

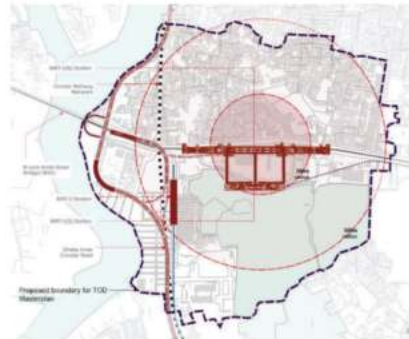
**Planning Stage**

**1. Development Vision and Concept**

Based on the analysis of current conditions, constraints and opportunities, and future development potentialities, the vision of TOD needs to be formulated for the target site. The development vision and concept must be finalized, and stakeholder opinions must be confirmed and reflected through the stakeholder meeting.

**2. TOD Station Area Boundary**

The TOD Station Area boundary can be determined by analyzing the existing inventory of roads, topography, drainage systems, water bodies, other natural environments, urban growth trends, etc. The boundary may consider analyzing the 5-10 minutes walking distance (500 to 800m approximately) from the station. The TOD Station Area boundary may extend beyond 500m in radius considering the connectivity with the surrounding urban area and transport infrastructure.



**Figure 3.4: TOD Boundary of Gabtoli Station Area**

**3. Feedback from Stakeholders**

Based on the current situation analysis and addressing the development vision/concept, the development framework for the TOD Station Area can be expressed through alternate planning options. Explaining multiple development options through schematic diagrams to achieve stakeholder feedback is much easier.



**Figure 3.5: Alternate Planning Option**

#### 4. Setting Design Principle

Design principles for the TOD planning study need to be determined through analysis of the development vision, concept, and schematic plan. The design principles of the TOD plan for the Uttara Center and Gabtoli stations were considered.

UTTARA CENTER	GABTOLI
<ol style="list-style-type: none"> <li>1. Synchronize with the larger urban context</li> <li>2. Connect the Station with the neighborhood, both East and West of the transit corridor</li> <li>3. Integrate with Existing Canals &amp; Blue – Green Network of the site context</li> <li>4. Enhance ‘Walking &amp; Cycling’, Public Space Experience</li> <li>5. Multi-Modal Transport Integration</li> <li>6. Create Vibrant TOD Mixed Use Development as a new hub for Uttara / Northern Dhaka</li> </ol>	<ol style="list-style-type: none"> <li>1. Rejuvenate Under-utilized land</li> <li>2. Upgrade Existing Neighborhoods</li> <li>3. Bring together the fragmented parts</li> <li>4. Integrate with Landscape Assets of the Site</li> <li>5. Create a ‘Multi-Modal Hub’</li> <li>6. Enhance ‘Walking &amp; Cycling’, Public Space Experience</li> </ol>

#### 5. Analyzing integrated development options

Land use and transport/public transit, including the pedestrian network, are the major pillars of formulating the ToD plan, which aims to achieve an integrated development policy. It must promote high-quality urban design, including building facades, streetscapes, public spaces, and landscape features. This enhances the aesthetic appeal and functionality of the TOD area. It will ensure that new buildings are compatible with the surrounding context, preserving heritage structures where relevant and enhancing the overall urban fabric.

The primary development considerations for Uttara Center:

- A) Analysis in the significant area context
- B) Major development scope based on land ownership patterns
- C) Availability of open spaces
- D) Road connections & road hierarchy
- E) Open space structuring (plazas, urban Spines, pocket parks, connections, etc.)
- F) Development plots for real estate development
- G) Nodes & Landmarks
- H) Gateway Buildings and Urban Anchors

A) Analysis in the significant area context



B) Major development scope based on land ownership patterns



C) Potential Open Spaces



D) Road Connections & Hierarchy



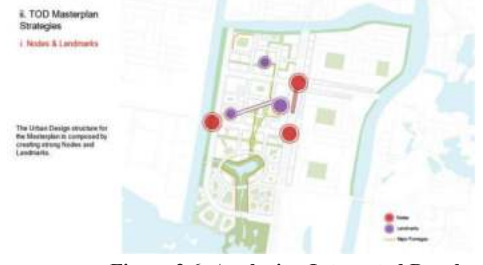
E) Open space structuring (plazas, urban spines, pocket parks, connections, etc.)



F) Development plots for real estate development



G) Nodes & landmarks



H) Gateway buildings and urban anchors



Figure 3.6: Analyzing Integrated Development Options in the Uttara Center Area

## 6. Land Use

Land use will be determined based on the concept and type of urban developments by analyzing existing land use plans in DAP and the real estate demand estimation results.

The highest transit facility needs to be considered, including open space for people to gather in front of the station. Land use zoning will need to be examined by analyzing the attraction of passengers to specific urban developments. Land use zoning will also support the development of commercial and mixed-use perspectives. It must encourage sustainable building practices that align with national green building standards, such as energy efficiency, water conservation, and green materials.

The availability of land for transit facility and open space in front of the station differs greatly depending on the station's location (built-up areas or new town area). Therefore, in some cases, it is necessary to secure public facility functions by using the ground floors of buildings in built-up areas.

## 7. Floor Use Plan (Development Program)

The floor uses for each building block will need to be determined. The floor area for each use will need to be analyzed using real estate demand estimation following the land use and block-based building plan in the TOD Station Area. Each building block must be designed to confirm regulations such as FAR, MGC, setbacks, road widths, etc.

## 8. Development Limit

A separate TOD Development rule may need to be formed by RAJUK to get guidance with learning the maximum limit of land use, physical development, etc., within the zone. The possible limits to follow according to the typology of the MRT station are mentioned in this guideline already to follow:

Specific zones within the TOD area include residential, commercial, mixed-use, and public facilities. RAJUK can regulate the type of developments permissible within each zone to maintain the intended character of the TOD. Density regulations and maximum FAR will encourage high-density developments around transit stations while maintaining appropriate urban forms and preventing overcrowding.

Mixed-use development combining residential, commercial, and recreational uses can be promoted under the regulation, which will support reducing the need for long commutes and enhancing the area's vibrancy.

It will also support estimating the highest limit of building height and MGC, setbacks to optimize sunlight, ventilation, and visual aesthetics, as well as maintaining the scale and character of the area.

## 9. Transport Network and Transit Facility

It must ensure that new developments within TOD zones have direct and easy access to transit stations, minimizing walking distances and maximizing convenience. The development of pedestrian-friendly



Figure 3.7: Land Use Plan of Uttara Center Area

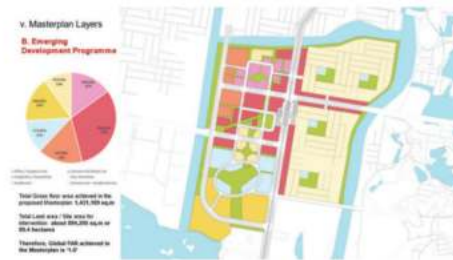


Figure 3.8: Floor Use Plan for Uttara Center TOD Area

pathways, cycling lanes, and seamless connections between different modes of transport, including bus, metro, and rail, must be considered.

- Parking:** Parking must consider following the type of urban developments of the selected TOD area and analyzing the appropriate size and location to support the community's goals of increasing transit ridership, walking, biking, etc. Maximum parking limits will be needed to discourage private vehicle use and promote public transport, walking, and cycling. Consider park-and-ride facilities as part of a broader transport strategy.



Figure 3.9: Parking Proposal in Uttara Center TOD Area

- Multi Modal Interchange:**

- Macro Scale:** Road accessibility for the transit facility in front of the station must be considered. For feeder transport, wide-area feeder transport (e.g., city bus), middle-distance feeder transport (e.g., shuttle buses in new towns, etc.), and short-distance personal mobility (e.g., cabs, rickshaws, etc.) are expected base on the practice of intra and interconnectivity. For wide-area feeder transport, confirmation of bus routes connecting to rail stations is essential in the TOD station area with organizations in charge of public transport except rail, such as DTCA and BRTC. In addition, the location of the bus stoppage needs to be confirmed.

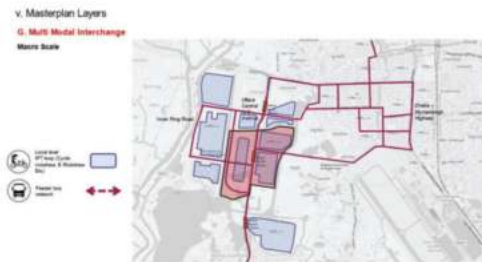


Figure 3.10: Multimodal Connectivity (Macro Scale)

- Station Area Scale:** The routes for medium-distance feeder bus transport and personal mobility for intra-connectivity will need to be considered to ensure access by walking from the development blocks inside and around the TOD Station Area. Mainly for access to the transit facility in front of the station, the access road should be indicated as much as possible to accommodate the high traffic concentration.

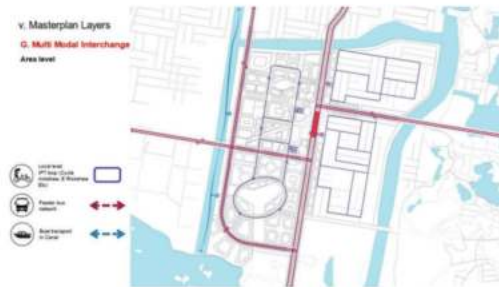


Figure 3.11: Multimodal Connectivity (Station Area)

- **Station Scale:** Transit facilities in front of stations and temporary waiting areas for rickshaws and other personal mobility vehicles will need to be incorporated into the plan from the traffic management perspective to encourage the use of these public transport services.

Rickshaw stoppage and waiting areas must be arranged in consultation with the City Cooperations and the Dhaka Metropolitan Police.

It may not be easy to eliminate private vehicles from the station area, but it can discourage access to the station and surrounding facilities.

A transit facility for private vehicles, such as a Park & Ride and a Drop Off in front of the station, must be arranged.



**Figure 3.12: Multimodal Connectivity (Adjacent to Station Only)**

## 10. Public Hearing

- Purpose

The 'Public Hearing' is a way to gather public opinions (on issues and proposals) of the draft plan while convincing all stakeholders by explaining the project schemes' implementation process and outcomes.

The TOD Station Plan finalisation process will need various exchange opinions through different meetings with relevant stakeholders (local private/public landowners, real estate developers, public authorities, local government agencies, public service providing companies and agencies, and professional bodies) who are/will be responsible for developing the concerned area.

The positive and negative impacts/effects of widened walkways, large-scale Market Plaza or station plaza, joined development, and re-development strategies will need to be consulted with the residents within the 200 m, 500 m, or 800-meter radius approximately. The modification of the draft Plan to be finalised as per logical feedback from the said stakeholders is a part of the TOD Station Area Plan preparation process to get approval.

Again, supervision, monitoring, and evaluation of the TOD Station Plan/project finalisation and implementation will be continuous. It will need to earn/achieve the concerns of the landowners/beneficiaries and other stakeholders (to make them responsible for supporting future development activities) to accomplish the project as a collective and integrated approach through analysing the impacts properly to get the plan/project's approval.

- Process

Hearings should be considered 'informational', and concerned officials or assigned experts should consider a significant amount of time to explain the problems, development visions, detailed process, prospectus of detailed design, ultimate benefits, discuss or defend the proposed actions, answer the public questions, etc. It should also be considered 'consultative' as the opinions and suggestions are sourced from individuals outside or unconnected to the decision-makers.

- The concerned agency will notify citizens, concerned public service-providing agencies, and relevant other stakeholders to check and provide their opinions on the draft TOD Station Plan within the defined period (ex: maximum 2 months).
- The same moderators should be responsible for hearing from selected areas to keep continuous communication between moderators and stakeholders. However, as public hearings are the process of gathering opinions, stakeholders invited to public hearings should not be involved in the final decision-making process.
- Hearing can be processed by proper notification to the said stakeholder using visual maps, information through PowerPoint presentations, or educational lectures on the technical aspects of the issue, which will need to be decided by the organiser. Especially for major problems for TOD, such as infrastructure and zoning, redevelopment or acquisition, the future value of developments, area to be consumed, future land uses, development controls, public-private partnership, etc., should be considered.
- To utilise the decision-making information, every process may need to be appropriately documented.

### 3.2.3 Check and Approval of TOD Station Area Plan

TOD Management Board must review and approve TOD plans and policies that must combine various individual projects (including infrastructure and building developments). The approval process will need to be streamlined based on the review results from relevant agencies and the public hearing results.

TOD Management Board will approve the plan by reviewing the plan (Assessing impacts, including traffic, environmental, and social aspects).

- The Board will need to engage members of relevant agencies to analyse phased base development options, integrate them with growth incrementation, and check and ensure that infrastructure and services are scaled appropriately, following the design standards to make the whole development in a modern shape.
- A robust monitoring system must be established to ensure that developments adhere to approved plans and regulations, with regular inspections and enforcement actions for non-compliance.

The relevant organization will play a vital role in supporting and reviewing the plan with the board during the Plan approval process:

### 3.2.4 Making DPP for Public Projects

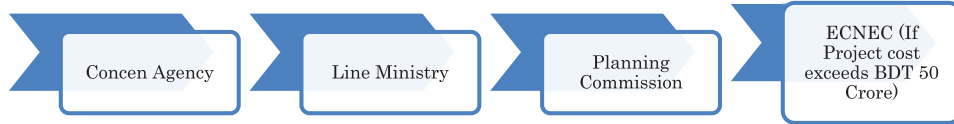
Preparation of the Development Project Proposal (DPP) is the last stage of the TOD Implementation Plan Preparation process to make it a public project. ToD projects may be planned to be implemented as a complete and individual project for the station or different components of a TOD project by various agencies under an approved plan for that particular project. However, the DPP mode is a prerequisite for government approval of projects. DPP (TAPP in case of Technical Assistance Project) is the formal paper required for project approval in Bangladesh irrespective of the source of fund (own fund/GoB fund/Grant/Loan project/PPP/mixed sources) or type of project. DPP's approval level depends on the amount of money involved in project implementation and the source of funds. The following table shows a summary.

**Table 3.4: Approval Authority by Project Type**

	Type of projects	Criteria	Approving authority
1	Investment projects	Estimated total project cost (ETPC) ≤ Tk. 50 crore	Minister/State Minister for Planning
		ETPC > Tk. 50 crore	ECNEC
2	Feasibility study projects	ETPC ≤ Tk. 5 crore	Minister/State Minister for the sponsoring Ministry/Division
		ETPC > Tk. 5 crores or ETPC ≤ Tk. 50 crore	Minister/State Minister for Planning
		ETPC > Tk. 50 crore	ECNEC
3	Self-financed projects	ETPC - no limit for fully funded by sponsoring organisation	Minister/State Minister
		If the acquisition and utilisation of land over 20 acres	ECNEC
4	Technical assistance projects and technical projects	ETPC ≤ Tk. 10 crore	Minister/State Minister for the sponsoring Ministry
		ETPC > Tk. 10 crore	Minister/State Minister for Planning

Source: Public Investment and Management Guideline, 2023

It is important to note that self-financed projects on less than 20 acres of land require a shorter approval process, and the technical assistance project proposal (TAPP) requires a pre-DPP to be approved by ERD. In all cases, a feasibility study is needed for projects more than BDT 50 crore. These are shown in the following figures.

**Figure 3.13: Flow Chart of Investment/Technical Assistance Project Approval****Figure 3.14: Flow Chart of Self-financed Project Approval by Autonomous/Corporations/State-owned Companies etc.****Figure 3.15: Flow Chart of Pre-DPP Approval for Technical Assistance Project**

After approval of the DPP and initiation of the project, it is included in the Annual Development Program (ADP) and annual budget.

#### Primary considerations of DPP preparation for TOD projects

Identifying funding and financing resources to implement the TOD projects would be an important concern, and the following major development components can be addressed in the initial stage.

- **Preparation and approval of TOD Station Plan:** can be considered non-capital investments.

- **Securing the Land Properties:** through property acquisition if private lands need to be acquired for public infrastructure developments, through a direct land transfer process if the land belongs to another ministry, through developing private-private partnerships if the real estate development requires private developers on private owner's lands. Land readjustment or land redevelopment may also be used as alternative land management tools.
- **Identifying public infrastructure development demands including access, utility, and amenity improvements:** need to identify funding sources and relevant public agencies who will develop, and maintain the project, etc.
- **Transit-oriented real estate projects develop and identify the funding source:** identifying the source of funds would be the mainstay for real estate development in the TOD Station Area. Detailed designs through a feasibility study must be prepared to estimate the detailed cost.
- **Environmental studies:** as per the requirements
- **Coordination among concerned agencies:** Each TOD project will involve a coordination mechanism of different concerned agencies if developed jointly or each project component developed separately by other agencies. The level and coordination mechanism are discussed in Part 4 of these guidelines.

### 3.2.5 Development Approval Application

The process for development approval in Bangladesh involves multiple steps, including Planning permits and project implementation permits. There is a government-approved DPP format for this process to be applied to the project by different agencies, departments, etc.

### 3.2.6 Check and Approval of Project

Within the scope of the TOD Station Plan, it is essential to formulate various projects efficiently while avoiding duplication. To this end, the following steps may be taken into consideration.

**Step-1 Identification of Sector Projects:** Set up public sector projects such as infrastructure and public facilities as the smallest unit. Examples include access roads connecting to the station, transport facilities such as the station plaza, major public facilities (referral hospitals, higher education, sports stadiums, city parks and green spaces, etc.), which the TOD Station Plan might introduce. These should first be identified as projects of respective government agencies.

**Step-2 Identification of Private Sector Projects:** The TOD Station Area may also include projects such as commercial facilities and apartment complexes by private developers. Furthermore, landowners will also be responsible for a part of the project in cases such as the redevelopment of existing urban areas. It is also possible that RAJUK will undertake the project alone or as a joint project between private developers and residents. RAJUK should actively collaborate and formulate such private projects, especially if several projects identified in Step-1 overlap spatially on private land.

**Step-3 Identification of Multi-sectoral Projects:** Formation of a complex project should be pursued as much as possible since those projects are likely to be correlated. However, it is not always necessary to combine everything because it is often very time-consuming to combine all of them. Formulation of the multisector project should be pursued with a sense of reality with the range of viability and acceptability of all the project owners concerned, including the landowners and private developers. An area-based phasing approach may be practical if the multi-sector project's scale necessarily becomes large. The final setting of the boundary of this multi-sectoral project will be highly dependent on the existing land use. Those projects not involved in the multi-sectoral project will be pursued by implementation of independent projects, unless there are needs and possibilities of smaller joint projects distant from the significant multi-sectoral project.

### **3.2.7 Implementing Project**

TOD project implementation lies in the hands of different public entities and private developers based on context, station typology, etc. This should take the form of combined/integrated development. In the implementation phase of TOD, it is necessary to follow the principles and regulations of TOD and obtain a development bonus if requirements are met. The detailed implementation process is described in Part 4 of these guidelines.

## Part 4: Implementation Approach

The Implementation Program encompasses all TOD Station Area will significantly influence both the formation and implementation of projects, encompassing public facilities, private commercial developments, and residential buildings. Additionally, even for undeveloped areas beyond designated projects, a regulatory guidance program should be established to ensure individual private land uses align with the broader TOD Station Area Plan.

To effectively consider program content and establish appropriate ones, the programs within the TOD Station Area Plan can be classified based on land ownership and existing land use. The following categories of built-up areas provide a useful framework:

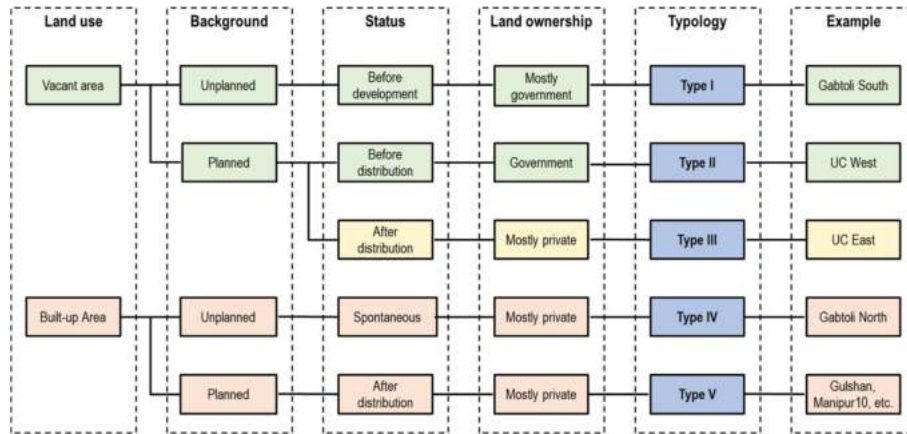


Figure 4.1: Typology of Land Conditions in Station Area

### 4.1 Type I : Vacant Unplanned Area

There are vacant lands in unplanned areas in Dhaka, typically found in peri-urban areas and low-lying areas near lakes or floodplains in the inner suburbs. Similar situation can be found when existing large public facilities are to be relocated, as is the case with Gabtoli South.

Since these areas are mostly public land, they are well-suited for large-scale development projects, either as a single large site development or in the shape of super block formed by consolidation of surrounding private and/or public lands. Therefore, it is crucial to seize this opportunity to create well-rounded projects that can realize the most ideal TOD environment.

In terms of the regulatory programs, there is little risk of creating a large-scale informal settlement, even if it is left unregulated. This is because public land ownership discourages sizable investment by ordinary people. On the other hand, it is also difficult to formulate a joint project without strong initiative.

Since Type I areas lack infrastructure, development of transport infrastructure is essential. This will inevitably involve land owned by multiple parties. If a land readjustment can be implemented on this occasion, it will be possible to achieve the most desirable land use suitable to TOD, along with interest of each landowner.

To promote this, it is effective to establish and designate a “Project Promotion Area” and make it mandatory for stakeholders to consult with RAJUK.

## 4.2 Type II : Vacant Planned Area Before Land Distribution

If large scale township development by RAJUK has been completed but the land plots have not been subdivided or distributed, it can be recognized as the land for Station Area development has already been secured. Therefore, this is the type of areas where formulation and implementation of projects can be carried without obstacles as far as land preparation is concerned. This situation particularly exists in suburban areas where new township development projects are underway or completed quite recently.

However, it should be noted that changing the introduced functions from the original plan may increase the load on the constructed infrastructure. This is particularly true when introducing park-and-ride systems. Functionality of the road network configured in the original plan need to be assessed. In some cases, even if the width remains the same, modifications such as changing the ratio of roadways to sidewalks by maintaining the same road width may bring a significant effect on creating a proper TOD area.

In order to make such consideration mandatory, a “Project Promotion Area” should be set up as in the case of Type I, by the TOD management Board as soon as possible. By doing so, a system will be created to effectively review the original plan with the participation of transport-related organizations prior to start distribution of land plots. When creating a project plan, the project implementation scheme shall also be considered, including the possibility of private developers’ participation.

## 4.3 Type III : Vacant Planned Area After Land Distribution

If a township development by RAJUK has been completed and land has already been subdivided and allocated, but building has not yet proceeded on private land, securing land for Station Area improvements would be essentially the same as for brownfields. This is because it would be emotionally repugnant to re-acquire the land immediately after the subdivision. Furthermore, the act of buying back land plots with increased value after development is deemed to be a wasteful public investment.

In this situation, it is necessary to take full advantage of the Regulative and Incentive Program to guide individual construction on privately owned land in the immediate vicinity of the railway station, prior to the permit of applied construction plans. By doing so, the shape of the buildings in these areas can be adjusted to suit the area of TOD, which were not considered at the time of formulating the original township development plan.

Specifically, the following policies should be established:

- In order to create an active streetscape, the ground floor of the designated area should be limited to retail use, while use as offices or warehouses are prohibited. With regard to the retail portion, open cafes and portico designs are encouraged.
- In order to enhance the usability of the station, a smooth pedestrian flow line shall be ensured. Public pedestrian walkway space shall be created by joint use of multiple plots at designated area. In other areas, encourage the building design to incorporate a design of buildings with hollow ground floor (*piloti*), to be passed through by pedestrians, compensated by provision of higher FAR as contributing to providing public convenience.
- In order to improve safety level, as well as maintaining an active streetscape, Location of the entrances and exits to parking lots shall be placed at the rear side, rather than from the main road.
- To improve convenience for station users, mandate that elevators and/or escalators be installed in buildings around intersections in conjunction with sky corridor described below.

- For the smooth movement of station users, install public sky corridor at the ticket gate level as a public project.

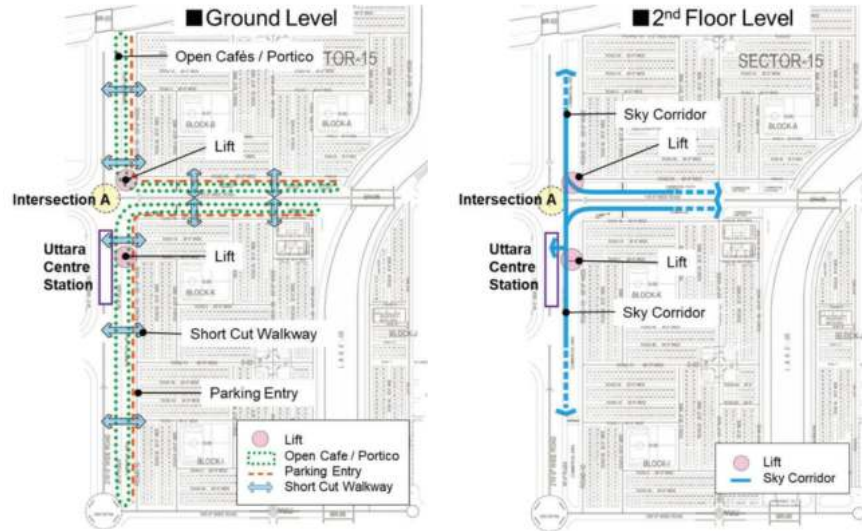


Figure 4.2: Image of Space Design

Achieving these goals will be difficult through area-based regulations and incentives such as zoning, and will require individual planning consultations. For this purpose, a Project Promotion Area will be established in the necessary areas, as in the case of Type I and Type II, and landowners will be required to consult with RAJUK before undertaking any construction activities.

The most ideal case for realizing the TOD environment would be a formulation of development project where multiple plots are jointly used. To this end, it would be effective for RAJUK to hold explanatory meetings for landowners in the Project Promotion Area and present incentives including FAR bonuses for joint use, as well as subsidies from RAJUK for construction costs. While FAR bonuses and RAJUK subsidies can be obtained through TOD-oriented designs on individual land plots, it is important to emphasize that the benefits become even greater when multiple plots are combined and the project area expands.



Figure 4.3: Image of Joint Development with Incentives

#### 4.4 Type IV: Built-up Unplanned Area

Areas where urbanization has progressed ahead of land development by RAJUK are characterized by high density with inadequate infrastructure, a large population, and the formation of a certain degree of community. These areas face many challenges, such as narrow roads that make it difficult for emergency vehicles to access. On the other hand, these areas also have a lively commercial atmosphere and form an attractive cityscape that is unique to Dhaka.

While such areas inherently have a high need for improvement, from a TOD perspective, there is a need for more intensive land use and the creation of public spaces that are convenient for station users, especially in areas close to the station. On the other hand, there is a need to improve the area while protecting the community through retrofitting, especially where there is some distance from the station.

In light of these circumstances, it is necessary to divide the area into several zones based on its current characteristics and set goals and implement measures accordingly. In the case of the north side of Gabtoli Station as an example, it is conceivable to divide the area into four categories.

- Priority Redevelopment Zone 

This zone is located in close proximity to the station and has a high demand for public space, including transport infrastructure development. The redevelopment project will improve the road network and create public space, while transforming land use to be appropriate for the station front.

- Redevelopment Zone 

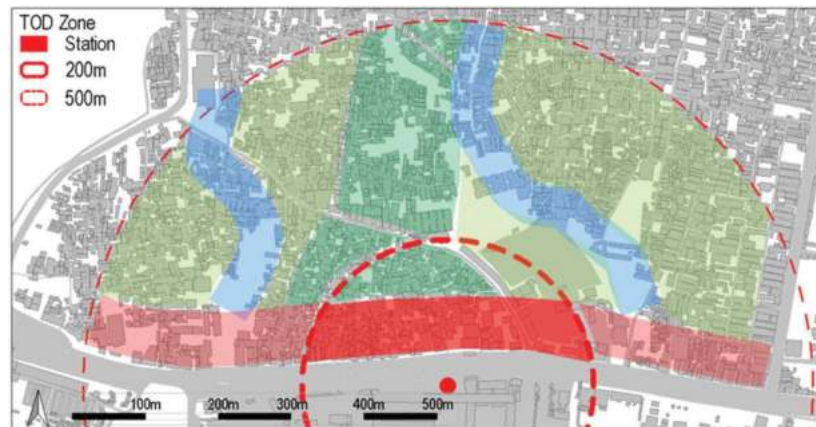
This zone is located along the access roads to the station that are proposed for improvement, and thus, there is a high need to promote redevelopment in conjunction with road development. The effective FAR after the project will be greatly improved, so there is potential for realization through redevelopment projects led by private developers.

- Rehabilitation Zone I 

Despite being close to the station, this zone lacks existing road space and does not provide a sufficient living environment. It is desirable to promote land consolidation by landowners, improve necessary infrastructure, and promote redevelopment based on improved effective FAR conditions with the expansion of road space. Active coordination by RAJUK is desirable.

- Rehabilitation Zone II

This zone is a relatively well-equipped area consisting of small-scale land development projects, and there are no major problems as an urban area. However, since being close to the station, it is desirable to improve the pedestrian space and urban amenity. Additional FAR shall be provided to guide enhancing the value of public space in line with individual redevelopment. Conditions of providing additional FAR need to be clarified by the TOR Planning Team at the time of formulating the TOD Plan, identifying target pedestrian and public transport related facilities to be introduced.



Note: Blue zone is a reserved area in a specific example, which is not the proposed typology mentioned above.

**Figure 4.4: Image of Zoning around MRT Station**

#### 4.5 Type v : Built-up Planned Area

Most of the officially development areas by RAJUK in the past have been fully subdivided and sold to private and have formed mature urban areas with mid-rise buildings. Since land use is achieved in a healthy and efficient manner, there is no particular need for improvement. However, it is desirable to modify the composition of the area near the station to fit the newly developed railway station.

Since MRT is generally constructed along major roads, the urban area near the station faces the major trunk road of the city. According to Dhaka's building regulations, there is no restriction on the FAR of commercial buildings along these major roads. Therefore, if several existing buildings are consolidated and reconstructed into a commercial building and a condominium for existing residents separately, a significant increase in floor area after the project can be expected to the level where feasibility of redevelopment with the participation of private developers can be expected.

In view of this, a Project Promotion Area shall be established in such blocks near the station, especially in cases where aging of the buildings is observed, and redevelopment shall be promoted under the coordination of RAJUK.

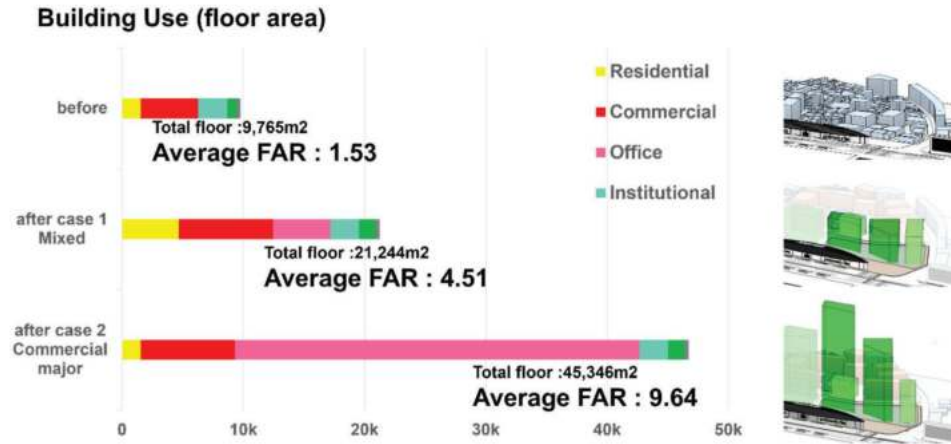


Figure 4.5: Image of Floor Area Increase with Redevelopment

## Actions with the TOD Guidelines

### The First Actions

Land use factors such as density, use mix, and connectivity affect how people travel within a community. When development is spread out, destinations are far apart, and the private car is the predominant mode of transport out of necessity. When development is compact, destinations are proximate and people can access all of their needs by walking, including using public transit to complete their trips. Transport and land use planning are natural partners essential to one another. Without this coordination, costly impacts can result in falling ridership, isolated developments, and greater public infrastructure needs.

Although public authority and large stakeholder, RAJUK has limited control over land development beyond its own property. The characteristics of high-quality TOD outlined here must be implemented to ensure success in projects on land owned by others. It is expected that the implementation of TOD will be accompanied by the cooperation and collaboration of many entities in Dhaka, with the TOD guidelines being referred to as a common frame.

With the cooperation and collaboration of the related entities, the following actions should be implemented as the first actions.

- **Identifying station areas which need TOD planning earlier:** In addition to the station area of Uttara Center and Gabtoli, where TOD plans were drafted earlier, stations will be identified where a TOD Station Area Plan should be established earlier. The selection should be based on several points, including the importance of the station in terms of the number of passengers and the number of intersecting lines, the timing of reconstruction of key facilities, and the modeling perspective of applying lessons learned to subsequent stations, such as selecting one station from each TOD station type.
- **Practice of planning and implementation of TOD Station Area Plan:** TOD Station Area Plans are formulated, and projects are implemented. Through this practice, good practical ways to coordinate and proceed among the entities involved are established. Effective incentives and public contributions to obtain them will also be materialized.
- **Reflection of the TOD Guidelines to the major policy in Dhaka:** The contents of the TOD Guidelines should be reflected to the policies related to land use and transport in Dhaka such as DAP and Strategic Transport Plan for realizing TOD in an effective manner.

### Further Actions in the Future

Public transport development and TOD practices in Dhaka are still in the development stage, as one MRT line in Dhaka has only been opened since the end of 2022. With two new BRT lines scheduled to open by the end of the 2020s, Dhaka will need to further promote TOD along with multiple MRT and BRT lines in the future. Based on these conditions in Dhaka, the following actions are expected to be implemented in the future.

- **Monitor, evaluate and review of the TOD Guidelines:** It is important to monitor and evaluate planning and implementation through the practice of the TOD guidelines and provide opportunities to revise the guidelines to make them more effective rules.
- **Incorporate new TOD Station Areas:** Along with new MRT/BRT line construction and extension, the characteristics of the new station areas to be opened should also be incorporated into the guidelines, and the guidelines should be revised to be broadly applicable. In addition, as areas of people's activities will be expanded and shaped by the operation of multiple lines, it is expected that the area plans will be made at the level of interconnected MRT and BRT lines, and they will enable diverse and efficient development in the limited urban space.

রাষ্ট্রপতির আদেশক্রমে,  
মোঃ নজরুল ইসলাম  
সচিব