TOD KP

PD-H03

HOW-TO PREPARE A STATION AREA PLAN

Plans at the station-level are more detailed and design-oriented. This tool aims to assist with the implementation of specific designs and urban design guidelines, as well as streetscape and smaller scale real estate investment.

Type: Step-by-Step Guide

WORLD BANK GROUP TOD Global Platform for Sustainable Cities gef UKaid from the British people GRSF Global Road Safety Facility IBI WRI INDIA

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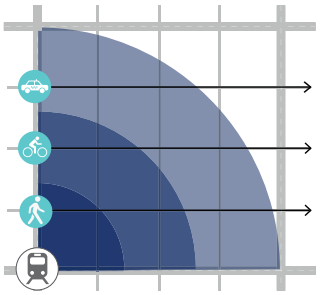
01 DELINEATE AND REFINE STATION AREA BOUNDARY

Station area boundaries are defined by the distance people walk in a set duration of time.

An effective strategy will work to increase the size of station area planning boundaries for transit stations by providing alternative mobility choices.



CATCHMENT AREA
800 m - 2 km /feeder network

INFLUENCE ZONE
400m –800m / 10min walk

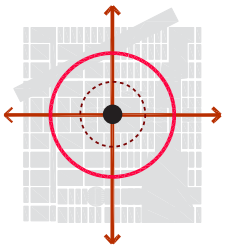
PRIMARY STATION AREA
0-400 m / 5 Min walk

DATA SOURCES

- Satellite Imagery
- Google Street View
- GIS Database for land parcels, road network and natural features
- Master Plan (MP)/ Development Plan (DP)/ Comprehensive Plan (CP)
- Transportation/Mobility Plan
- Field Survey

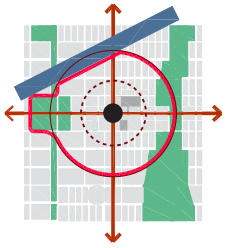
WALKING DISTANCE FROM TRANSIT STATION

Willingness to walk up to 10 minutes to a given station at 5km/hr, is defined by 800m radial circle boundary centered on the station.



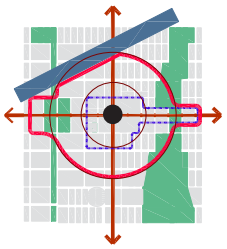
NATURAL ENVIRONMENT FEATURES

The boundary is remapped to include natural systems, greenways, waterways, opens space and barriers, such as major roadways and rail corridors.



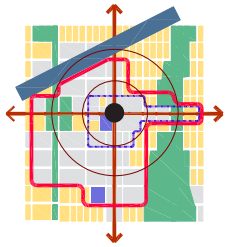
PED-SHED ANALYSIS

Ped shed is short for pedestrian shed. Ped sheds have irregular shapes because they cover the actual distance walked, not the linear (aerial) distance.



EXISTING BUILT ENVIRONMENT

Existing large-scale developments, destinations and community features beyond a 10-minute walking distance.



02 CREATE INVENTORY AND ANALYZE EXISTING CONDITIONS

CITIZEN'S INPUT

ACCESSIBILITY

Position within Public Transport Network | Road inventory | Pedestrian & Cycle Network | Street Grid | Intersections and mid-block crossings

Continuity of Road Network | Traffic Volume Count

Multi-modal Integration: Station Entry | Parking Management | Bus Stops

INFRASTRUCTURE

Physical: Drainage | Sewer | Water | Waste | Telecommunication

Social: Parks | Public Amenities | Street Vendors | Road Safety | Community Centers

Environmental Features: Natural Drainage | Topography

Heritage: Tangible (Built) | Intangible (Culture/Arts)

DEVELOPMENT

Land Attributes: Existing & Proposed (Use + Ownership + Plot Sizes)

Development: Population Densities + FAR utilization + Activity centers

Job Densities

DATA SOURCES

- Development and real estate market trends from stakeholder workshop/ focus group discussion
- MP/DP/CP
- Transportation/Mobility Plan
- Infrastructure Plans
- Field Survey

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03 CONDUCT SWOT ANALYSIS

CITIZEN'S INPUT

STRENGTHS are favorable conditions to be built upon. **WEAKNESSES** are unfavorable conditions to be considered. **OPPORTUNITIES** are potential improvements and favorable conditions that will help achieve project goals. **THREATS** are the potential barriers to the realization of project goals.

Categorize SWOT based on:

- Urban Design & Placemaking
- Land Use Attributes
- Crash data and blackspot identification
- Access to Transit
- Pedestrian and Cycle Mobility
- Safe design elements
- Parking Management
- Context: Development/ Redevelopment/Greenfield

04 DEVELOP STATION AREA PROGRAMMING ALTERNATIVES

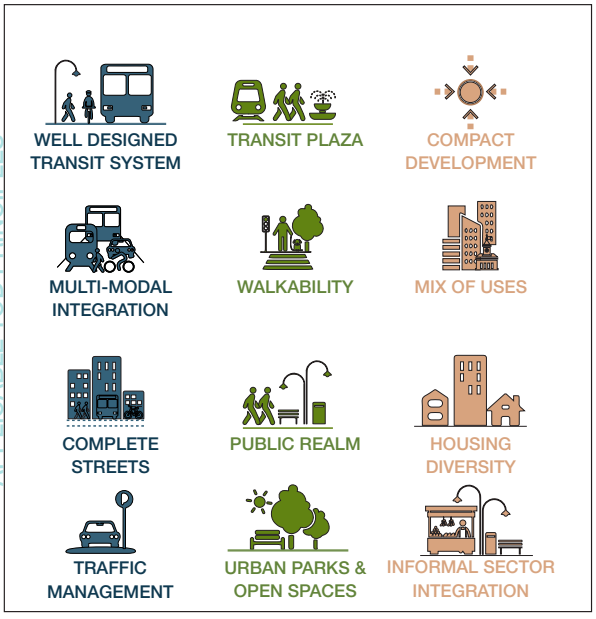
Programming alternatives may include scenarios on how the TOD station area may evolve over time:

- Accessibility Scenarios that include road safety measures
- Housing Development Scenario
- Employment Development Scenario

05 PREPARE STATION AREA CONCEPT PLAN

COMPONENTS OF A STATION AREA PLAN

- Spatial Layout Plan illustrating connectivity, land use mix, and building densities
- Circulation & Multi-modal Integration Plan
- Area-wide Parking Plan
- Physical Infrastructure Plan
- Landscape and Open Space Plan
- Architectural and Urban Design Guidelines
- Real Estate Market Potential Strategy
- Catalyst Redevelopment Projects
- Capital Improvements Program
- Phasing Strategy
- Branding and Communication Strategy



Curitiba, Brazil