



First & Foremost

March- April 2015

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Letter from the Chairman

The past two months have been busy and eventful indeed.

Our partnership with the European Union gained further momentum as the final follow up to the major conference on '*The Challenges of Mumbai as a Mega- City*' held in November 2013 - the third working group dealing in 'The Challenges of City Planning' was held on 31st March. It will be recalled, the other two working groups dealing with Environment and Urban Mobility were held last July and December respectively.

The workshop on 31st March was designed to deal with specific projects under planning in MCGM and the Metropolitan Region. The concerned planners from MCGM, MMRDA and CIDCO, participated with experts from European Union and a very interesting participatory meeting took place. This model was much appreciated and the subjects of discussions were very timely, bearing in mind, the new Development Plan, both, for MCGM and Metropolitan Region are being formulated.

Another conference will now be held on 25th May on *Sustainable Urbanization* and this will be in conjunction with the launch of the World Cities project for the establishment of a mechanism for exchange among EU and Indian cities - Mumbai and Navi Mumbai.

We are also pleased to advise that we organized in partnership with the Press Club, two very important sessions in open-house discussions. The first session dealt with the much talked about "*Mumbai Draft Development Plan 2034*" where Municipal Commissioner Mr. Sitaram Kunte shared some salient features of the proposed development plan. Stake holders from across the city came for the meeting and expressed their apprehensions and reservations which the Commissioner noted and undertook to consider all these suggestions.

Upcoming Events

**Conference on Mumbai
as an International
Finance Centre**

**EU-GIZ-Mumbai First
conference on 'Sustainable
Urbanisation' & World Cities
Meeting on May 25th, 2015
at Trident Hotel, Nariman
Point, Mumbai**

The second meeting at the Press Club organized by us, dealt with another much discussed subject “Metro 3 project”. Mrs. Ashwini Bhide, IAS, Managing Director, Mumbai Metro Rail Corporation Ltd. made a detailed presentation on the proposal and undertook to consider the various suggestions made by the participants.

As a follow-up of our successful conference “Mumbai Next – MMR Transformation” on 6th February, we are developing a specific action plan to take forward several ideas that emerged during our deliberations.

To start with, a Committee is being set under the Chairmanship of the Chief Secretary and Co-Chaired by a representative of Mumbai First, to prepare time-bound programs. Also, a Working Group has been set up under the Chairmanship of Ms. Valsa Nair, Principal Secretary – Tourism, which will cover areas for the growth of tourism and entertainment in the Metropolitan Region. A conference is also being planned in May, to highlight the strengths of Mumbai which is most suitably placed, to be an International Financial Centre. It is expected that at this conference, in addition to the Hon'ble Chief Minister, we will also have the Hon'ble Union Finance Minister and the Hon'ble Union Commerce Minister to share their perceptions.

Warm regards,

Narinder Nayar

***At the time of going to press...**

- The Government of Maharashtra announces a total review of the draft development plan
- Ajoy Mehta, IAS, takes over as Commissioner, MCGM from Sitaram Kunte.

Mumbai First congratulates Mr. Mehta and extends full support to making Mumbai a better place to live, work and play in.

Open House discussions

To bring about greater transparency and accountability in the system, Mumbai First has recently undertaken the initiative of hosting open house discussions in partnership with the Mumbai Press Club.

The first one was held on March 12th with MCGM Commissioner, Sitaram Kunte on the Development Plan 2034



**Sitaram Kunte,
MCGM Commissioner presenting the DP plan**

The event kicked off well with a packed audience in tow.



The panelists



Queries being addressed



Here are some of the experts' viewpoints regarding the DP -

Comments on Development Plan 2034

Mr. Ashok Datar and Ms. Trupti Amritwar Vaitla, *Mumbai Environment and Social Network (MESN)*

Reference Section	Sections in DP	Comments
19.5 Para-1	Parking: Major public investment to improve public transport but private vehicles are rapidly increasing	(1) Very large public investments are made in road projects such as Bandra- Worli sea link, Eastern freeway, several flyovers (costing more than Rs. 5000 cr) and proposed coastal road (Rs. 10,000 cr). D.P. has only made an observation that private vehicles are increasing. It does not say what needs to be done to at least maintain balance between the buses and cars on road through bus lanes, road markings, creating pedestrian only zones, bicycle zones etc
Para-3	Providing road for 'MOVEMENT' of cars is a public good and essential criteria for non-excludability	(1) Road is a commonly shared space for use of private cars and public vehicles. When cars dominate with usage exceeding 80% of road space but carry less than 20% of passengers, it ceases to be Public as well as Good . (2) Further, by terming it as a 'Public Good' we are ignoring the aspects of social and spatial equity. (3) Unless we provide space for public transport, movement of cars can't be Public Good. (4) Increasing volume and share of private transport (which leads to spread of traffic congestion on more roads and for more hours) has increased the air pollution beyond max limits. Hence, unregulated movement of cars can't be termed as a 'Public Good'.
19.2	DP 2034 has proposed to increase 9% of the road area to 18% of total developable area of roads at ward level and 12% at the planning sector level.	(1) An increase in road space does not ensure increase in carrying capacity of passengers unless it is supported by space efficient public /Non- motorized transportation. Avg. road lane carries 500-

		<p>800 cars with 1000 to 1500 persons. A bus lane can handle 60 buses /hr with 3000 persons. Parking has been eating away about 5% incremental road space each year which affects the traffic by more than 10%</p> <p>(2) The current proposal however, stresses blindly increasing the percentage of road space and density, which does not automatically increase in the passenger carrying capacity.</p> <p>(3) Roads need to be planned /designed in a bus centric rather than car centric manner.</p>
<p>19.5 Off street Parking 2) (442)</p>	<p>The DP says parking regulations in Greater Mumbai permit a very high provision of parking. They stipulate 'MINIMUM' parking requirements that are 'not counted in FSI'</p> <p>Further, 25% of total parking space is exempt from FSI without paying premium. 25% of visitors parking and 10% of total parking for using mechanical means is also exempt from FSI.</p> <p>Parking requirements stipulated in DP 1991, have been increased from time to time.</p> <p>Parking spaces are sold bundled with floor space with FSI. This has effectively denied option of not buying parking space and thus Housing affordability.</p>	<p>DP has mentioned decreasing spaces available for parking in a building and the size of tenement is no more a criteria for provision of parking. However, there is no quantification of the exact deductions of parking spaces vs 1.33 cars for residential and 1 car for commercial. (For 100sqmts BUA). Besides, we should not have any free FSI for parking at all.</p> <p>Mandatory parking requirement is kept free of FSI. Only additional car parking space is counted in FSI.</p>
<p>19.5, 2 pg 443</p>	<p>Creating restricted provisions within high pedestrian areas, TOD areas where FSI is 5 and higher, parking provision is half of that provided in other zones.</p>	<p>For 100 sq. mts-1.33 car parking space (ie 26.6 sqm) with 5 FSI, for the same built up area; the no. of parking spaces will be 3.32 cars / 100 sq. mts and with 8 FSI: it will be-5.32 cars/ 100 sq. mts. This actually increases parking space by 3 to 5 times.</p>
<p>4</p>	<p>Common parking spaces by multiple property owners</p>	<p>This is a welcome initiative but there is no mandatory regulation to encourage this initiative.</p>

5	Underground parking below recreational open spaces to a limited extent of road side boundary	The quantification of the recreational open spaces to define the extent in which they would affect the traffic movement has not been mentioned explicitly.
6	Multi-level Car Parking/ Mechanical Parking	Increasing supply of parking this way will facilitate increase in the no. of cars in the city.
6.6 Pg 146	Existing Road Network: Street capacity is reduced considerably due to on street parking, 'pedestrian walking' on the streets due to inadequate footpaths and hawkers and other encroachments on roads and footpaths.	It is just not because of this that the street capacity has reduced but it is also due to the increase in the no. of private vehicles that need to use the limited road space for carriage and parking.

Health of MCGM more important than DP 2014

- Rishi Aggarwal, *Research Fellow Observer Research Foundation Mumbai*

Within a month of discussions on the proposed Development Plan 2014-34, my key position is that we need to be much more worried about the health of the institution which is preparing and proposing the DP than the DP itself.

Municipal Corporation of Greater Mumbai (MCGM) in the past few years has struggled to spend even 30-40 percent of the budget it sets aside for developmental works. Public hospitals, municipal schools, solid waste management, roads (and pedestrian infrastructure which is much neglected by the roads department), sewerage and sanitation are all important areas of Mumbai's existence which influence the quality of life of the citizens on a daily basis. If the municipal corporation does not have the ability to influence quality of life by using an abundant annual budget then how will it be able to deliver development for the city through a twenty year Development Plan?

During 2003-05 period when I was at Mumbai First and it was the time of the Vision Mumbai report with excitement about changing the course of the city the MCGM budget was around Rs. 5,000 crores. It used to be discussed with awe and there was marvel at the possibilities that the right use of the budget held. Since then the budget went up to Rs. 10,000 crores, breached 20K then 30K and now is close to 40K. There is not a single issue facing the city that the municipal corporation can proudly say it has resolved in this period of lavish budgets. Commentary after commentary by economists and other experts comment about how difficult the MCM budget is to read and understand. In the past three budget meetings MCGM commissioners themselves have been sharing their deep concern about the inability of the corporation to consume the budget.

Being a coastal city we should be acutely conscious of the need to have a coastal zone management plan in place before we prepare any long term plan. A coastal management plan should guide a development plan but here we are preparing a development plan without even any clarity on when we will have a coastal management plan. We have no clue about the impact of climate change or extreme weather or sea water level rise. The city has become a play ground for those who understand and deal in FSI and the development plan caters to only such players.

As a city, Mumbai lost a sense of moral guidance a long time ago and without that the proposed development plan will only lead to further decline of the city.

Second Open House discussion on 'Mumbai's Metro 3 - Boon or Bane?'

Chaired by Ashwini Bhide, Managing Director, Mumbai Metro Rail Corporation Ltd on 27th March

Presentation



Participants

Mumbai First – EU Workshop on 'The Challenges of City Planning', 31st March 2015

Prepared by P. Karamanos with T. van Gompel and R. van Houewlingen

The meeting was a follow up to the 2013 joint conference between the EU, Mumbai First (MF) and the Government of Maharashtra, as well as two working groups on environmental issues and energy/integrated transport that took place in July and December 2014. The Third Working group was organised in close co-operation between the EU and MF, and involved the contribution of four EU experts:

- Mr. P. Ortiz, Senior Urban Planner
- Mr. Don Guikink, Senior Lecturer, NHTV Breda University of Applied Sciences
- Mr. E. Huybrechts, Program Director, French Urbanism Institute
- Mr. E. Lhomet, Consultant, Cooperation for the Continuing Development of Urban and Suburban Transportation (CODATU)

Initially, on March 30th, the EU experts were extensively briefed about Mumbai's challenges and conditions through presentations and discussions with Mumbai First and government agency representatives.

On March 31st, the EU experts worked closely with more than 30 Indian specialists from the Mumbai Metropolitan Region & Development Authority (MMRDA), City & Industrial Development Corporation of Maharashtra (CIDCO), and Mumbai Transportation Support Unit (MTSU), focusing on the following 3 specific themes that were proposed in advance by the Mumbai agencies:



***Dr. Panagiotis Karamanos,
Senior Urbanisation Expert***



Dr João Cravinho, EU Ambassador

1. The Challenges of the 3rd Regional Plan
2. Navi Mumbai Airport Influence Notified Area-NAINA, Interim Development Plan-II
3. City-planning around the Multi Modal Corridor (MMC)

The number of attendees was purposefully small to allow for in-depth interactive discussions between the experts. During the morning session, three cross-agency teams analysed in an interactive and focused manner the 3 themes. In

the afternoon, during panel sessions team representatives made short presentations of their findings. As the afternoon session was open to a broader set of stakeholders, a lively discussion took place. Each team identified key challenges and proposals as listed in the Table below

1. The Challenges of the 3rd Regional Plan	
Challenges	Proposals
<ul style="list-style-type: none"> • Economy with employment • Urban/rural balance • Vision • Governance • Nature/environment • Infrastructure • Planning 	<ul style="list-style-type: none"> • Develop a flexible plan • Let governing structures emerge through political process, but let the plan precede and show the way • Maximize the social capital towards solutions • Develop a flexible matrix • Introduce the role of a permanent negotiator • Compensate for negative externalities • Discuss/ approve local plans at the regional level

2. Navi Mumbai Airport Influence Notified Area, Interim Development Plan-II	
Challenges	Proposals
<ul style="list-style-type: none"> • Creation of main international entrance of the city • Definition of they identity of Mumbai Integration of NAINA into the broader region • Support of the change in the area • Financing • Life quality • Quality of planning 	<ul style="list-style-type: none"> • Develop a pilot project • Develop a 2-week focused workshop • Combine the airport with the port project • Exploration of land transfer options

3. City-planning around the Multi Modal Corridor Challenges Proposals	
Challenges	Proposals
<ul style="list-style-type: none"> • Contradiction in functions • Design of interchange nodes • Economy & employment • Land acquisition • Financing the plan • Relevance of MMC to NAINA 	<ul style="list-style-type: none"> • Design/evaluate a pilot node • Design at extended corridors • Create zoning system • Implement town planning scheme • “Exploit” land value



Shishir Joshi, CEO, Mumbai First
addressing the audience



Narinder Nayar, Dr João Cravinho, UPS Madan,
MMRDA Commissioner



Focussed discussion



Pedro Ortiz, Senior Urban Planner

The main outcome of the WG was the practical and focused discussions on real challenges of Mumbai and the specific work and proposals that need to be implemented. At the same time all stakeholders were in agreement about the required need for transformation in MMR.

During his speech, Dr João Cravinho, Ambassador of the European Union, thanked the Government of Maharashtra and Mumbai First for their support and shared the desire to continue building a genuine partnership on sustainable urbanisation between Mumbai institutions and the EU. He specified that “It is our aim to contribute to the smart urban planning initiatives of India, and we believe that the Mumbai Partnership can be a showcase of our joint actions.”

Mr. Narinder Nayar – Chairman, Mumbai First, expressed his deep appreciation for the excellent co-operation from the European Union and mentioned that “the working group on city planning was very timely, considering both, MCGM and MMRDA are preparing future development plans. The considerable experience of the European Cities will help Mumbai to restore its position as “Urbs Prima in Indis”

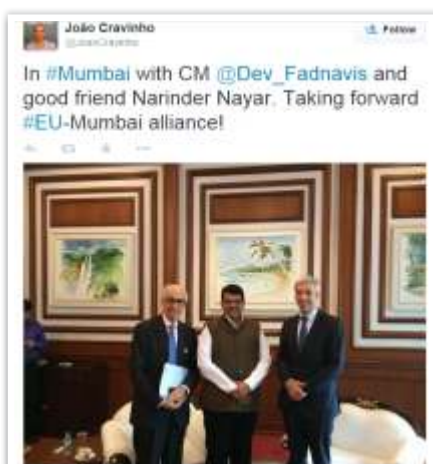
The WG was also addressed by Mr. Kaustubh Dhavse, from the Chief Ministers Office and Mr. UPS Madan, MMRDA Commissioner, Mr. S. Bhatia, CIDCO, Managing Director, Mr. B. C. Khatua, Director, MTSU, civil society including Indrani Malkani, Ashok Datar and Consulate representatives of various Consulates across Mumbai.

Overall, the working group meeting proved fruitful in terms of active participation and active deliberations, between attendees from India and Europe. The next event on sustainable urbanisation is expected to take place in May 2015, in Mumbai.





Mumbai First in the news



Navi Mumbai International Airport likely to get key land approval in 3 weeks **The Economic Times, April 1, 2015**
http://articles.economictimes.indiatimes.com/2015-04-01/news/60720113_1_navi-mumbai-international-airport-airport-project-fraport

Mumbai: Metro III plan will not change, says MMRC chairman **Mid-day, March 28, 2015**
<http://www.mid-day.com/articles/mumbai-metro-iii-plan-will-not-change-says-mmrc-chairman/16098171>