

Quarterly Newsletter on GEF China Sustainable Cities Integrated Approach Pilot Project

Issue No. 4

Quarterly Newsletter on GEF China Sustainable Cities Integrated Approach Pilot Project

June, 2019

WHAT IS TRANSIT-ORIENTED DEVELOPMENT

TOD is an urban development strategy that creates compact, connected, and communities centered around high quality public transit systems.

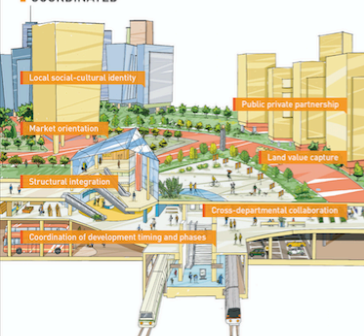
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Project Progress

■ World Bank

- **The TOD Workshop: International and Domestic Best Practices of Analysis, Planning and Implementation.** During the May 15 workshop, five speakers from industry, academia and think tank shared their experience in planning and implementing TOD projects. Mr. Kitada Shizuo gave a keynote speech on the development of TOD in Japan in different urban contexts during the past few decades with detailed case studies. Mr. Hua Xie reflected on the business practice of TOD in mainland China from the private sector's perspective. Prof. Pengjun Zhao conducted a comprehensive review of factors and techniques that jointly make TOD happen using solid empirical evidence. Mr. Zhaoyu Pan focused on the integration of public transit hubs and urban space and Mr. Liu Liu offered a new lens of analyzing physical environments in TOD communities using street view photos. This workshop was joined by MoHURD and the seven participating cities under this project as well as clients from Harbin and Chuzhou that have a strong interest in TOD. Very positive feedback was received from all participants and there was strong demand for training events like this, which not only give the clients exposure to the most up-to-date knowledge in the field but also an opportunity for them to come together and share knowledge and experience among themselves.



- On May 17, 2019 a dedicated training sessions on financial management, STEP system operation disbursement, and procurement were held. Over 40 related personnel from MoHURD and seven cities participated.



- **China: GEF SCIAP Project Implementation Support Workshop.**

On May 16, 2019, the eight PMOs reported their project progress and agreed with the task team on actions to be taken next. Mr. Bekele Debele, the Program Leader of Sustainable Development Unit in World Bank China Office, joined the meeting and highlighted the visibility and importance of this project.



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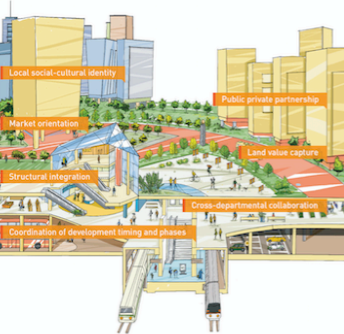
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WHY TRANSIT-ORIENTED DEVELOPMENT ?

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Project Progress

MoHURD

- On June 10, 2019, the leading group of the Ministry of Housing and Urban-Rural Development (MoHURD) was established. This group is chaired by Vice Minister of MoHURD, and consists of the Standards and Quota Department, Urban Development Department, Department of Building Energy and Science & Technology, Planning Finance and Foreign Affairs Department, Science Technology and Industrialization Development Center and China Academy of Urban Planning and Design affiliated with the Ministry of Housing and Urban-Rural Development. MoHURD PMO has submitted the justification for direct selection, and received Bank's no objection.
- On June 14, 2019, the World Bank delegation headed by Mr. Sameh N. Wahba, Global Director of GSURR, and Mr. Francis Ghesquiere, Practice Manager of EAP Region, GSURR, visited MoHURD to meet with DDG Mr. Guo Liqiao and his colleagues to follow up on the implementation of the GEF SCIAP project. The fruitful discussion has led to consensus around next steps for the project as well as broader collaboration in urban development in China.



Beijing

- On June 4, 2019, Beijing PMO received Bank's revision opinions of shortlist for city-level TOD strategy consulting services. On June 5, 2019, the Beijing PMO submitted the revised shortlist via the STEP system for approval. On June 6, 2019, the Request for Proposals (RFP) was uploaded to the STEP system.
- On June 2019, the Beijing PMO submitted the TOR on corridor-level and station level application of TOD strategy and has received Bank's suggestion. Further revision will be provided.

Tianjin

- On April 8, 2019, Tianjin PMO submitted the inception report of the city-level TOD strategy to the Bank.
- On June 11, 2019, Tianjin PMO submitted the public participation report of the city-level TOD strategy.

Nanchang, Shijiazhuang

- On May 14, 2019, Nanchang and Shijiazhuang PMO conducted a study tour to Tianjin PMO and discussed on PMO institutional establishment, full-time personnel arrangements and fund guarantees, bidding and procurement and other issues.

Ningbo

- On April 30, 2019, Ningbo PLG was officially established, chaired by the Vice Mayor, with the Deputy Secretary-General of the Municipal Government, the Director of the Ningbo Bureau of Natural Resources and Planning and the Director of the Ningbo Housing and Urban-Rural Development Bureau as the deputy team leader. The PLG members include the following offices: The Policy Research Office of Municipal Party Committee, Municipal Development & Reform Commission, Municipal Finance Bureau, Ningbo Bureau of Natural Resources and Planning, Ningbo Housing and Urban-Rural Development Bureau, Municipal Transport Bureau, Haishu District Government, Jiangbei District Government, Yinzhou District Government, the Management Committee of Ningbo Airport-based Demonstration Zone, Eastern New Town Development and Construction Headquarter, Shanghai Jiayong Railway Preparatory Construction Office and Rail Transit Group Co., Ltd. It is housed under Ningbo Housing and Urban-Rural Development Bureau and responsible for daily project management and coordination.
- In June 2019, Ningbo PMO submitted the station-level TOD strategy TOR, which has received Bank's no objection.

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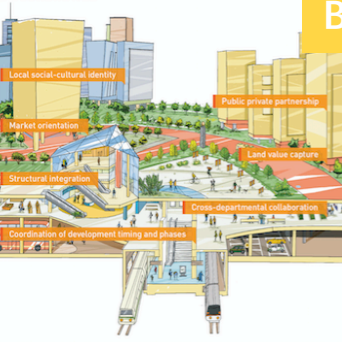
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Project Progress

Guiyang

In May 2019, Guiyang PMO submitted the Terms of Reference at the urban-level, which was approved by the World Bank. The revised version was submitted in June.

Shenzhen

In May 2019, Shenzhen PMO submitted city-level TOD strategy TOR, and received Bank's no objection.

Project Implementation Progress

Items/PMO	Beijing	Tianjin	Shijiazhuang	Ningbo	Nanchang	Guiyang	Shenzhen	
City-level TOD Strategy TOR	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	Contract signed
District-level TOD Strategy TOR	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	Start bidding process
Corridor-level TOD Strategy TOR	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	TORs finalized and ready for bidding
Station-level TOD Strategy TOR	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	TORs in the process of review and revision
	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	Working in the process, not submitted to the Bank
	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	Not applicable

By June, 2019

Blog Sharing Transforming TOD blueprints to successful business models and livable communities(1/2)

Author: Xiaowu xwu4@worldbank.org

Globally speaking, traffic congestion has become a worrying trend as motorization has increased dramatically alongside the booming of economy and growth of urban population. Commuting in rush-hours is the most painful experience for many of us every day. A promising solution to address this issue is integrating public transit into land use planning, encouraging more people to take public transit to reduce the need for motorized trips, to eventually building more livable and sustainable cities.

In mid-May, the world bank organized a workshop on international and domestic best practices of transit-oriented development (TOD). This workshop is one of the capacity building events under the GEF Sustainable Cities Integrated Approach Pilot Project. Distinguished TOD experts from academia, industry and think tanks to share international and domestic best practices of analysis, planning and implementation.

This workshop is an eye-opening experience for me and I have the following main observations.

Integrated TOD with other industries and used revenue from related industries to support the operation of the rail operation.

Metro stations are co-located with major retail and commercial activities and other urban amenities, like the TOD station integration complex. For instance, Japan Tokyu group build rail and develop surrounding areas as the metro station as the center. Equipping

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WHAT IS TRANSIT-ORIENTED DEVELOPMENT

博客分享

Transforming TOD blueprints to successful business models and livable communities(2/2)

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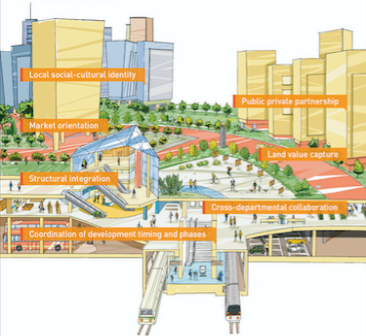
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surrounding bus routes, retail, and living facilities to attract residents to live along the rail routes, resulting in keeping the population density and appealing welfare, medical and business functions to be constructed along the rail routes. Similarly, The Tysons corner in Washington, D.C. of the United States is another good example of the successful TOD station integration complex.

Improving the comfort and efficiency of metro transit tends to drive the increasing utilization of the subway.

Clear signage of directions, air-conditioned connecting corridors between residential/ office building and metro station, and last-mile connectivity are all factors contribute to stimulate the utilization of subway. Compared Beijing to Singapore and Tokyo, In Singapore, public transit accounts for 2/3 of the total travel modal share in. The utilization of the subway in Tokyo is 84%, while, the figure of Beijing is only 49%. Looking more closely at some data, we can see that Beijing has 370 metro stations and the total length of metro lines is 608 meters. While Tokyo has 285 metro stations and the total length of metro lines is 304 meters. Why with only half the length of Beijing metro lines, Tokyo Metro has the same capacity and much higher utilization. The reason is that last-mile connectivity in Tokyo is more convenient than it in Beijing, so more people would like to choose metro. Similarly, In Hongkong and Singapore, people are more than happy to take subway. The reason is not mainly due to cost-efficiency. The air-conditioned and sheltered connecting corridors and clear signage of directions are the main appealing factors. Clear signage of directions, air-conditioned connecting corridors, and considerate facilities make transfers between different modes and lines easy. People in those cities think moving around the city by metro is comfortable and efficient. Facilitating the transport connecting services surrounding stations and promoting unprecedented booming of shared bikes are likely to significantly promote public transit. People can be easy to reach to the closest metro station by taking shuttle bus or by riding a shared bike. All these ways present a promising solution to the “last-mile connectivity issue”

Urban planners should pay attention to the crucial role of commercial institutions and business operation rules when we consider TOD development.

The definition and thoughts about TOD development between government authorities and commercial institutions exit a huge gap. When urban planners design the TOD development mode, they are likely to ignore business decisions and actions of enterprise. All enterprises are seeking for benefits and revenue. It would be great to take into account comments from developer since the beginning of the design stage and let private sectors be involved into the planning process. Since the developer is the buyer, involving the buyer into the according process can make sure the successful of TOD development.

Safety walking routes enable passengers to reach to the closest public transit station.

In the workshop, I heard an interesting smart phone application called, which is developed for female clients to provide safety walking routes planning. In technical terms, this APP is for road safety recognition, the function is based on analyzing geographical coordinates, drawing the urban safety map, and using urban street recognize model. The utilization of disruptive technologies has generated benefits to people across different gender, age, and social status groups, particularly to women who need to walk in the evening, for them to choose safe routes to take public transit.

TOD has the potential to help cities create a better living environment for their residents, and to promote low-carbon mobility decoupled from motorization.

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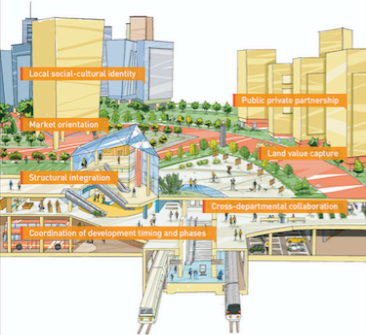
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Latest China TOD Knowledge Events

On March 20, 2019, a signing ceremony for the “**Innovation Research Institute for Hong Kong Railway**” was held in Hong Kong. This is an institute that is jointly established by Beijing Jiaotong University, MTR Corporation Limited, the Hong Kong Polytechnic University, MTR Academy and Traffic Control Technology Co., Ltd. It aims to promote cooperation for advanced rail transit technology and make positive contributions to serve the construction of Guangdong-Hong Kong-Macao Greater Bay Area to meet the needs of railway operation internationally. A Memorandum of Cooperation was signed between Mr. Guan Zhongliang, Vice President of Beijing Jiaotong University, Mr. Jin Zepei, new CEO of MTR Corporation Limited, Mr. He Zhaoliu, Vice President of Hong Kong Polytechnic University, Ms. Zheng Huizhen, President of MTR Academy and Mr. Gao Chunhai, President of Traffic Control Technology Co., Ltd. ([News Link](#))

On March 22, 2019, **Chengdu Urban Rail Transit TOD Comprehensive Development Series Special Training** was launched at the Multi-function Hall of Comprehensive Training Base, Chengdu Rail Transit Institute. Over 550 participants attended the first phase training, including Mr. Peng Chongshi, Deputy Director of Organizational Department of Municipal Committee, Mr. Hu Qinghan, Secretary of the Party Committee and Chairman of Rail Transit Group, Group managers including Mr. Zeng Xianglin, Mr. Zhu Junping, Mr. Guo Zhihong, Mr. Zhang Zhi and Ms. Zhang Rongping, head and employees from the municipal government authorities, state-owned enterprises, their departments and branches. The training course is led by the Organizational Department of the Municipal Committee and the Municipal Bureau of Planning and Natural Resources and Chengdu Rail Transit Group. Authoritative experts in the integrated TOD field from Japan and Hong Kong focused their remarks on the history of integrated development, project planning and overall design. They also elaborated on cases of integrated TOD from cities in Japan and Hong Kong. They also discussed major TOD issues in Chengdu and explained what is needed to train professionals needed in TOD development for Chengdu. Watanabe Shotaro, famous Japanese planner and architect, international authoritative expert in TOD planning and design field, chief consultant and architect of Chengdu Rail City Development Group delivered the lecture entitled “Principles and Future of Integrated TOD in Chengdu.” Mr. Gou Mingzhong, Group Deputy Chief Engineer, Professor-level Senior Engineer delivered a speech entitled “Background Knowledge, Evolutionary Change and Integration with Rail Transit in Station-City Integration Development.” ([News Link](#))

On April 20, 2019, “TOD Model and Urban Development” Summit Forum was held in Hangzhou. Participants included industrial and academic experts from Tongji University, Tsinghua University, Zhejiang University and other universities, Hangzhou Urban Studies Research Center, Hangzhou Metro Group, Nikken Sekkei Ltd and MTR Commercial Consulting Co., Ltd. The event discussed intelligent transport, sharing travel and the relationship between TOD mode and urban development. The “Meeting of the Subcommittee of the Ministry of Education on Guidance of Transportation Engineering Higher Education and TOD Model and Urban Development Summit Forum” was held in Hangzhou. It was jointly organized by Hangzhou International Urban Research Center (Center for Urban Governance Studies), Transparent Media and Cushman & Wakefield, hosted by CINDA Center | Hangzhou No. 1 Courtyard. On the forum, the participants discussed topics such as “Integrated Development of Intelligent Transportation, Intelligent City and Intelligent Society,” “Group Intelligent Decision Making for Vehicle-Road Cooperation,” “Optimizing Autopilot Shared Travel System,” “Tokyo Urban Regeneration and TOD Model Development” and “The Yangtze River Delta on the Rail Transit.” Maybe include date if handy since others have them? ([News Link](#))

On the morning of April 30, 2019, Chengdu Rail Transit Group held the Study Conference of the Central Group (Expanded) of the Party Committee. The goal of the event was to study the spirit of the Symposium of TOD Comprehensive Development of Chengdu Rail Transit. The conference focused on the study tour report of the municipal party committee delegation to Japan and Hong Kong on integrated TOD. The participants exchanged ideas and put forward countermeasures and suggestions on high-quality integrated TOD from planning and design, business, investment attraction and institutional mechanisms. Is this part of the official title or can we delete? ([News Link](#))

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China TOD Industry News

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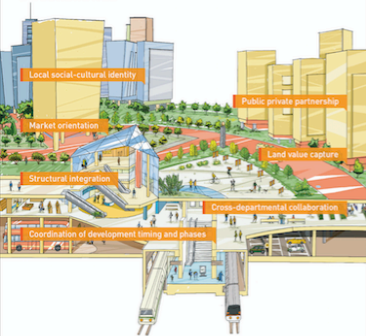
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WHY TRANSIT-ORIENTED DEVELOPMENT ?



On March 25, 2019, the TOD design scheme

was initially drafted. The scheme for the project is located at Sancha Station, Metro Line 18, Airport New Town, Chengdu City. It aims to create a livable area by focusing on a 10-minute walking radius. Sancha Station, Metro Line 18 is situated at the Jiangxi South Group, Airport New Town, close to Sancha Lake and Jiangxi River Ecological Area. It is an urban station, two stations away from the Tianfu International Airport. The pattern “one core, one ring, five corridors and five areas” was developed. “One core” refers to the core area of the Airport New Town, which takes Sancha Station as the core, lays out commercial and business functions, and forms the core area of the new airport city; “one ring” refers to the green belt around this contiguous areas; “five corridors” refer to five green corridors extending from the green ring; “five areas” refer to functional groups divided by green corridor, including international business headquarters group, international Olympic Games function group, international cultural conference group, new economy incubation group and international eco-high-end community. The design puts forward the idea of site collaboration: the construction of industrial ecosphere in the area takes Sancha Station as the core, links the surrounding stations, determines the theme and industrial functions in line with its own resource characteristics, and jointly builds a dynamic rail ecosphere with complementary functions. The central CBD and urban hub consumer center will be built. The regional development focuses on headquarter economy, new economy (digital economy and intelligent economy as the core), taking trading across borders and Olympic Games as major airport service industries. The design scheme shows the layout of underground space and is guided by pedestrian traffic flow. Three-dimensional traffic is organized according to the pedestrian flow and multi-functional space is woven in an integrated way to integrate stations and cities, and the efficient connection between level ground and underground. Through the high coupling between the two systems (i.e. non-motorized and park systems) and TOD, the TOD non-motorized system is superimposed on them, which significantly strengthens the park system. Site entrances and exits, traffic transfer nodes and major community public service facilities can also be seamlessly integrated into the park system. Based on the urban ecology and non-motorized system, the public service system is superimposed to actualize the rational layout of the three-level green-way system. This system combines commercial service, community service, education service, medical service, sports and leisure functions. A 15-minute “healthy vitality circle” is developed to enable citizens to have a healthy, green, convenient and comfortable living experience. ([News Link](#))

In May 2019, the drafting procurement project under the integrated TOD planning and TOD conceptual project of Shatian Station, Guangzhou-Dongguan-Shenzhen intercity railway, were officially released. Two-hundred and two hectares of land around Shatian Station of Guangzhou-Dongguan-Shenzhen intercity railway will go through integrated TOD. Shatian Station, Guangzhou-Dongguan-Shenzhen intercity railway is a middle station in the central south section of this line. After the railway line is established, it could connect core development areas within 30 minutes between Guangzhou, Shenzhen and Dongguan (e.g. Humen and Chang'an). The radius around the rail station is 800 meters, covering a land area about 202 hectares. Among them, the core area is initially determined to be 28 hectares, i.e. the 300-meter radius around the rail station. In this procurement project, Shatian Town government asked the planning design institute to analyze the urban functional position and major spatial development surrounding Shatian station, Guangzhou-Dongguan-Shenzhen intercity rail transit line, specify stations, surrounding environment and landscape. They also asked to analyze the supporting facility requirements, such as education, medical care, elderly care, sports and cultural facilities, and to reasonably clarify transport function positioning and surrounding areas of rail transit stations. Guangzhou-Dongguan-Shenzhen intercity rail transit line is one of the main axes of the Pearl River Delta Inter-city Rail Transit Network approved by the State Council. It is also the first inter-city rail transit construction project led by Guangdong Province. Guangzhou-Dongguan-Shenzhen intercity rail transit line connects to Xintang, Baiyun International Airport, Knowledge City and Pazhou Area, Guangzhou (Pazhou branch of Guangzhou-Dongguan-Shenzhen intercity rail transit line) to the north, to Shenzhen Airport via Humen and Chang'an, Dongguan to the south. It is planned to connect to the Futian, Shenzhen, or their city center, in the future. After the completion of the project, it will play an important role in promoting the formation of an hour-long economic circle on the eastern bank of the Pearl River and Dongguan's connection to Guangzhou and Shenzhen. ([News Link](#))

TOD
schematic
design

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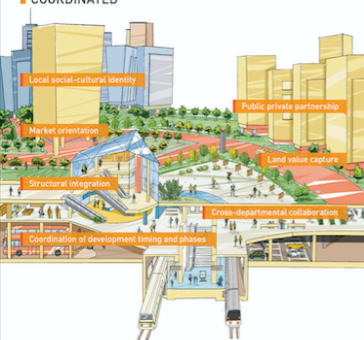
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Chengdu Rail Transit Group + NIKKEN SEKKEI

On the morning of April 5, 2019, the signing ceremony for the strategic cooperation between Chengdu Rail Transit Group and NIKKEN SEKKEI was held at the headquarters of NIKKEN SEKKEI, in Tokyo, Japan. Mr. Liu Shoucheng, Standing Committee of the Municipal Committee, and Mr. Zhang Ying, Deputy Secretary-General of the Municipal Government attended the ceremony. On behalf of their respective organizations, Mr. Shen Weiping, Deputy Secretary of Party Committee and General Manager of the Rail Transit Group and Mr. Atsushi Omatsu, Senior Executive Officer and Head of Urban Project Department of NIKKEN SEKKEI Ltd signed the agreement. According to the agreement, the two parties will set up a joint venture company in Chengdu to attract top TOD teams and professionals that will drive the professional development of TOD in Chengdu to exert positive influence and develop Chengdu TOD. ([News Link](#))

Hangzhou Vanke TOD Research Institute

On May 21, 2019, "TOD Forum Hangzhou 2019" was held, jointly organized by Vanke Hangzhou and *Dushi Bulletin*. Several well-known TOD experts and authoritative research institutions that have made distinctive contributions to the theoretical development of TOD participated in the event.

At the forum, the TOD professional platform—Hangzhou Vanke TOD Research Institute, which was built by experts, scholars, media professionals and social forces—was officially unveiled.

Each year, the Institute plans to select three major subjects and ten subjects to lead the continuous improvement of TOD. ([News Link](#))

A TOD model project: Qingdao International Marine Intelligence Zone

On May 20, 2019, Qingdao International Marine Intelligence Zone Industrial Strategy Release and Centralized Project Signing Ceremony was held in Qingdao West Coast New Area Marine High-tech Zone. Qingdao International Marine Intelligence Zone, as a TOD model project, has a total investment of RMB 30 billion, which is invested by Qingdao Metro Resources Development Co., Ltd. and China Resources Land Limited. The TOD industrial town will be built by relying on Qingdao Metro Line 13, to promote industrial and urban construction in accordance with the concept of integration of production and city. It will also create an integrated of marine intelligence industry, commerce and living, with the functions of innovation incubation, industry acceleration and enterprise service, and provide complete industrial support for the first few of companies stationed. The project will build a national marine science and technology innovation demonstration zone centered on the industrial orientation of "marine + intelligence." At the ceremony, Qingdao International Marine Intelligence Zone reached the cooperation intent and signed the agreement with 21 companies in marine intelligence field, including the following companies: 714 Research Institute of China Shipbuilding Heavy Industry Corporation, Shandong Ocean Industry Association, Qingdao International Shipping Exchange, JIC Data and Jinxin Science and Technology Co., Ltd. In addition, other companies, such as the CRC Innovation Fund Collaboration Center, China Mobile ONENT Innovation and Entrepreneurship Base, China Mobile ONENT Applied Talents Training Base, Lianying Technology and Financial Service Demonstration Base and Beidou Chain Alliance Industrial Service Demonstration Center were officially unveiled in International Marine Intelligence Zone at the signing ceremony. ([News Link](#))

TOD
Strategic
Cooperation

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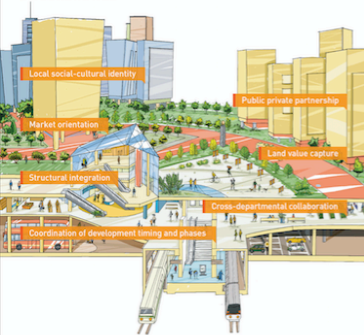
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China TOD Industry News

Harbin Comprehensive Transportation Project PPP + Supporting Land Development Cooperation Framework Agreement

On March 22, 2019, the Harbin Municipal Government and China Railway Group Limited formally signed the "Harbin Comprehensive Transportation Project PPP + Supporting Land Development" Cooperation Framework Agreement. The cooperation mainly includes investment, financing, construction, operation of Harbin Metro Line 4 and Airport Second Passage (including Intelligent Rail) and the primary and secondary development of related supporting land. It is reported that the Harbin Municipal Government and China Railway have accelerated the negotiation of comprehensive transportation projects in Harbin and conducted many negotiations and demonstrations. Finally, they also put forward a new creative cooperation model. The funds are raised by adopting the following can lead to implementation: "PPP + supporting land development for rail transit project" and "franchise operation + equity cooperation + EPC + supporting land development for airport second passage (including intelligent rail) project," and comprehensive transportation projects and supporting land consolidation and development. According to the framework agreement, China Railway Group Limited will give full attention to its advantages in capital, technology, management and talent to provide integrated services in investment, financing, consultation, planning, design and construction, management, operation and resource development. These will all be in line with the needs of Harbin's comprehensive transportation infrastructure construction. ([News Link](#))

Binhai New Area held a public-private partnership project promotion meeting

On April 15, 2019, Binhai New Area held a public-private partnership (PPP) project promotion meeting. It focused on 40 PPP projects, with a total investment of nearly RMB 100 billion, covering six areas: education, health, municipal, environment, public rental housing and contiguous areas development. Among them, the total investment in rail projects alone reached RMB 56.932 billion, including Binhai Railway Line 3, Binhai Railway Line 2 and the first phase of the operation control center of the new urban rail transit network. The first phase of Binhai Railway Line 2 (Z4) project is a station, which starts from Xincheng in the south, passes through Xincheng, Yujiabao, Development Zone, Mesozoic-New Eco-city and Hangu in the central part, and ends at the terminal Hancui Road Station. It has a total length of about 43 kilometers, of which the elevated line runs 27 kilometers, the underground line is 15 kilometers, and the open section is 0.8 kilometers, in a total of 23 stations. These two lines adopt the cooperation mode of BOT. After the cooperation period, the project will be transferred to the government. Social capital investment gains returns from the feasibility gap subsidy, along with some income through advertising and ticket sales. The government gives appropriate subsidies to ensure the continued operation of the project and the reasonable return of social capital. At the promotion meeting, Binhai New Area signed strategic cooperation agreements with a few of companies and financial institutions, including China First Metallurgical Group Co., Ltd., STECOL Corporation, China Railway Investment Group Co., Ltd., CCC First Harbor Engineering Company Ltd, China Railway Construction North China Regional Headquarters, China Railway 14th Bureau Group Co., Ltd., China Energy Engineering Group North Construction and Investment Co., Ltd. and Agricultural Development Bank. The Binhai New Area will create a long-term mechanism to introduce projects to private capital in order to promote the healthy development of private investment, increase financial support for private enterprises, and continuously optimize the environment for the healthy development of private investment, mobilize the enthusiasm of private investment, give full play to the key role of investment in optimizing the supply structure, and improve the quality and efficiency of economic and social Development in the new area. ([News Link](#))

Changsha-Zhuzhou-Xiangtan Intercity Rail Transit West Ring Project Cooperation Framework Agreement

On the morning of April 20, 2019, the Joint Meeting of Mayors on the Integrated Development of Changsha-Zhuzhou-Xiangtan Urban Agglomeration was held in Changsha. At the meeting, Changsha, Zhuzhou and Xiangtan signed the "Cooperation Framework Agreement of Changsha-Zhuzhou-Xiangtan Intercity Rail Transit West Ring Project." The purpose of this is to facilitate the smooth flow of people, logistics, information and funds in the three cities. According to the plan, by the end of June 2019, Changsha and Xiangtan will set up a project company in proportion to the length of the two lines, which will be responsible for the financing and construction of the project. At the beginning of the project, the project shares the operation subsidy with the first phase of Changsha Rail Transit Line 3 project. In principle, it will be allocated in proportion to the length of the two lines in the project. The West Ring Line of Changsha-Zhuzhou-Xiangtan Intercity Rail Transit will start construction in 2020.

([News Link](#))

TOD
Investment &
financing
mechanism

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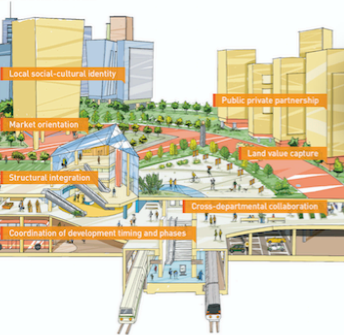
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China TOD Policy Update—City Level

Theme of this issue: TOD Promotes Urban Renewal, Intensive Land and Space Development



Dongguan Opinions of Dongguan Municipal People's Government on Expanding and Optimizing Urban Development Space and Accelerating High-quality Development (Dongfu [2019] No.1) ([Policy Document Link](#))



Case city : Dongguan, China

In 2019, the No. 1 Document of Dongguan Municipal Government was officially announced in May 2019, after nearly six months of preparation. As a specific action of the *Outline of the Development Planning for Guangdong-Hong Kong-Macao Greater Bay Area*, “40 Provisions of Space Expansion” outlines five paths: “storage and reorganization, urban regeneration, revitalization and renovation, space compatibility and intensive efficiency improvement.” Based on storage and reorganization, urban regeneration, revitalization and renovation, space compatibility and intensive efficiency improvement, “40 Provisions of Space Expansion” gives priority to each pilot project on such aspect as land use indicators, planning adjustment, financial allocation and reduction of the scope of ecological control line and industrial protection line. Within process of service promotion pilot projects, the policy system will be improved dynamically in line with implementation. Selected TOD-related content is referenced in the above chart.

Urban Cases

Theme for this issue:

TOD Model Deepening the Reform of Housing System

Case city: Shenzhen, China

Policy support

□ In August 2018, the Shenzhen Municipal Government issued the *Opinions on Deepening the Reform of Housing System and Accelerating the Establishment of a Housing Supply and Security System with Multi-body Supply and Multi-Channel Guarantee for Rent and Purchase* (hereinafter referred to as "Opinions"). Efforts should be made to build a multi-level, differentiated, fully covered housing supply and security system for varying income levels of residents and professionals and other groups. The Opinions propose that Shenzhen build 1.7 million suites of houses by 2035, including 700,000 commercial housing suites for market trading, accounting for about 40%, and 1 million public rental housing, comfort commercial housing and talent housing suites, accounting for about 60% of the space.

□ On April 29, 2019, the Shenzhen Housing and Construction Bureau and the Justice Bureau of Shenzhen Municipality simultaneously released "**Measures of Shenzhen City for the Construction and Management of Public Rental Housing**" (draft for comments), "**Measures of Shenzhen City for the Construction and Management of Comfort Commercial Housing**" (draft for comments), "**Measures of Shenzhen for the Construction and Management of Talent Housing**" (draft for comments). These three Management Measures are supporting documents for the Opinions. The supply mode of various types of affordable housing is elaborated in detail in the Management Measures, as illustrated in the following table.

Related policy / Housing type	Public Rental Housing	Comfort Commercial Housing	Housing for Talents
Ways of preparation			
1. New supply of construction land	✓	✓	✓
2. Construction of renovation of rundown urban areas, approved not-constructed land, land for incomplete compensation procedure of land expropriation (transfer), land for incomplete transfer procedures left over from history, social stock land, land for expropriation and return, etc.	Excluding land for incomplete compensation procedure of land expropriation (transfer), land for incomplete transfer procedures left over from history	✓	✓
3. Land allocation for bidding, auctioning and listing, urban renewal and supporting construction	✓	✓	✓
4. Comprehensive development and construction of urban infrastructure and public supporting facilities such as rail vehicle depots and parking lots	✓	✓	✓
5. Rent and purchase of social stock housing	✓	/	✓
6. Inter-city cooperation construction in contiguous areas of Shenzhen	/	✓	✓
Related TOD land support			
1. Approved non-constructed industrial land within 500 meters of the entrance and exit of the built, under construction or recently planned rail transit stations may be used for the construction of related housing, but in principle, the land area shall not exceed 10% of the total area in the region.	✓	✓	✓
2. Within the first level of industrial block line, or old industrial zones that are planned to be industrial use or located within 500 meters of the entrance and exit of rail transit stations built, under construction or planned for construction in the near future, supported by public supporting conditions, relevant housing can be built through urban renewal in accordance with regulations, but the land area should not exceed 10% of the total area of the region in principle.	✓	✓	✓
3. For new, rebuilt and expanded bus stops, integrated parking lots, substations and fire stations, the relevant released housing is allocated, on the premise of meeting the needs of its own business and urban development, meeting the requirements of urban planning and meeting the carrying capacity of public supporting facilities and municipal transport facilities. Relevant housing will be built on railway depots and parking lots. If the construction projects are invested in by the government, the development and reform department shall ensure that the investment calculation includes the related housing allocated to the buildings on the top when approving the projects, so as to realize the integrated development and construction.	✓	/	✓

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Policy background

With the continuous net inflow of population and the rapid rise of commercial housing prices in Shenzhen, the existing housing supply and security system has not met the needs of citizens and Shenzhen's talent development strategy.

Related policy/ Housing type	Public Rental Housing	Comfort Commercial Housing	Housing for Talents
TOD community development	/	Combined with the development and construction of Guangdong-Hong Kong-Macao Greater Bay Area and Shenzhen-Dongguan-Guangzhou economic circle, high-speed railway and inter-city railway along the region, the relevant housing will be constructed in the area adjacent to Shenzhen in accordance with the requirements of regional cooperation. In the Shenzhen-Shantou Special Cooperation Zone, the public transport-oriented housing development model is planned and implemented. Relevant housing construction land is fully reserved within a certain range of high-speed railway stations to build large-scale comfort communities.	Combined with the development and construction of Guangdong-Hong Kong-Macao Greater Bay Area and Shenzhen-Dongguan-Guangzhou economic circle, high-speed railway and inter-city railway along the region, the relevant housing will be constructed in the area adjacent to Shenzhen in accordance with the requirements of regional cooperation. In the Shenzhen-Shantou Special Cooperation Zone, the public transport-oriented housing development model is planned and implemented. Relevant housing construction land is fully reserved within a certain range of high-speed railway stations to build the communities/housing for talents.
FAR related regulation	On the premise of planning and surrounding supporting, the volume ratio of public rental housing land for independent land use construction is determined according to the upper limit of the volume ratio of residential land classified by the density.	/	/
Responsibilities of relevant authorities	The District people's government, in conjunction with relevant administrations of planning and natural resources, transportation and education, will implement the construction of supporting facilities for public rental housing. They should adhere to the simultaneous planning, construction and delivery of supporting facilities for municipal and public services, such as transportation and education, with new public rental housing.	The Municipal Transportation Department is responsible for formulating and adjusting public transport plans and assisting the competent authorities in implementing the public transport-oriented housing development model. The District people's government, in conjunction with relevant administrations of planning and natural resources, transportation and education, will implement the construction of supporting facilities for comfort commercial housing. They should adhere to the simultaneous planning, construction and delivery of supporting facilities for municipal and public services, such as transportation and education, with new settlement commercial housing.	The District people's government, in conjunction with relevant administrations of planning and natural resources, transportation and education, will implement the construction of supporting facilities for talent housing. They should adhere to the simultaneous planning, construction and delivery of supporting facilities for municipal and public services, such as transportation and education, with talent housing.
Notes	In case of construction of public rental housing over rolling stock depot and parking lots, the construction unit shall apply to the municipal authorities for inclusion in the annual implementation plan, and sign construction and management task papers to the municipal authorities or their entrusted organizations.	/	Relative separation of talent housing from the current affordable housing system.

Policy highlights and takeaways:

1. Long-term policy: On the premise of 18-year long-term cycle, the long-term housing construction plan of "high-end market (commercial housing), middle-end support (talent housing, comfort housing), low-end safeguarding (public rental housing)" is promoted and implemented.

2. Emphasize the priority of housing for the people's livelihood, and then economic attributes: The policy aims at "institutional regulation and control of affordable housing" rather than by a single means of "price regulation and control."

3. Propose solutions for affordable housing: As the main housing issue in Shenzhen, it is impossible to provide affordable housing by market-oriented way and single price regulation. The policy aims to promote the supply of public housing and gradually increase the proportion of public housing in order to form a public housing system (including affordable housing and talent housing), comfort commercial housing, commercial housing and luxury housing in Shenzhen. Among them, talent housing and affordable housing system are separated, and a dual-track public housing system of talent housing and affordable housing is implemented. Lease and sale are adopted as two modes of operation, with the lease as the main mode, thus forming a multi-level and tiered housing supply system.

4. Solve the public housing problem through the market-oriented housing development model oriented by public transit: The document clearly points out the transit-oriented development will be implemented, highlighting the integration of industry and city, job-housing balance and establishing the large comfort communities in Baoan, Longgang, Longhua, Pingshan, Guangming and Shenzhen-Shantou Special Cooperation Zones. The intercity cooperation will be carried out in an "integrated" manner to implement the strategy of Guangdong-Hong Kong-Macao Greater Bay Area, promote the establishment of inter-city housing cooperation mechanism in the metropolitan area, and combine rail transit and industrial layout, develop and build talent housing and affordable housing in the areas adjacent to Shenzhen. Through land and transportation integration, urban space development can be predicted, so as to restrict the boundaries of urban development, help improve the problems of inefficient space, disordered function and low quality in the region, guide the development of urban space in an intensive, compact and sustainable manner, and promote the construction of metropolitan area.

Upcoming TOD Events

1

Asia Rail Summit

June 27th-28th, 2019
Bangkok, Thailand

2

The 3rd GPSC Annual Global Conference The 2nd GPSC City Academy Training

September 16th-20th, 2019
São Paulo, Brazil

3

2019 China International Railway Conference for Urban & Intercity Transit (CIRC 2019) themed "Intelligent Transportation Drives the Future Development of Cities"

November 12th- 13th, 2019
Shanghai, China

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