TOD K P

AS-A02

TOD SCALE ASSESSMENT

Checklist to determine the appropriate scale for TOD planning

Type: Checklist + User Guide

TOD
Global Platform for Sustainable Cities
WORLD BANK GROUP
IBI

INTRODUCTION

Existing literature, both in high income and low to middle-income countries, emphasizes the need for planning TODs at the metropolitan/city level, network/corridor level, local/neighborhood/station area level, and finally the station/site level (Salat and Ollivier 2017; WB/WRI TOD Corridor Module 2015; Ministry of Urban Development, India 2016; Center for Transit Oriented Development 2010). Some progressive cities in World Bank client countries such as Delhi, Hubli-Dharwad in India, Capetown and Johannesburg in South Africa are adopting this multi-level TOD planning approach for their development master plans and mass transit system plans. However, the majority of cities in World Bank client countries have taken an inconsistent approach in aligning transit, land use, infrastructure, and economic planning at macro and micro scales.

From an implementation perspective, station area level planning is the most important because most projects are formulated at this scale and could be aligned with transit investments. Often planning at the city and corridor scales are synchronous with each other, while TOD real estate development projects face the issue of addressing the time lag between transit station construction and real estate project viability. In Bogota, for example, research has indicated that a lengthy plan approval and development permit application process (usually 4-5 years), attributed to the lack of coordination between the Territorial Ordinance Plan (POT) and development plans (Suzuki, Cervero and Iuchi 2013), resulted in opportunity losses for attracting TODs in the first phases of the BRT implementation.

The nature of development context - whether a greenfield, suburban, urban intense or redevelopment areas - has a strong correlation to the value creation potential of TOD projects. In World Bank client countries, developing new towns, cities and developments on former agricultural lands has been a growing trend over the last 20 years. These developments, such as Dodoma, Tanzania's new capital city and Naya Raipur, Chattisgarh state in India's new capital, provide unique opportunities to design cities with TOD concepts embedded in all aspects from the initial stages.

Disclaimer: *The Transit-Orientated Development Implementation Resources & Tools knowledge product is designed to provide a high-level framework for the implementation of TOD and offer direction to cities in addressing barriers at all stages. As the context in low and middle-income cities varies, the application of the knowledge product must be adapted to local needs and priorities, and customized on a case-by-case basis.*

REFERENCES

Center for Transit Oriented Development. 2010. Performance-Based Transit Oriented Development Typology Guidebook. CTOD.

MOUD (Ministry of Urban Development, India). 2016. Transit Oriented Development Guidance Document. Consultant Report, IBI Group, New Delhi: Global Environment Facility, UNDP and World Bank.

Salat, Serge, and Gerald Ollivier. 2017. Transforming Urban Space through Transit Oriented Development - The 3V Approach. Washington DC: World Bank Group.

Suzuki, Hiroaki, Robert Cervero, and Kanako Iuchi. 2013. Transforming Cities with Transit - Transit and Land Use Integration for Sustainable Urban Development. Washington DC: The World Bank Group.

World Resource Institute and World Bank Group. 2015. Corridor Level Transit-Oriented Development Course. Washington, DC

PURPOSE

The TOD Scale Assessment tool is developed as a checklist to help cities in understanding the inter-relationships between these various scales of planning and their impact on TOD implementation. On the other hand, the Context Assessment tool is designed to determine the typology of a station area's context, based on its current and planned urban form, its relationship to transit and its market strength in attracting TOD-related investments. Combined, these two tools help interested cities gauge the points of intervention for planning TODs, as well as understand the need for context-sensitive designing in urban regeneration projects.

Both tools are designed as user-friendly checklists, taking into consideration development trends. These tools are available online on the GPSC's TOD website and the World Bank's TOD COP website. The reader should first review the summary presented below before using the spreadsheet tool.

ASSUMPTIONS AND LIMITATIONS

- These tools are intended to solely guide users in initial assessments and need to be followed by detailed analyses, where feasible.
- The tools are designed to ensure that they can be used at multiple stages during the TOD implementation process, and not necessarily followed in a sequential manner.

DATA SOURCES

- Secondary sources- applicable zoning codes; adopted master plans; policies
- Third-party reports
- Google maps / other high-quality aerial/ satellite imagery

HOW TO USE THE TOOL?

01 FILL IN THE CHECKLIST

Read through the applicable sections and insert a check mark for each feature listed in the tool. In the Context Checklist, which is primarily applicable at the station area or site scale, the checkboxes correspond to typical conditions that help define the context of the station area. The context can be used to define the station area typology. In the Scale Checklist, the checkboxes refer to parallel planning activities and land ownership considerations that can help planners determine the most effective scale for planning TOD.

[Refer following pages for details]

02 OUTPUT

The city can undertake TOD planning at any scale or context provided there is one check against a feature in the selected option.

Add up all the checks to identify the priority scale and/or context if more than one is selected

TOD KP

DETERMINE THE CONTEXT OF A TOD PLAN

GREENFIELD

- [ ] PLANNED LAND CONVERSION FROM AGRICULTURAL TO HIGH-INTENSE USES

OR

- [ ] HIGH PERCENTAGE OF GOVERNMENT OWNED LANDS

OR

- [ ] EXTREMELY LOW OR NO EXISTING POPULATION

OR

- [ ] WITHIN CLOSE PROXIMITY TO EXISTING URBAN CENTRES, GENERALLY ACCESSIBLE BY AUTOMOBILES

OR

- [ ] HIGH-QUALITY PUBLIC INFRASTRUCTURE INVESTMENT AS THE KEY ECONOMIC DRIVER

SUBURBAN

- [ ] NON-TRANSIT SERVICE OR LOW-FREQUENCY TRANSIT SERVICE

OR

- [ ] LOW TO MODERATELY POPULATED

OR

- [ ] LACKS A COMBINATION OF STREET CONNECTIVITY, PEDESTRIAN AND BICYCLE FACILITIES, AND URBAN AMENITIES

OR

- [ ] SINGLE-USE DEVELOPMENTS ON LARGE AREAS OF LAND

URBAN (INFILL AND REDEVELOPMENT)

- [ ] INTENSELY POPULATED AREAS

OR

- [ ] GOOD OR IMPROVING PEDESTRIAN/BICYCLE NETWORK

OR

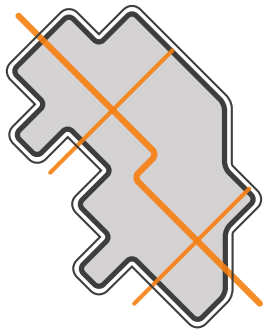
- [ ] MIX OF NEIGHBORHOOD SUPPORTIVE RETAIL AND SERVICE AMENITIES

OR

- [ ] HIGH MIX OF SUPPORTING JOBS

DETERMINE THE SCALE OF A TOD PLAN

CITY-REGION LEVEL



- ☐ REGIONAL PLAN | CITY DEVELOPMENT PLAN | MASTER PLAN
  (Under preparation | Update underway/ongoing/planned)

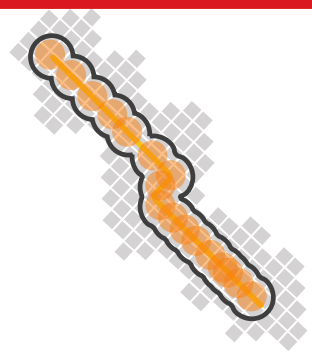
OR

- ☐ TRANSPORTATION PLAN | MOBILITY PLAN
  (Under preparation | Update underway/ongoing/planned)

OR

- ☐ BRT/METRO RAIL SYSTEM PROJECT PLAN
  (Under preparation | Planned)

CORRIDOR LEVEL



- ☐ MODIFICATIONS IN LAND DEVELOPMENT REGULATIONS
  (Under preparation | Update underway/ongoing/planned)

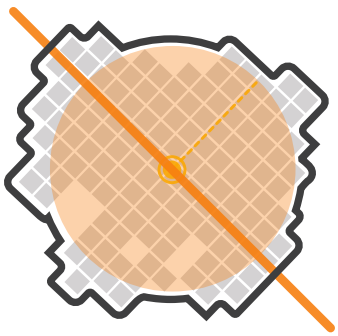
OR

- ☐ TRANSPORTATION PLAN | MOBILITY PLAN
  (Under preparation | Update underway/ongoing/planned)

OR

- ☐ BRT/METRO RAIL SYSTEM PROJECT PLAN
  (Under preparation | Planned)

STATION AREA



- ☐ TRANSIT OPERATIONAL/UNDER CONSTRUCTION

OR

- ☐ PUBLIC OWNED VACANT LANDS/ REDEVELOPMENT OPPORTUNITIES EXISTING NEAR TRANSIT

OR

- ☐ LAND BANKING/ POOLING STRATEGY UNDERWAY

OR

- ☐ MODIFICATIONS IN LAND DEVELOPMENT REGULATIONS
  (Under preparation | Update underway/ongoing/planned)

OR

- ☐ MARKET INTEREST (RAPID CHANGE IN PROPERTY VALUES)

SITE LEVEL

- ☐ REDEVELOPMENT OPPORTUNITIES NEAR TRANSIT

OR

- ☐ MARKET INTEREST IN GREENFIELD, LAND AUCTIONING OR DEVELOPMENT

OR

- ☐ PUBLIC OWNED VACANT LANDS/ REDEVELOPMENT OPPORTUNITIES EXISTING NEAR TRANSIT

BRT Corridor, Pune, India