

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

বুধবার, মে ২৮, ২০২৫

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার
গৃহায়ন ও গণপূর্ত মন্ত্রণালয়
প্রজ্ঞাপন

তারিখ: ১৪ জ্যৈষ্ঠ, ১৪৩২ বঙ্গাব্দ/ ২৮ মে, ২০২৫, খ্রিষ্টাব্দ

এস.আর.ও. নং ১৮৭-আইন/২০২৫।—যেহেতু Town Improvement Act, 1953 (E. B. Act XIII of 1953) এর section 73 তে প্রদত্ত ক্ষমতাবলে, সরকার, রাজউক এর এখতিয়ারাধীন ১৫২৮ বর্গকিলোমিটার (৫৯০ বর্গমাইল) এলাকায় ডিটেইন্ড এরিয়া প্ল্যান (ড্যাপ) (২০২২-২০৩৫) প্রণয়নের কাজ সম্পন্ন করেছে এবং সরকারের অনুমোদনক্রমে উহা এস.আর.ও. নং ২৮২-আইন/২০২২ তারিখ ২২ আগস্ট, ২০২২ মূলে এস.আর.ও. নম্বরযুক্ত গেজেট প্রজ্ঞাপন, দ্বারা প্রকাশিত হয়েছে; এবং

যেহেতু ডিটেইন্ড এরিয়া প্ল্যান (ড্যাপ) (২০২২-২০৩৫) এর তফসিল (প্রথম খন্ড) এর অনুচ্ছেদ ৩.১২.১ এ বিস্তারিত Transit Oriented Development (TOD) গাইডলাইন প্রস্তুতকরণ ও প্রকাশের উল্লেখ রহিয়াছে এবং তদনুযায়ী রাজউক উক্ত TOD গাইডলাইন প্রস্তুত করিয়াছে; এবং

যেহেতু উক্ত ট্রানজিট ওরিয়েন্টেড ডেভেলপমেন্ট (টিওডি) [Transit Oriented Development (TOD)] গাইডলাইন সরকার কর্তৃক অনুমোদিত হইয়াছে;

সেহেতু Town Improvement Act, 1953 এর section 74 এর sub-section (1) এর বিধান মোতাবেক, সরকার, উক্ত Transit Oriented Development (TOD) গাইডলাইন অনুমোদনের বিষয়টি এতদ্বারা প্রকাশ করিল, যথা:—

১। শিরোনাম, প্রয়োগ ও প্রবর্তন।—(১) এই গাইডলাইন ট্রানজিট ওরিয়েন্টেড ডেভেলপমেন্ট (টিওডি) [Transit Oriented Development (TOD)] গাইডলাইন নামে অভিহিত হইবে।

(২) এই গাইডলাইন, রাজউক এর এখতিয়ারাধীন ১৫২৮ বর্গকিলোমিটার (৫৯০ বর্গমাইল) এলাকায় ডিটেইন্ড এরিয়া প্ল্যান (ড্যাপ) এলাকায় প্রয়োগযোগ্য হইবে।

(৫৩৪৭)

মূল্য : টাকা ৬০.০০

(৩) এই প্রজ্ঞাপন অবিলম্বে কার্যকর হইবে।

২। **তফসিল।**—এই গাইডলাইনের তফসিল হইবে নিম্নরূপ, যথা:—

“তফসিল

Transit Oriented Development (TOD) গাইডলাইন”

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About This Guidelines

Transit-oriented development, commonly known as TOD, is a planning and design strategy that focuses on creating urban development patterns which facilitate the use of public transport, walking and cycling, as primary modes of transport. TOD has supported vibrant, diverse, and livable communities in major cities in other countries. The first and foremost formal definition comes from Peter Calthorpe (1993) refers TOD as a mix-use community within an average of a 10-minute walking distance from a transit stop and core commercial area. Also considered this distance to be the maximum distance most people are willing to walk to a station for. This is the precinct within which residential and the other land uses had a higher chance of using the transit.

Usually, TOD considers the development around railway stations and sometimes for citywide. This contributes to increasing ridership of mass transit system and reducing private vehicle ownership. TOD is one kind of urban development where public transit stations are considered as a center and gain maximum land use by developing mixed land use around the center. Transit-land use synergy is a must to guide developments around the station and along the corridors for MRT stations, however, no guideline existed to implement TOD for Dhaka. RAJUK has taken initiatives to formulate the TOD guidelines under technical support from JICA to support the high-quality transit system and achieve the high-quality living environment.

The Purpose of the Guidelines

The main purpose of the guidelines is (1) to show basic and common concept of TOD in Dhaka. and (2) to guide planning, implementing and controlling development around transit stations.

The guidelines will guide for regulating development of the area around station with the following directions;

- densifying by both public and private sectors and in terms of increased floor area ratios (FAR), guiding land use, etc.
- inviting mix use to ensure a rich mix of choices, locational efficiency, value recapture, livability, and financial return.
- improving the transit system and connectivity through developing pedestrian and cycling networks, parking facility, etc.
- considering the transit capacity, plot sizes and street widths, innovative real estate negotiations, affordable housing near transit stations, or public space design with high-quality public realm.

Main target users would be;

- Public authorities (RAJUK, DTCA)
- Transit agencies and companies (DMTCL, BRTA, BRTC, DMP, etc.)
- Local governments (DSCC, DNCC, Municipalities, etc.)
- Private developers

Relationship of the Guidelines with related Policies and Plans

TOD Guidelines will support formulating TOD plans and projects basically based on the existing laws and regulations in Dhaka. The largest basis followed for TOD Guidelines is Detailed Area Plan (2022-2035) (herein after DAP). Dhaka Structure plan 2016-2035 first mentioned the importance of TOD in Dhaka. Following it, DAP is the first and only plan for Dhaka that indicates policy on TOD as land use plan and regulations around transit stations as “TOD zone”. Although TOD Guidelines basically follow DAP, it also provides recommendations for updating the current laws and regulations necessary to make TOD more feasible in Dhaka.

It is expected that the TOD Guidelines will become an official document in the form of an attachment to the next updated DAP. The TOD Guidelines themselves, however, will have no law enforcement and are assumed to be in a less effective position than other official policy and planning documents. Therefore the contents of the TOD Guidelines must be reflected to the policies and plans related to land use and transport in Dhaka such as DAP and Strategic Transport Plan for realizing TOD.

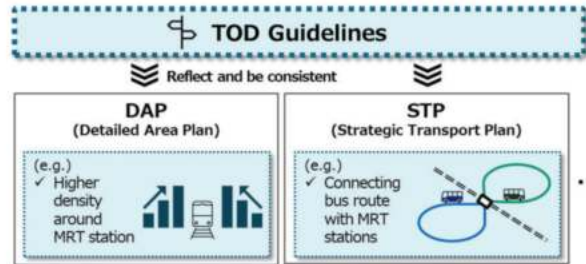


Figure 0.1: Image of Relationship of TOD Guidelines with Related Policies and Plans

For example, in Tokyo, where urban railway was developed more than 100 years ago, the concept of TOD is thoroughly reflected in the urban planning system, even though the word "TOD" is not used. The regulatory documents in Tokyo that define land use zones set the zones where the highest FAR is allowed mainly around railway stations. In the documents in Tokyo that define deregulation, such as FAR bonuses conditional on public contribution, the deregulation zones are set mainly around railway stations. Likewise, it is expected that TOD concepts will be reflected in the main regulatory and planning documents in Dhaka.

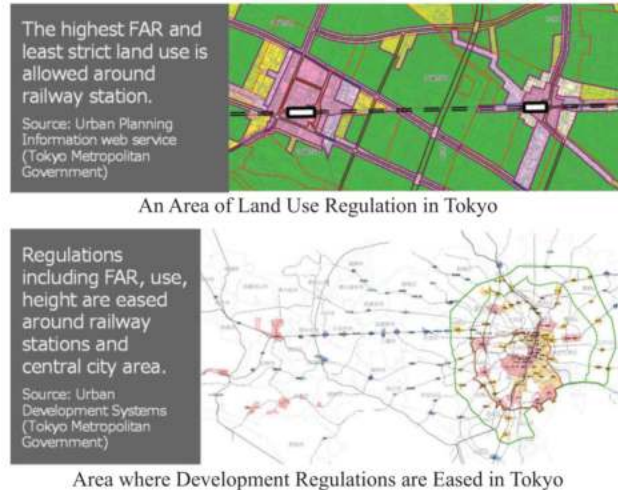


Figure 0.2: Examples of Policy and Planning Documents in Tokyo that incorporate TOD

Part 1: TOD in Dhaka

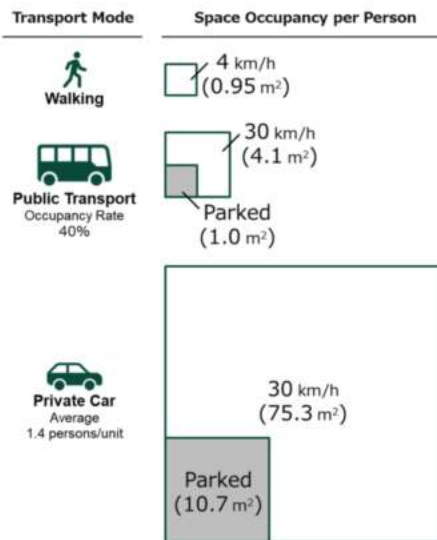
1.1 Why is TOD for Dhaka?

1.1.1 MRT Development in Dhaka

Dhaka's rapid growth in population and economic has simultaneously caused severe traffic congestion. The average vehicle travel speed in Dhaka dropped to just 7 km/h in 2018, and the economic loss caused by the traffic congestion was estimated to be 3.2 million hours per day, amounting to billions of US dollars. Several other factors specific to Dhaka may also have caused this traffic congestion; one of the largest population densities of any city in the world, unplanned and irregular urbanization, and the absence of mass transit system.

One of the most effective ways to improve traffic congestion is to encourage a modal shift from private cars to the use of public transport. The private car is a mode of transport that consumes large amounts of urban space. For example, according to a study conducted by the Vienna University of Technology, public transport (buses) consumes 4.1 m² of urban space to transport one person at a speed of 30 km/h, while private cars consume 75.3 m², 18 times more urban space than buses.

The first Mass Rapid Transit (MRT), Line 6, in Dhaka has been in operation since the end of 2022. The MRT will continue to be developed in Dhaka, with a total of 49 stations to be constructed along MRT Line 6, 1, and 5 North. The promotion of public transport use is, however, limited by the development of mass transit infrastructure alone. Coordinated development is necessary around mass transit stations, such as making land use more conducive to attracting passengers and developing a multi-layered public transport network that connects to the stations. Looking to other cities in neighboring countries, MRT boosted land value and it brought rapid increase in urban development demand. In addition, most of the MRT stations will be constructed in built-up areas in Dhaka. Proper spatial development planning and control at the right time must be triggered before land price increases too much and land acquisition gets difficult.



Source: Edited based on a research from "Hermann Knoflacher, Zur Harmonie von Stadt und Verkehr, Boehlau Verlag, 1996"

Figure 1.1: Space Occupancy per Person for Each Transport Mode

1.1.2 TOD and Its Expected Benefits

Transit-Oriented Development (TOD) seeks to implement a more sustainable approach to urban planning and land use. By optimizing the use of land around transit stations, the principles of smart growth are followed. TOD is deliberately planned higher-density, mixed-use development within walking distance of a transit station by managing transport and land use in an integrated manner. TOD has resulted in higher levels of transit ridership, fewer automobile trips, lower car ownership rates than other types of development, reduced air pollution, enhance pedestrian friendly design, improve living environment, ensure economic development, and revenue generation for public sector in major cities in other countries.

1.1.3 Expected Benefits from TOD in Dhaka

As noted above, creating more convenient urban transport and space, more demands of public transport passengers and activities, and more profits for local economy are expected by managing transport and land use through TOD. In addition, it should be noted that these benefits are not independent of each other, but are possible to make a relationship that positively affects each other.

On the other hand, the cost of developing convenient urban transport and space in TOD is very high, requiring significant public investment in MRT development as well as in other public transport networks and urban infrastructure. With regard to MRT, the overall cost of the MRT project will be so high that even if the main operator, DMTCL, earns revenue not only from fares but also from non-rail business such as real estate development and advertising revenues at MRT trains and stations, it may not be sufficient to recover the entire costs.

Therefore, in order to continuously generate the benefits from TOD, it is also necessary to make coordination in various stakeholders so that development profits are returned from the beneficiaries to the infrastructure developer, creating a positive cycle of the benefits from TOD.

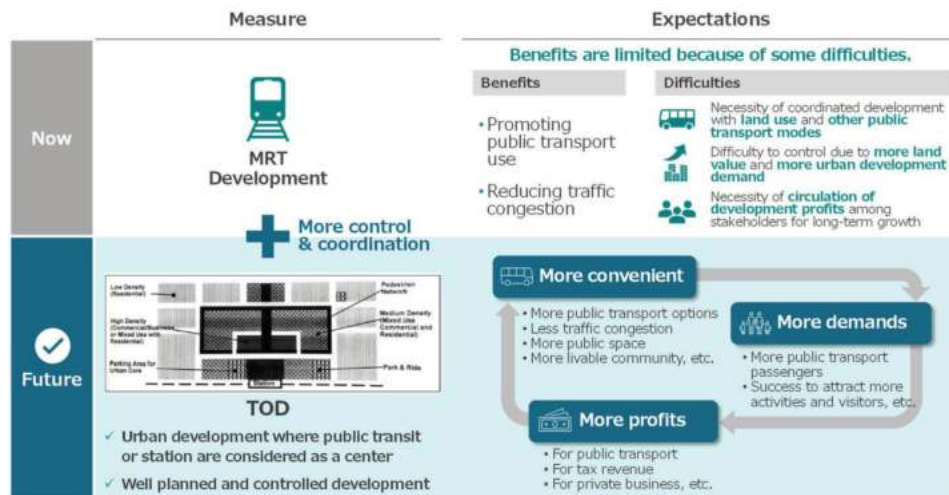


Figure 1.2: Expected Benefits from TOD in Dhaka

1.1.4 Necessity of the TOD Guidelines

The guidelines on TOD are essential to regulate the development around stations. The guidelines are expected to solve the problem on TOD planning and implementation through applying coordination mechanism between various stakeholders including government agencies and private sectors. Furthermore, these TOD guidelines are meant to provide the entire community of TOD stakeholders – transit agencies, local governments, regional planners, community groups, developers, and others – with a common vocabulary and frame of reference.

1.2 Composition of TOD Guidelines

The TOD Guidelines proposes to construct a framework of TOD consisting of principles, planning and implementation. The purpose of showing “Principle” is to enable related people have common general understanding on TOD in Dhaka in conceptual level. “Planning” methodology will be proposed to apply the principles of TOD to a particular area to plan and actual TOD development through coordination with stakeholders. “Implementation” methodology support realization of the principles and planning in implementation stage, by providing basic menu of urban development approaches.

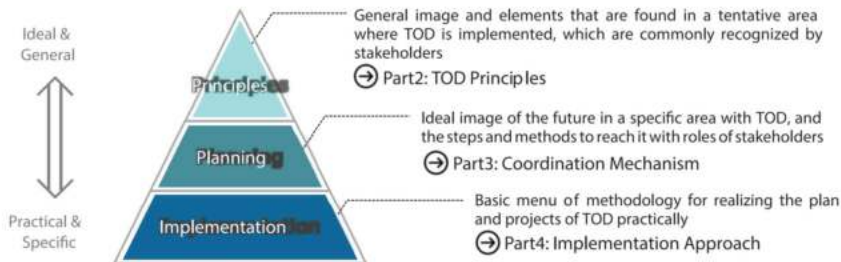


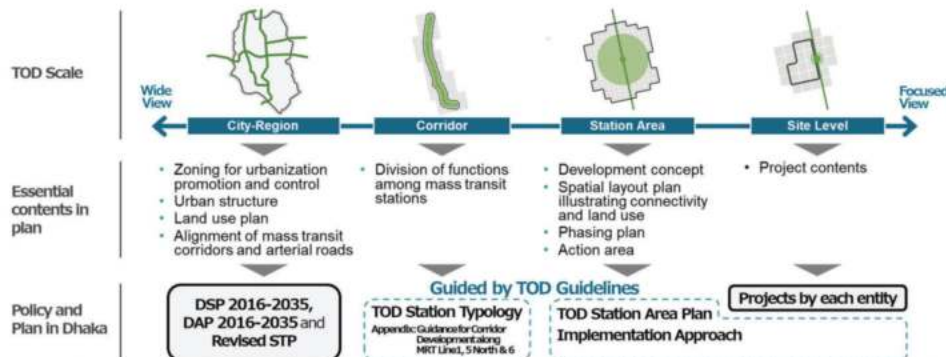
Figure 1.3: Framework of TOD Guidelines

1.3 TOD Scale

TOD aims to structure urban growth at a different planning scale from regional to local, in response to the diverse sites served by transport and different types of transit that serve communities. World Bank classified TOD at four different scale:

- i) city-region,
- ii) corridor,
- iii) station area, and
- iv) site level

The TOD Guidelines show policy and planning methods mainly at the scale of the station area level and below, based on the policies of DAP including the TOD zone. As for the corridor level, TOD station typology is presented that categorizes each station and shows how each type of station should be developed. In addition, basic planning process of Guidance for Corridor Development is presented in Appendix, which considers the area along a MRT line as an integrated area, which gives concept to each TOD Station Area Plan. It is expected to be formulated with localized surveys after operation of MRT.



Source: BD-TOD made the figure based on TRANSIT-ORIENTED DEVELOPMENT IMPLEMENTATION RESOURCES & TOOLS published by World Bank (2018)

Figure 1.4: Scales of TOD

1.4 TOD Station Typology

1.4.1 Concept and Purpose

TOD is not “one size fits all”. The relationship between transport and development is shaped by a variety of local and regional factors. On the other hand, there is also a limit to managing each of the many stations in a separate way. There are 47 MRT stations along MRT Line 1, 5 North and 6 in total, if two overlapping stations are counted as one each. Making types is, therefore, necessary for efficient management. The TOD Guidelines analyze the station areas along the MRT lines as well as guide all MRT stations in Dhaka including the ones to be developed in the future. Based on the situation above, following two concepts are set for making TOD Typology, 1) Making station types without too many types with a certain range for each type, and 2) Using data-driven process analyzing local and regional factors of the target stations in Dhaka. To connect the typology to guiding TOD developments in Dhaka effectively and avoid focusing on just categorizing types, the purpose of TOD Station Typology is set as “To balance land use and transport mode around transit stations according to the characteristics of areas in Dhaka”.

1.4.2 Classification

After overlaying several data sets for each station area in Dhaka which satisfied the requirements 1) relationship to the purpose, 2) accessibility to data, and 3) objectivity of data, two important factors were found to organize station classification, which are “Density” and “Use Type”. Scores of density and use type (the ratio of non-residential) respectively were calculated based on several indicators within walking distance of the stations. Since the development stage of suburban station areas (greenfield group) are quite different from built-up areas in the center area of Dhaka (brownfield group), those two groups were compared and plotted separately.

Seven types representing all 47 MRT stations planned in TOD stations of Dhaka are classified under seven different typologies as the result of the data-driven analysis:

1. Regional Center
2. Urban Center
3. Urban Neighborhood
4. Institution



Figure 1.5: TOD Station Type Matrix

5. Suburban Center
6. Suburban Neighborhood, and
7. Suburban Employment.

Current station area characteristics do not always represent the communities' intention for the future. As residents and employers move in and out of the area, and as development progresses, individual station classifications will need to be updated. Drastic changes to the system could require the typology to be entirely reorganized, to possibly include new station types.

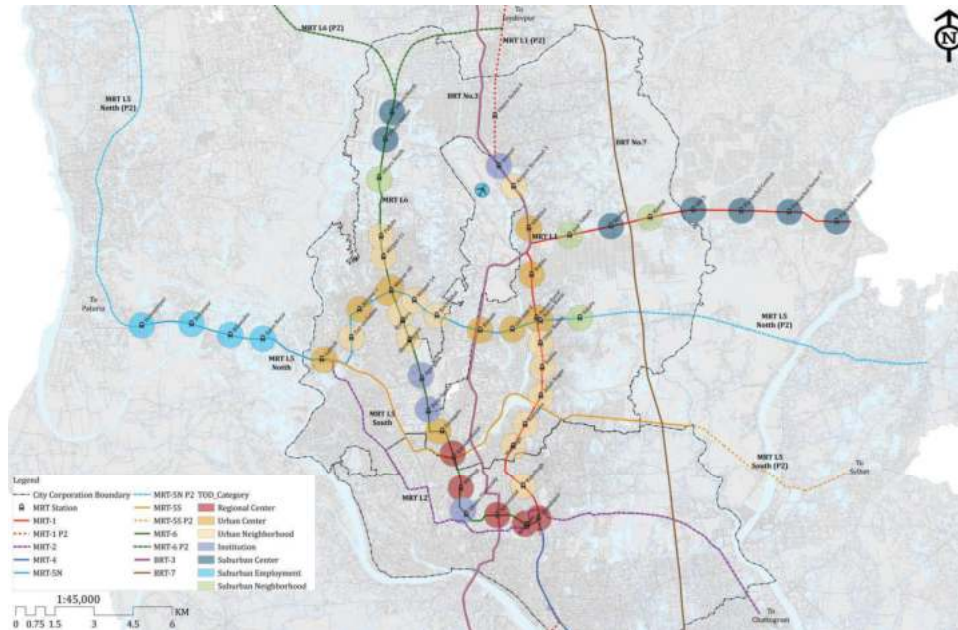


Figure 1.6: Distribution of TOD Station Type

1.4.3 Directions by TOD station type

TOD Station Type	Brownfield Group				Greenfield Group		
	Regional Center	Urban Center	Urban Neighborhood	Institution	Suburban Center	Suburban Neighborhood	Suburban Employment
Density	High (Icon: 4 tall buildings)	High-middle (Icon: 3 tall buildings)	Middle (Icon: 2 tall buildings)	Low (Icon: 1 tall building)			
Main Types of Land Use	Non-residential (Icon: Office buildings)	Mixed Use (Icon: Mixed residential and commercial)	Residential (Icon: Residential blocks)	Non-residential (Icon: Institutional buildings)	Mixed Use (Icon: Mixed residential and commercial)	Residential (Icon: Residential blocks)	Non-residential (Icon: Office buildings)
Walking, Cycling, and Transit Connection	Larger scale (Icon: Pedestrian, bicycle, train, bus, car icons)				Smaller scale (Icon: Pedestrian, bicycle, train, bus, car icons)		
Parking	Not promoted (Icon: X)	Not promoted, except at the end of a transit line (Icon: X)			Park & Ride is promoted (Icon: P)		

Figure 1.7: Comparison of appropriate TOD characteristics by TOD station type

Table 1.1: Proposed General Directions by TOD Station Type (1/2)





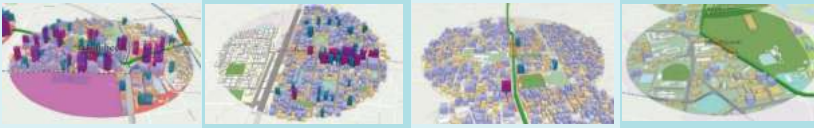






TOD Type	Regional Center	Urban Center	Urban Neighborhood	Institution
Typical definition 	<ul style="list-style-type: none"> High dense Mostly non-residential 	<ul style="list-style-type: none"> High - middle dense High mixed use 	<ul style="list-style-type: none"> Middle dense High residential 	<ul style="list-style-type: none"> Middle dense Mostly non-residential
Multimodal direction 	<ul style="list-style-type: none"> Provide infrastructure for a variety of public transport modes (e.g., bus lanes & stop, rickshaw stop, crosswalks) Enhance drop-off access for vehicle passengers Avoid surface parking and utilize structured parking 	<ul style="list-style-type: none"> Provide infrastructure for a variety of modes: (e.g., bus lanes & stop, rickshaw stop, bicycle lanes & parking, crosswalks) Enhance drop-off access for vehicle passengers Avoid surface parking and utilize structured parking Manage traffic demand 	<ul style="list-style-type: none"> Provide clear connections to on-street transit Enhance bicycle network Manage traffic demand (e.g., time-limited traffic) 	<ul style="list-style-type: none"> Provide infrastructure for a variety of public transport modes: (e.g., bus lanes & stop, rickshaw stop) Enhance drop-off access for vehicle passengers
Walkability direction 	<ul style="list-style-type: none"> Maintain public space Provide and maintain infrastructure for high pedestrian use (e.g., wide sidewalks) 	<ul style="list-style-type: none"> Provide key pathways to increase connectivity Create and maintain public space Provide infrastructure to encourage comfortable walking 	<ul style="list-style-type: none"> Build connections to existing pedestrian networks Maintain public space Provide sidewalks and bicycle infrastructure connecting to main activity centers 	<ul style="list-style-type: none"> Maintain public space Connect developments to pedestrian uses Provide infrastructure to encourage comfortable walking
Development direction 	<ul style="list-style-type: none"> High FAR Avoid large surface parking lots 	<ul style="list-style-type: none"> High FAR Encourage mixed use Multi-story housing complex Avoid large surface parking lots 	<ul style="list-style-type: none"> Multi-story housing complex Avoid large surface parking lots 	<ul style="list-style-type: none"> Include complementary uses for commuters such as places to pick up necessities as well as sit-down and take-out lunches
Local examples 	Motijheel	Banani	Pallabi	Dhaka University

Table 1.2: Proposed General Directions by TOD Station Type (2/2)

TOD Type	Suburban Center	Suburban Employment	Suburban Neighborhood
Typical definition	<ul style="list-style-type: none"> Middle dense High mixed use 	<ul style="list-style-type: none"> Less dense High non-residential 	<ul style="list-style-type: none"> Less dense High residential
Multimodal direction 	<ul style="list-style-type: none"> Provide infrastructure for a variety of modes (e.g., bus lanes & stop, bicycle lanes & parking, crosswalks) Enhance drop-off access at locations near main streets Provide multimodal networks including on-street transit 	<ul style="list-style-type: none"> Make station known and visible by pedestrians from work centers and street network Provide space for Park and Ride 	<ul style="list-style-type: none"> Provide clear connections to on-street transit Enhance bicycle network Provide space for Park and Ride
Walkability direction 	<ul style="list-style-type: none"> Provide safe, visible connections around station and neighborhood streets Provide alternative pedestrian routes off fast-moving streets Create and maintain public space Provide infrastructure to encourage comfortable walking 	<ul style="list-style-type: none"> Provide clear connections to employment centers including pedestrian connections through parking lots Ensure connections feel safe and accessible during all local work hours 	<ul style="list-style-type: none"> Provide safe and visible pedestrian connections around the station Provide alternative pedestrian routes off fast-moving streets Provide sidewalks and bicycle infrastructure connecting to main activity centers
Development direction 	<ul style="list-style-type: none"> Multi-story housing complex Provide affordable housing Develop walkable block size If vacancy is high, plan development and infrastructure for future density 	<ul style="list-style-type: none"> Include complementary uses for commuters such as places to pick up necessities as well as sit-down and take-out lunches 	<ul style="list-style-type: none"> Smaller housing complex or detached house Provide affordable housing Develop walkable block size Include complementary uses for residents such as café, small neighborhood-serving retail, or pharmacy
Local examples	Purbachal Central 	Hemayetpur 	Joarshahara 

1.5 TOD Zoning System

How to use areas around transit stations, which are hubs of mass transit, is the key to enjoy the benefits provided by TOD. More people and activities including employment, living, commercial, walking, cycling and transit should be attracted for areas around transit stations. On the other hand, development demand around transit stations will increase, since more people and activities are attracted there.

Because of the strategic location in Dhaka and the high development demand, special management to control development is required around transit stations in addition to the general land use zone stipulated by DAP (Detailed Area Plan).

There are two requirements for the special management around transit stations in Dhaka. The first one is to start the management earlier. The MRT Line 6 has operated since the end of 2022, and citizens and developers have enjoyed and found the value of the new transport mode. It is necessary to proceed with special management for TOD before land price increases too much and land acquisition gets difficult. The second requirement is to guide appropriate development considering local conditions by station. There are 49 stations on MRT Line 1, 5 North and 6. In addition, more stations will be developed in other MRT lines. The character and development directions of the station areas must be different and customized.

This TOD Guidelines proposes two types of special management zone, (1) TOD Circle Zones and (2) TOD Station Area Plan, which complement each other to meet the requirements above. The roles of the zones are described in the following section.

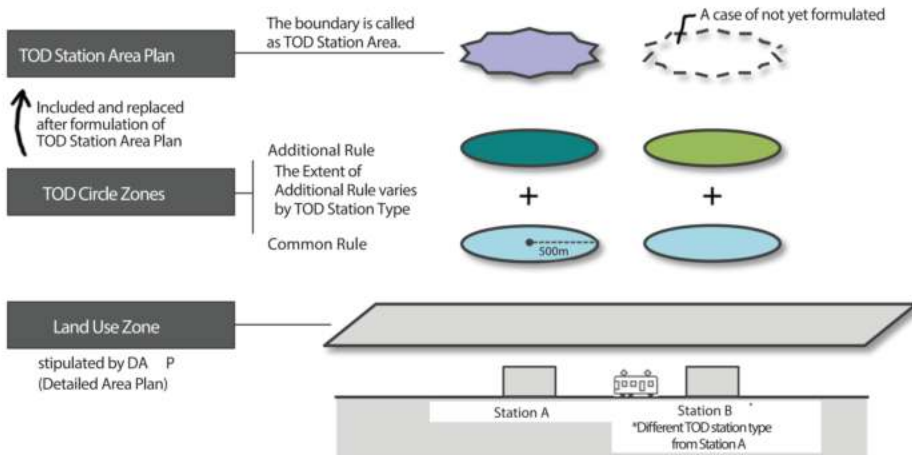


Figure 1.8: Image of TOD zoning system with multi-layers

1.5.1 TOD Circle Zones

The TOD Circle Zones, the first type of the special management zones, is set to manage the area around transit stations immediately. TOD Circle Zones provide principles and rules including minimum incentives, since providing big incentives without considering local conditions enough has risk to encourage improper development as TOD. Bigger incentives should be provided by TOD Station Area Plan, which will be formulated in the future considering local conditions.

The primary user group for transit and station surrounding area is pedestrians, since all transit trips begin and end with a pedestrian trip component. The distance a pedestrian is expected to travel to take transportation should be the main management zone for TOD. The 500m radius has been defined as basic walkable area, considering there are some studies showing people in Dhaka walk 600-700m per 10 minutes in average, and there are some corners and crossings to reach 500m distance radius. Consequently, the 500m radius surrounding a transit station will be “TOD Zone” subject to special management restrictions and incentives.

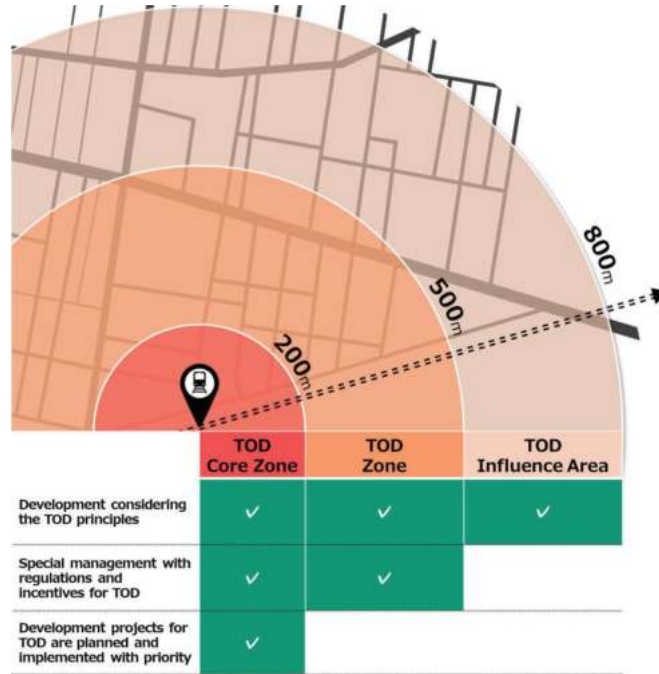


Figure 1.9: TOD Circle Zones

Of the TOD Zone in 500m radius, the area closer to a station is more important area and needs early actions for TOD. The 200m radius from the station is positioned as “TOD Core Zone” where development projects should be planned and implemented with more priority.

On the other hand, in some cases it may be appropriate to extend the station area beyond 500m radius. This can be taken into account because there are cases where properties outside of the 500m radius have direct pedestrian connectivity, share certain station area features, are not physically isolated from the station, and may be able to sustain land uses that assist transportation.

Based on it, a radius of 500m to 800m from a transit station is defined as “TOD Influence Area” that should be developed considering the principles shown in the TOD guidelines, although it is not subject to the special management of TOD including regulations and incentives.

At fringe of each 200m, 500m and 800m radius, if any part of plot is included within the radius, the entire plot is under the TOD Core Zone, TOD Zone and TOD Influence Zone, respectively. In case multiple MRT lines serve the same station, the TOD Circle Zones for the station would be the area joining the radius of each station.

TOD Zone is managed through two layers of rules to provide minimum incentives considering local conditions as well as to ensure the speed. The two layers of rules are the following common rule and additional rule.

1) Common Rules

Common rules are applied to every TOD zone in common. The rule is stipulated in the section 3.12.1 of DAP, including land use management, more non-residential use and FAR incentives.

2) Additional Rules

Additional rules provide minimum development incentives and conditions according to the expected development direction for each of the seven types categorized by the TOD Station Typology.

1.5.2 TOD Station Area Plan

TOD Station Area Plan is prepared with more special management in line with local conditions. This is not prepared flatly like TOD Zone, but prepared by station through local analysis and consensus process.

Based on the TOD Zone range (500m), entire zone for TOD Station Area Plan is determined by expanding or reducing it along topographic features such as major road, river and canal, ensuring the connectivity of the target area with the surrounding urban area and transport infrastructure. The boundary of TOD Station Area Plan is called as “TOD Station Area”. After the TOD Station Area Plan is formulated and enacted, the boundary of TOD Zone is replaced by the TOD Station Area.

The plan can designate Intensive Zone in TOD Station Area, where higher incentives and regulations are provided. Intensive Zone in the TOD Station Area Plan are determined to include areas that need early action to achieve vision which the station area is aiming for. Although the standard range of Intensive Zone boundary is generally around 200m radius from MRT station, the boundary can be determined according to the TOD Station Area Plan considering local conditions.

Part 2: TOD Principles

Part 2 provides general principles that are found in a typical station area where TOD is implemented, so that the entire community of TOD stakeholders in Dhaka can communicate with common vocabulary.

The principles are presented in the major elements, which are Density & Uses, Multimodal Connectivity, and Walkability respectively, according to the main components of the space around stations. In addition, the principles are presented for Land Value Capture, an important supporting element for making TOD in Dhaka sustainable.

Direction and approach, which indicate the principles of desired state and measures to achieve it, are presented for each element. They are accompanied by photographs of advanced examples from other countries to present images of real city spaces. Since the MRT and TOD in Dhaka have only recently begun to operate, photographs from several cities are shown to allow for a broader exploration of possible forms that might be suitable for Dhaka.

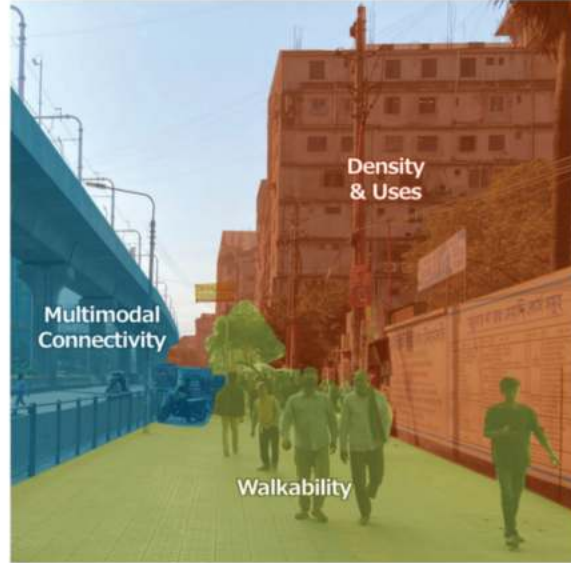


Figure 2.1: TOD Principles and the Spaces They Cover

Table 2.1: TOD Principles at a Glance

Elements	Direction	Approach
Density & Uses	<ul style="list-style-type: none"> ✓ Density: Develop Higher Floor Area Density, Regulate Too Small Lot Size ✓ Uses: Develop Use for Relatively High Dense Population, Develop Areas or Buildings with a Mix of Uses, Develop Horizontal or Vertical Mixedness, Activate Ground Floor, Allocate Open Space from Privately Owned Land, Include Affordable Housing When Possible 	<ul style="list-style-type: none"> ✓ Incentives: By Common Rule, By Additional Rule ✓ Uses: Required Conditions, Evaluated Conditions
Multimodal Connectivity	<ul style="list-style-type: none"> ✓ Transit Function Priority <ul style="list-style-type: none"> – 1st: Walking & Cycling – 2nd: Transit Connections – 3rd: Drop-off – 4th: Park and Ride 	<ul style="list-style-type: none"> ✓ Road Network ✓ Transit Network ✓ Bus Network ✓ Drop-off / Pick-up ✓ Parking Policy ✓ Rickshaw Management ✓ Bicycle Network and Parking
Walkability	<ul style="list-style-type: none"> ✓ Walkable Distance ✓ Safe and Comfortable Environment 	<ul style="list-style-type: none"> ✓ Connectivity: Identify Primary and Secondary Pedestrian Routes, Expand Walkshed When Possible, Maximize Pedestrian Connectivity with Walkable Blocks and Frequent Intersections ✓ Pedestrian Route: Provide Walkable Way, Ensure Safety at Street Crossing, Create Tree Canopy ✓ Streetscape: Activate Public Space, Create a Station Identity, Increase Visibility, Place Lighting, Pedestrian Scale Architecture
Land Value Capture	<ul style="list-style-type: none"> ✓ Land Value Capture 	<ul style="list-style-type: none"> ✓ Tax- or fee-based LVC ✓ Development-based LVC