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INSUFFICIENT PARKING CAN FORCE TRANSIT PATRONS TO PARK IN THE SURROUNDING NEIGHBOURHOODS

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ing around transit must be 'not too much, not too little, but just right.' Too much parking makes the area less pedestrian friendly and wastes space that could be used for the types of development that increase ridership. Too little parking or the perception that there is too little parking can undermine the economic viability of projects built to take advantage of transit, making leasing or sales difficult. Insufficient parking at the station itself can force tran-

sit patrons to park in the surrounding neighbourhoods, creating problems for nearby residents and businesses. Thus, choosing a location plays an important role from developer's point of view.

On existing BRTS routes, the development has already taken place and available open spaces are very limited. Considering the same, authority has proposed road widening. Additional margin space will be available when the particu-

lar plot will come under redevelopment or new development. Moreover multi level parking projects are the only options which are coming up on few locations to cater to future parking needs. In growing cities like Ahmedabad, state-of-the-art parking facilities are the need of the hour and innovative model under public private partnership in provision of parking facility should be worked out.

—Anushrav Bhatt

PLANNINGCONCEPTS

Get the parking right!

With the number of vehicles increasing in the coming times, a planned development of parking spaces is on the anvil



FAST FACT

ON EITHER SIDE OF BRTS AND METRO ROUTE THE PERMISSIBLE FSI IS INCREASED, WHICH IS CONSIDERED AS A WELCOME MOVE FROM REAL ESTATE MARKET POINT OF VIEW

Indian cities are growth engines. Today, emphasis is on the development of cities. 'Smart Cities' is a buzz word at the moment. In today's time, the basic challenge for urban policy makers and planners is the provision of parking. Economic growth of cities has led to evolution not only of lifestyle, but the ownership of vehicles as well. According to the Society of Indian Automobile Manufacturers, annual vehicle sales are projected to increase to 4 million by the end of 2015. With increasing ownership of vehicles, traffic is also growing day-by-day! This brings the planners to the spot to make provisions for parking in urban areas, which is considered to be a challenge.

With the vision of making Indian cities compact, high density urban areas are planned by increasing Floor Space index (FSI) within the

city areas. Ahmedabad is an example of the same. In Ahmedabad, permissible FSI is increased around Ashram Road, stating it as a central business district (CBD) zone. Similarly, on either side of BRTS and Metro route the permissible FSI is increased, which is considered as a welcome move from real estate market point of view, but it also requires attention towards the provision of parking space. Envisaging the same, civic authority has recently made area-wise detailed transit oriented plan for areas under transit oriented zone i.e. near BRTS and Metro route. The plan is prepared to mitigate needs of coming times. To make it a public participatory approach, the plan is displayed by authority for taking suggestions from public.

Specifically talking about the transit in case of Ahmedabad, transit is going to witness high density development on either side, the park-

