

**OFFICE OF THE GUWAHATI METROPOLITAN DEVELOPMENT AUTHORITY  
STATEFED BUILDING, BHANGAGARH, GUWAHATI-781005**

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NO. GMDA/GEN/150/2022/96

Dated: 14/10/2022

**NOTIFICATION**

1. Whereas certain modification which the GMDA proposed to make with approval of State Government in the Master Plan for Guwahati 2025 to incorporate the provisions of a Transit Oriented Development (TOD) by inclusion of a new Para 5.6 (A) after existing Para 5.5 in Part-I of the existing Master Plan for identifying the Transit Corridors and Transit Nodes with their respective TOD Zones and broad development parameters as required under the reforms agenda for availing special assistance to the states for capital investment 2022-23. In accordance with provision of Section (22) of the GMDA Act 1985 (as amended) notification inviting objection/suggestion was issued vide no. GMDA/GEN/150/2022/54 dated 14/09/2022 as required by Sub Section (3) of Section 22 of the said Act within 7 (seven) days from the date of issue of the notification.
2. Whereas, no objections/suggestions received in response to the draft notification till date in response to the notification mentioned above. However, the draft proposals were also discussed with Hon'ble MP, Hon'ble MLAs of Guwahati Metropolitan area and Hon'ble Mayor GMC and necessary modifications of alignments of corridors were made.
3. Whereas, State Govt. after carefully considering all aspects of the matter has decided to modify the Master Plan for Guwahati Metropolitan Area to incorporate the provisions of a Transit Oriented Development (TOD) by inclusion of a new Para 5.6 (A) after existing Para 5.5 in Part-I of the existing Master Plan for identifying the Transit Corridors and Transit Nodes with their respective TOD influence Zones and broad development parameters has approved the proposal to incorporate new Para 5.6(A) in the existing Master Plan, for final notification by GMDA, as per provisions of the GMDA Act 1985 (as amended).
4. Now therefore, in exercise of powers conferred by Sub-section (1) of Section (22) of GMDA Act, 1985 (as amended), GMDA hereby makes the following modification in the Master Plan and Zoning Regulation for Guwahati 2025 as per approval of State Government and as described in the Schedule of modification below:

**Schedule of modification**

<b>Proposed New Para to incorporate provisions of a Transit Oriented Development (TOD) in existing Master Plan of GMA</b>	<b>Para 5.6(A) in Part-I of the existing Master Plan [ attached as Schedule-I ]</b>
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The modification as above made under Sub-section (1) of Section (22) is published under Sub-section (4) of Section 22 of the GMDA Act, 1985 will come into effect from the date of publication of this notification.

**(Kausar J. Hilaly, AGS)**  
Chief Executive Officer  
Guwahati Metropolitan Dev. Authority  
Bhangagarh, Guwahati-5

Memo No. GMDA/GEN/150/2022/96(A)

Dated: 14/10/2022

2. The Commissioner, Guwahati Municipal Corporation (GMC) for kind information
3. P.S. to Hon'ble Minister, DoHUA, for kind information of Hon'ble Minister.
4. P.S. to Chairman, GMDA for kind information of Hon'ble Chairman.
5. P.S. to Commissioner and Secretary, DoHUA, for kind information.
6. IT Consultant, GMDA for uploading it in GMDA official website [www.gmdaassam.gov.in](http://www.gmdaassam.gov.in)
7. M/S Exclusive Pvt. Ltd., Panbazar, Guwahati-781001 for publication in The Assam Tribune and Amar Axom in one issue.

**Chief Executive Officer**  
Guwahati Metropolitan Dev. Authority  
Bhangagarh, Guwahati-5

o/c

**Modification of Master Plan 2025**

**Para 5.6. (A) Transit Oriented Development (TOD)**

1. Transit Oriented Development (TOD) is essentially any development, macro or micro that is focused on the integration of land use and transport planning and aims to develop planned sustainable urban growth centres, having walkable and live-able communes with high density mixed land-use. Citizens have access to open green and public spaces and at the same time transit facilities are efficiently utilized.
2. The primary goals of TOD are to : –
  - (i) Reduce/discourage private vehicle dependency, creating pedestrian and Non-Motorised Transport (NMT) friendly infrastructure and increase in ridership of the transit facility and improving the economic and financial viability of the system.
  - (ii) Provide easy public transport access to maximum number of people within walking distance – through densification and enhanced connectivity.

**3. TOD Zones**

- 3.1. In consideration to the proposed road network, MRTS, major bus route network system with bus stoppage/terminals development trend, potential of growth, availability of land and location of major economic and public activities, following Transit Corridors and Nodes within Guwahati Metropolitan Area are earmarked as given in the following Table and as marked in the Map No. 5.6(A)
- 3.2. The TOD Zone is designated up to 800 meters around the MRTS, BRTS or Transit Stations and in general 800 meters will be calculated from the boundaries and peripheries of the MRTS or BRTS or other transit stations. For transit corridors along MRTS or BRTS or other transit corridors , TOD zones is designated as 100-200 meters on either side of the corridors depending on the selected corridor. However, benefits of TOD in terms of enhanced FAR, and promotion of mixed use of land use etc shall not be permitted in restricted land use zones viz. Eco-sensitive zone, Eco-friendly zone, Green belt, Notified hills & water bodies etc, as earmarked in the Master Plan.
- 3.3. Selection of the Transit Corridors and Nodes:
  - a) Proposed corridors are selected based on proposed transit routes, MRTS, Bus/public transport routes, transit routes, Bus Terminals, Bus Depots & location of major commercial/public activities, , development trend, potential of growth, availability of land etc.
  - b) Bridges across River Brahmaputra connecting Bharalumukh and North Guwahati & Proposed Bridge connecting Palashbari and Sualkuchi are considered.
  - c) Availability of a minimum of Right of way of 24 m is the prime criteria for selection of the proposed TOD corridors.
  - d) The influence area around the LGAT Airport has been identified considering the requirement of International Airport in coming years where a separate influence area has been identified.



SL No.	Transit Corridors and Nodes		Prescribed TOD Zone
1.	<b>Corridor 1 (with segments)</b>	<b>Connecting Nodes</b>	100 Mt on both sides of the of the proposed Right of Way
	Six Mile via Bagharbari, Satgaon to Pathor Quarry	Node no. 4 to 6	
	Narengi To Basistha (NH)	Node no. 4 to 6	
	Lokhra point via AK Azad Road, Assam Trunk Road upto the south end of the New Brahmaputra Bridge at Bharalumukh	Node no. 3 to AT Road	
	<b>Corridor 2 (with segments)</b>	<b>Connecting Nodes</b>	150-200 Mt on both sides of the of the proposed Right of Way
	Khanapara- to Adabari,	Node no. 5 to Node no. 1	
	Adabari to Changsari, and Suwalkuchi	Node no. 1 to Node no. 9 and 10	
	Adabari to Bongora Boundary of GMA via National Highway and also SOS village road	Node no. 1 to 2 upto GMA Boundary	
	<b>Corridor 3 (with segments)</b>	<b>Nodes</b>	150 Mt on both sides of the of the proposed Right of Way
	From North Bank of Brahmaputratowards AIIMS (Changsari)	Node no. 7 to 8	
2.	<b>Transit Nodes</b>	<b>Names of Transit Nodes</b>	Prescribed TOD Zone
	Node no. 1	Adabari	800 Mt around the Transit Nodes
	Node no. 2	Borjhar (Dharapur/Rani/Garal/VIP Chowk)	
	Node no. 3	Lokhra	
	Node no. 4	Basistha	
	Node no. 5	Khanapara	
	Node no. 6	Narengi	
	Node no. 7	Abhoypur(Gouripur)	
	Node no. 8	Near AIIMS (Changsari)	
	Node no. 9	Singimari	
	Node no. 10	Suwalkuchi	

[Ref Map No 5.6 (A)]

Detailed calculation of allowable additional FAR in TOD Zones and break-up of maximum FAR allowed against different uses and other details are given Table and below –  
Let,

Base FAR as specified in Bylaw = A

Premium FAR as specified in Bylaw = B

Additional FAR = C

= 40% of (A+B)

TDR FAR as per TDR Policy = D


Total FAR allowable in TOD = M = A+B+C+D subjected to maximum 400

**Table: Land Use category specifications**

<b>50% of M specification – (in any zone) where TOD is allowed</b>	
<b>Residential Use</b>	Minimum 30% with min. 30% of this to be reserved for affordable housing less than 66 sq.m. dwelling unit.
<b>Commercial Use</b>	Maximum 10%
<b>Other uses in the form of facilities as admissible as per Master Plan and Building byelaws</b>	Maximum 10%
<b>The remaining 50% of M specification –</b>	
For designated <b>Residential Zone</b>	As per Land Use admissibility of exiting Master Plan and Zoning Regulations 2025
For designated <b>Commercial Zone</b>	
For designated <b>Public &amp; Semi-Public Zone</b>	
For Composite Zones I and II	

N.B.–

- This additional FAR permissible along the Transportation Corridors and around the nodes as specified in Map 5.6(A) will not be allowed in areas identified as Eco-Sensitive Zone, Eco-Friendly Zone, Green Belt and other zones not specified in Table as notified in the Master Plan and also in the notified hills and water bodies, even if these areas come under the Transport corridor or influence area of the identified nodes shown in Map 5.6(A).*
- Other development regulations in TOD Zones shall be governed by provisions of Building Byelaws Policies as applicable.*

  
 (Kausar Jamil Hitaly, ACS)  
**Chief Executive Officer**  
 Guwahati Metropolitan Dev. Authority  
 Bhangagarh, Guwahati-5