



**DELHI DEVELOPMENT AUTHORITY**  
**(Master Plan Review Section)**  
6<sup>th</sup> Floor, Vikas Minar, New Delhi: 23379731

**No.F.1 (10)/2011/ Dir. (Plg.) MPR &TC/Pt. – I /D-65**

**Dt: 10/06/2014**

**Subject: Minutes of the Thirteenth meeting of Management Action Group on 'Common Platform for Building Approvals' held on 29<sup>th</sup> May, 2014.**

The Thirteenth meeting of the Management Action Group on "Common Platform for Building Approvals" on mid-term review of MPD-2021 was held on 29<sup>th</sup> May, 2014 under the Chairmanship of Engineer Member, DDA at Vikas Minar, New Delhi.

The following Members/Special Invitees attended the meeting.

**Members**

- Engineer Member, DDA - Chairman
- Chief Planner, TCPO, Govt. of India & Commissioner (Plg), DDA
- Chief Architect, DDA
- Addl. Commissioner (Plg) MPR & AP, DDA

**Co-opted Expert Members**

- Chairman, Indian Institute of Architect
- Sh. Sudhir Vohra, Architect

**Special Invitee**

- Addl. Comm. (Landscape), DDA
- Addl. Comm. (Plg.) UTTIPEC & Bldg., DDA
- Director (MP), DDA

**Others**

- Director (Plg.) MPR & TC, DDA
- Sr. Architect, HUPW (SP&C), DDA
- Ms. Neelima Soni, Dy. Director (Landscape), DDA
- Ms. Paromita Roy, Dy. Director (Arch.) UTTIPEC, DDA
- Ms. Shikha Bhargava, Asstt. Director (Plg.) MPR, DDA

The Chairman welcomed Members and Special Invitees for the thirteenth meeting of MAG on "**Common Platform for Building Approvals**". Thereafter, Director (Plg.) MPR briefly outlined the issues to be discussed in this meeting.

**i) Confirmation of the minutes of Twelfth meeting of MAG on "Common Platform for Building Approvals" held on 31.07.2013**

Minutes of the Twelfth meeting held on 31.07.2013 were confirmed as no observations/comments were received from members and invitees on the minutes circulated.

**ii) Action Taken note of the ninth meeting of MAG on "Common Platform for Building Approvals" held on 09.05.2013**

Action Taken note of the 12<sup>th</sup> meeting of MAG on "Common Platform for Building Approvals" held on 31.07.2013 was discussed.

**iii) Modifications proposed in Development Control Norms and Building Control Regulations in Draft Chapter 12.0 – 'Transportation' and other related modifications in Chapter 3.0-Delhi Urban Area, Chapter 15.0 - Mixed Use Regulations and Chapter 17.0 - Development Code:**

As part of Review of MPD-2021, extensive modifications in Chapter on 'Transportation' were undertaken by UTTIPEC, DDA. UTTIPEC has been assigned the responsibility of conducting the proceedings of the Management Action Group (MAG) on 'Delhi Unified Metropolitan Transport'. The MAG has discussed these proposed modifications in its various meetings held under the Chairmanship of Secretary-cum-Commissioner (Transport), GNCTD. The final draft chapter on 'Transportation' was approved in its 17<sup>th</sup> meeting held on 16/05/2014.

This MAG has suggested changes in the Development Control Norms for Transportation. This meeting has been convened to discuss the proposed modifications in Development Control Norms with the stakeholders.

Officers from UTTIPEC presented the modifications related to Development Control Norms for Transportation as given in MPD-2021. After detailed discussion, MAG recommended following modifications for consideration of the Advisory Group.

**Note:** *Underlined **text** in bold-italics has been recommended by this MAG on 'Common Platform for Building Approvals'; **text** in bold-italics has been recommended as part of the draft chapter on 'Transportation' as approved by the MAG on 'Delhi Unified Metropolitan Transport'.*

#### A. Development Controls for Metro Stations:

| Sl. | Existing provision in MPD-2021   | Proposed modification/Recommendation of MAG   |
|-----|--|---|
|     | <b>Chapter 12.0 Transportation</b>   |   |
|     | <p><b>Development Controls for Metro Stations:</b></p> <p><b>3.</b> The following structures shall be treated as operational structures:</p> <p>i) All Metro Stations and tracks supporting at grade, elevated and underground including entry structures, ancillary buildings to house DG sets, chilling plants and electric sub-station, supply exhaust and tunnel ventilation shafts etc.</p> <p>ii) Depots and maintenance workshops.</p> <p>iii) Traction sub-stations.</p> <p>iv) Operational Control Centers</p> <p>v) Police Station</p> <p>vi) Recruitment and Training Centers for operational and maintenance staff</p> <p>vii) Housing for operational staff and Metro security personnel only</p> <p>viii) Rehabilitation work to be undertaken for the construction of Metro Project</p> <p>ix) Shops in Metro Stations to cater to the public amenities</p> <p>x) Structures above platform over the foot print of the Metro Stations</p> | <p><b>Development Controls for Metro Stations:</b></p> <p><b>3.</b> The following structures shall be treated as operational structures, <b><i>and not be counted towards FAR:</i></b></p> <p>i) All Metro Stations and tracks supporting at grade, elevated and underground including entry structures, ancillary buildings to house DG sets, chilling plants and electric sub-station, supply exhaust and tunnel ventilation shafts etc.</p> <p>ii) Depots and maintenance workshops.</p> <p>iii) Traction sub-stations.</p> <p>iv) Operational Control Centers</p> <p>v) Police Station</p> <p>vi) <b><i>Parking Area</i></b></p> <p>vii) <b><i>Skywalks and foot-over bridges</i></b></p> <p><del>xi) Recruitment and Training Centers for operational and maintenance staff</del></p> <p>xii) Housing for operational staff and Metro security personnel only</p> <p>viii) Rehabilitation work to be undertaken for the construction of Metro Project</p> <p><del>xiii) Shops in Metro Stations to cater to the public amenities</del></p> <p>ix) <del>Structures above platform over the foot print of the Metro Stations</del></p> |

#### B. TOD norms for Rail Terminal and Metro Yards:

For Table 12.7 in the proposed DRAFT Chapter on 'Transportation', following modifications were suggested by the MAG:

- a. **Sl. (2):** All Rail Terminals / Integrated Passenger Terminal/ Metropolitan Passenger Terminals to be developed as per TOD norms, except New Delhi, Old Delhi and Hazrat Nizamuddin Railway Stations.

- b. **SI.(8):** Metro Yards may be developed as per TOD norms (Section 12.18.1-2) only if more than 50% of the Yard area lies within Influence Zone of MRTS corridors and/or they are developed as multi-storey yards.

| Existing provision in MPD-2021                               |  |   |  |                         |      |   |
|--|--|---|--|-------------------------|------|---|
| S. No.   | Use Premises   | Activities Permitted  | Development Controls (4)   |                         |      |   |
|  |  |   | Area under Operation (%)   | Area under building (%) | FAR* | Floor area that can be utilised for passenger accommodation |
| 1.   | Airport  | All facilities related to Airport/Aviation Passengers as decided by Airport authority of India including watch & ward   | -NA-   |                         |      |   |
| 2.   | Rail Terminal/ Integrated Passenger Terminal Metropolitan Passenger Terminal | All facilities related to Railway, Passengers, operations, goods handling, passengers change over facilities, including watch & ward, Hotel, Night Shelter                                      | 70   | 30                      | 100  | 15%   |
| 3.   | Rail Circulation   | All facilities related to Railway Tracks, operational areas including watch & ward.   | -NA-   |                         |      |   |
| 4.   | Bus Terminal / Bus Depot   | All facilities related to Bus & Passengers, parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, Night Shelter and Hotel.                            | 50   | 50                      | 100  | 25%   |
| 5.   | ISBT   | All facilities related to Bus & Passengers, parking including watch & ward, Bus Terminal, Soft Drink & Snack Stall, Administrative Office, hotel, Night Shelter.                                | a. Ground coverage: 25%<br>b. FAR: 100, subject to the following:<br>(i) FAR shall be available on a maximum area of 10 ha. or area of site whichever is less.<br>(ii) ISBT, including operational structures Maximum FAR 70<br>(iii) Hotel/ passenger accommodation and facilities Maximum FAR 30.<br>c. Parking: In addition to the requirement of parking for ISBT/buses, parking for Hotel/ passenger accommodation and facilities shall be at the rate of 2 ECS per 100 sq.m. of floor area.<br>d. The development shall be undertaken in a composite manner. |                         |      |   |
| 6.   | Toll Plaza   | Toll collection booth, utilities, facilities and required infrastructure.   | -NA-   |                         |      |   |
| 7.   | Road Circulation   | All types of road, street furniture, bus shelters, underground & over ground services utilities, signals, metro tracks as part of r/w, sub-ways, underpasses, ROB & RUB including watch & ward. | -NA-   |                         |      |   |
| 8.   | Metro Yards  | Idle parking of coaches, washing and cleaning facilities, maintenance related facilities, watch & ward and staff related facilities.  | 80%  | 20%                     | 100  | 15%   |
| Proposed Modification to Draft Chapter as recommended by MAG |  |   |  |                         |      |   |
| S. No.   | Use Premises   | Activities Permitted  | Development Controls (4)   |                         |      |   |
|  |  |   | Area under Operation (%)   | Area under building (%) | FAR* | Floor area that can be utilised for passenger accommodation |

|    |  |   |   |     |     |     |
|----|--|---|---|-----|-----|-----|
| 1. | Airport  | All facilities related to Airport/Aviation Passengers as decided by Airport authority of India including watch & ward   | -NA-  |     |     |     |
| 2. | Rail Terminal/ Integrated Passenger Terminal Metropolitan Passenger Terminal | All facilities related to Railway, Passengers, operations, goods handling, passengers change over facilities, including watch & ward, Hotel, Night Shelter  | 70  | 30  | 100 | 15% |
|    |  |   | <b><u>New directional Passenger Terminals located in Urban Extension and/or near entry points to Delhi proposed to decongest the Central Area will be developed as per TOD Norms given in Section 12.18.1 subject to traffic and transportation studies related to surrounding road network.</u></b>  |     |     |     |
| 3. | Rail Circulation   | All facilities related to Railway Tracks, operational areas including watch & ward.   | -NA-  |     |     |     |
| 4. | Bus Terminal / Bus Depot   | All facilities related to Bus & Passengers, parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, Night Shelter, Hotel, <b>Commercial, Civic, Residential, Service Apartments, hostels.</b> | 50<br><i>(100% in case of multilevel)</i>   | 50  | 100 | 25% |
|    |  |   | <p>a) <b>Bus parking is permitted in all Use Zones except Recreational Open Space and environmentally sensitive lands.</b></p> <p>b) <b>Site must accommodate at least the required number of bus parking space on site at the rate of minimum 1 bus per 100 sq.m.</b></p> <p>c) <b>Additional multi-level bus parking norms are as per Section 12.14.3.6.</b></p> <p>d) <b>All bus depots/ terminals within Influence Zone of MRTS corridors <u>excluding in Zone-'O'</u> to be developed as per TOD norms (Section 12.18.1-2)</b></p>   |     |     |     |
| 5. | ISBT   | All facilities related to Bus & Passengers, parking including watch & ward, Bus Terminal, Soft Drink & Snack Stall, Administrative Office, hotel, Night Shelter.  | <p>a. <b>Maximum</b> Ground coverage: <b>40%</b></p> <p>b. FAR: 100, subject to the following:</p> <p>(i) FAR shall be available on a maximum area of 10 ha. or area of site whichever is less.</p> <p>(ii) ISBT, including operational structures Maximum FAR 70</p> <p>(iii) Hotel/ passenger accommodation and facilities Maximum FAR 30.</p> <p>c. Parking: In addition to the requirement of parking for ISBT/buses, parking for Hotel/ passenger accommodation and facilities shall be at the rate of 2 ECS per 100 sq.m. of floor area.</p> <p>d. The development shall be undertaken in a composite manner.</p> <p><b>However, ISBTs within Influence Zone of MRTS corridors to be developed as per TOD norms (Section 12.18.1 &amp; 2)</b></p> |     |     |     |
| 6. | Toll Plaza   | Toll collection booth, utilities, facilities and required infrastructure.   | -NA-  |     |     |     |
| 7. | Road Circulation   | All types of road, street furniture, bus shelters, underground & over ground services utilities, signals, metro tracks as part of r/w, sub-ways, under-passes, ROB & RUB including watch & ward.                                      | <b><i>Development of roads to be as per Street Design Regulations (Annexure- I)</i></b>   |     |     |     |
| 8. | Metro Yards  | Idle parking of coaches, washing and cleaning facilities, maintenance related facilities, watch & ward and staff related facilities.  | 80%   | 20% | 100 | 15% |
|    |  |   | <b><u>In case the Metro Yard falls within the Influence Zone of MRTS Corridors, is located in Urban Extension and/or near entry points to Delhi, it may be developed as per TOD norms (Section 12.18.1 – 2)</u></b>   |     |     |     |

### C. Size of plot for Redevelopment:

The planning permission for an area around 4 Ha in Para 3.3.2 was discussed in MoUD in a meeting held under the Chairmanship of Secretary, UD in November, 2011. As per the minutes of the meeting, this issue is to be examined for deletion/ reducing 4 Ha area. After discussion, MAG Minutes for 13<sup>th</sup> meeting of MAG on 'Common Platform for Building Approvals' held on 29<sup>th</sup> May 2014

decided that the min. Area for planning permission in case of all types of redevelopment to be kept uniform as 1 Ha. In view of this, 4 Ha area is to be replaced by 1 Ha. in the following paras.:

| Sl. | Proposed provision in Draft Chapter on 'Transportation' in MPD-2021   | Proposed modification / Recommendation of MAG   |
|-----|---|---|
| 3   | <p><b>Chapter 12.0 Transportation</b><br/> <b>12.18.1 Development Controls for Transit Oriented Development</b></p> <p>The following development control norms are applicable to Influence Zone of MRTS Corridors:</p> <p><b>5. FAR and Density:</b></p> <p>a. TOD norms of FAR may be availed of through the preparation and approval of comprehensive integrated scheme of minimum size of 2 Ha, with maximum ground coverage of 40%.</p> | <p>The following development control norms are applicable to Influence Zone of MRTS Corridors:</p> <p><b>5. FAR and Density:</b></p> <p>TOD norms of FAR may be availed of through the preparation and approval of comprehensive integrated scheme of minimum size of <u>1</u> Ha, with maximum ground coverage of 40%.</p> |

Following corresponding modifications have been suggested by the MAG:

| Sl. | Existing provision in MPD-2021   | Proposed modification / Recommendation of MAG   |
|-----|--|---|
| 4   | <p><b>Chapter 3.0 DELHI URBAN AREA</b><br/> <b>3.3.2 Guidelines for Redevelopment Schemes</b></p> <p>iii) Within the overall Redevelopment / Regularisation plans, building plan approval shall be at following two stages:</p> <p>a) Planning Permission for an area of around 4 Ha. This permission may not be required in case an approved layout / Redevelopment / Regularisation plan exists.</p> | <p>iii) Within the overall Redevelopment / Regularisation plans, building plan approval shall be at following two stages:</p> <p>a) Planning Permission for an area of around <u>1</u> Ha. This permission may not be required in case an approved layout / Redevelopment / Regularisation plan exists.</p>   |
| 5   | <p><b>Chapter 11.0 Urban Design</b><br/> <b>11.8 Urban Design Scheme</b></p> <p>In case of development / redevelopment of an area of around 4 ha., an Urban Design scheme shall be prepared for approval by the Competent Authority.</p>   | <p>In case of development / redevelopment of an area of around <u>1</u> ha., an Urban Design scheme shall be prepared for approval by the Competent Authority.</p>  |
| 6   | <p><b>Chapter 17.0 DEVELOPMENT CODE</b><br/> <b>CLAUSE 3.0 Establishment of Use Zones and Use Premises</b></p> <p>3(6) In case of Urban Design schemes, Redevelopment along MRTS Corridor, Urban Renewal schemes etc. on comprehensive basis the minimum area prescribed for planning and approval:</p> <p>a) Scheme area for redevelopment - 4 Ha.<br/> b) Plot area for redevelopment-3000 sqm.</p>  | <p>3(6) In case of Urban Design schemes, Redevelopment along MRTS Corridor, Urban Renewal schemes etc. on comprehensive basis the minimum area prescribed for planning and approval:</p> <p>1) Scheme area for redevelopment - <u>1</u> Ha.<br/> 2) Plot area for redevelopment - 3000 sqm</p> <p>- <b>For TOD Schemes –2000sq.m. if Influence Zone Plan for the area exists;</b><br/> - <b>For DMRC – 2000 sq.m.</b></p> |

#### D. Applicability of TOD Policy in Urban Extension:

It was decided that, pooling and surrender of land by Developer Entity (DE) within the TOD Zone in Urban Extension shall be same as in the land pooling policy. The proposed clause in continuation, which read as follows, shall be deleted:

*Minutes for 13<sup>th</sup> meeting of MAG on 'Common Platform for Building Approvals' held on 29<sup>th</sup> May 2014*

“However, the percentage of land returned to DE shall be developed as per Section 12.18.1 and 12.18.2”

| Sl. | Proposed provision in Draft Chapter on ‘Transportation’ in MPD-2021   | Proposed modification / Recommendation of MAG   |
|-----|---|---|
| 7   | <p><b>Chapter 12.0 Transportation</b><br/> <b>Para 12.1.1-Development Controls for Transit Oriented Development</b></p> <p>The following development control norms are applicable to Influence Zone of MRTS Corridors:<br/>           3) <b>In Urban Extension</b>, pooling and surrender of land by Developer Entity (DE) within the TOD Zone shall be same as in the land pooling policy. However, the percentage of land returned to DE shall be developed as per Section 12.18.1 and 12.18.2.</p> | <p>The following development control norms are applicable to Influence Zone of MRTS Corridors:<br/>           3) <b>In Urban Extension</b>, pooling and surrender of land by Developer Entity (DE) within the TOD Zone shall be same as in the land pooling policy.</p> |

#### E. Indicative On-site Parking (ECS) Requirements for projects:

MAG suggested deletion of the fourth column titled “Parking space dimensions (in metres)” of Table 17.4: Indicative On-site Parking (ECS) Requirements for Projects.

| Sl.                 | Proposed provision in Draft Chapter on ‘Transportation’ in MPD-2021  | Proposed modification / Recommendation of MAG |   |   |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
|---------------------|--|---|---|---|---|---|---|-------------|---|-------|---------|------|------|------------|------|------|-----------|------|------|--------|-----|------|---------|------|------|--------------------|-----|-------|--------|------|------|---------------------|-----|-------|--------|------|------|--|--|--|--|------|------|--|------|----------------------|---------------------------------------|---|---|-------------|---|-------|------|------|------------|------|------|------|------|--------|-----|------|------|------|--------------------|-----|-------|------|------|---------------------|-----|-------|------|------|--|--|--|------|------|
| 8                   | <p><b>Chapter 12.0 Transportation</b><br/> <b>8(4) PARKING STANDARDS</b><br/> <b>Table 17.4: Indicative On-site Parking (ECS) Requirements for projects*</b></p> <table border="1"> <thead> <tr> <th>Mode</th> <th>ECS Standard by mode</th> <th>Area in Sq.m. (including circulation)</th> <th>Parking space dimensions (in metres)</th> <th>ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects</th> <th>ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors.</th> </tr> </thead> <tbody> <tr> <td>Cars/ Taxis</td> <td>1</td> <td>23.00</td> <td>2.5 X 5</td> <td>0.60</td> <td>0.60</td> </tr> <tr> <td>2 Wheelers</td> <td>0.25</td> <td>5.75</td> <td>1.5 X 2.5</td> <td>0.25</td> <td>0.10</td> </tr> <tr> <td>Cycles</td> <td>0.1</td> <td>2.30</td> <td>0.5 X 2</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td>Buses/ Shared Vans</td> <td>3.5</td> <td>80.50</td> <td>12 X 3</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td>Commercial vehicles</td> <td>3.5</td> <td>80.50</td> <td>12 X 3</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>1.00</td> <td>1.00</td> </tr> </tbody> </table> <p>*The above figures are indicative and may be customized on case to case basis. However minimum proportion of cycle parking is mandatory.</p> | Mode  | ECS Standard by mode  | Area in Sq.m. (including circulation)   | Parking space dimensions (in metres)  | ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects | ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors. | Cars/ Taxis | 1 | 23.00 | 2.5 X 5 | 0.60 | 0.60 | 2 Wheelers | 0.25 | 5.75 | 1.5 X 2.5 | 0.25 | 0.10 | Cycles | 0.1 | 2.30 | 0.5 X 2 | 0.05 | 0.10 | Buses/ Shared Vans | 3.5 | 80.50 | 12 X 3 | 0.05 | 0.10 | Commercial vehicles | 3.5 | 80.50 | 12 X 3 | 0.05 | 0.10 |  |  |  |  | 1.00 | 1.00 | <table border="1"> <thead> <tr> <th>Mode</th> <th>ECS Standard by mode</th> <th>Area in Sq.m. (including circulation)</th> <th>ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects</th> <th>ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors.</th> </tr> </thead> <tbody> <tr> <td>Cars/ Taxis</td> <td>1</td> <td>23.00</td> <td>0.60</td> <td>0.60</td> </tr> <tr> <td>2 Wheelers</td> <td>0.25</td> <td>5.75</td> <td>0.25</td> <td>0.10</td> </tr> <tr> <td>Cycles</td> <td>0.1</td> <td>2.30</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td>Buses/ Shared Vans</td> <td>3.5</td> <td>80.50</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td>Commercial vehicles</td> <td>3.5</td> <td>80.50</td> <td>0.05</td> <td>0.10</td> </tr> <tr> <td></td> <td></td> <td></td> <td>1.00</td> <td>1.00</td> </tr> </tbody> </table> <p>*The above figures are indicative and may be customized on case to case basis. However minimum proportion of cycle parking is mandatory.</p> | Mode | ECS Standard by mode | Area in Sq.m. (including circulation) | ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects | ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors. | Cars/ Taxis | 1 | 23.00 | 0.60 | 0.60 | 2 Wheelers | 0.25 | 5.75 | 0.25 | 0.10 | Cycles | 0.1 | 2.30 | 0.05 | 0.10 | Buses/ Shared Vans | 3.5 | 80.50 | 0.05 | 0.10 | Commercial vehicles | 3.5 | 80.50 | 0.05 | 0.10 |  |  |  | 1.00 | 1.00 |
| Mode                | ECS Standard by mode   | Area in Sq.m. (including circulation)         | Parking space dimensions (in metres)                                      | ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects                       | ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors. |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Cars/ Taxis         | 1  | 23.00   | 2.5 X 5   | 0.60  | 0.60  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| 2 Wheelers          | 0.25   | 5.75  | 1.5 X 2.5   | 0.25  | 0.10  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Cycles              | 0.1  | 2.30  | 0.5 X 2   | 0.05  | 0.10  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Buses/ Shared Vans  | 3.5  | 80.50   | 12 X 3  | 0.05  | 0.10  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Commercial vehicles | 3.5  | 80.50   | 12 X 3  | 0.05  | 0.10  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
|                     |  |   |   | 1.00  | 1.00  |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Mode                | ECS Standard by mode   | Area in Sq.m. (including circulation)         | ECS requirement by mode - per 100 sq.m. of Built Up Area for all projects | ECS requirement by mode per 100 sq.m. of Built Up Area within Influence Zone of MRTS corridors. |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Cars/ Taxis         | 1  | 23.00   | 0.60  | 0.60  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| 2 Wheelers          | 0.25   | 5.75  | 0.25  | 0.10  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Cycles              | 0.1  | 2.30  | 0.05  | 0.10  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Buses/ Shared Vans  | 3.5  | 80.50   | 0.05  | 0.10  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
| Commercial vehicles | 3.5  | 80.50   | 0.05  | 0.10  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |
|                     |  |   | 1.00  | 1.00  |   |   |   |             |   |       |         |      |      |            |      |      |           |      |      |        |     |      |         |      |      |                    |     |       |        |      |      |                     |     |       |        |      |      |  |  |  |  |      |      |  |      |                      |                                       |   |   |             |   |       |      |      |            |      |      |      |      |        |     |      |      |      |                    |     |       |      |      |                     |     |       |      |      |  |  |  |      |      |

#### F. Following points were also discussed by the MAG:

- Para 12.18.1, sub-para 6. Mix of uses in TOD:** The clause for residential component, of 50% units of size ranging between 25-40 sq.m. and the balance 50% comprising of units 65 sq.m. and above, was agreed by the MAG.
- Parking Standards in TOD Zone:** Proposed parking norms for TOD zone was discussed in light of increasing density in TOD Influence Zone and consequent increase in mobility. Arising out of discussion, MAG recommended re-considering the parking ratio of 1.0 ECS per 100 sq.m. of built-up area as proposed for all buildings/ uses in TOD and Transition Zones. For Para (vii) of 12.18.2, it was suggested by Chairman, Indian Institute of Architects (IIA), Northern Chapter that IIA will forward their technical inputs on the ECS that should be mandated for TOD projects.

- c) MAG decided that the Chapter on 'Transportation' shall explicitly mention that TOD Policy will NOT be applicable in River Zone-'O' as being 'Special Area'.
- d) It was decided that the proposed modifications to Chapter 3.0 in MPD-2021 – 'Delhi Urban Area-2021' regarding redevelopment policy, which were issued as part of the Public Notice dated 01/10/2012, shall be incorporated as has been approved by the Authority.
- e) MAG observed that numbering of Development Code additions/ modifications shall match the order of Sections of Chapter 12.0 - Transportation and other relevant Chapters, so that all chapters may be integrated.

The meeting ended with thanks to the Chair.



**(I.P. Parate)**  
**Director (Plg.) MPR & TC, DDA**

Copy to:

- All members
- Co-opted Members
- Special Invitees
- Concerned officers for necessary action as mentioned in the minutes.