Riyadh...Transforming from challenges to urban policies actions

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THE WORLD

Prime Meridian
Equator
Tropic of Cancer
THE KINGDOM OF SAUDI ARABIA
Riyadh : An Overview

Riyadh Urban Information System

Survey Land use, Household

✓ Every 5 years since 1985
✓ City, Municipality and Neighborhood
✓ 100% Land use
✓ Sample Household Survey
Riyadh Metropolitan area

5961 km²

Developed 1400 km²
Riyadh: An Overview

- 1940: 2.2 Sq Km, 50 Thousand
- 1950: 9 Sq Km, 150 Thousand
- 1970: 64 Sq Km, 370 Thousand
- 1980: 180 Sq Km, 1 Million
- 1996: 765 Sq Km, 3 Million
- 2016: 1397 Sq Km, 6.5 Million
Riyadh : An Overview

Population

6,500,000 inhabitants
A Growing City

Riyadh’s Population

26
New Residents per Hour
Riyadh: An Overview

Annual Population Growth

4%
Riyadh: An Overview

Households
1,1 Million
Household Size 6 persons

Population
6,5 Million
Saudis 69% Expats 31%
Riyadh: An Overview

Housing Units
1,2 Million

Population
6.5 Million
Saudis 69% Expats 31%

Households
1.1 Million
Household Size 5.7 persons

Land
5961 Km²
Developed 1400 Km²
Riyadh: An Overview

Density

1 – 25 Person / Hectare
26 – 50 Person / Hectare
51 – 90 Person / Hectare
90 – 150 Person / Hectare
150 > Person / Hectare
Riyadh: An Overview

Population density

- New York: 1,800
- Paris: 3,800
- Cairo: 9,100
- Tokyo: 4,356
- London: 5,900
- Toronto: 4,401
- Riyadh: 2,379
Riyadh: An Overview

A Growing City

Riyadh’s Population

2016: 6.5 Million

2030: 8.3 Million
Riyadh: An Overview

First Master Plan

Doxiades Plan (1971)
Riyadh: An Overview

Urban Limit Plan up to 2014

(1989)
The challenge

How do we build a sustainable modern, national capital city of the 21st Century, that meets the needs of a rapidly expanding population of between 7 and 10 million denizens, in the middle of one of the harshest deserts in the world?

- A 50-year view for the needs of future generations Capitalizing on Riyadh as the Capital City of the Kingdom
- Plan and manage the city that adapts (in tune with) its desert landscape.
- Streamline Infrastructure in a sustainable fashion.
- Augment quality of built environment
- A liveable and sustainable city
Urban Transforming Actions:

Institutional arrangement for the management of the City
Institutional arrangement for the management of the City

High commission for the Development of Riyadh (HCDA)

- In recognition of the importance of the Kingdom’s Capital, the HCDA was established by the Council of Ministers in 1974.

- An urban planning platform representing national and local government organizations, the private sector and the community empowered to coordinate and implement Riyadh's major urban planning and mega projects.

- In 1983 Arriyadh Development of Riyadh (ADA) was established as the Executive arm for the HCDA.
Institutional arrangement for the management of the City

The High Commission ... Organization Chart

The Governor of Riyadh
Chairman of H.C.

Government Ministries
- Municipal & Rural Affairs
- Economy & Planning
- Communications & IT
- Ministry of Finance
- Transportation

Government Organizations
- Arriyadh Development Authority
- Riyadh Municipality
- Chamber of Commerce
- Saudi Electricity Co.
- Directorate of Water
- Community Representatives

Riyadh Chamber
Institutional arrangement for the management of the City

The High Commission ... Main Tasks:

- Urban Strategic Planning
- Coordination and Follow up
- Studies and Information
- Executive Development Programs
- Urban Management and Operation
Urban Transforming Actions:

Planning and urban strategies Framework
Planning and urban strategies Framework

MEDSTAR 2030

Metropolitan Development Strategy for ArRiyadh
MEDSTAR IN BRIEF

- Metropolitan Development Strategy for Riyadh (MEDSTAR) was initiated in 1994, with an extensive research program followed by a large-scale planning program.

- MEDSTAR was approved by the High Commission in 2003. Implementation program were introduced.

- First Review and Update approved in 2011. Focused on assessing progress, refining policies, and setting out new action plans.

- A new Review is now due and changed global, national and metropolitan factors make it necessary and urgent.
Planning and urban strategies Framework
Engaging the General Public
MEDSTAR IN BRIEF

The MEDSTAR Vision for ArRiyadh

Overall Vision:

“The attainment of sustainability in planning and building a beautiful and functional city of the future, to be an oasis in the middle of the desert that provides a good quality of life for current and future generations, all according to Islamic principles. Ar-Riyadh’s development will embody relationships between God and people.
MEDSTAR IN BRIEF

Metropolitan Development Strategy

Sector Strategies
- Economic
- Environment
- Infrastructure
- Transportation
- Housing

Metropolitan Structure Plan
- Land use
- Central Area
- Activity Spine
- Open Space
- Sub-Centres
- Suburban Cities
- Industrial Areas
- Road Network

Urban Management
- Institutional framework
- Legislative framework
- The urban finance
- Monitoring, Evaluation And review procedure

MEDSTAR 2030
Planning and urban strategies Framework

MEDSTAR Structure Plan – Main Features

- Central Area
- New Suburb
- Road Network
- Activity Spine
- Open Space
• Residential Areas
• Commercial uses and activities
• Public Uses
• Industry and Warehouses
• Recreation and open space
• Transportation

• Public Utilities
• Agriculture and natural resources
• Policy areas
• Special uses
• Non-development areas
ZONING PLAN AND REGULATIONS 2030
Urban Transforming Actions:

Infill and Consolidation City

- The built-up areas of Riyadh are broadly following the ‘consolidation’ path set out in MEDSTAR
- The city’s growth has remained relatively compact, despite a 50 percent increase in housing stock between 2010 and 2016
- Most growth has occurred within the urban limits boundary
- Public transport investment and development of the major ‘activity spine’ roads, with higher density development, will further encourage consolidation
Infill and Consolidation City

Central area Urban renewal program will achieve the policy of consolidation city

It will Reduce urban sprawl and Increased property values and public/private assets
Infill and Consolidation City

Future development of the Central area
Urban Transforming Actions:

Provide incentives to the private sector and developers
The adoption of regulations and controls related to procedures of amending land use and building regulations in the city, such as completed public facilities and services projects, on an area of more than 80,000 sq.m.

Provide incentives to the private sector and developers
Provide incentives to the private sector and developers along with a number of economic projects being implemented in the city, by local and regional real estate development companies.
Provide incentives to the private sector and developers
Adoption of regulations and controls of construction and development of 4-star hotels and above and for health services, namely, hospitals.

Provide incentives to the private sector and developers
Increase the Density to achieve compact and efficient City

- Target city gross density is 90 person/ ha
Increase the Density to achieve compact and efficient City

The actual residential density already reach 80 p/ha
Urban Transforming Actions:

Commencement of public transport network – metro and BRT

- Consolidation around transport Metro and BRT/Community Bus
- Prospective TOD development will create new activity nodes
- Current TOD Strategy for Riyadh will identify many potential locations for a focus on more intensive development
Riyadh Metro Project

Interchange stations

5
Riyadh Metro Project

1,160,000
Passengers \ Day (Initial Operation Phase)

3,600,000
Passengers \ Day (Ultimate Capacity)
Riyadh Bus Project

24 Lines
1230 Km
6700 stops & stations
Riyadh Bus Project

4 BRT Lines
103 Km
Circular Line
83 Km
17 Community Lines
444 Km
Feeder Lines
600 Km
Riyadh Bus Project

900,000 Passengers \ Day (Ultimate Capacity)
Serving Major Attractions

Main universities campuses
Over 30 Government Departments
Airport (20 million PAX)
Railway Station
Regional Bus Terminal
King Abdullah Financial District
National Guard Complex
Main Sports Facilities
Commercial areas and activity corridors
Policies have been introduced to support Transit Oriented Development (TOD)

- High density, mixed use land use nodes at Metro and Bus stations that offer new lifestyles and support public transport patronage
Enabling Transit Oriented Development (TOD)
Urban Structure of a TOD

- **The Station Hub (Core zone):** the area within 200 metres of the transit station includes the highest intensity of trip-generating retail, employment and commercial uses. Its prime focus is on retail and employment.

- **TOD Neighbourhood (Primary zone):** the area within 400 metres of the transit station represents a five-minute walk to the station and is the focus of employment, retail and high density residential uses. This area generates 70% to 80% of the station’s walk-up ridership.

- **TOD Extended Area (Secondary Zone):** the area within 800 metres of the metro influences the character of the station and provides further walk-up ridership.
TOD presents an unprecedented scale of investment opportunity within Riyadh. The introduction of a world-class transit system alongside a TOD framework will create stability and predictability within the Riyadh property market which will enable longer term horizons for significantly increased returns.

The scale of the opportunity can be clearly seen through analysing the extent of TOD coverage of the city using the 800m area of influence for both the Metro and BRT corridors.

The coverage of the transit system provides the opportunity for a range of stakeholders to become involved in various elements and scales of TOD within the city.
Riyadh Metro Project

KAFD Station
Urban Transforming Actions:

Urban limits
Urban Limits
Urban Limits

• Most growth has occurred within the urban limits boundary

• Landowners should provide infrastructure as a condition for approval of the subdivisions

• The commencement of the coordination and programming of the infrastructure provision across the city.
Land Bank
Urban Transforming Actions:

Land Bank
It is the data set that includes spatial and quantitative data of parcels reserved for public use and to date are not developed by the public service provider (ministries and public administration). The structure of the land bank in Riyadh includes information about allocation of public use by type and subtype. For example in the education sector, a land can be reserved either for education or for a primary school.
Vacant Subdivided Land 1087 km²
Vacant Un-subdivided Land 930 km²
Built-up Areas 820 km²
Special Areas 278 km²
Vacant Land
Planned & Unplanned

2017 km²

Planned
1087 km²

Unplanned
930 km²
Land Bank for public services 335 km²
Urban Transforming Actions:

White Land tax
White Land tax

1. What is white land tax?
   - The KSA’s Council of Ministers approved a proposal to apply a 2.5% WLT in November 2015. Under the new law, owners of empty plots of urban land designated for residential or commercial use in towns and cities will have to pay a tax of 2.5% of the value of the land each year. However, the bylaws on the regulation are yet to be announced.
   - Each plot will need to be valued based on its size, location, use, building regulations and availability of public services, and accessibility of public services.

2. Why was it introduced?
   - The Ministry of Housing (MoH) has recently announced the main objectives to the introduction of this initiative are the following:
     - To promote real estate development in the Kingdom by incentivizing developers to develop land, thereby addressing the rigorous supply shortage in the region.
     - To offer land for housing purposes at feasible prices.
     - To safeguard fair competition and combat monopolistic practices.
White Land tax

3 When will it be introduced?

- The regulations will be released to the public in early June 2016.
- The regulations made available to the public state that the fees will be introduced over phases, however, the timeframe is not fixed.

4 What should the regulations cover?

- In EY’s point of view the regulations should cover the following:
  - Time frame for the application of fees.
  - Criteria that need to be met to discontinue the application of fees.
  - Controls necessary to ensure the fair application of fees and compliance.
  - Mechanism for determining availability and accessibility of public services.
  - Criteria for identifying obstacles to the issuance of permits and approvals necessary for the development or construction of land, resulting in restricting the capability to charge fee thereon.
  - Rules and procedures for the collection of fees and assignment of the authority to collect the fees.
  - Mechanism for notification of decisions rendered against the land owner.
White land tax limits

Land tax will have strong control to Speculative real estate market
Urban Transforming Actions:

**Improvement the quality of urban development**

- Improve quality of life for the citizens of Riyadh at the neighborhood level is strategic mission.
- Public Realm Development Standards are required for application across the City. Streetscape treatment standards are required for all types of streets in the road hierarchy.
- New Subdivision Standards are required to improve land use and the pedestrian environment.
- Enhance Municipality and Sub-Municipality resourcing and skills to implement new standards.
- Provide funding for local area improvement programs.
Improvement the quality of urban development

Promotion of Pedestrianization
Improvement the quality of urban development
Improving the quality of urban development

HUMANIZING THE CITY
Improvement the quality of urban development
Improvement the quality of urban development
Improvement the quality of urban development
Improvement the quality of urban development

Incorporating Community Needs through Plazas and Public Space
Improvement the quality of urban development

Implementation of environmental rehabilitation workings, at Wadi Hanifa valley project, at a length of 80 km.
Summary and way forward

- MEDSTAR responded effectively to Urban Challenges in a city undergoing rapid change.

- The world changes around us, we review our plans and change policies accordingly,

- Planning can’t be for ONE future only – it needs to be dynamic and adaptable

- Constant learning from others and from our own community is essential to Sustainability.
Thank you

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