

# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

## Project Progress

1

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

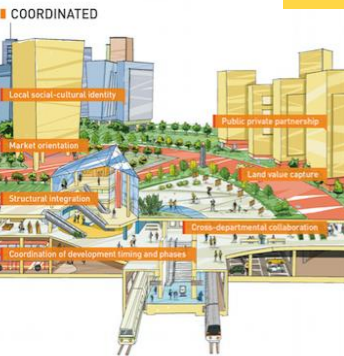


### World Bank

Between November 12<sup>th</sup> to 16<sup>th</sup>, 2018, the World Bank Project Team met with MOHURD, as well as the Project Management Offices (PMO) of Shenzhen, Guiyang, Beijing and Shijiazhuang. The set of meetings was led by Ms. Fang Wanli, World Bank project manager and urban economist, and Ms. Alessandra Campanaro, Senior Urban Expert of the World Bank. Mr. Francis Ghesquiere (Deputy Director of the World Bank's East Asia Pacific Regional Urban Development and Disaster Risk Management Bureau), Mr. Bekele Debele (Director of the Sustainable Development Business Unit of the China Bureau), and Mr. Gerald Ollivier (Lead Transportation Specialist), were also in attendance for some of the meetings. Representatives of the PMO reviewed the project implementation progress and raised several issues about the process. The World Bank project team experts provided targeted technical guidance and reached a consensus on the follow-up work arrangements and action plans.

On November 26<sup>th</sup> to 28<sup>th</sup>, 2018, a City Academy training was co-organized by the World Bank Global Platform for Sustainable Cities (GPSC), International Committee for Local Environmental Action (ICLEI), C40 Cities Climate Leadership Group (C40), and the World Resources Institute (WRI). It was held in the World Bank Singapore Office and consisted of presentations on urban development, climate change and transportation planning. This training course brought together leaders in urban transportation and urban development from all over the world. By sharing the on-going projects in various cities and possible challenges, the training sought to promote peer exchange and learning from urban and transportation experts including guidance on project development. The GEF China Sustainable Cities Integrated Approach Pilot Cities Ningbo, Shijiazhuang and Tianjin participated in the conference. Representatives of Ningbo delivered speeches and organized relevant group discussions.

## Project Implementation Progress



	M	BJ	TJ	SJZ	NB	NC	GY	SZ
City-level TOD Strategy TOR	Not involved	TOR revision phase	Tendering started	TOR revision phase	TOR revision phase	TOR revision phase	TOR revision phase	TOR revision phase
District-level TOD Strategy TOR	Not involved	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank
Corridor-level TOD Strategy TOR	Not involved	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	TOR revision phase	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank
Station-level TOD Strategy TOR	Not involved	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	TOR revision phase	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank	Work has been carried out, but not submitted to the World Bank
Designated Account Set up	Not involved	Already established	Already established	Already established	Already established	Already established	Already established	Already established
Project Leading Group Establishment	Not involved	Already established	Already established	Already established	Already established	Already established	Already established	Already established

- Tendering started
- TOR has been completed, pending tendering
- TOR revision phase
- Work has been carried out, but not submitted to the World Bank
- Already established
- Not yet established
- Not involved

- M – MOUHURD
- BJ – Beijing
- TJ – Tianjin
- SJZ – Shijiazhuang
- NB – Ningbo
- NC – Nanchang
- GY – Guiyang
- SZ – Shenzhen

### Ministry of Housing and Urban-Rural Development of the People's Republic of China (MOHURD)

2

MOHURD submitted the *Technical Assistance Project Terms of Reference* entitled "Platform Design and Capacity Building for Public Transit-oriented Development Pattern" to the World Bank's GEF China Sustainable Cities Integrated Approach Pilot Project Team on November 26<sup>th</sup>, 2018. After review from the World Bank Project Team and the TOD Practice Panel, it is expected that the bidding and procurement for a consulting service contract will begin in the first quarter of 2019.

# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

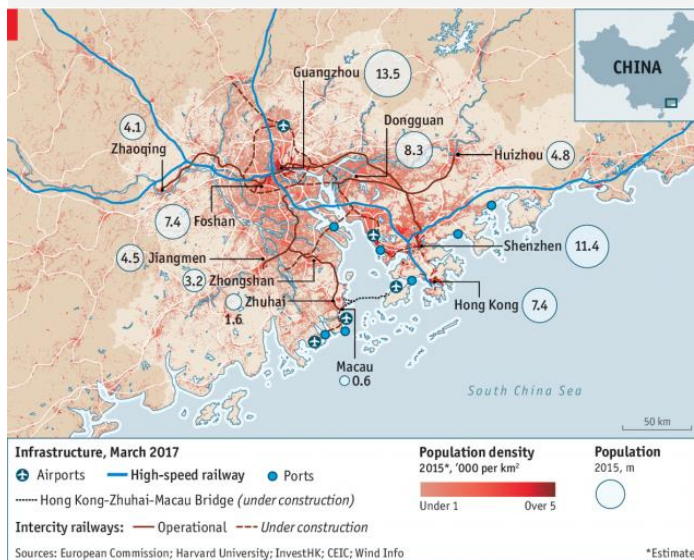
December, 2018

## Latest China TOD Knowledge Events



### Forum on TOD New City Guangdong-Hong Kong-Macao Greater Bay Area

On September 27th, 2018, the Forum on TOD New City Guangdong-Hong Kong-Macao Greater Bay Area was held in South China University of Technology. This event was co-hosted by Guangdong Xinkuai News Agency and South China University of Technology and co-organized by Guangzhou Metro Group Co., Ltd., Yuexiu Property Co., Ltd. and Guangzhou Pinxiu Property Development Co., Ltd., discussing the integration of the Guangdong-Hong Kong-Macao Greater Bay Area and the advantages of promoting transportation, real estate and capital in various regions of Guangzhou. The Forum also shared the development path of TOD New City, explained successful experiences, and raised ideas related to the development prospect of TOD New City in the eastern hub of Guangdong-Hong Kong-Macao Greater Bay Area ([News Link](#))



### TOD Summit Forum

On October 12th to 13th, 2018, the “TOD Summit Forum” was held in Chongqing. It was co-hosted by China Railway Corporation and Chongqing Municipal People’s Government, and undertaken by China Railway Society, Chongqing Transportation Committee and China Railway Chengdu Group Co., Ltd. The Forum discussed the favorable conditions for regional development with keynote speeches, special reports and technical visits, and interpreted the development path and successful experiences of TOD new city at home and abroad. Discussions were also held on how urban rail transit properties can improve urban lifestyles. After the forum, attendees also visited the integrated railway transportation hub-urban integrated development project in Shapingba of Chongqing. The industry experts including Mr. Luo Guosan, Director of Department of Basic Industries of the National Development and Reform Commission (NDRC), Mr. Chen Jingjin, Director of the Special Planning Division, Bureau of Land and Space Planning of the Ministry of Natural Resources, Mr. Lu Dongfu, Secretary of Party’s Committee and General Manager of China Railway Corporation, and Mr. Ni Jincheng, General Directorate for Strategy and Prospects of Hotel de Matignon. ([News Link](#))

### Seminar on Land Integrated Development Along Rail Transit of Shijiazhuang

On October 19th, 2018, the “Seminar on Land Integrated Development Along Rail Transit of Shijiazhuang” was held in Shijiazhuang and organized by Shijiazhuang Rail Transit Construction Office, Shijiazhuang Rail Transit Co., Ltd. and TOD Research Center of Southwest Jiaotong University (Shanghai). The seminar invited eleven rail transit experts from the China Urban Rail Transit Association, Shanghai, Hangzhou, Nanning and other cities to give keynote speeches. The goal of the seminar was to examine land development policy and promotion paths along rail transit in integrated development, review the practical operations of segment-based civil building development, explore the development model and path of rail transit land resources, and understand the plans to build a sustainable development path for Shijiazhuang subway with TOD development model. ([News Link](#))

Image No.1 Guangdong-Hongkong-Macao Greater Bay Area  
Source: European Commission, Harvard University, InvestHK; CEIC; Wind Info



# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

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

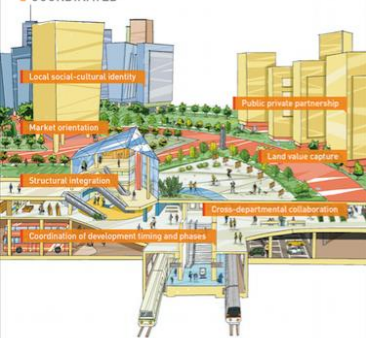
### COMPACT



### CONNECTED



### COORDINATED



## WHY TRANSIT-ORIENTED DEVELOPMENT ?

 **GLOBAL ENVIRONMENT FACILITY**  
INVESTING IN OUR PLANET

 **WORLD BANK GROUP**  
Social, Urban, Rural & Resilience

## Latest China TOD Knowledge Events



### 2018 Rail Transit TOD & PPP International Forum - Railway Land Integrated Development and Investment and Financing Reform

On November 8th, 2018, the “2018 5th Rail Transit TOD & PPP International Forum - Railway Land Integrated Development and Investment and Financing Reform” was held in Shanghai. It was co-hosted by Chinese Association of Local Railroads, Southwest Jiaotong University, and Council for the Promotion of International Trade Shanghai, jointly undertaken by Southwest Jiaotong University (Shanghai), TOD Research Center and Shanghai International Exhibition Co., Ltd., with assistance from the World Bank. This is the first large domestic forum with comprehensive discussions on integrated land development as well as investment and financing reform in railway sector. It focuses on the implementation of national policies to promote the integration of railway construction and land development along railway and urban development and the building of a platform for information communication. The forum seeks to promote the cooperation between railway land development resources and enterprises in real estate development. They intend to spark dialogue on supporting policies and measures to strengthen land development and explore investment and financing models suitable for the railway construction and land integrated development. Over two-hundred and eighty guests and representatives from the National Development and Reform Commission, local government departments, China Railway Corporation, railway companies, railway bureaus, urban rail enterprises, as well as the sectors related to TOD and PPP such as real estate, industry and finance participated in the forum. The World Bank GEF China Sustainable Cities Integrated Approach Pilot Project Team and city representatives attended the forum. ([News Link](#))

Image No.2 Stan Wall at 2018 Rail Transit TOD & PPP International Forum  
Source: Southwest Jiaotong University (Shanghai) TOD Research Center



### 2nd Seminar on China Rail Transit and Property Integrated Development and Architectural Engineering Design

On November 14<sup>th</sup> to 27<sup>th</sup>, 2018, the “2nd Seminar on China Rail Transit and Property Integrated Development and Architectural Engineering Design”, was held in Shenzhen. It was jointly organized by the Beijing Union Friendship Exchange Center for Architecture and *Urban Rail Transit* magazine. A site visit to a project around metro station entrances and exits were organized in Shenzhen and Hong Kong after the meeting. The meeting brought together experts from NIKKEN SEKKEI, Tokyo Corporation, Shenzhen Metro, Mass Transit Railway of Hong Kong, Atkins, Benoy, Arup as well as other domestic and foreign TOD development groups. In-depth exchanges were conducted including discussions on metro-urban-integrated design, development strategy and engineering technology. More than one-hundred and twenty professionals from Taiyuan Rail Transit, Nanchang Rail Transit Property, Hohhot Metro, Hub Development of Hangzhou West Railway Station, East China Design Institute, Country Garden Property, Greentown Ideal Life, Henan Tongsheng Property and other units attended the meeting. ([News Link](#))





# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## GPSC City Academy : Learning Report from Ningbo Project Management Office

### WHAT IS TRANSIT-ORIENTED DEVELOPMENT

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

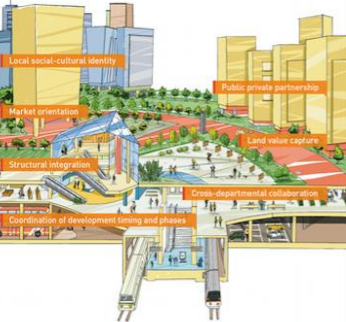
#### COMPACT



#### CONNECTED



#### COORDINATED



### WHY TRANSIT-ORIENTED DEVELOPMENT ?



A delegation of three cities from the GEF Integrated Approach Pilot Project attended the First City Academy Seminar on November 26th to 28th, 2018. The seminar was supported and organized by C40 Cities Climate Leadership Group, the Global Platform for Sustainable Cities (GPSC), the International Council for Local Environmental Initiatives (ICLEI), the World Resources Institute (WRI) and the World Bank. It attracted the participation of a total of ten cities from seven countries and held trainings that were beneficial to the China - Global Environmental Facility (GEF) Sustainable Cities Integrated Approach Pilot Project. As one of the seven pilot cities of the project, Ningbo was recommended by the World Bank to attend in support of their project to enhance their research capacity. Ningbo was chosen to summarize the key learnings from the event. The seminar consisted of four daily segments, including case-study sharing, city diagnosis, group discussion and field surveys. These segments all explored the role of TOD in urban development and climate change response from different perspectives.

On the first day, the seminar addressed two topics, including methodologies and land utilization adjustment practices and public traffic promotion strategies. Dr. Wei-quan Fang from the World Resources Institute and Dr. Limin HEE from the Centre for Liveable Cities (Singapore) delivered a speech on the two topics respectively, sharing the experiences of Singapore and other countries. The representatives from Johannesburg and Ascension described the challenges they faced in detail and the cities and experts present at the seminar discussed these together. After the talks, the participants visited the Urban Redevelopment Authority (URA) and learned that as early as in the 1970s, Singapore invited the United Nations Environment Program (UNEP) to engage with planning for Singapore. The UNEP uses a multilevel planning system consisting of conceptual planning, overall planning and spatial planning. The conceptual planning, which encompasses plans covering a span of twenty to thirty years, is made once every decade, while overall planning, covering a ten-year range, is conducted once every five years based on the conceptual planning. Singapore's URA is especially responsible for planning department.

On the second day, the participants first visited Singapore's Housing Development Board, where we surveyed the local housing and urban construction. It is worth noting that Singapore has successfully solved the issue of home ownership for all nationals within the ancestral housing system. This allows citizens to buy ancestral houses with the ownership period of ninety-nine years or nine-hundred and ninety-nine years, or have permanent ownership in downtown areas at low prices. The government and developers also provide high-price apartments and developments for those who can afford it. Later in the day, Gerald Ollivier, the lead transport specialist and the head of the TOD expert team from the World Bank, delivered a speech on TOD planning and implementation in the dimensions of city, corridor and station, and analyzed TOD implementation in detail. Moreover, he also shared how TOD can work with land value capture and provided insights on TOD investment and financing. The organizer also invited related experts from the URA and Oyana (an ARUP consultancy) to share success stories of TOD. Brasilia and Ningbo presented the challenges they had encountered during their own TOD implementation.



On the final day, the seminar discussed in-depth the concept of public participation, planning at the community level, public mobility and TOD implementation at the community level. The speakers reiterated that TOD is influential in developing a compact urban development pattern. The participants and experts exchanged further views on the topics in smaller groups arranged by the organizer. Ningbo and Abidjan, the capital of Côte d'Ivoire, exchanged their transport planning experience in-depth. At the end of the day, the participants visited the LRT (light rail transit) and the

MRT (Mass Rapid Transit, or subway) in Sembawang as well as a key transfer station connecting to the bus service. These multiple public transport systems are seamlessly connected, and communities are connected with the stops through separate paths with shading, or protection from the sun, to create a comfortable walking environment. The organizers developed a well-designed seminar with a full schedule. To reduce the carbon footprint of the event, the organizers arranged vegetarian meals at the World Bank Representative Office, and encouraged participants to take the metro and bus to commute to the field survey sites. Further, accommodations for the participants were at a famous green building hotel in Singapore. The landscaping of the hotel helps save power consumption by nearly 300,000kWh.

Below is a summary of learnings from the three-day seminar:

#### I. Strong institutional capacity building:

1. We should adhere to planning principles, reform the current system of separated planning, and draw an overall blueprint for urban-rural planning. We should solve systemic problems with reform, strengthening the coordination of urban planning, development and administration to provide support for orderly and efficient urban construction.
2. We should integrate planning, development and administration based on the current functional bodies of our commission, streamline administrative procedures and simplify administrative departments. To implement rail transit, sponge cities, integrated pipeline corridors, green roads and livelihood-related projects, we should accurately define the departmental roles and coordinate the implementation of these projects.
3. We should conduct early research and do proper feasibility studies and planning to avoid low quality work. We should design of feasibility studies, conceptual plans, pay attention to financing early on. Survey design (scheme, preliminary design and shop drawing) from the early stages to the project implementation is important for integrated EPC management.

#### II. Emphasis on planning

We should integrate overall and strategic planning of Ningbo in a scientific manner, integrating the environment, infrastructure and public service. Building a compact city



and resilience city is important. We should utilize spaces under and as well as above ground and take into account mixed-use land planning. Moreover, we should carry out guiding requirements for urban design that balances a full spectrum of functions, including work, residence, traffic, recreation, education, culture and medicine.

#### III. Lean development

We should exert all-round quality control over projects and build high-quality projects oriented towards people. We should strive to develop features of Ningbo, avoid pavement with wide, big, thick granite and extravagant urban furniture, and carry out the development guideline of "economy, green and aesthetics." Landscaping is important and we should

establish independent development standards and implement separate landscape tendering, design and construction to replace the current bundling of landscape work with municipal work. We should pay attention to the connectivity of urban roads and plots as well as the comfort public spaces. Moreover, we should closely combine building design and municipal work design and create more pedestrian walkways and non-motorized vehicle lanes. The government should play a dominant role in building pedestrian walkways in commercial areas.

Source: Ningbo Project Management Office

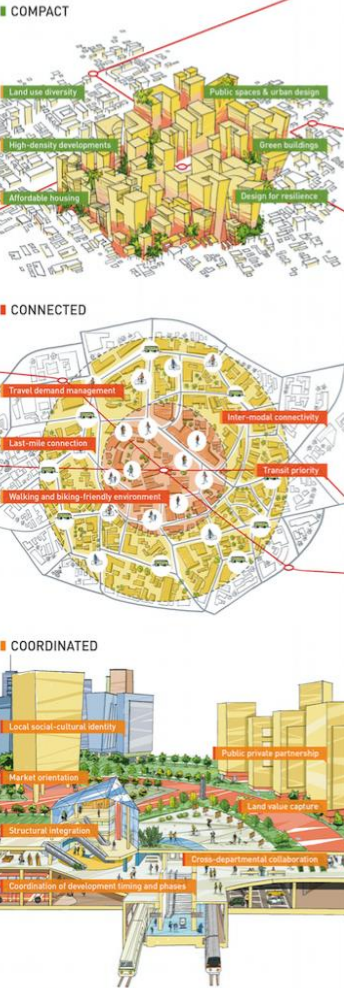
# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

## China TOD Industry News

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



### Cushman & Wakefield released the TOD White Paper

On October 16<sup>th</sup>, 2018, the “think-in of Chengdu and Chongqing: TOD-driven Chengdu-Chongqing City Agglomeration Development Forum” was held in Chengdu and hosted by Cushman & Wakefield. The forum invited significant guests including Chinese and foreign experts, and senior real estate practitioners from many institutions such as NIKKEN SEKKEI, China Railway Eryuan Engineering Group Co., Ltd., Sichuan Provincial Architectural Design and Research Institute, China Academy of Urban Planning and Design and Chengdu Architectural Design and Research Institute. Cushman & Wakefield released the *Urban Development Series-TOD White Paper* to explore the possibility and opportunities brought by regional integration for TOD development. This was based on the domestic and international urban rail transit development process, TOD city practical case study and summary of experience on TOD city practical cases. During the forum, Cushman & Wakefield and NIKKEN SEKKEI formally signed a long-term strategic cooperation agreement and jointly initiated the establishment of an urban development and TOD research center in Chengdu. In the past, NIKKEN SEKKEI, Sichuan Provincial Architectural Design and Research Institute, and Cushman & Wakefield became the number one bidders in the global tendering for TOD Station-urban Integrated Development Planning Project of Chengdu North Railway Station. The project aims to drive the TOD-based urban regeneration and regional revitalization with “Station-Urban-Integrated” development, create a hub city, and launch more demonstrative areas of aboveground and underground space redevelopment for sustainable development. Is this the actual name or perhaps a typo? ([News Link](#))



Source: Cushman & Wakefield

### Guangzhou Metro Group and Yuexiu Group cooperated on a community-based TOD project

On the afternoon of October 18<sup>th</sup>, 2018, the first million-level community-based TOD project jointly created by Guangzhou Metro Group and Yuexiu Group held a global press conference in Guangzhou. Located in the TOD International New City of eastern Guangzhou, the project with eight rail lines connects nine cities and two districts in the Guangdong-Hong Kong-Macao Greater Bay Area (including Guangzhou, Shenzhen, Hong Kong, Macao and other global major cities). It integrates railway, intercity traffic, subway, long distance bus and normal bus lines. In addition, Guangzhou Metro Group will build a number of station projects in the city to promote the planning and R&D of rolling stock depots for several metros and the remaining network of lines and stations. The total project development area is nearly 10 million square meters, and it is estimated that the planned resident population will exceed two-hundred thousand in the future. Might want to qualify this. ([News Link](#))



Image No.4 Concept of the community-based TOD project

Source: Guangzhou Metro Group Official Website



# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

## China TOD Industry News

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

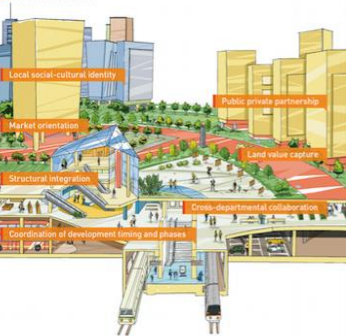
### COMPACT



### CONNECTED



### COORDINATED



## WHY TRANSIT-ORIENTED DEVELOPMENT ?

**gef** GLOBAL ENVIRONMENT FACILITY  
INVESTING IN OUR PLANET

**WORLD BANK GROUP**  
Social, Urban, Rural & Resilience



## Participating Cities

Chengdu is actively promoting the implementation of TOD integrated development for rail transit stations, and is cooperating with Hong Kong MTR Corporation and to adopt the “Metro + Property” mode of Hong Kong MTR. The overall planning by the subway construction company closely combines railway planning, construction and operation with the planning, construction and market operation of superstructure properties along the line. In the process of integrated station development, Chengdu Rail Group formulated the *Special Plan for Integrated Development of Chengdu Rail Transit Stations* to carry out integrated urban design, and created a fifteen-minute community life service circle based on the SOD model (to guide development through social service facilities). The planned implementation scope is seventy-five vehicle bases and one-hundred and five railway stations. According to the pilot application principle, each station is selected in the district (city) counties involved in the first four phases of rail transit construction planning as the first demonstration project, and thirteen demonstration projects in thirteen districts (cities) counties are involved. The Chengdu Rail Transit Group has launched four batches of TOD integrated tendering work as of November of 2018. According to the Chengdu Rail Transit Group, comprehensive development is implemented in the rail transit vehicle base. The planned land can be a public transportation station with residential and commercial purpose. The planned control indicators such as floor area ratio (FAR) and building density of the parts compatible with multiple functions are determined based on the pattern zone specified in the Chengdu urban planning management regulations. It is necessary integrated development at the station to complete integrated urban design and implement

## 4.Chengdu

corresponding control regulations. ([News Link](#))

On October 10th, 2018, two tendering announcements on engineering design consultation was published on the Guangzhou Public Resources Trading Center website, which showed that Guangzhou will promote the construction of a subway hub complex in the Construction Plan Phase 3 of Guangzhou Urban Rail Transit (2017-2023). A total of sixteen hub complexes will be built on seven subway lines. The subway hub complex will provide a variety of transportation options. The bus terminal stations, temporary bus stop, taxi and K+R facilities, bicycle facilities, P+R parking lot, various non-motorized transport traffic and connection information guides will be provided for the project. Non-motorized traffic and integrated transfer halls are set between all the facilities (including subway stations) and reserved projects for traffic connections. After the integrated subway hub is completed, an urban functional area integrating transportation, business, commerce, culture, education and residence with the hub complex as center will be formed, driving the formation of a “15-minute economic circle.” The purpose of the construction of a rail transit station complex and the integrated development of surrounding land is to promote the new mechanism of “replacing road with land” for rail transit. In this way, it will accelerate the construction of rail transit lines, create an integrated and open urban functional area of “transport + industry + community,” and comprehensively promote and implement the development, construction and investment and financing mechanism of “track + land property.”

## 5.Guangzhou

([News Link](#))

On September 3<sup>rd</sup>, 2018, Minhang District of Shanghai issued the notice of *Medium Traffic Volume Network Planning of Minhang District (2017-2035)*. A planning scheme has been formed to clarify the regional medium volume network plan. This scheme adheres to the bus priority development strategy, optimizes the public transportation supply mode of Minhang District, and supports the old town upgrade and guides the development of new towns. It builds a medium-to-large-traffic volume public transport system supported by the rail transit and supplemented by medium traffic volume; it supports the centripetal traffic and communication with the surrounding areas, plays the role of backbone bus function between groups within the district, and fills the transport capacity service gap between rail transit and regular bus in Minhang District, so as to realize rapid contact between the groups. It advocates the TOD development model by creating a path of bus promotion to guide development within the group, improve travel structure, and provide quality travel services. ([News Link](#))

## 1.Shanghai

## 3.Wuhan

On September 28<sup>th</sup>, 2018, Wuhan City launched the *Three-Year Plan for Implementation of Integrated Transportation System in Wuhan (2018-2020)*, which proposes to build Wuhan into a world-class metro city by 2020. Through the integration of three networks (track network, bus network, and non-motorized transport network), the green low-carbon travel mode is also taken into consideration, and the total public transportation volume and development level would rank among the top five nationwide. The rail transit operation mileage is more than 400 kilometers and the total public transportation volume exceeds 10 million person-times. Guided by public transportation and centered around bus stations, a central square or urban center with a radius of 400 to 800 meters is necessary to build the TOD transfer center of a new city along the Yangtze River. ([News Link](#))

## 2.Hangzhou

On September 5<sup>th</sup>, 2018, Hangzhou Communications Investment Group Co., Ltd. and MTR Corporation signed a cooperation framework agreement on the TOD project of Hangzhou West Railway Station. Previously, with MTR Corporation, Hangzhou Communications Investment Group has conducted several studies. Through various forms of exchanges such as site survey and seminar research, the two parties aimed to hold joint discussions on the feasibility of co-developing the West Railway Station hub and superstructure property for a new town with high-speed train. According to the *Announcement on Collection of Design and Concept Planning Scheme for Core Area of Hangzhou West Railway Station Hub* released by Hangzhou Planning Bureau and Hangzhou Communications Investment Group, the Hangzhou West Railway Station and its surroundings development are roughly divided into three layers: With the core area as the center, Hangzhou West Railway Station builds a 50 to 100-hectare hub complex; the outer layer is the urban core area of about three kilometers for the building of a “Version 3.0 modern new city with high-speed train that integrates city and station, production, living and ecology” around the hub complex. It also relies on the construction of dream towns around the region, Alibaba, Zhejiang Overseas High-level Talent Innovation Park and Hangzhou Normal University. There are plans to build a 10-square kilometer “Cangqian Technological Innovation-based New City” around the new city with a high-speed rail. ([News Link](#))

# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

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

### COMPACT



### CONNECTED



### COORDINATED



## WHY TRANSIT-ORIENTED DEVELOPMENT ?

gef GLOBAL ENVIRONMENT FACILITY  
INVESTING IN OUR PLANET

WORLD BANK GROUP  
Social, Urban, Rural & Resilience

## China TOD Policy Update—National Level

Theme of this issue:

Review of railway TOD related policies

In August of 2013, the State Council issued [Opinions on Reforming Railway Investment and Financing System to Accelerate Railway Construction](#) (Guo Fa No. [2013] 33). This document emphasizes the following: (1) promote the reform of railway investment and financing system, raise funds for construction through multiple channels; let local governments and social capital have access to the ownership and management rights of intercity railways, urban (suburban) railways, resources development-oriented railways and feeder railways, and encourage social capital investment in the construction of railways; conduct research and set up railway development funds, to attract social legal person investment under the guidance of central fiscal fund. (2) intensify efforts to revitalize railway land resources, encourage integrated land development and utilization, and support the integrated development of railway stations and line land. With reference to [Guiding Opinions of the State Council on Urban Priority Development of Public Transport](#) (Guo Fa No. [2012] 64), overall arrangement on railway stations and land around routes based on land utilization master plan and urban planning in accordance with the overall land use planning and urban planning is made. This document emphasizes the following: (1) improve the intensity of development and construction; (2) make innovations in land-saving technology, encourage the integrated development of over ground and underground space for the existing railway construction land; (3) it is also required that local governments support railway enterprises to carry out integrated planning of land for stations and routes, in accordance with market principles, and support the development of railways with development benefits.

In July of 2014, General Office of the State Council issued [Opinions on Supporting Railway Construction to Implement Integrated Land Development](#) (Guo Ban Fa No. [2014] 37), requesting the strict following of requirements in railway investment and financing system reform in accelerating the construction of railways. It also proposed a series of implementation principles and guiding measures for the integrated development and utilization of the land for railway purpose and in areas adjacent to station. This has brought new opportunities for the development of railway properties. The Opinions has clarified the policy measures in four aspects: 1. Support the existing railway land and promote integrated land development; 2. Encourage new railway stations to implement integrated land development; 3. Improve the supporting policies for integrated land development; 4. Strengthen the supervision and coordination of integrated land development.

In July of 2015, the National Development and Reform Commission issued [Implementation Opinions on Further Encouraging and Expanding Social Capital Investment in Railway Construction](#) (Fa Gai Ji Chu No. [2015] 1610). The Implementation Opinions further broadens the channels for social capital investment in railways. It states that investment should activate the railway company's large stock of assets, ease financing and debt pressures, and support the railway company to attract social capital in such capital operation means as equity transfer, equity swap, asset mergers and acquisitions, restructuring and reform. It proposes a number of financial innovation initiatives, emphasizing the financing role of bond and securities markets, supporting and encouraging social funds to collect construction funds through the issuance of enterprise bonds, company bonds, debt financing instruments, project income bonds, renewable bonds, and listing financing. It expands the channels of distributing railway development funds, and supports setting up special trust plans and public offering fund products.

## I. Railway Investment and Financing System Reform

## II. Integrated Land Development with Railway Construction

## III. Expand Social Capital Investment



# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT

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

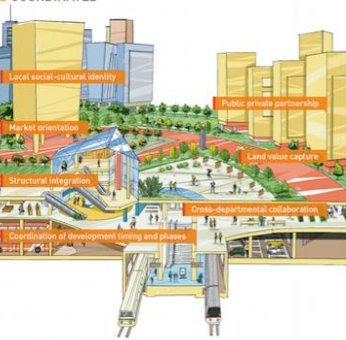
### COMPACT



### CONNECTED



### COORDINATED



## WHY TRANSIT-ORIENTED DEVELOPMENT ?

**gef** GLOBAL ENVIRONMENT FACILITY  
INVESTING IN OUR PLANET

**WORLD BANK GROUP**  
Social, Urban, Rural & Resilience

## China TOD Policy Update—City Level

Theme of this issue:

Special Planning for Integrated Development of Rail Transit Stations

In November of 2016, Chengdu completed the Special Planning for Integrated Development of Rail Transit Stations, as well as formulated and passed the review of the Directors Meeting of Chengdu Planning Committee. Drawing on the experience of domestic and foreign cities and based on the actual situation of Chengdu, the Planning has built an integrated development and classification system for rail transit stations, and divided the rail transit stations into four levels of urban, district, group and general station. With the main station at the center, general stations should be within a 500m radius, and transfer stations should be within a 800m radius and land resources. The Integrated Urban Design Guidelines of Chengdu Rail Transit Station is compiled as guidance and technical guide for site planning work. ([News Link](#))

### 1.Chengdu

In October of 2015, the Nanjing Municipal People's Government issued [Implementation Opinions on Promoting the Integrated Development and Utilization of Nanjing Rail Transit Stations and Surrounding Lands](#), It aims to establish a model in line with the development of urban rail transit stations and the integrated development and utilization of surrounding areas, improve the land development gains to a maximum and support the construction and operation of rail transit, and promote the intensive use of land resources

### 3.Nanjing

In March of 2017, the General Office of Guangzhou Municipal Government issued a [Notice on Detailed Rules for Implementation of Guangzhou Rail Transit Station Complex Construction and Surrounding Land Integrated Development \(Trial\)](#), It aims to integrate the “stem cell” of rail station superstructure complex into the overall design of rail construction and planning. It hopes to realize the construction of a modern rail transit integrated transfer system, to make refined urban design according to the TOD principle, and to promote resource-efficient use of land. The trial period is for three years, with the flow chart of Guangzhou Rail Transit Station Complex Construction and Surrounding Land Integrated Development attached.

### 2.Guangzhou

In October of 2016, the General Office of the Shanghai Municipal Peoples Government issued the [Implementation Opinions on Promoting the Integrated Development and Utilization of Rail Transit Stations and Surrounding Lands of the City](#) The basic purpose of the notice is to add contents on promoting the construction of Innovation Centre for Science and Technology to prioritize development of public transportation and improve land use. In the integrated development of rail transit stations, priority is given to the supporting construction of talent apartments (public rental housing). Based on the local context of integrated development project, the Notice uniformly stipulates the development entity as the state-owned or state-owned holding company according to the principle of urban-district cooperation and district as priority. Various main bodies are not differentiated according to the vehicle bases and stations. In the preparation of special planning for the selection of rail transit lines and sites, requirement of simultaneously promoting the relevant detailed planning research for control is added, to clarify the planning control requirements for the integrated development of each rail transit station. In addition, the Municipal Land and Resources Bureau will take the lead in promoting the planning, review, planning control, coordination, regional balance, business coordination and work supervision. It will also improve the feasibility of the planning scheme.

### 4.Shanghai



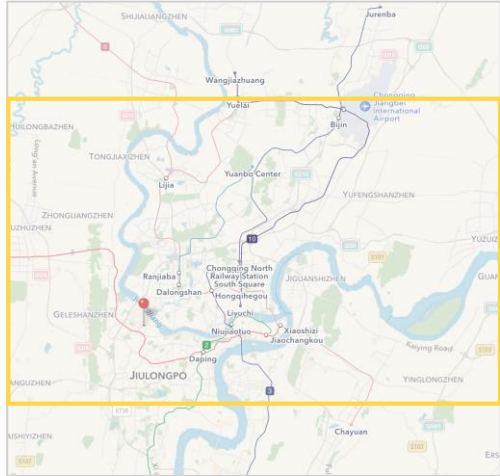
Participating Cities



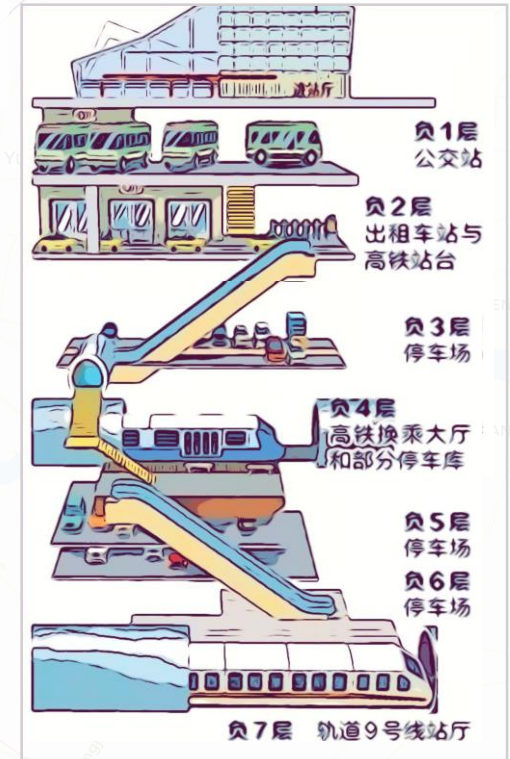
## Urban Cases

### Theme of the current Issue: TOD Integrated development & renovation of existing stations A Case Study: Shapingba High-speed Railway station, Chongqing

## Project Location Map



Chongqing Downtown Area



Schematic diagram of functional stratification of Shapingba high-speed railway station

## Basic Information

- **Basic Parameters:** The project has a total of 760,000 square meters, of which the total construction volume of the above-ground is about 500,000 square meters, covering commercial and office buildings, operated by the developers; the underground section is the integrated transportation hub with a depth of 30 meters. The Hub plans to have 7 floors. B1F for bus station; B2F for taxi and high-speed railway station; B3F, B5F and B6F for parking lot; B4F for high-speed rail transfer hall; B7F as the entry & exit transfer hall and station for metro line 1 and 9
- **Owner:** China Railway Chengdu Bureau Group Co., Ltd.
- **Related Parties:** Shapingba District Bureau of National Land Resources, Chongqing Planning and Natural Resources Bureau
- **Investment:** Phase I – 8.4 billion yuan (completed)  
Phase II – 3.41 billion yuan (bidding price)
- **Project Progress:** to be completed by 2020 (expected)



## Urban Cases

### Theme of the current Issue: TOD Integrated development & renovation of existing stations A Case Study: Shapingba High-speed Railway station, Chongqing



Before: Shapingba Railway Station



After: Shapingba Integrated Transportation Hub (Phase I)



After: Shapingba Integrated Transportation Hub (Phase II)

## Project Content

- **Method:** TOD Integrated development and renovation of the original railway station, both on site and buildings
- **Purpose:** To alleviate traffic congestion in Shapingba area and achieve effective connection of various modes of transportation; to promote functional upgrading of the central city and intense land use; to link the Three Gorges Square with its surrounding areas to improve the commercial environment and promote urban development

- **Phase I:** Integrated Transportation Hub Renovation (332, 000 sq m)
- **Phase II:** Comprehensive Property Development (445,000 sq m)
- **Implementation Procedure:** Transportation hub renovation with commercial facilities development underground comes first; and then to implement the above ground section

For more details, please kindly refer to the reports *Exploration and Practice of TOD integrated development of the existing railway station*



# Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

December, 2018

## Report Distribution

### WHAT IS TRANSIT-ORIENTED DEVELOPMENT

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

#### COMPACT

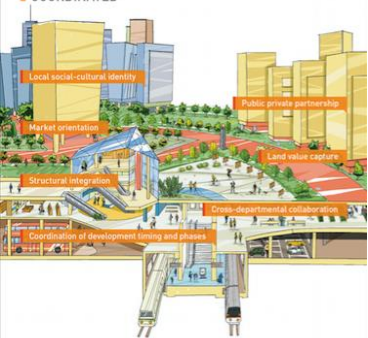


#### CONNECTED



## Upcoming TOD Events in China

#### COORDINATED



### WHY TRANSIT-ORIENTED DEVELOPMENT ?

**gef** GLOBAL ENVIRONMENT FACILITY  
INVESTING IN OUR PLANET

**WORLD BANK GROUP**  
Social, Urban, Rural & Resilience



Connecting Great Places-Transit-oriented Development Best Practices

Urban Design and Concept Scheme of Superstructure Spatial Development in Motor Vehicle Operation Station of Hangzhou Genshan Gate

Inspirations on The Key to Urban Rail TOD Landing and Integrated Development of Railway

New Thinking on Station-City Integrated Design

Thinking and Practices of Integrated Land Development of Railway Station

**TRANSFORMING >>> TRANSPORTATION™**  
Washington, DC | January 11 – 12, 2018

[Transforming Transportation 2019](#)

January 17-18, 2019, Washington, USA, World Bank Headquarters

**WORLD BANK GROUP**  
Social, Urban, Rural & Resilience



Global Environment Facility - Meeting of Preliminary Results, China Sustainable Cities Integrated Approach Pilot Project  
May 2019 Beijing, China

**WORLD BANK GROUP**  
Social, Urban, Rural & Resilience



[The 3rd GPSC Global Annual Conference](#)

June 14-19, 2018 Brazil

Layout & editing (Chinese version): Shuning Wang [swang9@worldbank.org](mailto:swang9@worldbank.org)

Editing (English version): Jasmine Susanna Tillu [jtillu@worldbank.org](mailto:jtillu@worldbank.org)

Issue No. 2