

ETTC Parking HOC for Sale Bldg No. 5 wing A to D

MUNICIPAL CORPORATION OF GREATER MUMBAI
DY. CHIEF ENGINEER (TRAFFIC)

Main Store Building, 1st Floor, Dr. E. Moses Road, Worli Naka, Worli Mumbai -400 018.
No. Dy. Ch. E. / P-575/ Traffic of 2/01/2018

To,
✓ VISHWAS SATODIA (Arch.)
01/A-Wing, Upper Ground Floor,
Shah Arcade-II, Rani Sati Marg,
Malad (E), Mumbai-400 097.

Sub: Approval of Parking layout plan of proposed slum Rehabilitation scheme on plot bearing C.T.S. No. 5808(pt) corresponding F.P. No. 274(pt) of village Chhatkopar at Chhatkopar (E), Mumbai.
Ref: Your letter No. Nil dt.27.12.2017.

Sir,

The parking layout plans comprising of (Wing A, B, C & D)

Sr. No.	Floors	Big	Small
1	Stilt floor Parking i.e. @ +0.15mts. Level	02	02
2	1 st Podium floor Parking i.e. @ +3.20mts. Level	20	15
3	1 st Basement floor Parking i.e. @ -4.31mts. Level	26	22
4	2 nd Basement floor Parking i.e. @ -8.31mts. Level	12	02
5	2 nd Basement floor Parking i.e. @ -8.31mts. Level (-2.30mts. pit level)	39	27
Total = 99 + 68		99	68
		167	

as shown on plan submitted by you on 04.01.2018 are scrutinized only from traffic operations and maneuverability point of view and the same are found to be in order, subject to the following conditions:

This parking layout is approved subject to obtaining the sanction of the Competent Authority before approval of the plans for the following relaxations.

- a) Two ways maneuvering with an aisle space of minimum 4.00mts, is proposed instead of required 6.00mts. on 1st basement floor & 2nd basement floor level parking which is needs relaxations. In view of above this parking layout is approved subject to obtaining approval of competent authority for the above relaxations mentioned in sr.no.(a) before approval of plans & subject to following conditions.

1. The size of parking spaces shall be as per the provisions of regulation 36 of D.C.Regulation 1991 i.e. for a) **Motor Vehicle** - 2.5m.x 5.5m. & 2.3m.x 4.5m. as shown in green colour.
2. Traffic operation as indicated in red arrows shall be maintained.
3. 2 nos. of 6.00mts. wide entry/exit gate shall be provided on 18.30mts. wide D.P. Road & 1 no. of 4.50mts. wide entry gate shall be provided on 9.15mts. wide Road as shown on plan.
4. Slope of 1:10 shall be provided to entry & exit ramp leading from ground floor to podium floor. 1st basement floor & 2nd basement floor level as shown on the plans.
5. As per the parking statement on the plan submitted by the Architect required No. of parking spaces are **167 nos.** & parking spaces provided are also **167 nos. (Big cars = 99 + Small cars = 68)** However, Ex.Eng.(S.R.A.)E.S. shall verify the nos.of parking spaces required as per D.C. Reg.91.
6. From maneuverability point of view **167 nos.** car parking spaces provided as shown on plan are in order as detailed here under.
 - a) **46 nos.** cars are proposed at stilt floor, 1st basement floor & 2nd basement floor level as mechanized stack parking system. The said Mechanized system consists of **23** units of two stage/ layer simple lift type system. Each unit consist two cars module **13** units of 2.5mts.x 5.5mts & **10** units of 2.3mts.x 4.5mts in size i.e. limited capacity of **46nos.** of cars.
 - b) **66 nos.** cars are proposed at 2nd basement floor level as mechanized pit type stack parking system. The said mechanized system consists of **22** units of three stage/ layer simple lift type system. Each unit consist three cars module **13** unit of 2.5mts.x 5.5mts & **09** units of 2.3mts.x 4.5mts in size i.e. limited capacity of **66 nos.** of cars.
 - c) **55 nos.** cars are proposed as surface parking of size 2.5mts.x 5.5mts. & 2.3mts.x 4.5mts. on stilt floor, podium floor, 1st basement floor & 2nd basement floor.
- 7) Regarding 6 (a, b & c) above it is to clarify that the arrangement shown in stilt floor, podium floor, 1st basement floor & 2nd basement floor level is approved purely from traffic maneuvering point of view. The said approval does not constitute any sort of permissibility in the matter of allowing erection of surface parking, mechanized stack parking system & mechanized pit type stack parking system including ancillary structures in the subject property with minimum clear height of 3.70mts. & 5.50mts. (Including pit level) as per brochure (SHELTRON INDIA Elevated Car Park Systems) submitted by architect below beam bottom. The necessary approval/permission for the concerned Ex.Eng.(S.R.A.)E.S./ Dy.Ch.Eng (S.R.A.) E.S. competent authority shall be obtained regarding the permissibility of allowing such Mechanized system.

- 8) That this parking layout is approved subject to confirming the permissibility of building under reference including allowing surface parking, mechanized stack parking system & mechanized pit type stack parking system at stilt floor, podium floor, 1st basement floor & 2nd basement floor **and vehicle maneuvering through paved R.G.** as per the provision of D.C.R. Reg.1991 and the further modification, policies & particularly the recent modification in D.C.R. wide no. CMS/4311/452/CR-58/2011/UD-11 dt.06.01.2012.
- 9) 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, maneuvering & the other areas on stilt floor, podium floor, 1st basement floor & 2nd basement floor as shown on the accompanying plan. Hence, the permissibility of allowing such parking spaces, maneuvering areas and the other areas as proposed by the architect in stilt floor, podium floor, 1st basement floor & 2nd basement floor shall be scrutinize by E.E.(S.R.A.)E.S. with respect to the E.S.L. required open space and the other aspect before approval of plans as per the provision of D.C.R. Reg.1991 and the further modification, policies & particularly the recent modification in D.C.R wide no. CMS/4311/452/CR-58/2011/UD-11 dt.06.01.2012.
- 10) This parking layout needs to be got scrutinized/verified by the Ex. Eng. (S.R.A.) E.S. as per the provisions of D.C. regulations. Particularly the permissibility/approvability of allowing the number of parking spaces proposed by the Architect.
- 11) The parking layout is approved subject to confirming the permissibility of allowing proposed building with side open spaces / front open spaces as shown on parking layout plan submitted by architect to this office as per modification in D.C.R. wide no. CMS/4311/452/CR-58/2011/UD-11 dt.06.01.2012 by Ex.Eng. (S.R.A.)E.S.
- 12) This parking layout is approved considering location of structural members shown on the respective plans by the architect.
- 13) This parking layout is approved subject to obtaining the certificate from structural Engineer regarding structural stability of the mechanized parking system by E.E.(S.R.A.)
- 14) If the size, shape or configuration of the stilt floor, podium floor, 1st basement floor & 2nd basement floor cantilever projection which will obstruct the parking space if any, Amalgamation/Sub division, boundary correction of plot, change in parking layout is required to be changed as per your requirement or as per the requirement of Ex.Eng.(S.R.A.)E.S./C.F.O. etc. revised parking layout shall be got approved from this office.
- 15) That the standby arrangement of generator / alternative electric power supply of requisite capacity shall be made in case of failure of electric supply.
- 16) That the registered undertaking indemnifying the S.R.A. against any litigation arising out of hardship to user in case of the failure of mechanized system/nuisance due to mechanical system to the building under reference and to the adjoining wing/adjoining building shall be submitted to Ex.Eng.(S.R.A.)E.S.
- 17) The Mechanized parking system shall be equipped with electric sensor devices and also proper precautions & safety measures shall be taken to avoid any mishap & **the damages occurred due to flooding in pit if any** & maintenance of Mechanized parking system shall be done regularly and registered undertaking & indemnity bond to that effect shall be submitted to Ex.Eng.(S.R.A.)E.S.
- 18) Area reserved for the parking shall be used / utilized for the purpose of parking only and a registered undertaking to this effect shall be submitted to Ex.Eng.(S.R.A.)E.S.
- 19) The above remarks have been offered only and purely from traffic operation & maneuvering point of view, without any prejudice to the status of structures if any, without referring the R.L. abutting to road if any & without reference to the ownership and without carrying out actual site inspection, without reference to development agreement/power of attorney/Right of way documents for development if any.
- 20) Special attendant shall be deployed to control the maneuvering & the moment of car between entry/exit gate and between entry/exit to the ramp at the junction and mechanized parking system.
- 21) That the adequate measures shall be taken to provide proper light & ventilation through mechanical means within basement floor.
- 22) The earlier parking layout approval issued by this office if any shall be treated as cancelled.

You are requested to note the following additional conditions:

- 1) The minimum 3.70mts. & 5.50mts. (Including pit level) head room shall be kept in the stilt floor, podium floor, 1st basement floor & 2nd basement floor below the beam.
- 2) That the stilt floor, podium floor, 1st basement floor & 2nd basement floor parking area shall be adequately lighted, ventilated & drained properly.
- 3) Edges of the column shall be round shape in the stilt floor, podium floor, 1st basement floor & 2nd basement floor.
- 4) The parking spaces shall be paved & clearly marked, painted and numbered.
- 5) The traffic operation 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. *2.1.18*
- 6) Anti Crash Barriers shall be provided at the turning portions of the ramps.
- 7) That the convex mirror shall be provided on ramp at the locations shown on the accompanying plans by m to m so as to facilitate the smooth maneuvering of vehicle. *2.1.18*

Executive Engineer i/c

- 8) Cautionary/Informatory signage shall be provided in the drive ways to guide the motorists.
- 9) The entire drive-way as well as parking spaces shall be kept free of obstructions.
- 10) The Board indicating car parking in silt floor, podium floor, 1st basement floor & 2nd basement floor shall be provided near the entry gate.
- 11) Adequate no. of parking attendants shall be employed.
- 12) Necessary care shall be taken to abate the nuisance of car exhaust/smoke/lights/noise in silt floor, podium floor, 1st basement floor & 2nd basement floor parking area.
- 13) That the parking layout shall also meet the requirement of C.F.O.
- 14) The trees are not shown on the plan by the Architect. Hence, it is presumed that there is no obstruction of trees in entire driveway and parking spaces and Architect has proposed silt floor, podium floor, 1st basement floor & 2nd basement floor by taking proper cognizance of the circular u/no.CHE/000489/DP/ GEN/ dt.22.06.2011 Ex. Eng.(S.R.A.)E.S. shall verify the same before approval of plans.
- 15) That the proper precaution shall be taken to avoid mosquito breeding in the pit of proposed parking system due to stagnation of water, etc. in the pit.
- 16) That the necessary arrangement shall be made for dewatering the pit of stack parking proposed in side open space.
- 17) The slab of the underground tank, slab to cover existing well if any, along drive-way shall be designed to bear the required vehicular load and the stability certificate to that effect shall be submitted to Ex. Eng. (S.R.A.) E.S.
- Subject to above condition and obtaining approval to above relaxation as sr. no. (a) from competent authority & to the amendments and suggestions implemented on site as approved by Ex. Eng.(S.R.A.)E.S. the parking layout is approved from maneuverability and traffic operational point of view only.

ACC: - Set of plans.

Yours Faithfully,

PSC
2.1.19

Executive Engineer
(Traffic & Co-ordination) 1/c



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VISHWAS SATODIA