

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.) CENTRE
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Dated: 13.09.12

MINUTES OF THE 3rd MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING HELD ON 27.08.2012 at 10.00 A. M. UNDER THE CHAIRMANSHIP OF THE PRINCIPAL SECRETARY -CUM-COMMISSIONER (TRANSPORT), GNCTD

The 3rd meeting of the Management Action Group (MAG) on Delhi Unified Metropolitan Transport was held on **27.08.2012** at 10.00 A.M. at Vikas Minar, under the Chairmanship of the **Pr.Secretary-cum-Commissioner(Transport) GNCTD**. The following members/special invitees attended the meeting:-

Transport Deptt.

Sh. R. Chandra Mohan, Pr. Secy-cum-Commr (Transport Deptt.) GNCTD

DDA

1. Mr. S.P. Pathak, A.C. (MPPR)
2. Sh. P.M. Parate, A.C. (Plg.) TC&B
3. Sh. Ashok Bhattacharjee, Director(Plg.) UTTIPEC
4. Sh. Sudhir Kr. Kain, Dy. Dir.(Plg.)-II, UTTIPEC
5. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
6. Ms. Mriganka, Saxena, Sr. Consultant-II, UTTIPEC
7. Ms. Iram Aziz, Consultant, UTTIPEC
8. Sh. Adarsh Kapoor, Consultant, UTTIPEC
9. Ms. Meenakshi Burman, Consultant, UTTIPEC
10. Ms. Akansha Chopra, Consultant, UTTIPEC

DMRC

1. Ms. Tripta Khurana, CGM (A), DMRC
2. Sh. Umesh Mishra, CE/PD, DMRC
3. Sh. Kaushal K. Sahu, DMRC

Delhi Police (Traffic)

1. Sh. R.K. Pandey, DCP/Traffic HQ
2. Sh. Ravinder Soni, Traffic Police

HUPW

1. Sh. Vinod Dhar, Chief Architect

SPA

1. Ms. Anrunav Das Gupta, Faculty of Urban Designer, SPA, Secy., IUDI
2. Sh. Rajiv Mika, SPA, N.Delhi

Special Invitees

1. Sh. Lal Chand, Dy. Chief Engineer(Land) Northern Railway
2. Dr. Anvita Arora, iTrans, Delhi
3. Sh. Devavshi Pratap Singh, T.E. (Trans) iTRANS
4. Ms. Jayatheja , Associate (Transport) iTRANS
5. Ms. Bina E. Balakrishnan, Consultant, Transportation Planning
6. Ms. Himani Jain, Shakti, S.E. Foundation
7. Sh. Nishant Lall, Urban Designer, nila.A

Others

8. Sh. U.S. Govil, Project Dir. DSIIDC
9. Sh. Pawan Chopra, Jt. Sec, Kingsway Camp Market Association
10. Sh. S.R. Sangar, Secy. Gen. Federation of I.P. Extn.
11. Sh. P.S. Arora, Secy. Federation of I.P. Extn.
12. Sh. Brij Dhingra, President, Kingsway Camp Market Association
13. Sh. Surender Kumar
14. Sh. Vineet Sachdev
15. Sh. Rajeev Chhabra, Kingsway Camp Market Association

Chairman, MAG welcomed members, special invitees and public representations. Minutes of the 2nd Management Action Group meeting circulated on 9/5/2012 were **confirmed** as no observation/comments were received.

Presentation:-

I. Discussion on suggestions received towards Review of MPD-2021:

It was reported that a consolidated list of public suggestions have been received from the public as part of Master Plan Review open house proceedings which have been forwarded by the MPPR Unit, DDA. Out of which, zone wise suggestions were shortlisted and issues related to TOD/MRTS Influence Zone area were considered for discussion in this MAG meeting. Due to the paucity of time, suggestions received from two zones i.e. East Zone and Central Zone were taken up and 13 people were intimated through phone and email to attend this meeting.

Following aspects were broadly suggested:-

- a. Demarcation of MRTS Influence area.
- b. Revision in F.A.R., Building Height, Ground coverage & Land Use norms.
- c. Single windows system for TOD Projects.
- d. Clear Guidelines for Metro Corridors
- e. TDR for MRTS Influence Zone.
- f. Parking provisions in the area.

Following specific issues & suggestions received to DDA were discussed during the meeting. Individuals /agencies who had attended the meeting explained in detail their concern about various issues/suggestions which were heard and further deliberated to

address their concerns. After due deliberation following are the observations/ recommendations of the group:-

Diary No.	Issue raised	Observation/Recommendation of the Group
<p>2252, 2695, 2696, 2697,3109, 3601, 3858, 3867, 3750</p> <p>1434, 3145, 3985, 2219, 2220, 2446, 2441, 2702, 2703, 2704, 2705, 3611, 1536</p>	<p><u>Additional FAR, Ground Coverage & Height related</u> (EAST ZONE)</p> <ul style="list-style-type: none"> • Additional FAR/ exemption of conversion charges, as this area falls within 500 mtrs of DMRC. • Additional FAR of 400 for properties falling in influence zone along MRTS and major transport corridor. • Individual plots falling in influence zone be permitted higher FAR, ground coverage and height relaxation. • Maximum permitted FAR be increased to 400 and also upto 20% FAR be allowed for commercial use. • Parking norm should be restored to 1.33 ECS per 100 Sqm builtup area. • To incentivize the redevelopment a maximum FAR of 50% and above the existing permissible FAR on individual plots subject to a maximum of 600 shall be permissible. • TDR must be permitted to transfer the unutilised / balance in a plot to another plot to a maximum of 600 FAR on the plot where the FAR is proposed to be utilised. <p>(CENTRAL ZONE)</p> <ul style="list-style-type: none"> • Intensive development on Metro Station- 400 FAR and 35% Ground Coverage without levy additional FAR or coverage charges, parking norms of 1ECS per 100 sqm. should be granted. • Less FAR in view of Metro line running parallel to Pusa road. • Additional Far of 400 for all properties falling in the Influence Zone along MRTS and major transport corridor be implemented on immediate basis. Building departments be directed to accept process and approve the plan. • G+ 3 should be allowed in MRTS influence zone. • Restriction on number of units in group housing projects on MRTS influence zone should be relaxed. 	<p>Suggestions regarding intensive development with increase in FAR, density, parking norms relaxation etc. have duly been considered by the MAG. The draft TOD Chapter of MPD-2021 under review which was earlier circulated will be uploaded on the UTTIPEC/DDA websites for community feedback/suggestions.</p>

<p>3109, 2697, 3750</p> <p>2219, 2220, 3611</p>	<p><u>Single Window Clearance System related</u></p> <p>(EAST ZONE)</p> <ul style="list-style-type: none"> • Simplification of procedure for single window clearance for all buildings. • Single Window system for implementation of our Plans. <p>(CENTRAL ZONE)</p> <ul style="list-style-type: none"> • Need to review /revise the building Bye Laws (BBL) to incorporate the modification of MPD including simplification of procedures for single window clearance for all building. • Single window system should be introduced for clearance/ sanction of building plans. 	<p>Suggestions for a Single window clearance and appropriate unified building approvals software by all agencies are being considered for inclusion in the Draft TOD Chapter to be included in the Master Plan.</p>
<p>3109</p> <p>2219, 2220</p>	<p><u>Retrofit TOD related</u></p> <p>(EAST ZONE)</p> <ul style="list-style-type: none"> • Simplification and clear guidelines for projects along with metro corridors. <p>(CENTRAL ZONE)</p> <ul style="list-style-type: none"> • The requirement to cluster a minimum area of 3000smt be removed. Individual plots falling in influence zone permitted higher FAR, Ground Coverage and Height relaxations. 	<p>Detailed norms and standards for the TOD zone have been incorporated in the Draft TOD Chapter. Redevelopment and minimum project size criteria have also been defined in the Chapter.</p>
<p>3750</p> <p>1434, 3603, 3940</p>	<p><u>Land use related</u></p> <p>(EAST ZONE)</p> <ul style="list-style-type: none"> • Sukh Dev College should be allowed to continue in the East and allotted land in the MRTS zone near Karkardooma. <p>(CENTRAL ZONE)</p> <ul style="list-style-type: none"> • Property development in Metro car depots (DMRC). • Land of IP Power station site should be changed from utility to Govt. Offices and Transportation as per the technical Committee of DDA. This project sites may be covered under TOD guidelines and therefore FAR for above buildings may be provided with TOD guidelines (DSIIDC). • Commercial activities in MRTS zone in Nangloi- Mundka should be allowed. 	<p>Land for Sukhdev Vihar College has already been identified for allotment in Karkardooma Scheme. Further clarifications on specific issues pertaining to East Delhi projects of UTTIPEC may be given by inviting the RWA Representations.</p> <p>Property development and the permissibility of uses will be guided as per the TOD policy for the MRTS influence zone specified in the TOD chapter to be included in the Master Plan.</p> <p>The draft policy will be uploaded on DDA/UTTIPEC Website within a week.</p>
<p>2696, 2697</p>	<p><u>TDR related</u></p> <p>(EAST ZONE)</p> <ul style="list-style-type: none"> • TDR must be permitted to transfer the unutilized / balance in a plot to another plot to a maximum of 600 FAR on the plot where the FAR is proposed to be utilized. 	<p>TDR has not been considered as a part of TOD Policy. However, a separate land policy is under consideration by the DDA/ministry.</p>

2219, 2220, 3611	<p><u>Notify MRTS Influence Zone over ZDP related (CENTRAL ZONE)</u></p> <ul style="list-style-type: none"> • Although the Zonal plans have been notified, identification of Influence Zone along MRTS has not been completed in the Zonal plans as per MPD norms.MPD should identify the influence Zone immediately so that the benefit of MPD schemes as envisaged can be availed by the public. • Influence zone of MRTS should be clearly marked on the Zonal Development plans of each zone. • Land use for MRTS zone should supersede master plan/ Zonal plan/ LAP's. 	The draft policy will be uploaded on DDA/UTTIPEC Website within a week for community feedback/suggestions. Notification of the influence zone will be done after the policy is approved.
1434, 1536	<p><u>Parking related (CENTRAL ZONE)</u></p> <ul style="list-style-type: none"> • Parking for commercial areas@ 2 ECS per 100 sqm. • Property development in Metro car depots- <ul style="list-style-type: none"> ○ area under operation -67%, ○ area under building- 33% ○ FAR allowed -150 ○ Parking for commercial areas@ 2 ECS per 100 sqm. 	There will be a separate section for parking in the TOD chapter to be included in the Master Plan including General Parking Policy, guidelines, norms & standards

II. Deliberations / discussions on the Draft TOD Chapter' to be incorporated in the Master Plan.

The UTTIPEC team presented a Draft of the proposed new chapter 19, Transit Oriented Development for inclusion in MPD 2021. A summary of the written comments / feedback received from the experts and other special invitees during the Core Group Meeting held on 21.08.12 and UTTIPEC's response was presented as follows;

A. General comments:

COMMENTS	ACTION TAKEN (UTTIPEC)
Grammatical errors and sentence reconstruction	Incorporated
Segregation of Macro-micro level policy and norms and standards	Incorporated
General clarifications & suggestions for elaborated explanatory text	Incorporated
Recommendation for an additional paper elaborating the assumptions / background studies informing the policy	To be prepared

B. Detailed Policy amendments:

COMMENTS	ACTION TAKEN (UTTIPEC)
<p>Strategy for phasing TOD to be worked out in detail. TOD to be implemented only if :</p> <ul style="list-style-type: none"> • A MRTS corridor exists or is approved • An Influence Zone Plan for Station Areas has been prepared and approved / notified 	Incorporated
<p>FAR and Density Caps to be tested further to establish a rationale for the same, particularly with respect to economic viability of the policy. To be undertaken through workshops with urban design, architecture and real estate experts.</p>	Workshops to be conducted
<p>Affordable Housing norms and implementation strategy / delivery mechanisms to be tested further through consultation / workshops with real estate experts</p>	Workshops to be conducted
<p>TOD implementation Strategy for different types of TOD to be explored further.</p>	Workshops to be conducted

In addition, the following issues were discussed at the MAG:

ISSUE	OBSERVATIONS/RECOMMENDATIONS OF THE MANAGEMENT ACTION GROUP
<p>TOD policy looks into Redevelopment strategies along with Greenfield and retrofitting works; therefore, it is essential that all the references in the Master Plan regarding redevelopment in TOD zones need to be redirected to the TOD Chapter, in particular with respect to the references made in the Section on Redevelopment of Existing Urban Area in the MPD.</p>	<p>Agreed. To be coordinated with other MAGs in particular, the Redevelopment Chapter</p>
<p>UTTIPEC presented a Workshop Schedule to be conducted by the Shakti Foundation for both testing the TOD Policy and as an outreach / capacity building programme.</p>	<p>The strategy for conducting a series of workshops with all stakeholders (govt. non-govt. organisations, private initiatives and individuals) was appreciated and agreed in principle. The Schedule to be finalised</p>

	and workshop programme rolled out immediately.
Notification of TOD zones.	<p>It was agreed that only the 4 corridors identified as follows should be notified for TOD in Phase I:</p> <ul style="list-style-type: none"> • Peerhagarhi – Tikri Kalan • Chatarpur – Arjangarh • Dwarka – Dwarka Sector 21 • Nehru Place - Badarpur <p>In addition, smaller City-centre projects should also be included in Phase I. These could include:</p> <ul style="list-style-type: none"> • New Police Lines, Model Town • Karkardooma & Anand Vihar • INA - Green Park <p>Revised plan to be presented in the next MAG</p>

TRANSPORT CHAPTER

The UTTIPEC team and experts also put forth to the MAG, the following issues pertaining to the Transport Chapter. The issues discussed and decisions of the MAG are outlined below:

ISSUE	RECOMMENDATION
<p>Extent of revision to the Chapter. The team presented a comparative Table of Contents and Structure for the existing Chapter along with the changes proposed in the revised chapter (refer to attachment for details). The critical changes included:</p> <ul style="list-style-type: none"> • Addition of a Vision Statement including objectives and a strategy to achieve the vision • Restructuring the Chapter for ease of navigation • Inclusion of aspects of Street Design, Street Grid Criteria and Safe crossing facilities • A more detailed Parking Policy for Travel Demand Management 	<p>Transport Chapter to be modified considerably to include the amendments as presented to the MAG.</p>
<p>As a follow up of another meeting regarding an NCT Parking Policy held under the Chairmanship of the Hon’ble LG, the UTTIPEC team queried if the reference to the ‘One time’ parking fee collected at the time of registration could be removed from the Chapter.</p>	<p>Reference to be removed from the current Transport Chapter. However, the Chairman stated that the decision regarding the actual collection of the parking charge would be taken in another forum.</p>
<p>It was suggested that Road Widths could be modified in all Zonal Plans based on Function and</p>	<p>To be included in the revised Chapter</p>

as per the Sections included in the UTTIPEC Street Design Guidelines.	
<p>The need for a robust TIA was presented and it was suggested that the following be included in the revised Chapter:</p> <ul style="list-style-type: none"> • TIA methodology • Submission requirements • Reference to UTTIPEC as the authority for giving NOCs for TIAs 	The suggestion of the team was approved and recommended to be included in the revised Chapter.

Recommendations:-

It was recommended that:-

- i. TOD Policy/Chapter including the observations/recommendations of the MAG stated above to be presented by UTTIPEC in the next Advisory Group Meeting to be held on 28.08.12 under the chairmanship of Hon'ble L.G., Delhi, Raj Niwas and the Chapter to be revised accordingly as per the decision.
- ii. Transport Chapter and remaining suggestions received from the public as part of Master Plan review, open house proceedings to be discussed in detail in the next Management Action Group Meeting.
- iii. Modified Transport Chapter as outlined above to be presented in the next MAG meeting.

Meeting ended with vote of thanks to the chair.

Sd/-
(ASHOK BHATTACHARJEE)
Director (Plg.) UTTIPEC
Convener- MAG (Transport)