



# VISION FOR VALUE CAPTURE FINANCING THROUGH TOD HARYANA MODEL



**HARYANA  
MASS RAPID  
TRANSPORT CORPORATION LIMITED**  
(A Government of Haryana Undertaking)

**Speaker**

**Dr Namrita Kalsi**

Chief Architect HMRTC



# GURUGRAM “THE MILLENNIUM CITY” OF HARYANA



## Overview

Gurugram is a hub of commercial, industrial, and urban activities in the region. It has emerged as an allegory for the urban aspirations of modern India.

- THE THIRD HIGHEST PER CAPITA INCOME IN INDIA.
- PRESENCE OF 250 OF THE FORTUNE 500 COMPANIES.
- MARUTI SUZUKI LTD HAS A MANUFACTURING UNIT
- DLF AND OTHER REAL ESTATE COMPANIES OWN VAST STRETCHES OF LAND
- LEADER OF OFFSHOREING CENTRES IN THE WORLD, PROVIDING SOLUTIONS IN SOFTWARE, IT, SERVICE AND SALES THROUGH DELIVERY FACILITIES AND CALL CENTRES.
- INTEGRATED APPROACH IN THE INDUSTRIAL POLICY HAS PROMOTED MANUFACTURING UNITS

# COMPREHENSIVE MOBILITY MANAGEMENT PLAN -2020, GURUGRAM -GMDA

## Landuse 2031- Gurugram Manesar Urban Complex

Year	Population	Employment	WFPR(%)	S.No	Landuse	Area (Hectares)	Percentage (%)
2019	16,82,889	6,25,445	37.2%	1.	Residential	16021	47.30
2021	18,73,097	6,97,842	37.3%	2.	Commercial	1616	4.77
				3.	Industrial	4613	13.62
2031	42,50,000	16,99,525	40.0%	4.	<b>Transport &amp; Communication</b>	<b>4428</b>	<b>13.07</b>
2041	<b>50,75,000</b>	20,86,451	<b>41.1%</b>	5.	Public Utilities	608	1.79
				6.	Public and semi public	2027	5.98
				7.	Open spaces	2928	8.64
				8.	Special zone	114	0.34
				9.	Defence land	633	1.87
					<b>Total Land</b>	<b>32988</b>	<b>97.39</b>
				10.	Existing town	406	1.20
				11.	Village abadies	478	1.41
					<b>Grand Total</b>	<b>33872</b>	<b>100</b>

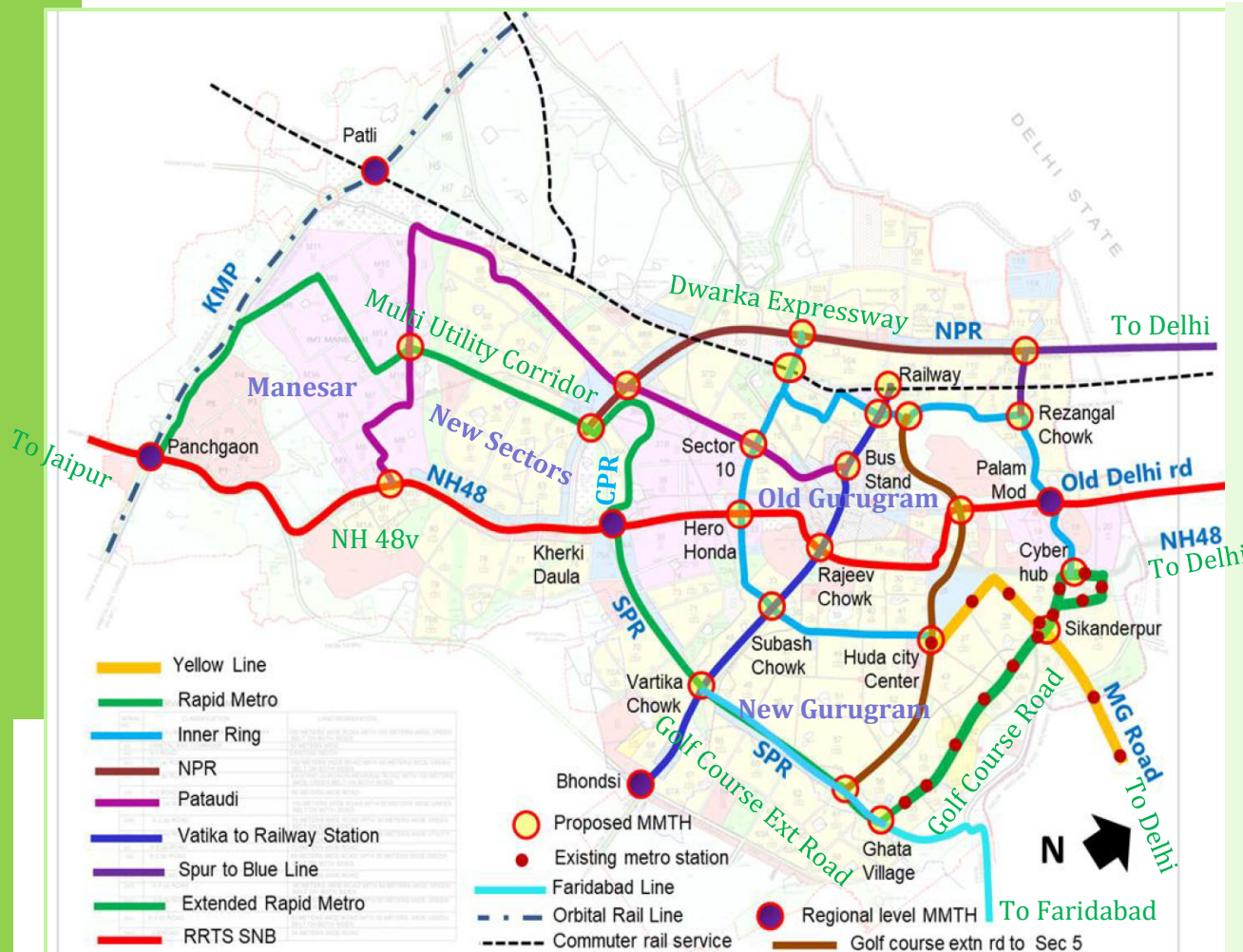
**The projected population, employment in the 2025, 2031 and 2041**

Gurugram is witnessing rapid in migration from immediate hinterland & different part of the state of Haryana. It has resulted in to rapid urbanization in Manesar Urban Complex (GMUC) become outgrowths of Gurugram City.

**The proposed land use distribution clearly suggests development of residential areas and industrial development to boost the local economy.**  
**Transport continues to occupy a significant share of the land in the city.**



# COMPREHENSIVE MOBILITY MANAGEMENT PLAN -2020, GURUGRAM -GMDA



**ALTERNATIVE  
SCENARIO 3:**  
TRANSIT ORIENTED  
DEVELOPMENT (TOD)  
WITH ADDITIONAL  
MASS TRANSIT AND  
ROAD NETWORKS

**SCENARIO 4:**  
TOD + ADDITIONAL  
MASS TRANSIT  
NETWORK AND ROAD  
NETWORK +  
ENHANCED BUS  
SYSTEM + PARKING  
CHARGES/  
CONGESTION PRICING.

# HARYANA TOD POLICY

**Transit Oriented Development** is essentially any development, macro or micro, focused around/along a transit mode/corridor and facilitates complete ease of access to the transit facility, thereby, inducing ‘walk to work’ culture and use of public transportation over personal means of transport.

The primary goals of TOD are to:-

- i. Reduce / discourage private vehicle dependency and induce Public Transport use – through design policy, measures and enforcement
- ii. Provide easy transport access to maximum number of people within walking distance to densification and enhanced connectivity.

## Transit Oriented Development zones-

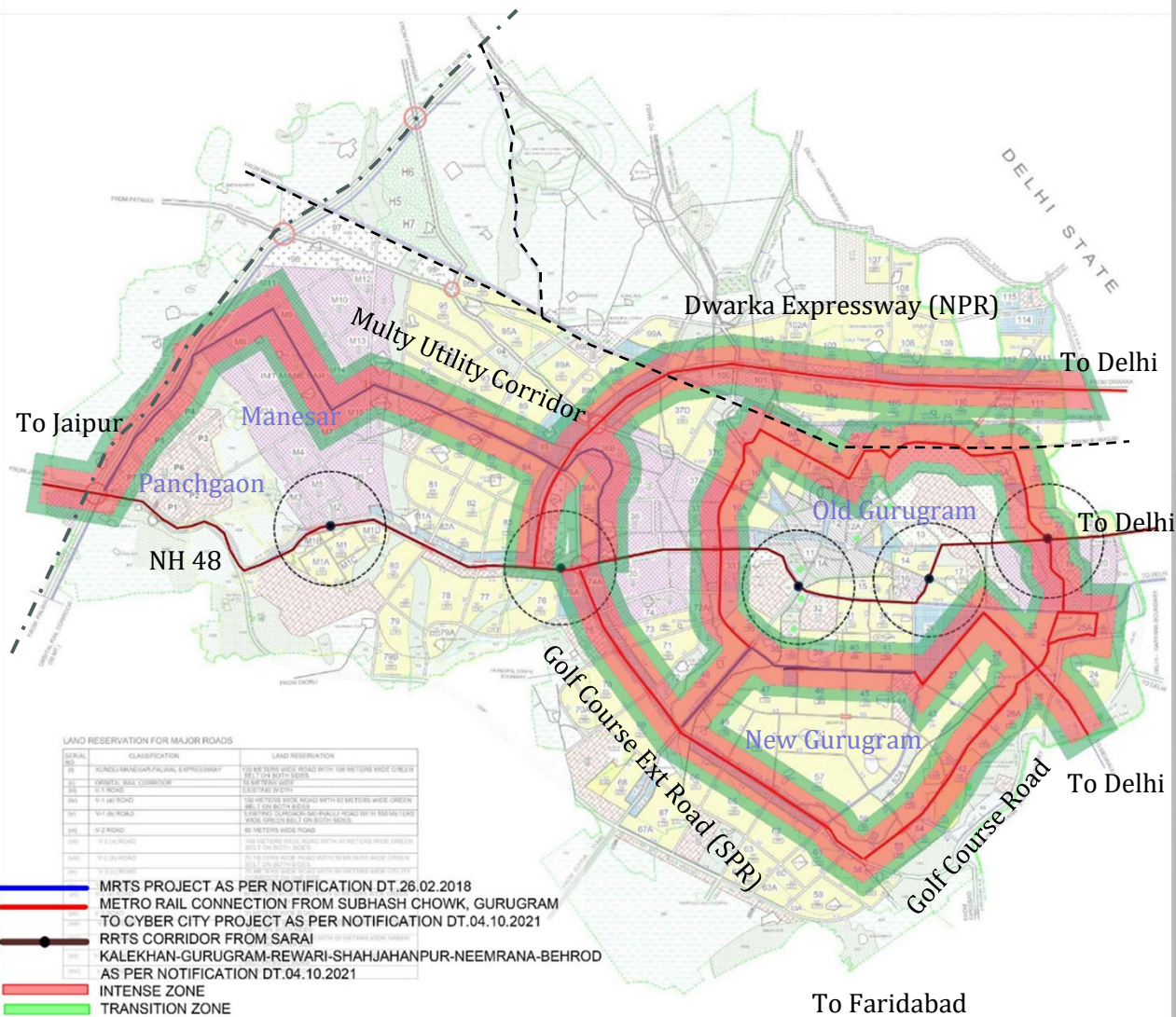
1. **Intense TOD Zone: The first 500 mtrs depth on both sides** from the boundaries of ROW of the road, on which MRTS corridor is proposed to be provided.
2. **Transition TOD Zone: Between 500 to 800 mtrs depth on both sides** from the boundaries of ROW of the road, on which MRTS corridor is proposed to be provided.

# HARYANA TOD CORRIDORS

- **MCC- CC Metro Corridor (Sanctioned Metro)**
- Metro Link along **Northern Periphery Road (NPR)** as proposed in the Final Development Plan 2031 AD of Gurgaon-Manesar Urban Complex
- Metro Link along **Southern Periphery (SPR)** as proposed in the Final Development Plan 2031 AD of Gurgaon- Manesar Urban Complex including the **portion of SPR forming Southern Periphery of sector-56, Gurugram**
- MRTS Project from **HUDA City Centre, Gurugram to Bawal via Global City and Manesar** to the extent it falls within the limits of Final Development Plan 2031 AD of Gurugram Manesar Urban Complex (notified vide notification dated 26.02.2018)
- Delhi Metro extension **along Gurgaon-Mehrauli road upto sector-29 (City Centre)**
- Metro Link from Badarpur (Delhi) to Ballabgarh
- Metro Link from Mundka (Delhi) to City Park, Bahadurgarh



# GURUGRAM MRTS CORRIDORS FOR TOD



# HARYANA TOD PLANNING PARAMETERS

## Mixed land use (residential and commercial only) upto 30%:

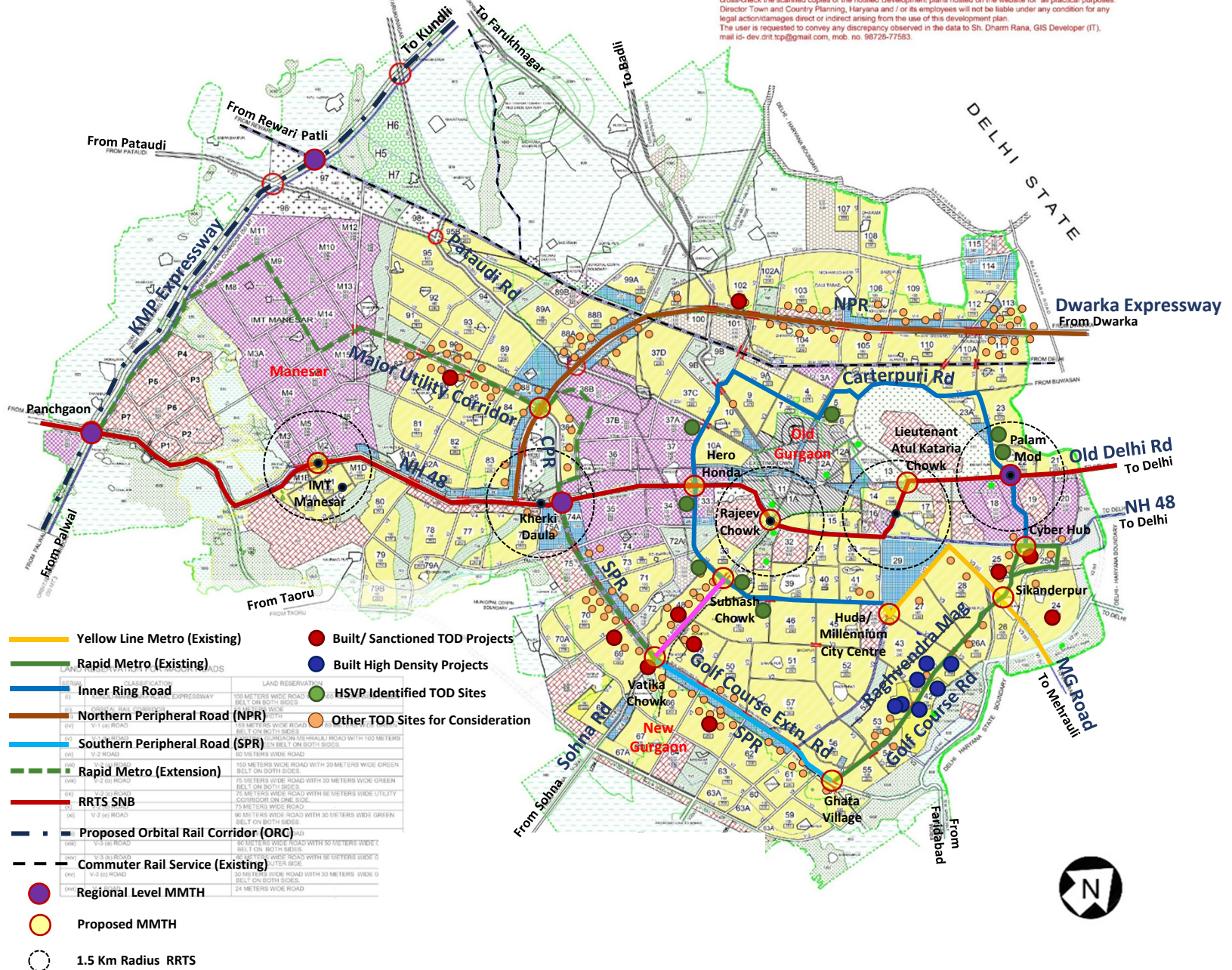
- In residential component in commercial zones, in licenced colonies ,
- In commercial component in Residential/Industrial/ Institutional zones of Development Plans,
- In commercial/ residential in IT/ITES projects in residential/industrial zones
- Charges would be levied as per the category of use and proposed usage of FAR
- The height restrictions shall be subject to the regulations of the Airport Authority of India and structural stability / fire safety compliances.
- Under utilization of FAR upto the extent of 15% subject to the full payment of all the charges for fresh licences under this TOD policy.
- Additional FAR can be purchased in the slabs of 0.5 & 0.25 subject to a maximum of 1.75 (in intense zone) or 0.75 (in transition zone on the payment of proportionate charges.
- Parking of .5-1.5 ECS on carpet / usable area

The permissible uses within the TOD Zone	TOD Zone	Maximum Ground Coverage	FAR	Density (Persons per Acre)
Multi-storeyed group housing (Minimum half acre plot)	Intense	40%	3.5	600 (+ 10%)
	Transition	40%	2.5	430 (+ 10%)
Integrated commercial complexes, Shopping Malls/ Industrial plots in industrial sectors /office spaces/ mixed land use	Intense	60%	3.5	-
	Transition	60%	2.5	-
IT/ ITes	Intense	40%	3.5	-
	Transition	40%	3.0	-
Institutional plots in institutional sectors	Intense	40%	3.5	-
	Transition	40%	2.5	-



# TOD LAND PARCELS IN GMUC AREA

This is a digitized copy of the Development Plan prepared in the Gazette. Though precaution has been taken to ensure the accuracy of the map, the user is advised to verify the same with the original plan. The user is requested to convey any discrepancy observed in the data to Sh. Dharm Rana, GIS Developer (IT), mail id- dev.drt.tcp@gmail.com, mob. no. 98726-77583.







# ABOUT HMRTC

- a) Incorporated on 24.03.2012 and its registered office is situated in Panchkula
- b) More than 40.605 kms are operational in Gurugram, Faridabad, Bahadurgarh and Ballabhgarh

**State Government 51%**



**HSVP 19%**



**HSIIDC 10%**



**GMDA 10%**



**MILLENNIUM CITY CENTRE TO CYBER CITY METRO CORRIDOR is sanctioned on 6.07.23**, for which an SPV between GOI & GOH of 50% partnership each is under formulation with:

- 5 Members from GoI,
- 5 Members from GoH,
- Chairman from GoI & MD From GoH.



# MCC-CC METRO ALIGNMENT

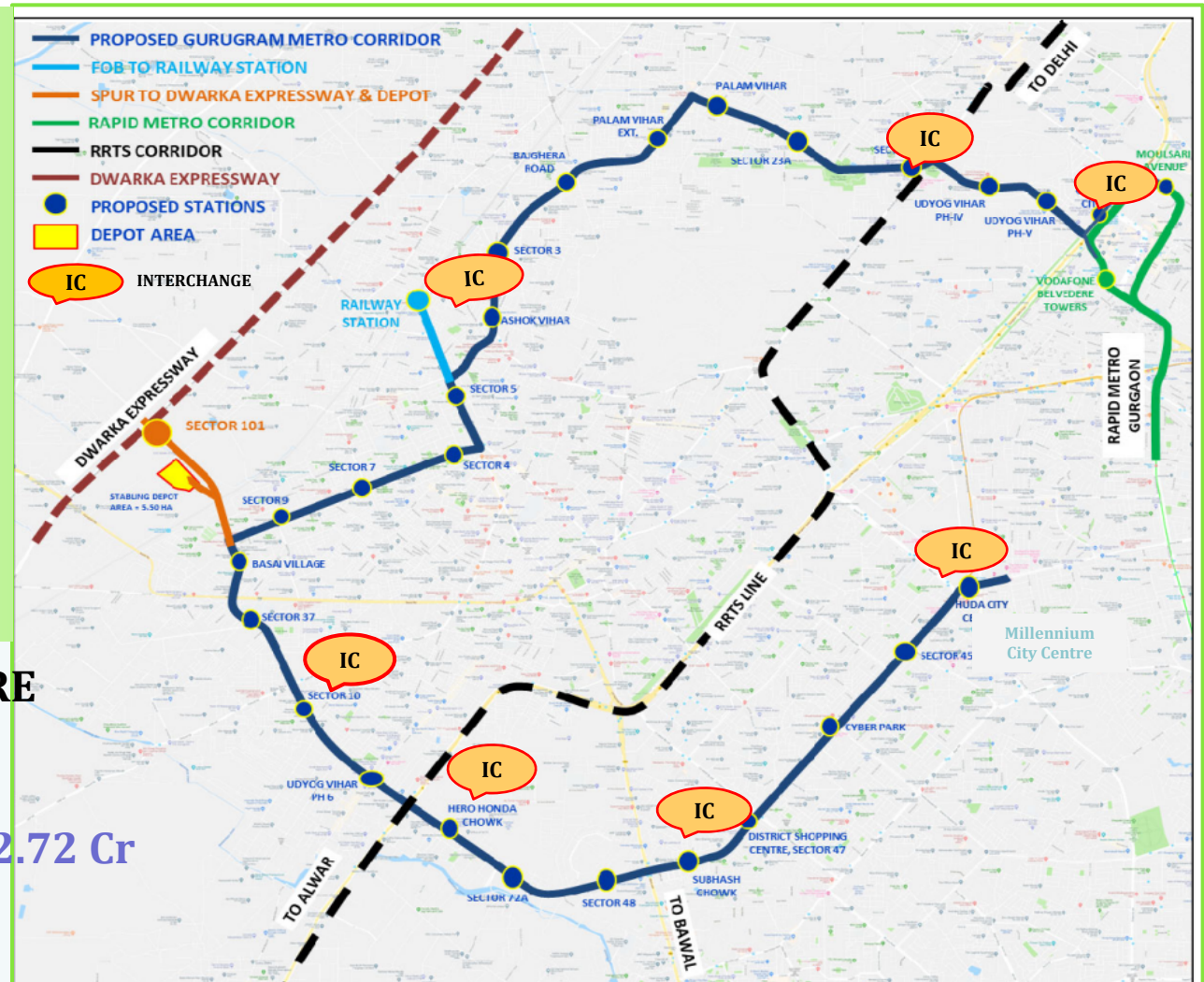
## ROADS

- 1.Rao Gajraj Singh Marg,30m
- 2.Major Sushil Aima Marg, 30m
- 3.Carterpuri Marg, 30m
- 4.Ranzag La Road, 30m
- 5.Old Railway Road, 30m
- 6.Neki Ram Road,30m
- 7.Kargil Shaheed Sukhbir Singh Yadav Road 60m &
- 8.Netaji Subhash Marg / Arya Samaj Marg. 60m

## MILLENNIUM CITY CENTRE TO CYBER CITY METRO CORRIDOR

**SANCTIONED COST = 5,452.72 Cr**

**With Length of 28.5 Km,  
28 elevated STATIONS &  
01 DEPOT**



# UNIQUE WORKING



**HARYANA  
MASS RAPID  
TRANSPORT CORPORATION LIMITED**  
(A Government of Haryana Undertaking)

**HARYANA MASS  
RAPID TRANSPORT  
CORPORATION LTD**



## TRANSPORT

**Gurugram Metropolitan  
Development Authority),**

PRINCIPAL CONSULTANT,  
CHIEF ARCHITECT,  
ADV PLANNING &  
ADV URBAN TRANSPORT



**DEPARTMENT OF TOWN &  
COUNTRY PLANNING**  

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**GOVERNMENT OF HARYANA**

**LANDUSE**

# TOWN & COUNTRY PLANNING

# HARYANA SHAIRI VIKAS PRADHIKARAN



## Haryana Shehri Vikas Pradhikaran

# METRO

CO-ORDINATOR,  
ADV INFRA1  
ADV TRANSPORT

## ADMINISTRATOR

NHAI,  
GMCBS  
RRTS  
RLDA

~~BUILDER~~  
~~ALOTTEE~~

## Slide 13

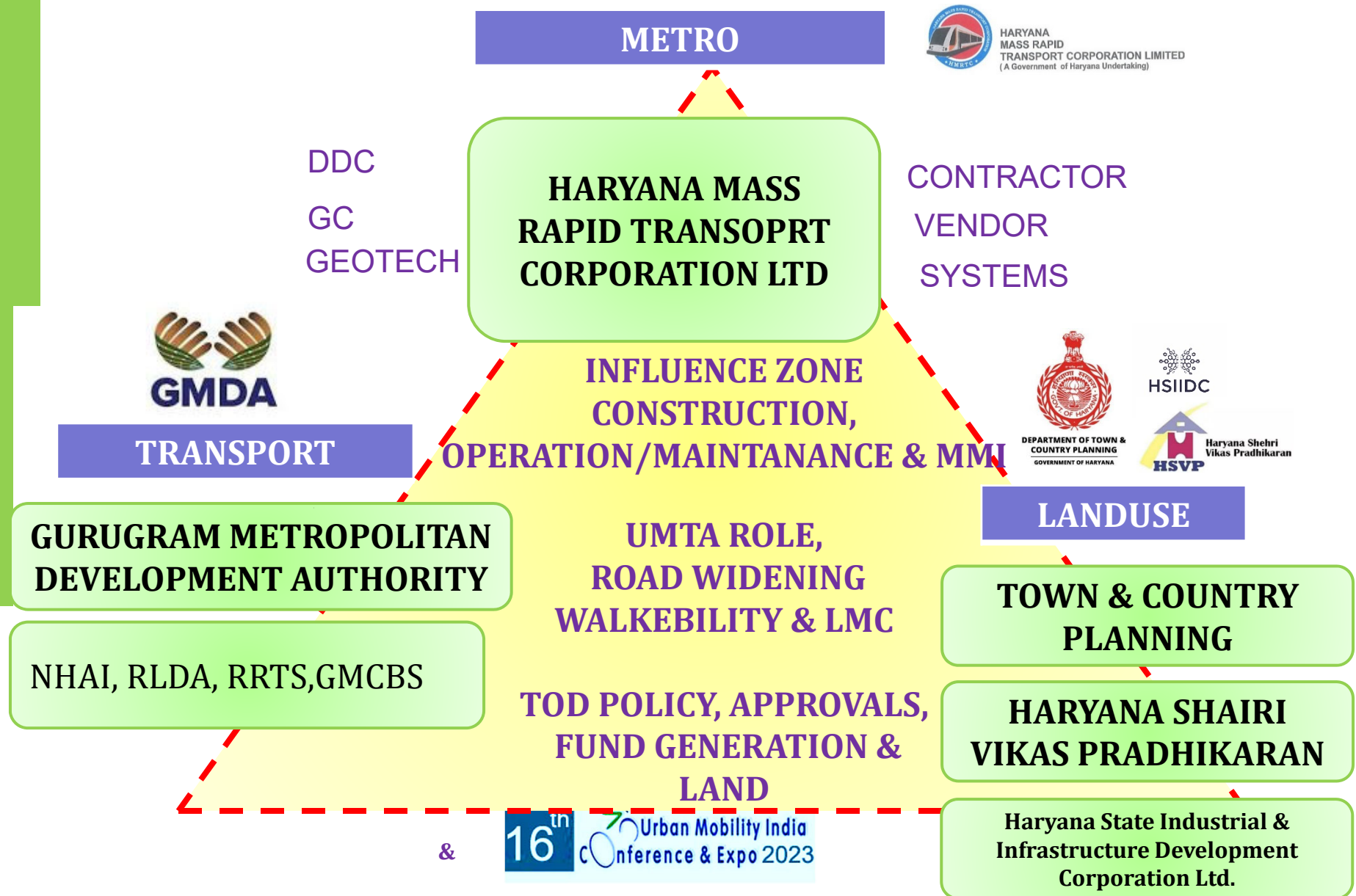
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**T1**

Titanium, 21-10-2023



# UNIQUE WORKING ROLES





# METRO FUNDING CAPEX

**TOTAL COST = 5,452.72 Cr**



**GOVT OF INDIA**

Source of Fund	Amount	%
Equity	746.56	16.66%
Subordinate Debt for Central Taxes	149.63	3.34%
<b>Total</b>	<b>896.19</b>	<b>20%</b>

**MULTILATERAL AGENCIES**

Source of Fund	Amount (in Crore)	%
Multilateral Agencies Soft loan /Term loan		
<b>Total</b>	<b>2,688.57</b>	<b>60.00%</b>

**METRO**

**HARYANA MASS RAPID  
TRANSPORT  
CORPORATION LTD**



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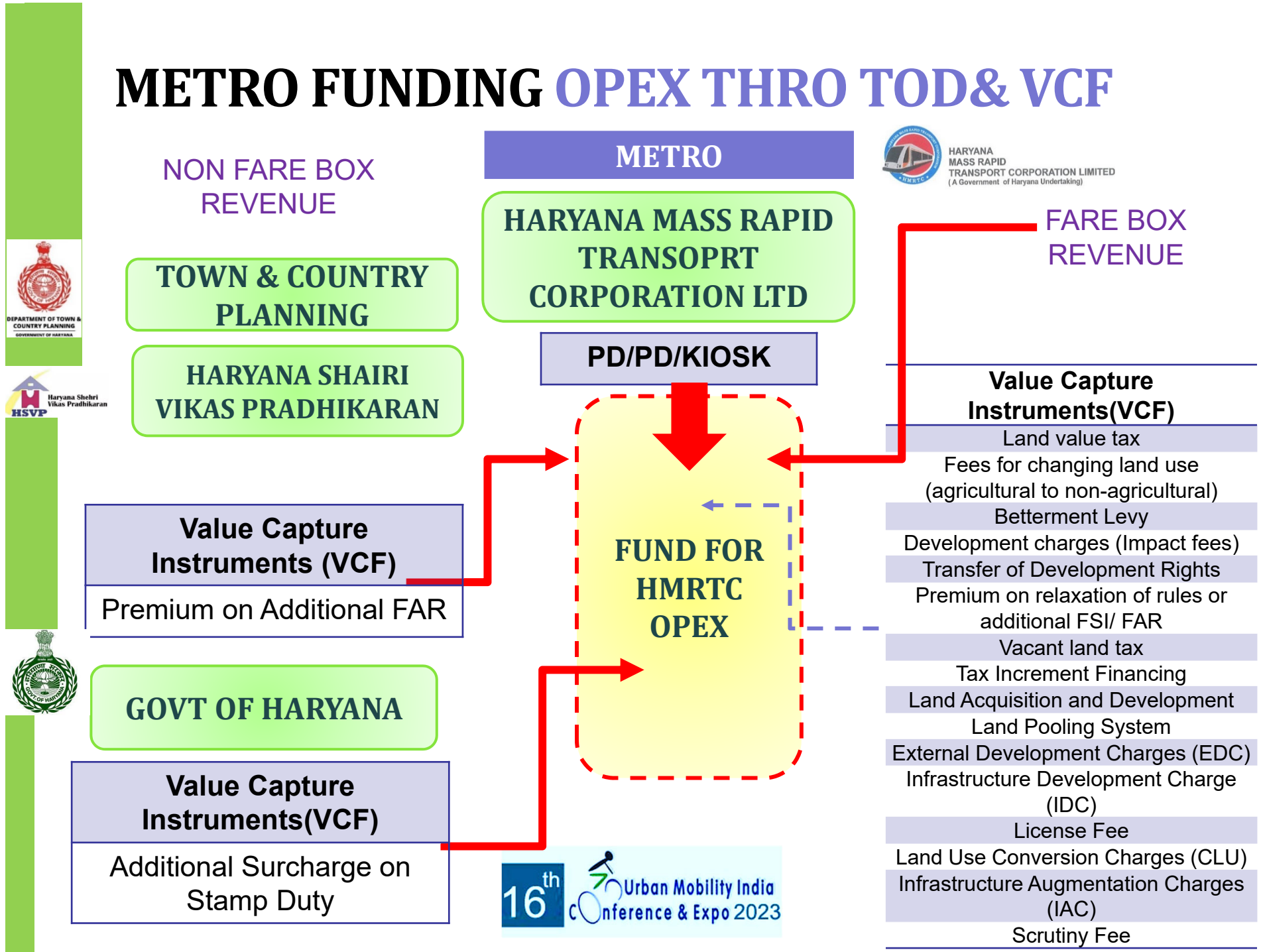
**GOVT OF HARYANA**

Source of Fund	Amount (in Crore)	%
Equity	746.56	16.66%
Subordinate Debt for Central Taxes	149.63	3.34%
<b>Total</b>	<b>896.19</b>	<b>20.00%</b>
Subordinate Debt for Land and R&R	211.42	
Subordinate Debt for State Taxes	264.15	
<b>Total</b>	<b>1,371.76</b>	
Subordinate Debt for IDC and Front End Fee	60.73	
Contribution by Local Bodies	300.00	
	<b>1,732.49</b>	

**FUND FOR  
HMRTC  
CAPEX**



# METRO FUNDING OPEX THRO TOD& VCF



# METRO FUNDING TOD HEADS



## DIRECTOR TOWN & COUNTRY PLANNING, GoH

### INFRASTRUCTURE AUGMENTATION CHARGES (IAC)

proportionate to the uses in case of mixed land use projects

### 'INFRASTRUCTURE DEVELOPMENT FUND' (IDF)

exclusively be utilized for implementation of MRTS projects.

### FUND FOR HMRTC OPEX : Manpower Cost, Energy Cost & Maintenance Cost

#### FARE BOX REVENUE

Ticketing

#### OTHER INCOME

Advertisement Rentals from Kiosks, Film Shooting Charges, Telecom, Cable & Tower (License fees), Semi naming Rights of Stations & station access etc

(Source: Detailed Project Report for Metro Rail connection from HUDA City Centre to Cyber City and Spur to Dwarka Expressway, Gurgaon)

Sl. No.	Land Use	Rate in Rs. per sq. mts. of Additional covered area due to increased FAR
1	Residential	2000
2	Commercial	3000
3	Institutional/IT/ITes	500

In case land has been allotted through auction by HUDA, HSIIDC, Housing Board, Municipal Bodies etc., they will work out their own formula for charging cost of providing higher FAR but these charges shall not be less than mentioned charges. **These charges shall also be deposited in Infrastructure Development Fund.**

(Source: Transit Oriented Development Policy (TOD) in HSVP areas)



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Gurugram

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9811446655



**THANK YOU**

16<sup>th</sup> Urban Mobility India  
Conference & Expo 2023





# STATION NAME

S/ No	Station Name	Chain age (km)	Inter Station Distance	Remarks					
<b>MILLENNIUM CITY CENTRE TO CYBER CITY</b>					14	Sector 7	13215	777	
					15	Sector 4	14480	1265	
					16	Sector 5	15465	985	Integration with Railway Station
					17	Ashok Vihar	16510	1045	
1	Millennium City Centre	0	0	Interchange with existing Yellow line	18	Sector 3	17510	1000	
2	Sector 45	1000	1000		19	Bajghera Road	18435	925	
3	Cyber Park	2200	1200		20	Palam Vihar Extension	19591	1156	
4	District Shopping Centre, Sector 47	3665	1465		21	Palam Vihar	20400	809	
5	Subhash Chowk	4480	815		22	Sector 23A	21491	1091	
6	Sector 48	5500	1020		23	Sector 22	22773	1282	Interchange with proposed RRTS Station
7	Sector 72A	6370	870		24	Udyog Vihar Phase-IV	23653	880	
8	Hero Honda Chowk	7400	1030	Interchange with proposed RRTS Metro Station	25	Udyog Vihar Phase-V	24476	823	
9	Udyog Vihar Phase 6	8659	1259		26	Cyber City	25235	759	Interchange with Gurugram Rapid Metro
10	Sector 10	9535	876	Integration with proposed Bus Stand	<b>Spur to Dwarka Expressway</b>				
11	Sector 37	10815	1280		27	Sector 101	13426	1784 (From Basai Village Station)	Spur: Basai Village to Dwarka Expressway
12	Basai Village	11645	830						
13	Sector 9	12438	793						

# HARYANA- EXISTING VCF INSTRUMENTS

Value Capture Instruments	Documents Referred	
	Institution collecting the revenue	HMRTC's share
Premium on relaxation of rules or additional FSI/ FAR	HSVP	35% of collection (INR 2589 Cr)
Betterment Levy	HSVP/ GMDA/ HSIIDC	Not clear
External Development Charges (EDC)	HSVP/ GMDA/ HSIIDC	10% of total collected
Infrastructure Development Charge (IDC)	HSVP/ GMDA/ HSIIDC	10% of total collected
License Fee	HSVP/ GMDA/ HSIIDC	10% of total collected
Land Use Conversion Charges (CLU)	TCPO	10% of total collected
Infrastructure Augmentation Charges (IAC)	GMDA	10% of total collected
Additional Surcharge/ Levy on Stamp Duty	GMDA	35% of collection (INR 4708 Cr)
Scrutiny Fee	GMDA	10% of total collected
<b>Other Value Capture Financing Instruments recommended in MoHUA's Handbook-</b> Land value tax, Fees for changing land use (agricultural to non-agricultural), Development charges (Impact fees), Transfer of Development Rights, Vacant land tax, Tax Increment Financing, Land Acquisition and Development, Land Pooling System		