

GICEA

The Gujarat Institute Of Civil Engineers & Architects (GICEA)

NIRMAN



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A CLOSER LOOK

Draft Comprehensive Development **Plan 2021**





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PRESIDENT'S MESSAGE



I - along with team GICEA - am happy and proud to place in your hands "NIRMAN", our GICEA newsletter in a new avatar. Without shedding any of GICEA's abiding and wholesome values, "NIRMAN" rises to the call of new age architects and engineers of modern - day India. But, "NIRMAN" is also a fresh start, in as much as, it is the result of energetic reaching out to experts in the field and their intense deliberation. Every month we shall take up one subject and discuss it from the view-point of various stake holders.

This issue dwells upon the Draft Comprehensive Development Plan 2021, a topic that is of immediate and continual interest to the Engineer-Architect-Town Planner community.

I thank our past President Mr. N K Patel for taking up the onerous task of Guest-Editor this time. He has, indeed, gone beyond the call of duty to put together hi-profile contributors, who have together both demystified and challenged the proposed Plan document.

In the coming weeks, we shall also have a web edition of the magazine. I urge all readers to make comments on the articles published; a selection of the responses will be published on the website.

From the next issue onwards, we propose to have a "Classified" advertisements page. Any member can place an advertisement here at a nominal cost. For more details about this upcoming feature, please contact our administration office at Nirman Bhavan.

Before closing this message, I thank all members for electing me President of the association. I shall work in all earnest to fulfill my responsibilities.

I appeal to all members to participate regularly in our events. These events invigorate bonding amongst us and intensify our purpose to learn more and more so that we serve society more and more.

AR. ANAND TATU
President, GICEA



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Guest Editor- N. K. Patel

A CLOSER LOOK



Guest Editor N. K. Patel
CMD, Sun Builders Group

Welcome all readers to our GICEA News, in its new avatar GICEA - Nirman. I am sure I speak on behalf of all members of GICEA in congratulating our new President Mr Anand Tatu - and his dedicated team - for their initiative in this make over of the magazine.

This issue is on the most crucial subject of the Development Plan 2021. We have focused on the plan in the hope of bringing to your attention the various aspects and philosophies that are enshrined in the Development Plan.

As the Guest Editor of this issue, I have invited top-notch professionals to enlighten us with their insights on the subject. I, personally thank them all for having taken up the task in full seriousness. Their efforts will go a long way in informing the ongoing public discourse on the Development Plan.

In one of his addresses, the AUDA CEA Mrs. D. Thara informed that the word "C" has been dropped from GDCR and henceforth the building bye-laws shall be called GDR only. I welcome this step and hope this signals a shift in AUDA's perception of its role from regulator to facilitator. This dropping of the letter "C" from GDCR bodes well for Ahmedabad.

In the year 2009, AUDA expanded its jurisdiction to include 69 villages on the western side of Sardar Patel Ring Road. These

villages are a part of the agricultural zone that encircles Ahmedabad. This means that, henceforth, any sort of residential - industrial - commercial construction shall not be permitted here. I welcome this step because it makes Ahmedabad a compact city and will halt urban sprawl in this area.

However, I believe there should be some Hardship Clause. For example in the villages of Khatraj and Rakanpur where several industries have set shop, including Arvind Mills. They are on official NA land; they have legal permissions. But, now they find themselves in the agriculture zone. What will happen? On the one hand Gujarat Government is organizing mega fairs including Vibrant Gujarat to invite industries to set shop here and on the other hand the existing industries – in the proposed agricultural zone – will have their future expansion plans here jeopardized. A hardship clause keeping in mind the predicament of these industries is required. Two things remain to be said. A mega City like Ahmedabad deserves a big city level green park and a city level CBD with more FSI, comprising skyscrapers and iconic buildings that will together give the city its identity. These proposals are absent in the plan.

A town development plan should be inclusive of all its citizens, especially the poor who come to the city for employment, and who form the majority of the squatters on unoccupied public land. To buy even a single bedroom-kitchen house is out of the reach for them.

The idea of providing affordable housing is indeed laudable, but I think this is flawed since the affordable housing zone is on the 1000 feet depth along the Ring Road which is 8 to 12 kilometers away from the city center & their work places. Moreover, the Ring Road does not have any social amenities like public schools, hospitals, wedding halls, Gardens, Banks and other facilities.

at the
Draft Comprehensive
Development Plan-2021

I urge all members to evaluate the Comprehensive Development Plan 2021 as a harbinger of sweeping change and alert AUDA to its task of partnering a 600 years old city that is rising to its destiny...



N. K. Patel
CMD, Sun Builders Group

A CLOSER LOOK

Draft Comprehensive Development Plan 2021



MAKING



Ms. Neela Munshi

Senior Town Planner from Town Planning & Valuation Department,
Govt. of Gujarat, deputed to AUDA

Ms. Neela Munshi Senior Town Planner - Town Planning & Valuation Department, Government of Gujarat, on deputation to AUDA.

Draft Comprehensive Development Plan 2021 - Introduction

Before discussing the Draft Comprehensive Development Plan 2021, I must mention that almost 95% of the preceding ten-year plan of 2011 has been implemented successfully. I can say that this must be perhaps the only plan that attained this high level of implementation.

The Draft Revised Development Plan 2021 has been prepared considering various demands of projected population of about 88 lakhs for 2021 and about 108 lakhs for 2031 for the entire urban development area. The existing land use, circulation pattern, development potentiality of the land etc., have also been kept in mind.

The task of Draft Comprehensive Development Plan 2021 commenced

in the year 2009. It began with the collection of data from various departments. We consulted at all levels from Talati, to Sarpanch, to elected members of panchayat, to Members of Parliament and other public offices. For the first time, a GIS base map was prepared which took over a year. As another first, this plan was developed In-House by AMC and AUDA officials. A special Urban Planning Cell has been formed for the purpose.

The vision of the Plan is to have an "Ahmedabad; that is a livable, environmentally sustainable and efficient city for all its citizens; a city with robust social and physical infrastructure and a distinct identity; a globally preferred investment destination."

Consultation

There is a general disquiet that planners do not take consultation with the common people seriously; that, at best, they only pay lip service to this. As far as we are concerned, nothing could be farther than the truth. We

Ahmedabad a city that is a livable, environmentally sustainable and efficient city for all its citizens

undertook extensive public consultations at different stages of the Development Plan process. A wide cross-section of the society was involved through numerous interactions and workshops. We formed Nine Working Groups comprising of experts from various fields, focused on key areas.

We studied and reviewed in detail all the inputs from the consultation process described above. The objectives of the plan vision were formulated based on these inferences. It was the stage wise consultation with the Working Groups that led to the formulation of final policy and proposals.

Transport oriented Development Plan

The objective of this plan is to have a compact and sustainable city. In this development plan, for the first time we have integrated land use with transportation and as such, this is a transportation oriented plan. New Overlay zones have been initiated. These additional zones are defined with different set of development regulations over an established / existing base zone to regulate development in the zone to achieve a specific set of goals defined in the Development Plan.

Higher densities are proposed along public transport corridors to facilitate transport, reduce congestion, reduce dependency on private transport and optimize investments in transport infrastructure. This will help define characters of the different neighborhoods such as business districts, cultural precincts, types of residential

areas etc., thereby improving, and enhancing the image, ability and legibility of the city.

In order to promote compact Transit Oriented Development in the city and to coordinate land use with transportation, Transit Oriented Zone is introduced. Transit Oriented zone is an effective tool to promote compact, transit oriented development within the walking distances of public transit routes such as BRTS and Metro. This zone takes precedence over underlying R1, R2, and commercial zones by encouraging compact mixed use development. Sustainable transit oriented densification could be achieved through incentivizing

development of additional floor space along the transit corridors and station areas.

The proposed Transit Oriented Zone includes the following areas - Metro Transit Corridor (200m on both sides along BRTS) (ii) BRTS Transit Corridor (200 m along metro route) (iii) Eastern high density corridor (between Narol - Naroda Highway (NH-8) and 132 feet Ring Road on eastern side of the city (in the north, east and south zones of AMC)

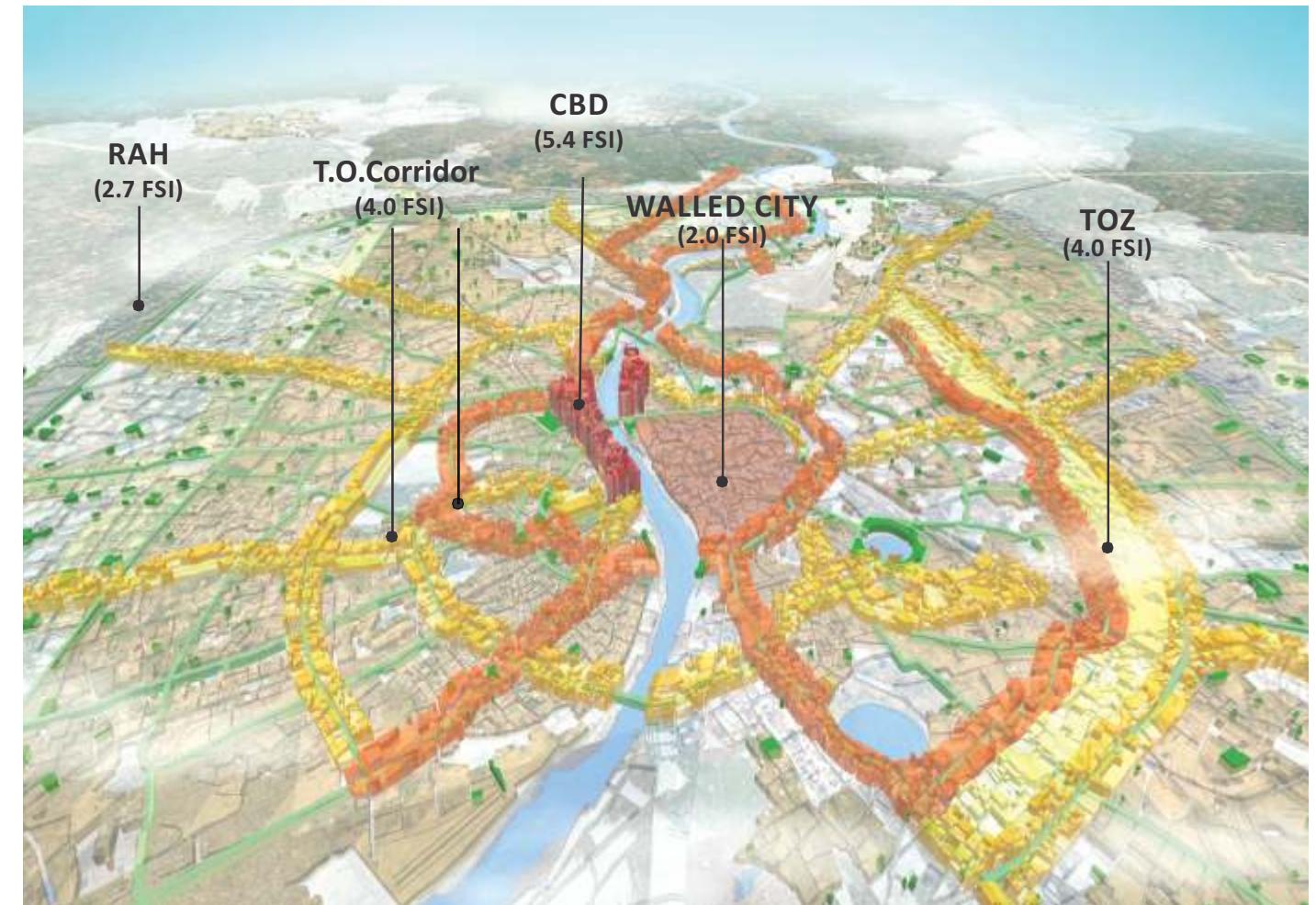
The Transit Oriented Zone covers about 16.4 sq.km of area that are superimposed on the base zones. The base FSI in this zone shall be provided as in the base zone, i.e. 1.8 in R1, 1.2 in

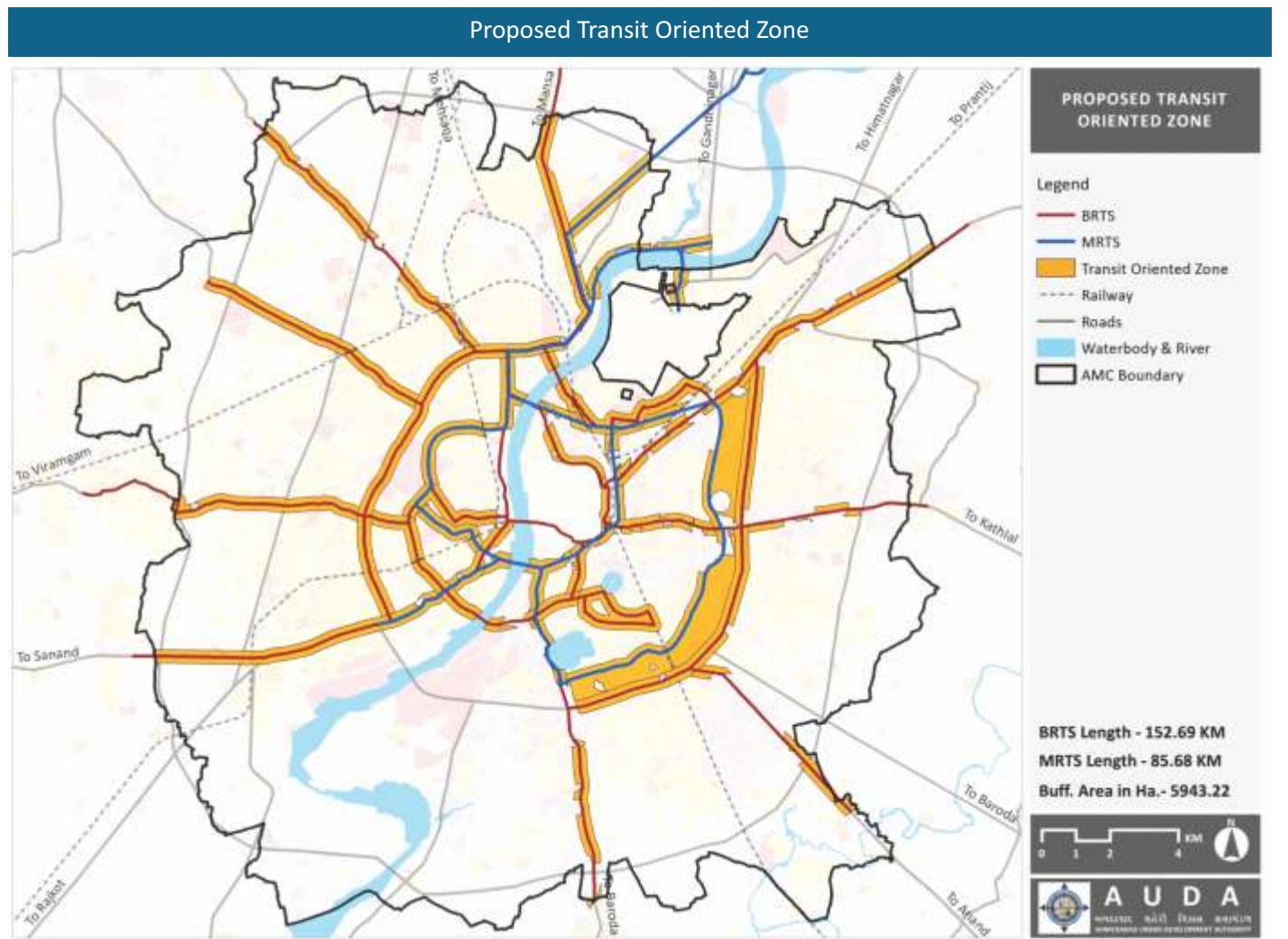
R2, etc. However, the maximum permissible FSI in this zone shall be 4.0. The additional FSI from the base FSI shall be availed as chargeable FSI as per the GDR. Details regarding the development allowed in this zone is as proposed in GDR.

CBD (Central Business District)

The Draft Comprehensive Development Plan 2021 has proposed CBD (Central Business District) on both; the east and west side of the Sabarmati River. A 5.4 FSI is proposed. This will be a strong incentive to opt for re-development in this area.

This zone will encourage and incentivize regeneration and





rejuvenation of city's central area and transform it into a vibrant, transit oriented, walkable, mixed use CBD that is attractive for business, entertainment and tourism. This zone will include the areas along Ashram Road between Ellis Bridge and Usmanpura on the western side of the river and the area between Gandhi Bridge and Dudheshwar Bridge along the eastern side of the river. The base FSI in this zone is 1.8. However, the additional chargeable FSI of 3.6 is made available to incentivize the development in this zone bringing total permissible FSI to 5.4. Also, height restriction has been removed to allow maximum height as approved by Airports Authority of India (AAI).

The CBD will provide an identity to the city by way of facilitating multiple activities on the one hand and having

iconic buildings on the other hand. A Local Area Plan will be prepared proposing a pedestrian network, a bicycle network, multi-modal transport hub and yet keep the CBD entirely walkable.

Affordable Housing & Affordable Housing Zone

The supply is far short of the demand in the affordable category housing. There is insufficient housing for people having incomes of Rs. 25,000 to Rs. 30,000 a month. On the other hand – large homes that cater to demand of the richer sections are in an over supply position leading to unoccupied flats. With these facts in mind, we have proposed Affordable Housing zone to bolster stock of houses that are affordable.

Based on the existing inventory of land

use we found that about 65 square kilometers of vacant land is still available in Residential Zone 1 and Residential Zone 2

Affordable Housing has been defined as houses up to 80 sq. meters of built-up area.

Affordable housing zone (R-AH) is planned in 76 sq. km area encircling SP Ring Road. A 2.7 FSI has been offered for affordable housing zones. No Tenements, Bungalows or Row houses are permitted in this Zone. The entire Affordable housing zone (R-AH) will be connected with the BRT network. Thus, this zone will be affordable, livable, and accessible.

Special relaxation in FSI, parking and common plot requirements have also been proposed in the Affordable Housing category. As passage and

corridor area tend to be higher in case of smaller flats, all corridors of affordable housing are exempted from FSI computation. For smaller houses, a graded relief has been provided. For houses below 50 sq. meters, a 75%, and for houses between 50 to 65 sq. meters, a relief of 50% in payment FSI has been offered as incentives.

Moreover, affordable housing will be permitted in R1 and R2 zone and will attract all the above-mentioned incentives.

Agricultural Zones

In order to improve primary agriculture sector in AUDA area and to preserve fertile double cropping land, zoning of appropriate agricultural land, "Prime Agriculture Zone" has been introduced through this development Plan having an area of 569 sq. km. Further, to protect the prime agricultural land, necessary regulations have been framed. However, along with agricultural activities, development of agro-based industries, processing units etc. is allowed in order to support activities like farming and livestock as per the development regulations.

In this way, we can prevent haphazard and piece-meal growth in these areas as well as reduce the burden of providing infrastructure services. Thus, firstly we conserve prime agricultural land which has a double cropping pattern. Secondly, we focus development activity in areas where services are existent and thereby set aside costs of developing additional infrastructure. Further to this, we must also remember that within Ahmedabad city, there is 81 sq.km. service zoned land, which lays vacant. This land, has final plotting and a road network, and therefore must have priority over other areas. So, why

squander prime agricultural land when so much serviced vacant zoned land is available in the city itself?

Over and above, the Development Plan promotes, a Green Network of roads by providing street design guidelines for tree plantation along the roads and footpaths.

There is a proposal for the development of three large-scale regional parks at Mahit, Sankhej and Thol.

Development around village Gamtals

The growth around villages should be accommodated in immediate vicinity of the village Gamtal in contiguous manner. Therefore, a buffer of 200m is provided around Gamtals having population less than 5000 and 300 m around Gamtals having population of more than 5000 where specific regulations and uses shall be permitted according to GDR.

Integrated Mobility Plan

Industrial areas of Sanand will be linked to Ahmedabad city by BRT. In fact, the whole city will be interlinked by better transport systems. About 8000 GSRTC buses come to Ahmedabad loaded with passengers. To divert regional traffic, Logistic Hubs have been suggested for GSRTC and private transporters at Aslali, Zundal, Dhegam Road, Sarkhej, Near Naroda etc. Outstation passengers can board/alight from here and take BRT busses to their destinations. Further, wholesale markets like APMC and others will be shifted outside the city. All this will reduce traffic congestion in the city.

Closed Textile Mills

Unutilized land of closed mills, to be allowed to use for institutions,

education and affordable housing. Most of these lands are on the BRT corridor and will thus avail of better connectivity and lead to their revitalization.

Heritage

The walled city of Ahmedabad developed over centuries, is comprised of more than 360 pols - residential clusters with traditional courtyard houses, havelis, chabutaras and other structures. The urban fabric of the walled city is crucial to maintain its traditional historic character and its heritage value. The "Core Walled City Zone" covering the complete walled city area shall help to preserve the historic fabric by restricting plot amalgamation and reconfigurations. The development regulations for the core Walled city zone are specifically formulated to preserve and conserve the heritage structures and precincts. Depending upon the integrity and heritage value, these structures, categorized in various grades are getting listed and which shall be verified by the competent Authority with the help of Heritage Committee. All properties within the Core Walled City Zone are permitted a blanket FSI of 2.0. Further, to incentivize preservation and conservation of such heritage structures and sites, new regulations have been introduced. This includes Tradable Development Rights(TDR). These TDR incentives are based on the grade of the heritage structures as listed in the Heritage Conservation Plan. Depending upon the grade, the heritage structure shall be eligible for TDR. Using this Tradable Rights Certificate (TRC), the structure owners shall be able to trade the FSI and generate revenue for conservation of the structure.

THE PLAN MAY FACE massive Issues of public acceptance



Mr. Natubhai Patel
Director, Nobels Construction Gujarat Pvt. Ltd.

To be honest, I have merely skipped through a summary of the Draft Comprehensive Development Plan 2021. But, I can see that AUDA has done a good job and I express my appreciation for a well thought out plan by AUDA. I think, it is their best effort so far.

Extension of agricultural zone

The first thing I like about this plan is, that it has restricted development of the city to the area within Sardar Patel Ring Road by extending the agricultural zone by including 69 new villages. This will prevent haphazard development on the periphery of the city and as this move encourages a compact city, this will save on precious petrol and diesel whilst commuting and also save on time. The argument that the people owning land in these area will lose out financially is specious. In fact - for those who can wait 10 years - these areas will fetch very good prices for the landowners. Unfortunately, what

happens is that land exchanges hands surreptitiously and illegal construction becomes rampant. So, the moral of the story, here is that the bye-laws must be strictly implemented.

Speaking on the macro-level note, land prices have zoomed because of artificial reasons, that is the handiwork of speculators with deep pockets, who are in the know. Most of the original landowners must have sold out their lands long ago to developers etc., who have re-sold it away as farmhouses. The current prices of lands here are too astronomical for being economically viable agricultural lands. Therefore, this idea of having agricultural activity that will grow vegetables and fruits for sale in Ahmedabad is a fantasy.

BRTS

On paper, the BRTS is an excellent concept but I think the AMC and the Gujarat government is pushing a good idea too far. You only have to see the

deserted BRTS corridors and the unruly traffic jams on the roads flanking it. This is natural as the road areas have shrunken to make room for the BRTS.

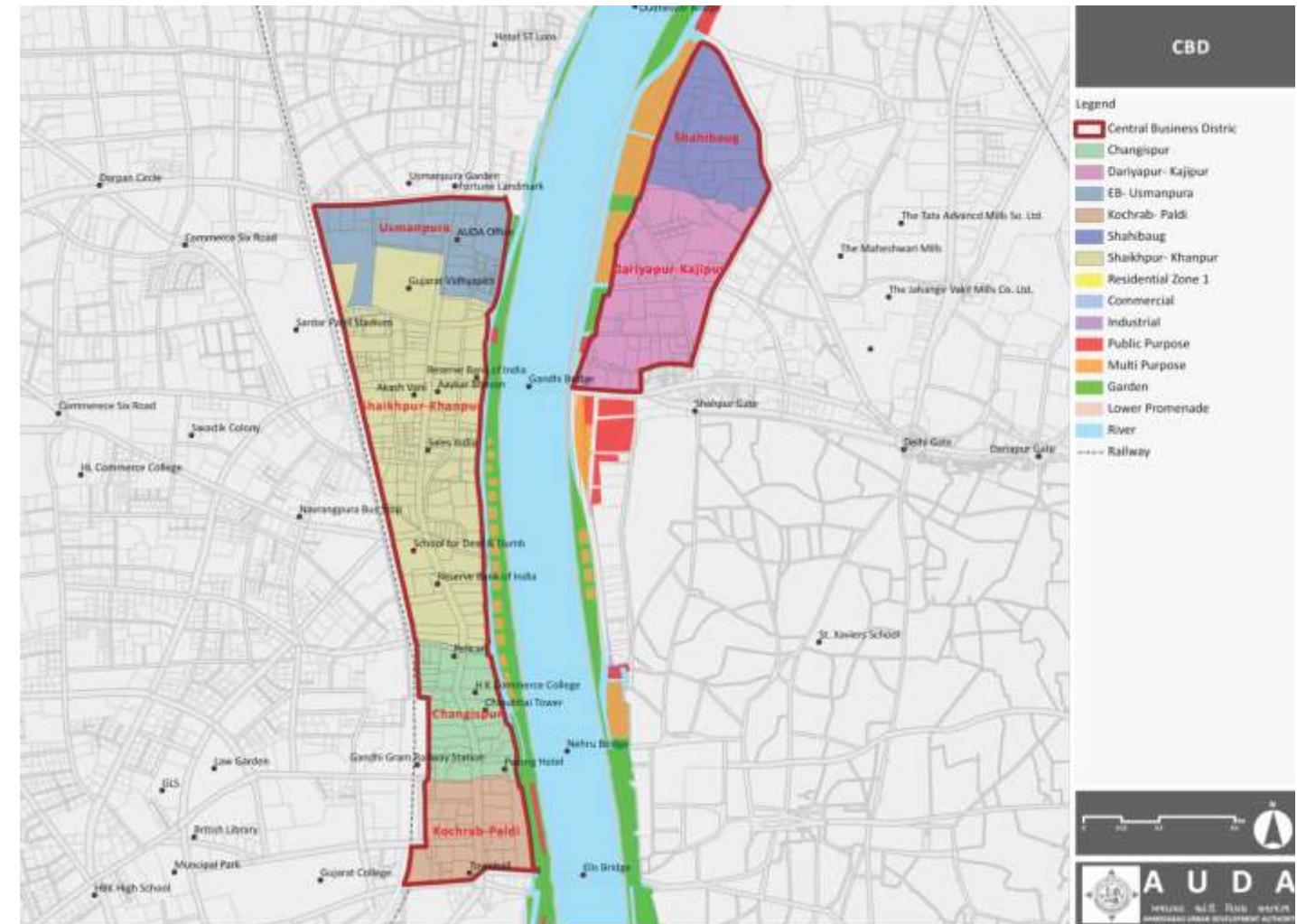
The ideology that ultimately, vehicle owners of 2-wheelers or 4 -wheelers will take to the BRTS for commuting is a fantasy. The reason for this is that vehicle ownership in India is more of a status symbol rather than a necessity. Traveling by a bus will tantamount to exposing one's poor station in life and therefore nobody will like that to happen. So the vehicle owners will continue using their personal vehicles and not patronize BRT services.

The BRT services have made bad parking situation and even worse. As if this was not enough AUDA, in its well-meant policy of densification of these corridors will exacerbate the problem further. With higher FSI, more people will be on this corridor and as I explained earlier they will use their cars or scooters and not BRT. So, a huge parking headache awaits us!

CBD and Sabarmati River Front.

The Sabarmati River Front is absolutely spectacular! The Sabarmati with its new perennial avatar in Ahmedabad along with boat rides and Kite-flying festival and designer parks and trees, gives a thrilling cheer to the heart. But I think all this is a little too late. Amdavadis are now accustomed to a dry Sabarmati and anyway now many of them have shifted to far flung suburbs and will not find it worth their while to come all the way here. Already, I can see signs of the Sabarmati River Front becoming the preserve of Roadside Romeos and squatters.

Ashram has been anointed as Ahmedabad's Central Business District.



The CBD zone will include the areas along Ashram Road between Ellis Bridge and Usmanpura on the western side of the river and the area between Gandhi bridge and Duheshwar bridge along the eastern side of the river.

The CBD will provide an identity to the city by way of facilitating multiple activities on the one hand and having iconic buildings on the other hand. A Local Area Plan will be prepared proposing a pedestrian network, a bicycle network, multi-modal transport hub and yet keep the CBD entirely walkable.

As I have property in this area I should be a thrilled man. But I am not! I have been here for now almost over three decades and have been hearing all the big plans for Ashram road, all of which have fizzled out. What is the reason? The reason is that the public has a mind

of its own, which our Town Planners just refuse to take into account. The majority of the affluent population lives in the far flung western suburbs and it is logical that shops, offices etc., will flourish there. On the other hand the CBD at Ashram road will not have any takers. It will be the lack of interest by people that will deflate CBD ambitions.

Conclusion

The plan is an excellent and well written as well-intentioned document. However, the people of Ahmedabad city have a mind of their own and will respect its jurisdiction only where it

suits their own design and purpose. Last of all, they will not be talked down to and told where and what to build. All is not lost for the Amdavadi's. They are adept at finding their way around the law. As they say, "કાંચાં એટે ફાંદે" Of course the conscientious amongst them will lose out and it is for them that AUDA should have given special thought by coming up with a simpler, smaller rule-book.

It would be so nice to see the simple honest citizen win, instead of seeing the well connected with financial muscle and special access rush to the goal.

IMPLEMENTATION WILL BE THE KEY TO THE PLAN



Architect Jayendra Bhatt

will come straight to the point:

The Draft Comprehensive Development Plan 2021, AUDA has stated excellent, noble intentions in immaculate terms. However, we must, evaluate the plan in keeping with these stated intentions. Does it measure up? Having studied it and dwelt on it at some length believe that some of the plan provisions seem to be working in the opposing direction. In this note I state, some of my reservations, doubts and queries - all of which I make in the earnest hope of informing the minds of both the planners and the citizenry at large.

Compact Planning measures, suggested in the Draft Plan will severely compromise civic life.

The development of Ahmedabad shows the stresses that will grow in exponential proportion in times to come, particularly in the solutions proposed in the draft plan and will create "concrete ghettos", thus resulting into irreparable and

irreversible harm to the City and its social fabric. It is therefore important to determine "limits of growth" and, on the basis of this limit find alternative viable solutions to cater to the anticipated population growth in the whole region.

It is in this context that "compact planning" as used in the Draft Plan is not holistic but short-sighted. Compact Planning has come under strong criticism from urban planners, urban economists, sociologists and sustainable urbanism experts, questioning whether compact cities are sustainable or just sustaining economic law and claiming that this would lead to high social and real costs in future. Draft Plan itself

states that Ahmedabad is already a more compact city than similar other cities in the country. Is it necessary to make it more compact at the cost of quality of life?

Compact Planning should not be done at the cost of Open and Green Spaces. Open and green spaces which are the lungs of the city. Ahmedabad has one of the lowest open spaces in the country.

Bangalore is much better at 19.9%, compared to Ahmedabad at 2-3%. WHO recommends a minimum of 9 sq.mt/ capita compared to 3.87 sq.mt/ capita achieved in Ahmedabad. Even in the last development plan period only 12.3% of land of the target land could be developed as open spaces. Despite such dismal performance there are no concrete proposals to remedy the alarming situation. It is therefore strongly suggested that the Draft Plan should make a bold bid to cover up the deficit in the proposed plan period, and in addition at least provide 5% for open and green spaces.

The Draft Plan makes a bold bid to increase the green cover in various parts of the city from existing 4% to 15%. It also suggests developing green streets as attractive street scapes (383 km.). These are indeed laudable suggestions. How these can be realized is not clear in the plan. The past performance of TP schemes (admitted in the Draft Plan) does not generate any confidence that this would indeed happen. Concrete Implementation strategies are required.

Role of TP Schemes

Unfortunately, the draft suggests that the onus of providing lands for open spaces and social infrastructure ultimately is with the instrument of TP Schemes. We suggest that the Development Plan should make the enforcement of such proposals mandatory. Otherwise all the efforts in preparing the draft development Plan would be fruitless.

In the same manner Draft Plan should mandate provision of social infrastructure (such as schools, health care facilities) following accepted norms, and not leave this to the vagaries of TP Schemes.

Affordable Housing

The Draft Plan proposes creation of a new dedicated zone RAH1 of 1 km width on the outer side of the SP Ring Road. We feel such concentration of EWS and LIG

(Affordable Housing) in such large numbers is not at all desirable and should be avoided. Instead, Affordable Housing should be distributed in both R1 and R2 zones.

Densification and intensive utilization of land by raising FSI and reducing margin, etc. will create maximum harm to this highly vulnerable segment of our society. The first casualty is availability of open space in the plot. It will be appreciated that small dwellings particularly for EWS and also for LIG can barely hold a family of five individuals. Most people will spend their time in the open space in the plot- Women and elders would spend their spare time there, the children would play. Therefore, open spaces become as important as the built space. Our studies show that the open space proposed and permitting its encroachment by parking and community building is highly inadequate. Common plot is not mandated for plot sizes less than 1000sq.mt.

The Draft Plan proposes to do away with requirements of margins and also ground coverage to achieve

densification. This is completely uncalled for and requirements for other residential zones shall be followed for RAH also.

Following is suggested

- Consolidated open plot of 20% for plot size of 1000 sq.mt. to 10% for plot size of 10000 sq.mt. or more. This open space should not be encroached for any community buildings, parking, etc. for which separate provisions should be made.
- Common facilities such as meeting/gathering room, indoor recreation, etc. must be provided but not in common plot. Should be part of amenities area & may be free of F.S.I.
- Outdoor assembly of elders, playground for children, etc. should be provided.
- Green spaces should be provided.
- Margins shall be as per existing GDR.
- Ground Coverage should be as a function for development of the plot. For example, FSI=1.5 for ground coverage of 50% of plot area and FSI=4 for 15% of ground coverage.

- Ground Coverage should be as a function for development of the plot. For example, FSI=1.5 for ground coverage of 50% of plot area and FSI=4 for 15% of ground coverage.

Sabarmati River Front

The Draft Plan provides "Special Development Zone" for the Sabarmati River Front stating that the proposals of the special purpose vehicle, Sabarmati River Front Development Corporation will be incorporated. It may be noted that the River Front Development as has happened till date and whatever is likely to happen will destroy the River Front as a public resource, especially the proposals for selling lands with high FSI and tall buildings. The N-S roads will generate considerable traffic, noise and pollution which will severely compromise any ambience which is absolutely essential as the only "water" and open space passing through the city.

The sanctity of the River Fronts should be preserved and any permanent construction should be avoided, to allow for city level activities (which have already started). Certainly no space should be sold for residential or commercial development. Instead of creating expensive gardens efforts should be made to provide a green cover the city so badly needs. (We are aware of considerable expenditure incurred to bring the project to where it is now. However the entire development project should be considered as a "gift" to the citizens of Ahmedabad. Alternative mechanisms to raise resources to finance the project till date, (if needed) may be resorted to.

Conclusion

In conclusion I say that I welcome the plan and congratulate AUDA. However, implementation will be the key to the plan.

Note prepared & compiled by - CITIZEN INITIATIVE, AHMEDABAD.



2 CRUCIAL ISSUES

Protecting Environment &
Providing for economically underprivileged sections



Mr. Utpal Sharma

Dean, Faculty of Planning & Public Policy, CEPT,
Architect - Urban and Regional Planner

Urban Planning in India today is a concept borrowed from the British Raj. Yet, there are no doubts about the long history of Indian town planning. Examples of this are Jaipur and the old Ahmedabad city. However, ancient Indian town planning is relegated to history books and is totally disregarded because of the newer British legacy. This is a sad thing because we can learn a lot from these historic cities.

To reiterate again, the Bright Raj brought formal urban planning as practiced today in India - with Development Plans and TP schemes etc. Since the British brought Urban planning to India, they brought along with it their ways and motivation. Take Edwin Lutyens's plan for New Delhi - a very low-density city with over one-acre plots for the ministers and where the local people were kept in far-flung corners. The intention of the town planning was to bedazzle the native population with the grandeur of the Raj and had nothing in it for the local population.

This idea of low density cities we have

borrowed hook-line and sinker as it suits our car oriented society of cities of that time like Kolkata, Ahmedabad and Bangalore to name a few. In Ahmedabad, witness the areas of Shahibaug, Ellis Bridge which were designed with high income elite groups in mind who owned big plots with big bungalows.

Borrowed ideas won't work

Also ideas about satellite towns, gardens, "small-town-is-beautiful", "don't-make-the-city-big" are all borrowed from the British. Many of the early Indian town-planners (and in fact some of the current ones too) got their town planning education / training in Britain and other parts of Western Europe. These people returned to India loaded with foreign notions and simply superimposed their newly learnt ideas without looking at the Indian context.

As a reflection of these ideas, every major city has its set of four or five satellite towns. Ahmedabad has Mehamdabad, Sanad, Kalol, Dehgam etc. But this satellite towns idea - though copied well - hasn't worked in most places leading to the growing realization

that this kind of wholesale borrowing of foreign ideas will not work. So we now know what will not work. We must now find out what WILL work. There is much to be learnt from historic Indian cities, but unfortunately they are not contemporary and their road network is neither big nor workable in the present times. We need parking, we need open spaces and these are absent in historic Indian cities.

Compact city

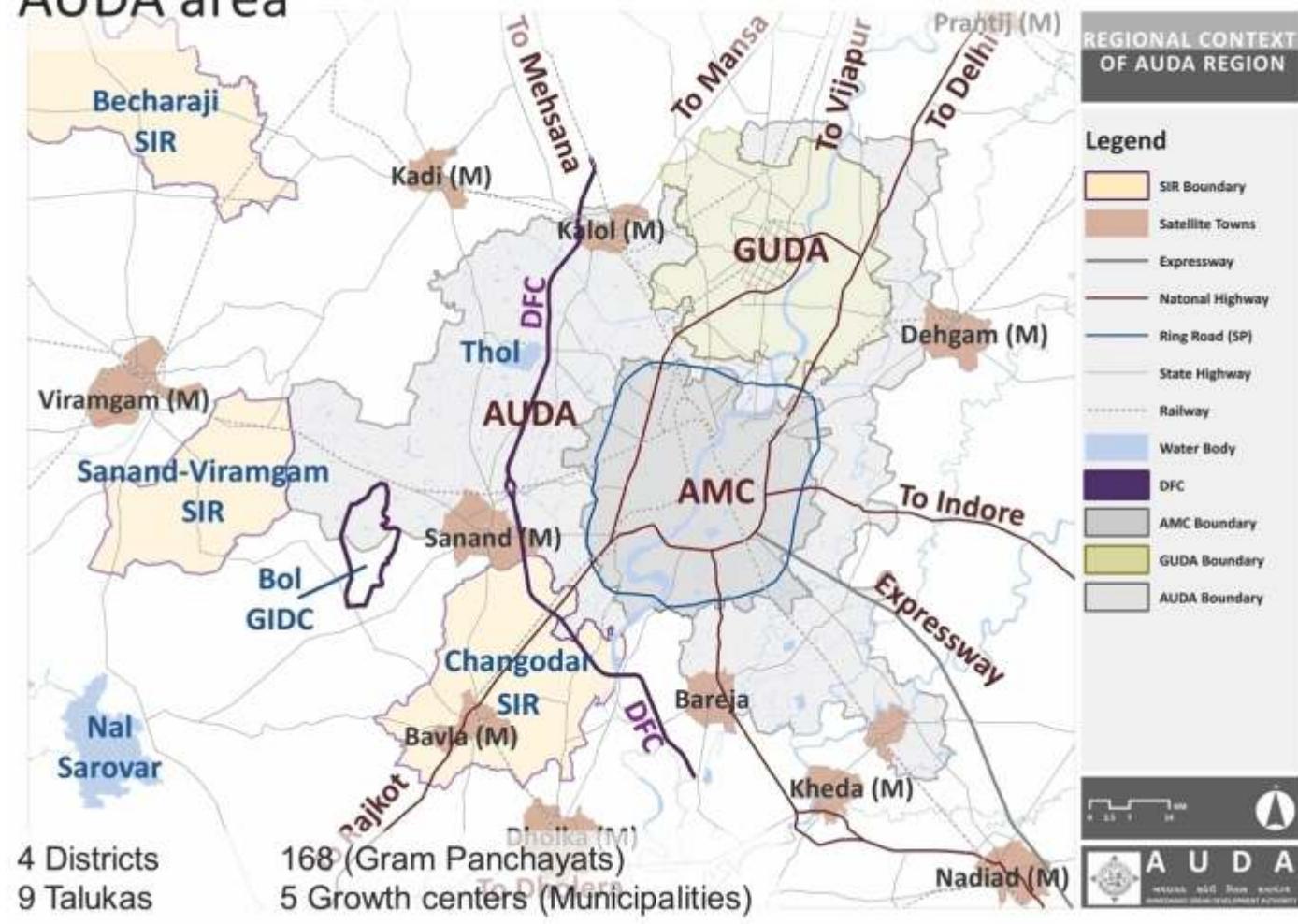
Our planning needs to be systematically rooted within the Indian context, especially keeping in mind the land-man ratio which is higher than obtaining in Europe or North America. Our population densities are higher. Our affordability of petrol is low. We cannot afford to drive 40 Kilometers and to work and then drive back the same distance. What we need is compact cities with transport orientation, bicycle and pedestrian orientation; mix land use where everything is available nearby in the vicinity. This kind of idea will work in India. In fact, this idea will not just work in India but also in most parts of Asia.

Urban Planning has not worked for the poor. In our cities, over 40% to 50% of the population belongs to the economically weaker sections, another 30% or so belong to the lower income groups. Only about 20% population belongs to the middle and higher income groups, of which the higher income groups are less than 5%. Poor people cannot afford 500 square meters plots. They can afford up to 27 square meters but we don't do that kind of plotting.

Dharavi to Bandra-Kurla Complex

Thus, for more than half of the population we have no planning! What does this lead to? Just because planning does not provide for them, will they still not need space? So the poor - without making fuss - squat wherever they can! The prime example for this is Mumbai. After independence Mumbai wanted to become Paris. So we have Horniman Circle, Flora Fountain while the poor are

AUDA area



shunted away to far off suburbs. Mumbai had the shameful distinction of having the biggest slum of the world - Dharavi. Why was this so? Because we wanted the city for the elite only whilst the poor were tucked away in Dharavi. Of course the story has ended happily with Dharavi being replaced by the swanky Bandra - Kurla complex which is an international financial hub with everyone trying to grab land there, never mind the astronomical prices.

Not Small but Big is beautiful

As job opportunities are available only in large cities, there is going to be migration from the rural areas to the big cities, we have to have large cities. Whether you like it or not, we cannot say any more that small is beautiful, that is all old-

times talk. We have to learn to create and manage large cities like Mumbai, Hyderabad, New Delhi, Ahmedabad, Chennai etc.

It happens sometimes in cities, that poor people squatting illegally are rounded up and sent back to their villages. But these people stay in their villages for long and return back to the city, because there are no jobs in the villages. Poverty is disguised in the idyllic greenery of Indian villages but shows in its nakedness in the urban areas.

Rural-Urban Interface

Over the years, what we are realizing is that we cannot, only plan for an urban area. There is a rural-urban interface. We have to plan for Metropolitan regions which provides for the inter-dependence

between a large city and its rural hinterland. In the absence of such Metropolitan planning we will see illegal and haphazard construction in the outlying areas of the city. The mushrooming construction of Bopal, in Ahmedabad is a good example.

What is happening now, especially in cities like Ahmedabad is that we still want to have a limited area under an Urban planning authority and what happens to the outlying regions we don't want to care because it does not fall under our jurisdiction. What is now happening is that whereas in Ahmedabad the industries planning department is squeezing Ahmedabad, what is happening elsewhere is the concern of elsewhere. The outside areas say, you don't worry about us. We will

plan our industrial areas as we like! So, we have every area announcing mega-industrial parks over which the Urban Authority has no control. The argument is that "we want to generate employment; we want to improve our economy". Therefore, they are having a free hand and throwing the urban planning rule-books out of the window. This will lead to an urbanization pattern that we neither know nor can control. We need industrialization, but we must see to it that it grows in an orderly and regulated way.

Industrialization around Ahmedabad

Let us look at Ahmedabad as of now. We have Dholera SIR, we have Sanand SIR, we have a GIFT project, we have another mega industrial region coming up in Becharaji, there is a pharmaceutical hub on the way to Dholera. Many of these places are proposing cities and townships of 40 to 50 lakhs population. If you add all this you will have a population of three and a half crore! Thus, it is

totally un-realistic. Ahmedabad and the way it is growing will not cross one crore population in next twenty years.

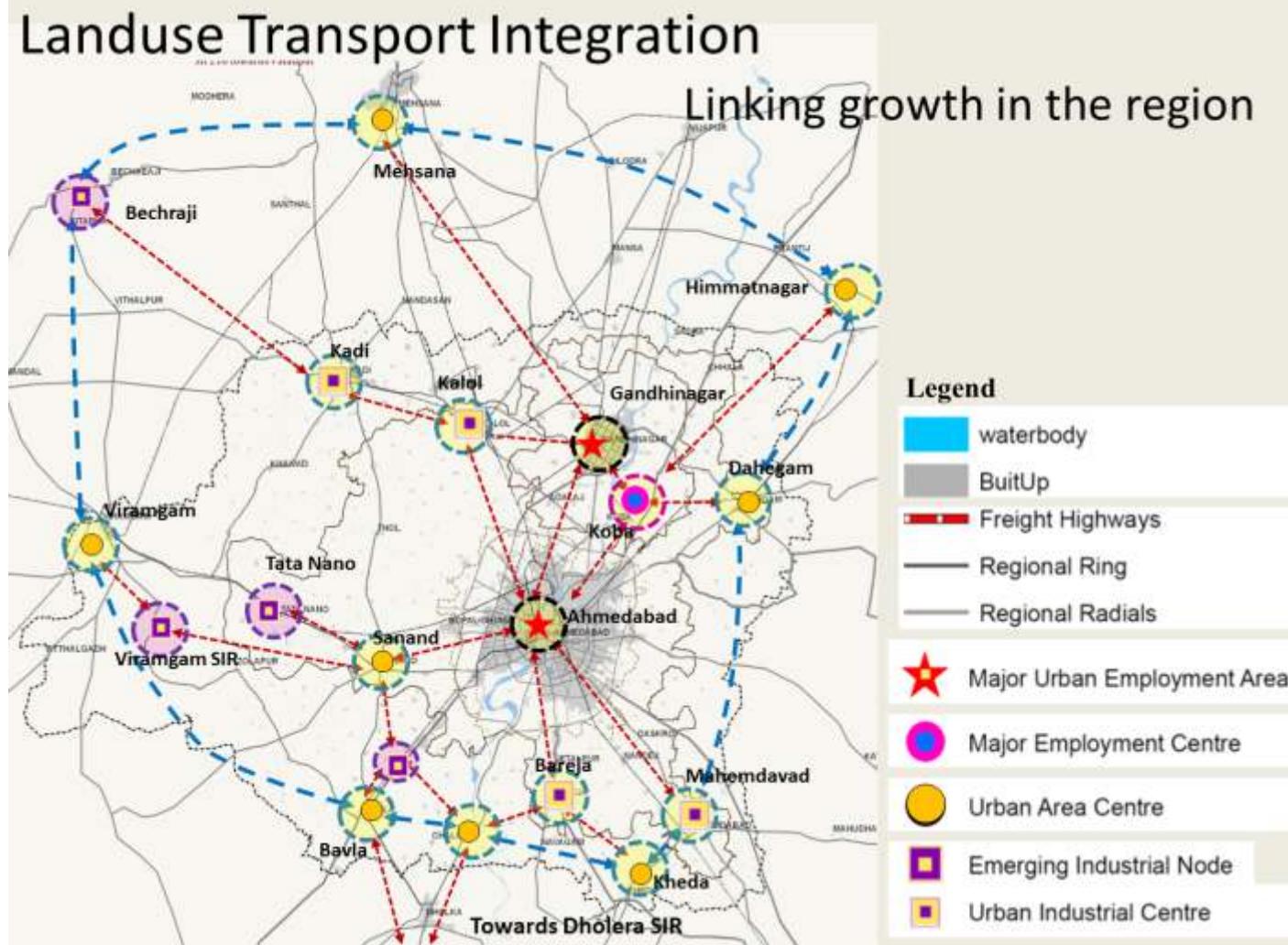
What is going to happen is that some of these projects will work whilst the others will fail. Or it may happen that all will work but only 25%. Nobody knows, or wants to know the overall reality. They live with the gut feeling that their plan will work, and the others will fail.

How to plan, so that we don't end up with a mess is the crucial context. Our planning is to take care of that. Other things are peripheral and crowded with small issues. What the TP scheme will be? How to create a garden here or there? These things can be tackled by the professionals of which there is no dearth. But what about the major decisions?

Guided Growth

Is planning undemocratic? Does it not superimpose its will on the organic and market driven growth of realty? Does it not rob Peter to pay Paul? These and

many other questions cloud the mind of the citizenry. The truth is that growth has to be guided. I will take the case of Hyderabad city. I have currently done a plan for Hyderabad with an anticipated 1.8 crore population, 7000 square kilometers area. One thing that we do, is look at the land in terms of its water-level, salinity ingress, topography, vegetation cover, agricultural fertile land. This is called environment land suitability analysis by which we identify the land that can be developed, land that should not be developed because it is very fertile, or it is very dangerous. Then a map was made with this data and we worked the plan concept within that framework. No free-for-all. Everyone wants their piece of land to be a commercial center and have arguments to support their view. An MLA of Hyderabad wanted his land as commercial centre. I told him your land is irrigated fertile land with double cropping; forget commercial center, your land will not be even put to urban use.



Densities of World Cities (Gross Density)

Largest cities in the world ranked by population density					
Rank	City / Urban area	Country	Population	Land area (in sqKm)	Gross Density (people per Ha.)
1	Mumbai	India	14,350,000	484	296
2	Kolkata	India	12,700,000	531	239
3	Karachi	Pakistan	9,800,000	518	189
4	Lagos	Nigeria	13,400,000	738	181
5	Shenzhen	China	8,000,000	466	171
6	Seoul/Incheon	South Korea	17,500,000	1,049	167
7	Taipei	Taiwan	5,700,000	376	152
8	Chennai	India	5,950,000	414	143
9	Bogota	Colombia	7,000,000	518	135
10	Shanghai	China	10,000,000	746	134
	Ahmedabad	India	55,00,000	450	122
11	Beijing	China	8,614,000	748	115
12	Delhi	India	14,300,000	1,295	110
13	Bangalore	India	5,400,000	534	101
14	Hyderabad	India	5,300,000	583	91
15	Singapore	Singapore	4,000,000	479	83
16	London	UK	8,278,000	1,623	51
17	Tokyo/Yokohama	Japan	33,200,000	6,993	47
18	Birmingham	UK	2,284,000	600	38

Conclusion

Therefore, the planning process is a scientific one that stays away from commercial interests of influential land owners. In a nutshell, there are two things that planning must take care of; everything else can be left to the market forces. The first thing that planning must do is protect the environmentally sensitive areas and the other is to somehow protect the interests of the poor people because no one will take up their cause as there is no money in it.

And this is what the plan for Ahmedabad should do as well.

The buildings, an architect designs, have to be acceptable to the public at large, or at least to the majority of the public at large if not all of them.

In the case of interiors, the architect toes the thin line between form and function. Interiors are more like fine art and frankly I don't think the interiors and exteriors have to be in sync. Having said that, let me add that there is no compulsion to be rational at all times whilst you are doing interiors. When designing private residences you have that extra leeway to indulge yourself.

When one is doing the interiors, there is this one factor around which you weave the rest of the elements and that is the WOW factor.

Not all, but many a client will usually say, when someone enters my place what will be the element that will stun the visitor. I don't want something very ordinary or expected. It has to be something that will give a pleasant shock. So, you have many who look for an out of the ordinary kind of element in the interiors.

Even with the corporate clients, we often encounter this wow obsession. The corporate clients have seen it all, had it all and it so becomes important to have something that is different. In fact, there have been some people that I have met who insist that the interiors must look different, even if they don't look good.

But then there are the other type of buildings, like the IIM of Ahmedabad, that require very little interiors. The building is so designed that you don't need a cosmetic make over for the interiors. In fact, if the architect has designed the house well, it would need minimum intervention for the interiors.

In that context, nowhere in India apart from Gandhinagar in Gujarat, you will

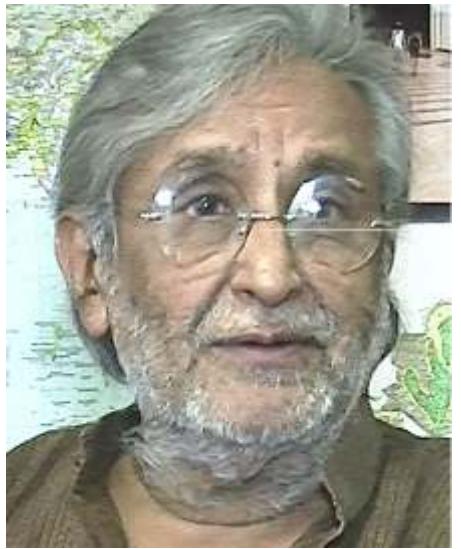
find a city of such sparse density. The number of persons living in that are per square kilometer, is so sparse that one wonders whether a poor country like India has the resources to afford such a city. I don't think so. If we talk of the scale of Gandhinagar roads alone, the amount of public expenditure is colossal.

Since the roads are so big, so obviously the other attendant infrastructure like underground pipes, water supply pipes, electrical cables and street lights is so much more. Not to speak of the quantities of fuel needed to commute the distant city points. So much of public money that could be used for other more needy cities of Gujarat has been diverted to Gandhinagar.

What we need to look for is very compact, high density development. In fact so many of our cities have developed on this compact and high density model. I am aware of the pitfalls and the negative aspects of dense development. We need to find out how we can improve upon this model and to tackle its problems head on rather than get into something our nation cannot afford.

THERE IS A CRYING

Need to find Workable Solutions in Real Time, to Move to Scale from Symbolic Gestures and Tokenism



Mr. Kirtee Shah

- Hon. Director, Ahmedabad Study Action Group (ASAG) President, Habitat Forum (INHAF)
- Chairman, KSA Design Planning Services Pvt. Ltd. (KSADPS)

The Draft Development Plan for 2013-2021 uses census data of 2001. For a fast growing city the data time gap, on the parameters such as population, employment, etc., is very high--especially considering that the end period of the Plan is 2021. The 2011 census figures, even if provisional, would provide a better setting and base for estimation, projection and provision.

'People Friendliness' of the documents and the response seeking process

The 'Draft' Development Plan means a plan in the 'making'. Fresh ideas, responses, comments, suggestions, views and alternatives are to be solicited, processed, weighed in and responded to, leading to the final document. This makes it obligatory for the draft plan and its related documents to be 'people' friendly, by which I mean easy to access, read, understand, analyze, and respond to by the lay public and not just invited experts.

For the response-solicitation process to be genuine, AUD must create workable platforms for the purpose. Media - both print and electronic - needs to be used, not only as information carriers but also as a debating platform. AUD must carry out the consultation process in its true spirit rather than as an administrative and legal formality. Herein, there are clearly many areas of improvement.

The walled city : The missing 'quality of life' concerns and strategies

Probably the most disappointed group of citizens with the Draft Development Plan of AUD will be the citizens living in the walled city. The walled city area has been treated in the D.P under Section 3.9.2 (page 102, Part II; There is also Chapter 10 in Section c, "Planning Regulations", 10.0 Core Walled City, in Part III) "Encourage conservation and preservation of the walled city through introduction of Core Walled City Zone". It talks about 360 Pols, Chabutaras and Havelis. Also about the urban fabric and criticality of its maintenance. What it does not mention, even in passing, is the deteriorating quality of life of almost half a million people who are packed in the walled city. It has one of the highest density settlements anywhere. Yes, there is no single word on that either in the problem statement or in prescription or Planning Regulations. "The development regulations for the Core Walled City Zone are specifically formulated to preserve and conserve the heritage structures and precincts" it proceeds to say. Not a word on what the D.P. intends doing to ameliorate the living conditions of the people there.

Specific strategies and proposals to arrest and mitigate the fast deterioration in the quality of living environment--and even working environment-- in the walled city on account of extremely high population densities, chaotic traffic conditions, air and noise pollution,

The list of the new townships under the special provision tells, more tellingly, the same story—colonization of the peripheral urban land by the rich. They are 100% upper end townships, meant for the rich, probably as the second home or the farm house or the outhouse. The new townships in the AUD region such as Apple Wood, Godrej, Sahara, Safal, Buildcon, Shantigram, Ozon World are over 4000 acres. How many of the affordable category clients will be housed there?

absence of open spaces, absence of trees and green cover of any kind and mixed land use pattern are conspicuously missing in the proposed draft D.P. Even the suggested TDR strategy is focused on the heritage structures and the heritage preservation concerns. Certainly legitimate and needed but the health of the population living in that area and the health of the area itself deserve studied and participatory interventions on the "conservative surgery" principles. As the change, there is bound to be resisted for various reasons, the D.P. is also an opportunity to start a systematic debate on improving the living and working conditions while preserving the heritage value of the walled city.

Suggestions for consideration

The walled city desperately needs redensification and it is surprising that a Development Plan that uses densification as

a strategy and a tool in the western part of the city offers no strategy for the walled city choking with over-population and pollution. Some of the strategies that deserve consideration following the necessary impact analysis and other studies include:

- A package of incentives and disincentives aimed at population reduction through relocation of residential, commercial and other activities
- Better management of traffic and traffic movement
- Effective reduction and control in new development through reduced FSI. The suggested TDR strategy offers possibility for a substantial reduction in the permissible FSI.
- Creation of internal, decentralized open spaces, within Pols, using building

collapse as an opportunity. Tearing down of unsafe structures will also help. Opening even small pockets will go a long way in improving the environment.

- Incentives for tree plantation
- Selective and strategic padestrainization. This simple, no cost idea has the potential to deliver a new cultural life to the walled city.
- Imaginative, coordinated, strategic, incentivized, and gradual relocation of commercial activity.
- Stoppage of plans for new private high-end commercial and residential construction on the river front lands except for the ones for public recreational purpose. Putting a stop to the proposal to award higher FSI and high rise construction for the proposed private commercial development.

Creating breathing lungs to the walled city is the overriding objective and rationale for the Sabarmati River Front Development Project.

Slums and Chawls

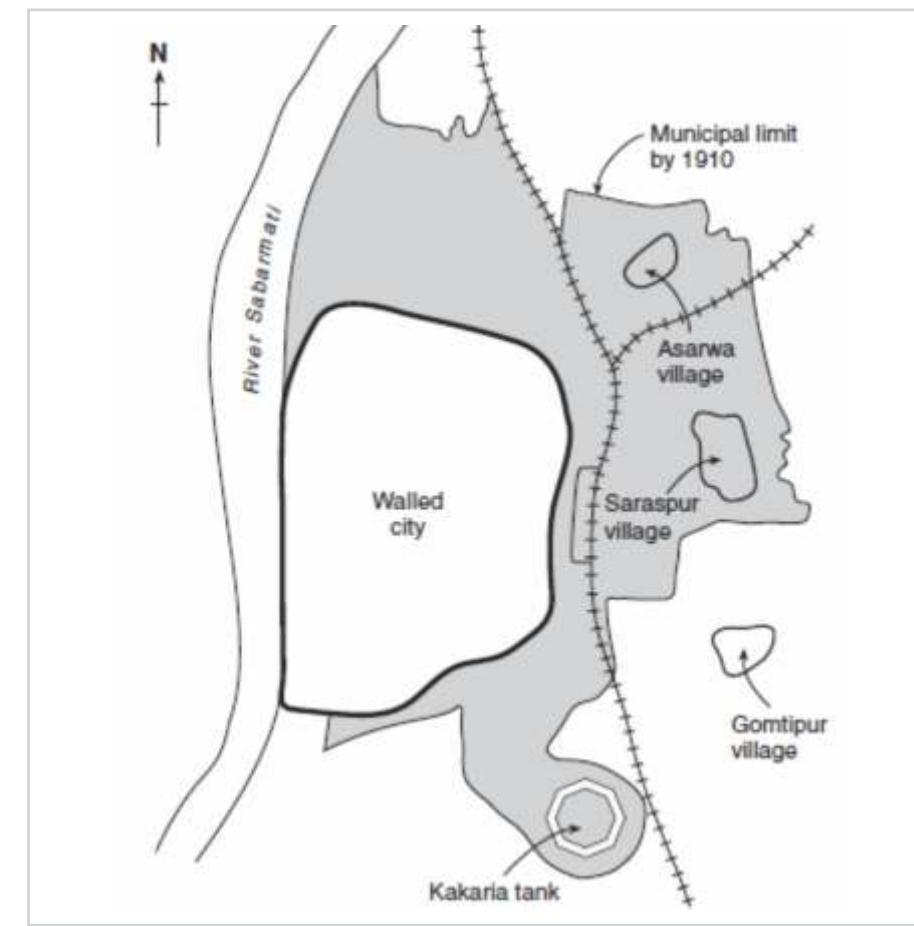
The other area of inadequate treatment in the Development Plan is slums and the chawls.

The D.P plan is therefore naturally a key instrument for addressing the slum issue, considering the fact that it deals in strategies, norms and plans for land provision and development. It creates conducive environment for improving housing conditions and defines legality and otherwise of the built structures.

As the slum is essentially a problem of land, services and legality of structures, one had expected a separate chapter dealing with the matter, in some depth, in the draft Development Plan.

Consider the magnitude of the problem:-

- Anywhere between 35% to 40% of the city population lives in slums and the chawls
- Condition of shelter, services and overall living;
- Social stigma and health risks;
- Complexity of issues from land tenure to financing;
- City's considerable experience of having tried multiple solutions over time (slum evictions, environmental improvement, Sanklit Nagar, toilet provision, slum networking; slum rehabilitation, formal housing, etc.);
- The lead in the matter in form of policy, program, projects and funds from the national government (Slum Free Cities as a national resolve, Property Rights to the Slum Dwellers as a strategy and Rajiv Aawas Yojana as a vehicle)



I suggest the following main strategic directions that need to be considered

- A time bound plan to address the problem. It is doable, manageable and affordable. The first half of the Development Plan decade (2013 to 2020) needs to be declared as "Ahmedabad Resolves the Slum Problem" decade.
- A combination of curative, preventive and futuristic strategies; to improve the existing situation and prevent / reduce scope / need for future occurrence.
- Recognition that the formal subsidized housing for the slum residents, in form of multi storey or high rise apartments, even using high FSI norms, is not a workable solution, if full reach and city wide coverage is intended and living conditions of all in slums and chawls are to be up-graded. 75000 houses in a decade will make 7500 units year. That should be done but the strategy should recognize limitations of that approach..
- Adoption of multiplicity of solution models - not one single strategy or model or plan. But the area and situation specific strategies and plans.
- An authorized and empowered organizational structure, preferably as part of the AMC, in form of a Special Purpose Vehicle, in charge planning, resource mobilizations and implementation
- Departure from the isolated project approach to a city wide strategy
- In- situ up-gradation as the core strategy for improvement development
- Tenurial security through secure land tenure arrangement or through property rights provision as envisaged in the slum free cities strategy
- Re-activation of revamped Urban Community Development Organization (UCDO) , as part of the municipal body, to address the human and socio-economic aspects of the problem and problem solving process
- Empowered and capacitated AMC to provide infrastructure services and social amenities

- Institutional finance for shelter up-gradation, improvement and extension
- Convergence of programs and development action inputs

Zoning, Town Planning Scheme and Reservation mechanism to accelerate land supply at affordable cost and in sufficient quantum.

Zoning and earmarking of land for affordable housing and other planning and development purposes - also for the knowledge industry development - are used to make the lands available , hopefully at affordable / reasonable prices and in required quantity. The much celebrated Town Planning Schemes and land sharing formula bring undeveloped peripheral lands to the city and provide the needed finances for the roads, water, sewer, garden, street lights and other components of infrastructure. The city develops. The fact, however, remains that the new lands brought to the city and to the market do nothing to lower the land prices. Also, the pattern of development and the cost structures in those newly developed lands suggest that the upper middle class access those lands and the expensive houses / bungalows / apartments. The trouble is that the public intervention for development on the peripheral lands, which should be normally a low cost being away from the city and the "development" become more expensive. They are beyond affordability of the low income groups, let alone the poor.

Reservation in the Development Plan

The reservation in the Development Plan at 10 to 15 percent, we all know, does neither meet the need nor reach the needy. First, the people who cannot afford market prices are not 10% to 15%. They are staggering 80%. So what purpose does this tokenism serve and whom does it reach? And what does the history of 40 years of master plan reservation show? What percentage of those reservations has been used and how many of the low income groups have been housed? Very little. Therefore just marking of the special zones on the land use map and the reservations do not

Probably the most disappointed group of citizens with the Draft Development Plan of AUDA will be the citizens living in the walled city.

necessarily ensure the land supply at affordable prices. Both the detailed analysis of the responsible factors and creative strategies to make the change should accompany the Development Plan provisions.

New townships on the city periphery

The list of the new townships under the special provision tells, more tellingly, the same story - colonization of the peripheral urban land by the rich. They are 100% upper end townships, meant for the rich, probably as the second home or the farm house or the outhouse. The new townships in the AUDA region such as Apple Wood, Godrej, Sahara, Safal, Buildcon, Shantigram, Ozon World are over 4000 acres. How many of the affordable category clients will be housed there?

In the above context, what strategies does the Development Plan suggest to lower the land prices? What will facilitate the low income's market access to land?

Conclusion

Long term plan making requires a reliable data base and continuous study research and feedback mechanism. Besides, forging partnerships / building formal relationships with research, academic, consultancy and civil society organizations, AUDA needs to develop a strong in-house team and facility for the purpose. This is suggested in plan document. The emphasis here is on the quality, technology, methodology, participation and consultation aspects. Cities are getting increasingly complex to plan and manage. AUDA should carry conviction with the people that it is equipped to do justice to the task that it has been assigned to.



Vision 2021: A Blueprint of Ahmedabad's Future

Development Plan is a macro level planning mechanism to analyze & envision the overall growth trends of the city. It is a critical planning tool that seeks to improve the welfare of people and their communities by creating more convenient, equitable, healthful, efficient, and attractive places for present and future generations. It helps communities to envision their future and find the right balance of new development and essential services, environmental protection, and innovation. Faced with the significant challenges of a rapidly growing city such as a serious housing backlog

in the affordable 1 & 2 BHK segment, increasing pressure on existing infrastructure, transportation & traffic management issues, and environmental degradation concerns, AUDA, along with the Government of Gujarat, recently put forth a comprehensive Development Plan for Ahmedabad for the period from 2012 to 2021.

Below is a quick snapshot of some of the major highlights of the proposed plan as well as changes over the previous (2002-2012) Development Plan.

Zone	Existing FSI (2002-12)			Proposed FSI (2012-21)			Implication
	Base	Payable	Permissible	Base	Payable	Permissible	
Residential Zone I	1.8	0.45	2.25	1.8	0.9 - Within S.P Ring Road	2.7	High Rises up to 22 Storeys / 70 m in height
					0.45 - Outside S.P Ring Road	2.25	
Residential Zone II	1.2	Nil	1.2	1.2	0.6 - Within S.P Ring Road & Bopal TP1, TP3	1.8	Multistorey buildings up to 25 m in height
					Nil - Outside S.P Ring Road	1.2	

No Change of FSI in Residential Zone III abutting R2 and extending up to S.P Ring Road

The new DP brings the concept of TDR which allows the use or transfer of FSI to be useful for slum rehabilitation and heritage development projects. Additionally, three new zones have been proposed.

RAH

In addition to the 3 Residential zones, to address the demand for 1 & 2 BHK Low Income Housing, the new DP 2021 proposed the Residential Affordable Housing (RAH) Zone. Located along the circular S.P. Ring Road, with a depth of 1 KM, it occupies a total area of 75 sq. km.

The zone has proposed FSI of 2.7 and to maximize the benefit, the cap on unit size varies from 36 to 80 sq. m. The zone has a time cap restriction for development to avail of the zoning benefits.

TOD

To increase densification and development along at BRTS and MRTS corridors, a new concept of transit Oriented Development (TOD) occupying an area of 16.4 sq. km has been proposed in the new DP.

This zone will have a higher FSI of 4 and maximum permissible construction height of 70 m to enable mixed use, high density development.

This zone provides a buffer of 200m on both sides of the BRTS and MRTS corridors.

CBD

The new DP proposed a Contral Business District (CBD) Zone including areas along Ashram Road between Ellisbridge & Usmanpura on western side of the river & area between Gandhinagar & Dudheswar bridge on eastern side of the river. This zone is carved out from existing zone to create a high density district with a distinct character and clearly identifiable urban form.

It has a proposed FSI of 5.4 and flexible development control regulations like on height restrictions.



Inauguration of Exhibition By Shri Arvindbhai, Councilor, Sabarmati Ward



Flag Hoisting Ceremony



Visit of Exhibition By Hon'ble Mayor Smt. Meenakshiben Patel



Visit of Exhibition By Hon'ble Mayor Smt. Meenakshiben Patel



Presentation and Interaction on Sustainability in Mega Projects By Prof. Charanjit Shah



Blood Donation Camp - Jointly organized with Thakershy Charitable Trust



Felicitation of Shri Arvindbhai, Councilor, Sabarmati Ward



Nirman Exhibition 2013



Presentation on Global Innovations in Eco-Friendly Energy Saving Surface Coatings By Mr. Cliff Cheng & Mr. Wolfgang



Releasing of Book "Management Na Masiha Mahatma Gandhiji"

“ My imperfections and failures are as much a blessing from God as my successes and my talents and I lay them both at his feet. ”

-Mahatma Gandhi

“ A fool may be known by six things, anger without cause; speech without profit; change without progress; inquiry without object; putting trust in a stranger, and mistaking foes for friends. ”

-Arabian Proverb



Technical Visit to ONG & ONG PVT. LTD. - A leading Architectural firm of Singapore



Seminar on Usage of Geo Synthetics on Infrastructure Projects Jointly organized with ITTA & IE



Seminar on Constructions for Next Generation Jointly organized with Visaka Industries Ltd



Senior Citizen Meet - Interaction with Shri Upendra Trivedi



Presentation and Interaction on Sustainability in Mega Projects By Prof. Charanjit Shah



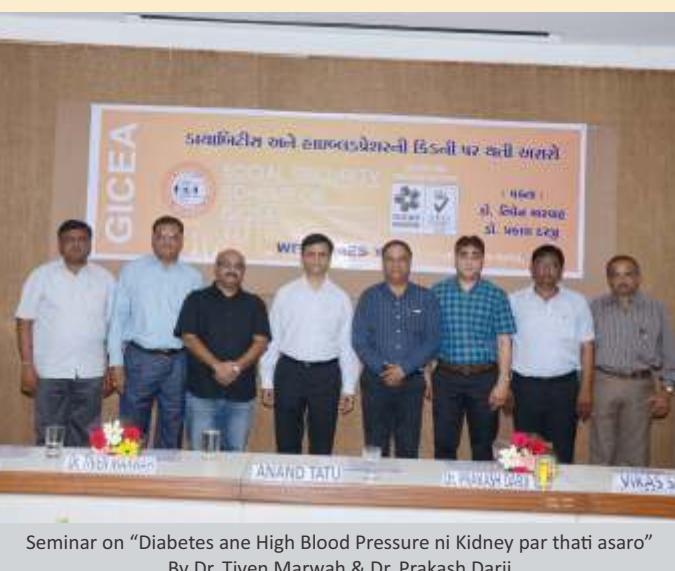
Navratri Ras Garba Mahotsav



Seminar on "Kudrati Bypass - Hriday Rog thi Mukt Thavano Navo Rasto"
By Dr. Bimal Chhajer



Seminar on "Adhunik Jivan Shaili Ane Manav Sambandho"
By Shri Paresh Vyas



Seminar on "Diabetes ane High Blood Pressure ni Kidney par thati asaro"
By Dr. Tiven Marwah & Dr. Prakash Darji



Technical Visit to Marina Bay Sands, Singapore



Gujarati Drama - Hello Pakistani, Hu Gujarati at Jayshankar at
Sundari Natyagruh, Raikhad

“ The conventional definition of management is getting work done through people, but real management is developing people through work.
- Agha Hasan Abedi **”**

“ Am I not destroying my enemies when I make friends of them?
-Abraham Lincoln **”**



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