



To
The Chief Engineer,
Development Plan, MCGM
4th Floor, Annexe building
Municipal Head Office,
Mahapalika Marg, Fort,
Mumbai - 400 001.

Sub: Regulation of development activities along monorail alignment (i.e. Jacob Circle to Chembur via Wadala): Monorail Remarks for proposed development on plot bearing C.S. Nos. 101, 102, 2A/102, 4/102, 103, 3/104 and 105 of Lower Parel Division, in G/S Ward, on N. M. Joshi Marg, commonly known as BDD Chawls, Mumbai.

- Ref:** 1. Government Order under Tramway Act 1886 having No.-MMR / 3308 / 639 / CR-72 / UD-7, dated - 01st November 2008.
2. Architect's (Mr. Laxman Sadashiv Thite) letter dated 03/01/2017.
3. Sanctioned Revised Development Plan issued by MCGM vide letter dated 11/11/2016.
4. Draft Development Plan 2034 issued by MCGM vide letter dated 10/11/2016.
5. Survey Remarks issued by MCGM vide letter dated 05/01/2017.

Sir,

1. Vide order, referred at (1) above Government has authorized MMRDA for construction and maintenance of Tramway / Monorail System from Jacob circle to Wadala and Wadala to Chembur. With regard to the safety of the Monorail System, the Monorail System Administration is authorized to approve the proposed development along the corridor by imposing necessary conditions thereof.

2. The architect vide letter referred at (2) above had requested MMRDA to issue remarks from monorail point of view for the proposed development on plot under reference as per the conditions mentioned in the D. P. Remarks referred at (3) and (4) above. After scrutinizing the documents and drawings submitted by the architect, it is seen that the plot falls partly within by the within the Monorail Influence Zone (i.e. 15 m. from the edge of the Monorail Station and edge of monorail (i.e. edge of monorail coach) along the monorail guide-way. The plot is also affected by the 100 ft. w. sanctioned regular line of N. M. Joshi Marg, as per the Survey Remarks referred at (5) above.

3. The architect has submitted the proposal for proposed redevelopment of the plot (i.e. proposed rehab building nos. 1 and 2 (with wings 'A' to 'G' and 'H' to 'N' comprising of 3 basements + Gr. + 1 level podium + 22 upper floors having height of 69.98 m.), **Building No. 3 - MIG** (with wing 'O' and 'P' comprising of 3 basements + Gr. + 7 podiums + 47 upper floors having height of 177.40 m.), **Building No. 4 - HIG** (with wing 'Q' and 'R' comprising of 3 basements + Gr. + 7 podiums + 47 upper floors having height of 177.40 m.), **Building No. 5 - Commercial Office Bldg.** (with single wing comprising of 3 basements + Gr. + 5 podiums + 14 upper floors having height of 70.00 m.), **hospital bldg. and school bldg.** with the nearest bldg. (i.e. bldg. no. 5 - Comm. Off. Bldg. and 'N' Wing of Rehab Bldg. No. 1) proposed at a distance of approx. 50 m. from the center line of monorail alignment.

4. As the proposed bldgs. are located beyond 50 m. distance from the center line of Monorail Alignment they does not fall within the Monorail Influence Zone (i.e. 15 m. from the edge of the Monorail Station and edge of monorail).

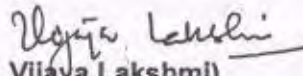
5. On detailed scrutiny from monorail safety and security point of view (as per the recent conditions applied for completed MRTS Project), it is observed that the Monorail Project will not be affected by the proposed development and hence, there would be no objection to the proposed development on the plot from Monorail point of view (i.e. plot area falling within the 15 m. Monorail Influence Zone indicated as hatched purple colour on the enclosed drawing), subject to the following conditions:

- i. **MCGM being the planning authority shall examine the ownership documents, FSI calculations, floor plans, marginal open spaces, height of the building/s etc. before issuing the development permission.**

Bandra-Kurla Complex, Bandra (East), Mumbai - 400 051.

- ii- The architect shall also obtain all necessary permissions / NOCs / clearances etc. as required from other statutory institutions before carrying out the development work.
- iii- If any development is proposed within the Monorail Influence Zone (i.e. 15 m. from the edge of the Monorail Station and edge of monorail) then for those modifications, revised NOC shall be obtained from MMRDA.
- iv- This NOC is valid for a period of one year from the date of issue of this letter and will be renewed till the occupancy certificate of the building/s under reference are issued.
- v- The owner / developer is suggested to develop and make the provision for Public Parking as per notification TPB 4305/2736/ CR-338/2005 /UD-11 dated 20/10/2008.
- vi- This NOC shall be deemed as cancelled immediately, if the documents submitted by the architect are found to be false.
- vii- Due to expected high rise development, it is expected that additional traffic will be generated and additional parking demand will be generated. Since, the development is in the vicinity of surrounding narrow roads, MCGM is requested to carry out Traffic Impact Assessment (TIA) of the proposed development or seek TIA Report of the property from the applicant and also ensure efficient traffic dispersal of the generated traffic on the adjacent roads with appropriate measures. The traffic flow from entry / exit gates abutting the main road of the plot shall be allowed with left turn only.

Yours faithfully,


(K. Vijaya Lakshmi)
Chief

Transport and Communications Division

Encl: Drawing (1/1).

C.C:

1. Deputy Chief Engineer
(Building Proposal) City,
New Municipal Building, CS No. 355 B,
Bhagwan Walmiki Chowk,
Vidyalankar Marg, Opp. Hanuman Mandir,
Salt Pan Road, Antop Hill,
Wadala (E), Mumbai – 400 037.

2. Mr. Laxman Sadashiv Thite (architect)
18 / Shivaji Nagar, Pune – 5,
Opposite S.T. Stand Exit Gate.
Tel: 2553 6714 / 2553 6109.

