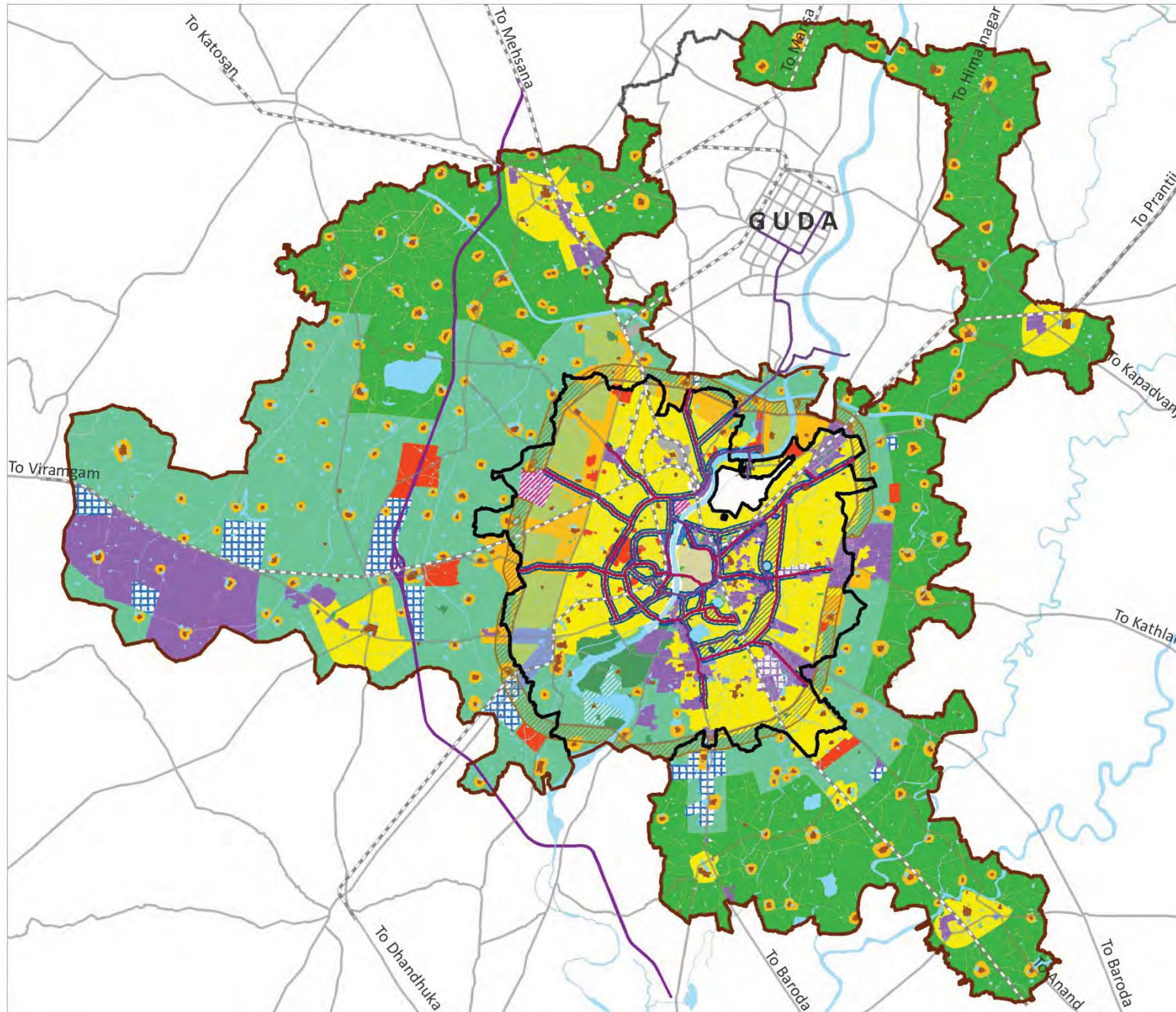




Transit Oriented Zone (ToZ)

AUDA

30/09/2014



DRAFT DEVELOPMENT PLAN - 2021 (SECOND REVISED)

Submitted to Govt. for Sanction under Section 16 of
The Gujarat Town Planning & Urban Development Act-1976

Legend

U/Section-16

- Residential Zone 1-R1
- Residential Zone 2-R2
- Residential Zone 3-R3
- Core Walled City-CW
- Gamtal-GM
- Gamtal Extension-GME
- Central Business District-CBD
- Commercial Zone-C
- Logistic Zone-L
- Industrial Zone General-IG
- Industrial Zone Special-IS
- Knowledge & Institutional Zone-KZ
- Parks & Garden-PG
- General Agriculture Zone-A1
- Prime Agriculture Zone-A2
- Special Planned Development-SPD
- Existing Road
- Existing Railway
- Ancient Monument
- Burial & Cremation Ground
- Sewage Treatment Plant / Water Treatment Plant
- High Flood Hazard
- Waterbody
- Transit Oriented Zone-TOZ
- Residential Affordable Housing Zone-RAH
- BRTS
- MRTS
- Roads
- Railway
- DFC Corridor
- AMC Boundary
- AUDA Boundary
- GUDA Boundary



WHAT IS TRANSIT ORIENTED ZONING?

WHAT IS

TRANSIT ORIENTED ZONING

Transit Oriented Zoning is -

- Mixed-use residential and commercial area designed to maximize access to public transport,
- It incorporates features to encourage transit ridership,
- TOZ developments typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop),
- It is surrounded by relatively high-density development with progressively lower-density development spreading outward from the center,
- TOZs generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop, as this is considered to be an appropriate scale for pedestrians.

Advantages -

- Reduces energy use and conserves future energy use by reducing the reliance on individual automobiles;
- Provides transportation choices for residents;
- Recognizes the direct relationship between land use and transit;
- Encourages a sense of community.
- Compact Development
- Reduces Sprawl



In short

- Making the public transit the best option for all citizens- speed, time, comfort, reliability and safety parameters to be the best.
- Public transit to be made organic being of the city space.
- At least 30 percent of the city area not beyond 200mts of public transit reach.

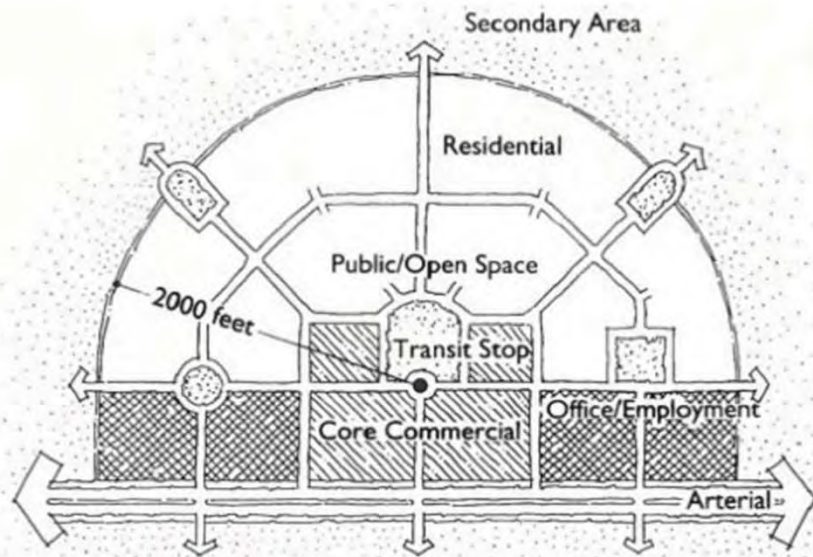


Image Source - Calthorpe Associates

Transit Oriented Development diagram by Peter Calthorpe



Image Source - OregonLive

The Beaverton Round, Portland is a mixed use development that creates a public place around the Transit Stop

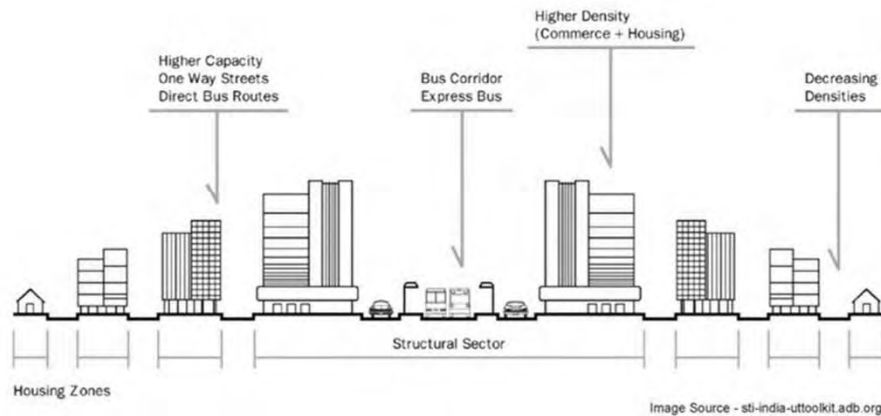


Image Source - sti-india-uttoolkit.adb.org

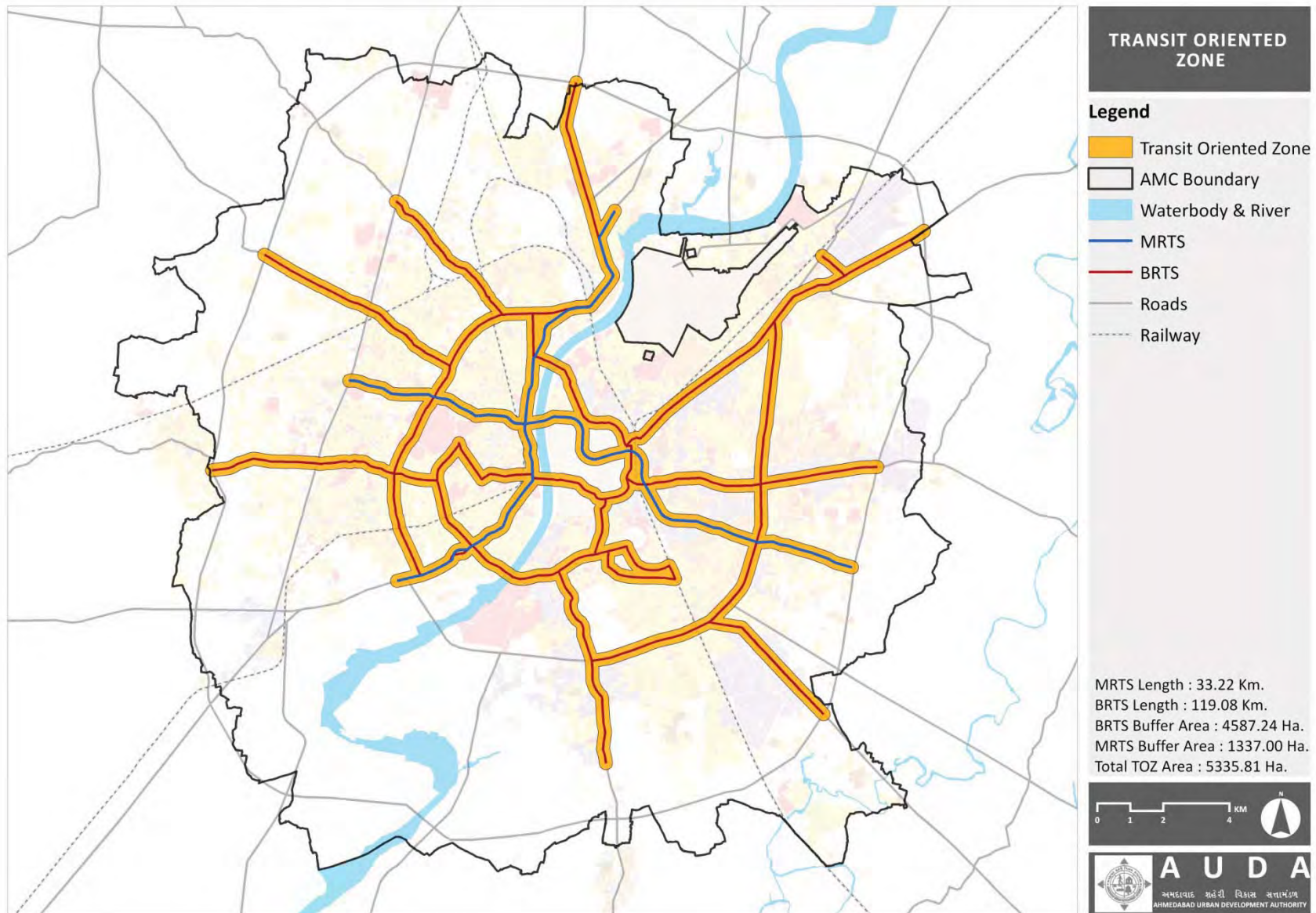
Section showing the Development Guidelines along BRT in Curitiba, Brazil

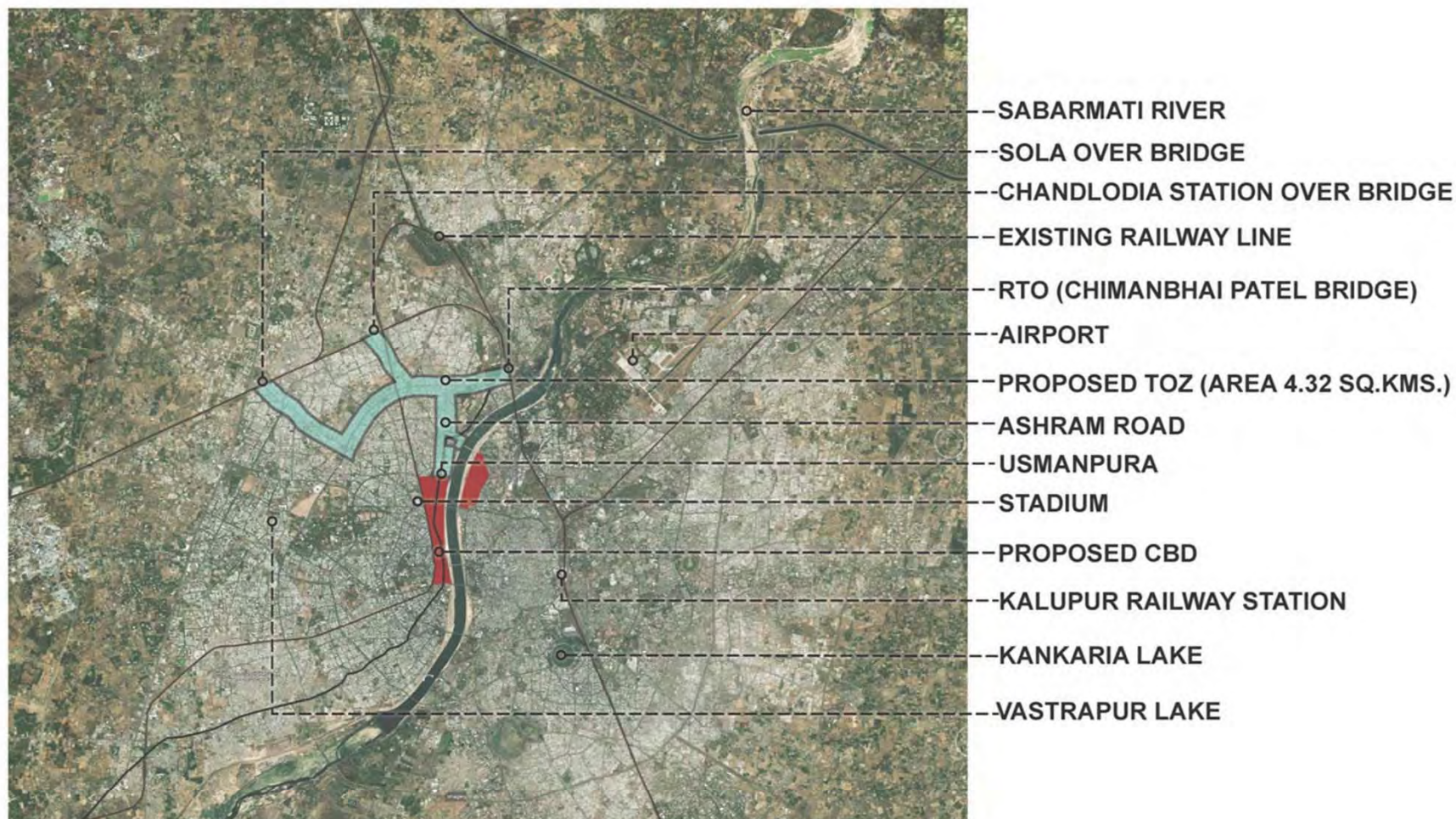


Image Source - archcity.com

16th St Mall in Denver, Colorado is a Vehical free Pedestrian-TOD Area

200mt Buffer Along BRTS and MRTS corridor- FSI 4.0





预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_4920

