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To,

**Shri Sunil Rathod,**

Chief Engineer [Development Plan] [I/C]

Brihanmumbai Municipal Corporation

5th Floor, Annexe Bldg., BMC Head Office

Mahapalika Marg, Fort, Mumbai-400001



**Subject:** Detailed Representation on Transit Oriented Development (TOD) in Mumbai

Dear Sir,

CREDAI-MCHI is thankful to the BMC to invite for the workshop on TOD. We here write to you to provide a detailed and corrective representation on Transit Oriented Development (TOD) in Mumbai. Our aim is to align with the strategic goals set by the BMC to foster sustainable urban growth.

**Suggestions of CREDAI-MCHI:**

➤ **Sub Regulation No. 17: Infrastructure Enhancements**

**1. Public Transport Integration:**

- **Analysis:** Sub Regulation No. 17 emphasizes the necessity for seamless integration of various modes of public transportation. This includes the expansion of metro lines, bus rapid transit systems, and last-mile connectivity solutions.
- **CREDAI-MCHI Suggestions:** Collaborate with private transit operators to provide shuttle services from transit nodes to key residential and commercial areas.

**2. Non-Motorized Transport (NMT):**

- **Analysis:** Encourage the use of bicycles and pedestrian pathways to reduce vehicular congestion and promote healthier lifestyles.
- **CREDAI-MCHI Suggestions:** Implement bike-sharing programs and provide incentives for property developers who include NMT-friendly infrastructure.

➤ **Sub Regulation No. 2.1 and 2.2: Zoning and Land Use**

**1. Mixed-Use Developments:**

- **Analysis:** Sub Regulation No. 2.1 calls for the integration of residential, commercial, and recreational spaces within a single zone to reduce commute times and enhance quality of life.
- **CREDAI-MCHI Suggestions:** Promote mixed-use developments that cater to diverse demographics, including affordable housing units and commercial spaces that support local entrepreneurship.

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VASAI VIRAR | ALIBAG | KARJAT-KHALAPUR-KHOPOLI | YOUTH NMR

## 2. Adaptive Reuse of Buildings:

- **Analysis:** Sub Regulation No. 2.2 supports the preservation of historic structures while adapting them for modern use.
- **CREDAI-MCHI Suggestions:** Offer financial incentives for developers who undertake adaptive reuse projects, thus preserving cultural heritage while addressing contemporary needs.

## ➤ Sub Regulation No. 12: Environmental Considerations

### 1. Green Building Practices:

- **Analysis:** Emphasize the adoption of sustainable building practices that minimize environmental impact.
- **CREDAI-MCHI Suggestions:** Provide tax rebates for developers who achieve higher levels of green certification and demonstrate a commitment to sustainability.

### 2. Ecological Preservation:

- **Analysis:** Ensure that TOD projects do not encroach on ecologically sensitive areas and that green spaces are integrated into urban designs.
- **CREDAI-MCHI Suggestions:** Establish urban parks and community gardens to enhance urban biodiversity and provide recreational spaces for residents.

## ➤ Sub Regulation No. 13 and 14: Community Engagement and Economic Incentives

### 1. Community Involvement:

- **Analysis:** Sub Regulation No. 13 highlights the importance of involving local communities in the planning process to ensure that TOD projects address their needs and concerns.
- **CREDAI-MCHI Suggestions:** Create ward level community liaison offices to provide ongoing support and communication between developers and residents.

### 2. Economic Incentives:

- **Analysis:** Sub Regulation No. 14 emphasizes the need for economic incentives to encourage private investment in TOD projects.
- **CREDAI-MCHI Suggestions:** Implement performance-based incentives for developers who meet or exceed TOD guidelines, ensuring quality and sustainability.

## ➤ Strategic Recommendations for TOD in Mumbai

### - Statistical Analysis:

- **Traffic Congestion Reduction:** Studies indicate that TOD can reduce vehicle miles traveled (VMT) by up to 30%, significantly alleviating traffic congestion and reducing carbon emissions.
- **Economic Growth Potential:** TOD projects have been shown to increase property values by 5-20% within a 500-meter radius of transit stations.

➤ **Case Studies:**

**1. Kowloon Walled City, Hong Kong:**

- Success Factors: Comprehensive land use planning and robust public transport integration.
- Lessons for Mumbai: Emphasize mixed-use developments and vertical growth to optimize land use in densely populated areas.

**2. Canary Wharf, London:**

- Success Factors: Strategic public-private partnerships and a focus on sustainable infrastructure.
- Lessons for Mumbai: Foster collaborations between government, private developers, and financial institutions to achieve TOD objectives.

**3. Hudson Yards, New York City:**

- Success Factors: Innovative financing models and emphasis on high-density, mixed-use environments.
- Lessons for Mumbai: Implement value capture financing mechanisms to fund TOD projects and ensure long-term economic viability.

**Suggestions:**

- **Phased Development Approach:** Implement TOD projects in manageable and ward wise phases to minimize disruption and allow for adaptive planning based on feedback and changing urban dynamics.
- **Comprehensive Mobility Plans:** Develop integrated mobility plans that prioritize public transport, non-motorized transport, and seamless connectivity between different modes.
- **Equity and Inclusion:** Ensure that TOD projects provide affordable housing and access to essential services for all socio-economic groups, preventing gentrification and displacement.

We look forward to engaging further in this transformative journey and are committed to contributing our expertise to the successful implementation of TOD in Mumbai.

Thank you for considering our representation.

Yours sincerely,  
For **CREDAI-MCHI**



**Dominic Romell**  
President



**Dhaval Ajmera**  
Hon. Secretary

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