THE TOD STANDARD 3.0
BUILDING INCLUSIVE CITIES
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BUILDING INCLUSIVE CITIES

AGENDA:

- What is (/is not) TOD?
- What is Inclusive TOD?
- What is the TOD Standard?
- What’s new in version 3.0?
- Sampler of inclusive TOD projects with scores
“Hell”
car-dependency
car-saturation
dysfunction for the non-motorized

Los Angeles, CA, USA
URBAN SPRAWL, Low density
URBAN SPRAWL, higher density

Zhao Xingzhuang Village, Beijing, China
URBAN SPRAWL, higher density
Urban Sprawl is pedestrian-dysfunctional
Cyclist-dysfunctional
Public Transport user-dysfunctional

Guangzhou, China
TRANSIT ADJACENT DEVELOPMENT
Urban Sprawl + Public Transit
Planned and design for the convenience and satisfaction of people on foot, cycling, and using Public Transport.
INCLUSIVE TOD

1. Easy affordable access for all
2. A fair share of affordable housing
What is Inclusive TOD?

2 dimensions:

1. access to city opportunities & resources for all at no cost, or low cost via walking (wheelchair accessible) + cycling + affordable public transit

2. Neighborhood scale inclusion and interaction
   Mix of activities (land uses) AND people (ability, age, gender, and income level) at local level
### Core Principles - Performance Objectives - Simple Metrics

**THE TOD STANDARD**

<table>
<thead>
<tr>
<th>WALK</th>
<th>CYCLE</th>
<th>CONNECT</th>
<th>TRANSIT</th>
<th>MIX</th>
<th>DENSIFY</th>
<th>COMPACT</th>
<th>SHIFT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Principle 1</strong></td>
<td><strong>Principle 2</strong></td>
<td><strong>Principle 3</strong></td>
<td><strong>Principle 4</strong></td>
<td><strong>Principle 5</strong></td>
<td><strong>Principle 6</strong></td>
<td><strong>Principle 7</strong></td>
<td><strong>Principle 8</strong></td>
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<tr>
<td><strong>Objective A.</strong></td>
<td><strong>Objective A.</strong></td>
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</tr>
<tr>
<td>The pedestrian realm is safe, complete, and accessible to all.</td>
<td>The cycling network is safe and complete.</td>
<td>Walking and cycling routes are short, direct, and varied.</td>
<td>High quality transit is accessible by foot.</td>
<td>Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.</td>
<td>High residential and job densities support high-quality transit, local services, and public space activity.</td>
<td>The development is in, or next to, an existing urban area.</td>
<td>The land occupied by motor vehicle parking.</td>
</tr>
<tr>
<td>Percentage of walkways segments with safe, all accessible walkways.</td>
<td>Access to a safe cycling street and path network.</td>
<td>Length of longest pedestrian block.</td>
<td>Walking distance to the nearest transit station.</td>
<td>Residential and nonresidential uses within same or adjacent blocks.</td>
<td>Nonresidential density in comparison with best practice in similar projects and station catchment areas.</td>
<td>Number of sides of the development that adjoin existing buildable sites.</td>
<td>Total off-street area dedicated to parking as a percentage of the development area.</td>
</tr>
<tr>
<td>3 points</td>
<td>2 points</td>
<td>10 points</td>
<td>3 points</td>
<td>8 points</td>
<td>7 points</td>
<td>8 points</td>
<td>8 points</td>
</tr>
<tr>
<td>Objective B.</td>
<td>Objective B.</td>
<td>Objective B.</td>
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<tr>
<td>The pedestrian realm is active and vibrant.</td>
<td>The cycling network is safe and complete.</td>
<td>Walking and cycling routes are short, direct, and varied.</td>
<td>High quality transit is accessible by foot.</td>
<td>Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.</td>
<td>High residential and job densities support high-quality transit, local services, and public space activity.</td>
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<td>Percentage of walkway segments with visual connection to interior building activity.</td>
<td>Cycle parking facilities are provided at all transit stations.</td>
<td>Ratio of pedestrian intersections to motor vehicle intersections.</td>
<td>Walking distance to the nearest transit station.</td>
<td>Residential and nonresidential uses within same or adjacent blocks.</td>
<td>Nonresidential density in comparison with best practice in similar projects and station catchment areas.</td>
<td>Number of sides of the development that adjoin existing buildable sites.</td>
<td>Total off-street area dedicated to parking as a percentage of the development area.</td>
</tr>
<tr>
<td>6 points</td>
<td>1 point</td>
<td>3 points</td>
<td>3 points</td>
<td>8 points</td>
<td>7 points</td>
<td>8 points</td>
<td>8 points</td>
</tr>
<tr>
<td>Objective C.</td>
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<td>The pedestrian realm is temperate and comfortable.</td>
<td>The cycling network is safe and complete.</td>
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<td>Percentage of walkway segments that incorporate adequate shade and shelter elements.</td>
<td>Cycle parking facilities are provided at all transit stations.</td>
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Principle 1: WALK

Objective A. Safe and complete pedestrian realm

Metric 1.1 Walkways
Metric 1.2 Crosswalks

Objective B. Active and vibrant pedestrian realm

Metric 1.3 Visually Active Frontage
Metric 1.4 Physically Permeable Frontage

Objective C. Comfortable and temperate pedestrian realm.

Metric 1.5 Shade and Shelter
Principle 2: CYCLE

Objective A:
Cycling network is safe and complete

Metric 2.A.1 Cycle Network

Objective B:
Cycle parking and storage is ample and secure.

Metric 2.B.1 Cycle Parking at Transit Stations
Metric 2.B.2 Cycle Parking at Buildings
Metric 2.B.3 Cycle Access in Buildings
Principle 3: CONNECT

Objective A.
Walking and cycling routes are short, direct and varied
Metric 3.A.1 Small Blocks

Objective B.
Walking and cycling routes are shorter than motor vehicle routes
Metric 3.B.1 Prioritized Connectivity
Principle 4: TRANSIT

Objective A. High quality transit is accessible by foot.

Metric 4.A.1 Walk Distance to Transit

Guangzhou, China
Principle 5: MIX

Objective A
Housing, opportunities and services within walking distance, and public space activated

Metric 5.A.1 Complementary Uses
Metric 5.A.2 Access to local services
Metric 5.A.3 Access to parks and playgrounds

Chelsea, New York, USA
Objective B.
Diverse demographics and income ranges are included among local residents

Metric 5.B.1 Mixed-income Affordable Housing
Metric 5.B.2 Pre-exiting Housing Preservation
Metric 5.B.3 Pre-exiting Business and Services Preservation
Scoring variants based on mean community promote integrating affordable housing into mixed-income areas.

- General Case: reward a balance of affordable and market housing
- High income neighborhood: reward the most social housing
- Low-income neighborhood: reward improvements to existing lower cost housing.

To avoid rewarding concentration of poverty in low income neighborhood, new affordable housing is not eligible for points, but upgraded substandard housing is.

Gold Standard TOD requires at least 2 pts for Affordable Housing.
Principle 5: MIX

5.B.2: Housing Preservation
5.B.3: Business and Services Preservation

Liede Village, Guangzhou, China
Objective A: Densities support high quality transit and local services.

Metric 6.A.1: Nonresidential Density

Metric 6.A.2: Residential Density
Principle 6: DENSIFY

6.A.1: Nonresidential Density
6.A.2: Residential Density

- Two separate Metrics
- Preferable measurement method is foot traffic activity over FAR for Non-residential density (visitors, number of jobs)
- Point threshold rewards for higher density closer to the main station
Objective A. The development is in an existing urban area.

  Metric 7.A.1 Urban Site

Objective B. Traveling through the city is convenient.

  Metric 7.B.1 Transit Options
Principle 8: **SHIFT**

Objective A. The land occupied by motor vehicles is minimized

Metric 8.A.1 Reduced Off-Street Parking
Metric 8.A.2 Low Driveway Density
Metric 8.A.3 Reduced Roadway Area

**SHIFT** Towards car-free / car-light lifestyles
Inclusive TOD: A Sampler
Central St Giles: Office Space + retail services + housing

London, UK
Quartier Massena
**TOD Gold Standard: 92/100pts**

**HIGHLIGHT: INCLUSIVE HOUSING and VIBRANT PEDESTRIAN REALM**

<table>
<thead>
<tr>
<th>Principle</th>
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<tbody>
<tr>
<td>Walk</td>
<td>14/15</td>
</tr>
<tr>
<td>Cycle</td>
<td>4/5</td>
</tr>
<tr>
<td>Connect</td>
<td>11/15</td>
</tr>
<tr>
<td>Transit</td>
<td>√</td>
</tr>
<tr>
<td>Mix</td>
<td>25/25</td>
</tr>
<tr>
<td>Densify</td>
<td>15/15</td>
</tr>
<tr>
<td>Compact</td>
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Paris, France
WALK: PERMEABLE FRONTAGE AND SHORT BLOCKS
MIX: GOOD INTERNAL AND GREAT CONTEXTUAL MIX

Paris, France
The WOODWARDS
TOD Gold Standard: 86/100pts

HIGH STANDARD TOD IN ALL RESPECTS EXCEPT SHIFT

HIGHLIGHT: INCLUSIVE HOUSING and COMMERCIAL RENTAL,
MIX OF INCOME 27% AFFORDABLE & LOW INCOME UNITS
PLUS AFFORDABLE COMMERCIAL RENTS
SHIFT: 4/15 pts.
CONSOLIDATED DRIVEWAYS

2 UNDERGROUND PARKING LEVELS ON SITE
+ CONNECTED PARKING STRUCTURE 700 PLACES
Basic Services to the Urban Poor (BSUP) scheme of JNNURM (Jawaharlal Nehru National Urban Renewal Mission) - 2005
LAS INDEPENDENCIAS, COMUNA 13, MEDELLÍN
357 Steps + to home.

ACCESS TO TRANSPORT AND LOCAL SERVICES IMPROVED WITH THE INTRODUCTION OF “PUBLIC ESCALATORS”

SOCIO-ECONOMIC BENEFITS

Medellín, Colombia
WALK:
- PUBLIC ESCALATOR FACILITIES
- IMPROVEMENTS IN PEDESTRIAN WALKWAYS

MIX:
- SELF-MADE HOUSING, UPGRADED AND LEGALIZED
- COMMERCIAL USES ALONG MAIN STREETS AND NEW OPEN SPACES

Medellin, Colombia - credit: google view
July 2017 - Mexico City new Parking Policy signed by Mayor Miguel Angel Mancera
July 2017- Mexico City new Parking Policy signed by Mayor Miguel Angel Mancera
CAPE TOWN
INCLUSIVE TOD POLICY

Cape Town, South Africa
1962 Land Use Policy = Apartheid
FIVE-YEAR INTEGRATED DEVELOPMENT PLAN
JULY 2017 - JUNE 2022
EXECUTIVE SUMMARY

CITY OF CAPE TOWN
TRANSIT ORIENTED DEVELOPMENT STRATEGIC FRAMEWORK
35 Million additional urban population in Jharkhand State by 2030
Stay tuned for more TOD webinars soon

Check additional resources on:

Use of the TOD Standard in our ITDP regions

ITDP Brazil: http://itdpbrasil.org.br/ferramenta-para-avaliacao-do-potencial-de-dots-em-corredores-de-transporte/#.WgRztssanGM8


Partner Organizations

C40: TOD Good Practice Guide:

WRI: TOD resources:
http://wricitieshub.org/worldtodresource/

World Bank:
https://collaboration.worldbank.org

CTOD & Reconnecting America
http://www.ctod.org
http://www.reconnectingamerica.org/resource-center/
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Luc NADAL
Iwona ALFRED
2017, DEC 7

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