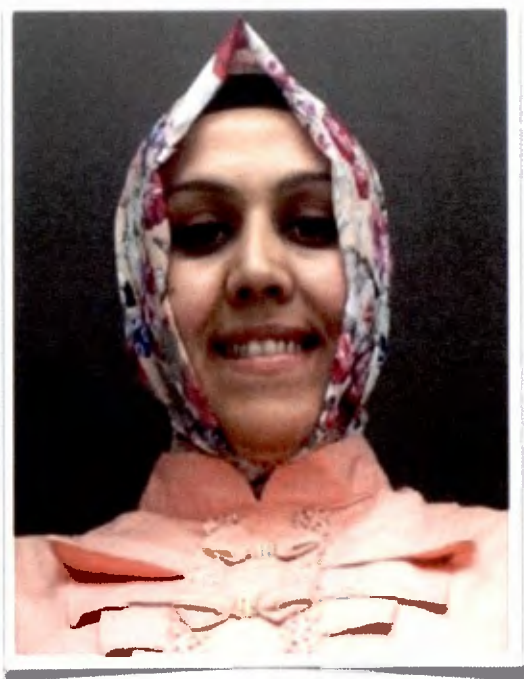
Serap Çetinkaya has been
working at IMM
Transportation Master Plan
Team as a Team Leader for
11 years.

Education:

Mimar Sinan University –
Urban Planning 1998-2002

Istanbul Technical University
– Transportation Planning
Master Program –
2003-2006





SATI KÖSE

Istanbul,
Turkey

Environmental Engineer

Sati Köse graduated from Istanbul University Department of Environmental Engineering in 2007. Sati has been completing a Masters from the 'Graduate School of Natural and Applied Science' at Yildiz Technical University. Sati has been

working for the Istanbul Metropolitan Municipality Directorate of Environmental Protection since 2007. She has been studying 'climate change action plan' and 'environmental noise management action plan' at Istanbul since 2015 in my department. She also studied at LIFE06 TCY/TR/00028 Development of a GIS Based Decision Support System for Urban Air Quality Management in the City of Istanbul project (2007-2009).





SYLVIRA ANANDA AZWAR

Jakarta,
Indonesia

City Planner and Environmental
Specialist

From 1995 to 2008, Dr. Sylvira Ananda Azwar worked at Transportation Department of Jakarta Capital City Government as Transportation and Traffic Planner. She was involved in numerous project such as planning of Jakarta Macro Transportation 2015 and Development of BRT Network as well as the preparation of MRT Development. In 2008 she was transferred to Jakarta Development and Planning Board as an Expert

Staff of chairman of Jakarta Development and Planning Board and had her Doctoral Degree in Environmental Science in 2014. Sylvira was then asked to help Jakarta Research Board in conducting several research and advising to the Governor of Jakarta Province until now.





LEONARD VISAGIE

Johannesburg,
South Africa

Senior Development Manager

Leonard Visagie started his career at Intersite Property Management Services (Pty) Ltd (Intersite) in July 1997, after graduating as a Town and Regional Planner from the University of Johannesburg. He was employed as a Trainee Manager at the Johannesburg Regional Office where he was responsible for identifying property development opportunities and the management of privately funded commercial and residential development transactions on the portfolios under management.

Leonard moved to the Developments Division at Intersite's Head Office in September 2001 where he was tasked with the management of property development initiatives and land sales on the City of Johannesburg property portfolio until September 2003.

Between October 2003 and March 2005, he was tasked with the management of Intersite's Corporate Marketing Department. His responsibilities included, the expansion of Intersite's client base (New Business

Development) and corporate and services marketing.

He moved to Intersite's Projects Division in April 2005 where his primary responsibility was to ensure that development and infrastructure projects are completed within the given frameworks of time, value and budget.

In January 2008 Leonard joined Absa Development Company (Pty) Ltd as a Development Manager where he was tasked with the planning and implementation of large scale sustainable integrated developments.

In January 2011 Leonard joined the Johannesburg Development Agency as a Senior Development Manager. His role is to ensure that all the projects within the portfolio which he manages are completed on time, within budget and to the required standard and specifications.





ASHLEY ATKINSON

Los Angeles,
United States

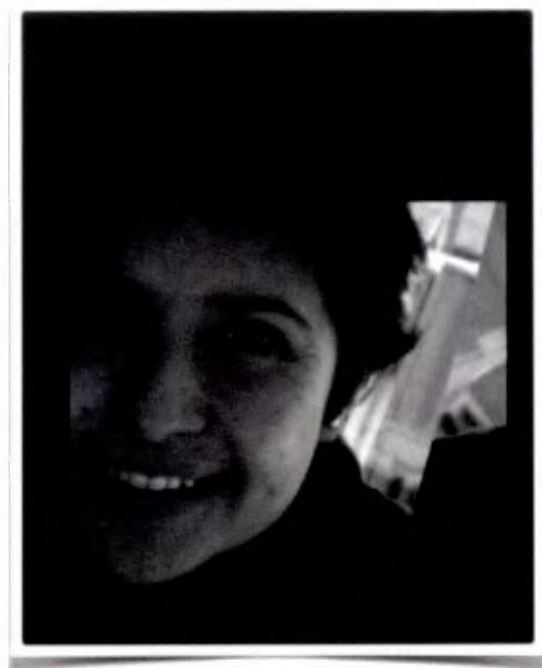
Planning & Housing Specialist

As Planning & Housing Specialist in Mayor Eric Garcetti's Office of Economic Development, Ashley Atkinson liaises with the departments of Planning, Housing, and Building and Safety to implement mayoral directives and achieve

priority outcomes on land use, housing, and development issues. Prior to joining the Mayor's Office in 2013, Ashley managed projects and budgets for the Long Beach Redevelopment Agency. Ashley joined the City of Long Beach after graduating from the University of Southern California's Price School of Public Policy in 2007, where she received a dual Master's degree in Public Administration and Planning.

She will serve as Director of the American Planning Association's Los Angeles section for 2016-2017, and is an active member of the Urban Land Institute.





PIEDAD GÓMEZ SÁNCHEZ

Mexico City,
Mexico

Advisor to the Secretary of Urban
Development and Housing

Piedad Gómez Sánchez has experience working with both public and private clients. Nowadays she works at the Housing and Urban Development Ministry. She focuses on specific programs and

urban planning instruments that include the guidance and orientation of Mexico City's growth, including the restoration of public spaces, reactivation of underutilized areas

Education:

Bachelor degree in Architecture, Universidad Nacional Autónoma de México (UNAM), Mexico city.

Masters in Urban Studies. Universidad Nacional Autónoma de México (UNAM), Mexico City, Mexico.

Specialisation course in "Cooperation for the development of human settlements in third world countries, Latin America and Africa", Universidad Politécnica de Madrid (UPM), Madrid.





RADCLIFFE DACANAY

Portland,
United States

City Planner

Radcliffe Dacanay has been a city planner for 15 years—the last 9 years with the City of Portland's Bureau of Planning and Sustainability. Here, he primarily works on projects integrating transportation and land use, including housing affordability and economic development. His current projects include two high-capacity transit projects traversing the city.

Previously, he co-led development of the 20-minute neighborhood concept as part of the city's long-range plan. He has also led various city metrics projects, including a collaboration with IBM's Smarter Cities campaign. Before joining the City of Portland, Mr. Dacanay worked in the private sector for (then) Fregonese Calthorpe Associates and later ECONorthwest. He worked on creating transportation and land use visions for regions across the U.S., designing frameworks for future growth that addressed access and mobility, air quality, a balance between housing and employment, and overall better urbanism through more compact patterns of development.





ELMO DG. SAN DIEGO

Quezon City,
Philippines

**Head, Department of Public Order
& Safety Concurrent Action Officer,
Quezon City Disaster Risk
Reduction Management Council**

Gen. Elmo DG. San Diego is a Bachelor of Science in Public Safety and an AB Political Science Degree Holder. He finished his Masteral Degrees in Management and Criminology and earned his Doctorate of Philosophy in Criminology in 1977. Having passed the Professional Service Examination and the Police Executive Service Eligibility,

Gen. San Diego served the Philippine National Police for 37 years. He was the former District Director (Chief of Police) of the Quezon City Police District and retired as Police Chief Superintendent (Police General).

After his retirement in the Police Service, he joined the Quezon City Government and is presently the Head of the Department of Public Order and Safety and concurrent Action Officer of the Quezon City Disaster Risk Reduction Management Council. His expertise in transport management, security and intelligence and disaster risk reduction management, and including his local and international training, has made him more fit/vital for the position.





ANTONIO CARLOS VELLOSO DE MELLO

Rio de Janeiro,
Brazil

Manager, Planning Coordination
Transportation Department

Antonio Velloso is a Mobility
Manager and Demand
Analysis at Transport
Secretariat at the City of Rio
de Janeiro.

Velloso has been
developing the Mobility
Plan for Rio de Janeiro,
which has been coupled
with public policies

concerning cycling, public
housing and the city Master
Plan.

Velloso holds a diploma as
Urbanist and Architect and
Master's degree in
Transport Sciences and
Urban Engineering.





VLADIMIR GLASINOVIC

Santiago de Chile,
Chile

Project Manager, Nueva Alameda
Providencia Project

Vladimir Glasinovic is the Manager of the Nueva Alameda Providencia Project, a 12km BRT across Santiago's most important avenue. Vladimir holds a Civil Engineering degree from the Catholic University and a Master of Public

Administration degree from Columbia University.

Vladimir has conducted consultancy and research for several international organizations such as the World Bank, UNDP, IDB and UN Women.





PUMZA LETSOALO

Tshwane,
South Africa

Acting Executive Director:
City Planning

Pumza Letsoalo is a town and regional planner with 14 years of work experience in both the private and public sector. Most of these years of experience are with local government.

She has acquired extensive knowledge in land use management, strategy and policy formulation, statutory planning, capital investment planning, human settlements planning and performance management. Due her passion for sustainable development, Pumza is now pursuing a bachelor's degree in Environment Management, an area she has identified as a gap in development planning. As a lead employee in the City of Tshwane's Capital Investment Framework, her keen interests are to provide a platform for advising on the compilation of sustainable budgets that respond to sustainable development.



C40 TEAM



CLARE HEALY

C40 Cities Climate Leadership Group

Network Manager,
Transit-Oriented Development

Clare Healy manages the Transit-Oriented Development Network at C40. In this role, Clare supports a network of global cities to deliver compact and well-connected mixed-use communities through facilitating the sharing of good practices.

Prior to C40, Clare was working as a Senior Urban Planner for consultancy Arup, where she was most recently based in Hong Kong delivering government-led master planning projects.

Clare is a Chartered Member of the Royal Town Planning Institute and

has a Master's degree in Spatial Planning from University College London and a Bachelor's degree in Geography from the University of Nottingham.



MANUEL OLIVERA

C40 Cities Climate Leadership Group

Regional Director, Latin America

Manuel Olivera serves as the Regional Director for Latin American cities at C40, after having served six years as the City Director in Bogota. In this position Manuel has supported several projects aimed at reducing greenhouse emissions including methane capture at landfills; traffic light LED retrofitting; diesel fuel quality improvement; and the implementation of the Hybrid Electric Bus Test Programme in Latin America.

Manuel has more than 30 years of professional experience at both national and international levels leading multidisciplinary groups, assessing high level decision making, and ensuring programmatic success across several environmental fields.

Manuel has worked as a consultant for the Inter American Development Bank, the World Bank, United Nations Development Project, World Wildlife Foundation, private companies, as well as Latin American governments.

Manuel has a Masters degree in Resource Assessment for Development Planning from the University of East Anglia in Norwich, and pursued doctoral studies in Development Socioeconomics at the School for Advanced Studies in the Social Sciences in Paris.



SKYE

D'ALMEIDA

C40 Cities Climate Leadership Group

Network Manager, Sustainable
Infrastructure Finance Network

Skye d'Almeida manages the Sustainable Infrastructure Finance Network, supporting cities to scale-up finance for low-carbon and resilient infrastructure. Part of this role includes a joint project with Citi Foundation and the World Resources Institute to help cities identify finance solutions for sustainable urban services.

Prior to joining C40, Skye was a Senior Advisor on economic and regulatory policy at the Australian Energy Market Commission. Her experience includes designing and implementing climate finance mechanisms, such as emissions trading schemes and clean tech pilot programs, and working with the United States Department of Energy to develop an international network of clean energy policy makers.

Skye was also a delegate at international negotiations under the United Nations Framework Convention on Climate Change (UNFCCC) and the Clean Energy Ministerial.

She holds degrees in Business and Science from the University of Queensland.



ILAN CUPERSTEIN

C40 Cities Climate Leadership Group

City Adviser to Rio de Janeiro

Ilan Cuperstein is the C40 City Adviser to Rio de Janeiro. In this position, he is responsible for assisting the city government in planning and implementing climate change plans both in adaptation to climate risks and mitigation of greenhouse gas emissions.

Before joining C40, Ilan was the Brazilian representative at the China Brazil Center for Climate Change and Energy Technology Innovation, where he was responsible for setting up the office in Beijing, establishing institutional relations between partners in Academia, NGOs, government agencies and companies concerning climate change and energy issues. As an international advisor at COPPE/

UFRJ, he was also responsible for managing international partnerships related to biofuels, solar energy, innovation policy and urban sustainability.

Ilan has a BA in International Relations from PUC-Rio and an MSc in Environment and Development from the London School of Economics.



LUAN BAPTISTA RIBEIRO

C40 Cities Climate Leadership Group

Coordinator for Global Initiatives

Luan Baptista is C40's Coordinator for Global Initiatives. In this role, Luan works closely with the Director of Global Initiatives to manage and track the spectrum of interactions among C40 member cities.

Prior to joining the C40, Luan was involved in a number of projects focused on regional innovation and transport planning in Regeneris and Urban Flow.

Prior to moving to the UK, Luan worked in the International Relations Secretariat in Sao Paulo where he was responsible for facilitating the exchange of best practices and policies on urban regeneration with cities in the Middle East and Southeast Asia.

Luan has a Master's degree from the Bartlett Development Planning Unit at University College London and a Bachelor's degree in International Relations from the Pontifical Catholic University of Sao Paulo.

Luan is fluent in Portuguese, Spanish and English, and is competent in French.

ANNEXURE B – Workshop Agenda



C40 Transit-Oriented Development (TOD) Network Workshop

Curitiba, Brazil

12-14 April 2016

Final Version

Workshop Themes

- *Day 1: Financing and Delivering Transit-Oriented Development*
- *Day 2: Inclusive Transit-Oriented Development*
- *Day 3: Encouraging Sustainable Urban Mobility*

Purpose and Outcomes

- *Share good practices and new approaches for TOD*
- *Understand the key TOD challenges and priorities for cities of the network, and begin to brainstorm potential solutions*
- *Establish relationships and work plans for future network exchanges*

Time	Activity	Description
Monday 11 April 2016		
Pre-workshop arrival		
All day	Workshop participants arrive	Check in at the Bourbon Curitiba Convention Hotel Address: Rua Cândido Lopes, 102, Curitiba Tel: +55 41 3221 4600
19:00 – 21:00	Dinner	Informal dinner at the Bourbon Hotel. Guests should meet at the Tom Espaço Gastronômico Restaurant. Attire is casual

Time	Activity	Description
Day 1: Tuesday 12 April 2016		
Financing and Delivering Transit-Oriented Development		
06:00 – 08:45	Breakfast at the Bourbon Hotel	Please eat at any time during this period
08:45	Meet in Bourbon Hotel lobby	C40 staff will be waiting in the Bourbon Hotel lobby to help guide delegates to the Maragogipe meeting room
08:45 – 09:00	Attendees to arrive	Please take your seats in the Maragogipe meeting room
09:00 – 09:30	Welcome from the City of Curitiba and C40	Welcome from the City of Curitiba C40 welcome from Manuel Olivera, C40 Regional Director for Latin America
09:30 – 09:50	C40 and Workshop Overview	Overview of C40 and the TOD Network workshop, and agenda for Day 1
09:50 – 10:30	City Introductions	Each city introduces themselves to their neighbour Their neighbour then introduces them to the group, 2-3 minutes each
10:30 – 11:00	Networking break	Tea and coffee
11:00 – 12:30	Session 1 CHALLENGE: Financing TOD	Tshwane and Boston to present <i>Presentation followed by small group discussion</i> Challenge questions: What are the fairest and most effective methods of tapping the private sector to help pay for improved and expanded transit service? What alternative tools have been used by cities to promote TOD investment in low-income areas without offering development incentives or bulk infrastructure?

Time	Activity	Description
Day 1: Tuesday 12 April 2016		
Financing and Delivering Transit-Oriented Development		
12:30 – 13:30	Networking lunch	Served in the Tom Espaço Gastronômico restaurant
13:30 – 15:00	Session 2: TOD Financing Toolkit	Cape Town and C40 to present
15:00 – 15:30	Networking break	Tea and coffee
15:30 – 15:50	Session 3 GOOD PRACTICE: Investing in Transit Nodes	Johannesburg to present <i>Presentation followed by Q&A</i>
15:50 – 16:20	Session 4 CHALLENGE: Alternative Financing Models	Jakarta to present <i>Presentation followed by roundtable discussion</i> Challenge question: How do cities regulate and manage the funding generated from non-fare box (ticket) revenue?
16:20 – 16:40	Session 5 GOOD PRACTICE: Planning and Implementing TOD	Mexico City to present <i>Presentation followed by Q&A</i>
16:40 – 17:00	Reflections on Day 1	
17:00 – 18:30	Break	Free time
18:30	Meet in Bourbon Hotel lobby	
18:30 – 19:00	Travel to dinner	
19:00 – 21:00	Welcome Dinner	Hosted by the City of Curitiba at Farnel Restaurant Address: R. Dr. Claudino dos Santos, 90 – São Francisco Attire is business casual

Time	Activity	Description
Day 2: Wednesday 13 April 2016		
Inclusive Transit-Oriented Development		
06:00 – 08:45	Breakfast at the Bourbon Hotel	Please eat at any time during this period
08:45 – 09:00	Attendees to arrive	Please take your seats in the Maragóipe meeting room
09:00 – 09:05	Welcome to Day 2	C40 provide an overview of Day 1, and agenda for Day 2
09:05 – 10:25	Session 6 CHALLENGE: Public Engagement Strategies	Los Angeles and Santiago to present <i>Presentation followed by roundtable discussion</i> Challenge question: How have cities engaged the public to be supportive of TOD (in high-profile locations)?
10:25 – 10:45	Session 7 GOOD PRACTICE: Open Data to Engage Stakeholders	Buenos Aires to present <i>Presentation followed by Q&A</i>
10:45 – 11:00	Networking break	Tea and coffee
11:00 – 12:00	Session 8 CHALLENGE: Avoiding Transit Oriented Displacement	Portland to present <i>Presentation followed by small group discussion</i> Challenge questions: How is your city addressing affordable housing along new transit? Given limited funding, what are some other ideas to help to mitigate displacement of current residents?
12:00 – 12:30	Session 9 TOD IN CURITIBA	Curitiba to present
12:30 – 13:30	Networking lunch	Served in the Tom Espaço Gastronômico restaurant
13:30 – 13:45	Prepare for site visit	
13:45	Meet in Bourbon Hotel lobby	
13:45 – 17:00	SITE VISIT	1) Rua XV de Novembro (Pedestrianised District) 2) Centro Cívico (Civic Center) 3) BRT Eixo Norte (North Axis) 4) BRT Linha Verde – Centro (Green Line – Center) 5) Torre Panorâmica (Panoramic Tower)
17:00 – 17:30	Travel back to hotel	
17:30 – 18:30	Break	Free time
18:30	Meet in Bourbon Hotel lobby	
18:30 – 19:00	Travel to dinner	
19:00 – 21:00	Dinner	Hosted by C40 at Vin Bistro restaurant. Address: R. Fernando Simas, 260 – Batel. Attire is business casual

Time	Activity	Description
Day 3: Thursday 14 April 2016		
Encouraging Sustainable Urban Mobility		
06:00 – 08:45	Breakfast at the Bourbon Hotel	Please eat at any time during this period
08:45 – 09:00	Attendees to arrive	Please take your seats in the Maragogipe meeting room
09:00 – 09:30	Introduction to Day 3 and site visit reflections	C40 provide overview of agenda for Day 3 Cities share key learning from site visit with group
09:30 – 11:00	SESSION 10 CHALLENGE: Minimising Private Vehicle Use	Quezon City to present and Ho Chi Minh City to present <i>Presentation followed by small group discussion</i> Challenge questions: What is the best way to convince private vehicle owners to patronise BRT? How can TOD overcome its mighty competitors – the car and motorcycles?
11:00 – 11:30	Networking break	Tea and coffee
11:30 – 11:50	SESSION 11 GOOD PRACTICE: Congestion Charging	Istanbul to present <i>Presentation followed by Q&A</i>
11:50 – 12:10	SESSION 12 GOOD PRACTICE: Integrated Mobility Plan	Rio de Janeiro to present <i>Presentation followed by Q&A</i>
12:10 – 12:30	SESSION 13 WORK PLANNING: PART I	C40 to introduce work planning session
12:30 – 13:30	Networking lunch	Served in the Tom Espaço Gastronômico restaurant
13:30 – 14:45	SESSION 14 WORK PLANNING: PART II	Each city to present their city action plan for the TOD Network (3 mins each)
14:45 – 15:00	Networking break	Tea and coffee
15:00 – 15:15	Post-workshop survey	
15:15 – 15:30	Farewell and thank you	C40 summary and closing from the City of Curitiba
15:30 – 18:30	Free time	Optional organised visit to the Oscar Niemeyer Museum
18:30	Meet in Bourbon Hotel lobby	
18:30 – 19:00	Travel to dinner	
19:00 – 21:00	Dinner	Hosted by C40 at Nomaa restaurant. Address: R. Gutemberg, 168 – Batel. Attire is business casual

ANNEXURE C – City of Cape Town Workshop Presentation



CITY OF CAPE TOWN
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TOD Comprehensive Land Use Scenario and Strategic Framework City of Cape Town What Comes Next?

C40 TOD Network – Workshop Curitiba, 12 to 14 April 2016

Leigh Stalworthy

Making progress possible. **Together.**

Presentation Outline

1. TOD-C Land Use Scenario – a new optimised transport and land use Scenario
2. TOD Strategic Framework
3. City Council Approval
4. So what now?



1. So What Does an Optimised Transport and Land Use Future Look Like?

Transit Oriented Development Comprehensive Land Use Scenario

TOD-C

The Need for a New Land Use Scenario

IPTN approval by Council (June 2014)

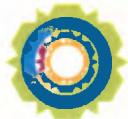
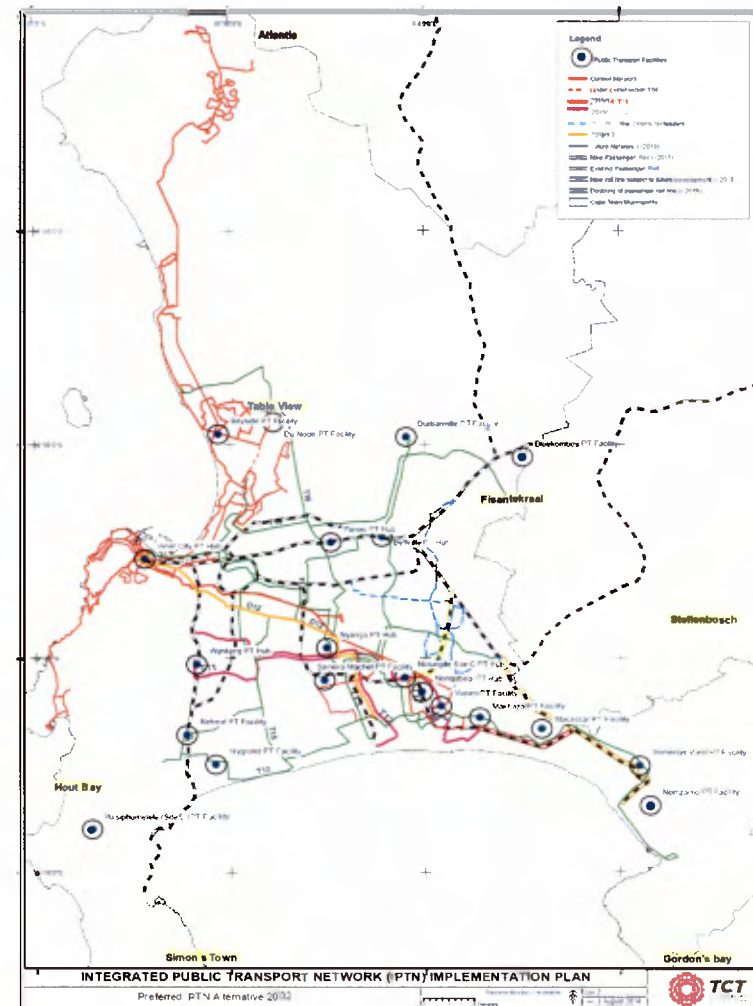
Relevant extracts from:

Item C 59/06/14: DEVELOPMENT OF A CITY-WIDE 2032 INTEGRATED PUBLIC TRANSPORT NETWORK (IPTN) PLAN

The Executive Mayor P de Lille said that the City's Integrated Public Transport Network (IPTN) Plan would serve as a guideline for the alignment of all the City's plans and projects for community development along the identified corridors. She said that the City's Transport Authority together with relevant role-players will also address the alignment of the rail issues with the City's plans.

(c) notwithstanding the **fact that this 2032 IPTN was developed in terms of a pragmatic Transit-orientated Development (TOD)**, Council to **adopt the TOD comprehensive assumptions and principles** as detailed within the IPTN report as attached in **Annexure B** to the report on the agenda. These **assumptions and principles will be used to further develop a more TOD comprehensive land use scenario**;

(d) the 2015 review of the IPTN, will assess and report on the impacts of the TOD comprehensive land use scenario as developed as per recommendation (c) above and may include any refinements stemming from the IPTN operational, implementation and business plans as described in (b) above;



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Purpose of Modelling and Scenario Development: Projecting and Predicting Land Uses in the Future

City of Cape Town anticipated growth by 2032:

	New Dwelling units:	500 000
	Retail:	1 000 000 m ²
	Office:	3 500 000 m ²
	Industrial:	4 500 000 m ²

Residential



Trip
production
at Origin

Movement of
goods and
people

Economic



Trip attraction
at Destination



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Where would development be located?
What would the impact be of growth in these locations?

TOD – C Land Use Scenario Development Methodology

3. REACHING EQUILIBRIUM

Sensitivity Testing

→ Implications

Assign land use scenario in EMME
to check if actual TOD benefits occur

→ Implications

1. TRANSPORT OPTIMISATION

Optimise trip productions and attractions in a way that facilitates a sustainable efficient, accessible and affordable public transportation network.

INPUTS

TAPs - Transport Accessible Precincts
Zone Structure
IPTN
PTOD

2. LAND USE OPTIMISATION

Determine extent to which an optimised transport network can be accommodated when taking into account existing zoning rights, parking requirements and residual land rights

INPUTS

Optimum set of trips - output of step 1
Valuation data, zoning, parking requirements, census population employment data, future development potential.

POSSIBLE

IMPOSSIBLE

FURTHER OPTIMISATION

A mix of transport and land use optimisation to determine HOW to accommodate the remaining trip productions and attractions (demand), without compromising the sustainability of the optimised transport network

Intensify Development:
Increase the building floor area by changing land use regulations and/or policy

Intensify Employment and Population Density
(n.o of people per m²)

Relocate residual trips (unmet demand) to sub-optimal transport zones

A combination of the above may be required

TOD Comprehensive

4. IMPLEMENTATION

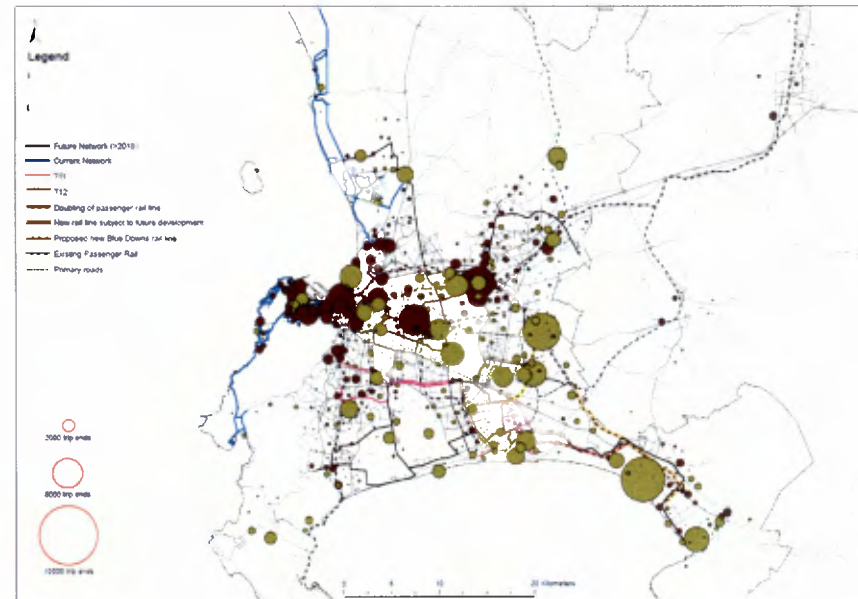
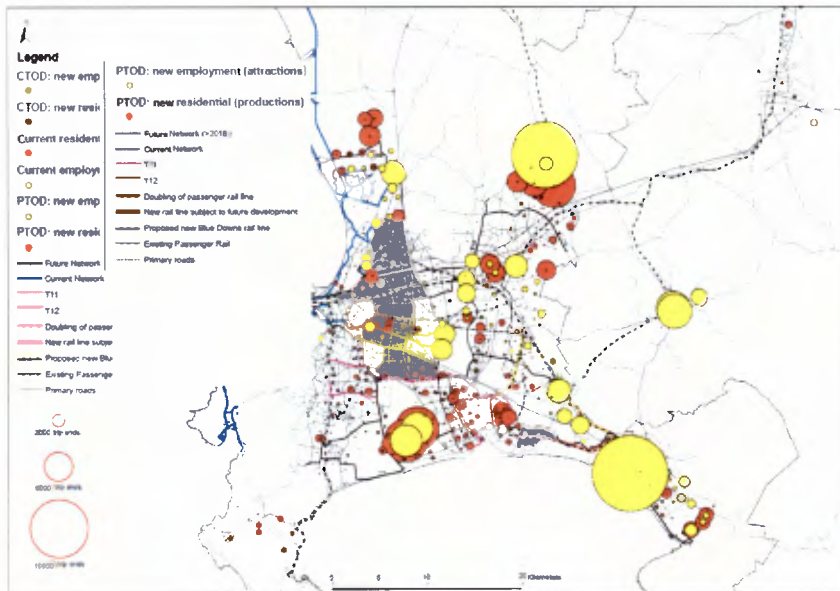


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Growth only: Pragmatic TOD vs TOD Comprehensive

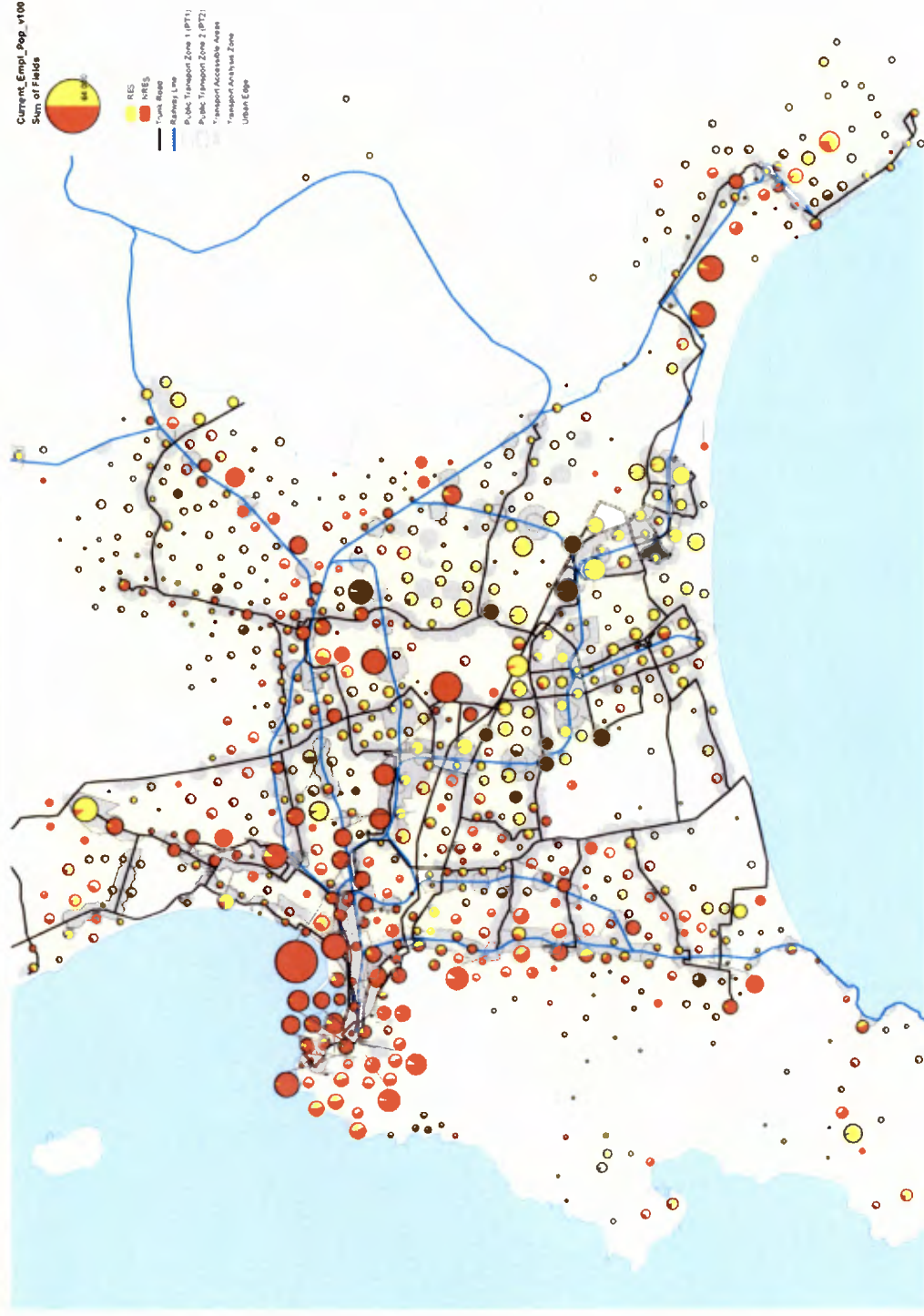
PTOD: Residential + economic

TODC: Residential + economic



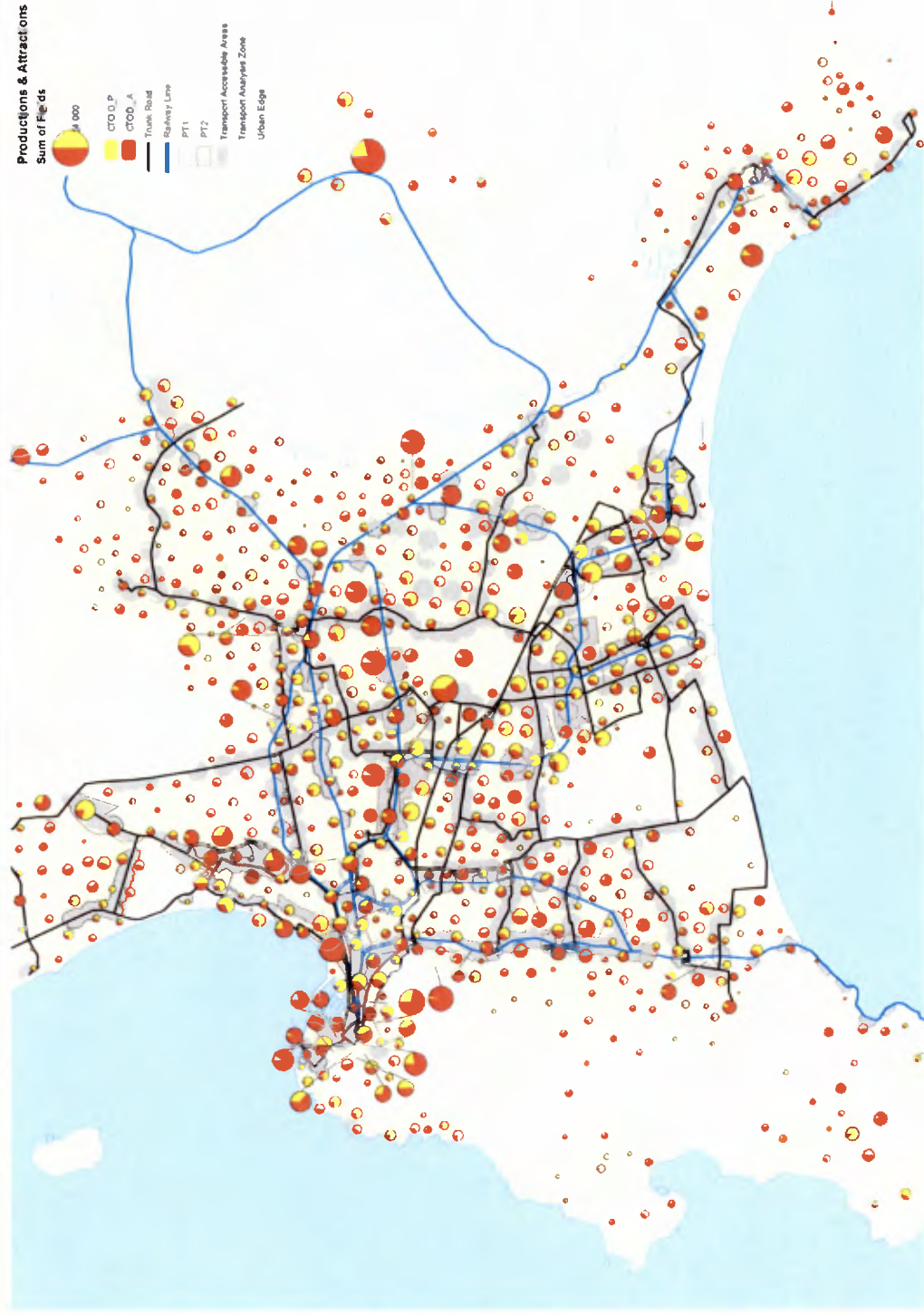
Land use mix of TOD Comprehensive

CURRENT SITUATION



Land use mix of TOD Comprehensive

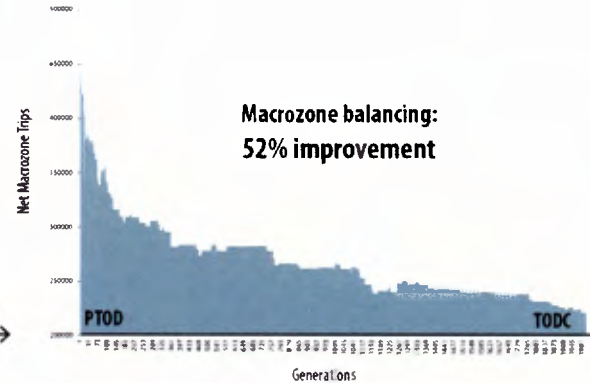
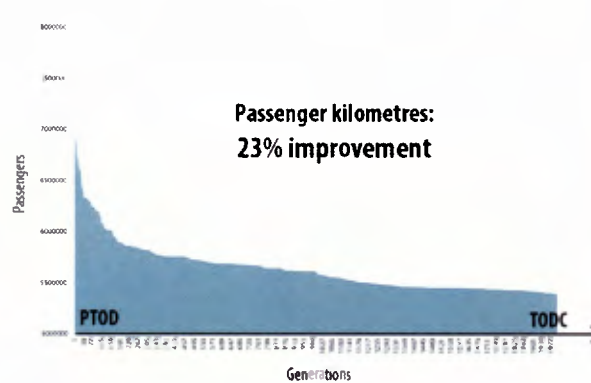
TOD Comprehensive 2032



Potential efficiencies of optimisation

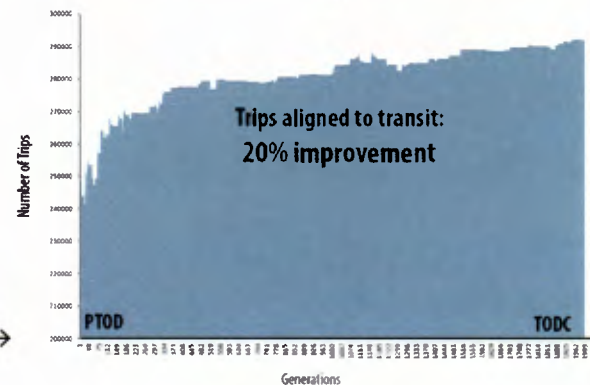
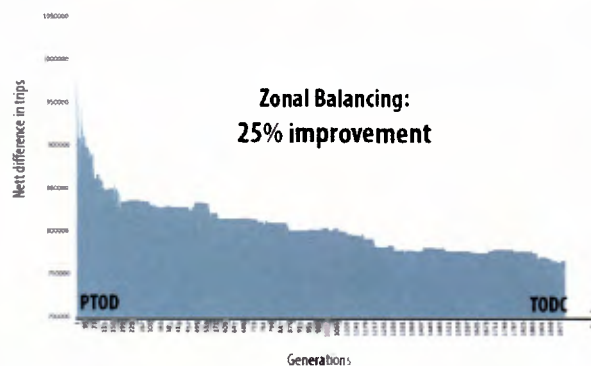
(note: optimisation means either minimising or maximising the outcome, subject to spatial allocation)

- Reduce trip distance



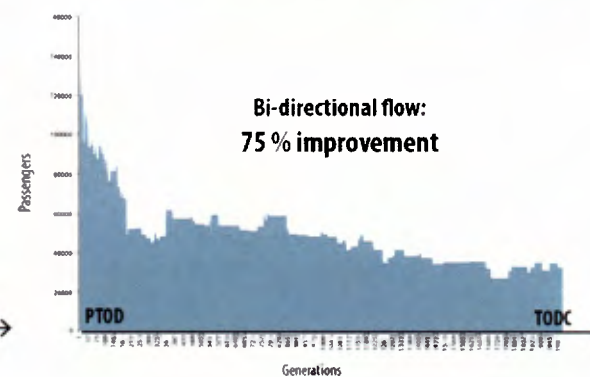
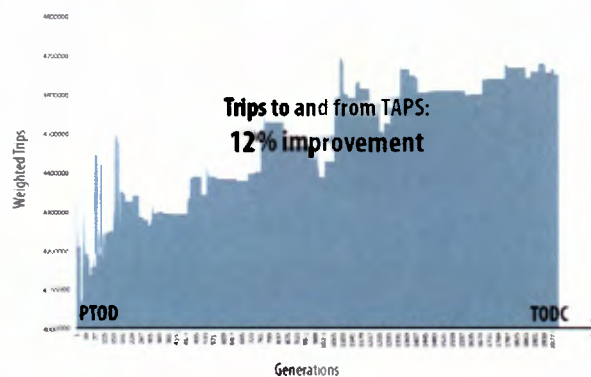
- Mix of land use at metro-scale

- Mix of land use at community level



- Increase in public transport mode share

- Access to public transport

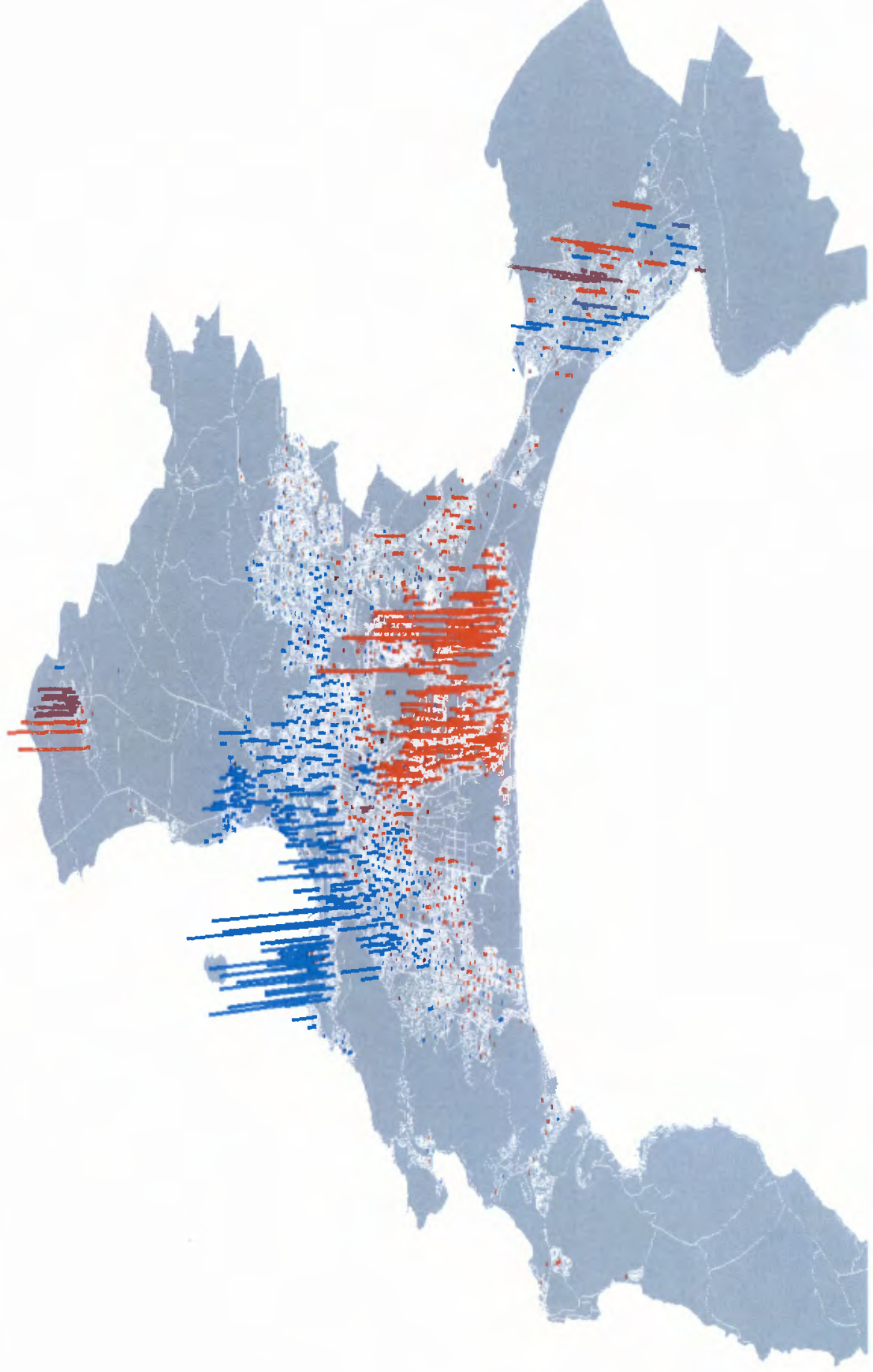


- System utilisation

Latest Refined TOD-Comp



Latest Refined TOD-Comp



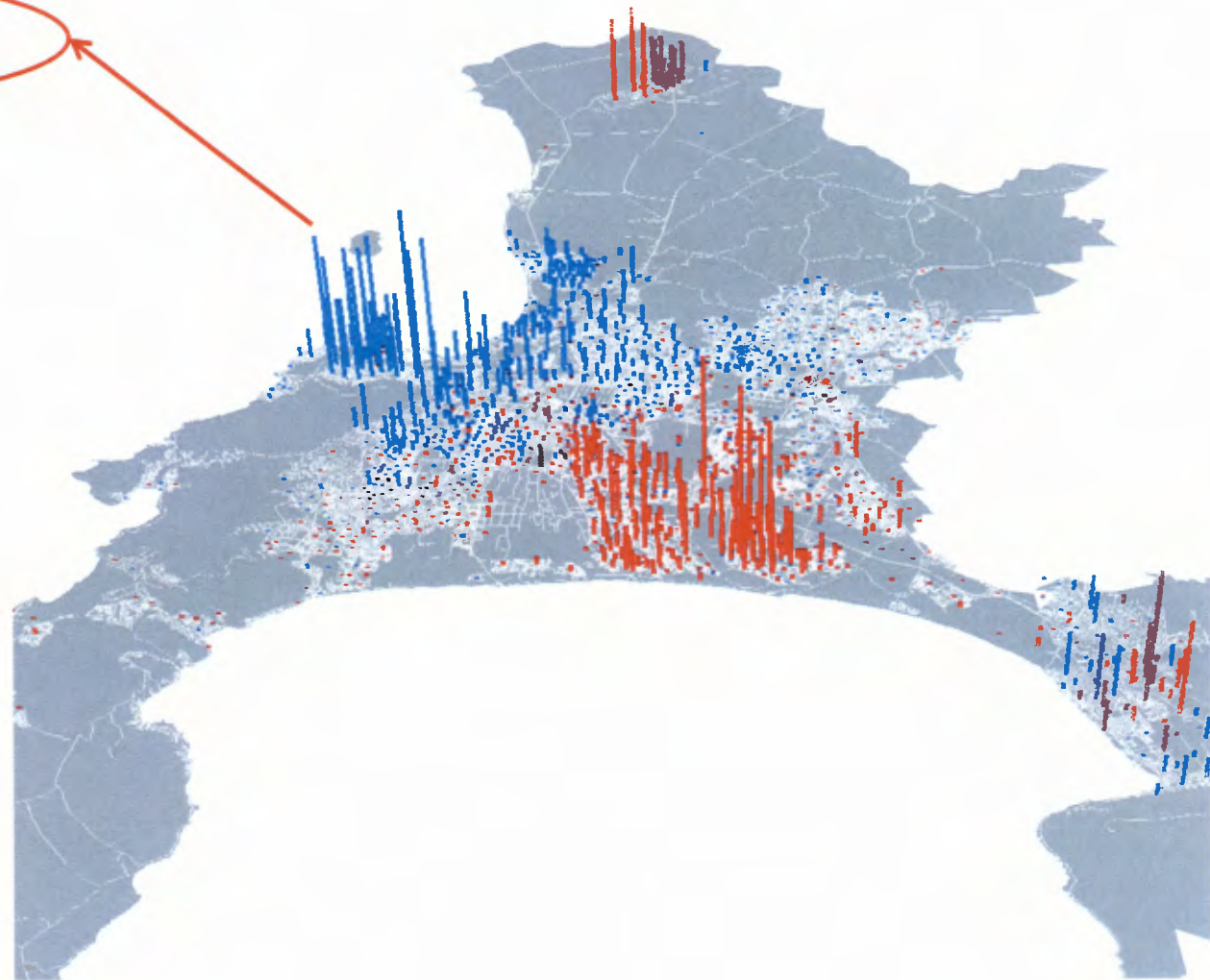
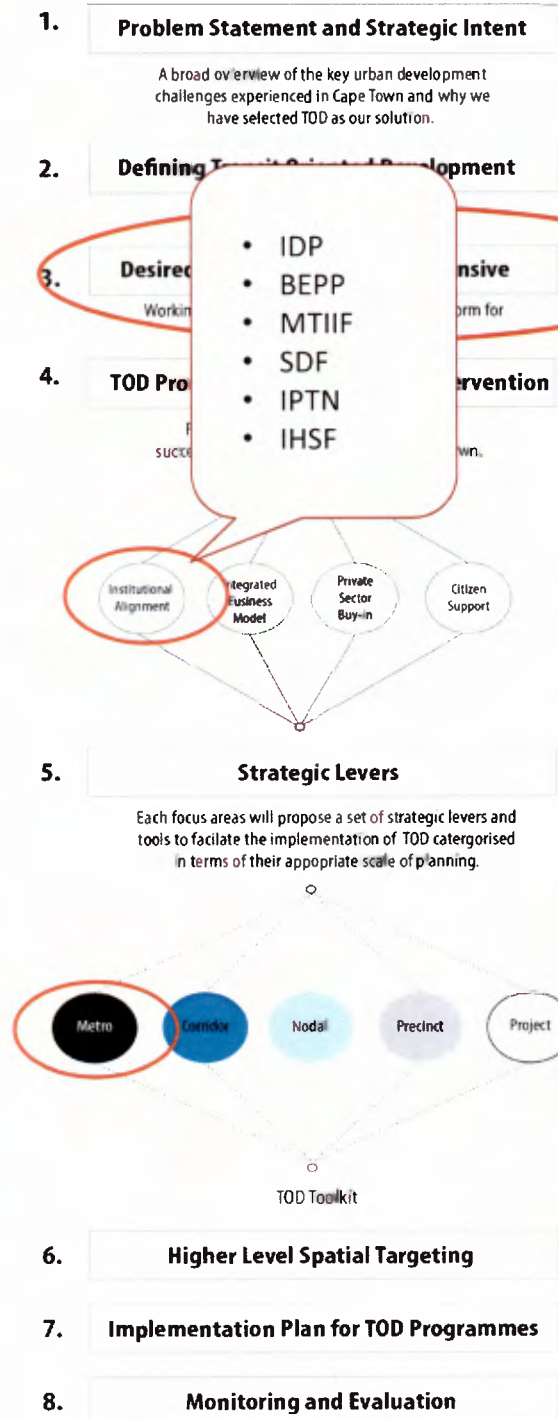
2. How do we get there?

Transit Oriented Development Strategic Framework



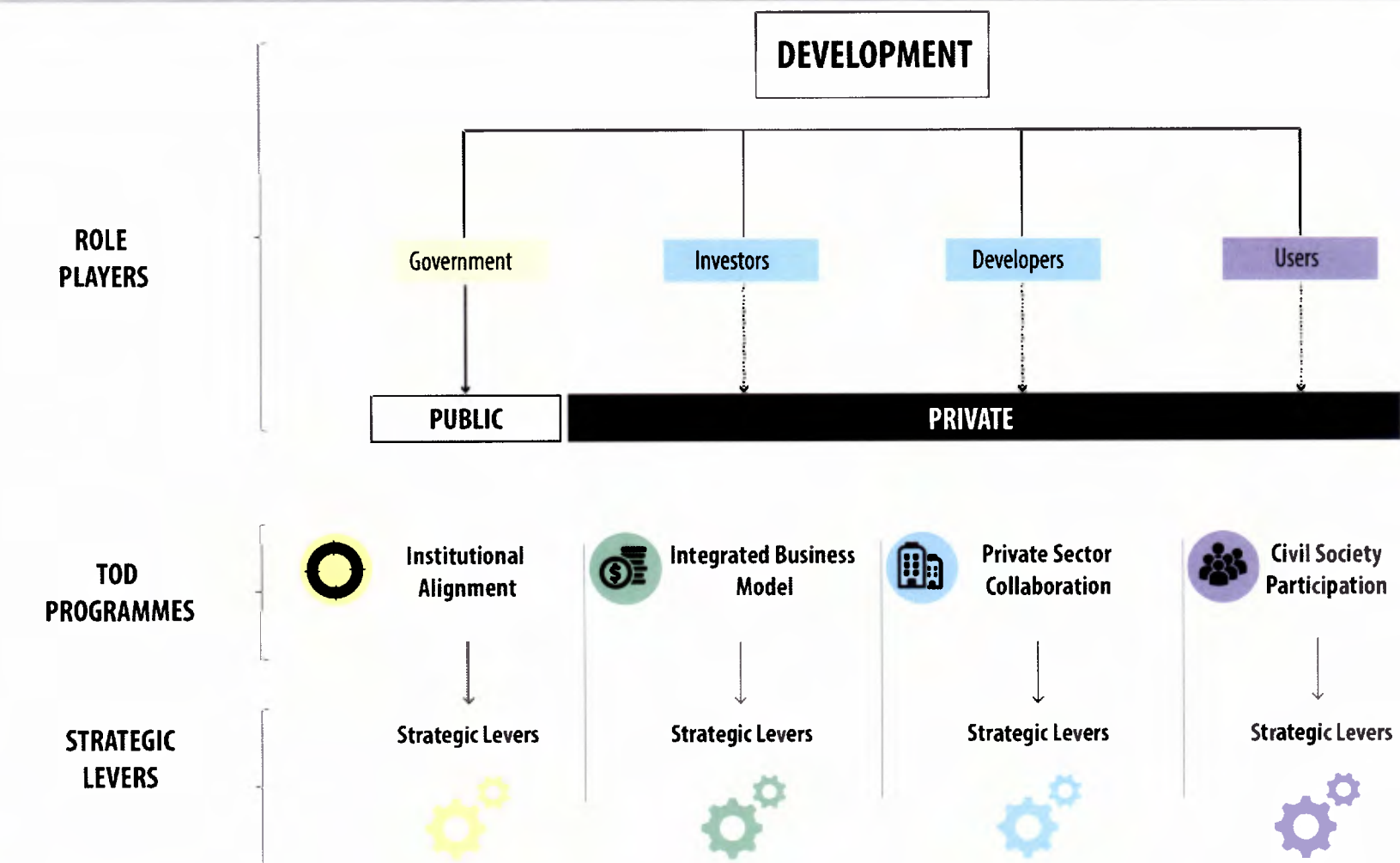
CAPE TOWN TOD STRATEGIC FRAMEWORK
October 2015

TOD Strategic Framework methodology and Structure



TOD-Comp 2032

TOD Strategic Levers



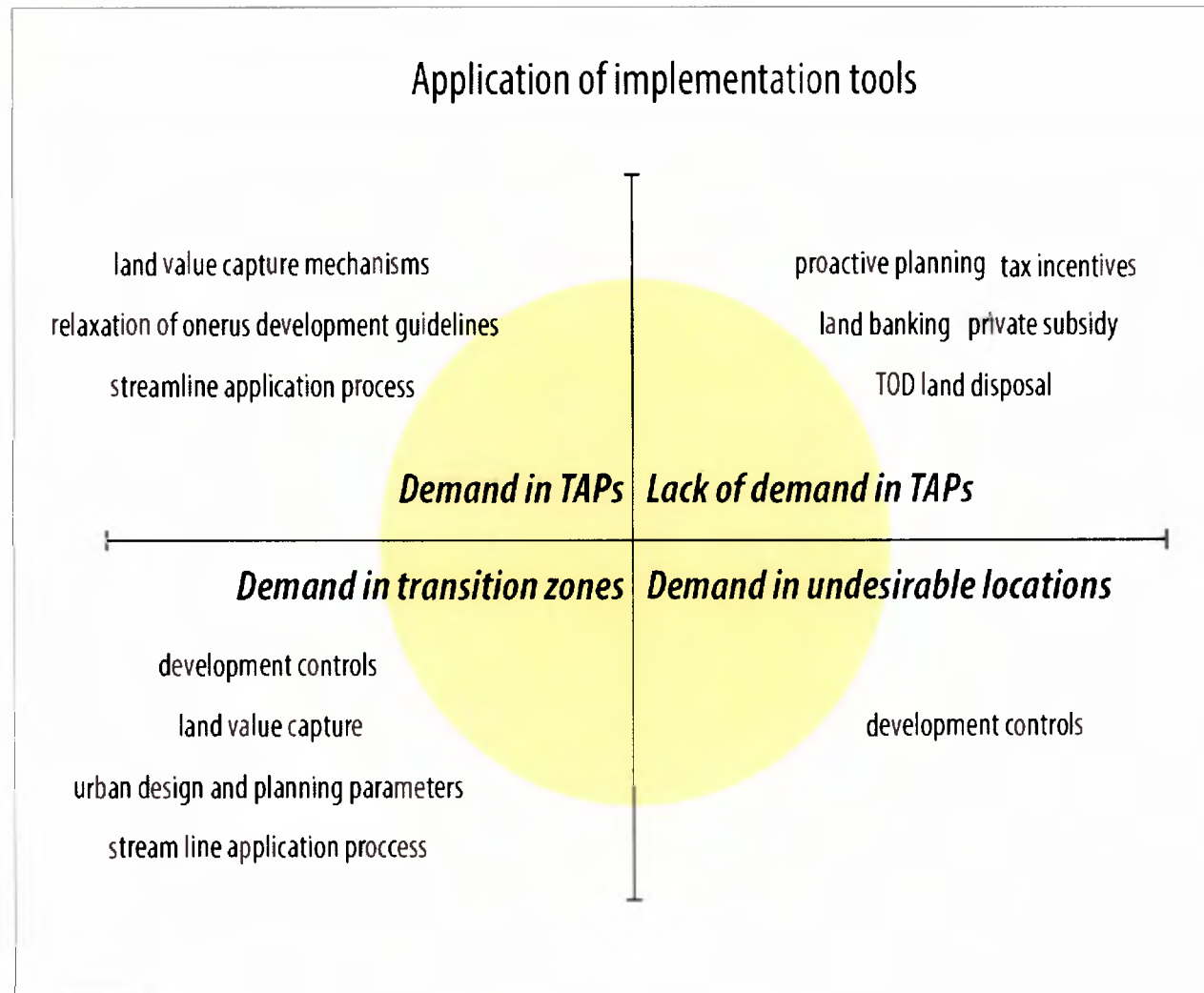
Transit Accessible Precincts (TAPS)

500m radius around rail and BRT stations





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TOD Toolkit



Implementation of TOD Programmes

TOD PROGRAMME	LEVERS	ACTIONS	LEVEL OF ENGAGEMENT REQUIRED	RESEARCH TO BE UNDERTAKEN	TIMEFRAME
Civil Society Participation 	Public Incentives	Investigate and consider the implementation of Government Housing Subsidies aligned to TAPs			B
		Investigate and consider the implementation of Lower Development Contributions in TAPs			B
		Investigate and consider the implementation of potential rates discounts in TAPs			B
	Marketing Tools: Improve political and public palatability of TOD	Establish a Marketing Campaign for TOD management			B
	Travel Demand Management	Develop a Travel Demand Strategy			A
	Non-Motorised Transport	Develop (update) Non-motorised Transport Strategy and design toolkit.			A
Institutional Alignment 	Institutional and Policy Alignment: Align existing land use regulations and City-policy directives with TOD principles and objectives.	Incorporate TOD principles and objectives into the IDP			B
		Align Cape Town Spatial Development Framework to TOD principles, objectives and vision.			B
		Align grant conditions in BEPP with TOD Comprehensive Indicators			B
		Investigate and include alternate housing typologies and locations conducive to higher densities and integrated land uses in the IHSF (Integrated Human Settlement Framework)			B
		Determine the impact of TOD Comp on the Densification Policy			B
		Incorporate TOD principle, objectives and vision into corporate strategies			B
		Amend road classification standards/requirements which impede incremental densification and undermine the use of public transport services.			B
		Finalise the WCG and CoCT Game Changer Model			B
		Develop a TOD Manual			B
		Corridor plans			B
	Strategic Planning Frameworks. New (and changes to existing) development frameworks aligned to TOD principles and objectives.	District Spatial Plans			B
		Local Area Development Frameworks			B
		Urban design frameworks			B
		Identify and implement key catalytic projects and programmes			C

Implementation of TOD Programmes

Integrated Business Model 	Value Capture: tools to ensure the City recovers some or all of the value that public infrastructure generates for private landowners, to offset high operational costs	Establish Special Assessment Districts aligned to existing and new public investment/infrastructure projects.			B
		Amend the Development Contributions Policy in line with TAPs			B
		Investigate and implement Land value increment taxes			B
		Establish congestion tax			B
		Establish appropriate parking levies			B
		Develop a Commercialization Strategy			B
		Investigate and consider the implementation of maximum parking requirements in areas where there is an imbalance between development and parking.			B
	Development Controls: regulatory tools to manage urban development processes in support of transit investment	Investigate the possibility of incorporating a monthly operational levy into the City's Development Contributions Policy.			B
		Streamline land use application process for development proposals in line with TOD and located in TAPs.			B
Private Sector Collaboration 	Development Incentives: mechanisms to stimulate private sector development and leverage public investment.	Extend Urban Development Zones			B
		Investigate and consider the implementation of Private Sector Subsidies and Loans			C
	Public land development programmes to leverage and expropriate land in support of transit investment	Establish an appropriate Property Acquisition and Disposal Policy aligned to TOD (including the acquisition, lease and disposal of air rights)			B
		Streamline lease and disposal of land for TOD type development			B
	Proactive planning: anticipatory planning mechanisms to fast-track development in TOD precincts	Covert TAPs into an Incentive Overlay zone using Section 19 of the City of Cape Town Municipal Planning By-Law, 2015.			B

KEY			
Level of engagement required to regularise implementation tool (assumed that public participation is a fit)	Municipal (within the City's control)	Provincial	National (and Provincial)
Level of research to be undertaken	Research Complete	Research Underway	Further research required
Timeframe to research and regularise tool	A: 1-2 years	B: 2-5 years	C: 5-15 years

3. City Council Approval

City of Cape Town Transit Oriented Development Strategic Development Framework – Approved by Council on 31 March 2016

C 15/03/16 CITY OF CAPE TOWN TRANSIT ORIENTATED DEVELOPMENT STRATEGIC FRAMEWORK

RESOLVED that:

- (a) the Cape Town Transit Oriented Development (TOD) Strategic Framework be approved as the basis for promoting TOD by the City of Cape Town and accordingly that:

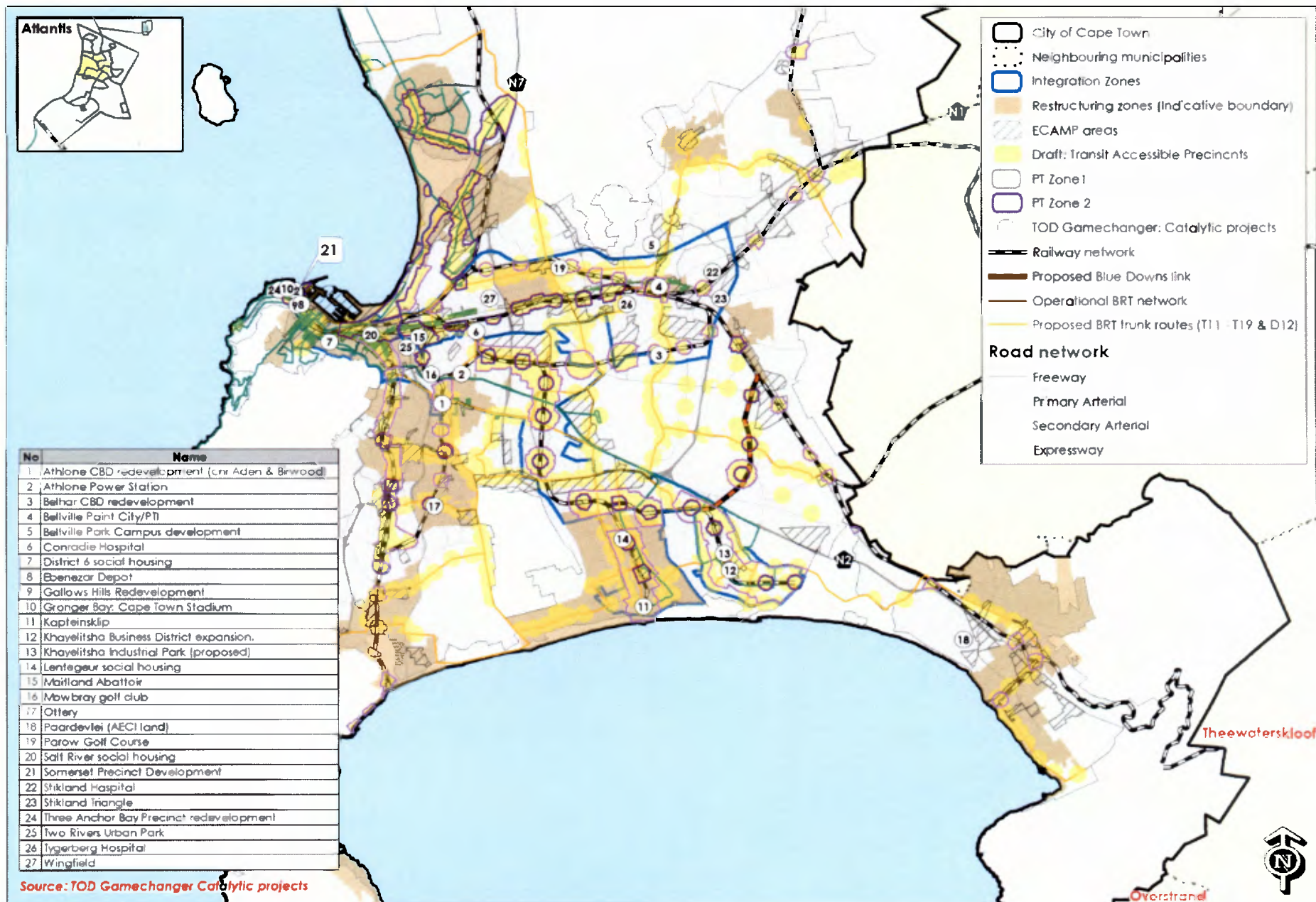


- (b) a bi-annual progress report on the implementation of the TOD Strategic Framework be submitted to the TOD Working Group and submitted to the joint Economic and Social Clusters for consideration.

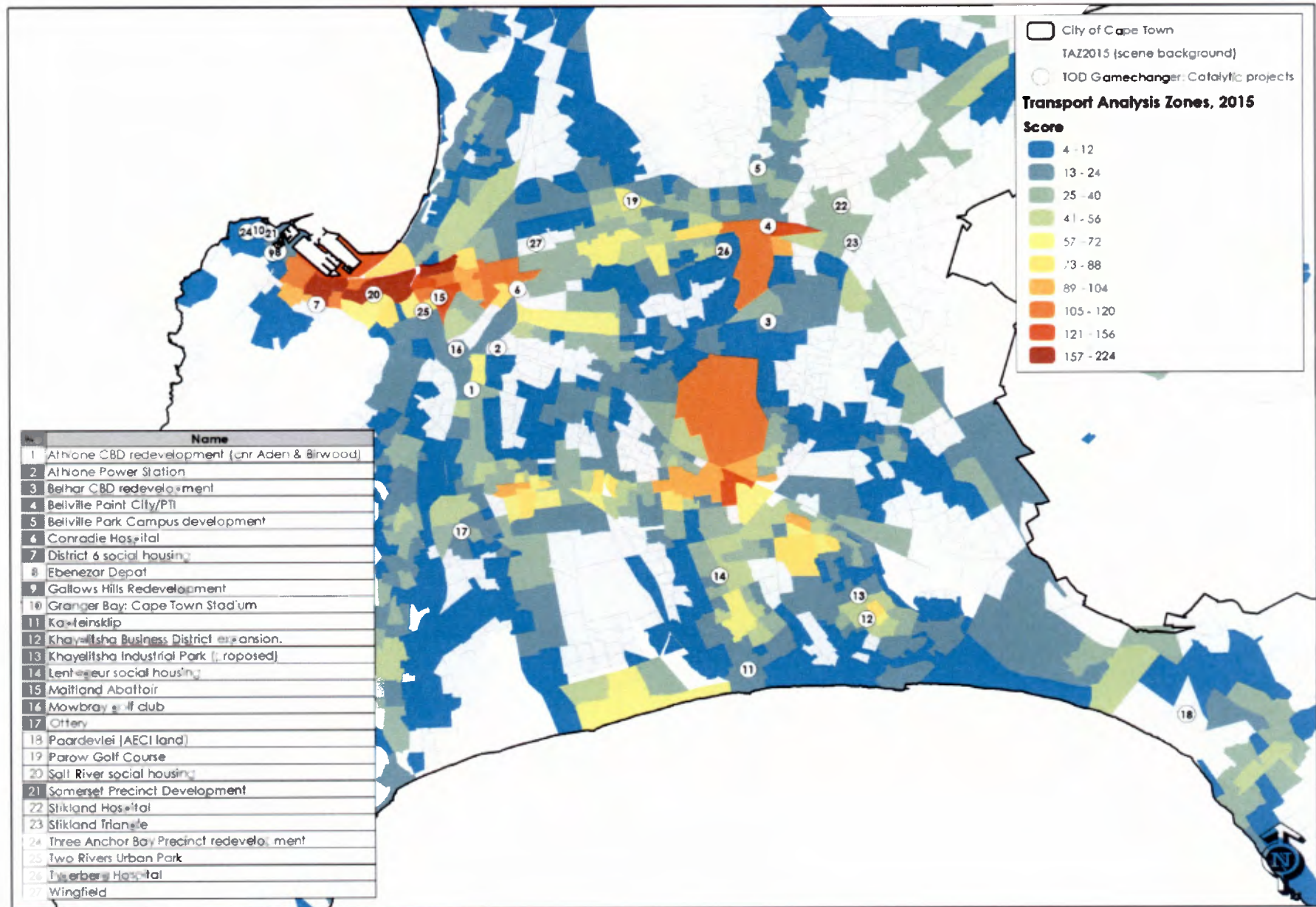
ACTION : L STOLWORTHY, V MOONSAMY, M MAZAZA, M WHITEHEAD

So What Now?

Catalytic TOD Projects



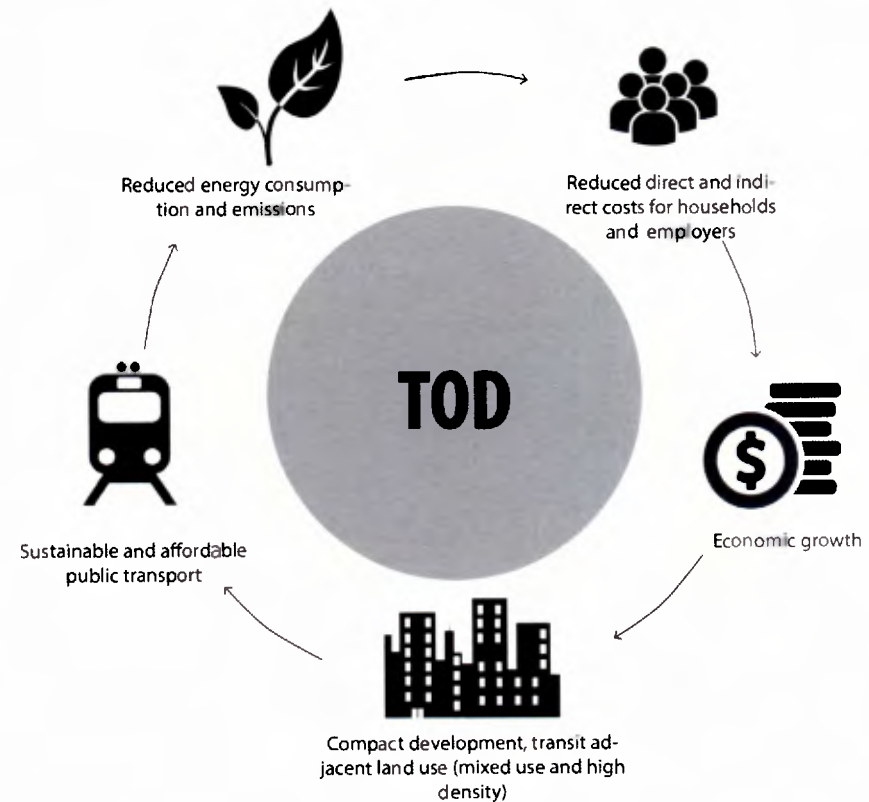
TAP / Public Transport Scores



How Does the City Make Development Happen?

What do Developers Need?

1. Certainty in the City Administration to stick to the plan.
2. Speed of application and processing to get started and start building.
3. Maximised profit margins which is directly related to 1 and 2 above.
4. What about financial levers?



Financial Tools and Levers

- Carrots or Sticks or both?
- What are the legislative or regulatory frameworks that determine what is possible?
- What are the land value capture mechanisms for different circumstances?
- How do you use this to cross subsidise?
- What funding sources are available to finance TOD stimulation?



LVC Tool	Potential Up-Front Revenue for Capital Improvements	Potential Revenue for City Operating Expenses	Incentive for Private (re)Investment
Tax Increment Financing	Yes	No	Yes
Special Assessment District	Yes	Yes	No
Property Tax Abatement	No	No	Yes
Impact Fees	Yes	No	No
City-Owned Land Disposition	<i>In-Kind</i>	No	Yes
Density Bonus	No	No	Yes
Sale of Development Rights	Yes	Yes	No
Land Readjustment	<i>Potentially</i>	No	Yes
Urban Redevelopment Scheme ¹	<i>Potentially</i>	No	Yes



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Thank You

Leigh Stolworthy

Leigh.Stolworthy@capetown.gov.za

www.capetown.gov.za

www.tct.gov.za

Making progress possible. Together.

ANNEXURE D – City Action Plan Summary Document for all 17 Cities

WORKSHOP OUTCOMES REPORT

On April 12-14, 2016 representatives from **17 C40 cities** gathered in Curitiba, Brazil for the second Transit Oriented Development Network Workshop. With a collective focus on advancing compact, walkable, mixed-use communities centred on high-quality public transport, the workshop provided a unique opportunity for global cities to share their challenges and good practices in delivering TOD.

This document provides an overview of the workshop topics and sets out the individual city action plans completed during the workshop, which serve as the framework for future activities and collaborations of the Transit Oriented Development Network.

WORKSHOP TOPICS

The workshop discussions were focused on three key themes:

- **Financing and Delivering TOD** – strategies to fund development and transit, and realise TOD projects. C40 also presented a prototype TOD Finance Platform, which sets out all the options available to cities to finance TOD.
- **Inclusive Planning** – how cities are engaging communities in the planning process for TOD, and how to ensure development around transit is affordable.
- **Encouraging Sustainable Urban Mobility** – approaches to minimising private vehicle use and encouraging non-motorised forms of transport.

Copies of all presentations from the workshop are available on the C40 Exchange [here](#).

CITY REPRESENTATIVES

Representatives at the workshop were from the following C40 cities:



CITY ACTION PLANS

The workshop concluded with each city preparing an action plan to continue city-to-city collaboration.

Addis Ababa Action Plan



FINANCING:

- Try to get technical financial assistance for financing a sustainable city - especially for our LRT-TOD projects (C40 TOD Finance Platform)
- Plan to finance transport on a city scale. Prioritising development areas and develop a TOD plan around stations (Curitiba). Develop integration of housing and transport. Involving private developers by providing some incentives to finance transport
- Share the LRT experience and future LRT sustainability TOD Plan
- To get experience from Boston and Tshwane on BRT

PUBLIC ENGAGEMENT:

- Increase public engagement in our TOD project site: private sector, public sector, media, financial sectors. Santiago and Boston
- Engaging people to design bike lanes (Mexico City)

AFFORDABILITY:

- Integrating housing programme with TOD projects (Portland)
- Integrating low cost housing with TOD areas. How to promote developers to incorporate affordable housing (Santiago)

MOBILITY:

- How to share existing roads for bike movement (Rio de Janeiro)
- To create a good mobility. Segregate the bus lanes along the BRT line. Make a plan to have safe and green lanes which are safe for pedestrianisation
- Improving transport planning capacity. Prepare plan to promote non-motorised transport
- Connecting bimodals of transport and TOD projects. Implement enough parking space to facilitate effectiveness and efficiency of TOD

OTHER:

- Connecting Addis Ababa city transport department with Curitiba to share experience on: bus terminals/ stations; public transport operating systems/ connecting inter-modals

Cities I plan to follow-up with after the workshop are...

- Transport planning activities

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- The interpretation of land use & transportation axis from Curitiba field visit and presentation
- Public engagement on TOD projects - I have to apply: 1) in my city master plan preparation, 2) including public and community in our LRT, BRT new projects

What are the two "good practices" that your city could share with the network?

- The LRT project and approach to financing this project

Beijing Action Plan

FINANCING:

- Want to learn more about Tax Increment Financing scheme in **Portland**
- Find out more financing options for the government. And bridge different funding sources for TOD projects [the requirements for different funding sources varies - don't know whether it is a problem for other cities]
- Follow up on the Green Line Project in **Curitiba**, especially how CEPACs help the region to attract desired development

AFFORDABILITY:

- **Los Angeles** is similar that both cities have road systems prior to the rail systems and TOD around rail stations is more expensive than those cities which have rail systems and road systems at the same time. According to Beijing's experience, walking distance from bus stop to employment is much shorter than that from the rail station. TOD around rail stations is so expensive that the government can hardly provide public housing due to high land price. But the problem is developers are reluctant to build houses along BRT lines

MOBILITY:

- **Curitiba** has really good BRT. Does the city have any restricting measures for the private vehicles? And does the city have any measures for congestion reduction
- Motorcycle is a passenger transport mode in **Ho Chi Minh City** but a major cargo transport mode especially for the fine distribution in China. Really interested in following up **Ho Chi Minh City** and other cities' experiences on motorcycle control
- Follow up on **Istanbul's** congestion charging policy or how congestion charging integrates with the rail system
- Follow up with **Rio de Janeiro's** Mobility Plan, especially how Olympic infrastructure has influenced the city's mobility

Cities I plan to follow-up with after the workshop are...

- **Curitiba**: CEPAC & Green Line
- **Mexico City**: vehicle control & affordable housing
- **Istanbul**: congestion charging
- **Los Angeles**: carbon-trade system

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Bike sharing system as important part of urban transport
- Learn from **Curitiba** BRT system, especially the stop design and route design. Will propose these two measures to the municipal commission of transport

What are the two "good practices" that your city could share with the network?

- **Beijing** BRT system
- **Beijing** bike share system (50,000 bikes now)
- TDM measured & restricting private vehicle use

Boston Action Plan

FINANCING:

- Can Boston sell bonds to finance transit?
- What consultants know about private sector finance of transit?
- Review C40 Finance Website and share with New Urban Mechanics

PUBLIC ENGAGEMENT:

- Have kids teach parents about a planning issue

AFFORDABILITY:

- AirBnB tax - use revenues for affordable housing

MOBILITY:

- Employers give employees bicycles!
- Put Nelson Nygaard in touch with Quezon City and Ho Chi Minh City

OTHER:

- Build better relationships with planning department and New Urban Mechanics

Cities I plan to follow-up with after the workshop are...

- Ho Chin Minh City and how they bring about mode shift from motorbikes to bicycles, walking and transit

What are the two "good practices" that your city could share with the network?

- How to engage the public in dialog about planning
- How to increase affordable housing and inclusionary housing

Buenos Aires Action Plan

FINANCING:

- Bonus for land possibilities or floor area space
- Change inhabitants in a catchment area

PUBLIC ENGAGEMENT:

- Public audience - work with media
- Increase citizen participation - social network

AFFORDABILITY:

- Understand how TOD can help us to have an equitable/ affordable city
- Social housing - planning

MOBILITY:

- Congestion or maybe access to downtown charge
- Increase the quality of TP - be modern, be nice
- Exploring new solutions for motor bikes, electric bikes, parking, limited speed
- Improve network for bikes

OTHER:

- Developers' application to improve our knowledge about the transportation system
- Gas Bus, Electric Bus, Hybrid Bus - promoted
- Think about car sharing
- Be an example - use bikes, public transport
- Traffic Demand Management

Cities I plan to follow-up with after the workshop are...

- **Boston:** Affordable housing
- **Istanbul:** Charging cost & model
- **Curitiba/Rio de Janeiro:** Masterplan

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Charging costs
- Affordable house plan

What are the two "good practices" that your city could share with the network?

- Bike sharing
- Metrobus (BRT)
- Application (App) for transport

Cape Town Action Plan

FINANCING:

- More information of **Curitiba's** legal frameworks that allow them to manage income and expenditure and channel it towards TOD
- Investigate special purpose vehicle for enabling development for TOD by providing and funding infrastructure e.g. **Johannesburg** Development Agency
- What are the potential roles of concessionaires or PPPs to undertake development
- Investigate and use the C40 finance toolkit and share with other key role players ie COLT finance
- Find a way to calculate carbon/energy benefits of TOD Strategy - economics/ financing

PUBLIC ENGAGEMENT:

- Develop marketing and communication strategy to back up the TOD Strategy
- Internal and external

AFFORDABILITY:

- Follow up on **Boston** and **Los Angeles** models of housing provision and financing
- Find a way to calculate cost for users of alternative models - TDI / TOD

MOBILITY:

- Get a copy of **Rio de Janeiro's** Mobility Plan and assess applicability for Cape Town

OTHER:

- Consider **Curitiba** area based model in ODTP
- C40 – different government structures affect ability to implement TOD
- C40 – translation role?

Cities I plan to follow-up with after the workshop are...

- **Curitiba, Boston, Los Angeles, Johannesburg, Rio de Janeiro**

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Functional management of finances by cities (**Curitiba**) and the devolution of this power from the national government to the city
- The finance toolkit

What are the two “good practices” that your city could share with the network?

- TOD planning at a metropolitan scale
- Transversal management systems or sectoral integration towards TOD

- C40, Istanbul: Financing

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Parking space policies / affordable housing and TOD
- Present ideas to my colleagues and discuss about how to implement in Curitiba
- Public engagement
- Financing tools

What are the two “good practices” that your city could share with the network?

- Results and evaluation of the TOD system - 50 years old
- Lessons learned with some 'mistakes'
- TOD policy

Ho Chi Minh City Action Plan

FINANCING:

- How to leverage private sector to TOD. What financial models work and in which condition?
- Which incentives are given to private sector?
- Finance models - read platform introduced by C40 - TOD, congestion

PUBLIC ENGAGEMENT:

- Publish participation plan - learn from Santiago process and methodology
- Explore open data from Buenos Aires

AFFORDABILITY:

- Try not TODisplacement
- We do not have the problem of affordable housing along the transit corridor yet, but we need to prepare for that (experiences from many other cities)
- Affordability in traffic modes - weird!

MOBILITY:

- Curitiba terminal (hub) is fantastic - we need to learn from
- Follow up with Luisiana about the mass transit plan for Curitiba
- Mobility plan for HCMC (comprehensive strategy) - incorporate into master plan (Rio de Janeiro)
- Mobility - many ideas from the attendees noted and follow-up

OTHER:

- Free bike sharing from Buenos Aires is interesting to learn
- Talk to people at different levels in home country

Cities I plan to follow-up with after the workshop are...

- Curitiba, Rio, Boston, Santiago, Quezon, Jakarta, Beijing

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Different pricing options for TOD & BRT - I will learn to see how they fit our city's condition
- Mobility Plan, vision for a future mass transit network. My city needs a better plan for public transit. Not easy to do another plan -> but it's a need for sustainable future

What are the two "good practices" that your city could share with the network?

- Try not to follow out motorcycle model. Some cities have problem of freight-motorcyclists - > try to avoid
- Plan early, our city does it very late

Istanbul Action Plan

FINANCING:

- The lack of legislation for getting tax from the private sector
- We should find out how to use the increase in land prices based on public transit in order to encourage public transit lines

PUBLIC ENGAGEMENT:

- We should consider establishing civil organisation structure for public participation in regional projects

AFFORDABILITY:

- We should consider balancing affordable housing stock associated with the increase in land prices through metro lines

MOBILITY:

- Travel Demand Management (TDM) should help us to reduce the demand to reasonable levels

OTHER:

- Corridor based planning approach seems to have worked very well in Curitiba

Cities I plan to follow-up with after the workshop are...

- **Boston, Curitiba, Los Angeles, Santiago**

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- **Santiago** - We should consider public engagement
- **Curitiba** - Corridor based planning approach seems to worked very well

Jakarta Action Plan

FINANCING:

- Explore more about business models and land value capture (Tshwane)
- Follow up financial model from C40
- Follow up with Boston how to make investors build affordable houses
- Want to know more about funding of public transport from Addis Ababa

PUBLIC ENGAGEMENT:

- Learn more about public engagement process from Boston and Portland
- Follow up with Santiago on public engagement

AFFORDABILITY:

- Follow up with Los Angeles about preserving affordable housing around transit areas
- Addressing affordable housing along new transit areas. Mitigate displacement of current residents in transit areas

MOBILITY:

- Follow up with Mexico City about their latest car restriction policy
- How to plan ERP - learn from Istanbul

OTHER:

- How to prioritise TOD locations/ nodes - follow up with Addis Ababa
- Explore more about Integrated Mobility Plan of Rio de Janeiro

Cities I plan to follow-up with after the workshop are...

- Tshwane: financing
- Addis Ababa: funding & prioritizing
- Santiago, Boston, Portland: public engagement
- Istanbul, Mexico City: Mobility

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Value capture & financing toolkit. I plan to use them to plan for TOD and mass transit option

What are the two “good practices” that your city could share with the network?

- Mobility plan & implementation

Johannesburg Action Plan

FINANCING:

- Mexico City BRT funding model by private sector
- Co-benefits, non-financial returns, “social impact bonds”
- Future involvement of banks in financing TOD programmes/ projects - Citibank/ HSBC

AFFORDABILITY:

- Anti displacement strategies in TOD areas
- What is affordable housing? Size, cost, location

MOBILITY:

- How do you position public transport as the preferred form of mobility?

Cities I plan to follow-up with after the workshop are...

- Mexico, Boston

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Affordability (housing)
- Sustainability of public transport systems

What are the two “good practices” that your city could share with the network?

- Affordable housing strategy along corridors
- Precinct development plans along corridors

Los Angeles Action Plan

FINANCING:

- Get more information about Curitiba's mitigation agreements/ processes
- Ask Boston about impact of inclusionary zoning on development
- Follow up with Citibank and HSBC about possible financial products
- Explore idea for charging for parking beyond maximum (Mexico City)?

PUBLIC ENGAGEMENT:

- How to sell concept of transportation as freedom?
- Consider developing a formal (not ad-hoc) public engagement process
- Get Santiago's presentation on engagement process

AFFORDABILITY:

- Prioritise displaced persons - how?
- Follow up with Portland on business strategies and multi-family tax exemption (MULT E)

MOBILITY:

- Learn from problems we don't have - motorbikes/ other congestion, central city congestion

OTHER:

- Get more info on Curitiba axis/ corridor model
- Is iterative planning for TOD possible?

Cities I plan to follow-up with after the workshop are...

- **Boston**: inclusionary zoning
- **Portland**: multi-family tax exemption
- **Mexico City**: charge for parking beyond maximum
- **Curitiba**: density formula & zoning scheme on transit corridors

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Public engagement processes - will try to advocate for a more formal outreach program
- Follow up on funding strategies - tax exemptions
- **Mexico City** parking charge - need to see if we can apply them in Los Angeles

What are the two "good practices" that your city could share with the network?

- Cap and Trade Funding, emission testing for cars (state programs)
- Sales tax to fund bond issue for transit

Mexico City Action Plan

FINANCING:

- Define a balance - how much can the private sector invest in public infrastructure and still be attractive for them

PUBLIC ENGAGEMENT:

- Follow up Santiago's citizen participation

AFFORDABILITY:

- **Boston** - get more information about affordable housing and inclusionary model
- **South Africa** - get more information about avoiding gentrification processes

MOBILITY:

- Mexico City to share more information about: 1) Mobility Trust 2) Private sector / public transport

OTHER:

- Get more information on the process of densification - **Johannesburg, Curitiba** (and formula/ strategies)
- **Johannesburg** - information about the structure and ambitions of the Johannesburg Development Agency
- New narrative to position public transport
- **Rio de Janeiro** - to search/ get information on programmes/ action plans & transport with transversal policies

Cities I plan to follow-up with after the workshop are...

- **Johannesburg**: Implementation
- **Rio de Janeiro**: Action plans
- **Curitiba and Johannesburg**: Densification processes

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Rental Housing
- Densification (formula & strategies)

What are the two "good practices" that your city could share with the network?

- Mobility Trust
- Parking Strategy

Portland Action Plan

FINANCING:

- More ideas to finance TOD, especially where land values may not yet be high enough to warrant new development
- Follow up with Tshwane... financing tools in Portland
- Follow up Johannesburg "ring fencing" concept
- Follow up with Skye from C40 - funding/ investment "returns map"

PUBLIC ENGAGEMENT:

- Tshwane #why TOD
- Breaking own the scale of the conversations – **Boston**
- Dialogue project – **Stockholm**

AFFORDABILITY:

- Cap and Trade program to fund affordable housing - **Los Angeles**
- Integrated housing, government construction, lottery system, 250k units, **Addis Ababa**
- Basic right for housing 75m2 social housing - **Johannesburg** Social Housing company

MOBILITY:

- **Buenos Aires** "Social Streets" pedestrian priority streets
- HIBRI, Antics Hybrid - follow up with Curitiba

OTHER:

- Affordable food policy at terminal stations in **Curitiba**
- Preferential lanes for buses
- Compact within compact - land re-adjustment share with Planning Director
- **Addis Ababa** 250k housing increase growth addressing
- Engage with **Quezon City** and **Ho Chi Minh City** on mass transit campaigns
- "Bilateral reciprocity" with all cities (inspired by Ilan)
- TDM congestion pricing ideas - **Istanbul**

Cities I plan to follow-up with after the workshop are...

- **Rio de Janeiro**: mobility plan (from BRT integrating with bike and walk)
- **Addis Ababa**: 250k housing is short period of time
- **Curitiba**: terminals as commuter hubs
- **Johannesburg**: Corridors of Freedom
- **Asian cities**: TOD making from Portland, share TOD & LU integrated planning concepts
- **Istanbul**: congestion modelling method, ideas, processes
- **Buenos Aires**: concepts of social streets

Quezon City Action Plan

FINANCING:

- Revenue from air rights in TOD projects
- Financing TOD is a big issue in Quezon City. Poverty alleviator projects given priority
- PPP - participation of public sector in TOD projects
- Integrating land use with TOD. Stimulating implementation of projects

PUBLIC ENGAGEMENT:

- Maximising community participation in TOD affected areas
- Information education campaign to reduce community resistance to TOD concerns

AFFORDABILITY:

- Poverty alleviation and socio-economic impact of projects should be simultaneous to and given same priority as TOD projects/activities

MOBILITY:

- Secondary street parking only
- Moving people to prioritise walkable and bikeable city
- Limit private car users to main roadnets
- Aim for efficient & effective public transport system

OTHER:

- System of Park and Ride a priority project together with BRT System
- Electronic Roadway Payment (ERP) Singapore Model
- Bike sharing program

Cities I plan to follow-up with after the workshop are...

- Ho Chi Minh City, Buenos Aires, Jakarta, Tshwane

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Best practices of private motorcycle and private car usage. An efficient and very reliable public transport system.

What are the two “good practices” that your city could share with the network?

- International transport terminus plan of Quezon City
- Unified vehicle volume reduction scheme/ control road uses via odd even license plate scheme

Rio de Janeiro Action Plan

FINANCING:

- Discover new forms to finance transport infrastructure and how to link real estate interests with transport infrastructure
- Follow up on Los Angeles case of sales tax. TOD specific tools within the city (examples of Los Angeles and Portland)
- How to measure user transfer from private cars to public transport in terms of pollution, GHG emission etc?

PUBLIC ENGAGEMENT:

- How to ensure that a local project (BRT or TOD) will be understood as a model of quality of life for the city
- Discussions about private car restrictions

AFFORDABILITY:

- How to regulate progress to the mobility network
- How to concentrate housing programs in a formal consistent programme like Portland
- Lease-purchase social housing, vulnerable people

MOBILITY:

- How to do permanent strategies concerning changes to public transport

Cities I plan to follow-up with after the workshop are...

- Financing: other possibilities of funding (capture land value, environmental etc.) Portland, Tshwane
- Monitoring strategies: Los Angeles, Cape Town

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Monitoring strategies
- Parking restrictions concerning fares

What are the two “good practices” that your city could share with the network?

- Monitoring strategies
- Public engagement

Santiago Action Plan

FINANCING:

- Find creative finance methods for Nueva Alameda Providencia

PUBLIC ENGAGEMENT:

- Marketing for Nueva Alameda Providencia

AFFORDABILITY:

- Costs related to maintenance of bus stops

MOBILITY:

- Details from Avenida Insurgientes
- Details from Curitiba's BRT system (specifically the Green Line)
- Details from Transcarioca (Rio de Janeiro)

OTHER:

- Get designs of intermodal stations

Cities I plan to follow-up with after the workshop are...

- Mexico City about insurgents revenue

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- BRT map on the floor to explain how system works
- Sistema trinario of Curitiba

What are the two "good practices" that your city could share with the network?

- Strategic public engagement
- International public competition to select design team

Tshwane Action Plan

FINANCING:

- City of Tshwane and Ethiopia (**Addis Ababa**) on LRT and Mamelodi DIPS
- City of Tshwane and **Portland** - TOD Value Capture
- **Mexico City** CDMX - Financing mechanisms to explore (impact charges)
- Land Value Capture - Finance Mechanism. Governance structure for City of Tshwane Support from C40 finance team

PUBLIC ENGAGEMENT:

- **Santiago** public engagement strategy
- Public engagement - **Portland, Quezon City, Buenos Aires, Stockholm** Webinar "Dialogue Project"

AFFORDABILITY:

- **Boston** Inclusionary Model / South Africa context of addressing affordability in TOD

MOBILITY:

- GHG Emissions - Include vehicle gas emission testing as part of licence renewal. Rio de **Janeiro**
- C40 support - African cities LRT study tour. Objective: viability of the mode/ financial model/ operational model/ socio-economic and environment benefits
- Introducing the role and objective of C40 TOD Network to 1) National Treasury, 2) State Owned Rail Agency 3) Department of Transport
- Congestion Charge - **London, Singapore, Istanbul**, and survey alternatives from Beijing. Congestion revenue benefits

OTHER:

- TOD Strategic Framework from **Cape Town**
- Action plan – governance structure for value capture
- Open source data - **Buenos Aires**
- City of **Cape Town** - cost of providing public transport over a longer distance
- **Los Angeles** GHG emissions
- **Curitiba** Citizenship Streets Concept - read in context of the Curitiba SDF and Transport Master Plan
- **Curitiba** IRPTN - the implementation roll out of the roll-out - the rationale for a subway system
- Public transport and human settlements - Finance/ IGR. C40 engagement with TOD government stakeholders - 1) PRASA 2) Department of Transport 3) National Treasury

Cities I plan to follow-up with after the workshop are...

- Public engagement: **Santiago, Portland, Buenos Aires, Stockholm**
- Affordability: **Boston**
- Mobility: **Los Angeles, Addis Ababa, Rio, Curitiba** (LRT, BRT, IRPTN, GHG)
- City of **Cape Town** -> comparative analysis of cost associated with an optimal TOD future vs a business as usual development

What are the two most useful ideas or practices you are taking back to your city from the workshop? How do you plan to apply them?

- Curitiba Citizenship Streets Concept
- Santiago Public Engagement Strategy
- Apply both in specific TOD precincts or corridors

What are the two “good practices” that your city could share with the network?

- The Asset Management for Sustainable Urban Development and Financial Sustainability
- Area based investment planning for TOD