

## SUMMARY OF THE UTTIPEC TOD WORKSHOP SERIES

WORKSHOP SERIES	WORKSHOP TITLE	TARGET STAKEHOLDERS	ISSUES FOR DELIBERATION IN THE SERIES
SERIES 1	<b>VISUALISING TOD BASED DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>• Architects</li> <li>• Urban Designers &amp; Planners</li> <li>• Planning Authority</li> <li>• DMC</li> <li>• Transport Department</li> <li>• Fire department</li> <li>• Traffic Police</li> <li>• Private Transport providers</li> <li>• NGOs and Professionals</li> </ul>	<ol style="list-style-type: none"> <li>1. Are the Density thresholds stipulated deliverable?</li> <li>2. What is the impact on POS provision norms?</li> <li>3. Is the proposed mix of uses easy to accommodate on the site?</li> <li>4. Can the min. Ground Coverage norms be met along with the Public Open Space provision norms?</li> <li>5. How can different housing types be accommodated in the same block?</li> <li>6. Are the high rise building norms achievable?</li> <li>7. What change in building bye laws and the approvals process will be needed?</li> <li>8. How to implement single window clearance in a unified format?</li> <li>9. How can planning professionals work together to achieve a unified vision?</li> </ol>
SERIES 2	<b>ECONOMIC FEASIBILITY AND MARKET TESTING</b>	<ul style="list-style-type: none"> <li>• Developer Groups (CREDIA)</li> <li>• Urban Economists and Real Estate Firms</li> <li>• Business houses Large companies looking for Head office space</li> <li>• DUSIB</li> <li>• Infrastructure service providers (public &amp; Pvt.)</li> <li>• Planning Authority</li> </ul>	<ol style="list-style-type: none"> <li>1. What is the viable mix of uses within a given local context ?</li> <li>2. How do we ensure that affordability is sustained?</li> <li>3. What is the strategy for delivering social &amp; physical infrastructure?</li> <li>4. Can we ensure revenue collection from influence zones based on value capture of land for cross subsidy of public transport and local municipalities?</li> <li>5. What is the structure of local maintenance body for influence zone facilities and cost of operation of same? Can private public partnership work? How?</li> <li>6. What is the strategy for implementing IZP in a phased manner?</li> </ol>
SERIES 3	<b>STRATEGY FOR PROVISION OF SUSTAINABLE INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>• Planning &amp; Approving Authorities</li> <li>• Public &amp; Private Infrastructure Service Providers of different zones like DJB, DMC, etc.</li> <li>• Energy providers</li> <li>• Developers &amp; Business houses</li> <li>• NGOs &amp; experts working on ground</li> </ul>	<ol style="list-style-type: none"> <li>1. What is the business model for delivering decentralised infrastructure? Who are the players</li> <li>2. At what densities does it become viable</li> <li>3. What is the strategy for operation and maintenance of infrastructure?</li> <li>4. At what investment and recovery period should we aim for?</li> <li>5. How can we retrofit existing systems for decentralization or upgrade existing system for decentralization?</li> <li>6. How can we end the power crisis? Can we explore alternative power sources in TOD zones?</li> <li>7. How decentralised waste management can be made effective at each level?</li> <li>8. What is the strategy for management of open spaces and storm water management? How can we eliminate use of fresh water for green open spaces?</li> <li>9. How can private &amp; public infrastructure providers work together?</li> </ol>
SERIES 4	<b>TDR AND RELATED IMPLEMENTATION STRATEGIES</b>	<ul style="list-style-type: none"> <li>• Planning &amp; Approving Agencies (DDA &amp; DMC)</li> <li>• Developers</li> <li>• Real Estate consultants</li> <li>• Infrastructure service providers</li> <li>• Experts working on ground</li> </ul>	<ol style="list-style-type: none"> <li>1. Is TDR the only mechanism to ensure equity while protecting certain zones from discriminate redevelopment?</li> <li>2. If so, how can the TDR Selling and Receiving Zones be designated?</li> <li>3. What lessons do we learn from other cities?</li> <li>4. What are the administrative requirements for implementing TDR?</li> </ol>

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<b>SERIES 5</b>	<b>STRATEGY FOR EFFECTIVE PARKING WITHIN A TOD</b>	<ul style="list-style-type: none"> <li>• Transport Department &amp; other public agencies including Traffic Police, DMRC, DMC, PWD, DTC etc.</li> <li>• Private Management agencies</li> <li>• Elected Representatives of different Zones</li> </ul>	<ol style="list-style-type: none"> <li>1. Are the parking norms viable / attractive for the private developer?</li> <li>2. What is a viable business model for 'unbundled' shared parking?</li> <li>3. How can the delivery of parking be made efficient so the public realm is reclaimed for its rightful user?</li> <li>4. How will the Area Wise caps be implemented?</li> <li>5. Is there a need for a unified Parking Authority?</li> <li>6. Does the Policy require administrative changes?</li> </ol>
<b>SERIES 6</b>	<b>SYNERGY BETWEEN IMPLEMENTATION OF TOD INFLUENCE ZONE PLANS &amp; LOCAL AREA PLANS</b>	<ul style="list-style-type: none"> <li>• DDA</li> <li>• DMC</li> <li>• LAP Monitoring Committee &amp; Community representatives</li> <li>• DUSIB</li> <li>• Public &amp; Private Infrastructure service providers</li> <li>• Planners, Urban Designers and Architects</li> <li>• NGOs</li> </ul>	<ol style="list-style-type: none"> <li>1. How will LAP and IZP work together to plan and deliver a common vision? How will they interface?</li> <li>2. What mechanism of implementation will be most effective for TOD?</li> <li>3. How can the LAP experience of working at ground inform IZP?</li> <li>4. What capacity building will be needed?</li> </ol>
<b>SERIES 7</b>	<b>STRATEGY FOR INCENTIVISING REDEVELOPMENT</b>	<ul style="list-style-type: none"> <li>• Planning Agencies</li> <li>• Bhagidari, RWAs</li> <li>• DUSIB</li> <li>• Developers</li> <li>• Real Estate consultants</li> <li>• Infrastructure service providers</li> <li>• Experts &amp; NGOs working on ground</li> </ul>	<ol style="list-style-type: none"> <li>1. With multiple covenants involved, are the FAR benefits incentive enough to ensure retrofitting for better access (services &amp; daylight / air) in case of unplanned colonies ?</li> <li>2. What are the possible implementation models for redevelopment of underutilised government lands?</li> <li>3. What are the possible models to ensure retrofitting for better connectivity and creation of active neighbourhoods?</li> </ol>
<b>SERIES 8</b>	<b>STRATEGY FOR SUSTAINABLE TRANSPORT &amp; INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>• Transport Department &amp; other public agencies including Traffic Police, DMRC, DMC, PWD, DTC, DIMTS etc.</li> <li>• Department of Environment, GNCTD</li> <li>• Planning and approval authorities</li> <li>• Taxi &amp; auto-driver association representatives, rickshaw drivers association representatives</li> <li>• NGOs &amp; experts working on ground</li> </ul>	<ol style="list-style-type: none"> <li>1. How can Public Transport be funded through TOD?</li> <li>2. How to Induce Modal shift in favour of public transport, IPT, cycling, and walking modes to 80:20. what should be strategy and priority.. Capacity augmentation, street retrofitting, parking management?</li> <li>3. How can we encourage use of public transport across all sections of society? How to make use of PT more affordable, convenient and desirable?</li> <li>4. Preferred mix of uses for high internal trip capture and minimized external trip generation?</li> <li>5. How to Plan City level network and directional movement patterns balanced out?</li> <li>6. Public engagement through awareness program?</li> </ol>
<b>SERIES 9</b>	<b>STRATEGY FOR ROLLING OUT THE TOD POLICY</b>	<ul style="list-style-type: none"> <li>• PWD Officers, DMC Officers, DDA officers from all departments</li> <li>• Senior officers - DDA, DMCs, GNCTD, UTTIPEC etc.</li> <li>• Elected representatives</li> </ul>	