Follow-up Questions

Is the standard applicable to existing neighborhoods, such that its TOD Score helps identify areas for improvement?
The TOD Standard is applicable to existing neighborhoods / transit station catchment areas. While it is first designed to assess and score discreet building development projects, it also offers a scoring method to score the TOD readiness, and the specific strengths and weaknesses of existing urban areas for any purpose relevant to urban planning, investment prioritization, etc.

Does ITDP Mexico have its own TOD resources?
Yes. They are provided below:
- ITDP Mexico page: http://mexico.itdp.org/
- Reports: http://mexico.itdp.org/libreria/documentos/reportes/
- Manuals: http://mexico.itdp.org/libreria/documentos/manuales/

Who is the primary promoter of TODs? Developers or the government?
Both are, or should be, promoters, as well as other stakeholders. Transit-Oriented Development (TOD) is shorthand for long-term, sustainable urban development that integrates land use, design and the urban transport system in higher public interest. Local authorities should implement in the public realm and regulate the private realm; developers have the ethical responsibility to implement inclusive TOD in the private domain beyond regulations. Other stakeholders, such as civic and professional organizations, local grassroots organization, interested citizens, and others, are socially responsible for the ethical development of these neighborhoods as well.

The TOD Standard is directed to all these audiences because it is based on higher public benefit development principles, and concrete performance objectives. The standard offers a basis for dialogue that allows an exchange of key basic objectives. It is also a rapid assessment tool to monitor the integration and implementation of sustainable urban development. Overall, the TOD Standard is a universal tool available to multiple stakeholders, including developers, government officials and civil society organizations.

Do you see the TOD standard being used increasingly to rate walkability around transit stations?
TOD standard metrics have been used to rate walkability around transit stations in cities on five continents. ITDP will also soon release an expanded walkability tool that, aside from TOD Standard metrics measuring urban development project and neighborhood scale, adds 1) higher level walkability indicators applicable large cities and urban areas, and 2) a set of more detailed and time-intensive indicators applicable to specific street evaluation and design purposes. Stay tuned! This instrument will be launched during the World Urban Forum in Kuala Lumpur in February 2018.

Does the scoring take into considering future automated cars and shuttles? The TOD Standard is designed to promote sustainable and equitable car-independent lifestyles. It is premised on a shift from car-dependent urban forms (suburban) to compact, urban forms of development that are walkable and served by high quality efficient transit (accessible, frequent, rapid, connected, high capacity). Car dependency includes automated car-dependency. Our parking metrics under the SHIFT principle are calibrated to reward the minimization of parking supply to essential needs such as disabled access, maintenance and loading and unloading.

With the increase in telecommuting and teleshopping, how will non-residential land uses be influenced? Or rather, what effect does telecommuting/tele-shopping have on TOD? The TOD Standard promotes compact, dense, and mixed districts that by nature, support a vibrant local retail and service economy, and are conducive to telecommuting in happy conditions. Teleshopping generates large amounts of motorized delivery of goods, outsourcing of labor, and exclusion of populations that are poorly connected to the digital world. It presents a clear challenge to the promotion of well-balanced, mixed uses neighborhoods. In the case where brick and mortar retail stores disappear, or a significant segment of them, other active uses should fill their void. Depending on local circumstances, other uses may include ground floor public and private offices, non commercial activities, community spaces, live-work units, and more. There may be new possibilities opened up by the decline of brick-and-mortar retail and potential readjustments in commercial rental rates: namely a renewal of local, independant service stores and shops, particularly in local food and drinks, and personal services sectors, which are harder to dematerialize and/or deliver at will in real time. For public space activation and safety purposes, the Standard promotes the provision of at least 20 meters of active.transparent frontage out of each 100 meters of block frontage, regardless of their uses. This may include residential windows. We recommend designing and regulating buildings for high versatility that are active and support local needs, demands, and economics.