AS-A02
TOD SCALE ASSESSMENT

Checklist to determine the appropriate scale for TOD planning

Type: Checklist + User Guide
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 (Salat and Ollivier 2017). 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.

REFERENCES

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


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.

**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.
DETERMINE THE CONTEXT OF A TOD PLAN

GREENFIELD
- Planned land conversion from agricultural to high-intense uses
- High percentage of government-owned lands
- Extremely low or no existing population
- Within close proximity to existing urban centres, generally accessible by automobiles
- High-quality public infrastructure investment as the key economic driver

SUBURBAN
- Non-transit service or low-frequency transit service
- Low to moderately populated
- Lacks a combination of street connectivity, pedestrian and bicycle facilities, and urban amenities
- Single-use developments on large areas of land

URBAN (INFILL AND REDEVELOPMENT)
- Intensely populated areas
- Good or improving pedestrian/bicycle network
- Mix of neighborhood supportive retail and service amenities
- 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)
- TRANSPORTATION PLAN | MOBILITY PLAN
  (Under preparation | Update underway/ongoing/planned)
- BRT/METRO RAIL SYSTEM PROJECT PLAN
  (Under preparation | Planned)

CORRIDOR LEVEL
- MODIFICATIONS IN LAND DEVELOPMENT REGULATIONS
  (Under preparation | Update underway/ongoing/planned)
- TRANSPORTATION PLAN | MOBILITY PLAN
  (Under preparation | Update underway/ongoing/planned)
- BRT/METRO RAIL SYSTEM PROJECT PLAN
  (Under preparation | Planned)

STATION AREA
- TRANSIT OPERATIONAL/UNDER CONSTRUCTION
- PUBLIC OWNED VACANT LANDS/ REDEVELOPMENT OPPORTUNITIES EXISTING NEAR TRANSIT
- LAND BANKING/ POOLING STRATEGY UNDERWAY
- MODIFICATIONS IN LAND DEVELOPMENT REGULATIONS
  (Under preparation | Update underway/ongoing/planned)
- MARKET INTEREST (RAPID CHANGE IN PROPERTY VALUES)

SITE LEVEL
- REDEVELOPMENT OPPORTUNITIES NEAR TRANSIT
- MARKET INTEREST IN GREENFIELD, LAND AUCTIONING OR DEVELOPMENT
- PUBLIC OWNED VACANT LANDS/ REDEVELOPMENT OPPORTUNITIES EXISTING NEAR TRANSIT