

PD-H01

HOW TO PREPARE A CITY-WIDE TOD PLAN



The city-wide planning tool aims to provide the foundation for subsequent scales of TOD implementation by analyzing the existing transit corridors at the city-level and establishing goals for their TOD development. By identifying land use, current activity, transit demand and influence zones, goals and priorities can be established to draft a city-wide TOD plan. Establishing the statutory relevance of this plan will then guide development at the corridor, station area and site contexts.

Type: Step-by-Step Guide



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.
© 2021 International Bank for Reconstruction and Development / The World Bank

01

MAP LAND USES AND KEY DEVELOPMENTS



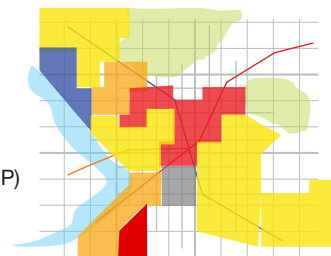
CITIZEN'S INPUT

To understand the distribution of residential, employment and institutional uses in the city.



DATA SOURCES

- Satellite Image/GIS Data
- As per the approved Master Plan (MP)/Development Plan (DP)/Comprehensive Plan (CP)
- Field Surveys along major transit corridors
- Stakeholder Workshop



02

IDENTIFY ACTIVITY GENERATORS



CITIZEN'S INPUT

To help identify routes of high commuter traffic and origin-destination travel patterns. **[Housing, Employment and Recreational Centers]**



DATA SOURCES

- As per approved MP/DP/CP
- Field Surveys along major transit corridors
- List of Approved Developments
- Stakeholder Workshop



03

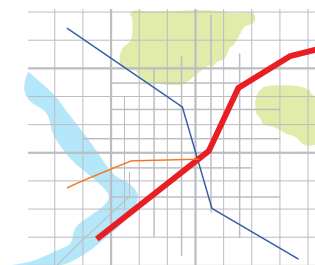
IDENTIFY PRIORITY TRANSIT DEMAND CORRIDORS

Based on population distribution, land use plans, location of activity centers and travel demand forecasting (if available) for the transit type proposed.



DATA SOURCES

- As per approved MP/ DP/ CP
- Mobility Plan/Transportation Plan
- Transit System Detailed Report
- Latest Census Population and Projected Estimates as per MP/DP/CP
- Right-of-way widths: Google earth/satellite images/field surveys/street views



[Refer to **AS-H02** How to undertake Rapid Transit Alternatives Assessment]

04

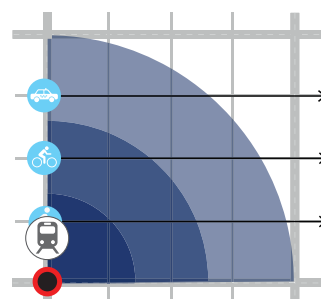
DELINEATE INFLUENCE ZONE OF TRANSIT

To determine the catchment area around transit routes where transit-supportive development needs to be prioritized.



DATA SOURCES

- Existing Station Locations
- Satellite Imagery/Google Street View
- GIS Database for land parcels, road network and natural features
- Master Plan/Development Plan/Comprehensive Plan
- Mobility Plan/Transport Plan
- Field Survey



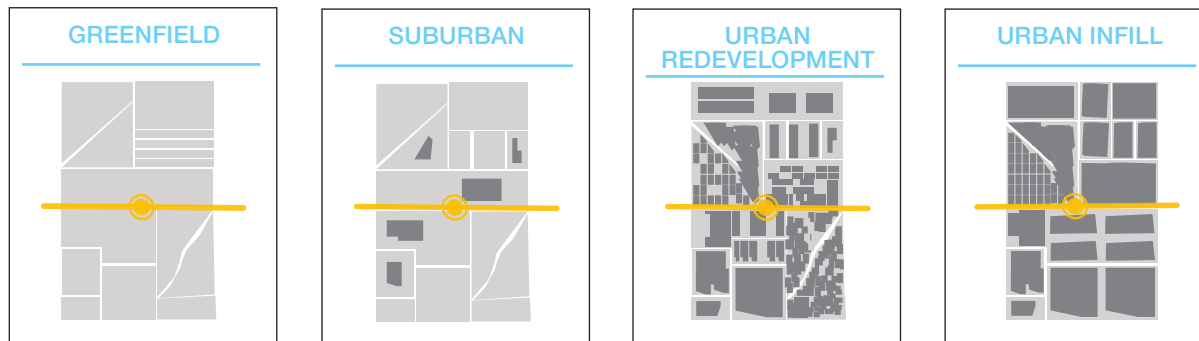
CATCHMENT AREA
800 m - 2 km / feeder network

INFLUENCE ZONE
400m - 800m / 10min walk

PRIMARY STATION AREA
0-400 m / 5 Min walk

05 DETERMINE DEVELOPMENT CONTEXT

To determine the real estate market dynamics, land availability and ROW constraints, including road safety considerations.



[Refer to **AS-A02** TOD Scale & Context Assessment]

06 IDENTIFY GOALS AND TARGETS



CITIZEN'S INPUT

For different areas within the TOD influence zone, based on city vision, growth scenarios, multi-stakeholder participation and road safety requirements.

[Refer to **AS-A01** TOD Readiness Assessment and **AS-H04** How to do Road Safety Assessment]

07 DRAFT CITY-WIDE TOD PLAN

Implementing TOD at a city-wide level includes policy recommendations and actions related to various TOD principles across various TOD implementing agencies, identified below:

COMPONENTS OF A CITY LEVEL PLAN

- City-wide Policy recommendations including road safety in TOD areas
- Master Plan Integration
- Typology of corridors and stations (AS-A03)
- Zoning Codes



08 ESTABLISH STATUTORY RELEVANCE

Options to establish statutory relevance for TOD principles include:

OPTION 1

Include a TOD chapter in Master Plan/ Development Plan/Comprehensive Plan as an amendment

OPTION 2

Create a TOD policy as a special law that supersedes the existing regulations

OPTION 3

Establish a TOD overlay district as a special area in existing development regulations



Pune, India