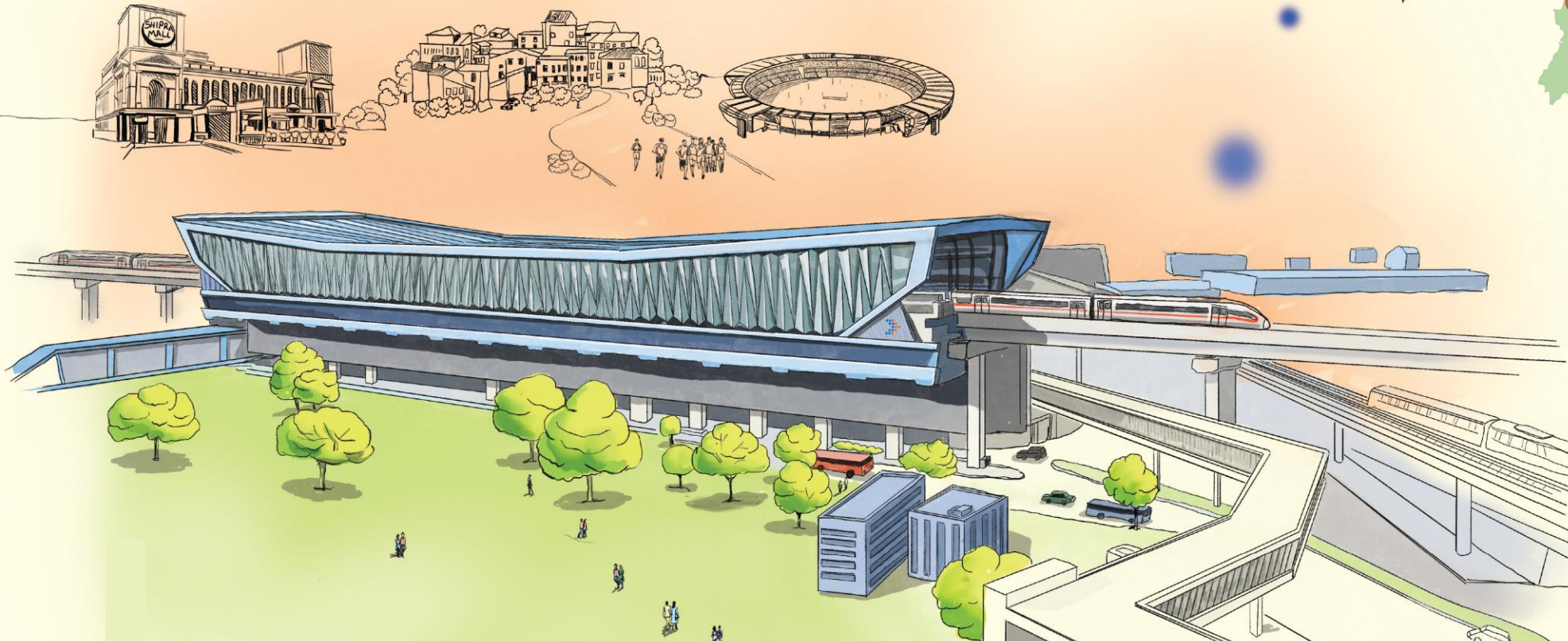


# National Capital Region Transport Corporation

## Workshop on Transit Oriented Development

### NCRTC's Experience in TOD & VCF

## Implementation



22.07.2023

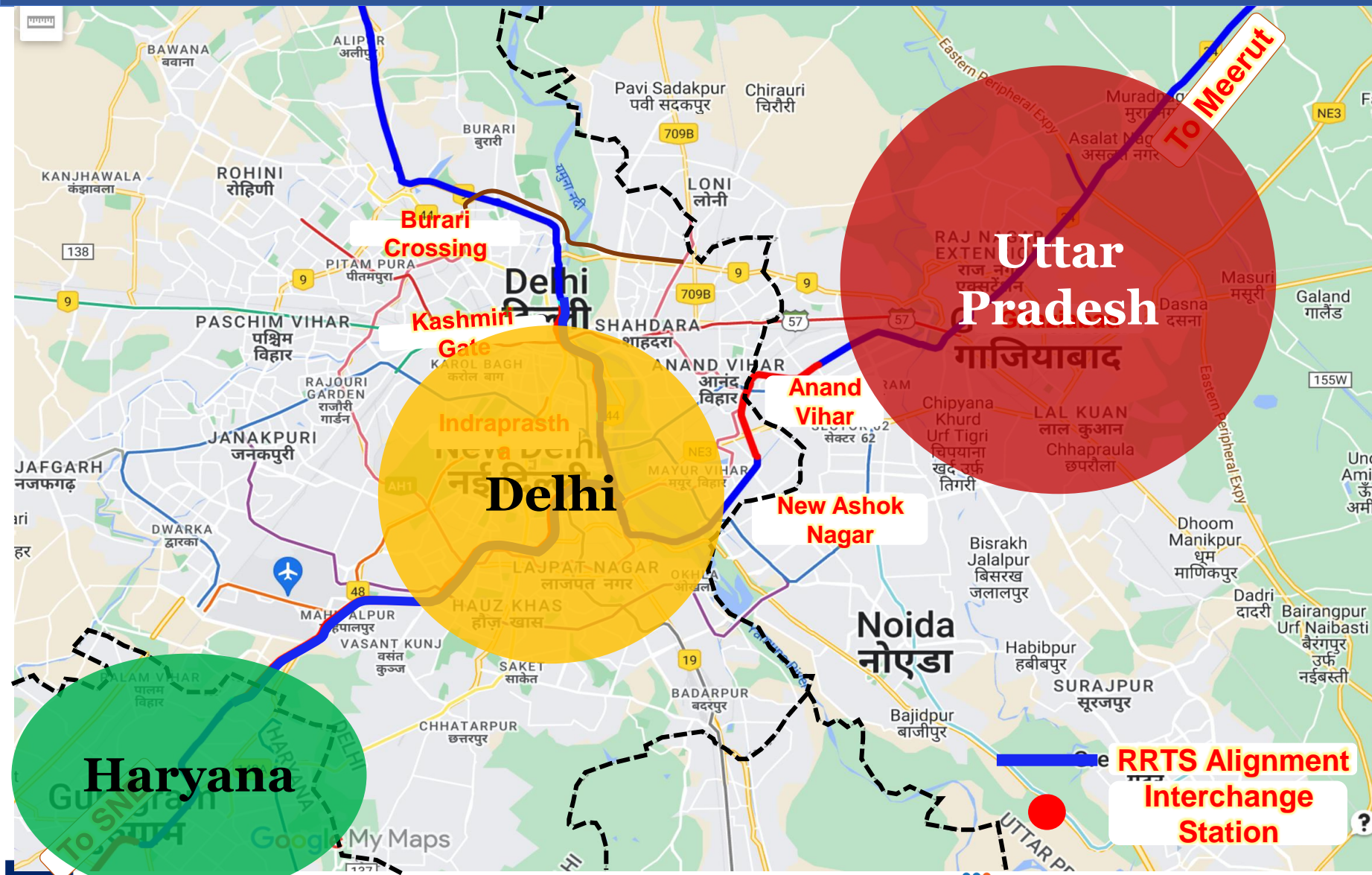


# Regional Rapid Transit System (RRTS)

## *A new transport System – **Regional Rapid transit System (RRTS)***

- Rail based, design speed of **180 kmph**
- Stations at distance of **5 to 10 kms**
- **Fast, comfortable** and **safe** mode of commuter transport in the National Capital Region (NCR)
- Connect the city centres with **peripheral urban / sub-urban town**
- Drive **balanced** and **sustainable urban development** in the region.
- **Direct Connectivity** from **Western UP** to **Delhi IGI Airport**

# Priority Corridors of the RRTS

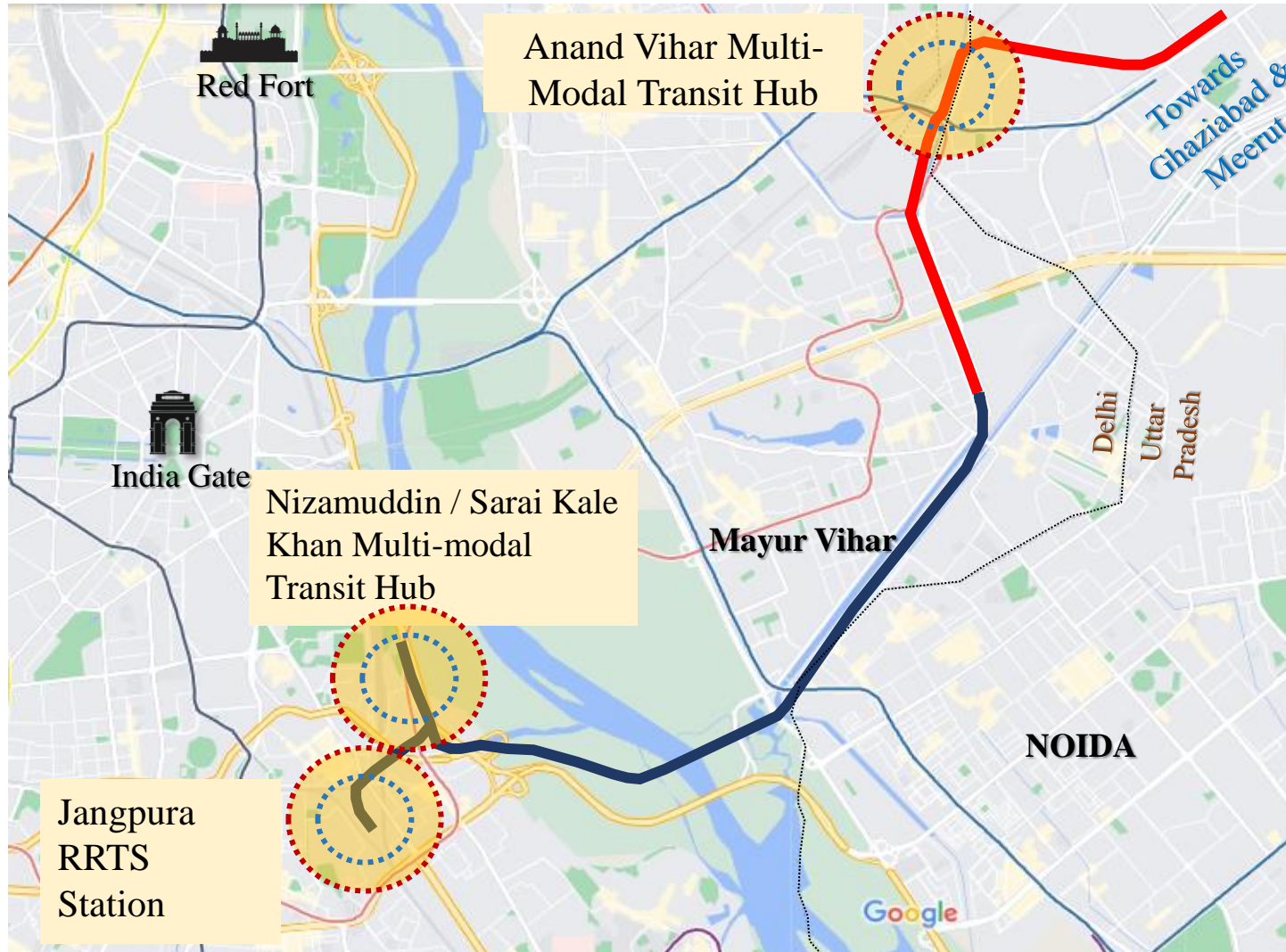


*3 RRTS corridors of Phase-I to be interoperable*

*Connecting over 100Km radial area of National Capital Region with high-speed network to decongest Delhi.*

*In line with internationally adopted approach of 'regional connectivity' – metropolitan regions of London and Paris*

# TOD Implementation In Delhi



## Delhi TOD Policy

Provides Guiding framework and principles for TOD in Delhi;

Introduced TOD as new chapter in Masterplan for Delhi 2021;

## Delhi TOD Regulations

Identified nodes for pilot TOD implementation

**Draft MPD 2041**  
(under finalization)

NCRTC has been working with DDA in formulation, updation and operationalization of the TOD Policy

# TOD Implementation in Delhi

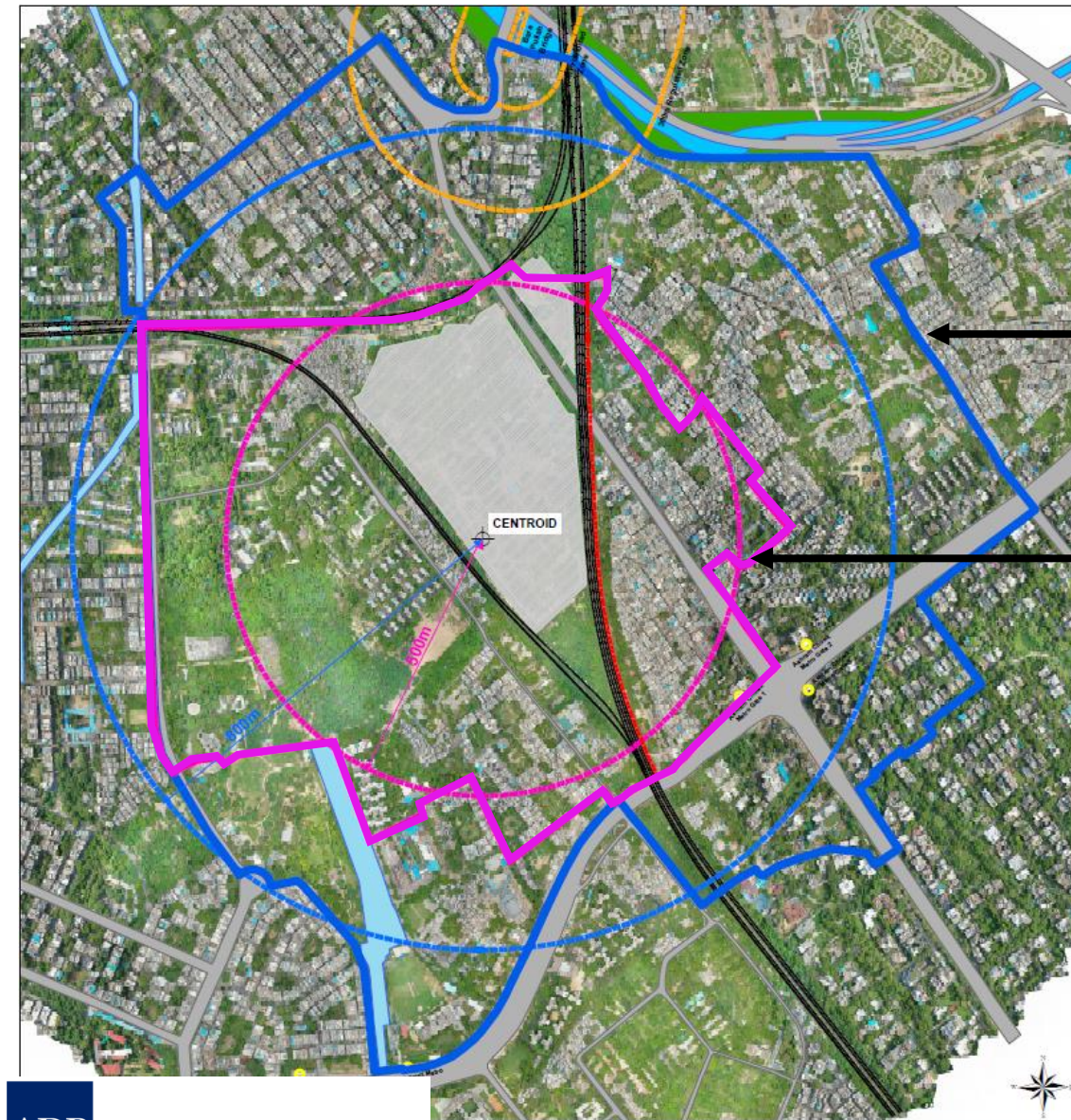
Indicative Influence Zones of the **Jangpura RRTS Station TOD Node**, under Delhi TOD Policy provisions

**Delineated TOD Planning Area** (800m from Station centroid); for preparation of Influence Zone Plan (by NCRTC)

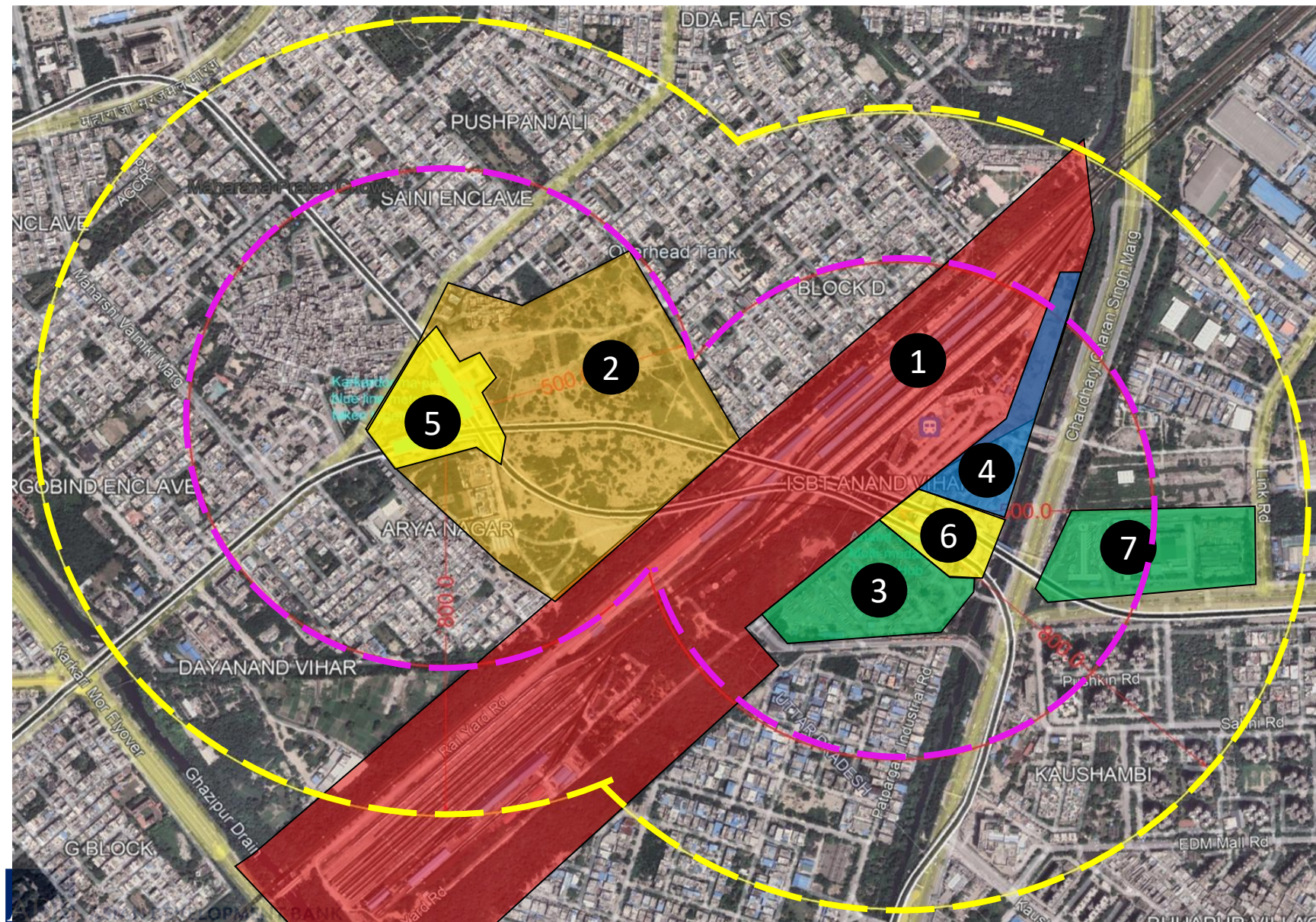
**Delineated Intense Development Area** (500m from Station Centroid); where TOD benefits like Mixed Use and Addl. FAR shall be available

Subsequent to approval of IZP, **TOD Schemes** will be prepared for individual sites, as per guidelines laid down in the TOD Policy

Apart from Jangpura, NCRTC is preparing the IZP for the **Anand Vihar-Karkardooma** and the **Sarai Kale Khan** TOD Nodes as well.



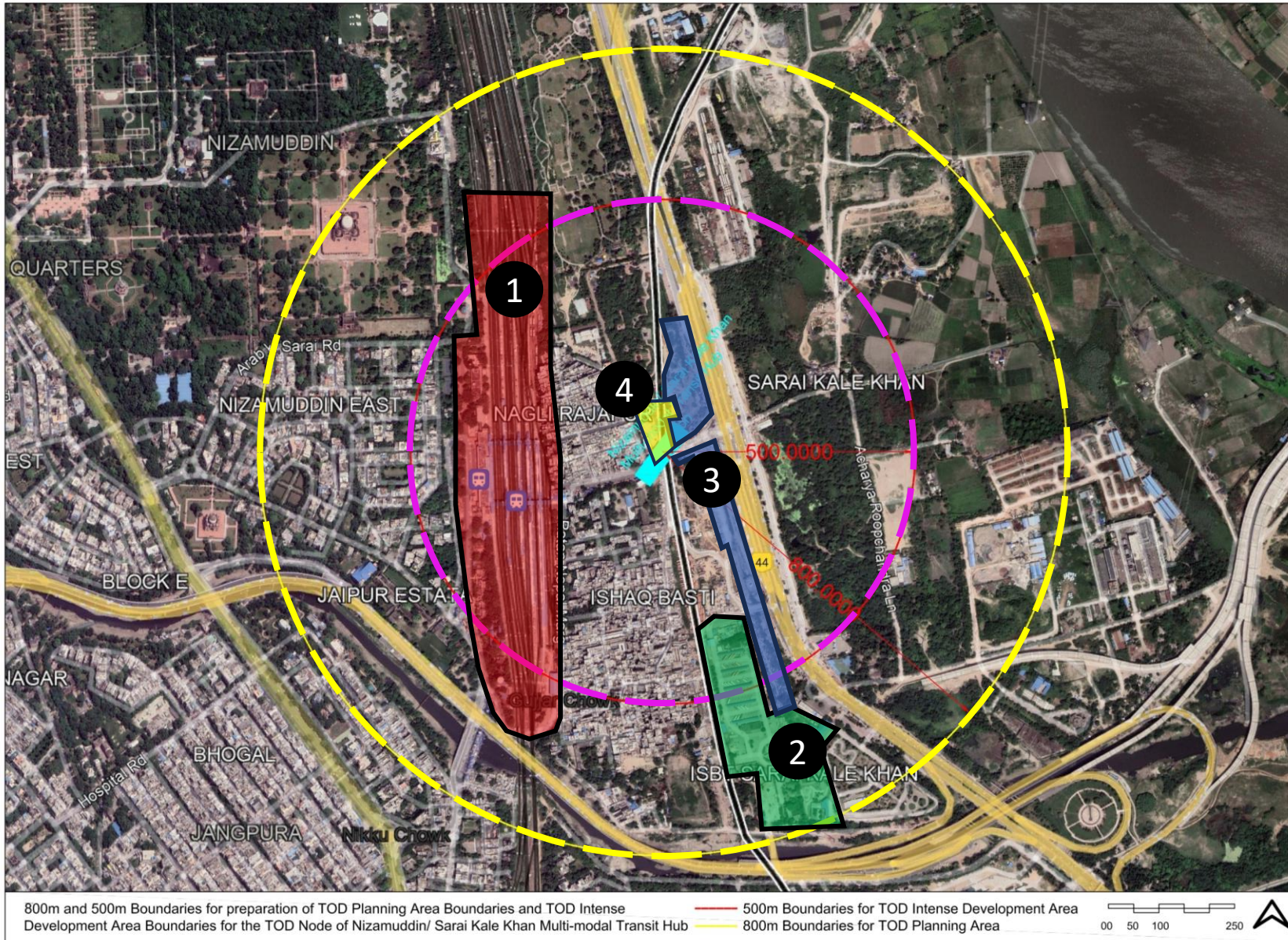
# TOD Implementation In Delhi



Combined indicative Influence Zones of **Anand Vihar and Karkardooma TOD Nodes**, for which **NCRTC** is preparing the **Influence Zone Plan**

1	Anand Vihar Railway Station – <b>Indian Railways</b>
2	Karkardooma TOD Scheme– <b>DDA</b>
3	Anand Vihar ISBT - <b>DTC</b>
4	Anand Vihar U/G RRTS - <b>NCRTC</b>
5	Karkardooma MRTS - <b>DMRC</b>
6	Anand Vihar MRTS - <b>DMRC</b>
7	Kaushambi ISBT - <b>UPSRTC</b>

# TOD Implementation In Delhi



Indicative Influence Zone of **Sarai Kale Khan TOD Nodes**, for which NCRTC is preparing the **Influence Zone Plan**

1	Nizamuddin Railway Station – <b>Indian Railways</b>
2	Sarai Kale Khan - <b>ISBT</b>
3	Sarai kale Khan RRTS - <b>NCRTC</b>
4	Karkardooma MRTS - <b>DMRC</b>

# TOD and VCF in Uttar Pradesh

## GoUP Committee

2021

- Comprising of State Govt. Departments to review TOD & VCF proposals and provide recommendations for GoUP approval

## NCRTC

2019

- Detailed recommendations on implementation of TOD & VCF for the Delhi Meerut RRTS Corridor

## Local Authorities

2017

- Committee comprising of Development Authorities and Departments to review DPR VCF Estimates

## Detailed Project Report

2016

- TOD Zones of the RRTS project identified; VCF instruments proposed for financial sustainability

## Action on Implementation (2021 - )

### ✓ Approval of VCF Instruments

- Additional Purchasable FAR
- Special Amenity Fees
- Urban Use Charges

### ✓ Notification of the UP TOD Policy

### ➤ Operationalization of TOD (ongoing)

- Delineation & Incorporation of TOD Zones in draft Masterplans
- TOD based Zonal Development Plans, Development Control Norms

### ➤ Operationalization of VCF (ongoing)

- Amendment to Acts, Rules, etc.
- Issuance of necessary Government Orders
- Fund Flow Mechanism, Revenue Share Agreements, etc.

## Activities pertaining to TOD & VCF that have been undertaken in Uttar Pradesh

**Benchmarking** of VCF & TOD : National & International Case Studies

Shortlisting of **Value Capture Financing** Tools (based on precedence, ease of implementation, context)

**Delineation of Influence Zones & Special Development Areas**

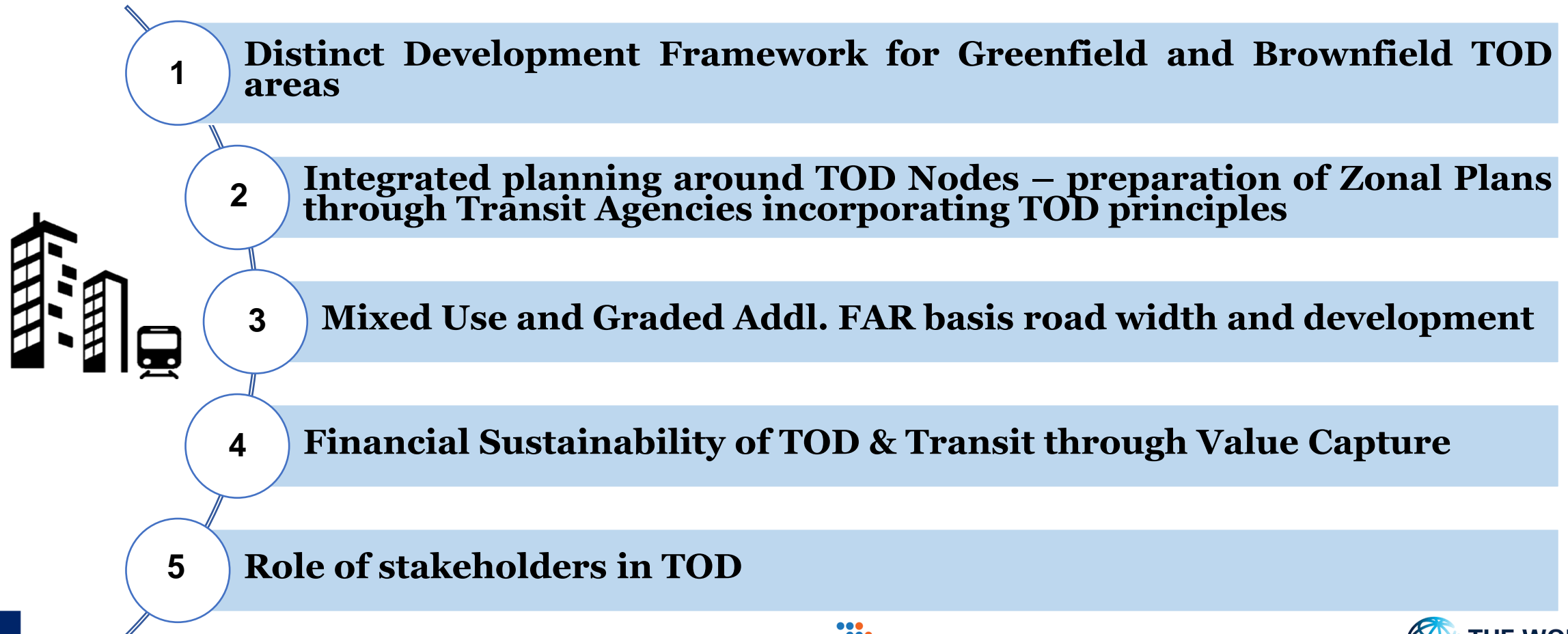
**Estimation of developable areas** through GIS

**Revenue Estimation** Scenarios from VCF

Extensive **Stakeholder Workshops** & Interactions

**Recommended Changes – Regulatory Institutional and fund flow mechanism**

NCRTC assisted GoUP in formulation of the **Uttar Pradesh Transit Oriented Development Policy, 2022**, based on the principles laid down in the **National TOD Policy, 2017**. Key aspects listed below

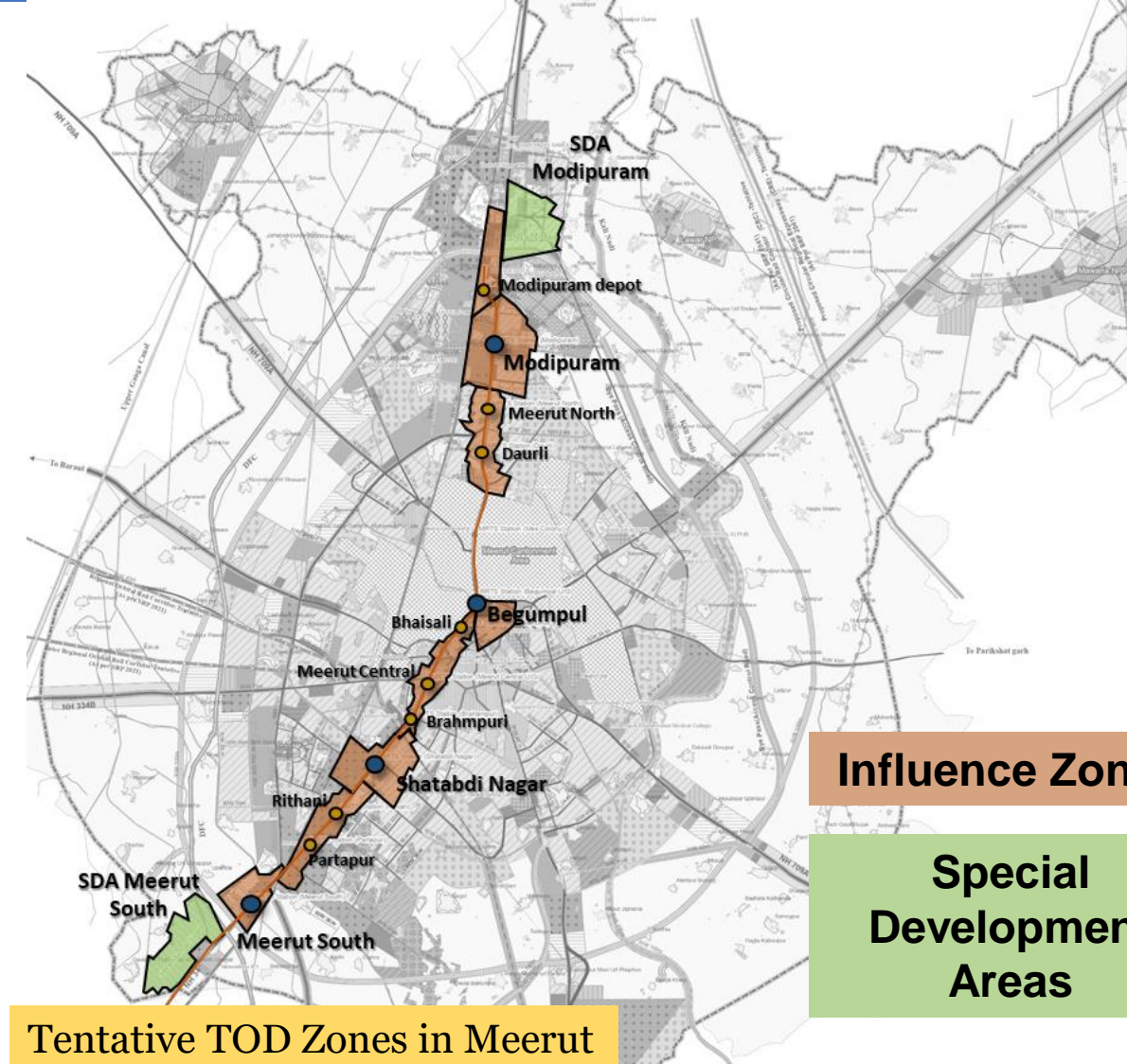
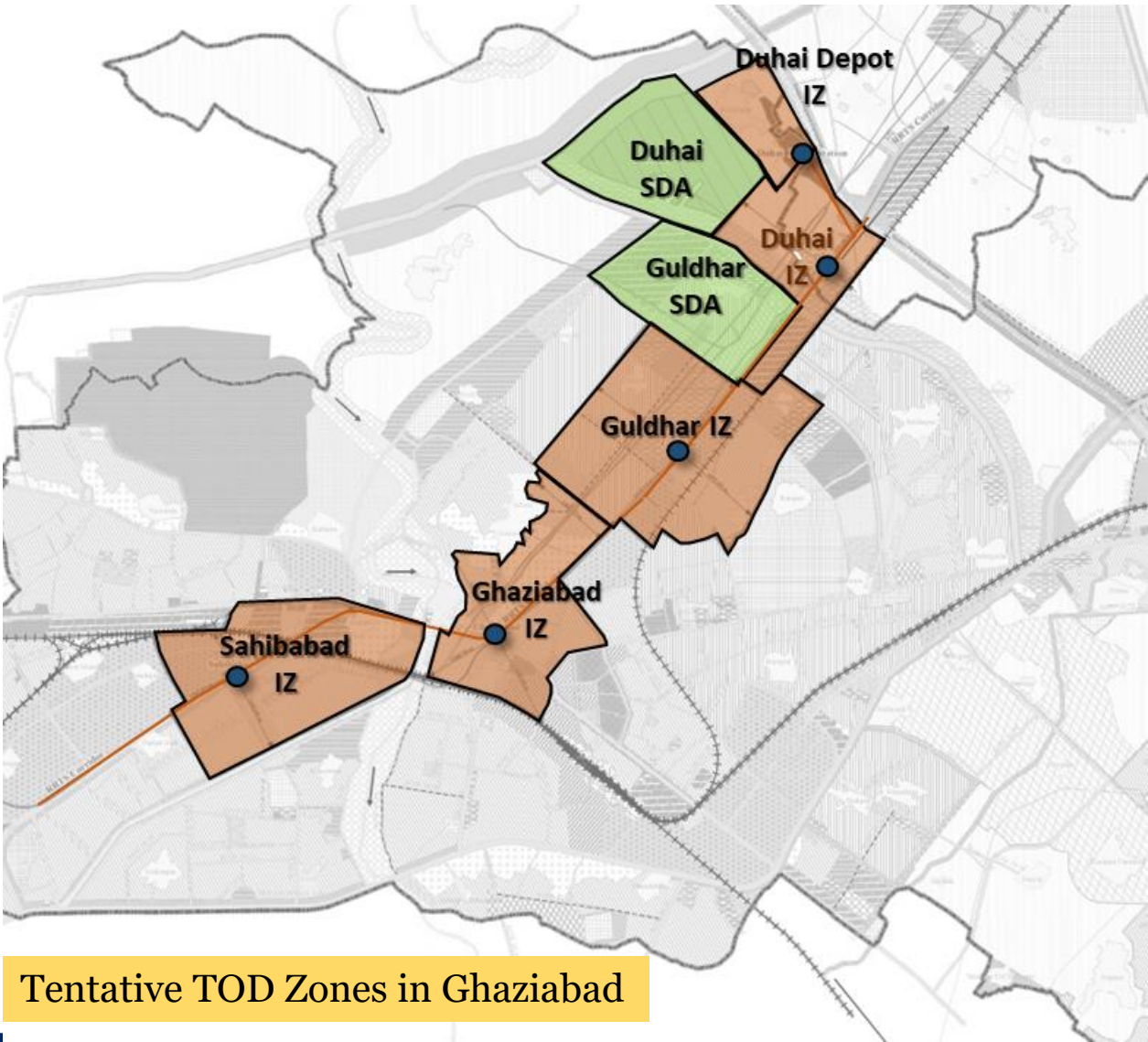


In line with the provisions of the UP TOD Policy, **NCRTC is coordinating with Development Authorities in delineation of the TOD Zones of the RRTS and incorporation into Masterplans (2031)** of Ghaziabad and Meerut

The **‘TOD Zones’** of the RRTS project include –

- (a) The **‘Influence Zones’** which are areas broadly encompassed within **1.5 km from the center of the RRTS Station** (approximately 700 hectares each) and
- (b) Four **‘Special Development Areas’** (other high potential areas) which are contiguous **non-urbanized zones** in the proximity of the proposed RRTS Stations that provide an opportunity for **high density development following TOD principles**, proposed as extensions of the Station Influence Zones with feeder connectivity.

# TOD and VCF in Uttar Pradesh



**Influence Zones**

**Special Development Areas**

# TOD and VCF in Uttar Pradesh

In line with GoI's **National Value Capture Policy Framework, 2017** following instruments under implementation / proposed for RRTS financial sustainability & TOD related development / infrastructure

<i>Instrument</i>	<i>Status</i>	<i>Applicability</i>	<i>Sharing percentage</i>
<b>Additional Purchasable FAR</b>	<b>Under Implementation</b>	TOD Zones	50% - RRTS 50% - Dev. Auth.
<b>Special Amenity Fee</b>	<b>Under Implementation</b>	Development Authority Area	50% - RRTS 50% - Dev. Auth
<b>Urban Use Charges</b>	<b>Under Implementation</b>	Development Authority Area	50% - RRTS 50% - Dev. Auth
<b>Additional 1% Stamp Duty</b>	Under consideration	Development Authority Area	100% - RRTS

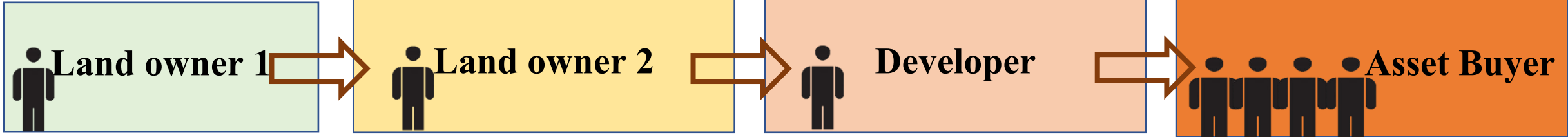
VCF Instrument	Legislative Action Completed	Subordinate Legislation / executive action - In Process
<ul style="list-style-type: none"> <li>▪ <b>Special Amenity Fees;</b></li> <li>▪ <b>Urban Use Charges</b></li> </ul>	<p><b>Amendment to the UP-Urban Planning &amp; Development Act, 1973 –</b></p> <ul style="list-style-type: none"> <li>✓ Introduction of Definitions, Fee provisions</li> <li>✓ Establishment of <b>Fund</b></li> <li>✓ Provision to frame Rules &amp; Regulations</li> </ul>	<ul style="list-style-type: none"> <li>✓ Formulation of <b>Rules</b></li> <li>✓ Notification of <b>Rates</b></li> <li>✓ Issuance of necessary <b>Government Orders</b></li> <li>✓ <b>Revenue Sharing</b> for VCF - Agreements</li> </ul>
<ul style="list-style-type: none"> <li>▪ <b>Additional FAR</b></li> </ul>		<ul style="list-style-type: none"> <li>✓ Notification of <b>Masterplans, Zonal Plans</b></li> <li>✓ Application of TOD Policy in TOD Zones</li> <li>✓ <b>Revenue Sharing</b> for VCF - Agreements</li> </ul>

# TOD and VCF in Uttar Pradesh

**Masterplan notification**

**Sale to developer**

**Sale of Flats / Shops**



**Agricultural Land**

**Conversion to non agricultural**

**Building Plan sanction stage**

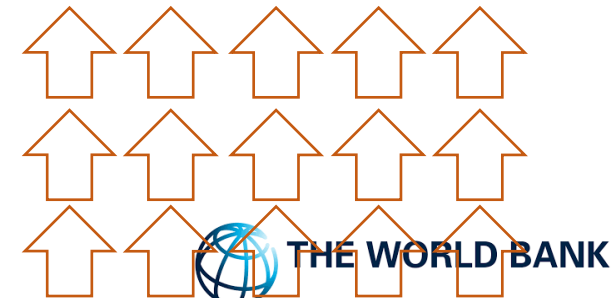
**Built up spaces, Apartments**

**Urban Use Charge, Addl. SD**

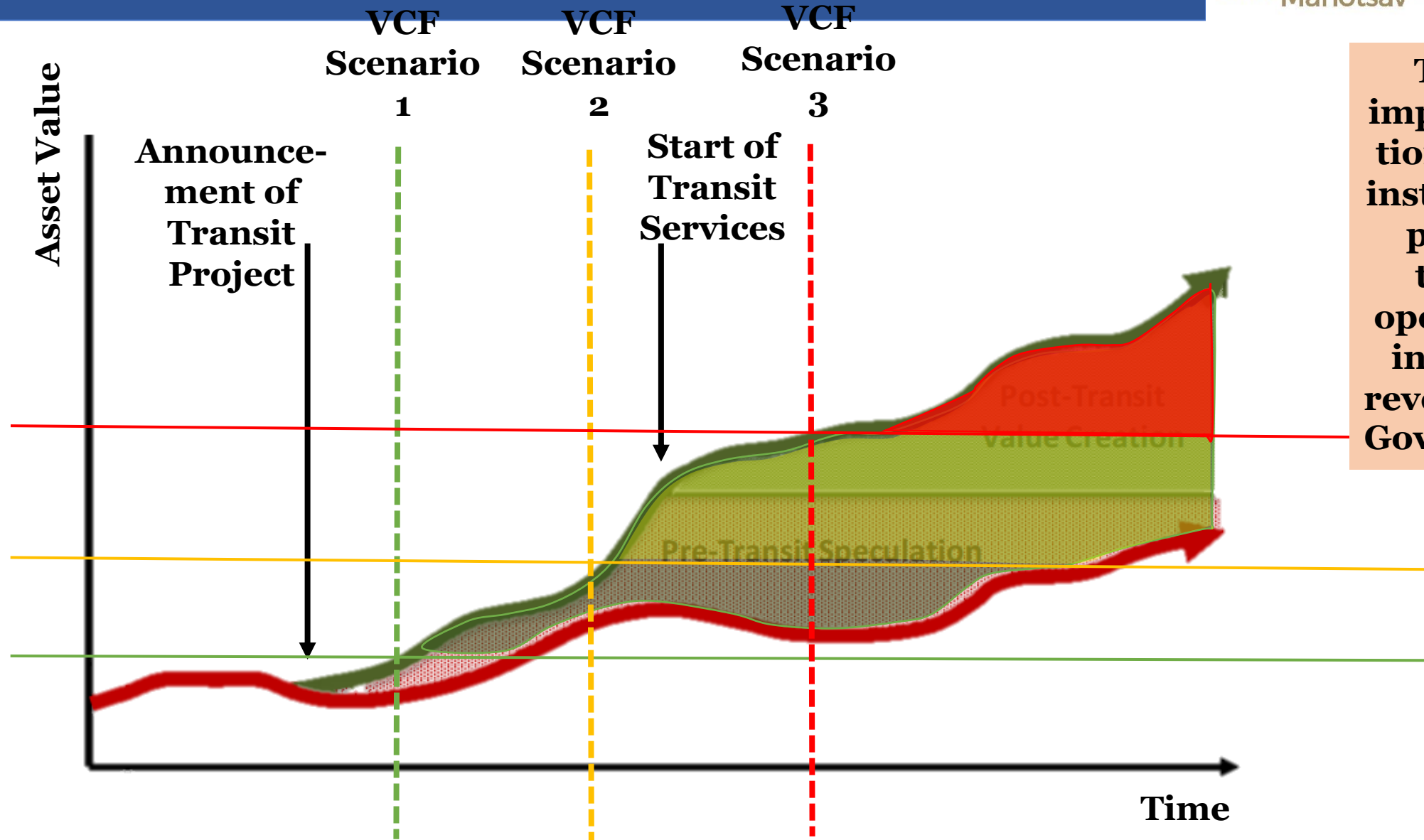
**Development Fee, Spl Amenity Fee, Addl. FAR**

**Stamp Duty**

**Asset Value**



# TOD and VCF in Uttar Pradesh



**Timely implementation of VCF instruments prior to transit operations, increases revenues for Government**

## Housing board hikes circle rates in 2 Gzb townships near RapidX route

Rates Effective From April 1, No Change In Fee For Low-Income Group Properties

Abhijay.Jha@timesgroup.com

**Ghaziabad:** The UP Housing Board has hiked circle rates in townships administered by it across the state. In Ghaziabad, the revised rates will affect properties in Vasundhara and Siddharth Vihar, which are close to the RapidX corridor that is scheduled to open this month.

Officials said the rates would be effective from April 1. The board decided to hike the rates in Vasundhara and Siddharth Vihar as the two areas have been witnessing a surge in demand for properties because of its proximity to the RapidX route, they said.

"The board has hiked circle rates in all townships administered by it in the state. In Ghaziabad, the revision will be applicable only in Vasundhara and Siddharth Vihar," said Sunil Sharma, an estate management officer at the board.

The revision will mean those buying houses will have

### ₹2K HIKE IN RATES FOR VASUNDHARA PLOTS



RATE UNCHANGED		2023-24
Vasundhara: High-rise apartments in even-number sectors		66,300
Vasundhara: High-rise apartments in odd-number sectors		59,900
Siddharth Vihar: Ganga, Yamuna & Hindon Apartments		43,800
Siddharth Vihar: Brahmputra Enclave		55,600

to pay more stamp duty which will effectively increase the overall property rate. For flats developed by private companies and for individual plots in Siddharth Vihar, the circle rate has been hiked by Rs 850/sqm. Officials said there were around a dozen such projects coming up in

Siddharth Vihar, which is spread across 635 acres. In Vasundhara, which is divided into 19 sectors, the new circle rate will depend on the sector number. For instance, the rate has been hiked to Rs 68,300/sqm from Rs 66,300/sqm for sectors with even numbers. In

areas with odd numbers, the revised rate is now Rs 61,900/sqm against Rs 59,900/sqm last year. The rates, however, will stay the same for low-income group properties. For instance, there has been no change in the circle rate (Rs 55,600/sqm) for Brahmputra Apart-

## बैनामों का बूम: मेरठ के लोगों ने बनाया रिकॉर्ड

**■ राकेश प्रियदर्शी**  
मेरठ। दिल्ली-मेरठ एक्सप्रेसवे, रैपिड रेल और हाईवे के फैले जाल का असर मेरठ में दिखने लगा है।

नोएडा, गाजियाबाद समेत दिल्ली के लोगों ने मेरठ की ओर रुख करना शुरू कर दिया है। इस कारण पिछले वित्तीय वर्ष में बैनामों का बूम आ गया। मेरठ जिले में पिछले एक वर्ष में 82 हजार 736 बैनामों का रिकॉर्ड बना है, जो एक दशक में सबसे अधिक है। इससे निबंधन विभाग को भी 874.32 करोड़ का राजस्व प्राप्त हुआ, जो एक रिकॉर्ड है। विभागीय अधिकारियों का मानना है कि निश्चित तौर से एक्सप्रेसवे, रैपिड, मेट्रो का असर जमीन की कीमतों पर पड़ रहा है।

उधर, पांच साल पूर्व मेरठ जिले में करीब 35 हजार बैनामे एक साल में होते थे। विभाग को 300-400 करोड़ का राजस्व मिलता था। आवासीय संपत्ति का बैनामा 20-25 हजार ही होता था।



सोमवार को कचहरी स्थित रजिस्ट्री कार्यालय पर लगी भीड़। • हिन्दुस्तान

### सामान्य से भीड़ अधिक

मेरठ। जिले के रजिस्ट्री कार्यालयों में भी सोमवार को सामान्य से अधिक भीड़ रही। हालांकि अधिकारी सीधे यह नहीं मान रहे हैं कि 2000 के नोट के कारण बैनामों में तेजी आई है। अगर सप्ताह के सभी दिनों में भीड़भाड़ रही तो असर माना जा सकता है। शनिवार की तरह सोमवार को भी कलक्ट्रेट और एमडीए स्थित रजिस्ट्री कार्यालयों में सामान्य दिनों से अधिक भीड़भाड़ रही। शनिवार से 2000 के नोट को लेकर रिजर्व बैंक का आदेश लागू हुआ। तब से रजिस्ट्री कार्यालयों में भीड़ बढ़ गई है।

### यह है पिछले चार वर्षों का रिकॉर्ड

वित्तीय वर्ष	कुल बैनामे	आवासीय बैनामे	स्टॉप शुल्क प्राप्ति
2019-2020	46,570	26,496	482.56 करोड़
2020-2021	50,618	28,945	499.37 करोड़
2021-2022	65,134	38,446	694.86 करोड़
2022-2023	82,736	47,689	874.32 करोड़

**₹** मेरठ और आसपास के क्षेत्रों में रैपिड रेल, मेट्रो, एक्सप्रेसवे, हाईवे का असर तो हो रहा है। इस कारण भी बैनामे बढ़े हैं। आगे भी बेहतर होने की उम्मीद है—अरुण कुमार शर्मा, एआईजी स्टाप।

# TOD and VCF in Uttar Pradesh

On **10 July 2023**, the Government of Uttar Pradesh **Notified the legislative provisions** for the implementation of TWO priority VCF instruments

क्रम-संख्या-117



रजिस्ट्रेशन नम्बर-एस०एस०पी०/एल०  
डब्लू०/एन०पी०-91/2014-16  
लाइसेन्स टू पोस्ट एट कन्सेशनल रेट

Special Amenity Fees

Urban Use Charges

## सरकारी गजट, उत्तर प्रदेश

उत्तर प्रदेशीय सरकार द्वारा प्रकाशित

### असाधारण

अधिसूचना  
विविध

भारत का संविधान के अनुच्छेद 213 के खण्ड (1) द्वारा प्रदत्त शक्ति का प्रयोग करके राज्यपाल द्वारा निम्नलिखित उत्तर प्रदेश नगर योजना और विकास (संशोधन) अध्यादेश, 2023 (उत्तर प्रदेश अध्यादेश संख्या 12 सन् 2023) जिससे आवास एवं शहरी नियोजन अनुभाग-3 प्रशासनिक रूप से सम्बन्धित है, प्रख्यापित किया गया है, जो इस अधिसूचना द्वारा सर्वसाधारण की सूचनार्थ प्रकाशित किया जाता है।

**उत्तर प्रदेश नगर योजना और विकास (संशोधन) अध्यादेश, 2023**

(उत्तर प्रदेश अध्यादेश संख्या 12 सन् 2023)

## Transportation – Land Use Integration

TOD aims to **integrate the planning of transit project** such as Metro and RRTS (which are funded largely by the central government & multi-lateral / bilateral agencies) and **Urban Planning & Development** (driven by the State Government or Local Authorities). Effective synergy between these two is the challenge

## Enabling Regulatory Framework for TOD & VCF

**Present urban development regulatory framework** in most States does not cater to requirements of implementing large infrastructure projects, TOD and VCF. There is a need to comprehensively define the implementation mechanism and undertake **requisite changes to Acts, Rules, Development Norms, etc.**

## Context specific solutions

Development scenario is largely varied between geographies and thus the **implementation modality for TOD / VCF needs to be designed accordingly**, keeping in view the local requirements, strengths and constraints

## Capacity Building & Knowledge Exchange

There is a requirement for **sensitization, capacity building and training of officials and stakeholders**, both at the State Government and ULB levels – to develop know-how on implementation of these aspects

गति से प्रगति

Thank you

