

नगरीय विकास एवं आवासन विभाग, राजस्थान

प्रेस नोट

नवीन “Transit Oriented Development Policy–2025” के प्रारूप पर आमजन/हितधारकों से आपत्ति एवं सुझाव आमंत्रण।

भारत सरकार की “पूँजीगत निवेश 2022–23 व 2023–24 के लिये राज्यों को विशेष सहायता योजना (Special Assistance to States for Capital Investment 2022-23/2023-24 Scheme)” के तहत राज्यों में शहरी सुधारों से संबंधित सुधारों के क्रम में राष्ट्रीय TOD पॉलिसी–2016 तथा अन्य राज्यों यथा उत्तरप्रदेश, हरियाणा, दिल्ली, कर्नाटक, मध्यप्रदेश, महाराष्ट्र इत्यादि की TOD पॉलिसी के आधार पर Transit Oriented Development Policy–2025 तैयार की गई है।

यह प्रारूप आम जन / हितधारकों से आपत्ति एवं सुझाव आमंत्रित किये जाने हेतु नगरीय विकास एवं आवासन विभाग की वेबसाईट udh@rajasthan.gov.in पर दिनांक 10.09.2025 से उपलब्ध होगा।

उक्त प्रारूप पर आम जन / हितधारक द्वारा आपत्ति एवं सुझाव दिनांक 24.09.2025 तक मुख्य नगर नियोजक, राजस्थान को ई-मेल ctp-rj@gov.in पर प्रेषित किये जा सकते हैं।

Transit Oriented Development Policy Rajasthan-2025

Draft

Town Planning Department



**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 (1001694), 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, economical, 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** Only Jaipur city has developed MRTS and BRTS in parts of the Jaipur city out of all three million-plus cities. Other 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-motorised 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 “Transit Node”** – refers to a designated mass transit station identified by the Development Authority, 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 Zone”** – of a transit node or station is an approximate area of 500-800m radius (walking distance of 5-10-minutes) from the points of alighting at the station. The centroid of transit station shall be used by Development Authorities to delineate the TOD Zone. The TOD Zone will have two components:
- 3.3.1 “TOD Planning Area”** – a notional area of 800-1000m radius around transit stations or area within 500-800m on either side of the central line of the transit sytem. TOD Zone Plans shall be prepared for the TOD Planning Area. Actual boundaries of TOD Planning Area will be delineated by Development Authorities based on physical boundary features.
- 3.3.2 “Intense Development Area”** – is a notional area of 500m radius around the transit station or area within 500-800m on either side of the central line of the transit sytem within the TOD Planning Area. The norms and incentives of this Policy can only be availed by preparing TOD Schemes falling completely or partly within this area.
- 3.4 “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.
- 3.5 “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, or major interchanges. 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 Development Authority, taking into account of physical features, local conditions and the development potential of the area.
- 3.6 “Mass Transit Agency”** – A Mass 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.
- 3.7 “TOD Scheme”** - means a development proposal for an area of minimum 1 Ha, fulfilling all

eligibility criteria as per the TOD policy.

- 3.8 “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.
- 3.9 “Approving Committee”** – A committee constituted by the Development Authority, as notified 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 optimise 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 capitalise 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 centres 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, auto rickshaws & private modes including non-motorized transport (NMT) such as cycle-rickshaws, bicycle, pedestrian, etc.

5 Applicability of the Policy

5.1 Development Authority will identify TOD Nodes and release maps showing the delineated TOD Planning Area for each TOD Node. The TOD Policy will only be applicable in the 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 metres will be calculated from the central line of the transit system irrespective of construction of MRTS on any point in the ROW. The TOD Policy will not be applicable in the following areas or as notified by Development Authority from time to time:

- i. Any areas identified for environmental protection
- ii. Any areas identified for Ecological / ESZ / Plantation Belt
- iii. Monument Prohibited Area
- iv. Unauthorised colonies

6 Guiding Principles

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 Development Authority 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 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 8 Ha), such as vacant or underutilised 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. They shall have a good mix of greenfield and/or low-density brownfield sites;
- iii. 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.

- iv. They shall be amenable to augmentation of infrastructure such as water supply, sewerage, etc.
- 6.3 Additionally, further TOD nodes may be considered only if adequate interest has been expressed by constituent land/ property owners i.e., at least 8 Ha of land is proposed to be developed in the form of a single or multiple TOD Schemes. A joint application shall be made to Development Authority 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.

Development Authority shall examine such proposals and may consider such nodes for inclusion under the Policy.

6.4 Marking of TOD Zone and Its Inclusion in the Master Plan

- 6.4.1 The TOD Zone for a transit project shall be identified, demarcated, and integrated into the Master Plan of the respective development area by the concerned Development Authority.
 - 6.4.2 The actual boundaries of the TOD Zone shall be delineated by the Development Authority, 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.
- 6.5 Once the TOD zones are demarcated and adjusted in the Master Plan. The Development Authority / DEs should prepare an detailed TOD Plan for the delineated TOD Planning Area of concerned TOD Nodes. TOD Plan prepared by DEs shall be submitted to Development Authority for approval. Development Authority may appoint expert consulting firms/institutions to expedite the process of TOD Plan preparation.
- i. In case two or more TOD Nodes are in close proximity with overlapping TOD Planning Areas, 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.

6.6 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 Clause 6.2. Interested land owners may apply as a DE by preparing a TOD Scheme as per procedures set out in the Regulations.

6.7 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 the permissible BAR without taking into account TOD benefits. They shall also not be eligible to avail the norms of any other policies of Development Authority, unless specifically stated

otherwise.

7 TOD Scheme and Permissible mixed use in TOD Zone

7.1 Developer Entities willing to carry out development in accordance with the provisions of the TOD policy shall submit proposals to the Development Authority as per the provisions given in building bye-laws. 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.

7.2 The TOD scheme will be divided into two categories as follows-

7.2.1 Category 01 - A TOD Scheme having area of plots size up to 1 Ha. TOD Schemes should fully fall within the Intense Development Area of a TOD Node. 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 given in paragraph 6.3.

7.2.2 Category 02 - A TOD Scheme having minimum area of plots size of 1 Ha. TOD Schemes may fully or partly fall within the Intense Development Area of a TOD Node. Mixed use will be mandatory as per the ratio given in clause-3.4.3 (2) under the entire BAR. In any case:

- i.** At least 25% of the scheme area shall fall in the Intense Development Area,
- ii.** The entire scheme area shall fall within the TOD Planning Area

A TOD Scheme must be accessible from an existing road having a minimum ROW of 18m, of a continuous length equivalent to at least 25% of the perimeter of the scheme.

7.3 Plots earmarked for Housing area and Neighborhood level PSPs (except senior secondary schools and parks) can be included within TOD Schemes, provided that the underlying land belongs to the DE/constituent landowners of the DE. In such cases, equivalent facilities of the same type and of the same area shall be provided in the scheme. These facilities shall be over and above the mandatory PSP requirements prescribed under this Policy.

7.4 Public areas such as roads, open spaces, drains, etc. may be included in the TOD Scheme for purposes of integrated planning provided the following conditions are met:

- i.** public roads (less than 18m ROW)
- ii.** public drains (not more than 5m width)
- iii.** public parks (not exceeding the open space hierarchy of 'Neighbourhood Park' as per URDPFI, 2015)

However, the area under such public facilities shall not be considered for meeting the minimum scheme area requirement for computation of permissible BAR/ ground coverage.

7.5 Amalgamation and reconstitution of plots (including Housing Area and Neighbourhood PSPs) 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.

7.6 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.

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

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

Existing Land use/ use premise of plot as per ZDP/ Layout Plan	Proposed Land use/ use premise of plot	Permissible Mix of Uses (distribution of BAR in TOD Scheme)	
		BAR for Existing Land use	BAR for other Land use*
Residential	Residential mixed use TOD	Minimum 30% - Maximum 50%	Remaining BAR
Commercial	Commercial mixed use TOD	Minimum 30% - Maximum 50%	Remaining BAR
Industrial (Except Heavy and Polluting Industries)	Industrial mixed use TOD	Minimum 30% - Maximum 50%	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 PSP in any proportion as per project requirement.

7.8 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 ZDP/ Layout Plan	Proposed Land use/ use premise of plot	Permissible Mix of Uses (distribution of BAR in TOD Scheme)			
		BAR for Existing Land use	Minimum BAR for Commercial uses	Minimum BAR for PSP and/or utilities	BAR for other Land use*
Residential	Residential mixed use TOD	Minimum 30%	10%	20%	Remaining BAR
Commercial	Commercial mixed use TOD	Minimum 30%	-	10%	Remaining BAR
Industrial	Industrial mixed use	Minimum 30%	10%	10%	Remaining BAR

	TOD				
Government	Government mixed use TOD	Minimum 40%	10%	10%	Remaining BAR
Transportation	Transportation mixed use TOD	Minimum 50%	10%	10%	Remaining BAR may be for any use after meeting all operational requirements for transportation facilities.
PSP (only housing and neighbourhood level PSP plots allowed as per Clause 6.3)	PSP mixed use TOD	Minimum 50%	-		Remaining BAR

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

7.9 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.

7.10 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. Educational institutions, anganwadis, creches, old age homes, etc., are not combined with health facilities, penal institutions such as correction facilities, jails, etc. or manufacturing and/ or warehousing facilities,
- iii. Facilities as mentioned above shall mandatorily be developed on the lower floors, preferably with access to open spaces of the TOD Scheme,
- iv. 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.

7.11 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.

7.12 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.

- 7.13** 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 Norms for TOD Schemes

- 8.1** The Development Control Norms of this Policy shall be applicable to all TOD Schemes and prevail in case of conflict with any other policy/provisions. Development under TOD Schemes can be a mix of new development, partial/full reconstruction and partial/full retrofitting of existing structures. The strategy to be adopted shall be detailed by the DE as part of the TOD Scheme submission 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 Category-1 and Category-2 Plots shall be as follows:

Category of Plots	Minimum Right of Way	Base BAR	TOD BAR	Building Height (meters)
TOD Scheme up to 1 Ha	12 m	2.0 (As per Building Bye-Laws)	3.0	1.75 times of ROW+ Front Setback
	18 m			
	More than 18 m			
	Ground Coverage (Max)		50 Percent	
TOD Scheme more than 1 Ha	12 m	2.0 (As per Building Bye-Laws)	3.0	1.75 times of ROW+ Front Setback
	18 m			
	More than 18 m			
	Ground Coverage (Max)		45 Percent	

Note: (i) * The purchasable BAR fee for various land uses in TOD Zone shall be calculated on the basis of the formula mentioned below:-

Additional Purchasable BAR	For Residential / Institutional premised	For Commercial Premises
3.0-4.0	30% betterment levy (of residential reserve rate)	45 % betterment levy (of residential reserve rate)

4.0-5.0	40% betterment levy (of residential reserve rate)	50% betterment levy (of residential reserve rate)
More than 5.0	50% betterment levy (of residential reserve rate)	60% betterment levy (of residential reserve rate)

8.2.2 While consumption of the entire entitled BAR is not mandatory, the following shall be ensured by all TOD Schemes:

- i. Minimum BAR utilisation shall be equivalent to the existing permissible BAR for each of the plots.
- ii. Overall proportion of mix of uses shall always be maintained.

8.2.3 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.

8.2.4 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.

8.2.5 TOD Schemes that are not able to utilise the permissible BAR due to height restrictions, may be allowed relaxations in ground coverage and setbacks without compromising the area to be maintained under Green Public Spaces.

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:

- 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.

- 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.
- 8.3.4** TDR credits generated under a TOD Scheme may be:
- i.** Utilized within the same TOD Zone / Transferred to other TOD Schemes within the city by the same or another DE, subject to adherence to the maximum allowable BAR for the receiving plot;
 - ii.** Transferred to other zones within the city, in accordance with notified receiving zones and conditions prescribed by the planning authority;
 - iii.** Deposited into a TDR Bank, if operational, for future use or trade as per applicable rules.
- 8.3.5** Any TOD Scheme seeking to utilize TDR credits to exceed the base TOD BAR shall not be allowed to exceed the maximum TOD BAR limits specified in Table 3, and must maintain the required ground coverage, green public spaces, and mix of uses as applicable.
- 8.3.6** All TDR transactions and utilization must be recorded in a centralized digital registry maintained by the Competent Authority. All TDR certificates shall be geo-referenced, uniquely numbered, and time-bound for validity.
- 8.3.7** The Competent Authority may prioritize or incentivize TDR generation for activities aligned with public interest, such as provision of affordable housing, green mobility infrastructure, or urban environmental conservation, by allowing additional TDR credits or expedited approvals.
- 8.3.8** No TDR shall be permitted:
- i.** If it leads to exceeding the maximum permissible BAR as per this Policy;
 - ii.** On land parcels that are under dispute or encroachment;
 - iii.** For regularizing unauthorized or illegal construction.

8.4 Size of dwelling units

- 8.4.1** There is no restriction on the size of residential units for accommodating existing dwelling units within the TOD Scheme.
- 8.4.2** In order to encourage affordable and non-ownership housing (rental housing, serviced apartments, student housing and hostels) within TOD Schemes, the following norms shall apply:
- i.** The residential BAR remaining after accommodating existing number of dwelling units, shall be used for providing dwelling units of size upto 60 sq.m.
 - ii.** In case a TOD Scheme is comprised of plots with no existing residential development, at least 50% of the residential BAR shall be used for developing dwelling units of size upto carpet area of 60 sq.m.
 - iii.** In case of TOD Schemes comprising of a mix of existing built-up and vacant plots, the final mix of dwelling units in the TOD Scheme will be derived on a pro-rata basis as per above provisions.

8.5 Ground Coverage and setbacks: Norms for setbacks and ground coverage shall apply to the

entire TOD Scheme boundary, as part of the reconstituted plan for the scheme area.

8.5.1 Maximum ground coverage of 50% for TOD Scheme up to 1 Ha and 45% for TOD Scheme more than 1 Ha shall be permitted.

8.5.2 The following setbacks shall be maintained:

Type of plot edge	Setback
ROW of 18 m and above	i. No setback ii. At least 90% of the building line shall be built-to-edge with active frontage provisions
ROW < 18m or site edge facing parks, natural drains, forest, etc.	i. 6m setback ii. The setback to be kept unblocked at all times for public movement. Trees/plantation for noise reduction
Shared edge with adjoining plot	

8.5.3 Active frontage includes arcades, colonnades, shopfronts, pedestrian entries/ exits, plazas, access points, transparent windows etc.

- i. At least 50% of frontage along 18m ROW streets, and at least 10% frontage along all other streets (including public streets) shall be maintained as active frontage.
- ii. No projections (balconies, chajja, etc.) shall be allowed beyond the built-to line.
- iii. Commercial frontages shall have minimum 50% transparency (un-tinted) at ground floor level. Residential frontages shall have balconies/verandas and active spaces facing public ROWs.
- iv. The ground floor of all parking structures / podiums or stilts must be lined with active frontage facing the main streets.
- v. All buildings shall be recessed by 10m beyond the height of 10m or after two floors. Any further recess required for providing adequate light and ventilation shall be maintained.
- vi. All vehicular entries shall be from the side streets. In case of sites where no side streets are available, at least 1 road with ROW of 12 m or more will have to be provided as part of the TOD scheme.

8.5.4 EWS Housing: DE shall provide good quality EWS housing within the TOD Scheme as per the norms. The EWS BAR shall be over and above the residential BAR, calculated as 15% of the maximum permissible residential BAR in the scheme. The requirement for EWS 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.

8.5.5 Parking:

- i. TOD Schemes shall provide 1 Equivalent Car Space (ECS) per 100 sq.m. of covered area, with mandatory 5% of the parking area earmarked for bicycles.
- ii. DE shall provide at least 50% of all parking facilities within TOD schemes as 'public parking' facility.
- iii. At least 20% of the parking area shall be equipped with charging points for electric vehicles shall be provided.

8.5.6 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.

8.5.7 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:

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 of will be 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
Infrastructure Augmentation Charges*	TOD Zones	<ul style="list-style-type: none"> Residential- 10% of Residential Reserved Price Commercial- 10% of Residential Reserved Price Institutional- 5% of Residential Reserved Price 	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 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 Development Authority will facilitate implementation of this Policy, and will have the following responsibilities:

- i.** Identify, demarcate, and revise TOD Nodes 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 or to coordinate with the Transit Agency for preparation of TOD Plan for the TOD Zone, as the case may be and as required.
- v.** To review the TOD Plans prepared by the Transit Agencies and the TOD Scheme prepared by the Developer Entities through an Approval Committee and make recommendations to the Government.
- vi.** Prepare and implement proposals for integrated key infrastructure and services for the TOD Zones identified in the TOD Plan
- vii.** Assisting in land pooling and land amalgamation
- viii.** 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.
- ix.** 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. Preparing the TOD Plan for the TOD Zone, as required, in consultation with the Development Authority.
- iii. Representing itself on the committees constituted for the formulation and approval of the TOD Plan, as well as other coordination committees.
- iv. 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 Development Authority, various service providing agencies and all 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 Development Authority and other concerned departments and service providing agencies. TOD Schemes on Development Authority land shall be approved by Development Authority 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 Development Authority 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 mass transit agency or through partnerships with other public / private agencies. The TOD Planning Area 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.