

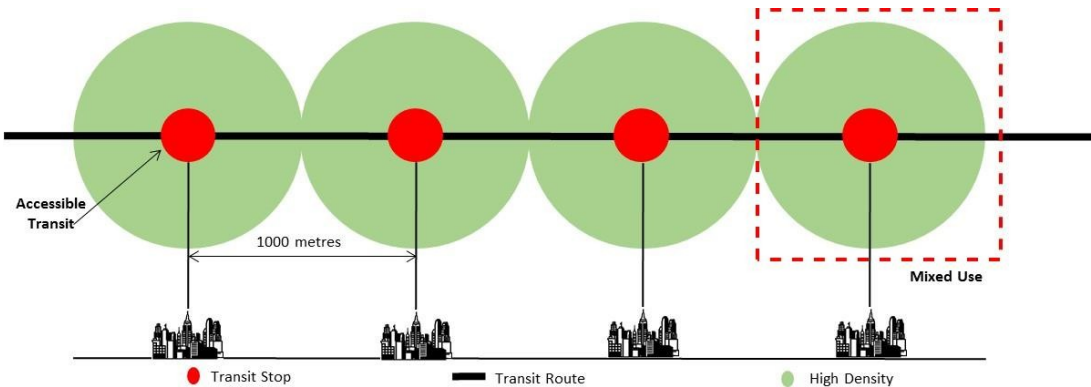
Draft

**Transit Oriented
Development Policy of
Uttarakhand**

**Town & Country Planning Department
Uttarakhand**

1. Transit Oriented Development (TOD) Policy:

Transit-Oriented Development (TOD) is an innovative urban paradigm that involves leveraging existing and upcoming public transit infrastructure and associated large number of users, to ensure sustainable mobility and optimise utilisation of land through compact mixed-use development. A TOD approach in the notified area/zone will help in bringing people closer to all types transit stations & will lead to much needed integration of land use with transport in the city. It will result in compact, walkable, mixed-use developments within influence zones of transit stations. This is a critical paradigm shift that can potentially improve public transit ridership, reduce vehicular congestion, and reduce greenhouse emissions and pollution in the long term.



Source: National Transit Oriented Development (TOD) Policy

TOD is also an important strategy for unlocking the latent economic potential and land values in the city. It will facilitate the development/regeneration of select zones/areas in the city through planned intensification of uses and activities, infusion of new infrastructure and improvements in the public realm. This will also allow the city to capitalise on the large-scale investments being made into various modes of public transit infrastructure by facilitating the improvement of old housing stock in addition to creation of new housing stock and economic centres around strategically located transit nodes and opening up opportunities for value capture. The following key outcomes shall be targeted through the TOD Policy.

- a. **To optimise the density and diversification of uses and activities:** This will be facilitated through higher Floor Area Ratio (FAR) norms and compact mixed-use development, with augmentation of infrastructure by respective service providing agencies, and application of norms for environment conservation. Such an approach will result in achieving an optimum mix of activities and higher job densities close to public transit systems, unlock the development potential of these areas and facilitate value capture.
- b. **To enhance mobility:**
 - Pedestrian and Non-motorised Traffic (NMT) friendly environment - Pedestrians and NMT to be given highest priority by adopting various strategies like street improvements, creating segregated network for pedestrian and NMTs, better traffic management plans, restricted and high-priced public parking.
 - By encouraging modal shift in favour of public transport through multi-modal integration, enhanced walkability and last mile connectivity.

- c. To create groups of various buildings/infrastructure with barrier-free universal access, achieved through place-making strategies for improved public realm. Generation of a vibrant and safe public realm for all ages, creation of public plazas and open/green spaces, multi-utility zones, spaces for public art, etc.

2. **Applicability of the Policy:**

The provisions of this Policy shall only be applicable in the Influence Zones Development Area of such identified TOD Nodes. Actual boundaries of Influence Zone will be delineated by Town & Country Planning Department, through a realignment plan bounded by a physical boundary feature.

Note: The norms and incentives of this Policy can only be availed by preparing TOD Schemes falling completely or partly within TOD Influence Zone.

3. **Definitions:**

- i. **TOD Node:** -Selected stations of mass rapid transit systems (MRTS, LRTS, BRTS or alike) notified by Town & Country Planning Department as the case may be.
- ii. **“Influence Zone”**-Area within a radius of 800m (walking distance of 5-10- minutes) from the point of alighting at the transit station notified as TOD Node. The centroid of transit station shall be used by Town & Country Planning Department to delineate the Influence Zone. The zone will have two components:
 - a) **“Intense Zone”**- Area within a radius of 500m from a transit stations identified as TOD Node.
 - b) **“Transition Zone”**-Area within a radius of 800 mt but beyond 500 Mt from transit station indented as a transit node.
- iii. **“Influence Zone Plan” (IZP)**-is an integrated plan, prepared for the TOD Area showing both intense zone & transition zone area.
- iv. **“TOD Scheme”** - means a development proposal for an area of minimum 1 Ha for Intense Zone and 3 Ha for Transition Zone in case of fulfilling all eligibility criterion.
- v. **“Developer Entity” (DE)** - a government or constituent land/property owner, a group of constituent land/property owners, or an entity (developer/business/corporate entity) representing the constituent land/property owners who intend to plan and develop a TOD Scheme. If the DE comprises of multiple entities, they have to come together through a valid and legally enforceable agreement between all the constituent land/property owners to participate.

4. Guiding Principles

Components	Influence Zone
Purpose	<ul style="list-style-type: none"> • To encourage Mixed Land use development along with higher FAR. • To strategically select TOD Nodes with high development potential. • Maximisation of available prospects. • To promote the public transport system. • To create well planned growth centres.
Assessment of Development Potentials	<p>The rapid assessment of the development potential of the various transit nodes in the city and identify a limited number of TOD Nodes based on their strategic importance and ease of implementation will be undertaken by the Town & Country Planning Department.</p> <ul style="list-style-type: none"> • Those transit nodes which are along any public transit system having the capacity to carry 2000 or more peak hour peak direction traffic (PHPDT).
TOD Scheme	Minimum 1 Ha for IntenseZone and 3 Ha for Transition Zone
Identification & selection of strategic nodes	<ul style="list-style-type: none"> • The Influence Zone shall have sites that can be readily taken up as TOD Schemes (adding up to a minimum of 2 Ha), such as vacant or underutilised government/private lands, government/private housing, commercial centres, industrial estates, etc. • Availability of such sites will ensure that trigger projects can be taken up on priority to provide the necessary impetus for other projects to come up in the Influence Zone; • They shall have a good mix of green field and/or low-density brown field sites; • Their location shall be strategic – either as economic/cultural hubs for the city or as potential triggers for development/regeneration of under-developed areas in the city. • They shall be amenable to augmentation of infrastructure such as water supply, sewerage, etc.
Additional TOD zone to be added upon expression of interest shown by constituent owners.	<p>If, At least 2 Ha of land is proposed to be developed in the form of a single or multiple TOD Schemes in a single node. A joint application shall be made to Town & Country Planning Department comprising of the following:</p> <ul style="list-style-type: none"> • Map showing the sites proposed to be developed as TOD Scheme/s, • List of landowners with details of location and area of land proposed under the TOD Schemes, • Letters of consent from all the land and property owners

	<p>involved.</p> <p>Town & Country Planning Department shall examine such proposals and may consider such nodes for inclusion under the TOD Policy.</p>
Preparation of IZP	<p>Town & Country Planning Department will prepare an IZP for the delineated Development Area of each TOD Node. Town & Country Planning Department may appoint expert consulting firms/institutions to expedite the process of IZP preparation.</p> <p>a) In case two or more TOD Nodes are in close proximity with overlapping TOD Development Areas, such areas shall be planned as an integrated IZP.</p> <p>b) The IZP shall integrate any other plans or schemes proposed for the area such as plans for enhancing walkability, street improvement, Parking Management Plans, etc. Any Multi-Modal Integration (MMI), station area development projects proposed around the transit stations by concerned transit agencies shall also be considered while preparing the IZP.</p> <p>c) The IZPs may be updated over time (as required) to reflect the changes due to development activity, to ensure that they continue to meet the needs of the area.</p> <p>d) IZP's may be prepared under LAP or TPS or Zonal Plan provisions.</p>
Eligibility for undertaking development.	<p>All lands and properties within the respective Influence Zones will be eligible to undertake development as per the norms of this Policy, provided they fulfil the requirements for undertaking TOD Schemes as set out under “purpose of Influence Zone” Interested land owners may apply as a DE by preparing a TOD Scheme as per procedures set out in the Regulations.</p>
Voluntary Norms for participation	<p>Participation under the TOD Policy is voluntary, the Development Control Norms of this Policy can only be availed by participating through approved TOD Schemes. Land/property owners within the TOD Nodes who do not participate in the TOD Policy may undertake additions/alterations to their existing buildings as per the existing permissible FAR. But will have to adhere to the circulation network/ parking areas as proposed in influence zone plans.</p>

5. TOD Schemes

Criterion for TOD scheme

Component	TOD Scheme Criteria
Minimum area of TOD Scheme	1 Ha for IntenseZone and 3 Ha for TOD Transition Zone.
Accessibility	A TOD Scheme must be accessible from an existing road having a minimum existing ROW of 18m, of a continuous length equivalent to at least 25% of the perimeter of the scheme.
Spatial Placement of TOD scheme	The entire scheme area shall fall within Influence Zone.
Exceptional inclusion in TOD scheme	Plots earmarked for Housing area and Neighbourhood level PSPs (except senior secondary schools and parks) can be included within TOD Schemes, provided that the underlying land belongs to the DE/constituent landowners of the DE. In such cases, equivalent facilities of the same type and of the same area shall be provided in the scheme. These facilities shall be over and above the mandatory PSP requirements prescribed under this Policy.
Inclusion of separate plots under TOD scheme	<p>A TOD Scheme can be constituted of separate plots (not more than two plots) adding up to 1 Ha intense zone and 3 hectares in transition zone that may be non-contiguous. In case, the plots are connected by either:</p> <ul style="list-style-type: none"> • Public roads (less than 18m ROW) • Public drains (not more than 5m width) • Public parks (not exceeding the open space hierarchy of 'tot lots' 125 sqmts) <p>These shall not be considered for meeting the 1 Ha area requirement or for computation of permissible FAR/ ground coverage.</p>
Amalgamation & Reconstitution of plots /reconfiguration of existing roads & open spaces for TOD scheme.	<p>Amalgamation and reconstitution of plots (including Housing Area and Neighbourhood PSPs) will be permitted for all TOD Schemes. Reconfiguration of existing roads and open spaces within a TOD Scheme area shall be permitted, provided that:</p> <ol style="list-style-type: none"> a) The reconfigured layout provides equal or more area under roads and open spaces. In areas where a fine network of streets for pedestrian movement already exists, it shall be preserved as far as possible. b) Due approval has been obtained from the concerned area agency in case of public parks and roads. Such public areas shall be handed over to the concerned public agency and remain open to public at all times. c) There is minimal damage to existing trees.
Preparation of to D scheme	DE's can also prepare IZPs for specific TOD Nodes and submit the same to Town & Country Planning Department for scrutiny and final approval.

5.1 TOD scheme permissible mix

TOD Schemes may be comprised of plots of same or different land uses (typically large schemes with vacant lands) or different use premises (typically brown field sites where gross land uses have been divided into smaller plots of different use premises as per approved layout plan). The permissible mix of uses for each plot in a TOD Scheme depending upon the assigned land use/use premise shall be as per the table below:

Table no 1: Mix of uses /Distribution of FAR in TOD

Land use/use premise of plot as per master Plan /Zonal Plan/Layout Plan / TP Scheme	Permissible Mix of uses (Distribution of FAR in TOD scheme)			
	Minimum FAR for residential uses	Minimum FAR for commercial uses	Minimum FAR for PSP and /or utilities uses	Minimum FAR for Other uses
Residential	50 %	10%	20%	Other uses* are permitted up to 20 %.
Commercial	30 %	50%	10%	Other uses* are permitted up to 10 %.
Industrial	30%	10%	10%	Remaining 50 % of FAR to be used for industrial use.
Government	30%	10%	10%	Remaining 50 % of FAR to be used for Government use.
Transportation Terminal/note	30%	10%	10%	Remaining 50 % of FAR may be for any use after meeting all operational requirements for Transportation facilities.
Mixed Use	30%	10%	10%	Remaining 50 % of FAR may be for any use.
PSP (only housing area and neighbourhood level PSP plots allowed)	The FAR for such plots shall be entirely utilised for PSPs and /or utilities in the TOD scheme.			

*This remaining FAR can be utilised as a mix of residential, commercial and PSP in any proportion as per project requirement.

5.2. Provisions for Mixed Land Uses:

Component	Provision to Mixed Land Use
<p>FAR and mix of uses will be separately calculated for each constituent plot in a TOD Scheme.</p>	<p>The overall mix of uses for a TOD Scheme shall be a sum total of the mix computed for each constituent plot. The DE shall have the flexibility to utilise such mix on the entire reconstituted scheme area as per design considerations, provided that the overall mix is maintained. The prescribed mix can also be achieved through vertical mixing of uses within buildings provided that:</p> <ol style="list-style-type: none"> a. Only non-manufacturing industries (service industry like IT/ITES, BPO/KPO, etc.) and non-polluting MSME units are combined with other uses like residential, commercial and institutional, having separate circulation areas and meeting all fire safety norms. b. Educational institutions, anganwadis, creches, old age homes, etc., are not combined with health facilities, penal institutions such as correction facilities, jails, etc. or manufacturing and/or warehousing facilities. c. Educational and health facilities as mentioned above shall mandatorily be developed on the lower floors, preferably with access to open spaces being planned as part of the TOD Scheme. d. Separate entry/exits and service cores will have to be provided as required in buildings with vertical mix of uses, complying with statutory requirements of prevalent Bye-Laws. e. Building having mixed use assembly/mercantile occupancy will limit the height of the assembly/mercantile occupancy portion of the buildings to 30 m. above this height the buildings may be used for business or residential occupancies with 240 min fire rating separation. Independent exits shall be provided for such occupancy above 30 m and shall not interfere with exits of assembly/mercantile occupancy (As per National Building Code 2016)

5.3. Mandatory Public Area in TOD Scheme Layout

Public Spaces Component	TOD Scheme Layout
Green Public Space	<p>a. 20% of the area of the amalgamated plot shall be designated as Green Public Space for public use. The DE shall design and develop the Green Public Space as per approved layout plan, and hand it over to the concerned local body for maintenance. No parking shall be permitted under or within such greens.</p> <p>b. Additional 10% green/recreational area shall be developed by the DE for exclusive use of the occupants. This may include plazas, tot-lots, green spaces, gardens, common areas, etc., that can also be provided on top of basements, podiums, terraces, etc. The extent of Podium area used for this purpose shall not be included for computation of ground coverage.</p> <p>c. Such greens shall remain un-gated and open to public at all times and have direct access from a major ROW (18m or above) on at least one side. The DE shall provide at least one consolidated green with a minimum area of 2000 sq. mt.</p> <p>d. Concerned local body may utilize up to a maximum of 10% of the land reserved for Green Public Spaces under each TOD Scheme for provision of public utilities envisaged under the IZPs.</p>
Public road network	<p>DE shall provide additional roads/streets for public use within the TOD Scheme as per the following norms.</p> <p>a. Road networks to be planned with a vehicular route network of approximately 250m c/c and pedestrian network of approximately 100m c/c.</p> <p>b. Based on ground conditions, the street grid (i.e. c/c spacing between ROWs) requirement within the TOD scheme area may be relaxed up to a maximum of 10%.</p> <p>c. The grid pattern should be followed while planning the road network in the TOD scheme layout.</p> <p>d. Dead ends should be avoided. In case where the dead-end cannot be avoided then cul-de-sacs should be created.</p>
<p>All such public areas including greens and roads shall be designed as per national urban Greening Guidelines 2014, MoUD, GOI and developed by the DE and handed over free of encumbrances to the concerned local body for maintenance.</p>	

5.4 Exclusion from TOD Scheme

Components	Exclusion
City-level PSP plots	<p>City-level PSP plots (community, district or zonal PSPs and secondary schools) cannot be part of any TOD Scheme. However, in order to meet the additional requirement for health, education and other PSP facilities to cater to the enhanced densities in TOD Nodes, any such PSP plots (greater than or equal to 1 Ha) falling entirely within the TOD Influence Zone shall be permitted to apply as standalone TOD Schemes permitting PSP activities only. Such schemes can avail an additional FAR of 1.5 times the existing permissible FAR up to a maximum of 4.0 %. The following additional conditions shall apply:</p> <ol style="list-style-type: none"> a. Mix use norms shall not be applicable to such sites, and the existing use premise shall be retained. b. In case of school plots, the existing area under playgrounds shall be retained or increased within the same plot. c. ROW of the adjoining road shall not be less than 18m.
Public Transit Infrastructure agencies and Railways	<p>In case of any Public Transit Infrastructure agencies and Railways, the operational areas for transportation such as tracks, depots, viaducts, guide-ways etc. shall not be considered as part of TOD scheme area for calculation of FAR/ ground coverage/ minimum scheme area for application of TOD norms. Joint ventures for Station Area Development can be considered between the Railways/Public Transit Infrastructure Agencies and other adjoining land-owning agencies (both public and private). Wherever feasible, concourse level integration between TOD Scheme developments and mass transit stations shall be ensured, and the cost for the same shall be borne by the DE.</p>

TOD Schemes falling in two TOD Nodes (where the influence zones of such TOD Nodes are adjacent and contiguous) can be considered for approval, provided they meet all other conditions under this Policy.

6. Multimodal Integration

- 6.1** The influence area should have high quality integrated multimodal transport system for the optimum use of the facilities by the residents/users. The system should have seamless physical connectivity, information integration and fare integration across modes so that the first and last mile connectivity does not become a bottleneck in the use of public transit systems by the citizens.
- 6.2** The transit system, including its stations, should be designed to provide high quality services that assure user satisfaction in terms of safety and comfort. The citizens should have barrier free access to all the required amenities in the transit system as well as around the transit centers.
- 6.3** The hierarchy of the facilities at the transit system should prioritize pedestrians followed by bicycle, feeder buses, drop-off facilities and park and ride facility in the given order.
- 6.4** The transit stations should have ample bicycle parking spaces with scope for future expansion if need arises.
- 6.5** Intermediate Public Transport (IPT), Non-Motorized Transport (NMT) and feeder buses perform a significant role in providing first and last mile connectivity to the populace beyond the influence zone. To ensure that the area around the transit station remain congestion free and to facilitate easy transfers, it is important to provide adequate parking and pickup/ drop-off facilities for the above modes at suitable locations at the stations and in the influence zone.
- 6.6** To support TOD, park and ride facilities may be provided, if needed. The facilities, with suitable pricing that deters private vehicle use, may be planned primarily at the end stations and can variably decrease according to the requirement on the intermediate nodes. On-street parking should be prohibited in the influence area and if necessary it should be priced higher than off street parking.

7. Focus on pedestrians, cyclists and NMT users

- 7.1** The streets should be designed for users of all age groups and for all types of commuters including pedestrians, bicyclists, motorists and transit riders. They should be safe and accessible by all.
- 7.2** The influence zone should have development in smaller blocks with a finer street network having provision for pedestrians, bicyclists and NMT users. This will create a grid of small, traversable blocks which has sidewalks and amenities like lighting and information signage etc. and ensure accessibility of the transit stations by pedestrians and cyclist.

- 7.3 Right of Way (ROW) should not dictate the pedestrian circulation network, it should rather be designed based on the pedestrian volume and adjoining land-use. Smaller ROWs should be made 'pedestrian and NMT only' or one-way streets so that pedestrian circulation is not compromised.
- 7.4 Continuous and unobstructed footpaths of suitable width should be provided on either side of the streets. To protect the footpaths from encroachment and parking, buffers or bollards etc. may be provided.
- 7.5 **Universal Accessibility:** All streets should be designed to meet or exceed the minimum standards stipulated for barrier free environment by Government of India¹ to ensure universal accessibility for people with reduced mobility including visually and hearing impaired persons.
- 7.6 **Traffic Calming:** To promote a safe and secure environment for pedestrian and NMT users, necessary measures should be taken to reduce speed as well as volume of motorized traffic in the influence zone. On streets which are primarily designed for movement of pedestrian and NMT as well as those having ROW less or equal to 12m, the maximum speed limit should be restricted to 20 kmph by design by use of table top crossings, carriage way surfaces etc. For all other streets, in and around the influence zone, the speed should not exceed 40 kmph.

8. Street Oriented Buildings and Vibrant Public Spaces

- 8.1 Retail and other 'active uses' should be supported on the ground floor along the main streets, key intersections, stations and parking garages to ensure high quality pedestrian environments.
- 8.2 To promote natural surveillance of public spaces, all boundary walls should be removed. Also, the orientation of the buildings should be such so as to face the pedestrian facilities.
- 8.3 The streets should have a natural surveillance system by providing mixed-use active frontage, vending zones and avoiding opaque wall, which would ensure a safe environment for pedestrians, especially women, children and elderly.
- 8.4 Ground floor should support commercial activity, with at least 50% un- tinted transparent frontage.

9. Framework for Implementation of the Policy

Component	Framework
Facilitation/ implementation of the policy.	<p>a. TCPD will Identify Influence Zone eligible for undertaking TOD development as per the provisions of this Policy, and update/revise the same from time to time as required. Inter alia the UKMRC or any other agency can share the proposed alignments of their projects approved by the Concerned Boards to TCPD for identification of TOD nodes.</p> <p>Note: The TOD nodes can be finalised:-</p> <ol style="list-style-type: none"> 1. If the public transport corridors have been approved by the GoUK and the copy of the approval has been submitted to the TCPD for adding the corridor proposal in the Master plan. 2. If the public transport corridors have been proposed in the approved master plans of the towns/cities. <p>b. TCPD will Delineate Influence Zone and Transition Zone of TOD.</p> <p>c. TCPD will Prepare/ensure preparation of IZPs for all TOD Nodes as per the provisions of the Policy and Regulations.</p> <p>d. LDA should set up and manage a dedicated TOD account to manage funds.</p> <p>e. LDA should Set up a dedicated portal or microsite for all matters pertaining to implementation of the TOD Policy.</p>
Formation of Committee	<p>Formation of Committee under the Chairpersonship of Secretary Housing GoUK comprising of representative of Town & Country Planning Department /LDA and various service providing agencies. This Committee will be responsible for:</p> <ol style="list-style-type: none"> a. Approval of any new Influence Zone (other than any priority nodes identified under the Regulations). b. Coordinate and monitor the works undertaken by various agencies for area improvement as prescribed in the IZP. c. Sanction all expenditure for area improvement from the TOD Funds.

TOD Scheme Approval	It shall be approved by the Town and country planning department after receiving technical NOC from Town Planners from LDA and Executive Engineers from PWD & director of the concerned transportation departments and service providing agencies, or any other department. Finally, the scheme will be sanctioned by the Development Authority.
Payment of Additional FAR Charges	The DE shall pay Additional FAR Charges to the respective local bodies for undertaking area improvement and infrastructure augmentation works (as required).
Provision for Additional TOD Charges	TOD Charges shall be collected by LDA and ring-fenced through a dedicated TOD Fund set up for each Influence Zone.
Multi-Modal Integration (MMI) within the TOD Influence Zone	Projects for Multi-Modal Integration (MMI) within the TOD Nodes may be implemented by the concerned mass transit agency or through partnerships with other public / private agencies
Zero-Tolerance in TOD Influence Zone	There will be zero-tolerance zone for traffic violations and any management initiatives such as parking regulation, one-way/two-way traffic management, etc., including measures recommended in the IZP, shall be implemented by the Uttarakhand Traffic Police
Grievance Redressal	Grievance Redressal during the implementation of the TOD Policy shall be as per Regulations.
Payment of applicable fees and charges by DE	All applicable fees and charges shall be paid by DE and will execute the development in accordance with the provisions detailed in the Regulations.

Note: Concerned local bodies shall integrate the development controls of this Policy with their existing approval systems to ensure transparent and fast-track approval of TOD Schemes. Online system should be adopted for the approval of IZP's.

10. Development Control norms for TOD Schemes

10.1 The Development Control Norms of this Policy shall be applicable to all TOD Schemes and prevail in case of conflict with any other policy/provisions within the Master Plan. Development under TOD Schemes can be a mix of new development, partial/full reconstruction and partial/full retrofitting of existing structures. The strategy to be adopted shall be detailed by the DE as part of the TOD Scheme submission and approved as per the process laid out in the Regulations.

Component	Guideline
FAR	<p>a. The FAR for a TOD scheme shall be calculated as the sum of FAR calculations for all constituent plots. FAR entitlement for each constituent plot shall be calculated as follows:</p> <ul style="list-style-type: none"> • The FAR shall be 1.5 times the existing permissible FAR on the plot or 3.0 of the plot areas, whichever is more. • The maximum FAR limit for any plot included in TOD Schemes shall be 4.0 of the plot areas. • Larger TOD Schemes with an area of 4 Ha and direct access from roads of 18 m RoW, will be eligible for FAR of 5.0 on all constituent plots, if feasible. <p>b. While consumption of the entire entitled FAR is not mandatory, the following shall be ensured by all TOD Schemes:</p> <ul style="list-style-type: none"> • Minimum FAR utilisation shall be equivalent to the existing permissible FAR for each of the plots. • Overall proportion of mix of uses shall always be maintained. <p>c. In case of TOD Schemes that include existing service lanes/ public roads/ public drains/ public parks, etc., land under such areas shall not be considered for computation of FAR.</p> <p>d. Any public amenities provided as part of the development such as public toilets, bridges, etc. shall be free of FAR, subject to the condition that they are maintained regularly by the DE and remain open and accessible to public at all times of the day, failing which, the concerned local body shall take over the same.</p> <p>e. TOD Schemes that are not able to utilise the permissible FAR due to height restrictions, may be allowed relaxations in ground coverage and setbacks, without compromising the area to be maintained under Green Public Spaces.</p> <p>f. The height restrictions may be relaxed based upon the locational aspect and geological aspect of the site.</p>
Ground Coverage:	Ground Coverage shall be a maximum of 40% of the entire TOD Scheme/plot area.
EWS/affordable Housing:	DE shall utilize a mandatory FAR of 15% over and above the maximum permissible residential FAR for provision of good quality EWS housing, as per the prevailing building bye laws.

Parking	
Component	Guidelines
Parking Regulations	<ul style="list-style-type: none"> a. On-street parking should be provided only where necessary within the influence zones of TOD Nodes and shall be earmarked in layout plans. No free (un-paid) on-street parking to be provided for private vehicles and it should be priced higher than off-street parking. On street parking should be prohibited within 100 m of the transit station. b. TOD Schemes shall provide 1.5 Equivalent Car Space (ECS) per100 sq.m. of covered area, with mandatory 10% of the parking area earmarked for bicycles. c. DE shall provide at least 25% of all parking facilities within TOD schemes as 'public parking' facility, in the form of at-grade parking wherever feasible. d. Parking may be in the form of stack parking, surface parking, podium parking, stilt parking on surface or within basements or podiums, or any other innovative methods, all of which shall be counted towards ECS requirement. Provided the active commercial frontage on streets shall be maintained at grade. e. No parking shall be permitted on or under any designated Green Public Space. f. TOD aims to promote NMT which includes use of bicycle. Therefore, bicycle parking facilities should be provided at regular intervals and suitable locations within the influence zone. Public bicycle sharing systems may also be planned to promote the use of bicycles. g. Parking should not be allowed in a manner wherein the aesthetics of the city is lost. The neighborhood is generally adversely affected by parking of vehicles in front of the buildings on the primary streets, therefore, on-street parking should be avoided. In case, if on-street parking is needed, it should be provided in a manner, wherein it acts as a buffer for the pedestrians and cyclists from motorized traffic. h. To restrict unauthorized parking and to avoid congestion caused due to on-street parking, it is important to have an enforcement mechanism in place. Cities should have a parking policy with heavy penalty for unregulated parking in the influence zone and ensure that the same is implemented. Also the parking should have price variations according to time of day and duration of parking.

10.2 Other Mandatory provisions

Components	Other Mandatory provisions
Mandatory sustainability provisions	<p>The entire development has to be compliant with the mandatory sustainability provisions given in the Unified Building bye laws 2016, TCPO and prevailing Master plan. These include:</p> <ul style="list-style-type: none"> a. Water Conservation and Management, including RainWater Harvesting (by Recharge), Low Water Consumption Plumbing Fixtures, Waste Water Recycle and Reuse and Reduction of hard scape. b. Solar Energy Utilization, including Installation of Solar Photovoltaic Panels, and Installation of Solar Assisted Water Heating Systems. c. Energy efficiency, including Low Energy Consumption Lighting Fixtures (Electrical Appliances - BEE Star and Energy Efficient Appliances) and Energy Efficiency in HVAC systems. d. Waste Management, including Segregation of Waste and Organic Waste Management, sewage disposal. e. Universal barrier-free access - All public spaces, roads, Green Public Spaces, parking areas, buildings, etc. within TOD Schemes and all area improvement works taken up as per the approved IZPs shall be designed for barrier free universal access as per Harmonised Guidelines and Space Standards for Barrier Free Built Environment for Persons with Disability and Elderly Persons, 2016 of the Ministry of Housing and Urban Affairs, Govt. of India. F. Additional Development Controls for urban design, landscape and built environment shall be notified separately to regulate building and site-level aspects such as active frontage, streetscapes, integration of green blue infrastructure, etc.

10.3 Minimum plot area within the scheme

Intense Zone	Transition Zone
2000 sqmts	3000 Sqmts

10.4 Density

Intense Zone	Transition Zone
300-600 DU/Ha	200- 400 DU/Ha

10.5 Height Restriction:

The maximum height of building shall not exceed 1.5 times the width of road abutting plus the front open space, subject to the requirement of front open space of a maximum of 16 m; (NBC code for height limitations)

The height restrictions shall also be subject to the regulations of the Airport authority of India and structural stability / fire safety compliances as per applicable laws and as per the

prevailing building byelaws of the state, National building Code 2016 and the Master Plan of the town.

Note: except the building no other area of the scheme/plot will be elevated as it may hinder free movement of the pedestrians, cyclists, old age persons and especially abled citizens etc.

10.6 Building line setback

Building Line along Public transit corridor	Minimum 6.0 m after proposed ROW (of Public transit or road, whichever is more on either side) Or 12 mt from the centre of the road, whichever is more shall be applicable.
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10.7 Front setback along other roads (in influence zone)

Use	Setback requirements on façade facing roads		
	Public ROW > 9 m	Public ROW =9 m	Public ROW = 6 m
Commercial, Non Residential	Max 1 mts	Max 1.5 mts	Max 3 mts
Educational (Schools, colleges, etc.)	As per NBC	As per NBC	Max 3 mts
Residential	Max 1.5 mts	Max 3 mts	Max 4.5 mts

10.8 Other side setbacks as per the height of the building

Height of the building in meters	Both Side and rear setbacks in meters
Upto 18	6
21	7
24	8
27	9
30	10
35	11
40	12
45	13
50	14
55	16
70	17
120	18
Above 120	20

(NBC 2016)

Note: The Site/Buildings shall not be bounded by the boundary wall/grills and the setback spaces in all the directions shall be at grade with ROW so that the spaces between the budlings can be used by the general public as pedestrian pathway.

11 Uses in the TOD zone:

11.1 Permissible uses

- i. Affordable /low-income housing, one and two room apartments for sale and rent, dormitories, old age homes, service apartments for young professions, government housing for low income and middle-income group employees, working women hostels, hostels, studio apartments, night shelters, etc.
- ii. Daily need stores like departmental stores, cultural institutions, health clubs, day care facilities, clinics, entertainment facilities, small restaurants, Budget hotels, 4-star hotels, Diagnostic Centres, Maternity homes, Nursery schools /Crèche etc
- iii. Informal Sector uses like vending zone for vendors.
- iv. Any other use which is permissible in the zoning regulations of Master plan/Zonal plan.

11.2 Non permissible uses for all new projects within TOD zone

- i. Plotted residential development shall not be covered under the TOD policy.
- ii. Car sales Showrooms
- iii. Banquet halls
- iv. Auto Mobile repairs /services/vehicle servicing shops
- v. LPG go downs
- vi. Electric Sub Stations 220 Kv
- vii. Bus Depot (permitted only if clubbed with terminal and in the form of mixuse development site)
- viii. Cremation ground /graveyard.
- ix. Standalone multilevel parking without onsite mixed use
- x. Open ground parking lot (if provided shall be counted as FAR consumption)
- xi. Any trade or activity involving any kind of obnoxious, hazardous, inflammable, non-compatible & polluting substance or process shall not be permitted.
- xii. Any other use which is non-permissible in the zoning regulations of Master plan/Zonal plan.

Operational structures: the following structures shall be treated as operational structures.

- i. All stations and tracks, guideways, supporting at grade, elevated and underground including entry structures, ancillary buildings to house DG sets, chilling plants and electric sub stations, supply exhaust and tunnel ventilation shafts etc in public transportation infrastructure and mode.
- ii. Depots and maintenance workshops.
- iii. Traction sub stations.
- iv. Operations Control Centres
- v. Police Stations /Fire stations/ Medical facilities.

12 Fee and charges

- 12.1 For utilising the existing FAR, the Subdivision charges, development charges, labour cess, supervision charges etc will be levied as per the prevalent rules and regulations of the local development authority.
- 12.2 For utilising the extra FAR provided in the TOD policy, the DE has to pay the charges fixed by Town & Country Planning Department. The Extra FAR available shall be in the form of purchasable FAR and the calculation of which shall be as given in the state building bye laws under provision of purchasable FAR. Other models of value capture financing as mentioned in national TOD policy such as one time betterment Levy, Impact Fee, TDR may be explored based upon financial analysis by the concerned authority/department which shall be forwarded to TCPD for consideration.
- 12.3 The DE shall deposit the charges with LDA and LDA shall transfer the 40 percent of the Purchasable FAR amount into Unified Metropolitan Transport Authority /Unified Transport Fund. This amount will be deposited by UMTA in an escrow account which shall be specifically utilised for the development of any Public Transit Infrastructure. The half of the 40 % shall be transferred by UMTA to agency which is developing the Mass transit system on specific TOD corridor (from which TOD fund has been received) like MRTS, PRT, LRT, BRTS etc and remaining half shall be utilised for the development of any other public transit infrastructure. by UMTA. The 60% fee retained by LDA shall be deposited in an ESCROW account of 'TOD Fund' and shall be utilized exclusively for the development of TOD Area. Half of the above fund shall be transferred to TCPD for the plan formulation of New TOD models/plans.

13. Statutory Framework

- 13.1 TOD policy should be notified as part of the Master Plan/Development plan of the city. The policy document should clearly outline the importance of the high capacity transit networks in the city's development.
- 13.2 The vision of the Master Plan/ Development Plan should be resonated by all the stakeholders, especially those involved in infrastructure development and preparation of development plans. The building bye-laws and development control regulations would need to be amended to incorporate the changes required for implementing TOD.
- 13.3 The influence zone of the TOD should be clearly notified by the concerned authority (*see para 5.1 on Influence Zone above*).
- 13.4 10.4 To ensure that the infrastructure created in the influence zone is provided in a planned manner, the ULBs and the concerned authorities/agencies should prepare a comprehensive plan integrating all the utilities, physical infrastructure and essential facilities such as roads, sewers, drainage, electric lines, green spaces, police post, fire post, electric sub-stations, etc. The plan would be useful to assess the carrying capacity of the existing infrastructure and the upgradation needed to meet the increased demand once TOD is implemented.

14. Coordination and Implementation

- 14.1 Implementation of TOD would entail the involvement of various agencies for preparation of master plans or sector plans, reviewing the infrastructure building regulations, provision of public transport and traffic control, etc. Therefore, to ensure the success of TOD, it is important that there is coordination between these agencies for efficient planning and implementation.
- 14.2 To ensure that TOD does not merely become a high density development along the transit, which may result in higher concentration of private vehicles and congestion, it is important that the LDA/ULB make sure that all the important aspects of TOD, as given in earlier sections, are implemented in totality.
- 14.3 Cities should provide transparency and clarity in the policy and procedures for TOD, as well as the economic incentives for all stakeholders. This would allow multiple landowner to come together and build a consensus and save time in implementation of TOD.
- 14.4 For long term commitment of public agencies and private sector in implementing TOD, cities should create clear and fair rules for sharing of costs, benefits, and risk among the stakeholders.
- 14.5 Cities may encourage public private partnership in planning and implementation of TOD as well as infrastructure upgradation to foster the technical knowhow and financial capacity of the private sector.

15. Checklists for Guiding Principles

This policy focuses on compact mixuse development around the Transit corridor. This document has focused on the 12 guiding principles while formulating the same along with supporting tools.

Annexure: Checklist for guiding principles		
Components	Yes	No
Multimodal Integration		
Complete streets		
Last mile connectivity		
Inclusive habitat		
Optimised densities		
Mixed Land use		
Interconnected street network		
Non-Motorised Network		
Traffic Calming		
Managed Parking		
Informal Sector integration		
Street oriented building		

TOD Support Principles tools

Annexure: Checklist for principle tools		
Components	Yes	No
PPP		
Safety and security		
Universal accessibility		
High quality transit system		
Technology integration		
Right size infrastructure		
Green building and infrastructure		
Preserve and create open spaces		
Land value capture		

The Checklist has to be submitted by the DE while submitting the Layout of the scheme to the TCPD.

