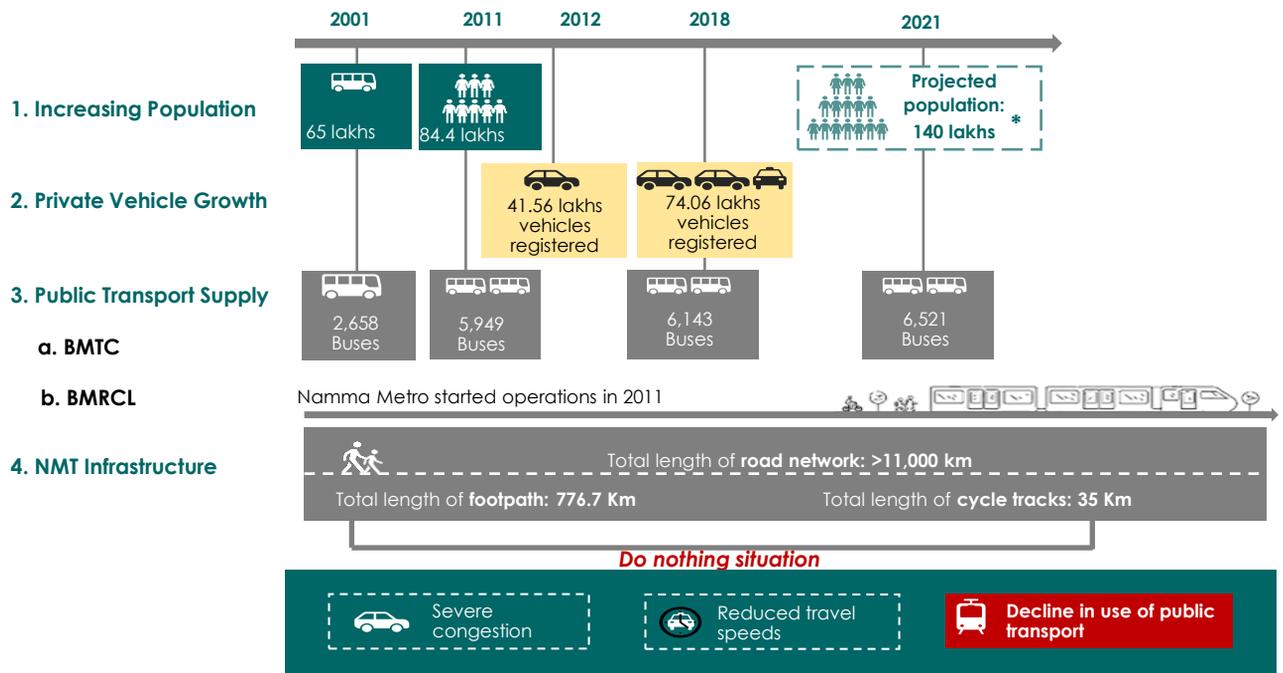


### What is TOD?

**Transit-oriented development (TOD)** is a framework for planning, designing, and transforming urban areas to make the best use of public transport network by orienting appropriate land uses in urban space. TOD can achieve a range of objectives- as an enabler to increase viability of public transport, as a revitalizing tool to transform urban core areas through redevelopment and planning land uses that create lively sustainable places in greenfield development. Successfully implemented TOD projects lead to a vibrant urban space, greatly reduce private vehicle dependency for commuting and lead to an improved quality of life.



\*Source: Comprehensive Mobility Plan for Bengaluru - 2020

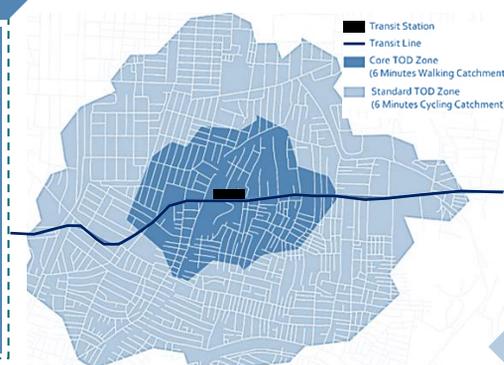
**Transit oriented development (TOD)** provides an opportunity to leverage the existing and ongoing investments in non-motorized transport (NMT) and public transport (Namma Metro, suburban rail, and bus priority measures) to relook at Bengaluru's urban form, reimagine spaces and restore Bengaluru's vibrancy.

### What is a TOD Zone?



#### Core TOD Zone

The area within a 6-minute walk to the station represents the Core TOD Zone. This broadly translates to a distance up to 500 meters from the transit station. It is generally amenable to house the highest intensity of transit supportive land uses.

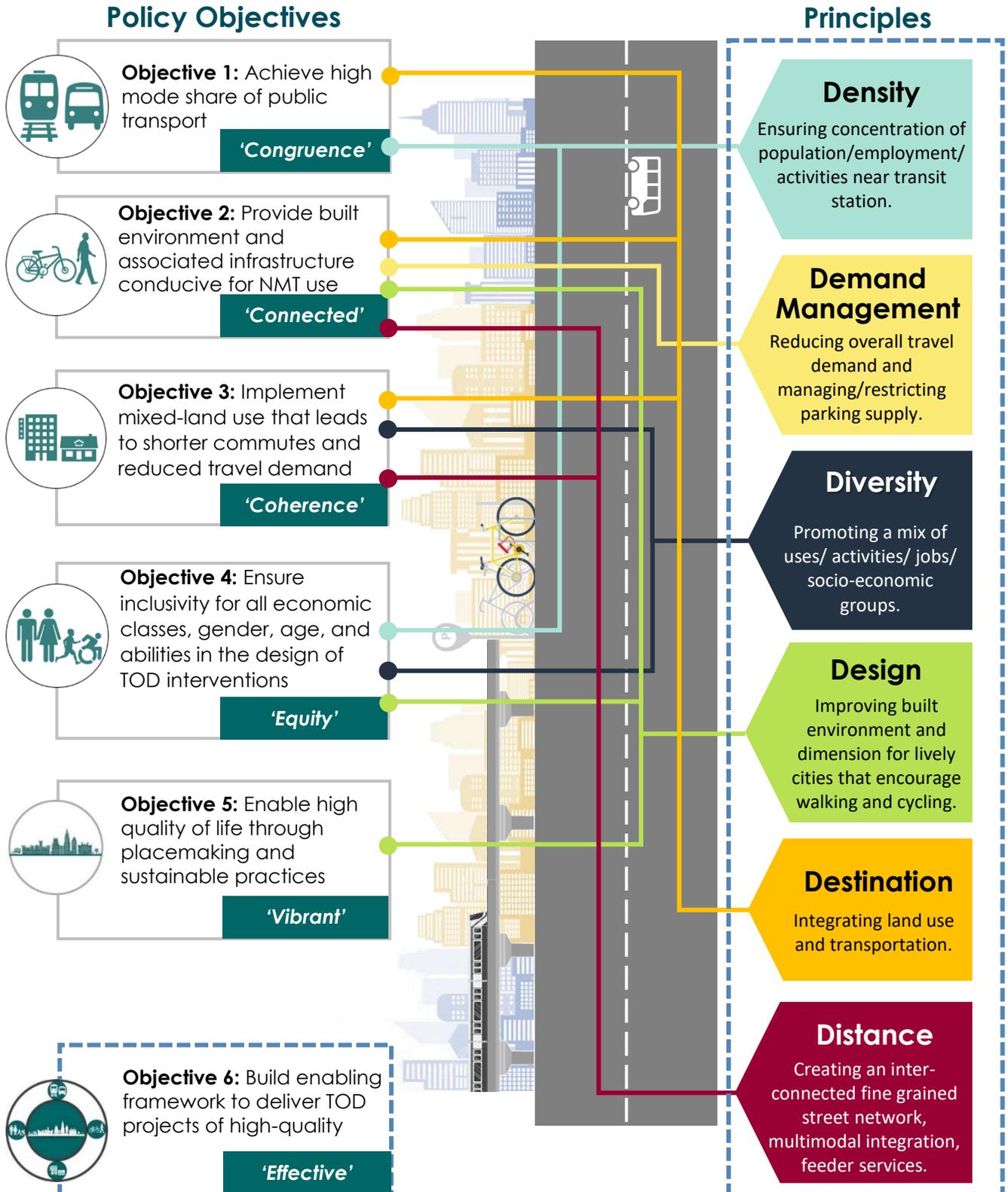


The area within a 6-minute cycling distance to the station broadly covers a distance up to 1000m around the station and is amenable for both walking and cycling. This zone will also be planned to host transit supportive activities.

#### Standard TOD Zone

# Policy Objectives and Principles

To enable a successful TOD, the policy has clear objectives and will be implemented effectively through a strong institutional mechanism. This policy reflects some of the key learnings from related works including feedback, comments, and inputs from stakeholders. The overarching TOD objectives for Bengaluru along with the broad principles governing them are presented below;



# Policy Enablers

## Objective 1

1.1

Transit Service Design

1.2

Design for Captive Ridership

1.3

Multi-Modal Integration

1.4

Mobility as a Service

1.5

Parking Management

2.1

Complete, Connected NMT Network

2.2

Cycling facilities

2.3

Walkable Neighborhoods

## Objective 2

## Objective 3

3.1

Mixed-use Mixed-income balance

3.2

Regulations for Compact Development

3.3

Land Value Capture

3.4

Civic Amenities

4.1

Inclusive Barrier-free Design

4.2

Affordable Housing

4.3

Informal Sector Integration

## Objective 4

## Objective 5

5.1

Vibrant Public Spaces

5.2

Form Based Codes

5.3

Use of Green Technology

5.4

Safety and Security

5.5

Nature and Environment

5.6

Conservation of Heritage and Environment

6.1

Planning & Implementation for TOD Zones

6.2

Standards and Approvals

6.3

Monitoring, Evaluation & Lifecycle Asset Management

6.4

Capacity Building

6.5

Financing Mechanism

## Objective 6