

MUNICIPAL CORPORATION OF GREATER MUMBAI

Office of Dy. Ch. Eng. (Traffic)

Engineering Hub Bldg., Gr. floor, Dr. E. Moses Road, Worli Naka, Worli, Mumbai-400 018.

No: Dy.Ch E / PC-232 / Traffic - 27.2.15

Subject: - Proposed redevelopment of property bearing C.S No. 1/817, 819 & and 820 of Girgaon Division, situated at Khetwadi in 'D' Ward, Mumbai.

Reference: - No. CHE/City/0999/D/337/A Dt. 28.01.2015

With above referred note the parking layout plans are scrutinized purely from traffic operations and maneuverability point of view and the remarks along with the usual conditions are detailed as follows:

Architect Shri. Mehul P. Panani was contacted and asked to modify the plans on 28.01.2015. Accordingly the Architect has submitted modified plans with correction vide letter dated 18.02.2015 with a request for extending the time period.

1. As per the parking statement in modified plans:-

Sr. No.	Floor	Big	Total
1	Ground Floor	84	84
	Total =	84	84

2. As per the parking statement on the plan submitted by the Architect

Required No. of parking spaces are **84 Nos.**

Parking spaces proposed are **84 Nos.**

Big cars = 20 Nos.+Small cars= 64 Nos i.e. Total= 84 Nos.

However, E.E. (B.P.) City, D ward shall verify the nos. of parking spaces required as per D.C. Reg. 1991.

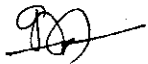
3. From maneuverability point of view **84 Nos.** of parking spaces are proposed as shown in the plans & the same are in order & detailed here under.

a) **84 Nos.** of Car Parking Tower detached Structure system is proposed at Ground Floor with entry/exit through Khetwadi 7th lane as per the broacher of **Samjung Parking System** submitted by the Architect.

4. Regarding (a) above it is to clarify that the arrangement shown at Ground Floor approved purely from traffic maneuvering point of view. The said approval does not construe any sort of permissibility in the matter of allowing parking in the subject property. Ex. E.(BP) City will please examine / scrutinize the permissibility of allowing such parking as per D.C. regulation as the matter is in purview of building proposal department and take further necessary action in this respect including sanction of competent authority.
5. The size of parking slots shall be 2.5 m. x 5.5 M as shown in Green colour on plan.
6. Traffic operations as indicated in red arrows shall be maintained.
7. Parking slots are in order from maneuvering point of view.
8. 1 No. of for entry /exit at Khetwadi 7th lane is in order as shown in the plans.

9. Special attendant shall be deployed to maneuver the movement of car entry /exit at Ground Floor.
10. If the size, shape or configuration of the Ground Floor are required to be changed as per the requirements of E.E. BP (City) / C.F.O' revised parking layout shall be got approved from this office.
11. Area reserved for the parking shall be used for the purpose of parking only and a registered undertaking to this effect shall be submitted to Executive Engineer (BP) City's office.
12. This parking layout needs to be got scrutinized/ verified by Ex. Engr. (Building Proposals) City as per the D.C. Rules, particularly the approvability of parking spaces provisions proposed by you considering future proposed development.
13. That the adequate measures shall be taken to provide proper ventilation through mechanical means within Parking Floor.
14. This parking layout is approved considering location of structural members shown on respective floor plan by the Architect.
15. **Mechanized parking tower is proposed at front side of the building with avg. front open space 2.15m only. This will adversely affect the traffic on adjoining road during the entry/exit of cars from Mechanized parking system. Architect has represented that there is demonstrable hardship in providing mechanized parking at adequate setback. This aspect needs to be scrutinized by B.P. Dept. & approval of the competent authority for the same may be obtained.**
16. **The Height of Mechanized parking system (Tower Type Parking System) is proposed for parking in detached structure admeasures 46.65 mt. above ground level. Mechanized parking system ("Samjung Parking System " Type Parking System") is proposed with parking at more than 9.00m height. This aspect shall be scrutinized by Ex.Eng.(B.P.)City as per the modified DCR and the recent amendments proposed in this respect and approval of competent authority for allowing parking at more than 9.00m height.**
17. **Structural stability certificate of Mechanized parking tower and stamped undertaking to this effect shall be submitted to EE (BP) City.**
18. The parking layout approval does not construe any sort of permissibility/ necessity in the matter of allowing the area proposed by Architect for parking spaces including maneuvering on ground floor as the area of which may be more than required for parking. The permissibility of allowing such parking at ground floor level including parking and maneuvering area proposed by Architect in building under reference shall be ascertained and confirm by E.E. (BP) City so as to avoid misuse of the parking area in future.
19. Standby arrangements of generators of requisite capacity shall be made in case of electric power failure.
20. The earlier approval given if any shall be treated as cancelled.

The above remarks have been offered only and purely from traffic point of view, without any prejudice to the status of structures, / reservations/ R.L. if any.


 Executive Engineer
 (Traffic Planning)

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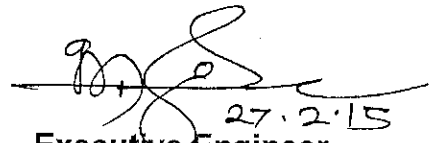
You are requested to note the following additional conditions:

1. The minimum 2.40m head room shall be kept at ground floor below beam bottom.
2. That the parking areas shall be adequately lighted, ventilated and drained properly.
3. Edges of the column shall be round shape in the parking levels and bottom of columns shall be painted with Yellow & Black angular stripes.
4. The parking slots shall be painted and numbered.
5. The traffic operations shall be marked in Thermoplastic road marking paint arrows and traffic amenities such as Retro Reflective Road Studs shall be provided to guide the motorists.
6. Anti Crash Barriers shall be provided at the turning portion of ramp.
7. Anti Skid finish (surface) shall be provided at the parking floor.
8. Cautionary / informatory signage's shall be provided in the drive ways to guide the motorists.
9. The traffic operations shall be marked in arrows to guide the motorists.
10. The entire drive-way shall be kept free of obstructions.
11. The Board indicating car parking at Ground Floor shall be provided near the entry gates.
12. The Board indicating 'Visitors Car Parking Available' shall be provided near the entry gates.
13. Adequate parking attendants shall be employed.
14. Necessary care shall be taken to abate the nuisance of car exhaust / smoke in parking area.
15. The trees are not shown on the plan by the Architect. Hence, it is presumed that there is no more obstruction of trees in entire driveway and parking spaces. E.E. (B.P.) City shall verify the same before approval of plans.
16. The Mechanized car parking shall be equipped with Electronic Sensor Device to avoid any Mishap and maintenance of Mechanized system shall be done regularly and stamped undertaking to this effect shall be submitted to EE BP (CITY).

Subject to the amendments and suggestions implemented on site as approved by Ex. E. (BP) City, the parking layout plan is approved purely from traffic operations and maneuverability point of view only.

The amount of Rs. 8000/- towards scrutiny fees of the proposal under reference shall be recovered from the Architect under budget head mention below.

Functionary Code : 44
Fund Code : 11
Fund centre /Cost Centre : 1000445001
Functional area : 226000000000
Account Code : 140402600 (Scrutiny fees)
Acc: - Copy of Modified plans


27.2.15
Executive Engineer
(Traffic Planning)

Sub. Engr. B. P. City