

विकास योजना-पुणे (मुळ.हद्द.)

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम, १९६६ चे कलम ३७ (१ क क) अन्वये मंजूर विकास नियंत्रण व प्रोत्साहन नियमावलीतील ट्रांझिट ओरिएंटेड (टि.ओ.डी) च्या तरतूदीमध्ये सुधारणा प्रस्तावित करणे.

महाराष्ट्र शासन
नगर विकास विभाग
मंत्रालय, मुंबई-३२

शासन निर्णय क्रमांक: टिपीएस-१८१८/प्र.क्र.८५/१८/नवि-१३,
दिनांक : ०८/०३/२०१९

शासन निर्णय :- सोबतची शासकिय सूचना महाराष्ट्र शासन राजपत्रामध्ये प्रसिध्द करावी.
महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नांवाने,



श्री. दि. लांडगे
(श्री. दि. लांडगे)

सह सचिव, महाराष्ट्र शासन

प्रत :-

- १) मा.मुख्यमंत्री महोदय यांचे सचिव.
- २) मा. राज्यमंत्री, नगर विकास यांचे खाजगी सचिव.
- ३) प्रधान सचिव (नवि-१), नगर विकास विभाग, महाराष्ट्र राज्य, मंत्रालय, मुंबई.

प्रति,

- ४) सह सचिव तथा संचालक (नगर रचना), नगर विकास विभाग
- ५) संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे.
- ६) सह संचालक, नगर रचना, पुणे विभाग, पुणे - प्रस्तुत सूचना शासनाच्या दि.१३/०९/२०१० रोजीच्या परिपत्रकातील निदेशानुसार व खालील सूचनांप्रमाणे जाहिरात म्हणुन प्रसिध्द करुन घेणेबाबत सत्वर कार्यवाही करावी.

- | | |
|---|---|
| i) जाहीरात देणाऱ्या कार्यालयाचे नांव | :- नगर विकास विभाग, मंत्रालय, मुंबई-३२. |
| ii) जाहीरात कोणत्या दिनांकापर्यंत द्यावयाची आहे. | :- तात्काळ |
| iii) प्रसिध्दीचे स्वरुप | :- सर्वाधिक खपाच्या स्थानिक वृत्तपत्रात |
| iv) कोणत्या जिल्ह्यात | :- पुणे |
| v) किती वृत्तपत्रात | :- एका इंग्रजी व एका मराठी वृत्तपत्रात |
| vi) कितीवेळा | :- एकदा |
| vii) जाहीरात खर्चाचे देयक कोणत्या अधिकाऱ्याकडे पाठवावयाचे | :- आयुक्त, पुणे महानगरपालिका, पुणे |
- ७) विभागीय आयुक्त, पुणे विभाग, पुणे.

८) आयुक्त, पुणे महानगरपालिका, पुणे.

/- त्यांनी सुचनेच्या अनुषंगाने अधिप्रमाणित करावयाचे नकाशे ५ प्रतीत शासनाकडे पाठवावेत.

९) सहायक संचालक, नगर रचना, पुणे शाखा, पुणे.

१०) व्यवस्थापक, येरवडा कारागृह मुद्रणालय, पुणे - सोबतची शासकीय सूचना महाराष्ट्र शासन राजपत्रामध्ये प्रसिध्द करून त्याच्या प्रत्येकी १० प्रती या विभागास, संचालक, नगर रचना, राज्य, पुणे व सहसंचालक, नगर रचना, पुणे विभाग, पुणे, व आयुक्त, पुणे महानगरपालिका, पुणे यांना पाठवाव्यात.

११) कक्ष अधिकारी (नवि-२९), नगर विकास विभाग, मंत्रालय, मुंबई -

/- सदर सूचना विभागाच्या वेबसाईटवर प्रसिध्द करण्याबाबत कार्यवाही करावी.

१२) कक्ष अधिकारी, माहिती व तंत्रज्ञान विभाग, मंत्रालय, मुंबई -३२.

/-सदरची सूचना शासनाच्या वेबसाईटवर (कायदे / नियम) सदरात प्रसिध्द करावी.

१३) निवडनस्ती (नवि-१३).



सूचना

महाराष्ट्र शासन
नगर विकास विभाग
मंत्रालय, मुंबई-३२.
दिनांक : ०८/०३/२०१९.

महाराष्ट्र
प्रादेशिक
नियोजन व
नगर रचना,
अधिनियम,
१९६६

क्रमांक:-टिपीएस-१८१८/प्र.क्र.८५/१८/नवि-१३:- ज्याअर्थी, पुणे महानगरपालिकेची (मुळ हद्द) सुधारित विकास योजना (यापुढे जिचा उल्लेख "उक्त विकास योजना" असा करण्यात आला आहे) व विकास नियंत्रण व प्रोत्साहन नियमावली -२०१७ (यापुढे जिचा उल्लेख "उक्त विकास नियंत्रण नियमावली" असा करण्यात आला आहे.) महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम, १९६६ (यापुढे "उक्त अधिनियम" असा उल्लेखलेला) चे कलम ३१(१) अन्वये शासनाच्या नगर विकास विभागाने अधिसूचना क्र. टिपीएस-१८१५/२०१९/प्र.क्र.६९/१५/वि.यो.पुणे-मंजूरी/नवि-१३, दि.०५/०१/२०१७, तसेच वगळलेल्या भागाची विकास योजना अधिसूचना क्र. टिपीएस - १८१५/२०१९/प्र.क्र.६९/१५/ ईपी-मंजूरी/ नवि-१३, दि.१७/०२/२०१८ अन्वये मंजूर केली आहे;

आणि ज्याअर्थी, उक्त विकास नियंत्रण नियमावलीमध्ये विनियम क्र. २४.८ मध्ये ट्रान्झिट ओरिएंटेड डेव्हलपमेंट (टि.ओ.डी) च्या तरतूदी समाविष्ट आहेत. (यापुढे ज्यांचा उल्लेख "उक्त नियम" असा करण्यात आला आहे) ;

आणि ज्याअर्थी, पुणे महानगरपालिकेने (यापुढे "उक्त महानगरपालिका" उल्लेखिलेले) दि. ०९/११/२०१७ रोजीच्या पत्रान्वये उक्त तरतूदीची अंमलबजावणी करणेसाठी उक्त तरतूदीमध्ये काही सुधारणा करणेबाबत शासनास प्रस्ताव सादर केला आहे; (यापुढे "उक्त प्रस्ताव" उल्लेखिलेला);

आणि ज्याअर्थी, उक्त महानगरपालिकेने उक्त तरतूदी संदर्भात सादर केलेला उक्त प्रस्ताव विचारात घेवून आणि आवश्यक त्या चौकशीनंतर उक्त विकास नियंत्रण नियमावलीमध्ये उक्त नियमांची अंमलबजावणी योग्य रितीने होवून ट्रान्झिट ओरिएंटेड डेव्हलपमेंट मागील उद्देश साध्य होणेसाठी तसेच लोक हिताचे दृष्टीने विचार करुन उक्त नियमामध्ये परिशिष्ट 'अ' मध्ये नमूद केल्याप्रमाणे सुधारणा करणे आवश्यक आहे असे शासनाचे मत झाले आहे (यापुढे ज्याचा उल्लेख "प्रस्तावित फेरबदल" असा करण्यात आला आहे);

आणि ज्याअर्थी, उक्त अधिनियमाच्या कलम ३७ (१ क क) अन्वये प्रदत्त असलेल्या अधिकारानुसार शासन "प्रस्तावित फेरबदल" प्रस्तावासंदर्भात आम जनतेकडून सूचना / हरकती मागविण्यासाठी नोटीस प्रसिध्द करित आहे. प्रस्तावित फेरबदलासंदर्भात नागरिकांना काही सूचना/हरकती असल्यास त्या त्यांनी नोटीस शासन राजपत्रात प्रसिध्द झाल्याच्या दिनाकापासून ३० दिवसाच्या आत सहसंचालक , नगर रचना, पुणे विभाग पुणे यांचेकडे लेखी स्वरूपात पाठवाव्यात. सहसंचालक, नगर रचना, पुणे विभाग पुणे यांची प्राप्त होणा-या हरकती/सूचनांना सुनावणी देण्याकरिता तसेच उक्त अधिनियमाच्या कलम ३७ (१ क क) अन्वये विहित केलेली कार्यवाही पूर्ण करुन अहवाल शासनास सादर करण्याकरिता "अधिकारी" म्हणून नियुक्ती करण्यात येत आहे ;

टिप:-अ) प्रस्तुतची सूचना त्यासोबतच्या प्रस्तावित फेरबदल दर्शविणा-या भाग नकाशा सह नागरिकांच्या अवलोकनार्थ कामकाजाच्या दिवशी कार्यालयीन वेळेत खालील ठिकाणी उपलब्ध करण्यात यावी:-

- १) सहसंचालक, नगर रचना, पुणे विभाग पुणे.
- २) आयुक्त पुणे महानगरपालिका पुणे.

ब) सदरहू सूचना शासनाच्या www.maharashtra.gov.in (कायदे/नियम) या संकेतस्थळावर प्रसिद्ध करण्यात यावी.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नांवाने,



(रा.म.यवार)

अवर सचिव, महाराष्ट्र शासन

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NOTICE

GOVERNMENT OF MAHARASHTRA
Urban Development Department
Mantralay, Mumbai-400032
Dated : 08/03/2019

Maharashtra
Regional
Town
Planning,
Act, 1966

No.TPS-1818/CR-85/18/UD-13:- Whereas, the Development Plan of Pune Municipal Corporation (Original Limit) (hereinafter referred to as "the said Development Plan") & Development Control and Promotion Regulation-2017 (hereinafter referred to as the "said Development Control Regulation") prepared under the provisions of Maharashtra Regional and Town Planning Act 1966 (hereinafter referred to as the "said Act") has been sanctioned by Government in Urban Development Department, vide Notification No.TPS-1815/209/CR-69/15/D.P Pune/Sanction/UD-13, dated 05/01/2017 and excluded part (EP) sanctioned wide notification No.TPS-1815/209/CR-69/15/E.P Sanction/UD-13, dated.17/02/2018 ;

And whereas, as per the said Development Control Regulations the provisions for Transit Oriented Development are mentioned in Regulation No. 24.8 (hereinafter referred to as the "said Regulations");

And whereas, for implementation of Transit Oriented Development (TOD), Pune Municipal Corporation (hereinafter referred to as the "said Corporation") has suggested certian changes in said regulations and submitted a proposal to Government vide letter dated 09/11/2017; (hereinafter referred to as the "said proposal ");

And whereas, after considering the said proposal Government of maharashtra is of opinion that it is expedient to modify the said Regulations as per Appendix 'A' so as to achieve the objective of TOD Policy by smooth implementation of the said regulations as well as considering larger public interest. (hereinafter referred to as the "said modification ");

Now therefore, in exercise of the power conferred under Section 37 (1AA) of the said Act, the Government finds, it expedient to publish Notice for the said Proposed Modification thereby inviting suggestion/ objections from the general public within a period of thirty days from the date of publication of this Notice in Maharashtra Government Gazette. Suggestions / Objections shall be forwarded to the Joint Director of Town Planning, Pune, who is being appointed as an Officer to hear suggestions / objections and to complete the modification procedure as mentioned in Section 37 (1AA) of the said Act.

Note :- A) The notice and the Plan showing proposed modifications is made available for inspection to the general public during office hours on all working days at the following offices:-

1. Joint Director of Town Planning, Pune Division, Pune.
2. The Commissioner , Pune Municipal Corporation , Pune .

B) This notification is also available on Govt. web site www.maharashtra.Gov.in (कायदे व नियम).

By order and in the name of the Governor of Maharashtra,



(R.M.Pawar)

Under Secretary to Government

APPENDIX- 'A'
(See Regulation No.24.8)

(TOD regulations was sanctioned and inserted in the DCPR of Pune Municipal Corporation vide Govt. Notification dated 05/01/2017. The changes / modification made in this appendix are shown in bold italic and strike through. These modifications are only published limited to changes shown in bold italic / strike through as mentioned below under section 37(1AA)(a) of the MRTTP Act,)

24.8 TRANSIT ORIENTED DEVELOPMENT (TOD)

The planning authority shall ensure execution of complete street design for the success of TOD and enable construction of street oriented buildings while achieving optimum densities in residential, commercial and office buildings.

The Planning authority shall also ensure complete pedestrianisation in the TOD zones for easy movement of the pedestrians to & from station within a period of 1 year from publication of this regulation.

24.8.1 Definitions

- (i) **TOD zone:** - It is the area along/ 500 M. around the proposed MRTS/Metro corridor station boundary as will be delineated by Pune Municipal Corporation with the approval of the State Government. *This distance of 500 mtr. may be relaxed up to 30 % by the Municipal Commissioner where any reservation / amenity space within such distance is utilised for the purpose of transportation as prescribed in regulation no.21(5)*
- (ii) **Base permissible FSI:** - It is the FSI that is otherwise permissible on any land with respect to zone shown as per the sanctioned development plan and the relevant provision of the Principal DCPR excluding the TDR and the premium FSI, redevelopment incentive FSI that can be received.
- (iii) **Gross plot area:** - Gross Plot Area means total area of land after deducting area under reservation or deemed reservation like amenity space if any, area under D.P. Road and Road widening.
- (iv) **Principal DCPR:** - Principal DCPR means these DC Regulations sanctioned vide Government Notification dt.05/01/2017 excluding the provisions regarding TOD zone.

24.8.2 Date of coming into force: - ~~The date of coming into force of these regulations shall be the date as notified by the Government.~~ *These Regulations will be made applicable by issuing directives u/s-154 of Maharashtra Regional and Town Planning Act 1966 separately.*

24.8.3 Maximum Permissible FSI :- The maximum permissible total FSI in TOD zone shall be 4.00 including the base permissible FSI, subject to condition that, the additional FSI over and above the base permissible FSI shall be allowed within the overall limit of maximum permissible FSI, as given in the Table below-

Sr. No.	Road width in m.	Min .Plot Area in sq.m.	Maximum Permissible FSI
1	2	3	4
1	9 m. and up to 12 m.	Below 1000	2.00
2	12 m. and up to 18 m.	1000 or above	2.50
3	18 m. and up to 24 m.	2000 or above	3.00
4	24 m. and up to 30 m.	3000 or above	3.50
5	30 m. and above	4000 or above	4.00



Explanation:-

- 1) The maximum permissible FSI as per the above Table shall be determined by satisfaction of both the criteria's viz. Minimum Road width as well as plot area, simultaneously. However in case, both these criteria's are not satisfied simultaneously, the maximum permissible FSI shall be the minimum of that permissible against each of these two criteria's, as illustrated below ;

Illustrations: -

Utilization of FSI

Plot Area in sqm	Road width					
	Less than 9mt.	9 m. and up to 12 m	12 m. and up to 18 m	18 m. and up to 24 m.	24 m. and up to 30m.	30 m. and above
Below 1000	Principal DCPR	2	2-2.25	2 2.50	2-2.75	2-3
1000 to below 2000	Principal DCPR	2	2.5	2.5	2-5.2.75	2.5-3
2000 to below 3000	Principal DCPR	2	2.5	3.0	3.0	3.0
3000 to below 4000	Principal DCPR	2	2.5	3.0	3.5	3.5
4000 or above	Principal DCPR	2	2.5	3.0	3.5	4.0

24.8.3.1 Premium to be Paid - Additional FSI over and above base permissible FSI of respective land use zones as per principal DCPR, may be permitted on the payment of premium equivalent as would be decided by Government from time to time.

24.8.3.2 Impact Assessment and Integrated Mobility Plan:-

Such additional FSI over and above the base permissible FSI, shall be granted by the Commissioner, Pune Municipal Corporation / Planning Authorities from where the Metro Rail is passing through after taking into account the Impact Assessment of the implementation of these regulations regarding the impact on the city and sector level infrastructure and amenities as well as traffic and environment. Such Impact Assessment shall also contain measures to be undertaken to mitigate its likely impact and the Action Plan for implementation of such measures in a time bound manner.

There shall be an Integrated Mobility Plan envisaging inter-linkages between different modes of mass transport, parking management, traffic management and pedestrianisation, *non-motorized transport network, last mile connectivity, traffic calming interconnected street networking etc.*

24.8.3.3 The maximum permissible FSI as given in Table under regulation 24.8.3 shall be calculated on the gross plot area.

24.8.3.4 In case of plot / plots falling partly within the TOD zone, the FSI permissible shall be as follows, provided that the total area of the plot (plot falling within TOD zone plus plot falling outside TOD zone) shall be as prescribed in the table in regulation no. 24.8.3 :-

- Where 50% or more area of such plot / plots falls within TOD zone, these regulations including FSI shall apply to the total area of such plot / plots.
- Where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR.



Notwithstanding anything contained in any other provision of this DCPR the Parking, Double height terraces up to 20% (subject to payment of premium) and 15% balconies not enclosed, Stair cases, Lift wells with machine rooms, Refuge areas, Voids, Service Floor & Entrance lobbies of the building in TOD zone shall be free of FSI.

Notwithstanding anything contained in any other provisions of these regulations, TDR shall not be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune **subject to condition that it shall be utilised in 1/4 share with premium FSI at every stage of utilisation. The Municipal Corporation shall compensate for the same to Maha Metro as per the sharing formula decided by the Government from time to time.**

24.8.4 Tenement Size

For any development or redevelopment within TOD zone, size of tenement shall be minimum 25 sqm and maximum 120 sqm of ~~built-up~~ carpet area and out of total proposed tenements, the tenements equivalent to at least 50% of total FSI shall be of a size equal to or less than 60 sqm. **except the projects in which rehabilitation of existing tenements is under taken. In case of redevelopment scheme, size of tenement can be relaxed for Rehab Component subject to other provisions of principal DCR. However for free sale component 50% of total FSI shall be utilised for tenements of size equal to or less than 60 sqm** These tenements shall not be allowed to be clubbed/amalgamated in any case.

If the holder/owner of the property needs to build this 50% component at some other location(s) within the same TOD zone / circle, the difference between rate of sale of tenements as mentioned in annual statement of rates shall be paid by the developer to the Municipal Corporation as premium.

24.8.5 Permissible mixed use in TOD zone:

Mixed use in the form of residential and commercial may be permissible on the residential plot in TOD zone fronting on the road width of 12 mt. and above. And mix use on plot / plots in commercial zone in Pune Municipal Corporation shall be permissible as per the principal DCPR and the maximum permissible FSI under these regulations shall be allowed on the payment of premium. **Purely Mercantile building & Information Technology building will be permissible on independent plot subject to payment of premium. For I.T. Buildings the rate of premium for additional FSI up to 200 % shall be as per regulation no.24.10 of principal DCPR and for additional FSI over it shall be as required under these regulations.**

24.8.6 Other provisions regarding marginal open spaces shall be governed by the proposed height of structure, as given in the provisions 24.8.7 below and should conform to the Maharashtra Fire Prevention and Life Safety Measures Act, 2006 (Maharashtra Act no. III of 2007) as amended from time to time. No building permission shall be issued without NOC of the Fire Officer **wherever applicable.** Other regulations regarding room sizes, apertures for light and ventilation shall be as per the principal DCPR in force.

24.8.7 Marginal Spaces

Sr. No.	Building Height	Side and Rear Margins	Remark
a	15.0 mt and below	(H/2) - 4	Minimum 3.0 mt. for Residential minimum 4.5 mt. for Commercial and Minimum 6.0 m. for Special Buildings.
b	Above 15.0 mt. and upto 24.0 mt.	H/4	
c	24.0 mt and above	H/5 subject to Maximum 12.0 mt	

Note- 1) However if Developer / Owner provides more than 12.00 mt. side and rear margins, it shall be permissible.

2) **The marginal spaces as mentioned in regulation 17.1.1(f) are applicable for building height**



up to 24 mtr. in congested area. The marginal distances for building height above 24 mtr. in congested area will be as per regulation 24.8.7 with step margin as mentioned in regulation 17.2.3(c)

24.8.7.1 No projections shall be allowed in marginal spaces so that minimum 6 mt. marginal spaces remain free from all encumbrances for the movement of fire tenders. In case if ramp is necessary from accessibility, such ramp may be allowed after leaving 6 mt. clear margin,

24.8.7.2 For calculation of marginal distances the height of the parking floors (Maximum two floors above the Ground Level) shall not be taken in account, However height of such parking floors will be counted towards the total height of the building for deciding the building as high rise building and for civil Aviation purpose.

24.8.7.3 Car lift / mechanical parking shall be permissible, as per Principal DCPR as amended from time to time.

24.8.8 Parking

Parking in the TOD zone shall be provided as per the table given below.

Sr. No.	Occupancy	One parking space for every	Transit Oriented Development Influence Zone		
			Car	Scooter / Motorcycle	Cycle
1	Residential	For 4 units having carpet area From 25 and upto 40 sq.mt.	0	1	2
		For 2 units above 40 and upto 60 sq.mt.	1/0	1	2
		For every unit above 60 and upto 80 sq.mt.	1/0	2-1	2
		For every unit above 80 sq.mt	1	1	1
2	Govt. & Semi Govt. Private business buildings	100 sq.mt carpet area or fraction thereof	1	2	2

Note: i) Parking spaces for differently – abled persons shall be provided as per Indian Road Congress Code No. IRC 103:2012 in each new construction / development / re-development in the TOD zone.

ii) No on street parking shall be permissible, unless specifically allowed in the integrated mobility plan report.

24.8.8.1 Incentive for providing Public Parking in the area falling within the radius of 200 mt. from the Metro/MRTS Station.

If the owner / developer of the plot falling within the radius of 200 mt. from the Metro Station/MRTS, is willing to provide Public Parking space over and above the parking spaces required as per the table given in regulation No.24.8.8 of these regulations, the same shall be allowed *without charging premium for such additional area and in that case the over all premium shall be discounted on 40 % of such parking area while calculating premium for additional FSI allowed over and above the base FSI.* ~~premium to be paid by such developer/owner as per regulation No.24.8.3.1 shall be reduced by the amount equal to the premium worked out for 25% of the area earmarked for such additional Public Parking space,~~ subject to following conditions:-

a) Such parking area shall be in the built-up form and shall be handed over to Planning Authority free of cost before granting the Occupation Certificate to the project. The Planning Authority



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should enter into an agreement with owner / developer for such parking space at the time of granting Commencement Certificate to the project. Such Public Parking area shall be clearly shown on the proposed building plan / layout and a condition to above effect shall be incorporated in the Commencement Certificate.

- b) The parking area shall have independent access from major road adjacent to the plot and with proper entry and exits.
- c) The parking area to be made available at individual site shall be at minimum 100 sq.mt. at one place either at Ground floor / Stilt floor or first floor.
- d) The maximum parking area that can be provided shall be decided by the Commissioner, Pune Municipal Corporation, as the case may be, on considering the location of such site and the parking requirement.
- e) A board showing the location of such public parking space should be displayed at suitable places by the Planning Authority.
- f) Area covered under such parking shall not be counted towards FSI consumption.
- g) Concerned land owner / developer / society / public company shall not be allowed to operate the public parking.
- h) The proposed development shall be further subject to such conditions as may be decided by the Municipal Commissioner.

24.8.9 In case of development or redevelopment, proposed by the Authority / individual applicant / any other Planning Authority, from the edge of the Metro Rail, within 20 mt. distance on its either side, the concerned Planning Authority i.e. Pune Municipal Corporation before granting such permission for development / redevelopment shall seek prior NOC from the concerned Metro Railway Authority as required under the Metro Railways (Construction of Works) Act, 1978 from the point of view of safety of the Metro Railway and such other related matters.

24.8.10 In case of any conflict between these Regulations and any other Regulation/s of the *Principal DCPR*, these Regulations shall prevail for the TOD zone.

24.8.11 No Compound wall / fencing shall be permissible on the boundary of plot ~~fronting on~~ *facing the* road and 50% front marginal distance (subject to minimum of 3.0 mt.) shall be kept accessible to the pedestrians to be used as foot paths. However, it shall be permissible for the applicant to construct / erect fencing, on the receded boundary, after leaving the space for pedestrians as specified above.

~~However for the plots situated on 9mt. and 12mt. wide Roads having 100% residential use therefore this rule shall not be made applicable.~~

24.8.12 Large wholesale stores, car dealer showrooms, warehouses/storages, auto service centres, Garages etc. shall not be permissible in TOD zone.

24.8.13 Provision of Inclusive housing shall not be applicable in TOD zone.

24.8.14 For Gunthewari development regularized under the provisions of Maharashtra Gunthewari Development Act, 2001 and falling in TOD zone, seeking provisions for *development / redevelopment*, these regulations shall apply.

24.8.15 The width of passage shall be minimum ~~1.5~~ 1.2mt. for residential use & 2.0 mt. for commercial use.

24.8.16 *In case of independent unit / Bungalow for self use, such Development / Redevelopment may be allowed within base FSI subject to principal DCPR.*

24.8.17 The layout of building / group housing layout or standalone building on a plot / plots situated in TOD Circle over which construction is started and for which occupancy certificate is not granted may be revised and balance potential if any may be allowed subject to structural stability criteria's and as per the above provisions subject to following.

- a) Marginal Distance – The existing marginal distances including front margin may be allowed for higher floor / floors and necessary relaxation to that extent may be granted by the Municipal Commissioner subject to compliance of all fire requirements and fire NOCs by charging hardship premium. Hardship premium is to be decided by Municipal Commissioner. In any case sanctioned existing marginal /front margin distance shall not be reduced.
- b) Free of FSI items - For the ongoing buildings for which passages, stairs, lifts, lift room etc. are allowed as free of FSI by charging premium, in such cases these free of FSI items are allowed to that extent only and for the remaining balance potential free of FSI items under these regulations shall be applicable.
- c) Balcony - For the ongoing buildings for which balconies are allowed as free of FSI by charging premium may be allowed to that extent only and for the remaining balance potential balcony shall only be allowed as mentioned in Regulation No. 18.13.

24.8.18 The Amount received as scrutiny fee, hardship premium, premium for additional FSI ect. in TOD zone / circle shall be kept in separate head at Municipal level and shall be utilised for development of metro project as per directives issued by Government from time to time.

24.8.19 These TOD provisions will also be made applicable to other MRTS projects such as BRTS. The scale of FSI availability will be notified later by the Government for such other projects.

By order and in the name of the Governor of Maharashtra



(R.M.Pawar)

Under Secretary to Government