

**राजस्थान सरकार**  
**नगरीय विकास एवं आवासन विभाग**

क्रमांक: प.17(18)नविवि / नियम / 2025

जयपुर, दिनांक : यथा हस्ताक्षरित

**अधिसूचना**

जयपुर विकास प्राधिकरण अधिनियम, 1982 की धारा 90, जोधपुर विकास प्राधिकरण अधिनियम, 2009 की धारा 85, अजमेर विकास प्राधिकरण अधिनियम, 2013 की धारा 85, उदयपुर विकास प्राधिकरण अधिनियम, 2023 की धारा 88, कोटा विकास प्राधिकरण अधिनियम, 2023 की धारा 88, भरतपुर विकास प्राधिकरण अधिनियम, 2025 की धारा 88, बीकानेर विकास प्राधिकरण अधिनियम, 2025 की धारा 88, राजस्थान आवासन मण्डल अधिनियम, 1970 की धारा 60, राजस्थान नगर सुधार न्यास अधिनियम 1959 की धारा 43, 60 सपठित धारा 74, राजस्थान नगर पालिका, अधिनियम, 2009 की धारा 337, राजस्थान सुधार न्यास (नगरीय भूमि निष्पादन) नियम 1974 के नियम 31 एवं राजस्थान नगर पालिका (भूमि निष्पादन) नियम 1974 के नियम 32 में प्रदत्त शक्तियों का प्रयोग करते हुए राज्य सरकार एतद्वारा राज्य के समस्त निकाय क्षेत्रों में "TRANSIT ORIENTED DEVELOPMENT POLICY-2025" अधिसूचित करती है।

अतः Transit Oriented Development Policy Rajasthan-2025 की क्रियान्विति किया जाना सुनिश्चित करें।

**संलग्न:- ट्रांजिट ऑरिएन्टेड डवलपमेन्ट पॉलिसी-2025**

राज्यपाल की आज्ञा से,

(रवि विजय)  
शासन उप सचिव-प्रथम

**Signature valid**

Digitally signed by Ravi Vijay  
Designation: Deputy Secretary To  
Government  
Date: 2025.12.10 16:59:45 IST  
Reason: Approved

RajKaj Ref No.:  
19317460  
eSign 1.0



**प्रतिलिपि निम्नाकिंत को सूचनार्थ/आवश्यक कार्यवाही हेतु प्रेषित है:-**

1. अति० मुख्य सचिव, माननीय मुख्यमंत्री महोदय, राजस्थान जयपुर।
2. विशिष्ट सहायक, माननीय मंत्री महोदय, नगरीय विकास आवासन एवं स्वायत्त शासन विभाग, राजस्थान, जयपुर।
3. संयुक्त सचिव, मुख्य सचिव, राजस्थान, जयपुर।
4. निजी सचिव, अतिरिक्त मुख्य सचिव, उद्योग विभाग, राजस्थान, जयपुर।
5. निजी सचिव, प्रमुख शासन सचिव, नगरीय विकास एवं आवासन विभाग, राजस्थान, जयपुर।
6. निजी सचिव, प्रमुख शासन सचिव, वित्त विभाग, राजस्थान, जयपुर।
7. निजी सचिव, शासन सचिव, स्वायत्त शासन विभाग, राजस्थान, जयपुर।
8. निजी सचिव, शासन सचिव, राजस्व विभाग, राजस्थान, जयपुर।
9. निदेशक, स्थानीय निकाय विभाग, राजस्थान, जयपुर को उनके अधीन समस्त नगर निगम/नगर परिषद/नगर पालिका को निर्देशित किये जाने हेतु।
10. मुख्य नगर नियोजक, राजस्थान, जयपुर।
11. मुख्य नगर नियोजक (एन.सी.आर.), जयपुर।
12. उप शासन सचिव-प्रथम/द्वितीय/तृतीय, नगरीय विकास विभाग, जयपुर।
13. आयुक्त, राजस्थान आवासन मण्डल, जयपुर।
14. आयुक्त/सचिव, समस्त विकास प्राधिकरण।
15. सचिव, नगर विकास न्यास, समस्त.....।
16. वरिष्ठ संयुक्त विधि परामर्शी/उपविधि परामर्शी/वरिष्ठ नगर नियोजक, नगरीय विकास विभाग।
17. सहा० निदेशक/प्रोग्रामर, नगरीय विकास विभाग को अधिसूचना राजस्थान राजपत्र के असाधारण अंक में प्रकाशन हेतु ऑनलाईन भिजवाये जाने एवं विभागीय वेबसाईट पर अपलोड किये जाने हेतु।
18. रक्षित पत्रावली।

**शासन उप सचिव-प्रथम**

**Signature valid**

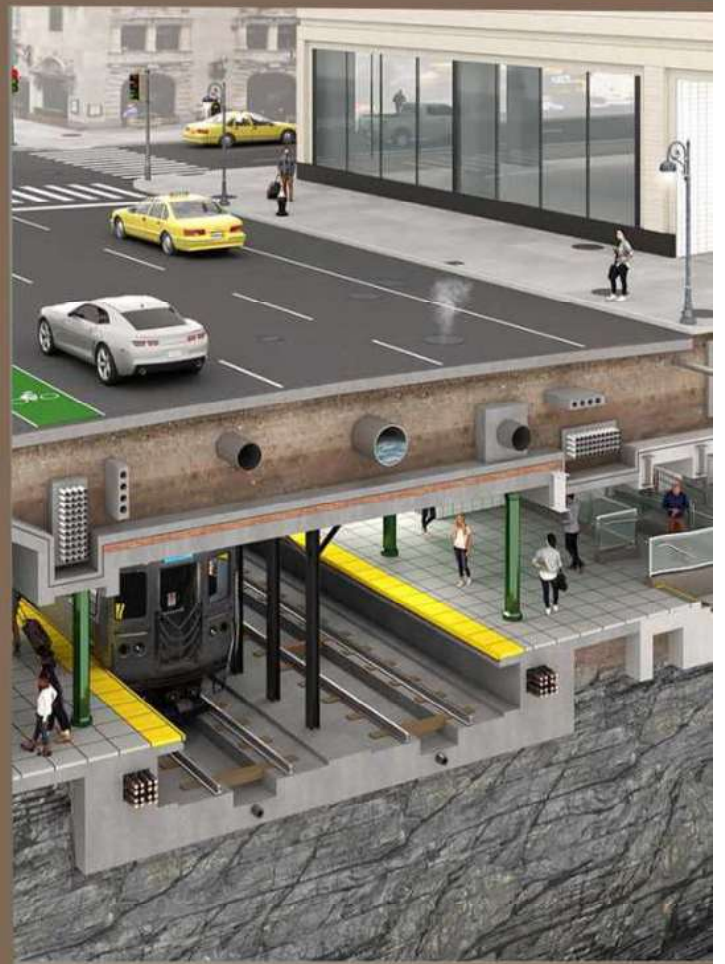
Digitally signed by Raj Vijay  
Designation: Deputy Secretary To  
Government  
Date: 2025.12.10 16:59:45 IST  
Reason: Approved

**RajKaj Ref No.:**  
**19317460**

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# TRANSIT ORIENTED DEVELOPMENT POLICY 2025



URBAN DEVELOPMENT & HOUSING DEPARTMENT  
GOVERNMENT OF RAJASTHAN

# Transit Oriented Development Policy Rajasthan-2025

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**Ministry of Urban Development and Housing  
Government of Rajasthan**

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## **1 Background**

- 1.1** The Government of India notified the National Transit Oriented Development (TOD) Policy in 2017, providing a framework for states and cities to develop their own TOD policies. The policy mandates that cities implementing or proposing to implement public mass transit systems must integrate TOD principles into their Master Plans and Zonal Development Plans.
- 1.2** In this context, and considering the rapid pace of urbanization and infrastructure development in the State, it is imperative to align urban planning with contemporary mobility needs. The overarching objective of TOD is to promote maximum utilization of public transit systems and to reduce dependency on private vehicles.
- 1.3** Accordingly, the Transit Oriented Development Policy, Rajasthan –2025 has been formulated in line with the National TOD Policy and with the goal of making it more pragmatic and implementation-oriented.

## **2 Introduction**

- 2.1** Rajasthan is the largest state in the country, covering an area of about 342,239 sq.km. The state's magnificent palaces, forts, and monuments continue to uphold its greatness. Numerous people from all over the world come to this princely state to experience its vibrant culture and rich legacy.
- 2.2** As per Census 2011, Rajasthan has a population of 6.86 Crores, an increase from the figure of 5.65 Crore in the 2001 census. Out of the total population of Rajasthan, 24.87% of people live in urban regions. There are 312 statutory towns which include three million-plus cities namely Jaipur (30,73,350), Jodhpur (11,37,815), Kota (10,01,694), and 28 Cities with a population of one lakh and above. As per the present urban development scenario in Major cities of Rajasthan horizontal sprawl is creating massive social, economic, and environmental problems. The cost of installation and maintenance of infrastructure is costing huge money and also wastage of time & resources. Long-distance commutes lead to congestion, environmental problems like air & noise pollution, and health problems for citizens. Horizontal development is also a major concern for climate change and environmental problems like loss of green areas, pollution & loss of water bodies, and change in terrain ultimately leading to change in watershed areas and diminishing sources of water.
- 2.3** To address these issues many cities have strengthened their public transport by developing Mass Rapid Transit systems (MRTS) like metro rail, BRTS, Rail Bus services connecting Small towns, and integrating the land use with the various transport infrastructure systems to make cities livable, healthy, approachable, environmentally friendly and smart.
- 2.4** Cities in Rajasthan have different characteristics such as tourism hubs, educational hubs, industrial towns, etc. Cities have floating populations for days, months, and years in addition to people living. There is a need for re-densification and redevelopment in cities. The government of Rajasthan intends to promote smart growth in the urban areas to deal with the problems related to urban development and transport faced by cities by way of developing these cities on Transit Oriented Development principles (TOD). TOD focuses on the creation of high-density mixed land use development which integrates land use and transport planning and aims to develop planned sustainable urban growth centers, having walkable and livable commutes with high-density mixed land use. Citizens have access to open green and public spaces and at the same time transit facilities are efficiently utilized.
- 2.5** Metropolitan cities and Class-I Towns in Rajasthan have the potential to develop Metro, BRTS,



RRTS and rail bus systems. So, there is a urgent need of a TOD policy to develop compact and pedestrian friendly areas around these public transportation systems.

### 3 Definitions

- 3.1 “Transit-Oriented Development (TOD)”** –Transit-Oriented Development (TOD) is a planning approach that promotes compact, mixed-use and high-density development within a walkable distance of mass transit stations. It aims to seamlessly integrate land use with public transportation by encouraging pedestrian and non-motorized transport (NMT) friendly infrastructure. TOD supports a mix of residential, commercial, and institutional uses, ensuring easy access to transit, reducing reliance on private vehicles, promoting sustainable mobility and enhancing the overall livability, accessibility and economic viability of urban areas.
- 3.2 “TOD Node”**–refers to a designated mass transit station identified by the concerned local body, which serves as the focal point for transit-oriented development. The provisions of this policy shall only be applicable in the TOD Zones of such identified Transit Nodes.
- 3.3 “TOD Corridor”**–refers to an area extending 500-800 meters on either side of a transit line, such as metro, regional rapid transit, or bus rapid transit corridors. This zone is designated for high-density, mixed-use development to promote sustainable urban growth and efficient public transportation use.
- 3.4 “TOD Zone”** – of a transit node-is an approximate area of 500-800m radius (walking distance of 5-10-minutes) from the points of alighting at the station or area within 500-800m on either side of the central line of the transit system. The centroid of transit station shall be used by Development Authorities to delineate the TOD Zone.
- 3.5 “Radial TOD Zone”**–For regional connectivity projects such as the Regional Rapid Transit System (RRTS) or High-Speed Rail (HSR), which have large inter-node distances and serve wider areas, the TOD Zone shall be defined as the area within a 1.5-kilometre radius from the central line of the transit node.
- 3.6 “Other High-Potential Areas”**–These are areas or nodes specifically identified and designated as TOD Zones in the Master Plan based on their local context and development potential-such as greenfield sites near transit systems, expressways, highways, major interchanges, ring roads or bypasses. First- and last-mile connectivity to transit nodes in these high-potential areas shall be facilitated through appropriate feeder services. The actual boundaries of such TOD Zones shall be determined by the concerned local body, taking into account of physical features, local conditions and the development potential of the area.
- 3.7 “Transit Agency”** – A Transit Agency is the authority or organization responsible for the implementation, operation, and maintenance of a transit project. This includes planning, developing, managing and ensuring the efficient functioning of public transportation systems within the designated area.
- 3.8 “TOD Scheme”** - means a development proposal for a plot area of minimum 750 sqm, fulfilling all eligibility criteria as per the TOD policy.
- 3.9 “Developer Entity” (DE)** - a government or constituent land/property owner, a group of constituent land/property owners, or an entity (developer/business/corporate entity) representing the constituent land/property owners who intend to plan and develop a TOD Scheme. If the DE comprises of multiple entities, they have to come together through a valid and legally enforceable agreement between all the constituent land/property owners to participate.
- 3.10 “Approving Committee”** – A committee constituted by the State Government for the approval

of Transit-Oriented Development (TOD) Scheme within the respective development area. The committee shall include representatives from the concerned transit agencies and other relevant departments or agencies involved in the planning and implementation process.

#### 4 Need for the TOD Policy

**4.1** Transit Oriented Development (TOD) is an innovative urban paradigm that involves leveraging existing and upcoming public transit infrastructure and associated large number of users, to ensure sustainable mobility and optimize utilisation of land through compact mixed-use development.

**4.2** A State-level TOD Policy is required as cities of Rajasthan are facing a huge problem of congestion, environmental degradation, pollution, and economic losses. Thus there is an urgent need to address the issue by introducing the new concept of TOD in urban planning. A TOD approach in Rajasthan will help in bringing people and jobs closer to mass transit and lead to much needed integration of land use and transport in the city. It will result in compact, walkable, mixed-use developments within influence zones of transit stations. This is a critical paradigm shift that can potentially improve public transit ridership, reduce vehicular congestion, and reduce greenhouse emissions and pollution in the long term.

**4.3** TOD is also an important strategy for unlocking the latent economic potential and land values in the city. It will facilitate the development/regeneration of select nodes/areas in the city through planned intensification of uses and activities, infusion of new infrastructure and improvements in the public realm. This will also allow the city to capitalize on the large-scale investments being made into public transit infrastructure - Metro Rail, Regional Rapid Transit System (RRTS), etc., by facilitating the improvement of old housing stock in addition to creation of new housing stock and economic centers around strategically located transit nodes and opening up opportunities for value capture. The following key outcomes shall be targeted through the TOD Policy for Rajasthan.

- i. Optimised density and diversification of uses and activities:** This will be facilitated through higher BAR norms and compact mixed-use development, with augmentation of infrastructure by respective service providing agencies, and application of norms for green buildings and environment conservation. Such an approach will result in achieving an optimum mix of activities and higher job densities close to public transit systems, unlock the development potential of these areas and facilitate value capture.
- ii. Enhanced mobility:**
  - a)** Pedestrian and NMT friendly environment - providing highest priority to pedestrians and NMT, through various strategies such as restricted and high-priced public parking, traffic management plans, street improvements and creation of a fine network of pedestrian and NMT routes.
  - b)** Modal shift in favour of public transport through multi-modal integration, enhanced walkability and last mile connectivity.
- iii. Improved public realm:** Generation of a vibrant and safe public realm for all age groups, with barrier-free universal access, achieved through place-making strategies for creation of public plazas and open/green spaces, multi-utility zones, spaces for public art, etc.
- iv. Multi-modal integration:** Integration of rail and road based systems which may include metro, rail/rapid rail, bus/ BRTS and Intermediate Passenger Transport (IPT) including feeder services, taxis, autorickshaws & private modes including non-motorized transport (NMT) such as cycle-rickshaws, bicycle, pedestrian, etc.



## **5 Applicability of the Policy**

**5.1** Development Authority or the Authority competent for the approval of the Master Plan will identify TOD Nodes and release maps showing the delineated TOD Zone for each TOD Node. The TOD Policy will be applicable in the notified TOD zones of such TOD Nodes. It is clarified that MRTS can be constructed either on the central verge of the ROW of the road or on any point/stretch of this road but for the purposes of TOD Zone, 800 meters will be calculated from the central line of the transit system irrespective of construction of MRTS on any point in the ROW. The technical parameters for the walled city area of Jaipur will be as per the prevailing Heritage Conservation, Protection Byelaws and other relevant provisions. Similarly, specific building parameters of other restricted areas will prevail over the TOD Policy norms. The TOD Policy will not be applicable in the following areas or as notified by the State Government from time to time:

- i. Any areas identified for environmental protection
- ii. Any areas identified for Ecological / ESZ / Plantation Belt / Defense Establishment
- iii. Monument Prohibited Area
- iv. Any other prohibited area as may be notified by State Government

State Government may prescribe detailed regulations to enhance better applicability of this policy from time to time.

## **6 Guiding Principles for Identification of TOD Node and TOD Zone**

**6.1** TOD Scheme will provide higher norms for BAR and mix of uses. In order to manage the impacts of such developments and maximise the opportunities, the Policy will be implemented strategically in select TOD Nodes with high development potential. This will enable the creation of well-planned growth centres, developed as per sustainability principles, and capable of developing into future economic drivers and cultural hubs for the city.

**6.2** Concerned local body will undertake a rapid assessment of the development potential of the various transit nodes in the city and identify a limited number of TOD Nodes on the basis of their strategic importance and ease of implementation.

**6.2.1** Such transit nodes shall be along Metro Rail, Railway, RRTS or any public transit system having the capacity to carry approx 5,000 or more peak hour per direction traffic (PHPDT) with a dedicated carriageway.

**6.2.2** Strategic nodes will be identified on the basis of the following broad considerations:

- i. The nodes shall have sites that can be readily taken up as TOD Schemes (adding up to a minimum of 2 Ha), such as vacant or under utilised government lands, government housing, commercial centres, industrial estates, etc. Availability of such sites will ensure that trigger projects can be taken up on priority to provide the necessary impetus for other projects to come up in the node;
- ii. Their location shall be strategic – either as economic/cultural hubs for the city or as potential triggers for development/regeneration of under-developed areas in the city.
- iii. They shall be amenable to augmentation of infrastructure such as water supply, sewerage, surface drainage, electricity, solid waste, WiFi network, EV charging stations, ducts for infrastructure cabling etc.

- 6.3 Marking of TOD Zone and Its Inclusion in the Master Plan**
- 6.3.1** The TOD Zone for a transit project shall be identified, demarcated, notified and deemed to be part of the Master Plan.
- 6.3.2** The actual boundaries of the TOD Zone shall be delineated by concerned local body, considering physical features such as roads, railway lines, rivers, drains, and other natural or man-made barriers, as well as local conditions and the development potential of the area.
- 6.4** Once the TOD zones are notified, the concerned local body should prepare a detailed TOD Plan for the delineated TOD Zone of concerned TOD Nodes and submit to the concerned approval committee for its approval.
- i.** In case two or more TOD Nodes are in close proximity with overlapping TOD Zones, such areas shall be planned as an integrated TOD Plan.
  - ii.** The TOD Plan shall integrate any other plans or schemes proposed for the area such as plans for enhancing walkability, street improvement, Parking Management Plans, etc. Any Multi Modal Integration (MMI), station area development projects proposed around the transit stations by concerned transit agencies shall also be considered while preparing the TOD Plan.
  - iii.** The TOD Plan may be updated/revised over time (as required) to reflect the changes due to development activity, to ensure that they continue to meet the needs of the area.
- 6.5** All lands and properties within the respective TOD Zones will be eligible to undertake development as per the norms of this Policy, provided they fulfil the requirements for undertaking TOD Schemes as set out under this policy. Interested land owners may apply as a DE by preparing a TOD Scheme as per procedures set out in the Regulations.
- 6.6** While participation under the TOD Policy is voluntary, the Development Control Norms of this Policy can only be availed by participating through approved TOD Schemes. Constituent Land/property owners within the TOD Nodes who do not participate in the TOD Policy shall only be permitted to undertake reconstruction/additions/ alterations to their existing buildings as per prevailing building bye-laws without taking into account TOD benefits. However, all the charges like betterment levy and other charges mentioned in Table 6 shall be payable for all development permission in TOD Zone as per this policy.

## **7 Uses in TOD Scheme**

- 7.1** Developer Entities willing to carry out development in accordance with the provisions of the TOD policy shall submit proposals to concerned local body as per the provisions given in building bye-laws.
- 7.2** For undertaking TOD scheme, Developer Entity constituent land/ property owners shall make a joint application to the concerned local body comprising of the following:
- i.** Map showing the sites proposed to be developed as TOD Scheme/s,
  - ii.** List of landowners with details of location and area of land proposed under the TOD Schemes,
  - iii.** Letters of consent from all the land and property owners involved.
- Such proposals shall be specified as TOD scheme and shall be approved after scrutiny by the Approval Committee on the basis of the provisions given below.
- 7.3** The TOD scheme will be divided into two categories as follows-

**7.3.1 Category 01** - A TOD Scheme having area of plots size minimum 750 sqm and up to 1 Ha. TOD Schemes should fall within the TOD Zone. Mixed land use will be permissible in category 01 plots, but not mandatory. If mixed use is proposed, it will be as per the table 1 given in clause 7.8.

**7.3.2 Category 02** -A TOD Scheme having minimum area of plots size of 1 Ha. TOD Schemes should fall within TOD Zone. Mixed use will be mandatory as per the table 2 given in clause 7.8.

If more that 25% of any scheme area falls in the TOD zone area then entire scheme will be included in the TOD zone.

**7.4** Permitted / Permissible and Non-Permitted uses shall be as per Approved TOD Plan or Regulations as prescribed by the State Government.

**7.5** Detailed Building regulations and parameters for public spaces / roads / utilities / parks etc. shall be prepared separately in the form of guidelines / manual under TOD policy.

**7.6** Amalgamation and reconstitution of plots will be permitted for all TOD Schemes. Reconfiguration of existing roads and open spaces within a TOD Scheme area shall be permitted provided that:

- i. The reconfigured layout provides equal or more area under roads and open spaces. In areas where a fine network of streets for pedestrian movement already exists, it shall be preserved as far as possible.
- ii. Due approval has been obtained from the concerned public agencies in case of public parks and roads. Such public areas shall be handed over to the concerned public agency and remain open to public at all times.
- iii. There is minimal damage to existing trees.

**7.7** In case of brownfield sites, increase in the number of dwelling units shall be permitted under this Policy. However, reducing the existing number of dwelling units shall not be permitted in a TOD Scheme.

**7.8** TOD Schemes for Category- 1 (below one hectare) may be comprised of plots of different land uses/ use premises. The permissible mix of land uses / Distribution of BAR for each plot in a TOD Scheme depending upon the assigned land use / use of premise shall be as per the table below:

**Table 1:** Mix of Land Uses/ Distribution of BAR for Category- 1 (below one hectare) in TOD

Existing Land use/ use of premise of plot as per Master Plan / ZDP	Proposed Land use/ use of premise of plot	Permissible Mix Land Use (distribution of BAR in TOD Scheme)	
		BAR for Existing Land use	BAR for other Land use*
Residential	Residential mixed use TOD	Minimum 50%	Remaining BAR
Commercial	Commercial mixed use TOD	Minimum 30%	Remaining BAR
Industrial (Except as per negative list of DPCR)	Industrial mixed use TOD	Minimum 30%	Remaining BAR
Government	Government mixed use TOD	Minimum 40%	Remaining BAR

Transportation	Transportation mixed use TOD	Minimum 50%	Remaining 50% of BAR may be for any use after meeting all operational requirements for transportation facilities.
Public and Semi-Public (PSP)	PSP mixed use TOD	Minimum 50%	Remaining BAR

**Note:** \*This remaining BAR can be utilised as a mix of residential, commercial and Public Semi Public (PSP) in any proportion as per project requirement.

- 7.9** TOD Schemes for Category- 2 (above one hectare) may be comprised of plots of different land uses/ use premises. The permissible mix of uses for each plot in a TOD Scheme depending upon the assigned land use/use premise shall be as per the table below:

**Table 2:** Mix of Uses/ Distribution of BAR for Category- 2 (above one hectare) in TOD

Land use/ use premise of plot as per Master Plan / ZDP	Proposed Land use/ use premise of plot	Permissible Land Use (Percentage in TOD Scheme)		
		Percentage for Existing Land use	Minimum Percentage for Commercial use	Percentage for other Land use*
Residential	Residential mixed use TOD	Minimum 30%	10%	Remaining Percentage of mix use TOD
Commercial	Commercial mixed use TOD	Minimum 30%	-	Remaining Percentage of mix use TOD
Industrial	Industrial mixed use TOD	Minimum 30%	10%	Remaining Percentage of mix use TOD
Government	Government mixed use TOD	Minimum 40%	10%	Remaining Percentage of mix use TOD
Transportation	Transportation mixed use TOD	Minimum 50%	10%	Remaining percentage may be for any use after meeting all operational requirements for transportation facilities.
PSP	PSP mixed use TOD	Minimum 50%	-	Remaining Percentage of mix use TOD

**Note:** \* This remaining BAR can be utilised as a mix of residential, commercial, Public and Semi Public (PSP) in any proportion as per project requirement.

- 7.10** Any plot falling under notified mixed use/ commercial streets that are part of TOD Scheme shall be developed as per norms specified for 'Residential' in Table 1 and Table 2.

- 7.11** BAR and mix of uses will be separately calculated for each constituent plot in a TOD Scheme. The overall mix of uses for a TOD Scheme shall be a sum total of the mix computed for each constituent plot. The DE shall have the flexibility to utilise such overall mix on the entire reconstituted scheme area as per design considerations. The prescribed mix can also be achieved through vertical mixing of uses within buildings, provided that:

- i. Only non-manufacturing industries (service industry like IT/ITES, BPO/KPO, etc.) and

non-polluting MSME units are combined with other uses like residential, commercial and institutional,

- ii. Facilities as mentioned above shall mandatorily be developed on the lower floors, preferably with access to open spaces of the TOD Scheme,
- iii. Separate entry/exits and service cores will have to be provided as required in buildings with vertical mix of uses, complying with statutory requirements of prevalent Rajasthan Building Bye Laws.

**7.12** For plots falling under transportation land use as a part of TOD Scheme, following areas shall be included for calculation of BAR, ground coverage, minimum scheme area and mix of uses:

- i. Area of the platforms of transit stations including land under tracks for the length of the platform.
- ii. Operational areas such as depots including land under tracks within such plots. Over station and over tracks development shall be permitted in these areas. Over station development shall be limited to the length of the platform.

**7.13** TOD Schemes falling in two TOD Nodes (where the TOD zones of such TOD Nodes are adjacent and contiguous) can be considered for approval, provided they meet all other conditions under this Policy.

**7.14** Joint ventures for Station Area Development or development of multi-modal transit hubs may be considered between multiple transport agencies. Such projects shall be designed to ensure integration between various transport services and may be designed as part of the same building/complex for seamless commuter movement. Wherever feasible, concourse level integration between TOD Scheme developments and mass transit stations shall be ensured, and the cost for the same shall be borne by the DE.

## 8 Development Control Technical Parameters and Regulations for TOD Schemes

**8.1** Development under TOD Schemes can be a mix of new development, partial/full reconstruction and partial/full retrofitting of existing structures. The scheme implementation strategy to be adopted shall be detailed by the concerned local body-as part of the TOD Scheme and approved as per the process laid out in the Regulations.

### 8.2 Built Up Area Ratio (BAR)

**8.2.1** The BAR for a TOD scheme shall be calculated as the sum of BAR calculations for all constituent plots. BAR entitlement for each constituent plot shall be calculated as follows:

**Table 3:** BAR for Plots shall be as follows:

Category of Plots	Minimum RoW	Standard BAR	Mandatory BAR (with betterment levy)	Maximum TOD BAR (with betterment levy)	Building Height
Up to 1 Ha	12 m	2.0 (as per prevailing building bye-laws)	3.0	As per Prevailing Building bye-laws	1.75 times of ROW+ Front Setback (Subject to Airport NOC)
	18 m and more		3.5		
More than 1 Ha	12 m	2.0 (as per prevailing building bye-laws)	3.0		
	18 m and more		3.5		
Max. Ground Coverage		50 Percent			

for other than commercial uses		
Max. Ground Coverage for Commercial use	Within Setback	

**Table 4:** Purchasable BAR fee for various land uses in TOD Zone

<b>Additional Purchasable BAR</b>	<b>For other than Commercial BAR (Residential, Institutional, PSP, Industrial, Tourism, etc.)</b>	<b>For Commercial BAR</b>
2.0-3.5	40 % betterment levy (of residential reserve price)	60% betterment levy (of residential reserve price)
3.5-5.0	30 % betterment levy (of residential reserve price)	50% betterment levy (of residential reserve price)
More than 5.0	20 % betterment levy (of residential reserve price)	45% betterment levy (of residential reserve price)

**8.2.2** In case of TOD Schemes that include existing service lanes/ public roads/ public drains/ public parks, etc., land under such areas shall not be considered for computation of BAR.

**8.2.3** Any public amenities provided as part of the development such as public toilets, bridges, etc. shall be free of FAR, subject to the condition that they are maintained regularly by the DE and remain open and accessible to public at all times of the day, failing which, the concerned local body shall take over the same.

### **8.3 Transferable Development Rights (TDR)**

**8.3.1** Transferable Development Rights (TDR) shall serve as a mechanism to optimize the use of Built-Up Area Ratio (BAR) across the TOD Zone, allowing for equitable and efficient development where physical or regulatory constraints limit the full utilization of entitled BAR on individual plots.

**8.3.2** TDR may be generated by a Developer Entity (DE) under any of the following circumstances within a TOD Scheme as per the provisions of prevailing Rajasthan TDR Policy:

- i. When a constituent plot is unable to utilize the full entitled BAR due to site-specific constraints such as height restrictions, heritage structures, ecological limitations, or setbacks;
- ii. When land is voluntarily surrendered by the DE for public purposes such as road widening, green spaces, public infrastructure, or heritage conservation without compensation in the form of monetary benefits;
- iii. When public amenities such as public toilets, pedestrian overpasses, green infrastructure, or public plazas are provided and maintained by the DE as part of the TOD Scheme, TDR shall be granted if the government requires the provision of such public amenities.

**8.3.3** The quantum of TDR to be issued shall be determined by the Competent Authority, based on the difference between the entitled BAR and the actual BAR that can be utilised, or the value of the public good surrendered or created, as per a standard formula defined in the Implementation Guidelines.

**8.4 Ground Coverage and setbacks:** Norms for setbacks and ground coverage shall apply to the entire TOD Scheme boundary, as part of the TOD scheme area.

**8.4.1** Maximum ground coverage of 50% for TOD Scheme shall be permitted.

**8.4.2** The following setbacks shall be maintained:

**Table 5:** Setbacks for different type of Plots

Type of plot edge	Front Setback	Sides and Rear Setback
ROW up to 18 m	3.0 m	As per prevailing building bye laws subject to maximum 12m setback for all building heights.
ROW above 18 m and up to 24 m	4.5 m	
ROW above 24m	6.0 m	

**8.4.3** The front setbacks of all plots shall be kept open and accessible to act as active frontage, which shall include arcades, colonnades, shop fronts, pedestrian entries/ exits, plazas, access points, transparent windows etc. No ramp, stairs, guardroom, boundary wall / fencing or any other construction shall be permissible in the front setback. Further detailed parameters shall be applicable as per prescribed regulations.

**8.4.4 EWS/ LIG Housing:** DE shall provide good quality EWS /LIG housing within the TOD Scheme as per the norms. The EWS/ LIGBAR shall be over and above the residential BAR, calculated as 15% of the maximum permissible residential BAR in the scheme. The requirement for EWS / LIG housing shall be met as a separate well-designed area within the Scheme with low/mid-rise high-density built form, with access to the public greens and social facilities.

**8.4.5 Parking:**

- i. Total required Parking ECS shall be as per the prevailing Rajasthan Building Bye Laws.
- ii. At least 20% of the parking area shall be equipped with charging points for electric vehicles shall be provided.

**8.4.6 Green and Public Space within TOD Scheme-** provisions as per prevailing Township Policy and Building Bye Laws shall be applicable.

**8.4.7 Norms for Public Roads within TOD Scheme:**

- i. All new roads (including facilities like street furniture, lighting and illumination and public conveniences) shall be as per Building Bye Laws and integrate fully with any proposals for Multi modal Integration, walking and cycling as per the TOD Plan for the TOD Node.
- ii. Separate child care rooms, changing spaces for cyclists and drinking water fountains shall be included within the design of public conveniences.
- iii. Cycle parking facilities shall be provided at every 100m interval along the network. These can be calculated as part of the mandatory ECS requirement.
- iv. The public road network within TOD Schemes can be partially covered through walkways, bridges or building blocks, provided that:
  - a. The covered length does not exceed 1/3rd of the total length of the network
  - b. Such walkways, bridges or building blocks provide a clear height of 8m from the highest point of the road section.



- v. TOD Schemes that include metro stations within the scheme area, shall create pedestrian plazas for congregation/ spill over on ground or at the concourse level as feasible. Such schemes must also include multi-modal integration facilities for IPT, buses, drop-off of private vehicles, etc. as part of the design.
- vi. The road network shall be kept active at all times through appropriate public activity programming along the edges such as vending zones, plazas, shops, restaurants, open spaces, etc.

#### 8.4.8 Sustainability Features:

- i. TOD Schemes shall meet all greening norms notified by Development Authority at the time of approval of the Scheme. Greens and public spaces within a Scheme shall be interconnected to form green-blue and public space networks as far as possible.
- ii. Each TOD Scheme shall ensure the following:
  - a. 100% treatment and maximum reuse of wastewater;
  - b. Segregation and reuse of 100% green waste;
  - c. At least 10% of the energy demand should be met through renewable sources like solar
  - d. Optimum retention of storm water for direct reuse and recharge of groundwater as per applicable norms.
  - e. Only permeable materials are used for surface parking and open plazas.

Multiple schemes/DEs may come together to meet these sustainability requirements.

## 9 Financing of TOD Scheme

**9.1** The objective of Value Capture Financing (VCF) is to harness a portion of the increase in land and property values resulting from the provision of transit infrastructure and the designation of Transit-Oriented Development (TOD) Zones. The revenue thus generated shall be utilised to support the financial sustainability of transit projects and the upgradation of infrastructure within the TOD Zones.

**9.2** In accordance with the principles outlined in the National Value Capture Finance Policy Framework, 2017, the following VCF instruments have been identified for implementation in the State to ensure sustainable financing of transit and TOD initiatives:

**Table 6:** Value Capture Financing (VCF) for TOD

Medium	Applicability	Method of Collection	Revenue Share	
			Infrastructure / Facilities development in TOD Zones	Financial Stability of Transit projects to Transit Agency
Excessive Purchased BAR	TOD Zones	Collection will be done by Development Authority and will be kept under separate TOD Fund	50 % of Revenue share will be kept by Development Authority	50 % of Revenue share will be kept by Transit Agency
External Development Charges (EDC) & Internal Development	TOD Zones	Collection of will be done by Development Authority and will be kept under separate TOD Fund	50 % of Revenue share will be kept by Development Authority	50 % of Revenue share will be kept by Transit Agency

Charges (IDC) 1.5 Times as per prevailing Rajasthan Township Policy				
Infrastructure Augmentation Charges*	TOD Zones	<ul style="list-style-type: none"> <li>Residential- 10% of Residential Reserved Price</li> <li>Commercial- 10% of Residential Reserved Price</li> <li>Institutional- 5% of Residential Reserved Price</li> </ul>	50 % of Revenue share will be kept by Development Authority	50 % of Revenue share will be kept by Transit Agency
Change in Land Use (CLU) Charges	TOD Zones	Collection will be done by Development Authority and will be kept under separate TOD Fund	50 % of Revenue share will be kept by Development Authority	50 % of Revenue share will be kept by Transit Agency

**Note:** \*The rates of additional fee and charges for the colonies/CLU granted projects to be developed under this policy shall be in form of ‘Infrastructure Augmentation Charges’ payable.

**9.3** Revenue generated through Value Capture Financing (VCF) shall be utilised for both infrastructure upgradation within the Transit-Oriented Development (TOD) Zones and for ensuring the financial sustainability of the transit system serving these zones. The collected funds shall be deposited into a dedicated ‘Escrow Account’ maintained under the designated fund of the respective transit project. This mechanism will ensure transparency, accountability, and targeted utilisation of VCF revenues.

**9.4** To facilitate effective implementation and integration of VCF mechanisms, the State Government shall:

- i. Undertake necessary legislative amendments and modifications in applicable Acts, rules, and building bye-laws;
- ii. Issue requisite government orders, notifications, and administrative directions;
- iii. Enable the execution of revenue sharing contracts between relevant authorities, transit agencies, and other stakeholders.

**9.5** The operational framework for managing VCF resources—including procedures for collection, revenue sharing, utilisation, and monitoring—shall be governed by the State Government through detailed guidelines / regulations and instructions issued from time to time under this Policy.

## **10 Framework for Implementation of the Policy**

**10.1** The State Government through the Urban Development and Housing Department and Town Planning Department will assist in the implementation of this policy and will have the following responsibilities: -

- i. To regulate, update and amend the Transit Oriented Development Policy;
- ii. To issue Government Order for constituting Approval Committee and other such Committees for approval of TOD Scheme and regular monitoring and coordination regarding implementation of TOD;
- iii. To operationalise and implement value capture finance resources for financial sustainability of transit projects and infrastructure upgradation in TOD Zones.

- iv. Assist in TOD proposals on Government lands owned by various agencies and departments to stimulate development and land value capture;
- v. Establishment of a robust mechanism to ensure continued availability of VCF income to the Transit Agency for financial sustainability and formulation of regulations and issuance of Government orders for this purpose.
- vi. Assist in coordinating with other agencies of the State Government for effective implementation of TOD;
- vii. Capacity building of stakeholders, including Development Authorities, transit agencies and agencies involved in TOD and VCF implementation.

**10.2** Concerned local body will facilitate implementation of this Policy, and will have the following responsibilities:

- i. Identify, demarcate, and revise TOD Nodes, TOD Corridors and Zones eligible for development as per the provisions of this Policy, and incorporate necessary adjustments in the Master Plan from time to time.
- ii. TOD Zones will be notified under the relevant provision of Act.
- iii. Prepare or amend the Master Plan by incorporating a dedicated chapter on Transit-Oriented Development (TOD), which includes provisions for Zoning Regulations and Building Bye-laws to facilitate the effective implementation of TOD.
- iv. To prepare TOD Plan for the TOD Zone, as the case may be and as required, similarly as local area plan.
- v. Prepare and implement proposals for integrated key infrastructure and services for the TOD Zones identified in the TOD Plan
- vi. Assisting in land pooling and land amalgamation
- vii. Establish a dedicated value-capture financing (VCF) revenue-flow mechanism—developed in consultation with the State Government and the Transit Agency—to ensure the seamless transfer of VCF proceeds for transit infrastructure upgrades and long-term financial sustainability, and execute a binding revenue-sharing agreement among all parties involved.
- viii. Set up a dedicated portal or micro site for all matters pertaining to implementation of the TOD Policy.

**10.3** The Transit Agency shall have the following responsibilities:

- i. Planning, designing, implementing, operating, and maintaining the transit project, as applicable.
- ii. Representing itself on the committees constituted for the formulation and approval of the TOD Plan, as well as other coordination committees.
- iii. Formulating and implementing the TOD Scheme, either independently or in partnership with developers and/or other government agencies.

**10.4** Committee shall be setup under the chairpersonship of the Principal Secretary, UDH Department comprising of representatives from concerned local body, various service providing agencies and urban local bodies. This Committee will be responsible for:

- i. Approval of any new TOD Nodes (other than any priority nodes identified under the Regulations).
- ii. Coordinate and monitor works by various agencies for area improvement as prescribed

in the TOD Plan.

**iii.** Sanction all expenditure for area improvement from the TOD Funds.

- 10.5** TOD Schemes shall be approved by the local body through an appropriate sanctioning committee with representation from concerned local body and other concerned departments and service providing agencies. TOD Schemes on concerned local body land shall be approved by concerned local body as per standard procedures.
- 10.6** The DE shall pay additional BAR Charges to the respective local bodies for undertaking area improvement and infrastructure augmentation works (as required). Additionally, TOD Charges shall be collected by concerned local body and ring-fenced through a dedicated TOD Fund set up for each TOD Node.
- 10.7** Projects for Multi-Modal Integration (MMI) within the TOD Nodes may be implemented by the concerned transit agency or through partnerships with other public / private agencies. The TOD Zone shall be designated as a zero-tolerance zone for traffic violations and any management initiatives such as parking regulation, one-way/two-way traffic management, etc., including measures recommended in the TOD Plan, shall be implemented by the Rajasthan Traffic Police.
- 10.8** Grievance Redressal for anomalies/grievances that arise during the implementation of the Policy shall be as per Regulations.
- 10.9** Concerned local bodies shall integrate the development controls of this Policy with their existing approval systems to ensure transparent and fast-track approval of TOD Schemes.
- 10.10** The DE shall pay all applicable fees and charges and execute the development in accordance with the provisions detailed in the Regulations.