

FAQ's

1. What is TOD?

A transit-oriented development (TOD) is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership

2. What are characteristics of TOD?

Many of the new towns created after World War II in Japan, Sweden, and France have many of the characteristics of TOD communities. In a sense, nearly all communities built on reclaimed land in the Netherlands or as exurban developments in Denmark have had the local equivalent of TOD principles integrated in their planning, including the promotion of bicycles for local use.

In the United States, a half-mile-radius circle has become the de facto standard for rail-transit catchment areas for TODs. A half mile (800 m) corresponds to the distance someone can walk in 10 minutes at 3 mph (4.8 km/h) and is a common estimate for the distance people will walk to get to a rail station. The half-mile ring is a little more than 500 acres (2.0 km²) in size.

Transit-oriented development is sometimes distinguished by some planning officials from "transit-proximate development" because it contains specific features that are designed to encourage public transport use and differentiate the development from urban sprawl. Examples of these features include mixed-use development that will use transit at all times of day, excellent pedestrian facilities such as high quality pedestrian crossings, narrow streets, and tapering of buildings as they become more distant from the public transport node. Another key feature of transit-oriented development that differentiates it from

"transit-proximate development" is reduced amounts of parking for personal vehicles.

Opponents of compact, or transit oriented development typically argue that Americans, and persons throughout the world, prefer low-density living, and that any policies that encourage compact development will result in substantial utility decreases and hence large social welfare costs. Proponents of compact development argue that there are large, often unmeasured benefits of compact development or that the American preference for low-density living is a misinterpretation made possible in part by substantial local government interference in the land market.

3. What are the reasons to pursue TOD?

Characteristics of TOD:

- A mix of uses;
- Moderate to high density;
- Pedestrian orientation/connectivity;
- Transportation choices;
- Reduced parking;
- High quality design.

Reasons to pursue TOD:

- Property values near transit stations increase faster than other locations;
- Lower development costs;
- Opportunity for cost sharing;
- Create a 24 hour community;
- Re-use historic or underutilized sites

4. What are the factors that support transit development?

- Strong market conditions;
- Regional commitment to transit;
- Strong and respected local leadership;

- Supportive policies and tools.
- Competitive station area;
- Vacant/re-developable land available;
- Large parcels in single ownership or easily assembled.

5. What are the types of transit development?

- Joint development and air rights;
- Co-development;
- Transit-responsive development;
- Reinvestment and redevelopment

Joint Development and Air Rights

- Almost always uses station site or air rights;
- Transit agency an active partner;
- Potential for shared construction;
- Operation/Management of station may be combined.

Co-Development

- Usually involves sites adjacent to stations;
- Occurs when station is built;
- Involves cooperation for mutual benefit;
- Potential to coordinate design and construction of development and station.

Transit-Responsive Development

- Located within walking distance of station;
- Transit enhances viability of existing sites;
- Transit agency not directly involved in development.

Reinvestment and Redevelopment

Transit can:

- Stabilize property values;
- Encourage investment in existing properties;
- Lead to increases in property values with modest investment.

6. Discuss the fundamentals of an integrated township.

While the concept of integrated township living is still something of a novelty in India, the concept of living in integrated residential communities is definitely not. If we look at how configurations like villages work, then it emerges that Indians have been living in integrated residential communities for a very long time indeed. Of course, integrated townships are a far more specialized and sophisticated real estate model - and one which is becoming a very important one for various reasons. For all those who have been living in cities like Pune and Mumbai, the fact that urban life can and does become rather disconnected is not news. Since most developers will build residential projects on whatever small land parcels are available, neighbourhoods are created in a very unplanned and uninspiring manner and their residents wind up living in small, isolated pockets which are often quite far from day-to-day conveniences and essentials such as shopping centres, schools and hospitals. At the same time, people are thrown together on the basis of their household budgets, which is basically what decides what kinds of homes they can buy. Those who opt for staying on rent are often transient families which do not add to the neighbourhood. Creating a sense of neighbourhood and community under such circumstances is very challenging - and because people also have the stresses of their daily work life to tackle, they tend ignore what neighbors they have altogether. The unfortunate fact that emerges is that people can buy homes, but not a sense of community. Integrated townships, on the other hand, bring the best elements of a village back to urban dwellers. They are distinct and cohesive neighbourhood within people can reside with a comforting sense of certainty and predictability. People who buy homes in integrated townships are not merely investing in an orphaned, anonymous set of walls somewhere in the city - which is basically all that one can expect from most residential projects in India

today. Township residents become members of a self-sufficient residential microcosm which operates on proven fundamentals of social integration and living convenience. They enjoy all the benefits of a comfortable and secure lifestyle with the additional benefit of social 'connectivity' that derives from like-minded people who are willing to invest that extra bit for their families living in harmoniously balanced neighbourhoods. The fact that schools, shopping, healthcare and public transport are readily available and accessible goes a long way in reducing stress and increasing the willingness and scope for healthy social interaction. Likewise, not having to contend with water supply issues and power outages makes for more relaxed and happier neighbourhood. And since integrated townships also offer parks, gardens and other places for people to meet and interact, the stage is set for a way of life which most city dwellers in India have bid goodbye to long ago. In a very definite way, integrated townships have brought the village back in the best possible way - by allowing people to enjoy the benefits of community living against a zero-stress backdrop.

7. Discuss the advantages and disadvantages of integrated township.

Benefits of living in an integrated township:

Mini City: All the advantages of a city life are offered at a location and everything is available within your reach. From schools to hospitals, all the facilities are in close proximity.

Maximum livability potential: Open spaces, parks, landscaped gardens, jogging tracks and playgrounds offer maximum living potential. Walk-to-Work possibility has also enhanced work and life balance.

All services under a single roof: The elements of shopping complexes, entertainment hubs and corporate outlets are brought together at one place.

Sustainable Living: Apart from cutting on the traveling time, money and effort, integrated townships provide an added advantage of development. Integrated township leads to overall infrastructure development in terms of waste management, rain water harvesting and secure environment etc.

Enhanced Security: Security is a cause concern for several families especially those who have young children or/and older people at home. Installation of electronic security systems which work 24X7 in addition to security guards at every gate offer peace of mind.

Better Lifestyle: 24 hours water and power facility as well as a chance to avoid the urban chaos like conveyance and traffic problems has made living in an integrated society a different experience altogether.

Better ROI: As compared to standalone buildings apartments in integrated townships offer better return on investments. They also offer handsome potential rental income prospects.

Disadvantages of living in a township:

Costly: Buying a flat in a township can cost you 10-15% more as most of the township Indian properties are most expensive than standalone properties at the same location.

High maintenance charge: The monthly or annual maintenance charge can pinch your pocket. Most of the townships levy substantial maintenance fees as civic amenities such as street lighting, sewerage are under the township management.

Longer construction Period: Township projects in Bangalore are capital intensive and therefore developed in phases. Funding problems and regulatory issues might also delay project construction.