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# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD

(भारत सरकार एवं दिल्ली सरकार का संयुक्त उपक्रम)  
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVERNMENT OF DELHI)

DMRC/PD/20/543/II

7/11/2012

Mrs IP Parate  
Director (PIg), MPR & TC  
Delhi Development Authority  
6<sup>th</sup> floor, Vikas Minar  
New Delhi

Registered Office  
Delhi Metro Rail Corporation Ltd  
By No. L-219  
Dated, 20-11-12

## Sub Review of Master Plan for Delhi, 2021 – Chapter 19: Transit Oriented Development

Dear Madam,

This is with reference to the proposed TOD Chapter, to be annexed as Chapter 19 of MPD, 2021. DMRC is engaged in property development within the 'Influence Zone' of the Metro Corridor, to partly fund the Metro Project, as per the mandate given to it. Certain provisions of the TOD Chapter relate to property development to be done by DMRC & inter alia affect.

Following observations are forwarded to be considered while finalizing the provisions in Proposed Chapter 19 of the proposed MPD, 2021. As per para 19.2, the primary goals of TOD are to:

- (i) Reduce/discourage private vehicle dependency and induce public transport use – through policy measures, design intervention & enforcement
- (ii) Provide Public Transit access to the maximum number of people through densification and enhanced connectivity

As DMRC has already finalized the metro routes upto Phase IV of the development, it is emphasized that the various GNTCD Transport Wings/Departments should plan their development/routes considering the availability of the Metro Network. The affordable cross connectivity of various other modes should be available from the nearest Metro Stations to the nearest residential and/or commercial hub. Integration of various alternate transport mode with the metro corridor shall enhance the efficacy of the transport network.

Para 19.5.1 (c). With the proposed para, DMRC will not be in a position to develop the plots within the Influence Zone pending clearance from local bodies for property development, additional FAR provisions & ground coverage, despite these plots being allotted for property development. DMRC may, straightway, be allowed to use the additional FAR, ground coverage etc, without making further reference to the civic bodies at each stage. However, the approval for building plans in PD plots will be taken from respective civil authorities.

Provisions (A) & (B) shall be serious impediments for property development by DMRC, as DMRC shall not be able to proceed unless the Influence Zone layout plans as proposed now are approved. There should be laid down norms to be followed in TOD Influence Zone and DMRC may plan the development as per the TOD norms.

Para 19.6.3. Remarks as given above may be referred to.

Para 19.6.3(C) MRTS Station: Desired frequency/availability as mentioned is Approx every 2 minutes in peak hour. This needs to be validated by DMRC. Similarly, the Desired frequency/availability for various other modes also need to be validated by the concerned transport deptt/stake holder. The desired frequency/availability may not hold good, unless the same is in tune with the policy of the concerned department.

*Pl keep a copy  
sent to Dri (RS) UDRRC  
for info.*

*IP Parate  
20/11/12*

*W (S) M*

*CO pl. update  
4/12*

(मेट्रो भवन, फायर ब्रिगेड लेन, बाराखम्बा रोड, नई दिल्ली-110001)

Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi 110001

Para 19.6.4.B(vii). The parking policy needs review in view of the facts that a comprehensive integrated transport model, comprising of Metro Bus and other modes, is still not ready. In the absence of the same, it would be an over-reaction to deprive the commuters as any parking space near stations. Till the integrated transport model is put in operation, the parking near metro stations wherever available, is proposed to be continued. The various options being suggested may not be practicable, given the nature of usages & demographic composition of the city of Delhi.

Para 19.6.6 A. Within TOD Zone, at station boxes and plots, DMRC shall be allowed to use the maximum FAR for mixed land use norms. The integrated transport model shall be responsibility of the local civic agency.

Para 6.B:1. The project-wise mandatory limits of percentage as proposed for residential, commercial and institutional use are not practical. Such limits may be considered for overall Influence Zone.

Para 6.E. The proposed norms have car sales show room, stand alone multi level parking within or inside mix-use and open ground level parking lot under non-permissible uses.

DMRC as part of property development has already been allotting spaces within station boxes & open plots for all the above uses, keeping the requirement of the metro commuters & the neighborhood population under consideration. This model has been found to be very successful. Hence, there is a need to reconsider the above proposal for excluding the referred usage from the non-permissible uses.

19.7. Till the Detailed Vision Influence Zone Plan is finalized & which is likely to take considerable time, as the number of stake holders is large. DMRC should be allowed go ahead with the development of the station boxes & the plots as per the TOD norms for the enhanced FAR, ground coverage, within the Influence Zone.

It is requested that the above observations may be considered & incorporated in the TOD Chapter 19, (part of MPD, 2021)

Yours sincerely,

  
(Umesh Mishra)  
Chief Engineer/PD

Copy to:

1. Addl Secretary, Min of Urban Development, Nirman Bhawan, N Delhi
2. Pr Secretary-cum-Commr. (Transport), GNCTD, Delhi
3. Director(Plg), UTTIPEC, DDA, Vikas Minar, New Delhi