



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

নং 648 দিশপুৰ, সোমবাৰ, 26 ছেপ্টেম্বৰ, 2022, 4 আহিন, 1944 (শক)

No. 648 Dispur, Monday, 26th September, 2022, 4th Asvina, 1944 (S. E.)

GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR

OFFICE OF THE GUWAHATI METROPOLITAN DEVELOPMENT AUTHORITY

NOTIFICATION

The 14th September, 2022

No. GMDA/GEN/150/2022/54.-

- 1.1. Whereas, Transit Oriented Development (TOD) is essentially any development, macro or micro that is focused on the integration of land use and transport planning and aims to develop planned sustainable urban growth centres, having walkable and liveable communes with high density mixed land-use. Citizens have access to open green and public spaces and at the same time transit facilities are efficiently utilised.
- 1.2. Whereas, Government of India, has identified implementation of Transit Oriented Development as per Reforms Agenda for availing special assistance for capital Projects 2022-23 in a time bound manner.
- 1.3. Now therefore, In exercise of powers conferred by Sub-section (3) of Section (22) of GMDA Act, 1985 (as amended),GMDA is pleased to publish the following draft notice regarding incorporation of provisions of Transit-Oriented Development (TOD) proposed to be incorporated in the Master Plan for Guwahati 2025 notified vide notification no. GMDA/MP/Part-I/103 dated 7th July, 2009 (as modified from time to time) by inclusion of a new Para 5.6 (A) for identifying the Transit Corridors and Transit Nodes with their respective TOD Zones and broad development parameters.
- 1.4. The details of the Transit Oriented development (TOD) as Para 5.6(A) as described in Schedule-I may be inspected free of cost during office hours at the Office of the Chief Executive Officer, Guwahati Metropolitan Development Authority and will also be available in GMDA's website: <http://www.gmda.assam.gov.in>
- 1.5. Any person or persons affected by this modification may submit their objections/suggestions in writing to the Chief Executive Officer, GMDA within 7 (seven) days from the date of issue of this notification. The objections/suggestions may also be submitted online in masterplan.gmda@gmail.com

KAUSAR JAMIL HILALY,

Chief Executive Officer,

Guwahati Metropolitan Development Authority.

Schedule of Modification of Master Plan 2025**Para 5.6. (A) Transit Oriented Development (TOD)**

1. Transit Oriented Development (TOD) is essentially any development, macro or micro that is focused on the integration of land use and transport planning and aims to develop planned sustainable urban growth centres, having walkable and live-able communes with high density mixed land-use. Citizens have access to open green and public spaces and at the same time transit facilities are efficiently utilized.
2. The primary goals of TOD are to : –
 - (i) Reduce/discourage private vehicle dependency, creating pedestrian and Non-Motorised Transport (NMT) friendly infrastructure and increase in ridership of the transit facility and improving the economic and financial viability of the system.
 - (ii) Provide easy public transport access to maximum number of people within walking distance – through densification and enhanced connectivity.

3. TOD Zones

- 3.1. In consideration to the proposed road network, MRTS, major bus route network system with bus stoppage/terminals development trend, potential of growth, availability of land and location of major economic and public activities, following Transit Corridors and Nodes within Guwahati Metropolitan Area are earmarked as given in the following Table and as marked in the Map No. 5.6(A)
- 3.2. The TOD Zone is designated up to 800 meters around the MRTS, BRTS or Transit Stations and in general 800 meters will be calculated from the boundaries and peripheries of the MRTS or BRTS or other transit stations. For transit corridors along MRTS or BRTS or other transit corridors , TOD zones is designated as 100-200 meters on either side of the corridors depending on the selected corridor. However, benefits of TOD in terms of enhanced FAR, and promotion of mixed use of land use etc shall not be permitted in restricted land use zones viz. Eco-sensitive zone, Eco-friendly zone, Green belt, Notified hills & water bodies etc, as earmarked in the Master Plan.
- 3.3. Selection of the Transit Corridors and Nodes:
 - a) Proposed corridors are selected based on proposed transit routes, MRTS, Bus/public transport routes, transit routes, Bus Terminals, Bus Depots & location of major commercial/public activities, , development trend, potential of growth, availability of land etc.
 - b) Bridges across River Brahmaputra connecting Bharalumukh and North Guwahati & Proposed Bridge connecting Palashbari and Sualkuchi are considered.
 - c) Availability of a minimum of Right of way of 24 m is the prime criteria for selection of the proposed TOD corridors.
 - d) The influence area around the LGBT Airport has been identified considering the requirement of International Airport in coming years where a separate influence area has been identified.

Sl. No.	Transit Corridors and Nodes		Prescribed TOD Zone	
	Corridor 1 (with segments)	Connecting Nodes		
1.	Jalukbari To Narengi via Fancy Bazar	Node no. 1 to 6 upto Bonda	100 Mt on both sides of the proposed Right of Way	
	Narengi To Basistha (NH)	Node no. 4 to 6		
	Lokhra towards Assam Trunk Road via AK Azad Road	Node no. 3 to AT Road		
	Corridor 2 (with segments)		Connecting Nodes	150-200 Mt on both sides of the proposed Right of Way
	Khanapara- to Jalukbari,	Node no. 5 to Jalukbari near Node 1		
	Jalukbari to Changsari, and Suwalkuchi	Jalukbari to Node no. 9 and 10		
	Jalukbari to Bongora Boundary of GMA	Node no. 1 to 2 upto GMA Boundary		
	Corridor 3 (with segments)		Nodes	100 Mt on both sides of the proposed Right of Way
	From North Bank of Brahmaputra towards AIIMS (Changsari)	Node no. 7 to 8		
	2.	Transit Nodes	Names of Transit Nodes	800 Mt around the Transit Nodes
Node no. 1		Adabari		
Node no. 2		Borjhar (Dharapur/Rani/Garal/VIP Chowk)		
Node no. 3		Lokhra		
Node no. 4		Basistha		
Node no. 5		Khanapara		
Node no. 6		Narengi		
Node no. 7		Abhoypur		
Node no. 8		Near AIIMS (Changsari)		
Node no. 9		Singimari		
Node no. 10		Suwalkuchi		

[Ref Map No 5.7 (A)]

Detailed calculation of allowable additional FAR in TOD Zones and break-up of maximum FAR allowed against different uses and other details are given Table and below –
Lct,

Base FAR as specified in Bylaw = A

Premium FAR as specified in Bylaw = B

Additional FAR = C

= 40% of (A+B)

TDR FAR as per TDR Policy = D

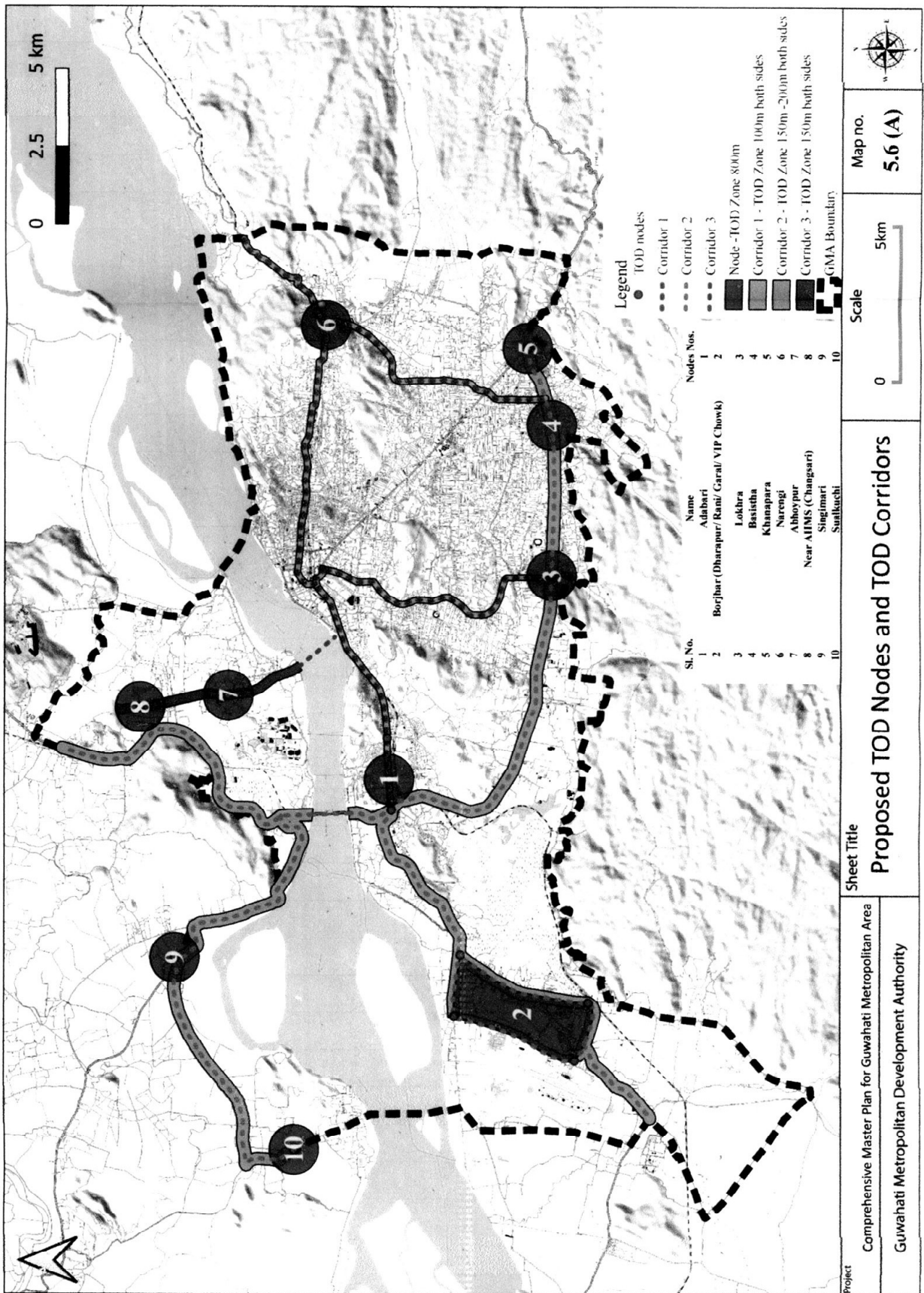
Total FAR allowable in TOD = M = A+B+C+D subjected to maximum 400

Table: Land Use category specifications

50% of M specification – (in any zone) where TOD is allowed	
Residential Use	Minimum 30% with min. 30% of this to be reserved for affordable housing less than 66 sq.m. dwelling unit.
Commercial Use	Maximum 10%
Other uses in the form of facilities as admissible as per Master Plan and Building byelaws	Maximum 10%
The remaining 50% of M specification –	
For designated Residential Zone	As per Land Use admissibility of exiting Master Plan and Zoning Regulations 2025
For designated Commercial Zone	
For designated Public & Semi-Public Zone	
For Composite Zones I and II	

N.B. –

- i. This additional FAR permissible along the Transportation Corridors and around the nodes as specified in Map 5.6(A) will not be allowed in areas identified as Eco-Sensitive Zone, Eco-Friendly Zone, Green Belt and other zones not specified in Table as notified in the Master Plan and also in the notified hills and water bodies, even if these areas come under the Transport corridor or influence area of the identified nodes shown in Map 5.6(A).*
- ii. Other development regulations in TOD Zones shall be governed by provisions of Building Byelaws Policies as applicable.*



Sheet Title

Proposed TOD Nodes and TOD Corridors

Project
Comprehensive Master Plan for Guwahati Metropolitan Area

Guwahati Metropolitan Development Authority

Scale



Map no.

5.6 (A)

