

**MASTER DEVELOPMENT PLAN-2025 JAIPUR REGION**

**Volume-2**

**DEVELOPMENT PLAN-2025**

**Jaipur Region**

**Jaipur City**



**JAIPUR DEVELOPMENT AUTHORITY**



## PREFACE

Volume-I outlined the existing profile and volume-II attends to the following with two front approaches

- ❖ Projections based on the existing studies
- ❖ Requirements spread and spatial distribution

The Master Development Plan-2025 covers all aspects of development including transportation, infrastructure (sewer, drainage, water and electricity), environmental protection, and land uses (residential, commercial, industrial, recreational, etc.). The Master Plan analyzes current demographic statistics and economic issues, factors to project growth scenarios, propose solutions that mitigate negative impacts of traffic, assess infrastructure capacity, and public service needs, and allocate land as needed to ensure adequate land availability and to be able to utilize them for both present and future needs of the residents.

Volume-I consist of existing profile of Jaipur district, Jaipur region and U1 area and the collected data has been used for analysis which would act as base for projections and proposals. Volume-I enumerate the following chapters:

1. Background
2. Jaipur District profile
3. Jaipur Region
4. Jaipur U1 area
5. Quality of Life

District level study and conclusions are given in Jaipur District Profile chapter of volume-1 while projection and proposals for Jaipur Region and U-1 area have been made separately give in volume -2. Planning proposal for Jaipur Region and U-1 area are based on background study of volume-1. volume-2 "Development Plan" is the second part of MDP-2025 which enumerates following :

1. Projections and proposals for Jaipur region
2. Proposals for U1 area
3. Quality of Life
4. Development Policies and plan implementation

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Detail study has been made for projection and proposals in this volume. The following aspects cover for projection and proposals for Jaipur Region:

- Demography
- Demarcation of the development area
- Land Utilization
- Transportation
- Economy & Infrastructure
- Environment
- Urban Design
- Recreational
- Disaster Management

Projections have been made for population, infrastructure and land requirement for projected population.

Proposals for U1 area consist of planning policies and principles for land use plan-2025, land uses in Master plan-2025 and plan implementation.

The conclusion of Jaipur district study and analysis of existing Jaipur region and city profile of volume-I further carried out to arrive at the projected need of balanced development of Jaipur Region and U1 area of Jaipur.

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CHAPTER

**1**

DEVELOPMENT

PLAN FOR

JAIPUR REGION

## Projections And Proposals For Jaipur Region

Population projection is a scientific attempt to fathom into the future population scenario, conditioned by making certain assumptions, using data relating to the past available at that point of time. Assumptions used and their probability of adherence in future, forms a critical input in this analytical/mathematical effort.

There are various methods of projecting population (mathematical, economic and component methods). Some are very sophisticated and rigorous while others are simple and less sophisticated.

- 1.) Growth Rate Method
  - Arithmetic Method
  - Geometric Method
- 2.) Compound Rate of Growth Method
- 3.) Least Square Method
- 4.) Exponential Method
- 5.) Newton Gregory Method
- 6.) Straight Line Method
- 7.) Component Method

The *growth rate method* considered as a crude method of projection.

A slightly improved method is the *compound rate of growth method*. One of the limitations of this method is that while computing the rate of growth, it considers information at only two points of time. Thus, it fails to utilize the available statistics fully.

There are techniques which consider all the observations in a given set of data. One such technique is the *method of least squares*. Demographers have adopted this method to project population by assuming that population is a function of a number of independent variables. A more satisfactory method and a widely used technique is that of estimating the regression line by the technique of least squares. So this method has applied for all demographic projections in the Master Development Plan-2025. The regression line, which results from the method of least squares, is that straight line which, when drawn through the scatter of points, minimizes the sum of squares of the vertical deviations of the points from the line.

## 1.1 Demographic Projections

Population projection of Jaipur city (UA) has been done by various methods such as Arithmetic, Geometric, Least Square, Exponential, Newton Gregory, Straight line and Component methods. Further average projected population for Jaipur (UA) has been calculated for horizon year 2025 based on the average projected population figures arrived by the various methods. From the demographic study and trend analysis, the following projections for rest of the town and rural area in Jaipur District have been arrived through the least square method. The population projections would help in area allocation and planning infrastructure.

### 1.1.1 Population Projections of Jaipur Region and settlements for the Year 2025

Table 1-1 Population projections-Jaipur region and settlements

Year	1991	2001	2011	2021	2025
Jaipur U.A.	1518235	2322575	3602000	5419208	6495000
Growth Rate	(49.56)	(52.98)	(55.06)	(50.44)	(49.64)
<b>Development Nodes within the Region by 2025</b>					
Chomu	38523	50708	65583	82727	90250
Morija	9335	11363	14204	17755	19530
Jaitpura	4319	5679	7496	9895	11162
Anatpura	3802	5044	6658	8789	9913
Bagru	15509	22092	29842	39120	43243
Dahmi Kalan	3359	4442	6219	8706	10099
Bassi	15135	19888	26252	35924	41241
Kalwar	4411	6478	9525	13998	16798
Pachar	3414	4444	5777	7510	8411
Achrol	9295	12796	17658	24369	28073
Kukas	2216	2947	4244	6111	7186
Bhanpur Kalan	3662	4370	5244	6555	7342
Chonp	3602	4909	6799	9417	10867
Bagwara	3177	4190	5531	7301	8235
Jahota	4983	4996	6745	9105	10380
Jamwa Ramgarh	5815	6638	8231	10207	11186
Shivdaspura & Chandlai	<b>6779</b>	<b>8837</b>	9751	11028	11534
Kanota & Heerawala	<b>6968</b>	<b>8838</b>	9793	11158	11705
Watika	<b>6537</b>	<b>8292</b>	9237	10343	10785
Rest of the villages ^	<b>313540</b>	<b>526864</b>	590126	669027	700584
Population of 243 villages*	<b>178755</b>				
<b>Total</b>	<b>2161371</b>	<b>3044946</b>	4445298	6416419	7561604

\* - The population of these villages has been depicted for the year 1991 to arrive at the comparable population.

^ - 532 villages

It is thus projected that by the year 2025, the population of the Jaipur region would reach 75.62 lakhs. The growth rate assumed for the same has been reflected as under:

### 1.1.2 Projected Population Growth Trend of Jaipur region for the year 2025

The decadal growth rate of population is assumed to be 44.34% by 2021 and would be 44.61% by 2025. This is because Jaipur already exhibits a high growth rate looking the fast development of areas around it. Thus a high growth rate is anticipated for the future.

**Table 1-2 Population Growth trend of Jaipur Region**

Year	Population	Decadal Growth Rate
1991	21.61	-
2001	30.45	+40.91%
2011	44.45	+45.98%
2021	64.16	+44.34%
2025	75.61	+44.61%

**Table 1-3 Projected Population of the Village of Jaipur region other than the Urban areas and the towns**

Year	Population	Decadal Growth Rate
2001	526864	6.73%
2011	590126	12.01%
2021	669027	13.37%
2025	700584	11.79%

It is projected that by the year 2025, the decadal growth rate of the villages would go down to 11.79% by 2025 in comparison of current growth rate 12.01%. It is

due to the fact that population would be absorbed within the proposed urbanisable area of the city.

### 1.1.3 Projected Decadal Growth rate of Villages and Towns in Jaipur Region

**Table 1-4 Projected decadal growth rate of villages and towns in Jaipur Region**

Settlements	Population		Current Growth Rate	Population
	1991	2001	2001	2025
Villages	492295	526864	6.73%	698664
Rest of Settlements (Chomu, Morija, Jaitpura, Anatpura, Bagru, Dahmi Kalan, Bassi, Jahota, Kukas, Bhanpur Kalan, Kalwar, Pachar, Achrol, Chonp, Bagwara and Jamwa Ramgarh, Shivdaspura & Chandlai, Kanota & Heerawala, Watika)	150841	195507	30.57%	367940
Jaipur city	1518235	2322575	52.98%	6495000

As per the above table, the major growth within the region would be that of the city itself followed by growth in the towns and then in the villages. Towns would show a relatively lower percentage of growth with migration towards the Jaipur city, as no major economic activities are existing or being developed in these towns.

**Population projection for MDP -2025 is done based on guidelines and assumptions for allocation and planning of efficient physical and social infrastructure.**



### 1.1.4 Projected Decadal Growth Rate of Settlements within the Jaipur Region

A detailed projection of the towns and settlements within the JDA region has been done. Projected population and decadal growth rate of the settlements within the JDA region by the year 2025 is given below:

**Table 1-5 Projected decadal growth rate of settlements within Jaipur Region**

Name of Settlement	1981	D.G.R.	1991	D.G.R.	2001	D.G.R.	2025	D.G.R. *
Chomu	28822	+42.82	38523	+33.66	50708	+31.63	90250	+22.73
Moriya	6539	+52.67	9335	+42.76	11363	+21.72	19530	+25.00
Jaipura	2864	+27.69	4319	+50.80	5679	+31.49	11162	+32.00
Anatpura	2886	+34.48	3802	+31.74	5044	+32.67	9913	+32.00
Bagru	11077	+51.35	15509	+40.0	22092	+42.45	43243	+26.35
Dahmi Kalan	2385	+40.17	3359	+40.84	4442	+32.24	10099	+40.00
Pachar	3838	+28.28	3414	-11.05	4444	+30.17	8411	+30.00
Kalwar	3014	+33.54	4411	+46.35	6478	+46.86	16798	+50.00
Bassi	11131	+37.59	15135	+35.97	19888	+31.40	41241	+37.00
Achrol	7149	+35.37	9295	+30.02	12796	+37.67	28073	+38.00
Jamwa Ramgarh	6736	+23.85	5815	-13.67	6638	+14.15	11186	+23.98
Bhanpur Kalan	3602	+34.75	3662	+1.67	4370	+19.33	7342	+30.00
Kukas	1534	+44.04	2216	+44.46	2947	+32.99	7186	+44.00
Jahota	3716	+36.17	4983	+34.10	4996	+0.26	10380	+35.00
Bagwara	2485	+29.02	3177	+27.85	4190	+31.89	8235	+32.0
Chonp	2600	+39.26	3602	+38.54	4909	+36.29	10867	+38.5
Shivdaspura & Chandlai	5981	+30.16	6779	+13.34	8837	+30.36	11534	+11.47
Kanota & Heerawala	5026	+24.47	6968	+38.64	8838	+26.84	11705	+12.20
Watika	6448	+41.28	6537	+1.38	8292	+26.85	10785	+10.68

\* Decadal Growth Rate

From the above it is observed that the maximum growth in the towns is anticipated in Bagru. This is because of the growth of industrial activities, better connectivity to the Jaipur city and expansion of the Jaipur city towards this town in addition to employment opportunities available in the town.



## 1.2

### Infrastructure Projections

For the purpose of arriving at the infrastructure requirements, the projected population of the Region for the horizon year 2025 has been used as 75.62 lakhs. The UDPFI (Urban Development Plan Formulation and Implementation) guidelines for urban areas has been used. It may be noted that 7.00 lakh population out of this would be in the villages. However, due to unavailability of standards for rural areas, the same have been assumed for the rural component of the JDA Region. The Requirements of the towns have not been covered because in addition to Bagru, Chomu and the earlier proposed towns, new towns would come up by 2025 which have been dealt separately.

**Table 1-6 Population standards as per UDPFI guidelines for MDP-2025**

<b>Projected Population</b>	<b>75,61,604</b>
<b>Assumed HH Size</b>	<b>5</b>
<b>Therefore total Households</b>	<b>15,12,320</b>
<b>Workforce</b>	
<b>Workforce participation @33% of total population</b>	<b>24,95,329</b>

**Table 1-7 Required Physical Infrastructure as per UDPFI standards for MDP-2025**

Physical Infrastructure		
<b>-1</b>	<b>Water Supply</b>	<b>LPCD</b>
(a)	Domestic requirement @200lpcd	1512320800
(b)	Public Purpose @35lpcd	264656140
(c)	Fire fighting @1% of total demand	17769769.4
<b>-2</b>	<b>Sewerage</b>	<b>LPCD</b>
	Sewerage @80% of water supply	1421581552
<b>-3</b>	<b>Electricity</b>	<b>KW</b>
(a)	consumption@ 2KW per household	3024640
		<b>Total sub-stations required</b>
(b)	One Electric substation @ 11KV for 15000 Population	504
<b>-4</b>	<b>Solid Waste</b>	
	generation @0.5kg per capita	3780802

**Table 1-8 Required Social Infrastructure as per UDPFI standards for MDP-2025**

<b>Social Infrastructure</b>			
<b>-1</b>	<b>Educational Facilities</b>	<b>Requirement</b>	
	<b>Facility</b>	<b>No.</b>	<b>Area(Ha)</b>
<b>(a)</b>	Pre-primary nursery school 1 for 2500 population	3025	
	Area for school@0.08 hectare		242
<b>(b)</b>	Primary School (I to V) 1 for 5000 population	1512	
	Area for school @ 0.04 Hectare		60
<b>(c)</b>	Senior secondary school(VI to XII) 1 for 7500 population	1008	
	Area for school @ 1.6 Hectare		1613
<b>(d)</b>	Integrated school without hostel facility (class I to XI) 1 for 100000 population	76	
	Area for School@3.5 hectare		265
<b>(e)</b>	Integrated school with hostel facility 1 for 100000 population	76	
	Area of School @3.9 hectare		295
<b>(f)</b>	School for handicap 1 for 45000 population	168	
	Area of school @0.5 hectare		84
<b>(g)</b>	College 1 for 1.25 lakh population	60	
	area@ 4hectare		242
<b>(h)</b>	Technical education centre (A) 1 for 10 lakh population	8	
	area @ 4 hectare per centre		30
	area @ 1.6 hectare per ITI		12
	area @ 2.4 hectare for polytechnic		18
<b>(i)</b>	Technical education centre (A) 1 for 10 lakh population	8	
	area @ 4 hectare per centre		30
	area @ 2.1 hectare per technical centre		16
	area @ 1.4 hectare per ITI		11
	area @ 0.3 hectare for coaching centre		2
<b>A</b>	<b>Sub-total (Ha)</b>		<b>2921</b>
<b>2</b>	<b>Health Care Facilities</b>	<b>Requirement</b>	
	<b>Facility</b>	<b>No.</b>	<b>Area(Ha)</b>
<b>(a)</b>	General Hospital 1 for 2.5 lakh population	30	
	area of Hospital @ 6 hectare		181
<b>(b)</b>	Intermediate Hospital(Category -A) One hospital for 1 Lakh population	76	
	Area @3.7 hectare		280
<b>(c)</b>	Intermediate Hospital (Category- B) One hospital for 1 Lakh population	76	
	Area @1 hectare		76
<b>(d)</b>	Polyclinic with some observation beds One for 1 lakh population	76	
	area@ 0.3 hectare		23
<b>B</b>	<b>Sub-total (Ha)</b>		<b>560</b>
	<b>Total Area (A+B) required (Ha)</b>		<b>3480</b>

There are other infrastructure and other facilities which are required like police station, community halls, etc but are quantitatively insignificant at the Region level and to be attended at the city level with spatial proposals. Hence these have not been considered at the Region level.

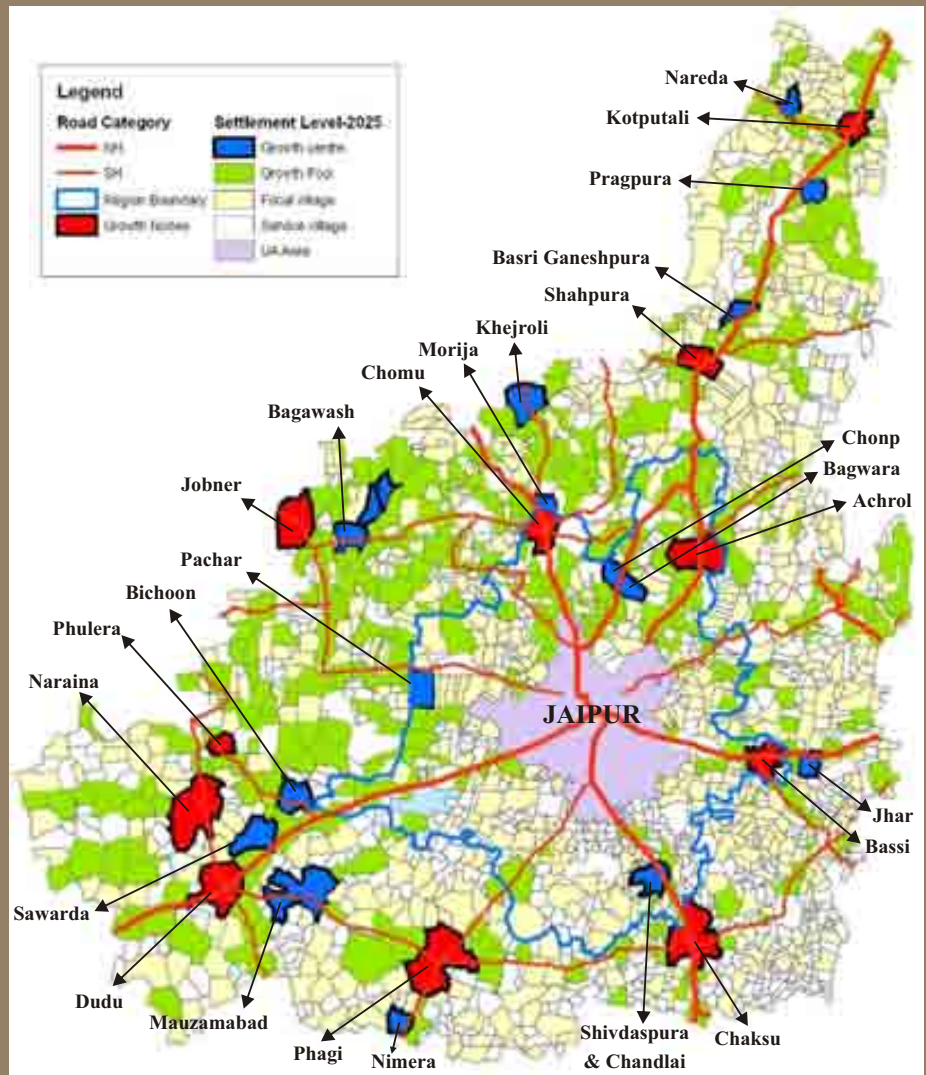
# 1.3 District Plan

## 1.3.1 Proposals drawn from the District Plan

The Jaipur District Plan summarizes and identifies the settlements of various levels for the year 2025. The settlements falling within the region have been identified. As per the District Plan the level of settlements identified are as follows:

Map 1-1 Hierarchy of Settlements in Jaipur District

In the MDP-2025 there are 5 levels of settlement i.e., UA area, Growth Nodes, Growth centres, Growth Foci, Focal villages and Service villages



It is thus observed that as derived from the District Plan, the following settlements are identified in the Jaipur Region.

- Achrol, Bassi, Chomu, Chaksu, Dudu, Phagi, Phulera, Shahpura etc.
- Chonp, Bagwara, Bichoon, Morija, Mauzamabad, Shivdaspura & Chandlai etc.

## 1.4 Settlements Classification

The existing scenario and level of urbanization and urban pattern reflect migration from nearby areas to Jaipur putting pressure on the existing infrastructure of the city. This phenomenon of regional migration affects the growth and leads to the policy failure. In order to set the corrected trend, it is proposed to develop settlement classification to meet the growing needs of urbanization in future and to ensure the balance development of the region with population assignment/ nodal development.

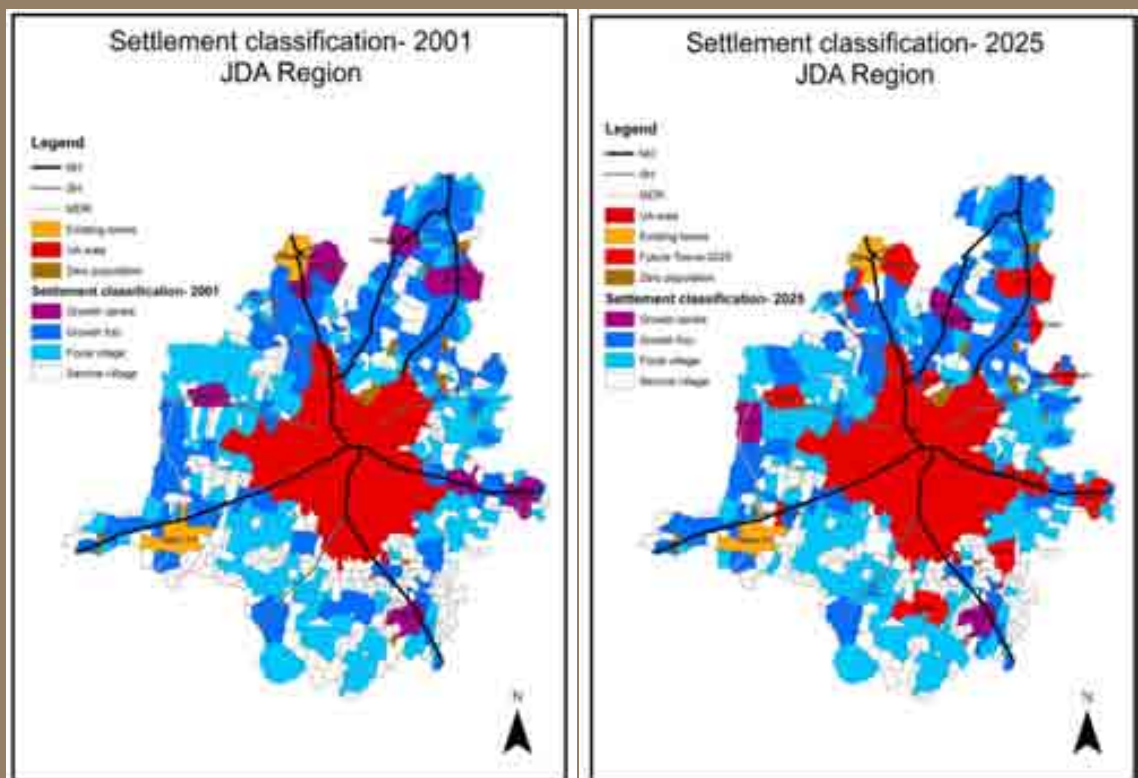
On the line of District Plan the settlement classification for MDP 2025 is as follows. The villages have been assigned the settlement level based upon the potential of the village and their population. Villages having Population categories:-

- more than 10000 act as Satellite town
- 5001-10000 act as growth centre
- 1001-5000 act as growth foci
- 501 to 1000 as focal village and
- population less than 500 are service village

The classification has been given on the basis of concept of 'Growth Pole' theory introduced by Francis Perroux (1955). The projections of population, economic activities point that the Jaipur city and its region continuously play its primary role.

Map 1-2 Existing settlement classification of Jaipur Region -2001

Map 1-3 Proposed Settlement Classification of Jaipur Region 2025



As per notifications there are total 721 villages. Out of which 168 villages were in urban area while rest of the 553 villages includes 14 villages for Future/satellite towns, 5 villages for Growth centers, 122 Growth foci, 163 focal villages and 249 Service villages.

### **Growth Centres**

Growth Centers are defined as the settlements showing trend of economic and demographic growth over a period of time. An important attributing factor for its determination is Gross domestic product of the settlement which is proposed at 9%. These settlements shall be developed as growth centers by an inclusive approach with self sustainability.

### **Service Villages:**

The rest of the villages are designated in this category. All the villages are provided a radius of 500 mt. around the existing settlement areas to attend to future growth of the settlements with mixed use development. The development controls are further detailed out for future development proposals within Urbanisable parcels.



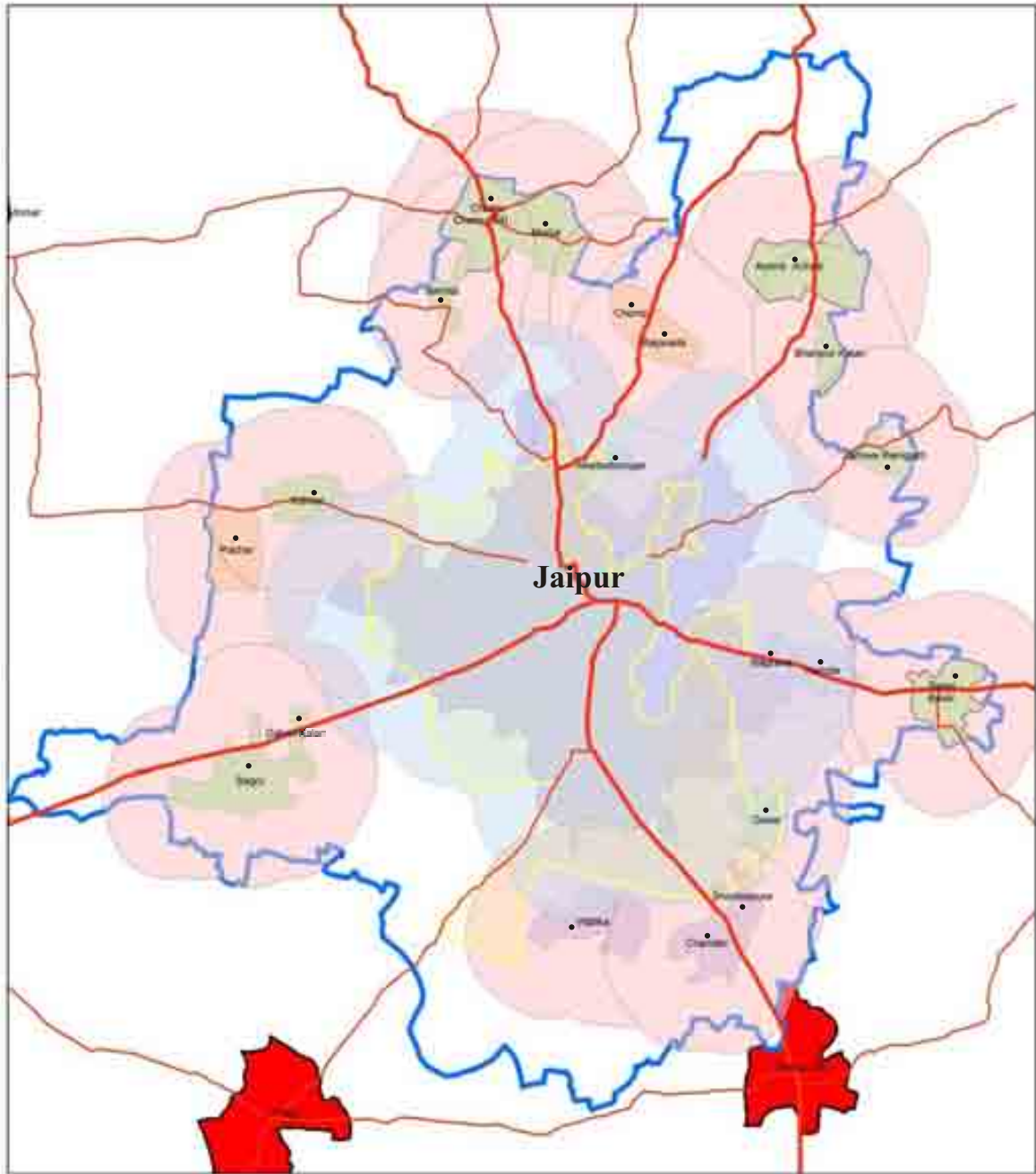
**Table 1-9 Details of important settlement by the year 2025**

Settlement Level	Sl.	2025	2011 (*Satellite Towns, Inner Ring Towns)	To be designated as:
Towns	1	Chomu	Chomu*	Chomu and Morija would together form an Urban Agglomeration along with previously included Jaitpura and Anantpura
		Morija	-	
			Jaitpura & Anantpura	
	2	Jahota	-	As this town lies at a distance of > 5kms from Chomu, it is to be developed as an independent town.
	3	Kalwar	-	As this town lies along the highway and has potential for future development along with the fact that currently a number of residential projects have come up in this town. It would thus be developed independently
	4	Dahmi Kalan	-	As this town is close to Bagru, it is to be treated as an integral part of Bagru.
		Bagru	Bagru	
	5	Watika	-	This would form part of the U-2 area and independent inputs are given.
	6	Bassi	Bassi	This would continue to function as an independent town.
	7	Kanota	Kanota	Kanota and Heerawala together would form part of detailed plan.
			Heerawala	
8	Jamwa Ramgarh	Jamwa Ramgarh	This would continue to be an independent town of the Region.	
9	Achrol	Achrol	This would continue to be an independent town along the Delhi Highway.	
10	Bhanpur Kalan	-	As this town is at least 2 kms away from the highway, there is little possibility that it would form a part of the Urban Agglomeration of Achrol. Hence it would be developed independently.	
11	Kukas	Kukas	This is a lower order settlement but as it is located in between the Urban area and Achrol which is at quite a distance, this settlement by virtue of its developments in MDP-2011, the changing scene shall be addressed separately.	
Jaipur Region Urbanisable area			Balawala	This town would form part of the Urbanisable Area by 2025.
			Bilwa	This has become part of the U-1 area.
			Sinwar	This has become part of the U-1 area.
			Bankrota	This has become part of the U-1 area.
		Goner	Goner	This would form part of the U-1 Area of Jaipur by the year 2025. Hence separate plans are not prepared.
		Bagrana	-	Bagrana, form part of U-1 and U-2 no separate plans were drawn.
	Akedadoongar	-	This form part of the U-1 Area by 2025.	
Growth Centers	1	Chonp	-	This is at least 2 kms away from the bypass. Independent development envisaged.
	2	Bagwara	-	This is at least 2 kms away from the bypass. Independent development envisaged.
	3	Pachar	-	This is at least 2 kms away from the bypass. Independent development envisaged.
	4	Chandlai	Chandlai	This would form part of the U-2 area under Aerotropolis zone. Till detailed plan preparation of Aerotropolis the proposals of MDP 2011 in retained.
Shivdaspura		Shivdaspura		

The above table enumerate the settlements for which separate plans are to be drawn. In all 11 Satellite towns and 4 Growth centres identified.

The volume 3 Provides the development plans details for satellite towns and growth centres.

Map 1-4 Settlements in Jaipur Region by 2025



JDA Region Analysis



## 1.5 Sub-Regional Facility

### 1.5.1 Concept for developing sub-Regional Facility Node:

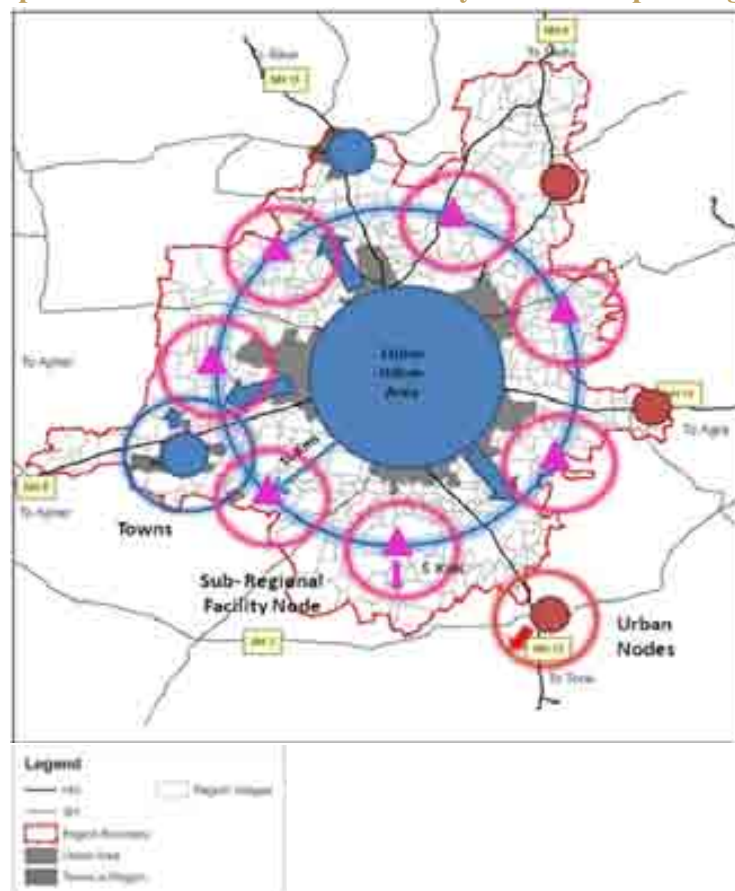
**Sub Region:** The area beyond UA and between important transportation routes up to the Region Boundary

#### Sub-Regional Facility Centre

##### Settlements that

- Has a population of > 3000
- Has basic facilities of PS, Dispensary
- Has intermediate level facilities
  - Sr. Secondary School
  - Hospital- 50 beds+ minor OT
  - Postal Office-Telegram, Postal banking
  - One government bank with ATM facility
  - Govt. Office building- bills/electricity/water
  - Credit Society
  - One Link market

Map 1-5 Identification of sub-facility centres-Jaipur Region

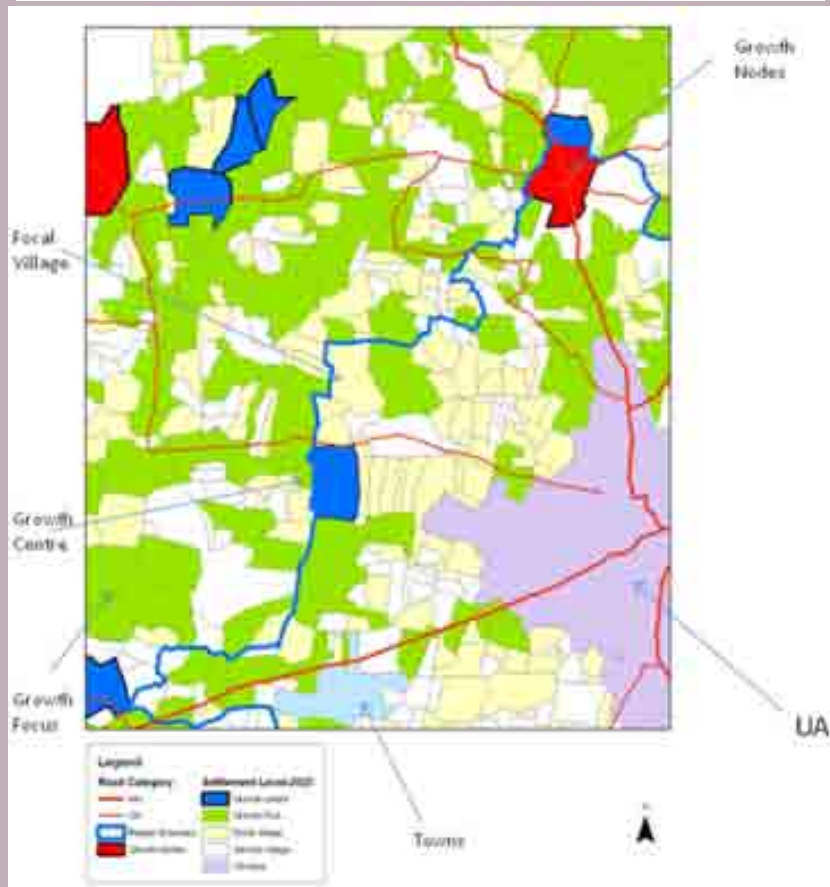
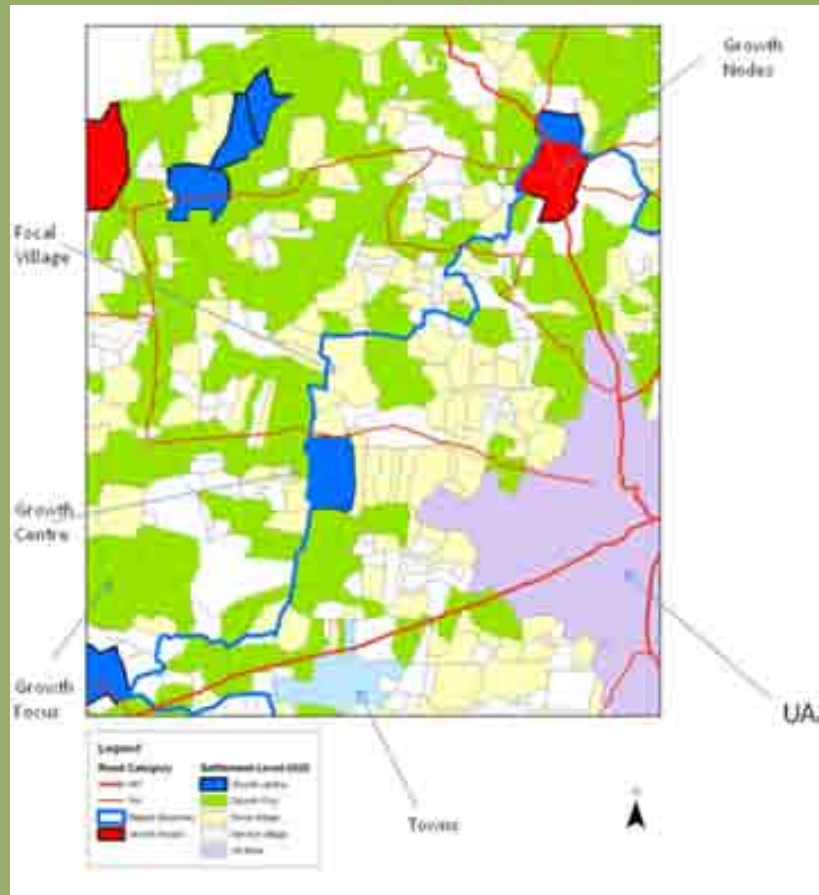


First identify the level of settlements within these planning zones as per District Plan

Follow detailed analysis for each of these and apply rule of elimination.

Assign Sub-regional facility nodes as those areas which are effective strategically to service the areas around it for planned development

The Sub-regional facility nodes will be identified while doing zonal development plans. The development plans of the existing towns, future towns 2025 and growth centre shall each have one sub-regional facility centre.



## 1.6 Economy

### 1.6.1 Wholesale Markets:

New markets need to be proposed like the terminal markets, in other parts of the city. Some proposals has been made for grain market, Fruit and vegetable market, Timber market, Green peas market.

Table 1-10 Proposals for Markets

SI	Type	Location	Area in acres
1	Grain Market (Anaj Mandi)	Kalwad	62.5
		Renwal Manji	62.5
2	Fruit and Vegetable market	Kalwad	31.25
3	Timber market	Dhankya	100
4	Green Peas market	Mahala	18.25

### 1.6.2 Industries

The proposals for industries are based on the type of industries and their appropriate sitting within the region. Industries have been classified as “Red”, “Orange” and “Green” industries. At the regional level the same have been held true however, at the zonal levels, a more detailed approach towards the siting of industries is required with reference to the National level Project by CPCB on “Zoning Atlas”. Accordingly, the same is envisaged to be used as an extension of the Master Plan. Till then a schematic approach as mentioned in the Zonal plan need to be adopted.

With regard to the region, the proposals for the industries are as follows:

1. No Red category of industry is proposed to be allowed within the region.
2. Industries are not to be permitted at all within the Eco-sensitive areas G-1 (a buffer zone of the same has been created)
3. The agriculture zone shall have industries which complement low scale- agriculture related and household industries. However, industries which may in any way create water pollution shall not be permitted.

4. Other Orange, (within the industrial areas developed by RIICO) and Green industries would be permitted within the development zone whether within or outside the proposed UA. However, large manufacturing industries are permitted within the U-2, U-3 area and rural area however EIA in such cases is to be prerequisite.
5. Adequate proposals of industries attended in the U-1 areas
6. The RIICO need to work out further modalities in realizing them.

Besides the above the general rules applicable for sitting of industries along with the necessary EIA and other pre requisites as stipulated by the State and the Central Government from time to time need to be met.

In furtherance there of, the following principle directives also need to be met out for any new industrial proposals:

- Jaipur being a heritage city, its environment comprising of its rich built heritage needs to be protected at all costs. Hence no air polluting industry would be permitted within a radial distance of 10 kms from any heritage/structure of National/State or local significance.
- Jaipur Region having limited water resources, extensive water consuming industries are not to be promoted within the region. Accordingly water polluting industries are not to be permitted within a distance of 10 kms from a natural water channel/water body. In other areas wherein water polluting industries are permitted, adequate measures need to be undertaken for the discharge of its effluents after treatment.
- No air polluting industrial areas to be set up within a radial distance of 10 kms from airports and to be totally avoided within the air funnel.
- Re-thinking is to be given to liberal conversion of Industries within 1 km. of existing industrial area.
- Polluting textile industry within the residential areas of Sanganer need to be shifted.

### Village Industries

The village/ House hold industries share most of the workforce and they are being given inputs in this plan. Accordingly judicious permission HH/Village industries are encouraged in urbanisable area.

### Cluster Industries

**Table 1-11 List of Clusters in Jaipur Region**

S.No.	Tehsil/panchayat simiti	Village	Type of Handicrafts
1	Dudu	Mahela	Blue Pottery
2	Sanganer	Nevta Bagru Sanganer	Blue Pottery Hand block printing Hand block printing
3	Chomu	Jaitpura	Handloom
4	Bassi	Bassi Kuthada	Leather Footwear Embroidery beading
5	Amer	Manpura macheri Achrol Rampura dabri	Leather Footwear carpet weaving Agriculture implement
6	Jamwaramgarh	Nayla	Embroidery beading

All such category of industries, listed as green category may be permitted, though with permission from RSPCB. In order to promote Household industries, it may be treated as part of any use zone other than G-1, G-2 and G-3 zones.

Since the carrying capacity of the environment is limited and some areas or ecosystems are more susceptible to adverse environmental impacts than others, the unplanned and haphazard location of industries might substantially increase the risk to the environment. Due to increasing awareness, environmental considerations are becoming important. Hence a detailed study is essential to judge that the industries are well sited within the city/region. Guidelines for the same have been developed as a “Zoning Atlas” project for siting of industries at the National level prepared by the CPCB. These guidelines are eventually being legalized and incorporated for directing future industrialization. The same incorporated at the broader level would be a step towards achieving the goal of eco-friendly and sustainable industrialization.

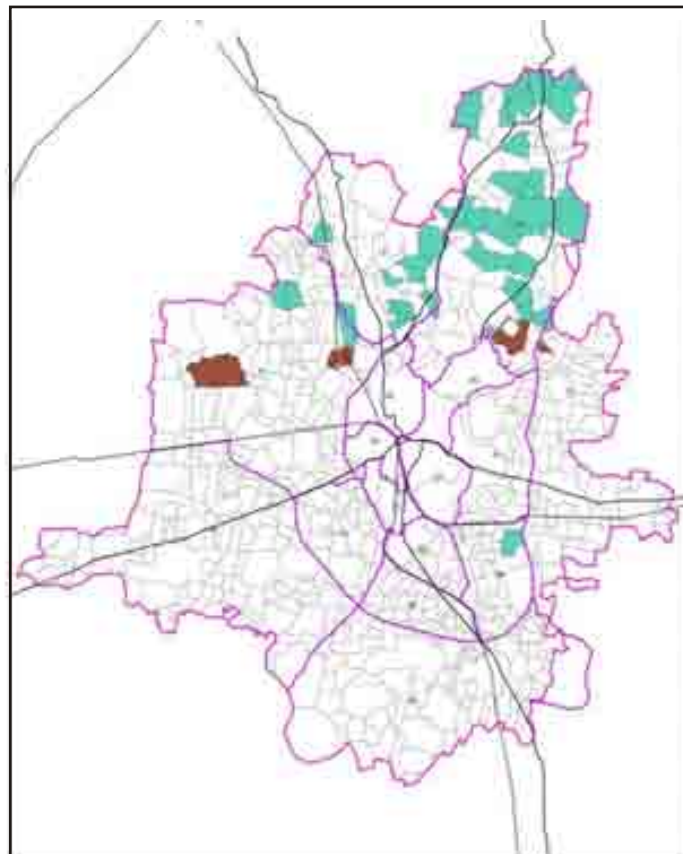
- Non polluting/ small/ cottage industries are permitted within 1.5 km of village abadi in Ecological / Rural/U2/U3 areas as per revenue / industries department rules.

### 1.6.3 Minerals and Mining

All hills hillocks have been taken under G1 category a few of them may not be coming under RF/PF category in the Region. In order to ensure supply of building material as well as grit material for roads, quarrying need to be permitted. Accordingly it is proposed

1. Mining and quarrying shall not be permitted in green zone (G-1) and green zone (G-2) and U-1, U-2 & U-3.
2. The mining department guidelines for mining and quarrying to be adopted in the rest of the area.
3. The hills and hillocks which are not in the ownership of forest may be permitted for quarrying only after clearance from PCB.
4. The few mining areas falling within the urban area (U-1) of 2025 need to be relocated as looking to the public safety.
5. Stone crushers, Brick kilns/ Lime kilns permission may only be allowed/permitted subject to Rules made under Land Revenue Act/RSPCB norms.
6. Existing mining/quarrying areas running in U1, U2, U3 & G1, and G2 needs relocation after working out effective modalities.

Map 1-6 Minerals Mining areas within the Jaipur Region





## 1.7 Heritage and Tourism

The natural and built heritage resources of Jaipur have immense potential in the development and growth of the city. It is important to understand the following aspects that may be associated with the city's heritage:

### **Renewal/ Regeneration/ Decongestion**

Certain historic areas of Jaipur specifically the Walled City of Jaipur have the highest density in the city. This increased density is an additional load on the historic infrastructure and services in the area impacting the overall quality of life in such areas. These areas are rich in urban historic structures that require special conservation and regeneration plans.

### **Tourism and Recreational Use**

The economy of Jaipur depends largely on Tourism and the heritage resources of Jaipur (both built and natural) play a significant role in the promotion of tourism in the city. Since the inception of Jaipur, it has been an international tourist destination and its unique planning has fascinated many researchers, academicians and urban planners. Tourism has increasingly put pressure for the conservation and sustenance of this historic city. Hence, it is crucial that the heritage resources/areas in the city be judiciously selected for promoting sustainable tourism.

As per the gaps identified in the Land use Plan 2025, there is an increasing need of recreational zones to be developed in the city by 2025. To meet the required target, it is feasible to evaluate existing natural and cultural heritage areas in the city such as Ghat ki Guni and Jamwa Ramgarh that can be developed into recreational nodes for the city.

### **Crafts based Small Scale Industries**

Jaipur walled city and its surrounding towns such as Bagru and Sanganer are well known for local crafts and serve as important locations for expansion of small scale craft industries. Wherever possible, aspects such as crafts development should be integrated in the planning.



### 1.7.1 Conservation Strategy and Heritage Management Plans

The conservation strategy for the identified heritage zones and areas in the city needs to be evolved as per their natural, historic, architectural, archeological, scientific, social and economic significance. Hence, a comprehensive documentation, listing and assessment of significance is a prerequisite for evolving any development plan for the natural and built heritage zones identified in the Master Plan and outlined in the Zonal Plans.

Based on the heritage characteristics and the potential for development, each heritage zone should have either one or more of the following plans for development:

- Environmental Impact Assessment/ Management Plan
- Special Zone Regeneration/Renewal/ Decongestion Plan
- Heritage Management Plan/ Conservation Plan
- Heritage Tourism Development Plan

Such plans and their subsequent influence zone need to be detailed at Zonal level and beyond that. The Master Plan only provides an outline of planning work to be carried out at the zonal level.

### 1.7.2 Heritage Zones

This section briefly outlines a strategy for the development of 9 heritage zones identified in the Master Plan of Jaipur. Out of these Zones 2 Zones viz' Jaipur walled city Zone including Jantar mantar and special Zone including Amber fort and Ghat ki Guni falls in U1 area while rest of the rest 7 zones falls Outside U1 area in the region.



**Walled City Jaipur as seen from Google Maps**

**Table 1-12 Proposed Heritage Zones in Jaipur region**

<b>Zone No.</b>	<b>Heritage Zone</b>
1	Walled City Zone
2	Special area Zone
3	Jamwa Ramgarh
4	Sanganer
5	Bagru
6	Pachar and Kalwar
7	Chomu and Moriya
8	Kukas/ Achrol/ Manoharpura
9	Bassi and Kanota

U1 area Zones are detailed out in the U-1 part in Heritage & tourism. Rests of the zones are detailed as below:

- 1. Walled City Zone : detailed in U1 Part**
- 2. Special area Zone : Detailed in U1 part**
- 3. Jamwa Ramgarh**

A comprehensive conservation plan with focus on the Ramgarh lake and natural heritage, ecotourism and integration of fort and protected temples on the tourist trail should be prepared. A comprehensive eco tourism project functioning as a recreational zone with lake, resorts and polo grounds shall help in reviving the economy of the place.



#### **4. Sanganer**

Sanganer has important craft industries (mainly textile printing and handmade paper) besides the ruined palaces, broken city walls, triple gateways and havelis. Large and small units of block and screen printers produce some of the finest hand-printed textiles in the country which are also exported across the world.

A special heritage tourism development plan for this circuit can be developed linking Sanganer as the textile heritage town with nearby Chaksu having heritage haveli hotels. With its history, textiles and strategic location, Sanganer can function as an important tourist town that caters to the influx of Jaipur tourists. Local incentives for conservation and reuse of structures for tourist facilities should be promoted.

#### **5. Bagru**

The prime attraction of Bagru is its hand printed textiles. This small town on the outskirts of Jaipur has its individual significance with textiles, heritage structures of havelis and temples, small fortresses etc.

#### **6. Pachar and Kalwar**

The towns of Pachar and Kalwar has important heritage monuments such as Pachar Castle and the Kalwar Fort can act as tourism magnets to trigger development in these towns.

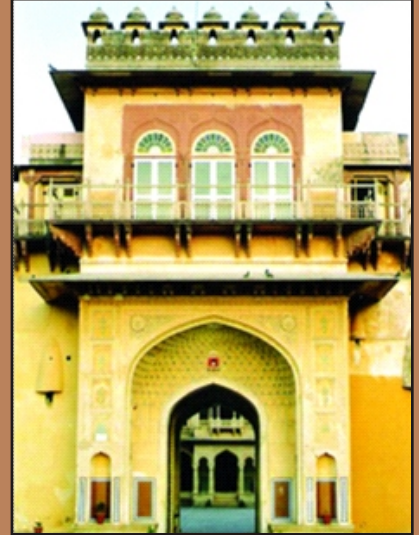
The environmental and archaeological significance of surrounding places like Sambhar can be linked with adjoining built heritage structures in Jobner, Pachar and Kalwar to the handicrafts hub at nearby Naraina at Bagru, areas to present an integrated tourist



circuit for this area accessed from Jaipur - Ajmer highway. Increased tourism revenue, conservation of natural and built heritage and revival of economy in these towns should be emphasized.

### 7. Chomu and Morija

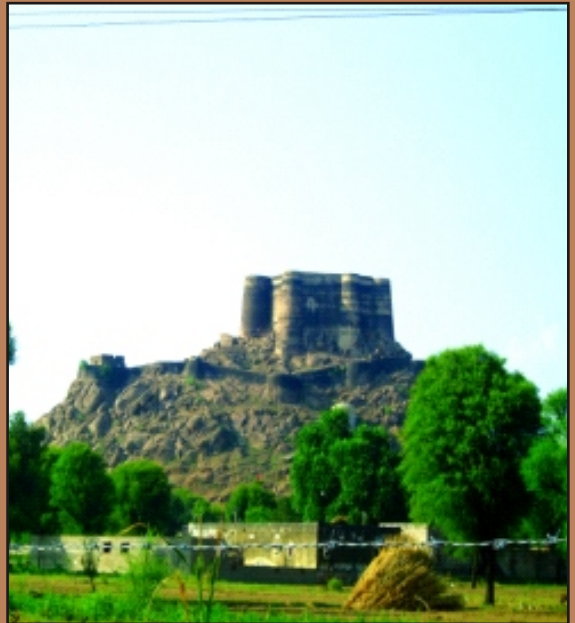
It is important that listing of significant heritage structures be carried out and heritage tourism proposal for the Chomu - Samode circuit be realized. It can enhance the already existing tourism in the area with heritage tourism as a tool for rural economic regeneration.



### 8. Kukas/ Achrol/ Manoharpura

As the earlier thikanas, areas of Achrol and Manoharpura have some interesting fortresses and havelis. The strategy outlined for this heritage zone is:

- Develop a heritage tourism plan along with ensuring conservation of remaining heritage. It should focus on the highway tourists and Jaipur tourists staying in the newly



developed hotels in Kukas. The tourist experience on NH-8 can be further enhanced by developing new heritage sites that shall generate employment for the nearby villages.

## 9. Bassi and Kanota

The small town of Bassi has some important heritage structures that need to be protected along with further development of the area. Off the Agra road and 40 Kms away on the Bassi Lalsot road, is a palace where one of the historic battles between the Jaipur forces and the Marathas was fought, called Tunga. It commands an enviable landscape with fort of



Madhogarh nestled amidst orchards of mangoes. This zone needs to be protected as a natural and built heritage area and integrated with the growth of the town.

The heritage of nearby town of Kanota can also be suitably addressed on this tourist circuit that locates Bassi and Kanota on the Jaipur- Agra Highway.

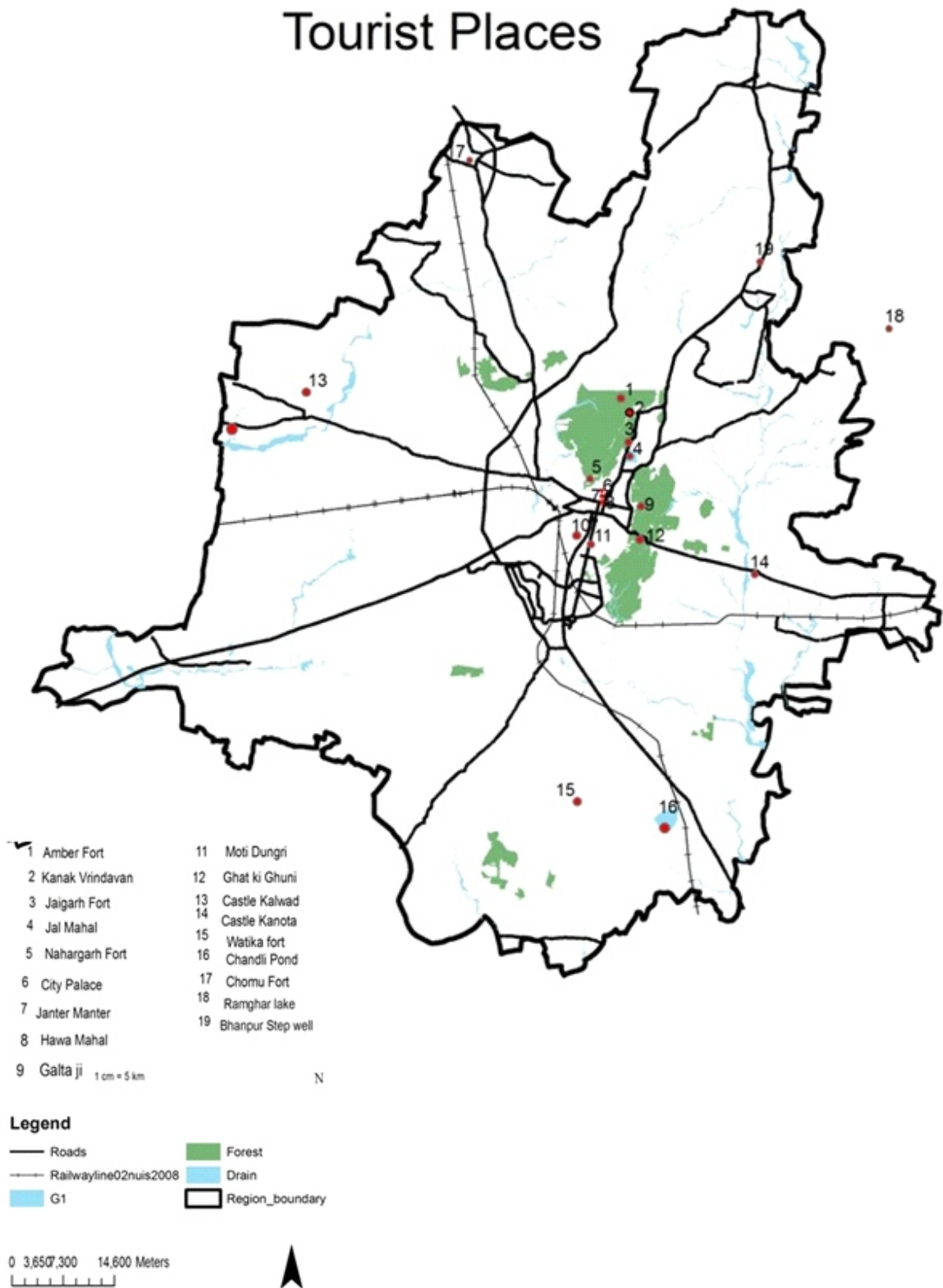
### Proposed Plans beyond Zonal Level

Some plans would be proposed beyond zonal level. These plans are as follows:-

- Environmental Management Plan
- Eco-tourism Plan including conservation aspects
- Heritage Tourism Development Plan
- Heritage Tourism Development Plan addressing built and natural heritage of Sanganer
- Conservation and Tourism Development Plan for Madhogarh and surroundings
- Conservation and Tourism Development Plan for Kanota Castle and surroundings

Map 1-7 Potential Tourism sites in the Jaipur Region

# Tourist Places



### 1.7.3 Tourism Zone

In Regard to potential tourism sites in region, a tourism zone has been identified in the region for the promotion and encouragement. All tourism and allied activities would be housed with better level of infrastructure and eco-friendly concept.

**Handicraft Tourism:** As Jaipur and as such Rajasthan is famous for its handicrafts , tourism oriented toward the development of such crafts villages wherein people can watch the craftsmen at work need to be developed.

**Rural Resorts-** More over the Region is rural in nature, tourism needs to venture out into these areas. However this needs to be promoted in harmony with nature. Rural resorts may be promoted in such areas in the master plan. There needs to be a policy formulated to indicate the type of structures, area, etc which is permissible in the same.

**Rural tourism-** Identifies villages; certain villages may be identified in the region for being developed on the concept of Raj Gramya, a Government scheme to promote rural tourism. Though there are such areas within the district, location of such within the region would enable more visits and frequency by the tourists coming to the city.

Besides the following new approaches may be explored to attract more domestic tourists in the city:

- (i) Active Tourism
- (ii) Adventure Tourism

These places can be develop as small tourist circuit to encourage tourism potential and increase revenues in Jaipur region viz; Amber fort-Kanak vrindavan- Jaigarh fort- Nahargarh fort and City palace-Jantar Mantar- Hawamahal- Galtaji- and Rambagh-Moti Doongri -Ghat ki Guni - castel Kanota and Chandlai Pond-Watika fort etc.

### 1.7.4 Heritage Policies and Legislation

The evaluation of the Built Heritage of Jaipur leads to outlining major issues and concerns linked to heritage conservation works that can formulate guidelines for heritage policies and actions. The laws, legislation and policies for protection and conservation of heritage structures in the city of Jaipur.





## 1.8 Social Infrastructure

In the U1 area about 5.5% of land use is dedicated to public and semi public facilities other than this residential use zone further have provision for public and semi public facilities. Social infrastructure at various levels viz; neighbourhood level, sector level, Zonal level etc., shall be provided as per standards. Zonal Development plan will further describe the public facilities and other social infrastructure in detail.

Satellite towns also have provision for adequate public & semi public facilities. MDP 2025 have provision for required social infrastructure viz' health, education, banking, post & telegraph and recreation etc., for satellite towns as well as villages falling in Jaipur region.

In the Chonp town app. 75% of land use is dedicated to public/semi public purposes, the town is dominated by Institutional use. The institutional use is attempted to make the growth center as institutional destined settlement. The North-East area of Chonp settlement is reserved for Knowledge city.

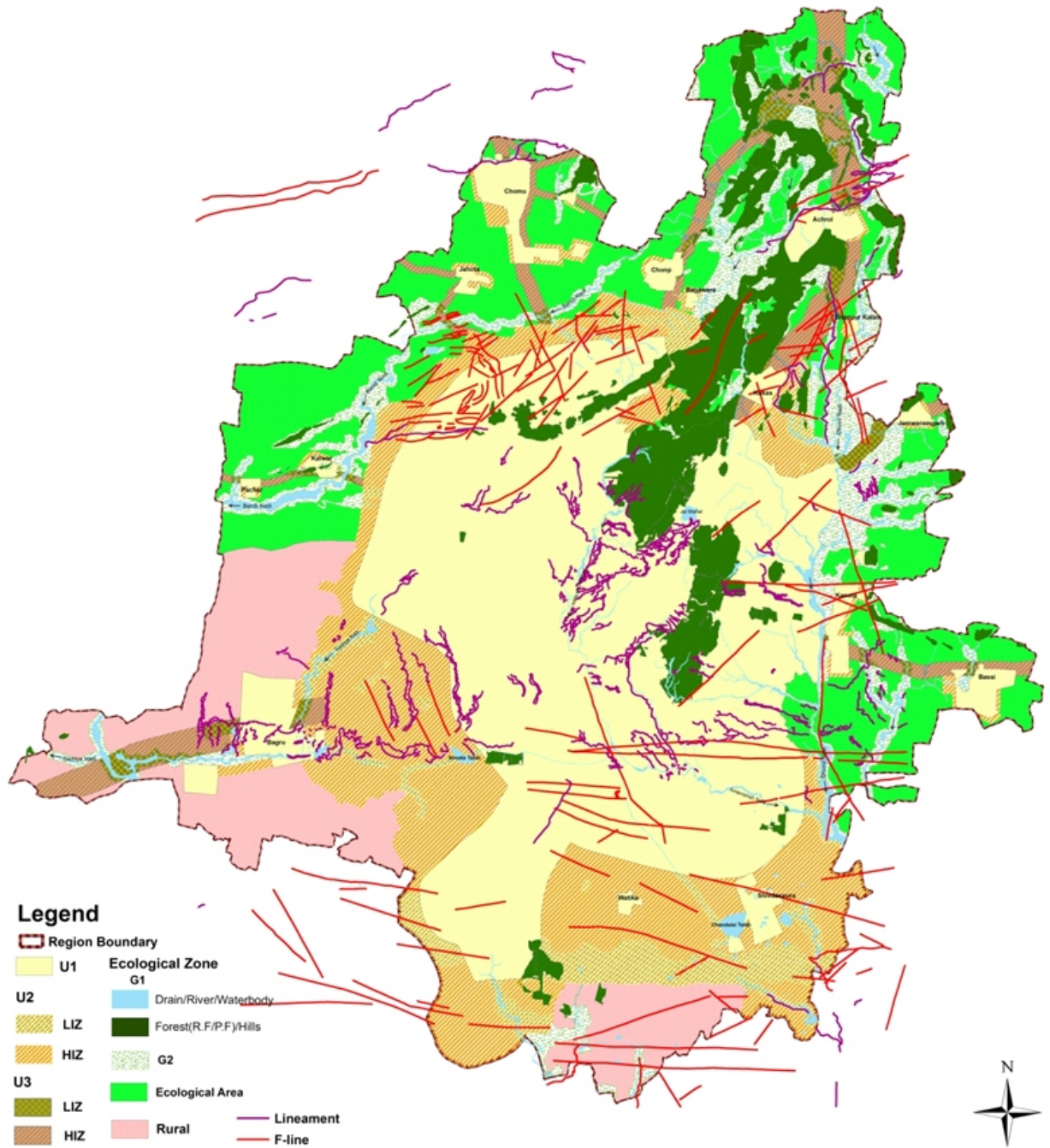
On the same line Achrol also acts as an institutional destination, A major portion of the land use falls under JDA's science tech city which boasts of becoming premier educational Hub on Delhi road. All the public semi public use in the town is intertwined with provision of large recreational areas and suitable connectivity.

### 1.8.1 Safety

#### Disaster Management

Land utilization map is shown, overlaid with all the fault line and linaments. It is a suggestive way to guide the developer that as and when constructions are made, suitable measures are to be taken with respect to earth quake resistance so as to avoid any loss of life and property.

Map 1-8 Fault lines and lineaments in Jaipur Region



## 1.9 Physical Infrastructure

### 1.9.1 Water Supply

At present ground water is the main source of water supply in the villages of region. In the city, water is supplied through tubewells. Overall water requirement for Jaipur region for year 2025 is as follows:

	Water Supply	Population (Lakh)	Requirement LPCD	Total Requirement MLD
	Water requirement -Jaipur region			Approx.
(a)	Jaipur city-U1 area	64.95	180	1170
(b)	Satellite towns/Growth centers	3.68	70	26
(c)	Rest of the Area/villages	6.99	40	28
	<b>Total (a+b+c)</b>	<b>75.62</b>		<b>1224 MLD</b>
	<b>Total water requirement MLD</b>			

There are two major source of water supply in Jaipur region other than ground water;

- Ramgarh dam
- Bisalpur dam

Till last decade Jamwa Ramgarh Lake was the main source of water supply to Jaipur city. With the expansion of Jaipur city in leaps & bounds, the other sources like Bisalpur has been explored for water supply. In order to keep it as source of water supply, it is suggested that the catchment area of Ramgarh Lake need to be protected from encroachment. A detailed catchment area plan proposed to be drawn for Ramgarh Lake by the district authorities as part of down stream project.

Efforts are being made by PHED for augmentating water from Isarda dam. Rest of the demand for water supply in Jaipur region shall be met by Isarda dam and Chambal dam for which detailed study is being done by PHED. Further additional water requirement will be taken care of by PHED at times.

The Bisalpur water supply project cell has identified the villages en route for drinking water supply. These villages in the immediate future would have tapped water facility. However, the other critical areas need to be brought in to the umbrella of piped water supply.

## **Water Management**

As per PHED, dependability on Bisalpur & Isarda has been considered to the extent of 795 MLD. However net yield from Bisalpur dam has gone down considerably and therefore its dependability has also reduced substantially. As per the original design an average supply of 890 MLD water was assumed from Bisalpur with 75 % dependability. By observing the hydrology of last 10 years and behaviour during this year dependability on Bisalpur dam has become a question mark altogether. Similarly the yield of Isarda would be much lower than assumed and it may altogether not be able to provide any water to Jaipur. Approximately 4000 cusecs of water is being used in the agriculture using water drawn from Kota barrage & Chambal. The irrigation efficiency is as low as 20%. Following measures are proposed to be implemented for water management

**Lining of canal & drip irrigation:** Substantial quantities of water can be saved by lining of canal and by using sprinkler/drip; practicing barabandi etc. the water saved for irrigation use could be considered for diversion to Jaipur & other deficit areas.

**Policies to raise financial resources:** JDA, UDH has to develop & implement appropriate policies for raising financial resources for funding the water supply infrastructure for 2025 population estimated. Water supply to outer colonies is also to be funded & implemented by JDA/UDH.

**Devolution of water distribution:** the issue of devolution water distribution management to city level company responsible to ULB has already been supported in the water policy. Similarly water policy has also recommended cost recovery of O&M through rationalization of tariff.

**Cloud seeding:** Cloud seeding in the catchment areas of Bisalpur and Isarda dam has been proposed. The technology is in experimental stage in India and may be carried out for a trial. More funds per year would be required on its successful implementation.

The JDA building byelaws-2010 envisaged water recycling and water harvesting system and it shall be applicable in entire Jaipur Region. The exploitation of ground water should be discouraged .

**Table 1-13: Water demand under various projects-2025**

Name of village/ Town	Tehsil / Town	Population			LPC D	Water Demand in KL			Raw Water Demand assuming losses @ 20 %					
		2001	2011	2021		2025	2001	2011	2021	2025	2001	2011	2021	2025
<b>From Bisalpur Dam</b>														
<b>Jaipur Bisalpur Project</b>														
Jaipur City		2322000	3693227	5327262	6500000	150	348300	553984.05	799089.3	975000	417960	664780.0	958907.16	1170000
<b>From Isarda Dam</b>														
Chomu Town	Town	50708	64906	83080	92385	70	3549.56	4543.44	5815.60	6466.95	4259.47	5452.12	6978.72	7760.34
Bagru Town	Town	22092	28278	36196	40249	70	1546.44	1979.44	2533.69	2817.46	1855.73	2375.33	3040.42	3380.95
<b>Detail of villages of Jaipur District not taken in Bisalpur Dudu Project</b>														
Morja	Chomu	11363	14545	18617	20702	40	454.52	581.79	744.69	828.09	545.42	698.14	893.62	993.71
Jaipura	Chomu	5679	7269	9304	10347	40	227.16	290.76	372.18	413.86	272.59	348.92	446.61	496.64
Anatpura	Chomu	5044	6456	8264	9190	40	201.76	258.25	330.56	367.59	242.11	309.90	396.68	441.10
Pachar	Jaipur	4444	5688	7281	8097	40	177.76	227.53	291.24	323.86	213.31	273.04	349.49	388.63
Kalwar	Jaipur	6478	8292	10614	11802	40	259.12	331.67	424.54	472.09	310.94	398.01	509.45	566.51
Jahota	Amber	4996	6395	8185	9102	40	199.84	255.80	327.42	364.09	239.81	306.95	392.90	436.91
Chonp	Amber	4909	6284	8043	8944	40	196.36	251.34	321.72	357.75	235.63	301.61	386.06	429.30
Bagwada	Amber	4190	5363	6865	7634	40	167.60	214.53	274.60	305.35	201.12	257.43	329.52	366.42
Bhanpur Kalan	Jamwa Ramgarh	4370	5594	7160	7962	40	174.80	223.74	286.39	318.47	209.76	268.49	343.67	382.16

### 1.9.2 Sewerage

As a result of feasibility study it was analysed that Sewage treatment plant may be allowed in all use zones in the land utilization plan subject to availability of land and suitability of Location. As per information given by PHED the total designed water supply in the region is around 1224 MLD out of which only 80% water (979 MLD) reaches to consumers due to transmission losses. As per standards the sewage generation is 80% of water supply to consumers therefore in Jaipur region sewage generation for year 2025 is 783 MLD.

<b>Projected water requirement for 2025 (MLD)</b>	<b>1224 MLD</b>
<b>Water supply after transmission losses (80%)</b>	<b>979 MLD</b>
<b>Sewerage @80% of water supply (MLD) for Year 2025</b>	<b>783 MLD</b>

Following STPs already exist in city area for treatment of sewage, which uses conventional treatment technology.

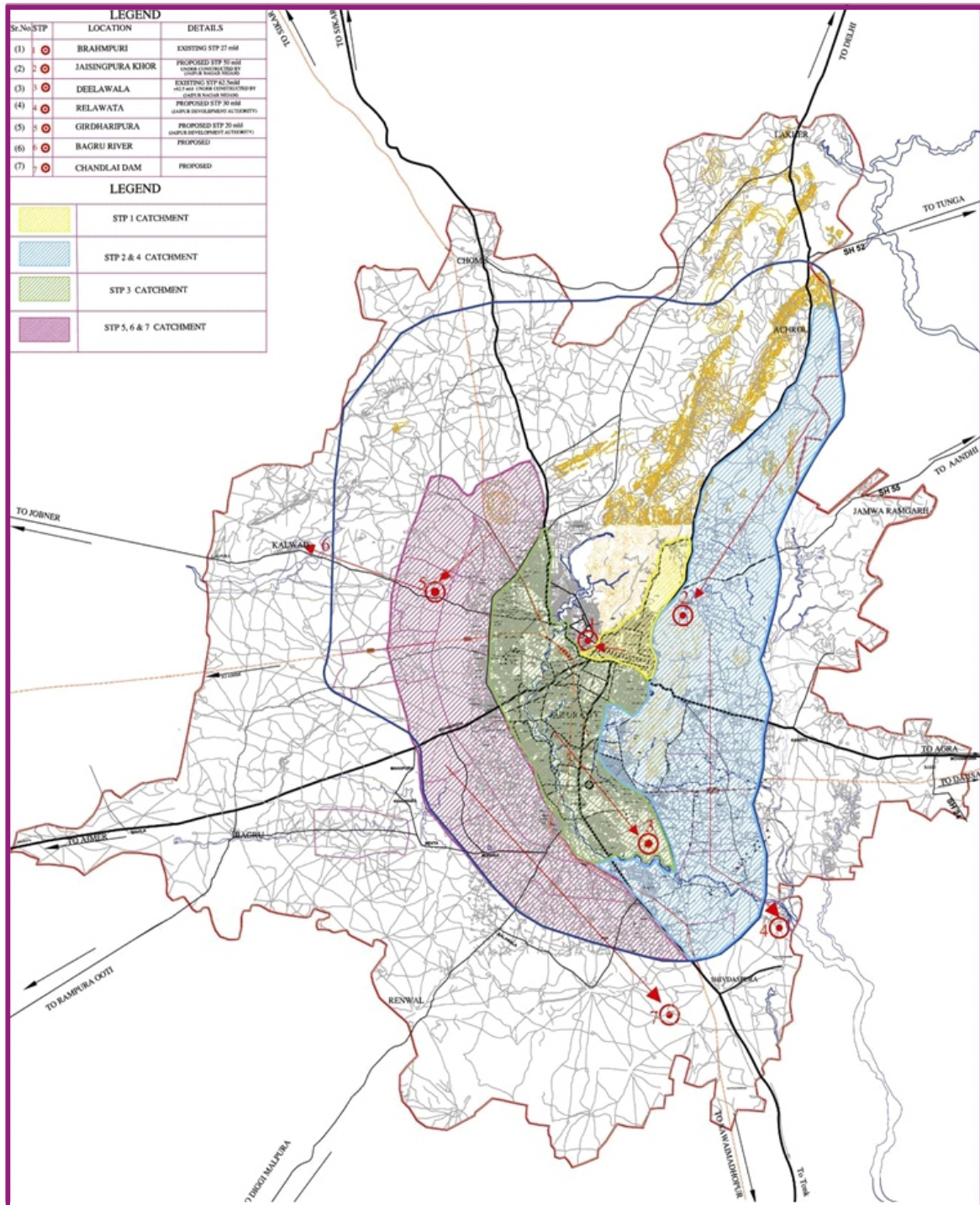
- 1 STP of 62.5MLD capacity at villages delawas
- 1 STP at Brahmpuri of 27 MLD capacity

But since these are not sufficient even for the city area few more locations are marked for proposed city level Sewage treatment plants in Jaipur region for the treatment of sewage

- 1 more STP of 62.5MLD capacity at villages Delawas
- 1 STP at Jaisingh pura khor of 50MLD capacity
- 1 STP of 30 MLD capacity at village Relawata
- 1 STP of 20 MLD capacity at village Girdharipura
- 30 MLD STP under Phase-I JDA
- 30 MLD STP under Phase-II JDA

All the above STP supposed to treat 317 MLD of Sewage. It is proposed to channelize this treated sewage towards east at Bandi River. There is a proposal to channelize the sewage generated from the western part as per the natural slope to south near chandalai dam. The sewage generated from north and eastern part can be taken near kanota dam through pumping and the final disposal can be done at Dhund River. Further requirement of sewage treatment plant will be met as the development and expansion of city takes place. Detailed study will be done for sewerage network in the region. The satellite towns falling in Jaipur region to be provided with proper sewerage network and also it is necessary to develop a mechanism to connect all the villages in region with sewerage network system in future.

Map 1-9 Sewerage system: Existing and proposed



### **1.9.3 Drainage**

The detailed study is required to be done for the preparation of drainage plan. River front development is proposed along Amanishah nalah and Dhund River with removal of encroachment and plantation. The study is to be taken as down stream project.

### **1.9.4 Solid waste Management**

Jaipur Municipal corporation is committed to achieve new heights for developing efficient solid waste management system. The corporation has taken various steps to improve the waste management process.

- To effectively implement 'Cleaning friendly scheme' institutions like Regional/ resident welfare association, NGOs/CBOs etc are involved in waste management.
- For scientific disposal of waste, four more waste processing plants are proposed to establish around city. These plants are proposed to establish in all four directions of city for easy excess.
- A compost plant also exists on landfill site at village sevapura for making of compost from solid waste. This plant is on BOT mode with a capacity of 250 MT. This plant may generate fund for Nigam by CDM process.
- A sanitary landfill site and processing plant is already proposed at village langadiyawas. In this plant pallets will be made with Solid waste and rejected waste from sevapura plant.
- For treatment of Bio-medical waste a Plant is established on BOT mode at village Khora-roophari. Another Similar plant is also proposed to establish in same village. This plant will treat the biomedical waste generated in 150 kilometre of perimeter along with Jaipur.

### **Use of Solid Waste Landfill Gas for Energy generation**

At present, the most common method used by Municipal Corporations for disposal is dumping of the collected waste at open dumpsites. The waste at these dumpsites consists of rich organic content, which produces landfill gas over time by anaerobic digestion. Landfill gas is rich in methane (40-50%) and carbon dioxide. Gases such as nitrogen, hydrogen and oxygen are also produced in the process in insignificant quantities. The collected gas from large landfills can be effectively utilized as a clean fuel for power generation and gas collected from smaller landfills can be supplied to appropriate industries located in the vicinity of the site for direct use of gas in boilers or other equipment.

**Feasibility Studies on Methane Emissions:** To estimate the feasibility of any landfill gas to energy project, a crucial step would be to conduct a feasibility study to estimate the potential of methane emissions. This in turn would assist in planning and design for the management of the dumpsite after closure



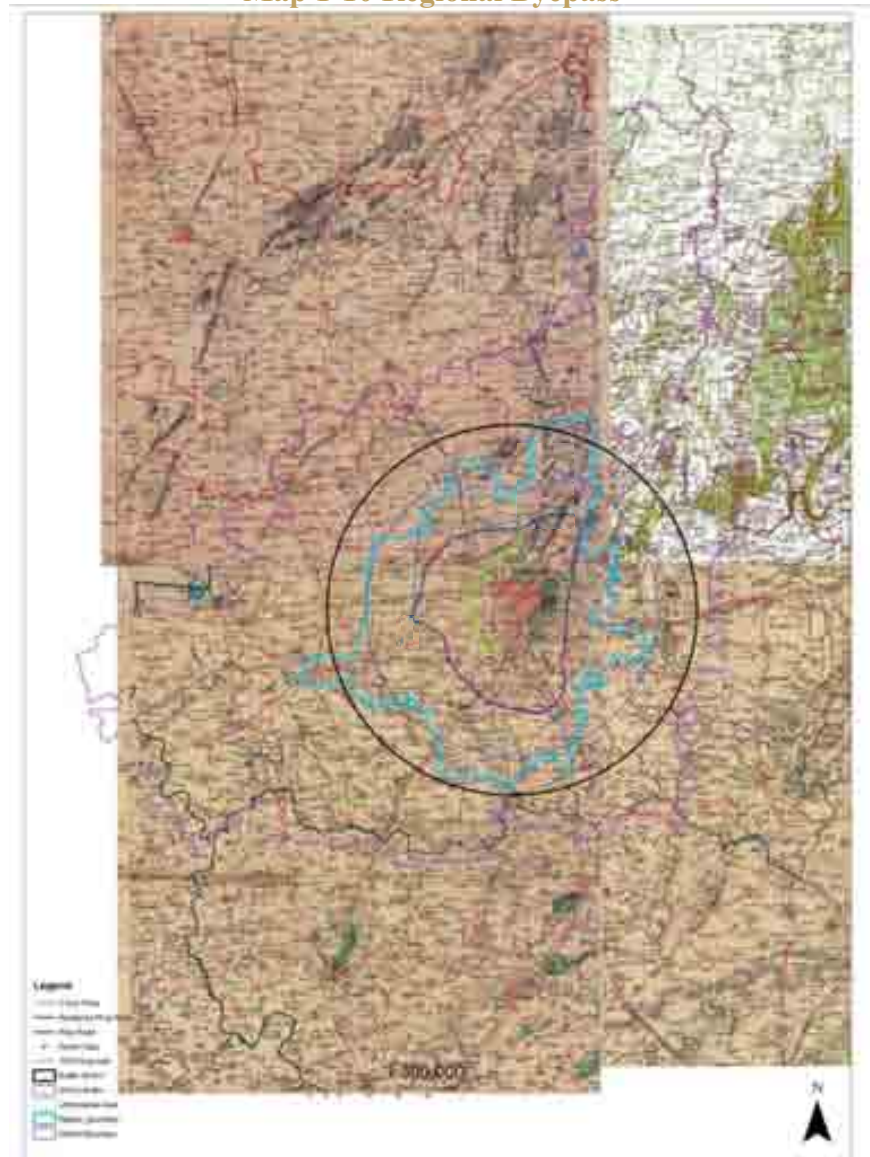
## 1.10

### Transportation

#### 1.10.1 Regional Bypass

A regional bypass is proposed to serve Jaipur Region and its hinter land Jaipur District. It is ideal to have a 30 km. road for Regional bypass. However due to physical constraints it had to be stretched to 38 km. as shown below

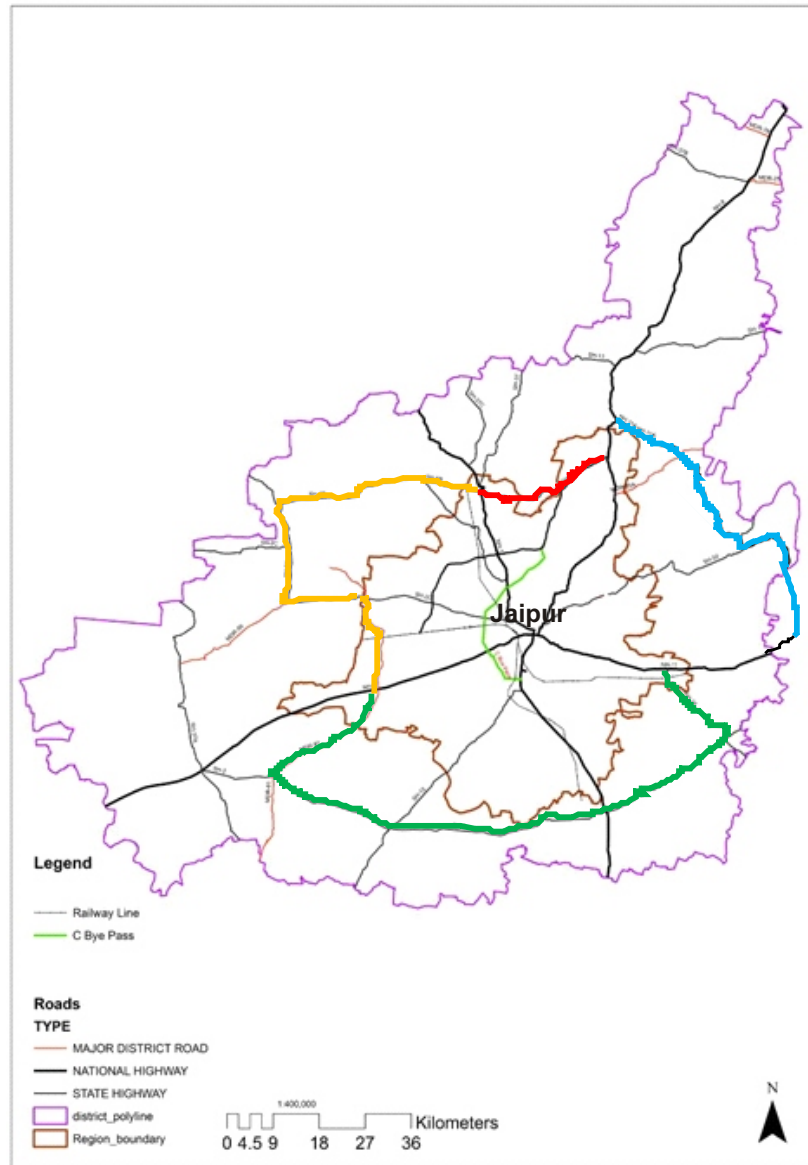
Map 1-10 Regional Bypass



However a 38 km. circular development with a length of 238 km. is utopian by using the network parts of MDR /SH /NH in and around 238 km. on approach has been worked out and the following provision emerged for development of regional bypass.

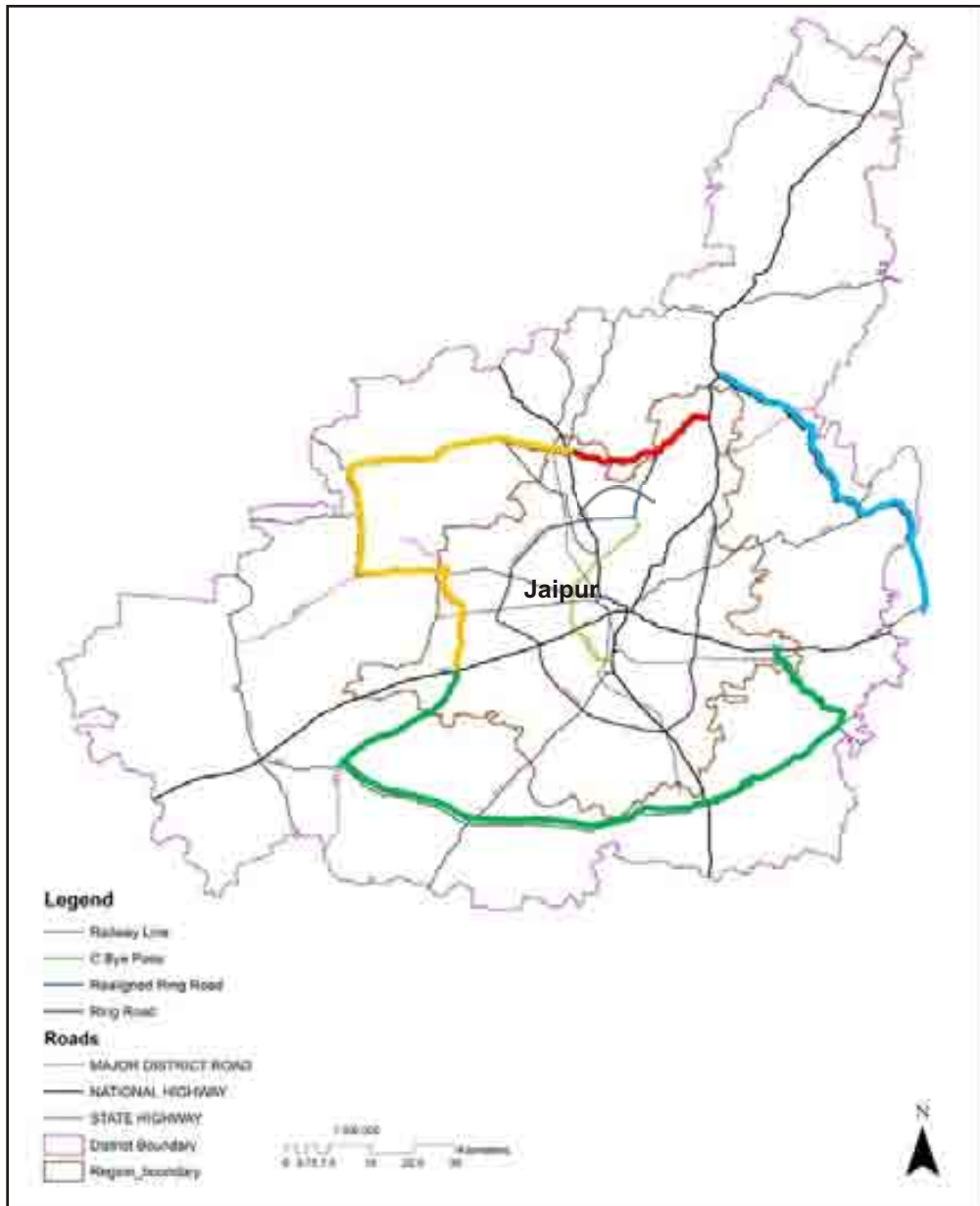
The regional roads account for the (a) Regional bypass and (b) Ring Road for the region. This would cater to the needs of traffic in the Jaipur Region.

**Map 1-11 Provisions for development of regional bypass**



- NH-11 – NH-8 : SH-24, SH-2 up to the junction of MDR 81 and along the MDR 81 up to NH-8
- NH-8 – NH-12 : MDR 81 upto SH-2c (Kalwar road), SH-8A, SH-19, SH-88
- NH-12 – NH-8 : SH-37
- NH-8 – NH-11 : NH-11A

Map 1-12 Regional roads of Jaipur Region



**The U-2 area is proposed with the following hierarchy of road network:**

- 60 Meter
- 48 Meter
- 30 Meter

**Other roads of the Region:**

The U-1 area and the U-2 area is proposed with a definite road network to accommodate various development proposals. The development proposed sector level roads and regional roads when compared with existing village road network the development was at snail space. In order to avoid no growth situation in case of non development of sector road the following proposals have been worked out.

Instead of giving a definite road width creation of building line is emphasized. This pave way for the conversion of compatible uses from agricultural land to non-agriculture purposes by adhering to the building line. More over a definite time capsule cannot be given for the development of the rural area which may take at least 30 years from now. In order to attend to such proposals, which are compatible to the land utilization of the rural area. The following table gives the building line that to be adopted on the following category of roads.

**Table 1-14 Building line to be adopted on the category of roads**

SI	Type of Road	The Building line	The plantation corridor within the control belt
1.	State High Way	75 mt. from the centre line of the road.	30 mt. on either side
2.	MDR (Major District Road)	45 mt. from the centre line of the road.	15 mt. on either side
3.	Other roads	30 mt. from the centre line of the road.	6 mt. either side

The proposed regional bypass and ring road coupled with U-2 area road network serve majority of Satellite towns and growth centers provided in the development plan.

Finally the best substitute of the proposed ring road is to strengthen the existing connectivity of connecting all the growth nodes of the region. The map depicts the the alternative routes acting as ring road. The present existing network of the region has already a good surface transport option. This option works out as an outer ring road concept, which is almost parallel to the existing ring road and connect all the potential towns of the region.

### 1.10.2 Ring Road:

The Ring road development corridor has been taken up with a visionary approach to create infrastructure in advance to meet the growing needs of rapid urbanisation of the region. BRTS provision is incorporated as part of its 90 mt. ROW. The development Zone along the road corridor is envisaged. The length of the proposed corridor is 125 Km.

The southern portion i.e. from Agra Road to Ajmer Road the acquisition of the land is complete however the northern portion of the Ring Road is proposed to be developed on top priority.

**Table 1-15 Proposed Ring Road Alignment**

<b>West and North</b>	Ajmer Road to Sikar Road	32.58 km.
	Sikar Road to Delhi Road NH-8 (Kukas)	21.39 km.
<b>East</b>	Agra Road-Jamwa Ramgarh road	12.47 km.
	Jamwaram Garh road – Delhi NH	11.68 km.

**Map 1-13 Proposed Ring Road Alignment**



The original alignment (Southern alignment) of earlier ring road retained up to Ajmer Railway line and the northern alignment has proposed to link Ajmer road to Sikar road. (32.58 k.m). The proposed northern alignment has changed between Ajmer road to Kalwar road.

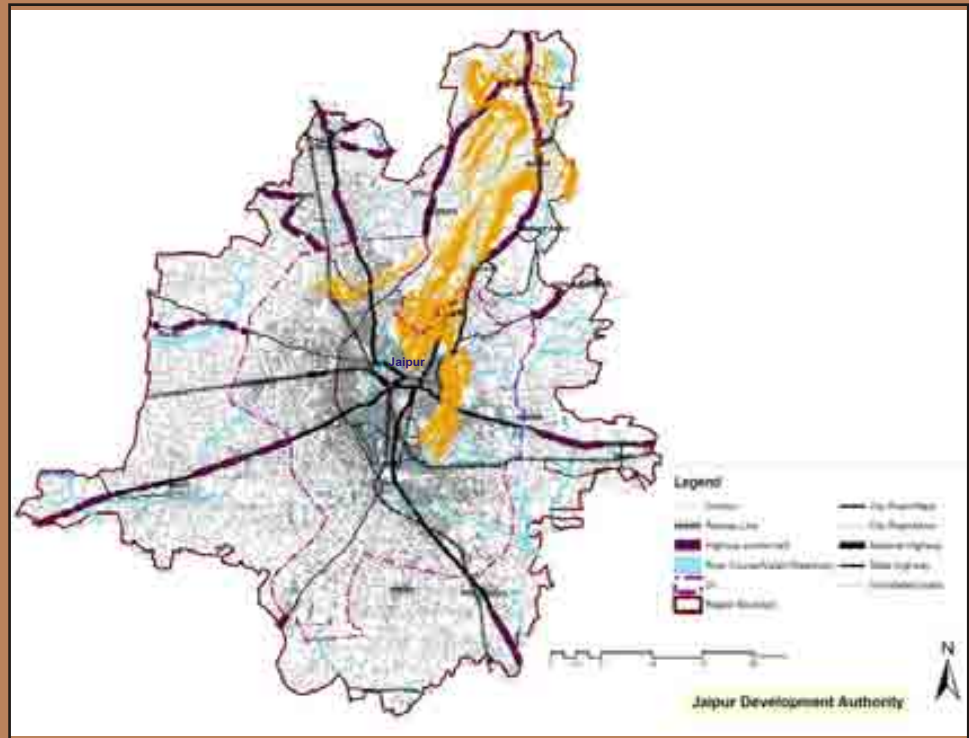
Sikar road (NH-11) to Delhi road (NH-8) up to north of satellite town Bhanpur Kalan. This changed alignment of Ring road has reduced 37.70 km length which was existed from Daulatpura Kotra to Chandwaji but this part of road passing through a hill so one tunnel (750 m) will come in this part of ring road.

The project will serve a dual purpose of providing improved access to areas that are developed, for bye-passing the city and will serve as an impetus to growth of underdeveloped areas.

The final alignment of northern portion of Ring road shall be further detailed out while implementing the proposals.



Map 1-14 Highway control belt in Jaipur region



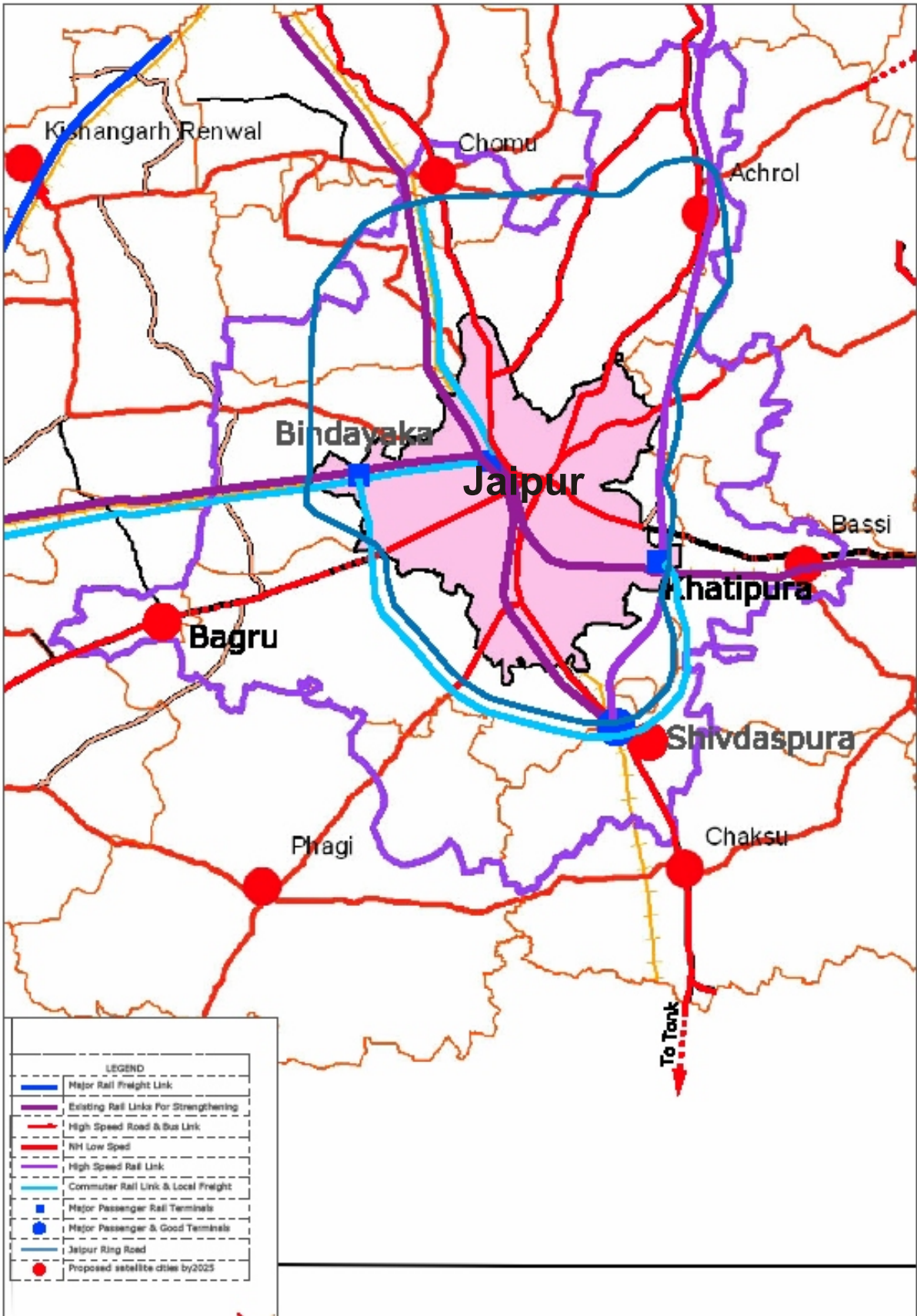
#### 1.10.4 Suburban Transport System:

City of Jaipur is already facing an acute pressure of transport services due to the growing suburban traffic. Railways have been upgrading the tracks on Jaipur-Dausa section as well as on Jaipur-Phulera section, Jaipur-Chomu and Jaipur-Chaksu sections.

These routes proposed to be developed as integrated transport routes along with the proposed ring road and there is a need to plan interchange stations where they cross over to allow people options of movement into the city. Accordingly priority is given to the interchange movement to dispersal of their movement in to the city by using both rail and road. The ring road with proper feeder link can enhance transport services.

A detailed project is envisaged to be taken up is consultations with Railways.

Map 1-15 Proposed suburban transport system





## 1.11

### Urbanisable Area

Urbanisable area is the unit which caters to the concentrated form of urban activities required for the town. Previous deviations and collating of commitment need to be considered to give a proper shape to arrive at planned development pockets, and proposed ring road.

#### 1.11.1 Arriving at the Urbanisable Area of 2025

The Standard density for a town like Jaipur is about 12,500 persons per sq.km. The area with density above this is walled city with highest density (avg. 6000 persons per sq.km) and planned areas of Malviya Nagar, Adarsh Nagar and unplanned areas of Barkat Nagar and Jhotwara. The rest of the city (within the developed area of the city) exhibits a population density between 4000- 12500. The peripheral area exhibits a low density of less than 4000 persons per sq.km.

It is observed that there are deviation in the development area of each previous master plans therefore it is necessary to consider the deviations due to various reasons, while planning the development area

#### Urbanizable area 2025

Census 2001 Density	-	4742 Person per sq.km
MDP 2011 Ward Population	-	35 lakhs
MDP 2011 Ward Area	-	326 sq.km
MDP 2011 Density	-	10736 Person per sq.km

Wards Area (As per GIS map 2009)	-	535 sq.km
Projected Ward Population	-	55 lakhs
Density	-	10280 persons per sq.km

Projected Urban Population -2025  
(Ward+new area of U1+ migration) - 65 lakhs

Additional area requirement for 10 lakhs population is as follows:-

Assuming density of peripheral area @ 4000 persons per sq.km		
Area required	-	250 sq.km
Thus total area	-	535+ 250= 785 sq.km

Assuming Population density @ 8000\* persons per sq.km, area required = 813 sq.km.  
Thus either ways, Urbanisable extent of Master Plan -2025 works out to be = 800 sq.km

*\*The density is assumed based on study of Cities of similar size and development pattern.*

However in Jaipur region the commitments have gone beyond the proposed 800 sqkm. Accordingly it was revisited and U1 extension proposed up to ring road and sector 57. Ring road has been proposed with a development corridor, change in land uses has been proposed in many villages in immediate proximity to urban areas, plenty of new townships have come up.

As per Assumptions, the total area required would be around 800 sq.km which is an additional area of 474 sq.km as per 2011 Master plan. However, going by the trends, commitments and the future development corridor works out to be around 852 Sqkm, in virtual sense substantially the area under hills, nallah and other physical barrier and the area available for urban development.

Note :

*\* The urbanisable area in Jaipur is 945 Sqkm. However, the ecological area including hills/ Reserve forest /protected forest comes out to be around 93 Sqkm. Therefore the actual developable area remains (945-93 =852Sqkm)*

*\* The urbanizable Area-1 of Satellite towns works out to be 102 Sqkm. Therefor the total urbanizable area in Jaipur region is (852+102 =954Sqkm)*

The urbanisable area works out to be 954 sqkm\*. The density attempts envisaged at 8000 persons per sq. km. Its concentration shall be high in the core area and move to 2000 persons per sq. km in the periphery by 2025 by ushering town density around 6850 per Sqkm. This is a new paradigm, with cities being structured as boundary less due to rapid urbanization. U2 and U3 accommodate the commitments and new areas under township policy 2010 or any other policy relevant to the Master Development Plan.

## 1.12

### Land Utilization

Land is the basic resource of human society. Its utilization shows a reciprocal relationship between the prevailing ecological conditions of a particular region and man. The term 'Land Utilization' is also used for varied utilization of land and soil surveys, e.g., land under cultivation, pasture barren, orchard, fallows, waste, culturable waste, settlements, forests, waterbodies etc.

The study of land utilization is of immense value in tracing out the past use of land and its future trend.

The rapid urbanization of the growth of boundary less cities are a new paradigm of the growing cities and Jaipur is no exception. Areas abutting the planned areas always remain under pressure for new avenues due to close proximity and easy accessibility taking in to account the environmental consideration, physiographic existing development, directions of growth, requirement of land to accommodate the expected increase of population development already taken palace and other activities. Thus the Master Development Plan-2025 has been drawn up with reference to the following five policy zone.

- Urban area 1 -U1
- Urban area 2 -U2
- Urban area 3 -U3
- Ecological Zone
- Rural area

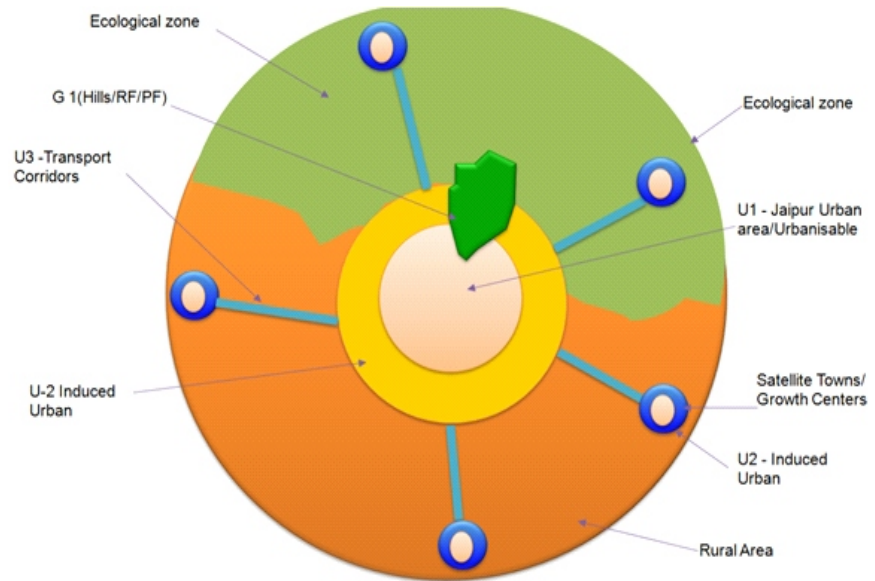
With an objective of development of Jaipur region and attract investment opportunities new concept for development of Jaipur region is drawn as mentioned above. It would help Jaipur to become a national hub of economic activities and a mega city generator of economic momentum for global exchange and which further place the capital city to a position as globally competitive.

- U1 is the compact urban area placed as a nuclie of development and U2 will be the immediate influenced area on periphery of U1 area. The U3 will be the continuum to U1 and U2 area on either side of Major roads.
- G1 is the Eco-sensitive area which includes Rivers, ponds, reserve/protected forest, hills etc. G2 is the Continuum to G1 area acting as buffer to G1, Ecological area includes rest of the eco-sensitive zone.
- The rest of the area is divided in to Rural. Based on the study the land utilization is discussed in following section.

The concept of U1, U2 and U3 areas in Master development plan-2025 is explicated here.

*The approach and concept for development of Jaipur region is evolved considering each and every component viz; urban, rural and ecological zone so as to make it an efficient and sustainable region.*

Chart 1-1 Concept of Urbanisable areas



U1 - Urbanisable Area

U2 - Immediate influence area of U1 and satellite towns

U3 - Influence area of NH, SH, Ring Road, Bye passes, Industrial corridors and other important corridors

Ecological Zone - It includes all the bio-diverse and incompatible use

G1 (Green Zone -1) - To conserve natural features

G2 (Green Zone -2) - A buffer to G1



However there is a conflict of U-2, U3 areas with G-2 and it is not reflected when looked on ground (this is due to earmarking areas based on geological considerations). In order to usher an equal footing for all the land in continuum, addressed the following proposals.

- Conflict of G2 with U2 is made as low intensity U2 Zone LIZ
- Conflict of G2 with U3 is made as low intensity U3 Zone LIZ

In the low intensity zone the activities as permitted as per U2/U3 however the FAR is restricted up to standard FAR only. Further increase with respect to permissible FAR is not permitted.

**(i.) Urban area (U1)**

U1 is based on Population projections, the existing city, urbanisable area of 2011, and the existing satellite towns. It honours the commitments/projects. The total projected U1 area is 945 sq km. but after the extraction of G1 and some part of ecological zone (94 sqkm; which falls under U1 boundary) it remains 852 sq. km. because it can not be used for any type of land use in future. The projected U1 area of satellite towns is 102 sq. km. thus the total urban area (Jaipur region + satellite towns) is 954 sq. km. (852+102 sq.km). The urbanisable area proposed was increased by another 99Sq.Km. to accommodate commitments in the south west of Jaipur around Diggi-Malpura Road and area between Ring road and proposed development area in the North -West.

**(ii.) Urban area (U2)**

The immediate influence area of the U1 and the Satellite towns is the U2 area. This is generally created as buffer to U1/nearest physical boundary, accommodating commitments + special area projects- SEZ, and other developments.

The U-2 area is divided into Low Intensity Zone (LIZ) and High Intensity Zone (HIZ) i.e.; the U2 area overlapping with G2 is considered as Low intensity Zone (116 sqkm) while the rest of the U2 area falls under High intensity Zone(391 sqkm).

In the U2 LIZ area, Low impact development (LID) techniques shall be used for land development by Conservation of drainage, trees & vegetation. Development impacts in this area shall be minimized by low intensity development. Proposals supplement the land use plan of U1 area.

### (iii) Urban area-3 (U-3) Transportation/development area

U3 is the Influence area of National Highways, State Highways, Ring Road, Bye passes, Industrial corridors and other important corridors. This is generally 1000 meter buffer on either side on NH and 500 meter on either side of the SH excluding road right of way.

Table 1-17 Buffer details on either side of Highways

Category	Rural area	Agriculture area
National Highway	1000 m	500m *
State Highway	500m	250m

\* All National Highways in Ecological area shall have 500 m Buffer on either side except Jaipur Delhi Highway (NH-8) where buffer shall of 1000m to draw economic inputs.

As already enumerated Ecological Area needs protection. Though the Rural area delineated in the land utilisation caters to it, a separate zone needed delineation and accordingly the vast Ecological area on north and east were protected and delineated separately. In the said zone the U-3 boundary has been redefined with 500 mtr. on either side of NH and 250 mtr. on either side of State Highway.

The U-3 area is divided in to Low intensity Zone and High Intensity Zone i.e.; the U3 area overlapping with G2 shall be considered as Low intensity Zone while the rest of the U3 area shall fall under High intensity Zone. The projected U3 area 2025 under HIZ is 96 sq km. and under LIZ is 39 sq km.

In the U3 LIZ area, Low impact development (LID) techniques shall be used for land development by Conservation of drainage, trees & vegetation. Development impacts in this area to be minimized by encouraging low intensity development.

### (iv.) Ecological zone

This would include all the bio-diverse and incompatible use areas like Reserved forests, protected forests, flora fauna areas, wetlands, flood prone areas, water recharge areas, water bodies, heritage conservation areas, animal rescue centres, water sheds, habitats of migratory birds, National Parks, sanctuaries, closed areas, significant local areas and other areas, resource areas (like mining, quarrying, etc). In this endeavourer the eco-sensitive area is categorized as green zone **zone-1 and Green zone 2.**

The **Green zone G1:** G1 is primarily a zone where the principal aim is to conserve the natural features such as hills, river, nallah, water bodies and forests flora fauna, at any cost. The zone is strictly reserved and to be protected from any development. The area need to cater to the respective use.

For Example: if it is a water channel, it has to be maintained accordingly and no development activity addressed. Likewise if it is reserve Forest/Protected forest it has to be maintained and preserved. The uses that can be ventured in to these areas are circulation ventures/public utilities/recreational ventures/heritage protection projects. The other activities and ventures are to be discouraged. Green Zone-2 is described further. The G1 area 2025 is 224 sq km. It is classified here in case G1 is indicated and the ownership is not with Forest Department, G2 provisions may apply with the approval of statutory committee.

**Green Zone 2 (G-2):** G-2 is primarily the area abutting G-1; this is developed as a buffer to promote a continuum to G-1.

**Ecological Area:** This area includes the area which is suitable for agriculture and other eco sensitive purposes.

Activities like eco-friendly housing, biotech parks Motel, resorts are permitted in this use zone. Here "Pulses villages", "Oil Palm", Vegetable clusters and Mega food parks may be proposed. Other uses are to be discouraged in the G-2 and Ecological area.

The competent committee may arrive at any other activity if in the interest of general public, with environmental impact assessment. However, such use adhere to the basic principle of low intensity development.

- All the activities are to affront a minimum of a village road and the building line is placed at 30mt from the central line. Other Master Plan roads like NH/SH/Major roads applicability shall be as per norms.
- The green zone-3 is primarily the use shown as recreational with hierarchy in the land use plan. Separate lists of activities are identified in the development controls.

The growth foci, focal villages and service villages falling in ecological zone are provided with 500 mt radius from the existing abadi to accommodate growing needs of the settlement. The use is designated as mixed use. The Development control and promotion regulations (DPRC) enumerate the use premises that to be accommodate in ecological zone.

Area falling in the six villages of tehsil Bassi namely Ramsinghpura, Hingonia, Bhatasari, Bhurthal, Kanharwas and Sindoli having an area of 26.30 sq km have been earmarked as Ecological zone in MDP-2011 and it has decided to be selected as Ecological zone in this plan. In the same way land falling in the villages Malpura chowd, Malpur doongri further earmarked for ecological zone and it is retained accordingly.

- \* The Ecological zone which need to be protected in the Jaipur region is now stands at 30.40%, with an area of 894 Sqkm.



### (viii.) Rural area

This would be the rural area, essentially the whole area minus the area which is not covered by the urbanisable area (U1, U2, U3) and ecological zone is Rural Area. This would have more uses permissible as compared to the other rural areas of the district with certain requirement for permissions like EIA, etc., to boost this hinterland.

The growth foci, focal villages and service villages falling in rural area are provided with 500 mt radius from the existing village abadi to accomodate growing needs of the settlement. The use is designated as mixed use.

The rural area caters to the predominantly agriculture based rural economy. The various settlements falling in this area will have scope for expansion for their natural growth and their related economic function. The rural area is strengthened with an effective road network to stimulate the growth and provide accessibility to the main city. The development promotiion and control regulations further indicate the use premises.

The land utilization for Jaipur region worked out to cater to the

- Urban development
- Protection of agricultural zone and eco-sensitive areas
- Balanced distribution of investment opportunities

**Table 1-18 Land utilization as per MDP-2011 and MDP-2025**

Land utilization				
Use	Master Plan 2011		MDP-2025	
	Area (Sq.Km)	Percentage	Area (Sq.Km)	Percentage
Urbanisable Area	391	19.94	1596	54.30
Ecological Area	481	24.55	894	30.40
Rural Area	1087	55.51	450	15.31
<b>Total</b>	<b>1959</b>	<b>100%</b>	<b>2940</b>	<b>100%</b>

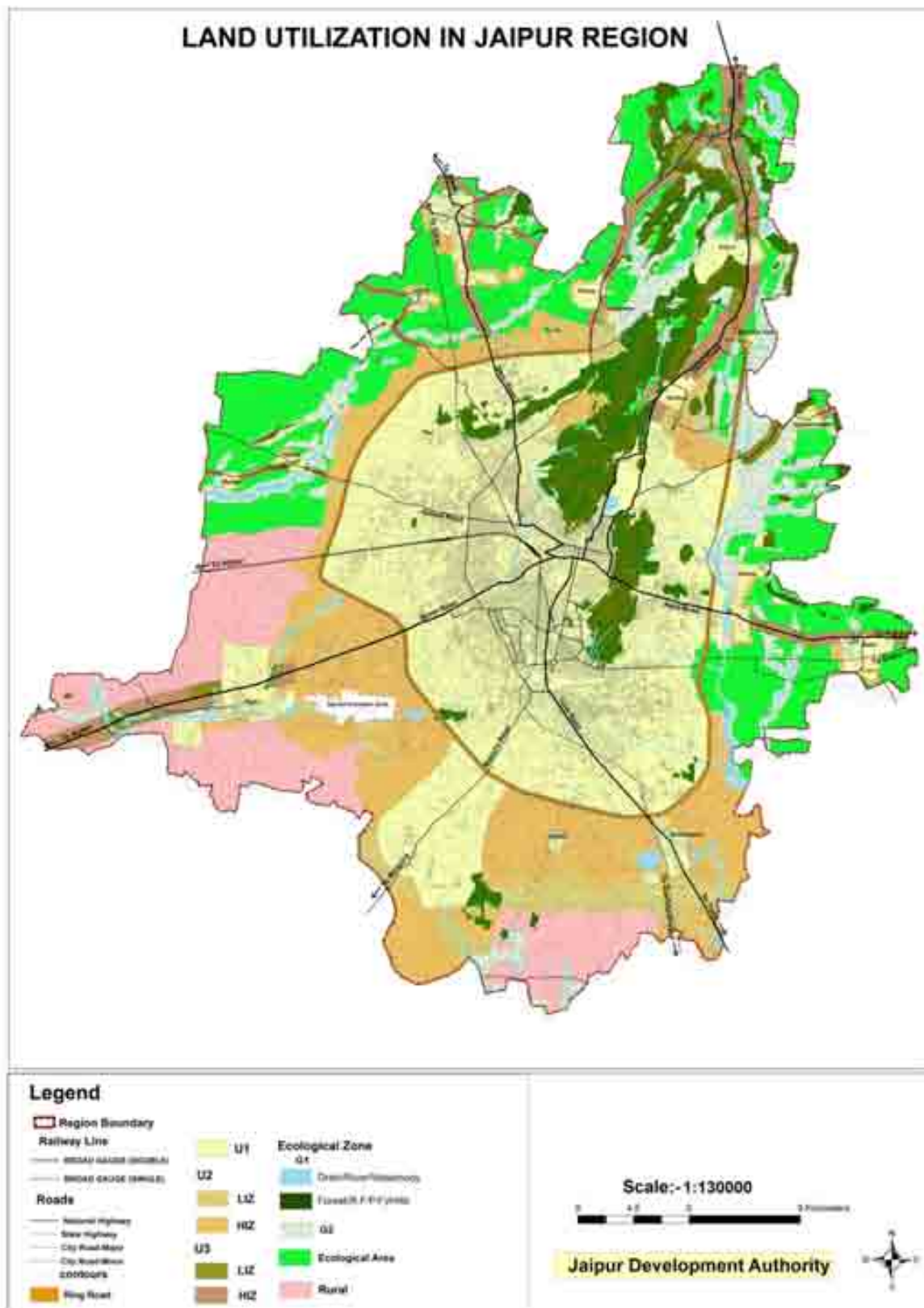
**Table 1-19 Land Utilization of Jaipur Region**

Jaipur Master plan 2025 Area					
Area Category		Zone	Area Sqkm	Area Sqkm	% Area
Urban area (Jaipur region + Satellite towns)	U1		954	1596	54.30%
	U2	HIZ	391		
		LIZ	116		
	U3	HIZ	96		
LIZ		39			
Ecological Zone	G1	RF/PF/Hills	224	894	30.40%
		Drain/ River/ Waterbody	57		
	G2	Buffer to G1	196		
		<b>Ecological Area</b>	<b>417</b>		
Rural Area			450	450	15.31%
<b>Total</b>			<b>2940</b>	<b>2940</b>	<b>100.00%</b>

In 2011 the Urbanisable area was 391 SqKm while it increased to 1596 SqKm with further subdivision into U1, U2, and U3 area



Map 1-16 Land Utilization of Jaipur Region-2025



## 1.13

### Important Settlements

#### 1.13.1 Important Settlements by the Year-2025

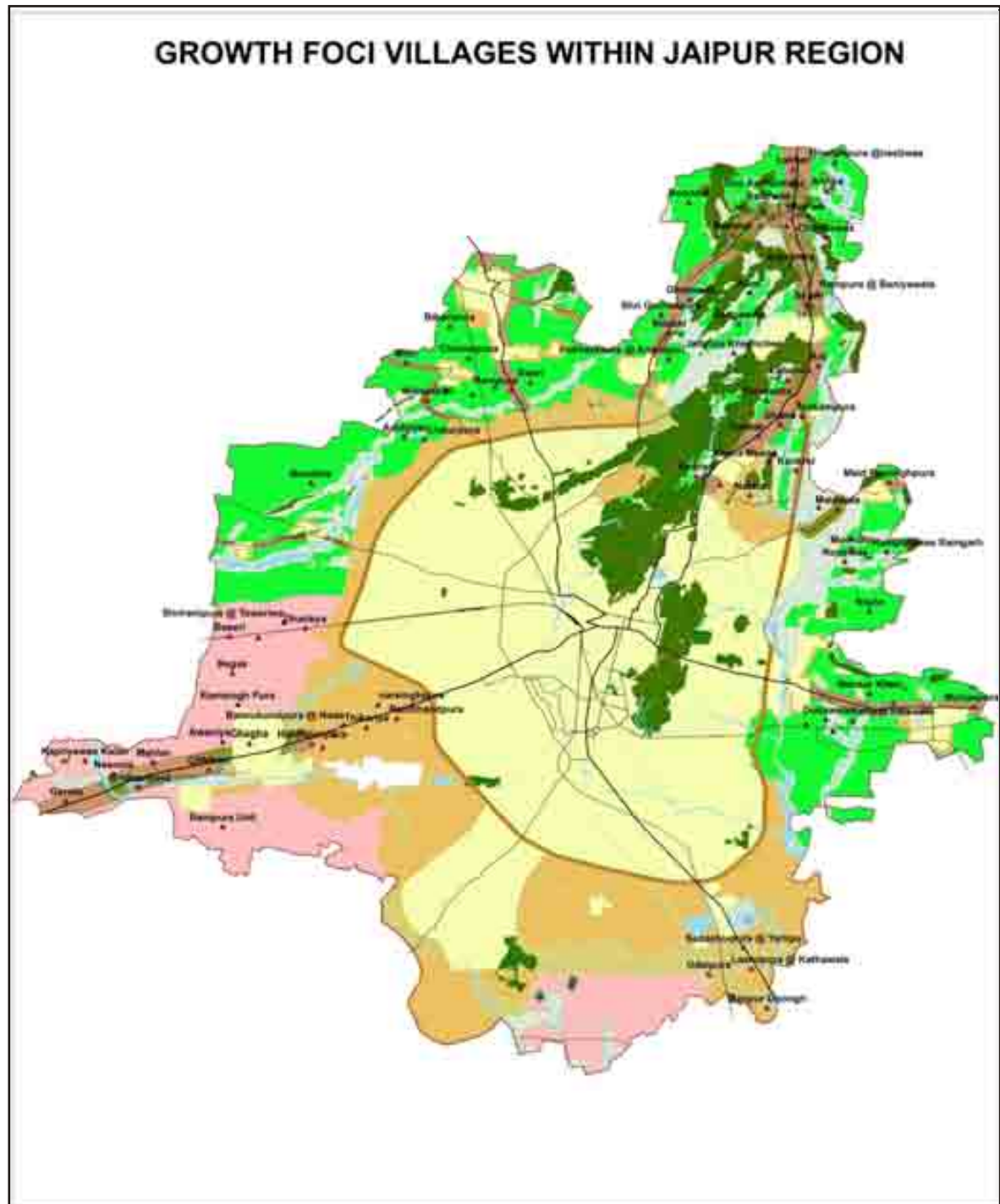
Based on the land utilization the U1 area envelops 351 villages:

- 40 Villages of Amber urban area
- 117 Villages of Jaipur urban area
- 162 Villages of Sanganer urban area
- 2 Villages of Bassi urban area
- 5 Villages of Chaksu urban area
- 14 Villages of Jamwa Ramgarh urban area
- 11 Villages of Phagi urban area

*The detail profiles and Land use Plan for these 15 settlements are enumerated in the Volume -III of Master Development Plan -2025 of Jaipur Region.*

*Note: As the revenue maps of villages are not Geo-referenced, hence the above shall be further detailed out in Zonal Development Plans and to be verified by the Competent Authority.*

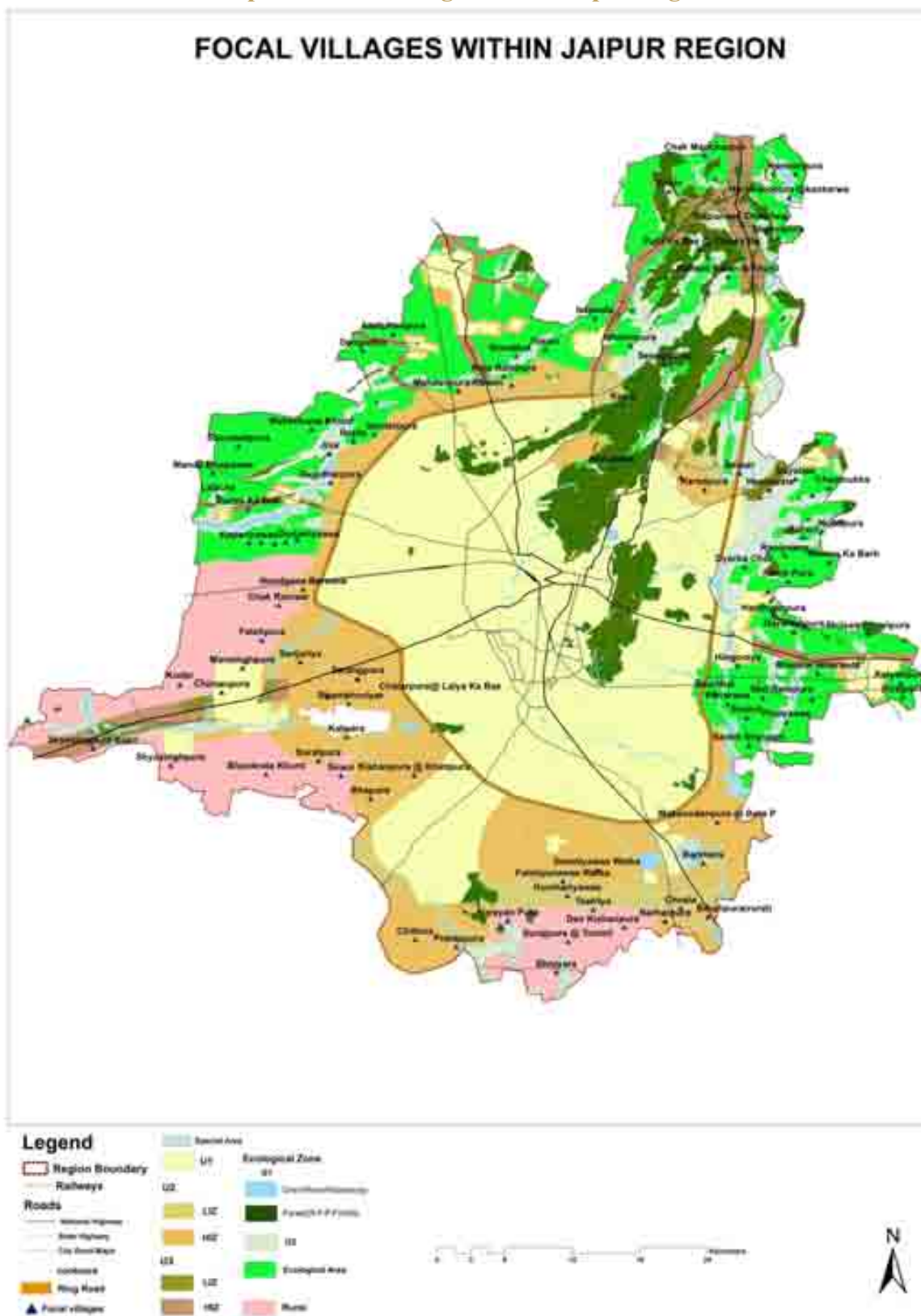
Map 1-17 Growth Foci within Jaipur Region



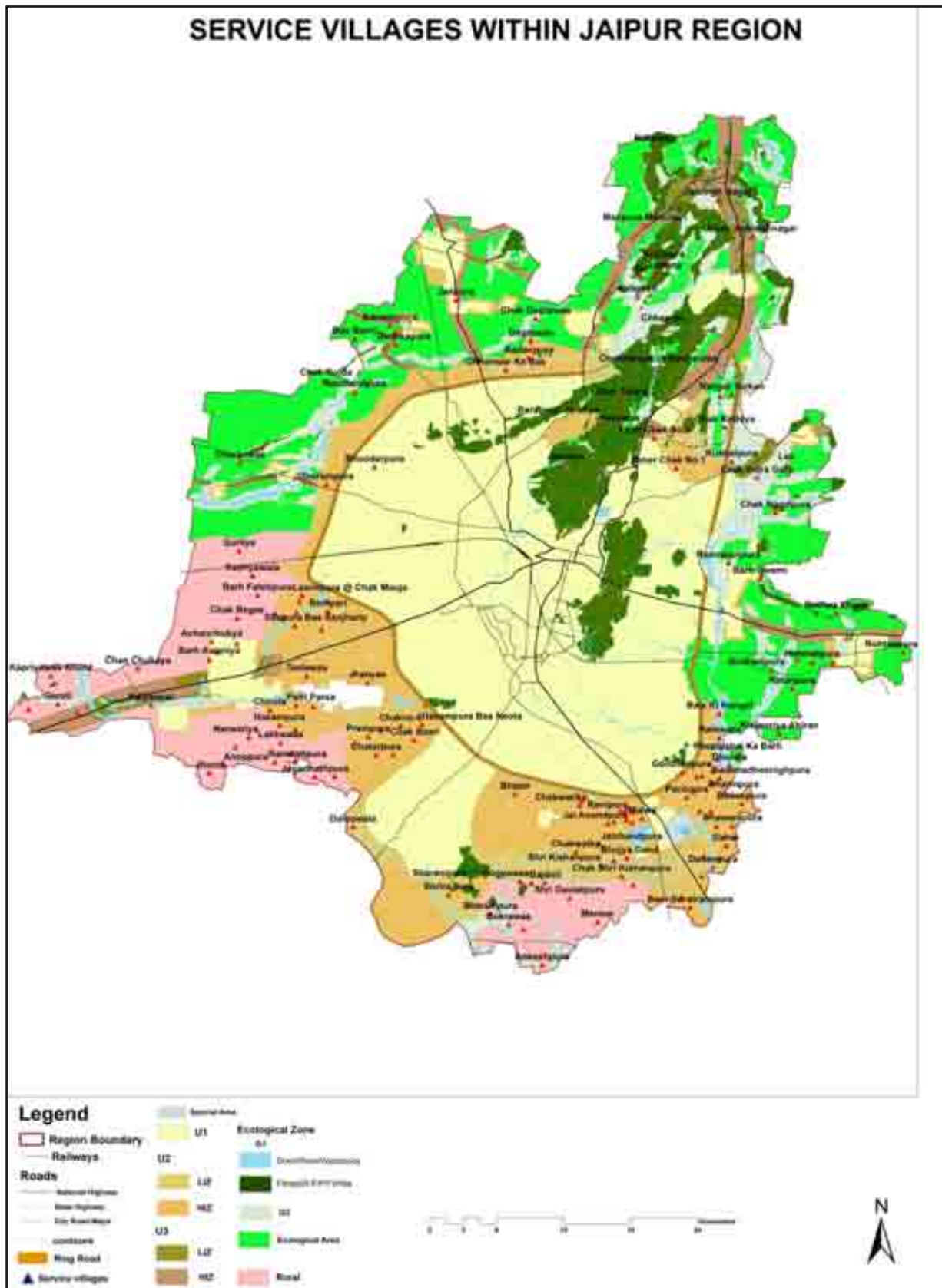
- Legend**
- Region Boundary
  - Railways
  - Roads
    - National Highway
    - State Highway
    - District Highway
    - Ring Road
  - Growth Foci villages
  - Special Area
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  - U2
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Map 1-18 Focal Villages within Jaipur Region



Map 1-19 Service Villages within Jaipur Region



## 1.14

### Development Plans

#### 1.14.1 Zonal Development Plans

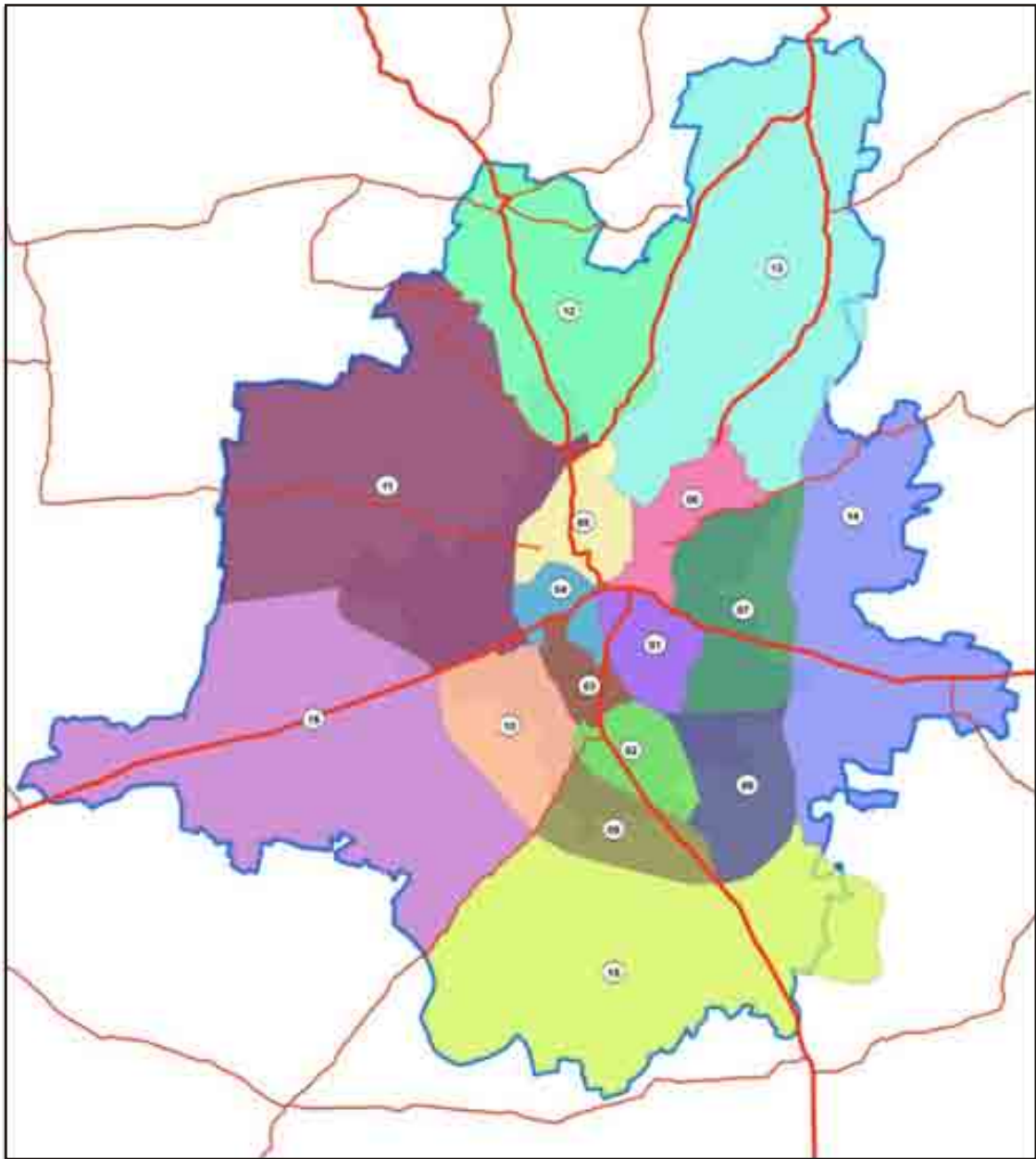
##### (i.) Zoning of Region

In order to effect detailed physical planning of the Region and the area within, 16 Planning Zones have been formulated. The area of the region has been subdivided into zones which would enable each zone to have a certain character and also emphasize on the self-sufficiency of the particular zone. Detailed development plans of all Zones shall be prepared to achieve equitable distribution of social and physical infrastructure. Self contained zones will be formed along with interdependency of various facilities by bridging existing gaps amongst planning zones, including already developed areas. Development control will be formed to further strengthen the use premises interpretation in the Zonal development plans.

The salient features of Zonal Development plans are:

- The region is divided into 16 sustainable and self sufficient planning zones based on its special characteristics and taking major roads/river as physical boundaries
- 16 Planning Zones have been delineated for the purpose of preparation of Zonal Plans.
- For the areas within the city, the wards are the units based on which the zoning is done.
- Walled city shall act as a separate zone as its character and type of zoning regulations would vary from other parts of the city.
- For the zones outside the city, Ring road is generally taken as boundary in South and Dhund River in the East, bye pass in North and south West and Sector boundary in the ring road is the boundary.
- In case of any changes in planning zone boundary section 21(3) of JDA act 1982 shall apply.

Map 1-20 Planning zones-Jaipur region



JDA Region Analysis

**Table 1-20 Planning zone boundary details**

Zone	Wards in Zone	Boundary North	Boundary South	Boundary East	Boundary West
01	6,16,18,26,27,28(50%),29,30,31,32,33,34 & 35	Boundary of walled city and Agra bypass	Zone boundary no 2 & 8	Zone boundary no 7	Railway line Jaipur to Agra
1.1	22, 23, 24 (30%) & 28(20%).	Agra Railway Line, Zone boundary no 3	Zone boundary no 8,9	Zone boundary no 8	Zone boundary no 9,10
03	23,24,25,26,27,28,36,37 & 40	Zone boundary no 4	Zone boundary no 2	Agra railway Line	Zone boundary no 10
04	11,13,14,19	Railway line Delhi, Ajmer & Zone boundary no 5	Zone boundary no 3	Jaipur, Agra railway line	Zone boundary no 11
05	1,2,3,4,5,6,7,8,10,15,16,17,19,66,67,68 & 69	Zone boundary no 11,12,13	Railway line Delhi, Ajmer & Zone boundary no 4	Zone boundary no 13,6	Zone boundary no 11
06	51,52,53,54,55,56,57,58,59,60,61,62,63,64,65,70,71,72,73,74,75,76 & 77	Zone boundary no 13	Zone boundary no 1,7	Zone boundary no 13,7	Zone boundary no 5
07	34,49,55,77 & 78	Zone boundary no 6,13	Agra railway line	Ring road	Zone boundary no 1,6
08	33 & 34	Agra railway line	Zone boundary no 15 & Ring road	Zone boundary no 14 & Ring road	Zone boundary no 2,9
09	31	Zone boundary no 2	Zone boundary no 15 & Ring road	Zone boundary no 8	Zone boundary no 10
10	29 & 31	Delhi, Ajmer bypass & zone boundary no 11	Zone boundary no 9	Zone boundary no 2,3	Zone boundary no 16 & Ring road
11	1,2,11,12 & 14	Jaipur region boundary	Zone boundary no 10,16	Zone boundary no 12,4,5	Jaipur region boundary
12	-	Jaipur region boundary	Zone boundary no 13,5,11	Zone boundary no 13	Zone boundary no 11, Jaipur region boundary
13	-	Jaipur region boundary	Zone boundary no 5,6,7	Jaipur region boundary	Zone boundary no 12,5
14	-	Jaipur region boundary	Jaipur region boundary, Zone boundary 15	Jaipur region boundary	Jaipur ring road
15	-	Jaipur ring road & Zone boundary 8,9	Jaipur region boundary	Jaipur region boundary & Zone boundary 14	Zone boundary 16
16	-	Railway Line Delhi - Ajmer	Jaipur region boundary & zone boundary 15	Jaipur ring road	Jaipur region boundary

Note : The Master plan proposals and provisions shall require further detailing and accordingly Various commitments and 90B conversions are to be adjusted to the extent possible, while preparing detailed Zonal development plans





### 1.14.2 Village Development Plans (VDP)

During the preparation of MDP-2025, the issue of rural development has become focus of attention among public representatives from panchayat level to Parliament level. Rural development is one of the important missions for transforming Jaipur region into balanced development of region.

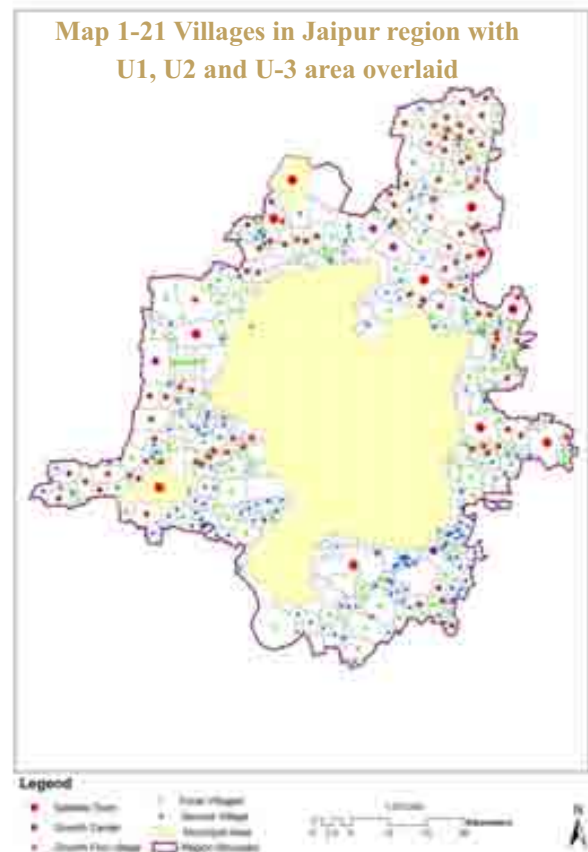
There is gap between the urban and rural area of Jaipur region in terms of basic civic amenities and employment structured planning procedure is required to be addressed so that the development activities and infrastructure facilities are available as a continuum between urban and rural area. Accordingly PURA (Provision of Urban Amenities in Rural Area) provisions shall be attended to.

The villages as per population, size and perimeters have been divided into Growth center, Growth foci, Focal Villages, and Service villages.

These are to be planned in the present context. Village development plans for the Ecological zone, rural area need to be prepared on top priority.

The Village Development Plan shall address

1. Provision of utilities and facilities
2. Provision of storage facilities of the crop produce like cold storage and grain godowns.



**In order to attend to various Issues, the solution mainly lies with the preparation of village development plan.**

The main aim of this study is to prepare Village Development Plan for development of Villages. Enable click information about Village. The development plan provides rich database the Villages. This study shall also focus on the sustainable development in the study area. To achieve the target, proper planning is required using a conceptual model. In order to address these considerations, it is necessary to integrate a large amount of spatial information and knowledge from several disciplines. Advances in Geographic Information Systems (GIS), multiple objective decision making and physical simulation make it possible to develop user-friendly, interactive, decision support systems for rural development planning and management.

**(i.) Methodology:**

Village development plan will comprise in three phases, Phase I will comprise of Survey of Villages and Phase II will comprise of Geo-referencing, Digitization, and Database creation of Villages and Phase III will comprise objection suggestion, submission of VDP. Data collected through research, case studies and satellite imageries.

**Phase I:**

- **Survey** of village
- Khasra Map, jamabandi collection from talukas
- Data collation. (Social & Economical)

**Phase II:**

- **Geo-spatial work** to create Database, Map.
- Analysis of villages, data.
- Proposals for Draft VDP with consultations of local panchayats
- Preparation of Draft Village Development Plan

**Phase III:**

- Submission of Draft final village development plan.
- Compilation and analysis of objection & Suggestion and preparation of Final plan.
- Adoption of the plan with the approval of local panchayat.

### 1.14.3 River Front Development

Younger flood plains of ephemeral rivers viz; The Dhund, Jhalana Nadi, Amanishah nalla, Ratanganga, Sedriya Nadi and Bandi Nadi are flowing through the Kanauta Jaipur Kalwar segments of Jaipur region. These areas are prone to flash flooding during heavy or persistent rains in their catchment's region. In these Dhund river and Amanishah Nallah covers major part of region. The Dhund River flows east of Jaipur urban area and is controlled by north-south neotectonic lineament and has unpaired fluvial terraces, preserved mostly on and along the left bank of the river. These terraces are presently cultivated. At present there is no urban encroachment on the Dhund River channel and its flood plain.

The Amanishah nalla flows in the central part of the Jaipur region. It originates from north of Mahalbag in the Amer reserve forest area. It has about 50 km long stretch from Mahalbag to about 250 m east of Relawate where it meets in the Dhund River. It has witnessed encroachments on its flood plain from its originating upper catchment area to its confluence with the Dhund River, SE of Goner. It has been shifting its course east and westwards, this delineated vulnerable zone may be considered as threat zone at times of flash floods.

The upper segment of Amanisha nallah is characterized by semicircular path with intense gully erosion and 15 m to 22 m bluff section along its right bank. The upper and middle segments of the nallah from 250 m south of Sejoriya to south of Sanganer have witnessed maximum encroachment from



residential and industrial settlements and cultivation of seasonal vegetables and cash crops in the nallah bed. However, a small segment of nallah from north of Dehar Ka Balajee to NW of Jaipur Railway Station, which passes through Military cantonment area, is free from encroachments.

Few morphological changes have been observed in the flow path of the nalla from the year 1868 to 2008 AD. These morphological changes are in the form of increase in sinuosity, marginal increase in length of the flow path and at places straightening of the nalla course. These changes may be attributed to silting of nalla bed and human/ urban encroachments in the younger flood plain of the river. Amanishah nallah was the lifeline of Jaipur and was a perennial water flow, which was greatly reduced during summer months. Now there is hardly any water in this except in a few stretches.

The river is ephemeral and shrunk to a small nallah at many places due to encroachments in its younger flood plain. Amanishah nallah passes through densely populated part of Jaipur region. Surface run-off from severely degraded Amer reserve forest and intense gully erosion of areas in upper catchment of Amanisha nallah bring silt in the Amanishah nalla. Besides the silt from eroded/ degraded hills, the nallah also receives municipal waste, sewage, garbage and untreated industrial effluents from Vishva Karma Industrial (VKI) area; Jhotwara Industrial area, Baisgodam Industrial area, Sanganer textiles tie and dye industries, etc. Encroachments by residential units, marriage gardens and industrial activities have severely damaged the ecology of once Perennial River. At places the width of channel is barely 12 to 15 m. This possesses severe threat to life and public property in the form of large scale encroachment and flash floods.

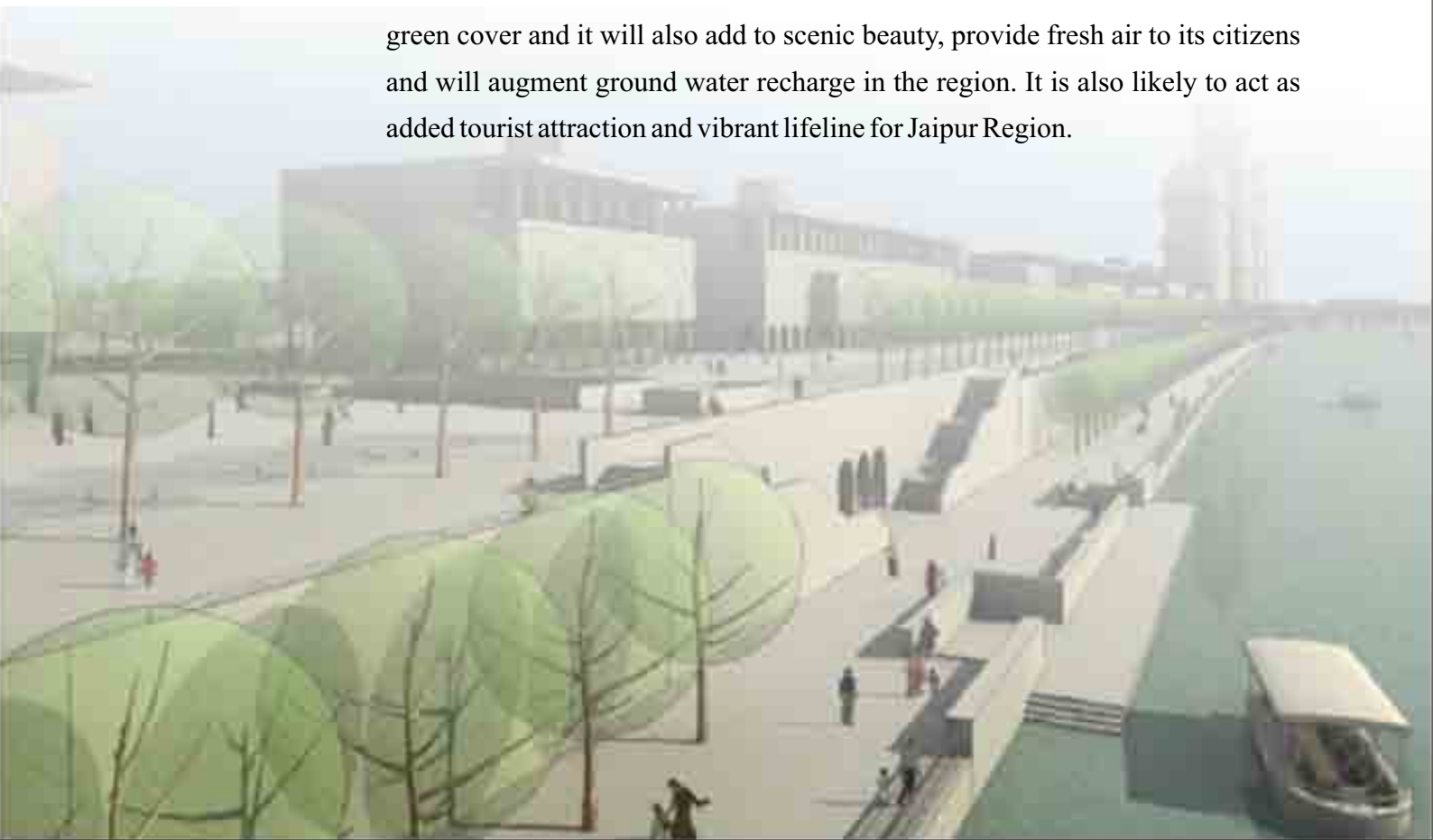


Hence, for removal of encroachments on river sides and develops the river front it is required to take various measures.

- Removal of encroachment to take various measures to develop, detailed project shall be prepared.
- Complete ban on disposal of untreated waste in the river should be imposed.
- Planned efforts to be made to check the accelerated run-off and movement of silt from surrounding degraded hills and gully erosion prone areas.
- Further encroachments of younger flood plain of river should not be allowed by putting a wire fence and construction of training parapet wall with a service lane (traverse road) and green belt of plantations all along.
- The gully erosion areas in Amer hills need to be revegetated and existing dams and reservoirs along the river be revived/ desilted and few more dams/ reservoirs be made by constructing dykes / small dams / reservoirs.

- Shifting of textile tie and dye industry from Sanganer to other appropriate site as per PCB norms.
- Water harvesting through abandoned dug wells, dug cum bore wells and bore wells to revive and rejuvenate the river system.
- Green belt plantations of trees and green recreation walkways need to be developed on both sides of the rivers to protect it from encroachments. This will ensure prevention of loss of life, property and groundwater contamination by industrial and sewage waste disposal.
- Controlled agricultural activity in the form of growing vegetables/ cash crops and flowers may also be allowed in the nallah bed to meet the growing demand of these commodities and depleting ground water table.
- Water carrying channel be kept free from any obstruction/ encroachment. Direct disposal of untreated effluents/ solid waste in the channel should be discouraged/ banned.
- Amanisha Nala from area west of Kishenbag, and South-East of Sanganer, passes through city area and is densely populated. It is vulnerable track for consequent damages of seasonal and rare flash flooding. The active channel course in this segment of Amanishah nala must be cleaned from any human encroachments and frequent desiltation of Nala should be carried out for natural unobstructed flow of drainage water.

These measures would ensure free flow of clean water in the river with increase green cover and it will also add to scenic beauty, provide fresh air to its citizens and will augment ground water recharge in the region. It is also likely to act as added tourist attraction and vibrant lifeline for Jaipur Region.



CHAPTER

**2**

**DEVELOPMENT**

**PLAN FOR**

**U-1 AREA**

## 2.1

### Planning policies and principles for land use plan-2025

Following planning policies and principles have been adopted while preparing the land use plan-2025 to Develop Jaipur as World Class City.

#### 2.1.1 Environmental measures

1. To protect and conserve natural and built heritage
2. To conserve hills in and around region and strictly be controlled from encroachments
3. Afforestation of surrounding barren hills with measures to control soil Erosion
4. Conservation of Nadi/Nallah/Water bodies and control on encroachment
5. Plantation along all Nadi/Nallah to be given top priority
6. Conservation and protection of all Existing Water Bodies and Creation of New Water Bodies for Environmental improvement and water harvesting
7. Regeneration of old water bodies and conservation of water catchment area for effective water shed management
8. A proper drainage plan to be worked out looking to the natural drainage, without disturbing natural flow for the existing city and the future growth areas.
9. To develop areas of ecological importance as tourist destinations and major recreational facilities.
10. All the proposed parks /Open spaces /playgrounds to be developed and prevented from encroachment
11. To protect good Agricultural Lands against indiscriminate urbanization.
12. To conserve Historical Monuments and develop places of tourist interest and cultural significance.
13. To reduce Green house gas emission by taking various measures and to plan & implement projects of energy generation from renewable sources.

#### 2.1.2 Special area measures

1. To take up detailed development plans for concern areas like Amanisha ka Nalah, Sanganer unorganised Industrial area on Muhana road.
2. To decongest the walled city, by relocating the wholesale business activities outside.
3. Special area plan envisaged as a downstream job by JNN
4. To arrive at land suitability based on the study of Geological survey of India and integrate it with the proposed land use plan.

### 2.1.3 Land use measures

1. To rationalize the generalized residential densities based on a scientific method
2. To attract national and international investment in promoting the service sector. Work-centers identified besides the main functions with a proper public transportation access.
3. To relocate the activities of Regional context from Jaipur City to outer areas and activities of National, State & Regional level proposed to be located in Satellite towns and outer area.
4. Hierarchy of commercial centres be worked out in view of the decentralization of commercial activities
5. To locate all future industrial activities including industrial estates and large scale industries at the periphery and provision of policy for relocation and accommodation of suitable uses in brown field industrial areas.
6. To continue the Mixed Land Use characteristics in specified areas to the extent and scale that is congruous to the surrounding area and parking requirements. It is proposed to attend with development controls.

### 2.1.4 Transportation measures

1. Flexibility in development promotion in fringe areas
2. To treat informal sector as priority area for integration at the Zonal level.
3. To prepare detailed Zonal Development Plans for various Zones on priority.
4. Regional transport corridors to be strengthened to enhance economic development within the region
5. To develop efficient Mass Rapid Transit System. Like BRTS, MRTS.
6. A traffic Management Plan should be worked out keeping in view the master plan provision along with parking area in the congested areas.





## 2.2 Demography

### 2.1.5 Other Measures

1. To develop rural settlements with work centres and provision of utility services and community facilities.
2. Planning and Development to be controlled through regulation. The proposed public semi public, commercial centers and recreational areas to be protected.
3. To review, Rules and Regulations within Jaipur Region that are contradictory to planned development and promote efficient management of the Jaipur Region.

### 2.2.1 Population estimates at five year intervals

Estimated population for the Jaipur city at five year intervals is as follows:

**Table 2-1: Five Yearly Estimates of Projected Population**

Year	Population(in Lakh)
2001	23.23
2006	28.81
2011	36.02
2016	44.51
2021	55.19
2025*	64.95

\*As the horizon year for the Jaipur master plan is 2025, hence the interval taken is of 4 years

*Source: Census of India and population projections*

It is important to take in consideration the change in population at every five years so that the master plan physical infrastructure requirements may be phased in the similar manner.

## 2.2.2 Work Force Projections-2025

The total workforce participation for 2025 is expected to reach 35%, having total workers 2275000.

**Table 2-2: Jaipur - UA workforce trend 1981-2025**

S.N	Categories/ workers	1981		1991		2001		2025 Estimated	
		Workers	%	Workers	%	Workers	%	Workers	%
1.	Cultivator	5395	1.94	6511	1.52	17224	2.62	34125	1.5
2.	Agricultural Labourer	1473	0.53	201	0.47	3188	0.48	11375	0.5
3.	Livestock,Forestry fishing,Hunting& Plantations orchards& Allied Activities			4313	1.01			11375	0.5
4.	Mining and Quarrying			2498	0.58			11375	0.5
5.	Manufacturing, Processing Servicing and Repairs								
	(a)House Hold Industry	13330	4.79	1670	3.91	33475	5.09	113750	5
	(b) Other than House hold Industry			94970	22.20			500500	22
6.	Construction			27350	6.39			113750	5
7.	Trade & Commerce			102521	23.97			546000	24.00
8.	Transport, Storage,and Communications			34803	8.14			182000	8.00
9.	Other Services	258027	92.74	136053	31.81	604263	91.81	750750	33
	<i>Total</i>	278225	100.00	427722	100.00	658150	100.00	2275000	100
	<i>Marginal Workers</i>	2404		3839		51825			
	<i>Percentage. %</i>	27.64		28.43		30.57		35	

Jaipur is an economically vibrant city. It does not have a single economic base but is a multi-functional city. Trade and commerce, Industry and tourism are the key strengths of the city. It is therefore, considered important to assess the economic profile of the city with due emphasis on the above mentioned sectors.

## 2.3 Housing

The Master Development Plan 2011 in its implementation has witnessed a surge in the Residential development in the whole of Jaipur Region. The conversion demand spread across the region. The increase and concentration of actual development can be seen only within 227 sq. km, however the applications for Residential conversion are beyond the urbanisable area of MDP 2011. It requires and continues to require restrictions on the use and occupation of land. The housing shortage is expected to reach 2,78,412 by 2025.

**Table 2-3: Housing Shortage Jaipur 2011-2025**

Year	Population	Houses	D.G.R (%)	House hold	D.G.R. (%)	House hold size	House Shortage (%)
2011	3602000	543780	45	654909	60.17	5.5	-
2021	5419208	815670	50	1022492	56.13	5.3	-
2025	6495000	995117	55 (22.00)	1273529	61.38 (24.55)	5.1	278412 (21.86)

*Source: Derived from Census of India*

The New residential schemes proposed to reduce the housing shortage in the U1 area. The 457.46 sq km area proposed for residential to accommodate the future population. Residential schemes will be permitted in U1, U2 and U3. The New Township policy being envisaged to address the basic needs of urban poor by allocating land under EWS / LIG / MIG categories.



The socio economic composition of the population spells out policy for urban poor and economically weaker section and it has already been enumerated in the earlier chapters of existing profile. The Affordable Housing Policy attends to the requirement. The role of the Authority is to be both as a provider and facilitator. The Affordable policy is broadly catered in the existing and new urban areas and to give further boost the Affordable policy projects are considered to be part of any use zone except G-1.

The housing strategy actually works out in this direction, the new housing areas which have been enumerated in the urban area is governed by township policy. The Authority while approving the Master Development Plan 2025 enumerated the following provisions to be added in the township policy.

मास्टर विकास योजना 2025 जयपुर रीजन मे प्रस्तावित रिक्रेशनल भू उपयोग हेतु निजी भूमि पर पार्क प्रस्तावित करने के स्थान पर 2 हेक्टेयर से 10 हेक्टेयर की योजनाओं मे 5 प्रतिशत एवं 10 हेक्टेयर से बडी टाउनशिप योजनाओ मे दस प्रतिशत भूमि पार्क, ओपन स्पेस हेतु आरक्षित रखी जाए एवं इस प्रकार की टाउनशिप योजनाओ में यथासंभव लैंड पूलिंग के आधार पर सेन्ट्रल पार्क / रीजनल पार्क रखे जावे ।

The Development Promotion Control Regulation further enumerates plotted and group housing in the existing as well as proposed areas. The Prithvi Raj Nagar area, Green City and Heritage city of new Jaipur are mainly residential scheme areas and a detailed development plans have been envisaged for these schemes.

The unauthorised colonies are governed by the State policy of regularisation. The present method of regularisation of unauthorised colonies is by the provision of basic infrastructure to improve the quality of life. The unauthorised colonies, whether situated in private or public land, regularisation should be done as per the Government orders issued time to time. While doing the regularisation it must be ensured that improvement of physical and social infrastructure, the minimum necessary / feasible level of services and community facility are to be provided for.

Relocation of slums:

The Kacchi Basti as are spread over urban area. In cases of rehabilitation in-situ provisions by way of upgradation by providing minimum built up accommodation with common areas and facilities are to be ensured. In the relocation matters, affordable housing policy provisions to be followed. The slum development policy under public private participation further attends to these areas. The details of the same are enumerated in chapter- 4.

In general the housing policy is to give the qualitative neighbourhood planning to the public at large for serene living. The inner core of neighbourhood to be ensured with primary residential areas and the secondary activities to be limited to the peripheral 18 mtr. and above roads.

Map 2-1 Residential in U-1 Area -2025



## 2.4

### Trade and Commerce

#### 2.4.1 Commercial

##### Walled City:

The walled city still acts as CBD (Central Business District). The walled city gives a contrast picture of multiple commercial activities ranging from wholesale business to local shopping needs. Trading and commercial activities are getting concentrated in walled city area. Efforts are needed to decentralize the wholesale business activities of the walled city to usher a serene atmosphere. Efforts are also to be made to attend to various aspects of the walled city since it is as a hub of architectural grandeur. All these aspects coupled with traffic and transportation issues, it is imperative that this area is to be treated as a special area. Accordingly, as was already enumerated, walled city area is a special area and detailed plans to this effect shall be prepared by the J.N.N. In this endeavour the Master Plan proposals 2011 has been retained, for the present with respect to all uses. Walled city area is proposed to be detailed out separately.

The Master Plan 2011 proposals not come up in right places as envisaged and to the extent it this has prompted rethinking into redefining the uses for Master Development Plan-2025. The map indicate the spatial analysis of the influence zone of the district centres. Most of the city is deficient to this hierarchy.

The growing city shall have a platform to meet the requirement of commercial use which triggers the economy of the city region and beyond an accordingly hierarchy of land use have been assigned under the following heads.

1. Sub-City Centre
2. District Centre
3. General Commercial
4. Mixed use
5. Wholesale

## Retail Commercial Business

Development Plan 2011 proposals of 1161 ha. is marred with coming up of ribbon development of commercial activities than what was envisaged. Under this head the hierarchical system is envisaged again to change the mind set of people for commercial destination.

**1. Sub-City Centre:** One Sub-City Centres proposed for the south of the city.

One Sub-City Centre in the southern portion of Sanganer area is provided with an area of 49.9 ha. and this would eventually cater to the needs of residents of the area.

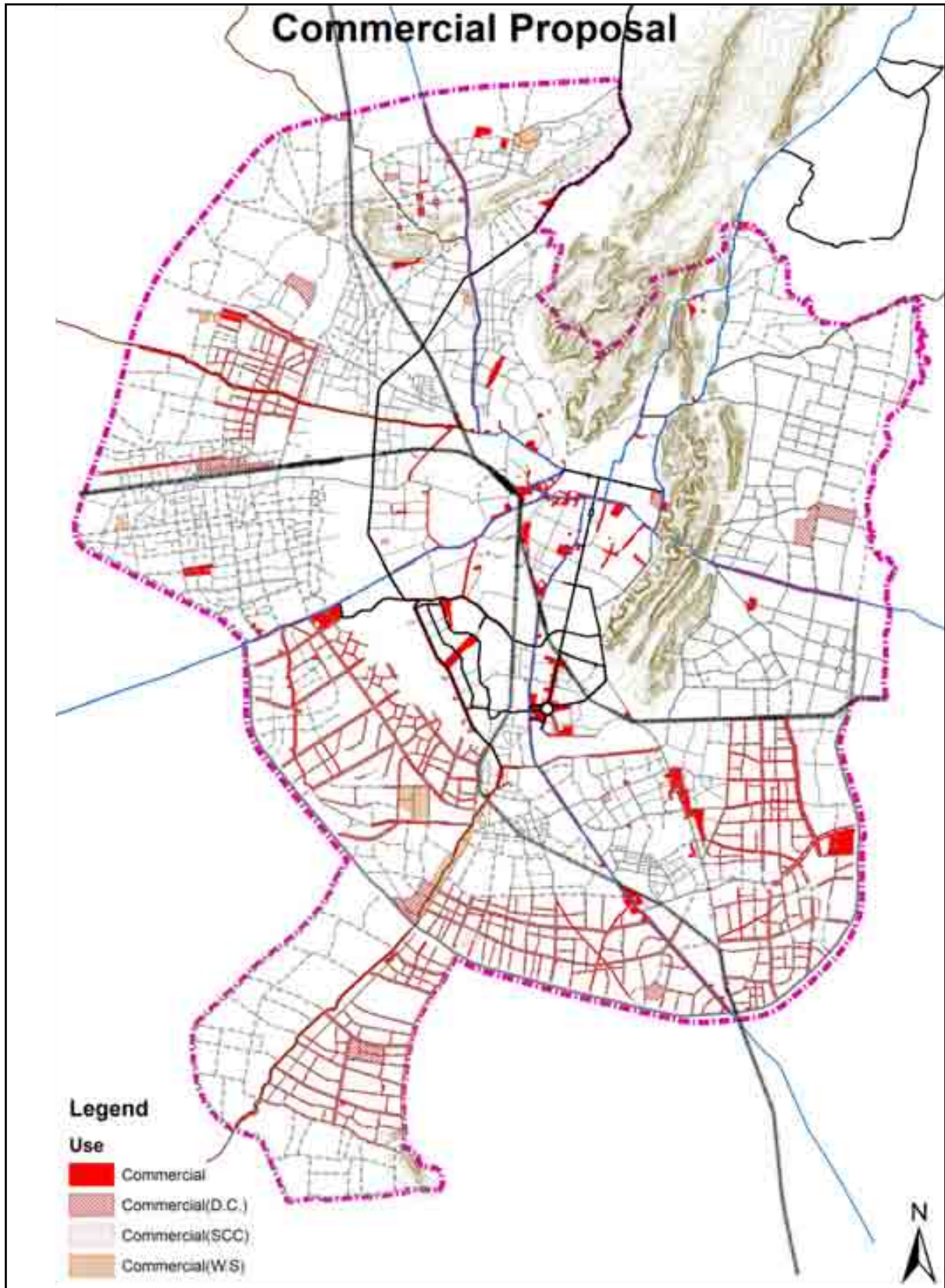
**2. District Centres:** The existing city District Centres namely Lal Kothi and Subhash Nagar continue to perform its retail business.

There are 9 district centres have been proposed for the rest of the urbanisable area.

1. West of Sikar Road, 15.2 ha.
2. North of Niwaru Road, 70.5 ha.
3. North of Ajmer Railway Line and to West of Prithvi Raj Nagar, 102.8 ha.
4. Abutting the junction of Ring Road with Diggi Malpura Road, 100.4 ha.
5. East of Diggi Malpura Road, (Sector 57) 85.13 ha.
6. West of Tonk Road and North of Ring Road, 39.73 ha.
7. Small district centre in Pratap Nagar, Housing Board, 9.49 ha.
8. The existing Suraj Pole Anaz Mandi area by shifting the wholesale activities, 25.89 ha.
9. North of Agra Road, 172.41 Ha.

The above said proposals may contain commitment with development proposals / 90 B etc. While detailing the Zonal Development Plans, the same may be adjusted to the extent.

Map 2-2 Commercial Proposals for U1 area





## General Commercial

The earlier Master Plan 2011 had commercial land use spread within the existing city to a greater extent notably the Mansarovar, Housing Board, the Jagatpura Central Spine, Vidhyadhar Nagar Central Spine. In addition commercial activities has been proposed in the new areas for development of commercial activities for concentration of varied commercial activities. The road side commercial as prepared along the major sector roads 36, 37, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60 and 61 retain as commercial. The future requirement of the same is attached by the use.

The following roads are proposed for Commercial activities:

- Tonk Road
- Diggi Road
- Ajmer Road
- Sikar Road
- Kalwar Road
- Agra Road
- Amber Road
- New Sanganer Road (Sodala to Sanganer)
- Queens Road
- Gopalpura Bypass
- J.L.N Marg ( Part)
- Govind Marg (Part)
- Moti Doongri Road (Part)
- Sahkar Marg ( Part)
- 200 feet wide road (In south of Airport)
- 200 feet wide road (Jawahar Circle to Airport Terminal)
- 160 feet wide road (Jawahar Circle to Jagatpura Road upto North boundary of Airport)
- Ramgarh link Road (Ajmer Road to Delhi Bypass Junction)
- Dashahra Kothi Road (Amber Road to Dashahra Kothi Road)
- Sardar Patel Marg (22 Godam Circle to Jamnalal Bajaj Marg)

**Table : 2-4 Five-Tier System of Commercial Areas**

<b>Tier</b>	<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b>	<b>V</b>
<b>Population</b>		<b>About 5 lakhs</b>	<b>About 1 lakhs</b>	<b>About 10,000</b>	<b>About 5,000</b>
<b>Activities permitted</b>	Sub City Centre  Retail shopping stockists and dealers of medicines and drugs, commercial and offices of local bodies, PSUs, Cinema, Cineplex, Hotels, Restaurants, Banquet Halls, Socio - Cultural activities/ Recreational Club, Ser vice Apptts, Service Appts, Coaching Centres / Training Institutes, Police Post, fire Post, Tel. Exchange, Post & Telegraph Office, Petrol Pump/CNG Station, Bus Terminal, Informal Trade.	District Centre  Retail Shopping, Stockists and dealers of medicines and drugs, Commercial and Offices of local bodies, PSUs, Cinema, Cineplex, Hotels, Restaurants, Banquet halls, Socio - Cultural activities/Recreational Club, Ser vice Apptts, Coaching Centres/ Training Institutes, Police Post, Fire Post, Tel. Exchange, Post & Telegraph Office, Petrol Pump/ CNG Stn. Bus Terminal, Repair / Services, Bank, ATM, Guest House, Nursing Home, Informal Trade.	Sector level Centre  Retail Shopping, Stockists and dealers of medicines and drugs, Commercial and Offices of local bodies, PSUs, Cinema, Cineplex, Hotels, Service Apptts. Restaurants, halls, Guest House, Nursing Home, Dispensary, Clinical Lab. Clinic & Poly Clinic, Coaching Centres/ Training Institutes, Police Post, Post Office, Petrol Pump/ CNG Station, Repair / Services, Bank, ATM, Informal Trade, Multi level parking.	Local Shopping Centre  Retail Shopping, Stockists and dealers of medicines and drugs, Commercial Offices, Clinical Laboratory, Clinic & Poly Clinic, Repair / Services, Bank, ATM, Guest House, Informal Trade, Coaching centres/ Training Institutes, Restaurant.	Convenience Shopping Centre  Retail Shopping, Local level service activities, Bank, ATM, Informal Trade, Restaurant.

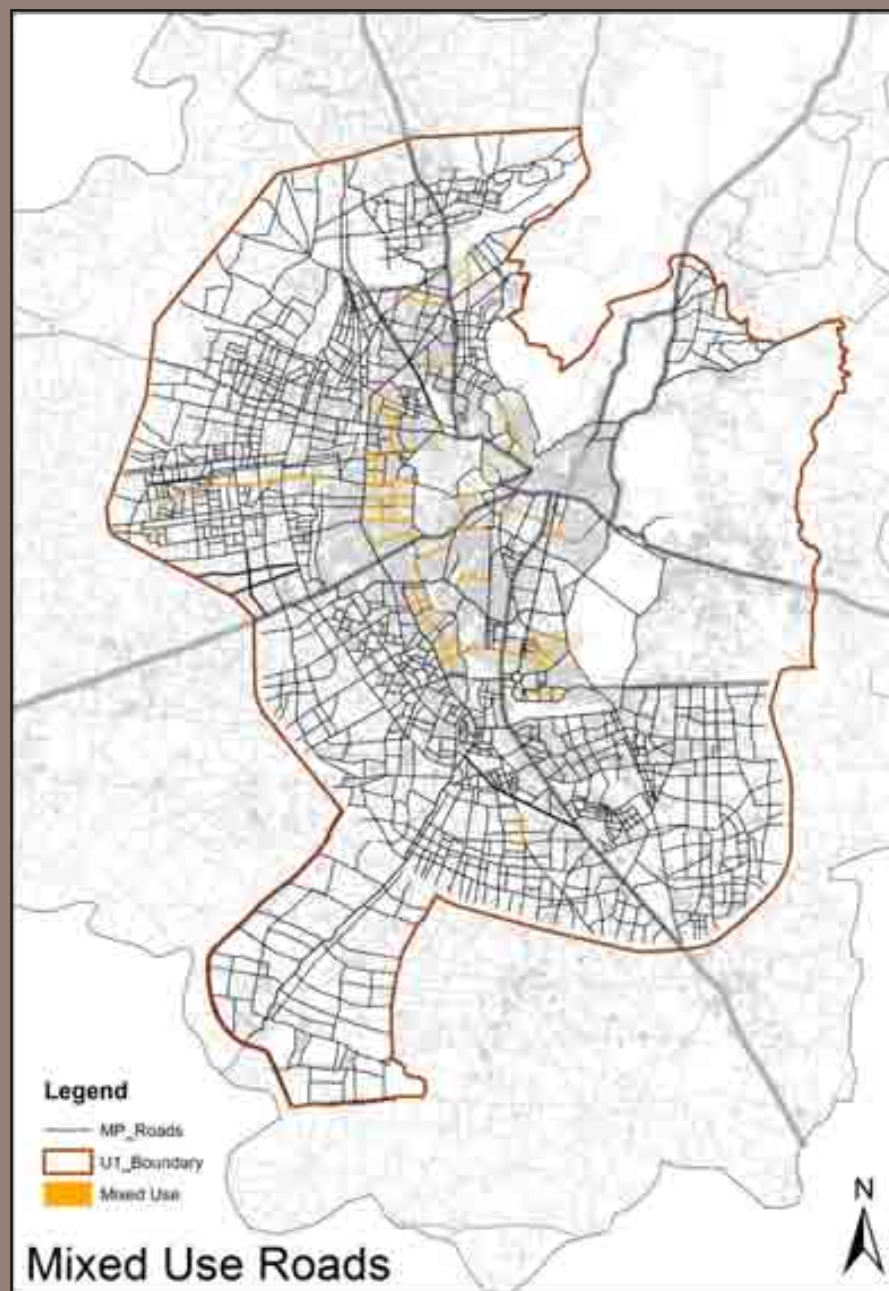
### 2.4.2 Mixed Use Regulations

The mixed use is as a policy being acknowledged with a view to attend the nuance of its need in the Residential Areas.

80 feet and above road of existing area (Where the clear ROW is available) and where commercial activities have come up are being earmarked for mixed use.

There are certain roads having less than 80 feet wide, engulfed with commercial activities however it is not being attended to now and will be detailed out at the Zonal level plans subject to State Govt. Policy and as per decision taken by honourable Rajasthan High Court.

**Map 2-3 Mixed Residential Roads**



**Table 2-5 List of Road on Which Mixed Landuse is Permitted**

SI	Sector No.	Road	ROW
1.	Sector 1	Durgapura Railway crossing to Mahaveer Nagar 60' Sector Road Junction.	100'
2.	Sector 2 & 3	Gandhi Path (queens road to Zone 'C' Bye pass)	100'
3.		Prince road- Ajmer road to Queens's road (15% to 20%)	100'
4.		Amarpali Marg Queens road to Zone 'C' Bye pass (Banning Commercial Land use as per Master plan )	80'
5.		Vaishali Marg - Queens road to zone 'C' Bye Pass (b anning commercial land use as per Master Plan )	80'
6.		Gautam Marg -Gandhi Path to Sirsi Road (banning commercial as per master Plan)	80'
7.		Sirsi road Queen's road Junction to Nimeda	160'
8.		Neel Sarovar Marg- Gandhi path to Tagore Circle	80'
9.		80' Sector road Prince Road junction to Zone 'C' bye pass	80'
10.		Sector 4	Mahesh Nagar 80' Road (Mahesh Nagar) Phatak to Gopal Pura Bye Pass.
11.	Sector 5	160' Sector road (sector 5) from Gopalpura bye pass Junction to Janpath crossing	160'
12.	Sector 7	Hawa Sarak – Civil lines circle to Sodala junction (mixed use with 15 mt height)	100'
13.	Sector 8	Hatwara Road– Ajmer Road to NBC Road	80'
14.		NBC Road– Jacob road junction (South side) to Hatwara road junction	100'
15.	Sector 9	Guru Nanak Path from ROB to Calgari circle.	100'
16.		Shivanand marg from gurunank path junction to pradhan marg junction	80'
17.		Parveenji Marg	80'
18.		Acharya Tulsi Marg from railway line to parveenji marg junction	80'
19.		Pardhan marg from Gurunank path junction to B2 bye pass junction 80'	80'
20.	Sector 9 II	Jagatpura road from calgiri circle to B2 Bye pass Junction (both side ) and from B2 bye pass junction to jagatpura ROB starting point west side)	200'
21.	Sector 10	Income Tax Colony road Tonk road junction to JLN Marg junction	100'
22.	Sector 13 & 14	Viswamitra Marg, Sirsi Road to 100' Road Junction	100'
23.		100' Road of Sector 13&14 Parallel to Ajmer Railway line form khatipura road Junction to Express Highway.	100'
24.	Sector 15	Khirmi Phatak Road– Kalwar Road to Ajmer Rly. line	80'
25.		100' Sector Road (Sector 15) Parallel to Ajmer Railway from Khatipura Road Junction to Zone 'C' bye pass.	100'
26.	Sector 16	200' Sector road (Sector 16) from Zone 'C' Bye Pass to 80' Road junction	200'
27.		Niwaroo Road from zone 'c' bye pass junction to Jhotwara Industrial area	160'
28.		80' Road Extension of Khrnipath road from Kalwar road to 200' road junction.	80'
29.	Sector 19	Murlipura 200' Sikar Road junction to Kadiya Palace	Court decision 200'

30.	Sector 31	100' Sector road from 'C' Bye pass to loha mandi scheme crossing.	100'
31	Sector 41	160' road linking Govindpura scheme from Gular canal junction to 160' sector road junction (link of Govindpura scheme)	160'
32.	Shastri Nagar	Nirman Marg Junction to Amanisha Pulaya Dhargha Junction	100'
33.	'C' Scheme	'C' Scheme Prithviraj marg– Tilak marg Junction to Chomu house circle	120'
34	Mansarover	Mansarover Madhyam Marg.	80'
35		Swaran Path Mansarover	80'
36.		V.T. Road Mansarover	150'
37.		Vijay Path Mansarover	80'
38.		Patel Marg Mansarover	100'
39.		Shipra Path Mansarover Gopalpura bye pass Junction to Dwarkadas Path Junction (West Side ) and to Mansarover Industrial Area (Both Sides)	100'
40.	Govind Marg	Bhagat Singh Park to JLN Marg Junction	100'
41.	Moti Doongari Road	Jain Nasiya (Anandpuri Scheme) to JLN Marg Junction	100'

Note: The above list enumerates in the present context and the list can be further enhanced with the permission of the Authority or in consideration by in Zonal Development Plan during the plan period.

- All plots situated at major junctions on these roads and all plots/houses situated on either side of flyovers/ROB are barred from Mixed Landuse permission. Details of such proposals enumerated in the chapter-2.

### **Mixed Use Zone.**

1. Permissible and non permissible uses in mixed land use Zone.
- 2 Any trade or activity involving any kind of obnoxious, hazardous, inflammable, non compatible and polluting substance or process shall not be permitted.
- 3 Commercial activity in the form of retail shops as per 2.4.1 shall be permitted in Plots abutting notified mixed land use. Retail shops shall be permitted on plots abutting streets notified for mixed Use only on the ground floor up to the maximum permissible ground floor coverage with standard FAR and height as per building regulations 2010.
- 4 Shops operating from basement on such streets may continue, subject to relevant provisions of building byelaws, structural safety and fire safety clearance. The following activities shall not be allowed under mixed use such as:  
Retail shop of building materials timber products (excluding furniture) marble, iron and steel, (gravel, cement and sand) etc.
- 5 The small shops of maximum 20 sq.mtr. area trading in or dealing with the following items or activities may be allowed on ground floor only, in residential premises as listed below.
  - i. Vegetables / fruits / flowers.
  - ii. Bakery items / confectionary items.
  - iii. Kirana / General store / Departmental store.
  - iv. Dairy product.
  - v. Stationary / books / gifts / book binding.
  - vi. Photo state / Fax / STD / PCO.
  - vii. Cyber cafe / Phone call booths.
  - viii. LPG booking office / Showroom without LPG cylinders.
  - ix. Atta Chakki.
  - x. Barber shop / Hair dressing saloon / Beauty parlour.
  - xi. Laundry / Dry cleaning / Ironing.
  - xii. Sweet shop / Tea stall without sitting arrangement.
  - xiii. Chemist shop / Clinic / Dispensary / Pathology lab.
  - xiv. Optical shop.
  - xv. Tailoring shop.
  - xvi. Electrical / Electronic repair shop.
  - xvii. Photo studio.
  - xviii. Hosiery / Readymade garments / Cloth shop
  - xix. ATM.
  - xx. Cycle repair shop.

### Other Activities

1. Nursing home, clinic, dispensary, pathology lab and diagnostic center.
2. Guest house (including lodging house) irrespective of number of rooms.
3. Bank
4. Fitness center (including gymnasium, yoga/ meditation center)/ Beauty parlour/ Dressing saloons.
5. Budget Hotels
6. Dharmashalas
7. Commercial Offices
8. Dancing classes center
9. Restaurant
10. Any other activity with the permission of the respective authority, which do not disturb the serenity of Residential area as per Rajasthan State Pollution Control Board Norms.

### Note:

- a. The above mentioned activities shall also be subject to any other specific terms and conditions as may be prescribed in the relevant acts / rules applicable to them.
- b. The conversion charges shall be as per commercial conversion rates.
- c. It shall be the responsibility of the plot owner to make arrangement for parking as per the bylaws so that the parking does not encroach / spill over on public land.
- d. No encroachment shall be permitted on street or public land.
- e. Development control norms as per building byelaws applicable for the particular residential use will continue if the plot owner wants to retain Residential character/use.
- f. If the notified street is a master plan road, and if a service road is available or provided for by local bodies, then the mixed use premises should be approached from such service road and not directly from the main carriageway.
- g. If any commercial activity is proposed on plotted development, front set back should not have boundary wall so that it can be used for additional parking.
- h. Common parking areas would be earmarked on notified mixed use streets taking it to an account that the additional load on traffic and parking consequent's up on notification of the street under mixed use policy.
- i. Where there is only one dwelling unit in a residential plot there can be only one type of mixed use (i.e. retail shop as per or professional activity or one of the other activities listed in other activities).

- j. Where there are more than one dwelling units in a residential plot, each of the dwelling units will be permitted to have only one type of mixed use activity i.e. (either retail shop or professional activity or any one of the other activity as listed in other activities.
- k. In group housing only professional activities and small shops as listed in other activities shall be permissible. Retail shops specifically provided in the layout plan of group housing shall be permissible.
- l. The case of mixed use within the plot, the building regulations may specify and to that extent the above shall be treated as modified.
- m. The building permission is required in all such cases.
- n. The moment the requisite permitted use is discontinued, the plot holder requires to get the intended use as registered.
- o. All such cases shall be issued with USER PERMITS and shall be renewed every year or as decided by the local Authority.
- p. Any complaint with respect to nuisance to Residents, complaint to be lodged with the Pollution Control Board and the decision of the Board will be binding on the Local Authority and the plot holder.
- q. The first can be put to residential/commercial offices/ any other item/activity, if, notified by the State Government.

### **2.4.3 Wholesale Trade**

The wholesale business activities are presently concentrated in the city area are proposed to be shifted wholesale market area are earmarked in the peripheries.

- a. A wholesale market having an area of 68.9 ha, is reserved for this purpose in the North of Transport Nagar, East of Sikar Road.
- b. A wholesale business centre with an area of 31.4 ha, is proposed South of Niwaru Road.
- c. Another wholesale business to serve the growing industrial and to meet the demand of Sirsi Bindayaka area a small wholesale business centre having an area of 17.57 ha. near Nimera.
- d. The Diggi Malpura Road is growing with lots of industrial activities and other commercial establishments all along and accordingly 114.2 ha of land on this road is earmarked exclusively for this purpose to meet the demands of the southern area. It stretches from the confluence of the Ring Road.
- e. The existing Muhana Mandi and grain mandi with an area of 128.45 ha, Sikar road with an area of 24.18 ha have been retained as wholesale business centres in this plan.

In addition to the above mixed land use is proposed on either side of Ring Road to accommodate the future needs.



#### 2.4.4 Informal sector

The National vendor policy has two main postulates creation of vending zones and licensing (photo identification). Though the survey of vendors in Jaipur is done as a step of initiation however, merely a survey of not more than 1,000 vendors that has been done in a haphazard manner. Lack of



space in the city is major challenge in implementation of the policy. The space is available only in far off areas and if vendors are to be relocated the apprehension of loss of business by moving away from present place of operation.

In this background it is suggested:

- (i) Proper planning with space management to accommodate these vendors while maintaining a healthy and hygienic environment.
- (ii) Hawker's zone needs to be provided at scheme level while planning.
- (iii) Adherence to the new township policy provision for space for Kiosk in each scheme.
- (iv) The State Govt. policy to be executed in letter and spirit, such accommodations to be construed as provisions of Master plan.



## 2.5 Industry

The industrial proposal for 2025 is worked out on the basic principle that, RIICO continues to develop the planned industrial estates.

There are many live industries and have come amidst of developed area. The brown field areas are to be properly integrated with nearby developed area.

- The existing Sitapura Industrial area, Malvia Nagar Industrial area, VKIA and the developed Mansarovar Industrial area retained for industrial use special care should be taken by RIICO for human safety.
- Additional Industrial use area provided for
- Isolated industrial pockets shown as special area.

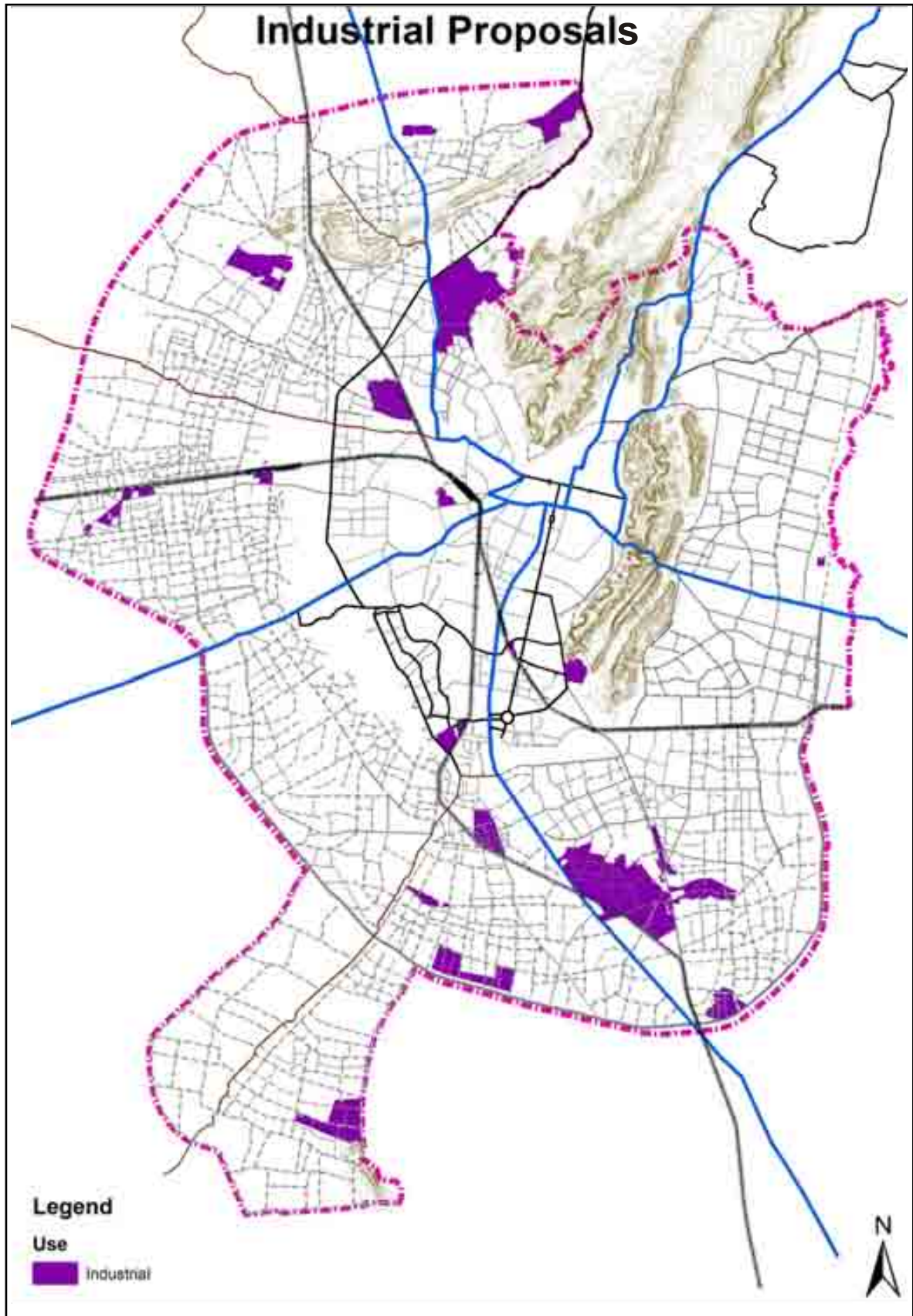
सघन क्षेत्रों में विकसित / कार्यरत औद्योगिक इकाईयो को स्थानान्तरित किया जावे। इस हेतु राज्य सरकार द्वारा अलग से नीति निर्धारण कर भूमि के उपयोग बाबत प्रक्रिया अपनाई जाएगी। जिसे मास्टर प्लान के प्रस्तावों में समायोजित माना जाएगा। मास्टर विकास योजना 2025 के भू उपयोग मानचित्र में ऐसे क्षेत्रों को स्पेशल एरिया दर्शाया जावे।

Towards vision 2025 the following proposals have been worked out with inputs from RIICO by earmarking two additional areas.

- (i) East of Diggi Malpura Road adjacent to Ring Road - 177 Ha. (Sector 60)
  - (ii) East of Diggi Malpura Road in the Sector 57- 206 Ha.
  - (iii) An industrial area provided north of the city in proximity to C bypass and transport nagar with an area of 170 ha.
- The earlier MDP 2011 envisaged large chunk of Industrial area south of Sanganer, however uses other than Industrial have come up and efforts have not been made to develop it. In view of this the industrial proposal reduced to 107 Ha. in this plan.
  - The industrial areas developed / in pipeline by RIICO have been reserved accordingly and in Sarana Dungar case the area expanded to make it to 207 Ha.
  - The existing industrial areas like Sudarshanpura, 22 godown have, outlived its utility and slowly getting converted in to non-industrial uses. These areas have been reserved for special area along with certain isolated industrial units/pockets. Suitable plans for developmental inputs after the approval of State Govt to be drawn.
  - Two unorganized Industrial areas have been earmarked as special areas for detailed redevelopment plan by RIICO.
    - I- Ind. area north of Muhana Road (61.4Ha.)
    - II- Ind. area situated next to open jail at Sanganer 26.50 Ha.

Both the above need to be properly redeveloped and proposed to be brought in to mainstream of organised industrial area.

Map 2-4 Industrial Proposals for Jaipur U 1 Area-2025



## 2.6 Government Offices

### 2.6 Government Offices

The Govt. offices are included under public semi public use head. Its proposals and development control regulation will be as per the public semi public proposals & development control regulations.

#### 2.6.1 Army Area (Govt. Reserved)

The extensive cantonment area situated in the heart of the city in a way, act as barrier in the inter connectivity of the expended urban areas. It may not be appropriate to get in to the Army area for development, however, public utilities and circulation related issues which benefit both defence and people at large may be tackled and efforts may be made to allow connectivity is these area for public utilities and circulation. Modalities are required to be made with defence and the local authority in this direction at least while developing public Transportation System like MRTS and BRTS in future. Buildings coming up in the surrounding area of Army, shall be governed by Army regulation for safety and security purposes.

## 2.7 Environment

### 2.7.1 Natural Features

#### Amanishah Nala

The Hon'ble High Court has passed an interim decision about the width of Amanisha nallah in the matter of P.N. Mendola V/s State Govt. and other on 16.9.09. It was directed by the Court to maintain the width of nallah from 150 ft.(47mtr.) to 210 ft. (about 70 mtr.). In compliance of the Court's decision Committee recommends to have the minimum width of nallah as 47 mtr. and to a maximum as per actual width available or as per revenue record. Amanisha Nallah development is taken up as a project by JDA, and while implementing the project if there is any discrepancy in the DMDP 2025 land use map and in the project regarding the alignment and land use, the project plan shall be finalised. The construction in Amanishah Nallah should be shifted in order to maintain course of nallah.

Amanishah Nallah area shown in the Master plan (G1 + G3) is to be treated as Special Area. As and when the detailed plan is prepared, the plan proposals would be treaded as part of this plan.

### 2.7.2 Green / Recreational Areas (Green Zone)

The urbanisable area (VI) imbibes green zone but namely: G1,G2 and G3. The rivers, nallahs, water bodies, reserve forest, protected forest. Area in green zone 1 and green zone 2 which is earmarked around these areas to give a continuum. The development control code further enumerates the activities and the uses permissible in these two zones.

The green zone 3 is primarily the use indicated for meeting the needs of the growing urbanisable area namely U-1. The recreational component of the city is one which was mostly affected while realising earlier the Master Plans. The D.M.D.P has proposed regional Parks, District Parks and Sectoral Parks on private land. It is decided to earmarked private land area to G3. The G3 zone accounts for 62.99 ha area and the DPCR further enumerate the use premises that can be accommodate in the use zone. This use zone is low intensity development area shall also act as destination to the resident population.

The U-1 area provides with the following hierarchy of recreational uses other than the forest area of Jhalana hills. The present Forest land facing amidst the U1 area taken a call to meet the growing requirement of the Recreational uses. In this endeavor the hierarchical system of Green Recreational areas provided on Forest land/Govt. land.

The hierarchical parks provided are as under:

- 1 Central Park - 6
- 2 District Park - 1

#### Central Park

Six Central Parks have been identified for the urbanisable area to meet the green requirement of the city in addition to the existing Central park opposite Secretariat, Swarna Jayanti park near Vidhyadhar Nagar and Smriti Van near OTS.

- I- A Central Park (Govind Pura Beed Forest Land) the land is with the Deptt. of Forest to a 184 ha central park can be developed. Modalities have to be worked out with the Forest Deptt to develop it as a Central Park and as done in the case of Smriti Van near OTS. It is situated North of Ajmer Railway Line, South of Kalwar Road.
- II- Muhana Reserve forest area and some other adjacent land of which most of the area is with the Forest Deptt. is reserved for central park. The area of this central park is around 172 ha. and further modalities are to be worked out with Forest department.

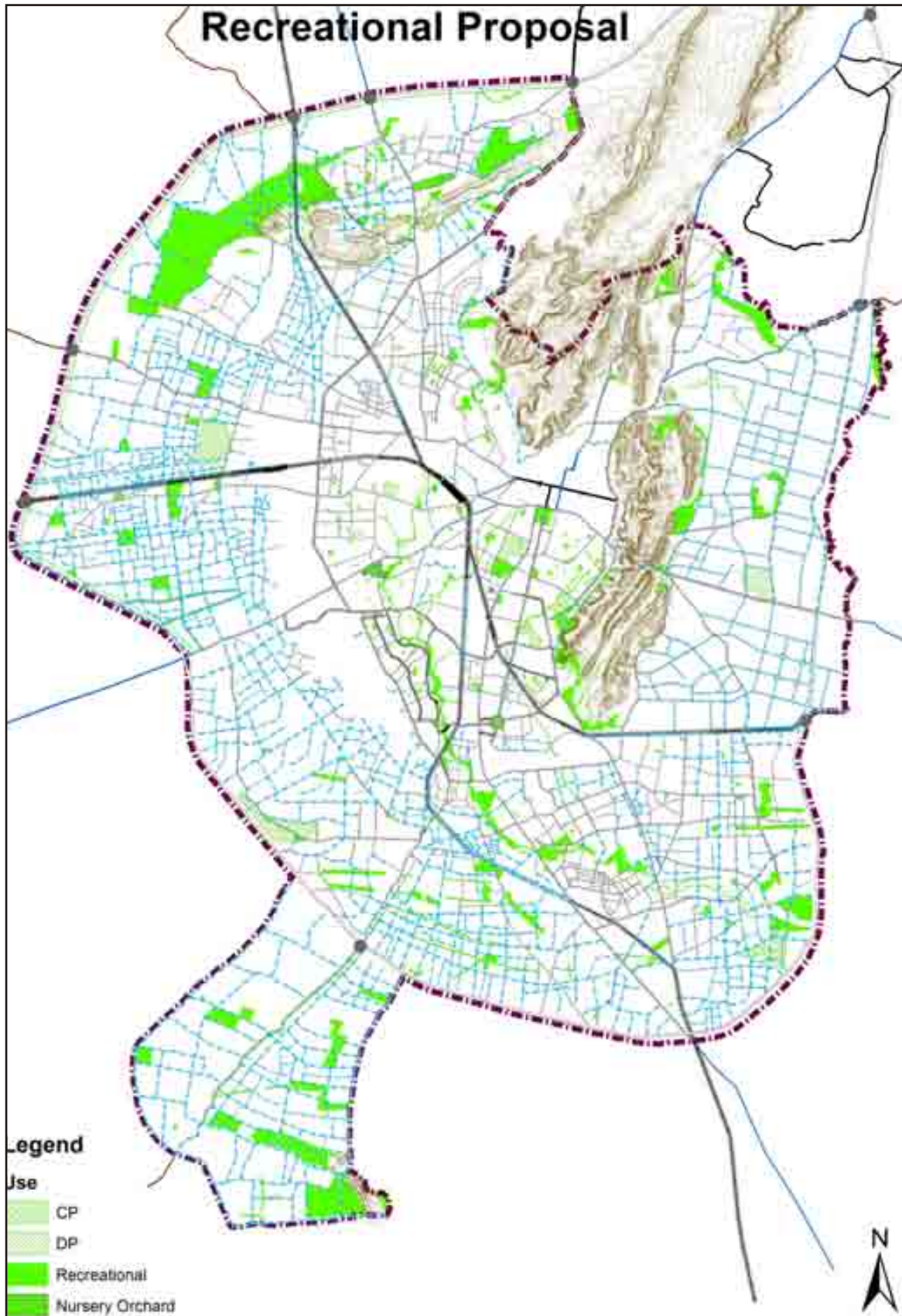
- III- A central park situated north of Sirsi road is proposed on Forest land with an area of 27 ha. Further modalities are to be worked out with Forest Dept.
- IV- A central park having an area of 95 ha. is proposed in Sector 59, South of Goner and west of Ring Road, which is popularly known as Green Nursery. It is Forest land and further modalities to be worked out with Forest dept.
- V- A central park at the confluence of B2 bypass and Shipra path is reserved with an area of 4.19 ha. (Wood Land)
- VI- A central park in the confluence of Shanti Path with Jawahar Nagar bye-pass is proposed with 34.7 ha. area. This land belongs to Forest Deptt. and modalities are to be worked out with the Forest Deptt. in development of this as a central park. This park may cater to the needs of Raja park and Jawahar Nagar area.

#### **District Park**

- I- A District Park north of Agra road is reserved, accommodating the Forest land with an area of 109 Ha. Further modalities are to be worked out with Forest dept.

The area following in surrounding of Amanishah Nallah has been given importance in the Master Development Plan-2025. The vision is to convert the complete alignment into a major recreational area which will promote Eco-tourism and improve the environment. The detailed planning of this area shall be prepared and development shall be taken up in phased manner.

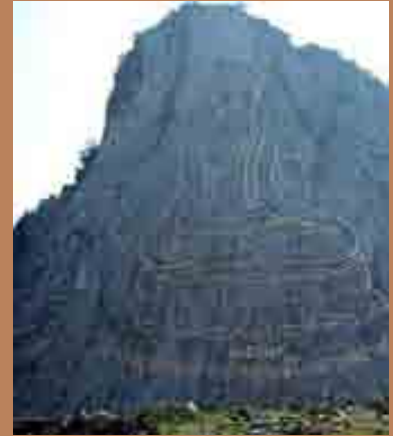
Map 2-5 Recreational Proposal for U1 Area -2025



In addition to attend to the growing needs the provisions shall stand at

- (i.) 5% of area exclusively to be reserved (In the schemes having 2-10 Ha)
- (ii.) 10% of the area exclusively reserved (In the schemes having >10 Ha).
- (iii.) By way of land pooling, to the extent possible larger township areas are to be accommodated with Central parks / regional parks.

The rock out crop of the growing sites of Jhalana hills left uneven stony areas in the east of the existing city. These are to be developed as stone parks and a few of them to be developed as laser show sites. Further modalities proposed to be worked out with forest department to green and bring them to develop as active recreational areas for congregations as well.



## 2.8 Conservation of Built Heritage

The Master Plans and Zonal Development Plans of an existing area bring, no doubt, a qualitative living but localized inputs vary and the generalized controls of Z.D.P. and MDP may not create a detailed road map for certain areas especially for

- (i) Heritage conservations Areas
- (ii) Degraded/redevelopment Areas

There is one more category, so far unattended, it is categorized as Specific Development Area. The detailed plans are to be drawn by the local authorities under whom the jurisdiction falls.

In this context the MDP 2025 proposed following areas as special areas.

### **(i) Heritage Conservation Areas**

The MDP 2011 in the Land use zoning code highlighted guidelines for the preparation of urban renewal plans for the walled city and others conservation area. However it could not be effectively considered. As a follow up of MDP the following areas indicated as the special areas for Heritage and Conservation plans.

1. Walled City, Jaipur.
2. Amber development Area.
3. Ghat ki guni.
4. Sanganer Area



## 1. Walled City, Jaipur

The formation of JHERICO (Jaipur Heritage Committee), a body created by the Government of Rajasthan in August 2006 marks a commendable initiative of the Government of Rajasthan to look holistically at the city's built heritage. Following vision was outlined for Jaipur in the Heritage Management Plan

- to develop it as an international tourist destination with facilities of global standards;
- to develop it as a thriving hub for local arts and crafts; thus improving local economy and living standards;
- to achieve the World Heritage Status.

The 18<sup>th</sup> century city of Jaipur with several historic layers is an outstanding example of traditional city planning and has several renowned architectural masterpieces. It is imperative that it should be recognized as heritage of international level.

The walled city of Jaipur is under constant development pressures with increasing commercialization. Beside this, poor solid waste management, lack of infrastructure, insufficient parking, unauthorized constructions, new interventions, encroachments, drainage and traffic problems, dilapidated historic structures and misuse of historic structures are some of the issues that have become a constant threat for the historic city fabric. It is important that the walled city is treated as a special zone and following plans are developed for the conservation and development of the walled city as a zone.



## Jantar Mantar, Jaipur, Management Plan 2009-2013

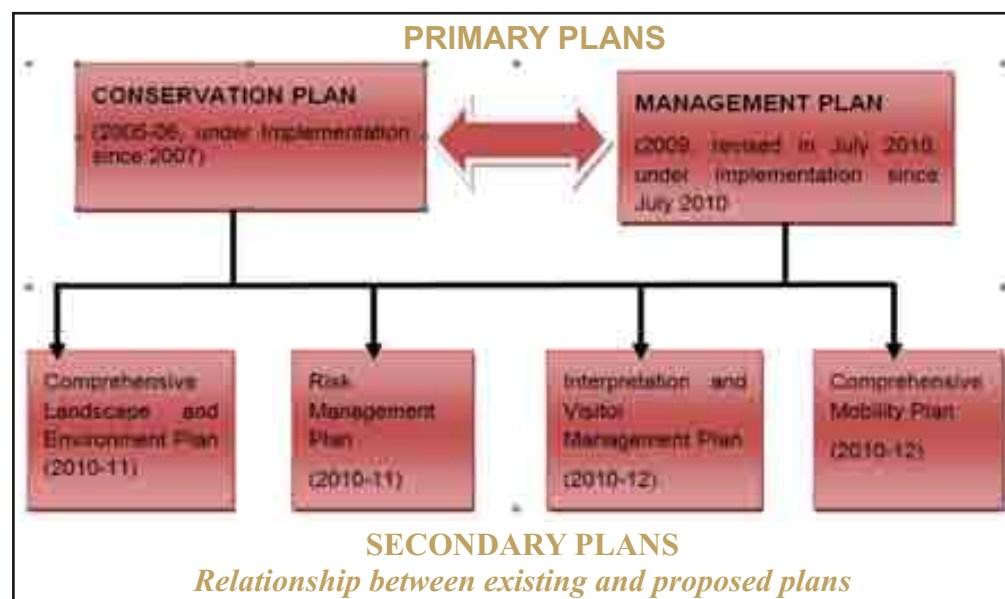
### Strategic Actions 2009-2013

The policies have generated the following strategic actions to be achieved during the life of the Plan 2009-13 either as specific projects or in many cases ongoing and continuous action.

A series of plans are proposed to be formulated for addressing of the various issues faced by the site and its buffer zone in a comprehensive manner:

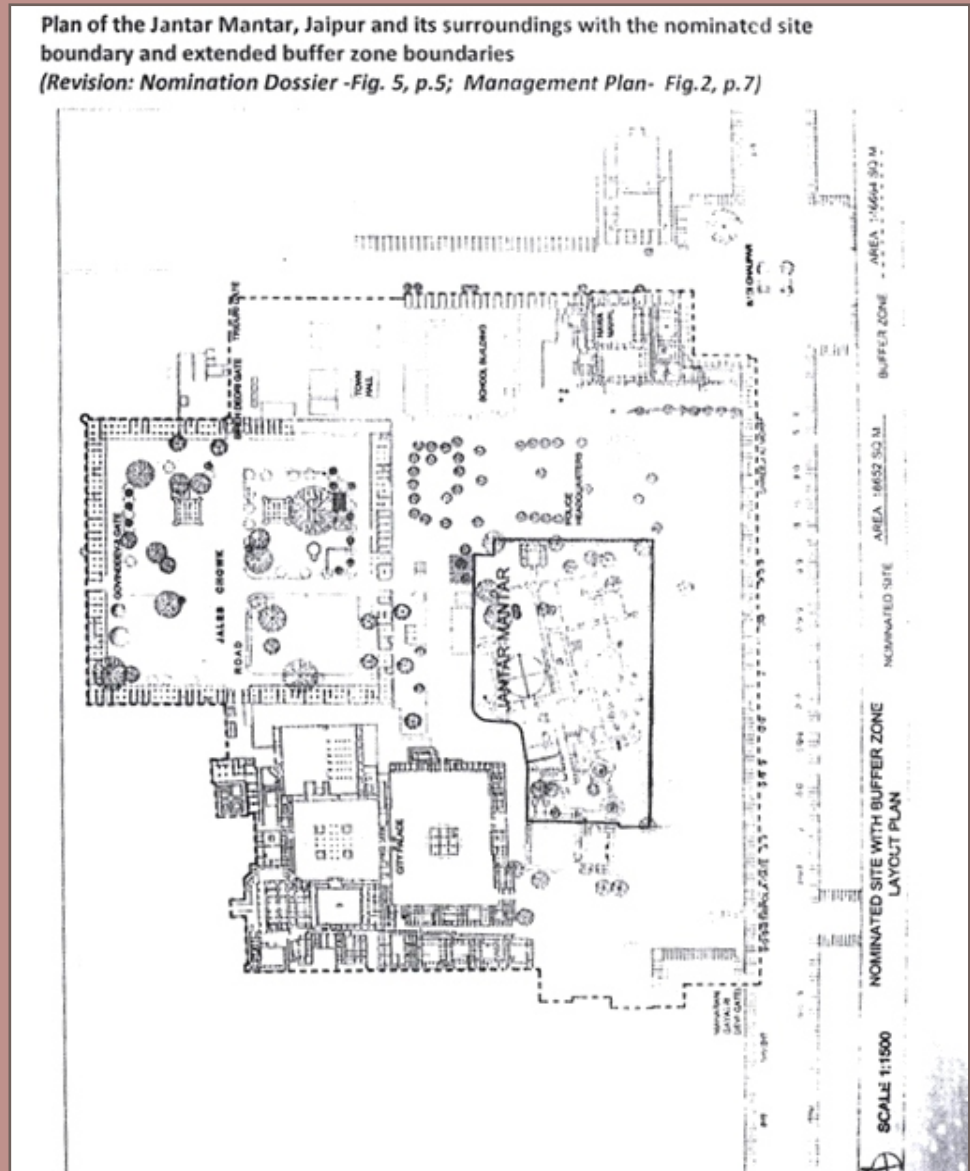
- Comprehensive Landscape and Environment Plan
- Risk Management Plan
- Interpretation and Visitor Management Plan
- Comprehensive Mobility Plan

These plans would function in the framework established by the Conservation Plan and the Management Plan. Progress on these actions will be provided annually and will contribute toward the monitoring of the implementation of the Management Plan.



Progress on these actions will be provided annually and will contribute toward the monitoring of the implementation of the Management Plan. These strategic actions have inter relationship; each action can often relate to more than one policy and in turn more than one issue.

The influence area (buffer zone) of Jantar Mantar has been declared as a special protected area. The following map shows the buffer zone of Jantar Mantar.



## 2. Amber development Area

The comprehensive conservation of town can become a role model for saving similar hill fort towns of Rajasthan that are sprawled across the State. The heritage tourism facilities in the town will enhance tourism revenue and can also address the shortage of hotels and guesthouses in Jaipur.

Following strategy is outlined for the development of Amber town:

- Comprehensive conservation plan of the whole town should be prepared to save this invaluable heritage and to integrate the tourist potential of the town with urban economy regeneration for Jaipur.
- Urban Façade and Architectural controls should be enforced immediately to arrest the inappropriate encroachments and new development.
- The town is of international significance and has high tourist potential. This can be used in reviving the town -with better tourist facilities, incentives to locals to develop heritage hotels and reviving public places
- Heritage walks can be developed under thematic heritage trails such as the temple circuits and baori (stepwell) circuits.

## 3. Ghat ki Ghuni

A conservation Master Plan for the Heritage Zone was prepared in 1996. It is under review and updation for the present day usage and conservation. The proposal covers 52 historic structures in the valley area with temples, havelis and haveli gardens and proposes a cultural heritage corridor in the valley with:

- a) Revival of Haveli gardens as venues for parties, weddings for the locals. Sisodia Rani Bagh is recently restored by PWD and Raj Niwas is undergoing restoration by AD&MA;
- b) Havelis as small guest houses to cater to the tourists;
- c) Cultural tourism activities with emporias, crafts bazaar and amphitheatres;
- d) Adventure tourism activities with camel routes and forest trails.

Comprehensive documentation and topographical studies of the site are essential. The conservation will be an important benchmark to save both the natural and cultural heritage of the place. It will also revive and regenerate economy for the surrounding villages in the area.

### Proposed Plans beyond Zonal Level

- Heritage Management Plan for Jaipur Walled City.
- Management Plan for Jantar Mantar integrated as Development Plan.
- Environmental Management Plan
- Conservation Plan along with a Tourism Development Plan
- Environmental Impact Assessment/ Management Plan
- Conservation Plan
- Heritage Tourism Development / Business Plan

### Ghat ki Ghuni Tunnel

Ghat-ki-Guni with heritage rich buildings on both sides, is the only eastern entry/exit of Jaipur. It is accident prone. Traffic pollution is damaging the heritage in 2km serpentine length of congested route with steep gradient. This is of concern both to govt. of India and govt. of Rajasthan and this road is declared as Heritage Road (Transport Nagar Junction to Chulgiri crossing).

In order to protect this area from making it main thoroughfare, JDA embarked on Tunnel to route all heavy and light vehicles.

**Total length :-** 2800 M including 858 M Twin Tube Tunnel interconnected at two locations



### **Degraded/redevelopment area:**

Two areas having Industrial development, as already enumerated in the chapter Industrial. The Sanganer Town with multiple industrial units of dyeing & printing and its accessories considered for shifting.

1. Industrial Area north of Muhana Road.
2. Industrial Area near Mansarover, east of open jail.

In case of residential areas there are many areas which need attention. However, for the present, the areas though identified in the following need further inputs in ZDPs, DPs. After analyzing their structure and scope of development while preparing ZDPs these areas shall be categorized accordingly as following action to Zonal plans.

### **(iii.) Specific Development Area**

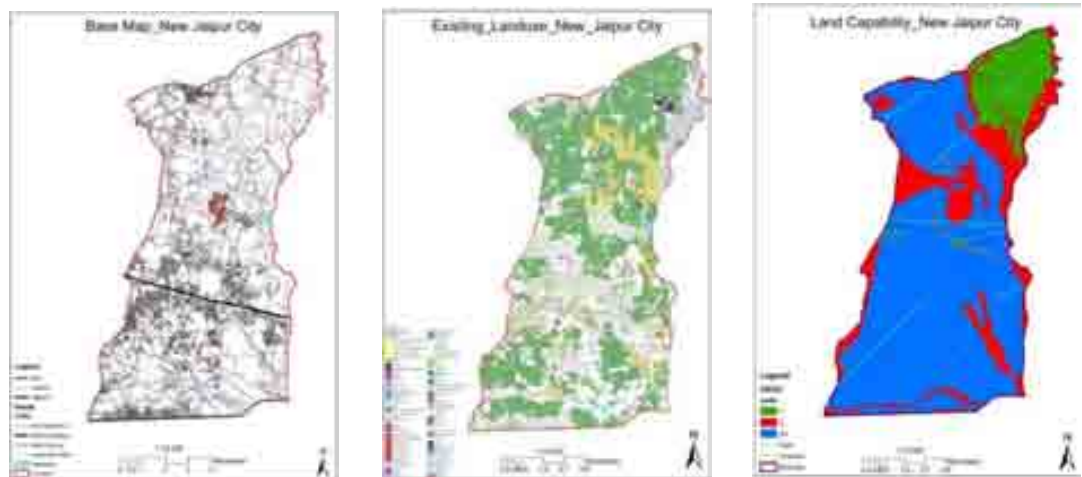
The urban development need to focus specific monitorable targets for guided urban development. In this reference two areas have been identified in the U-1.

#### **I. New Jaipur Scheme**

The New Jaipur envisaged with 37 sq.km. Area to come up with detailed development plans as project.

1. Heritage city in the south of Agra road with an area of 13sq km.
2. Green city in the north of Agra road with an area of 24 sq km.

**Map 2-6 Base Map, Existing Landuse & Land Capability, New Jaipur City**



An over all road network plans prepared for the area reserving the lands for Heritage city and Green city. The landuse for both the parts shall be as per detailed plans. In addition, the commitments in the said area in contravention, if any, is proposed to be adjusted to the extent possible, while preparing the plan. All such detailing shall be construed as part of this plan.

## **ii. Prithvi Raj Nagar**

The Hon'ble High Court has passed a decision about Prithvi Raj Nagar scheme on 29.10.10 and directed to the State Govt. to develop all the area according to the provisions of law. Action plan is to be detailed out separately as per the decision of the Honorable High Court and the State Govt. Thus the Parthvi Raj Nagar is proposed as special area in MDP-2025.

The New Sanganer road from Gopalpura bypass to Sanganer ROB is proposed to be widened to 260 ft. and the plots abutting this road shall be shown for commercial use.

### **(ii.) Tourism Facility Zone**

10.32 Sqkm area in earmarked for Tourism Facility Zone. In furtherance to encourage tourism development activities like Motel, hotels, Resort are permissible in commercial/ tourism facility area as per request. Detailed list of activities are given in Development Promotion and control regulations (MDP-2025).

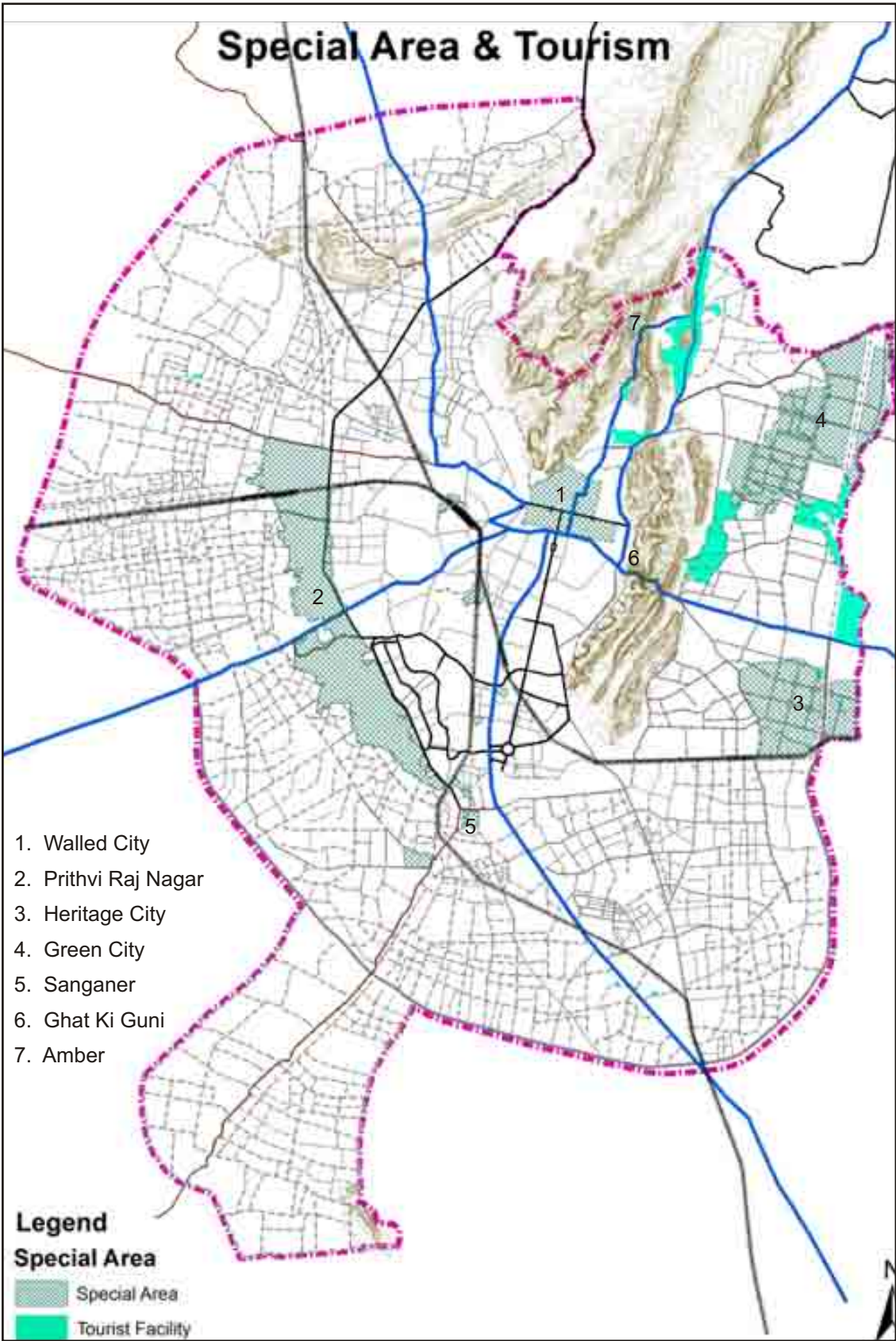
### **(iii.) Special Areas**

Special area enumerated for small pockets like

- (i) Isolated industrial units
- (ii) Area is an around Jawahar Circle

The basic objective of the urban renewal Plan is to upgrade the living and working environment taking in to consideration the existing physical and socio-economic conditions of the area.

Map 2-7 Special Area and Tourism





The Walled city was planned according to Indian Vastu Shastra (Vedic Planning for the comfort and prosperity of the citizens). The directions of each street and market are East to West and North to South. The Eastern gate is called Suraj (Sun) Pol, while the Western gate is called Chand (Moon) Pol. There are three gates facing East, West, and North and a Northern gate (known as Zorawar Singh gate) which faces toward the ancestral capital of Amber, while many gates face south.

Although the present city has expanded from outside of its walls, the original planning was within the walls. The gates used to be closed at sunset and opened at sunrise. Almost all Northern Indian towns of that period presented a chaotic picture of narrow twisting lanes, a confusion of run-down forts, temples, palaces, and temporary shacks that bore no resemblance at all to the principles set out in Hindu architectural manuals which call for strict geometric planning. Thus, for Sawai Jai Singh II and the advisor Vidyadhar, the founding of Jaipur was also a ritual and a great opportunity to plan a whole town according to the principles of Hindu architectural theory.

The town of Jaipur is built in the form of an eight-part Mandala known as the 'Pithapada'. Nine signifies the nine planets of the ancient astrological zodiac. It is well known that Sawai Jai Singh II was a great astronomer and a town planner, and hence the 'Pithapada'. Also, the commercial shops are designed in multiples of nine (27), having one cross street for a planet.

The city has expand out side the walled city area provides modern dimension. Various land uses have been a straight along with appropriate road hierarchy. The Master Plan is a general document which broadly depicts Policies and Guidelines for future development. Thus, this is a vision document and the city can be developed as global city. Development and Zonal Plan shall be made as follows by access to public co-operation and co-ordination. A vigorous developmental efforts should be made for better implementation of the plan proposed in Master Development Plan -2025.

### 2.9.1 Significant Areas of Built Environment

The areas identified for Urban Design guidelines are as given below:

#### (i) Walled city

The various proposals for revitalizing the glory of Walled City are:

- Provision of Parking lots / multilevel parking facility near Public space, Commercial area etc.
- Traffic management by planning of existing road network, junctions design etc.
- The use of new technologies for traffic management like Intelligent Transport System.
- Road safety and Traffic management
- Save Environment and proposals for green areas
- Segregation of traffic and develop a separate pedestrian & cycle track

## **(ii) District Centres**

A District Centre should have all the components to create a pleasant environment with easy accessibility from the major transport nodes and surrounding residential areas through pedestrian approach. Planned District Centres can be best utilized for creating public spaces.

## **(iii) Other Areas**

- Other areas of Urban Design importance are as follows:
- Historical Monuments and Gardens
- Exhibition grounds, Zoo etc.
- Temples and religious places
- Road and Rail, MRTS corridors, entries and terminals

### **2.9.2 Visual Integration**

The Ring road is an important mass movement corridor in Jaipur. The ring road development corridor is a visionary plan to create infrastructure through public participation to meet the rapid growth and better connectivity bypassing the heavy traffic coming into the city. The project involves development of a 360 m wide corridor, with expressway, service roads and a public transportation route. It calls for visual integration scheme.

### **2.9.3 Urban Corridors**

#### **(i.) City Gateways**

##### **1. Road**

- I. Commercial and mixed residential activities shall not be allowed at major junction as a principle.
- II. Entry and exit points of Junctions are to be designed in such way to prevent accidents. Ingress and exgress points are to be clearly incorporated in the Building plans.
- III. Junction improvements to encourage flow of traffic and reduce conflict, thereby taking into account safety and also minimizing emission.
- IV. Clearance of sight distance at junctions with a minimum space to be entered.
- V. All trees at the confluence of Junctions need removal / relocation.

## **2. Rail**

Green buffer along railway tracks to the extent possible in U1 area. A 15 mt green corridor from the Railway boundary beyond U1 area either part of ROW / Special Corridor envisaged.

### **(ii.) MRTS corridor**

MRTS corridor will cover the major parts of the city. There are two corridors proposed (East-West and North-South corridor).

### **2.9.4 Services**

The organization of services makes the city to work along with the buildings and the open spaces.

#### **(i.) Public Amenities**

Public utilities, G3 and green areas permitted in all use zones.

#### **(ii.) Parking**

Presently most of the roads in Jaipur have free on-street parking. Restriction or preferably prohibition of parking on the carriageway/shoulders and the parking shall be shifted to off-street parking from congested locations. Parking bays at Road crossings shall not be permitted.

### **2.9.5 Hoardings, Street Furniture & Signage**

Hoardings, sign boards, directional boards etc. have become call of the day in urban scape as an important instrument of outdoor publicity and public information. These, if located properly and aesthetically, may enhance the visual quality of the city. Otherwise, these may cause hazards, obstruction etc.

It is recommended that a special project shall be prepared for whole of the city. All important hoardings shall be retained by the Local bodies. This exercise shall be drawn periodically. Walled city should have a special program for redevelopment of the city.

## 2.10

### Transportation

#### 2.10.1 Road Network

The Master Development Plan 2025 is proposed with a Comprehensive Circulation Plan for a U-1 area with a hierarchy system of roads the following break up of hierarchy of roads is proposed to be adopted in U-1 area.

- National High ways
- State High ways
- Arterial Roads
- Sub-arterial Roads
- Collateral Roads

Jaipur city U-1 area for the horizon year 2025 is imbued with the following road network.

- National highways namely NH8, NH 11, NH 12.
- State highways.
- Ring road - It is circumventing the urban area to a larger extent.
- The Highway Control Belt regulation which was enforced in the 1992 has now become part of the urbanisable area.
- In addition to it the bye-passes which were foreseen in the 76 Master Plan namely A-1, A-2, B-1, B-2, C-1, C-2 have been developed. While defining the road network system most of the proposals of Master Development Plan 2011 are retained.

**Table 2-6 The length of the Road under NH/SH/R Road**

S. No.	Type	Length (in K.m.)
1	National Highways	96.50
2	State Highways	46.59
3	Arterial Ring Road	125

The following table further enumerate the existing road network and hierarchy with length and proposed road hierarchy.

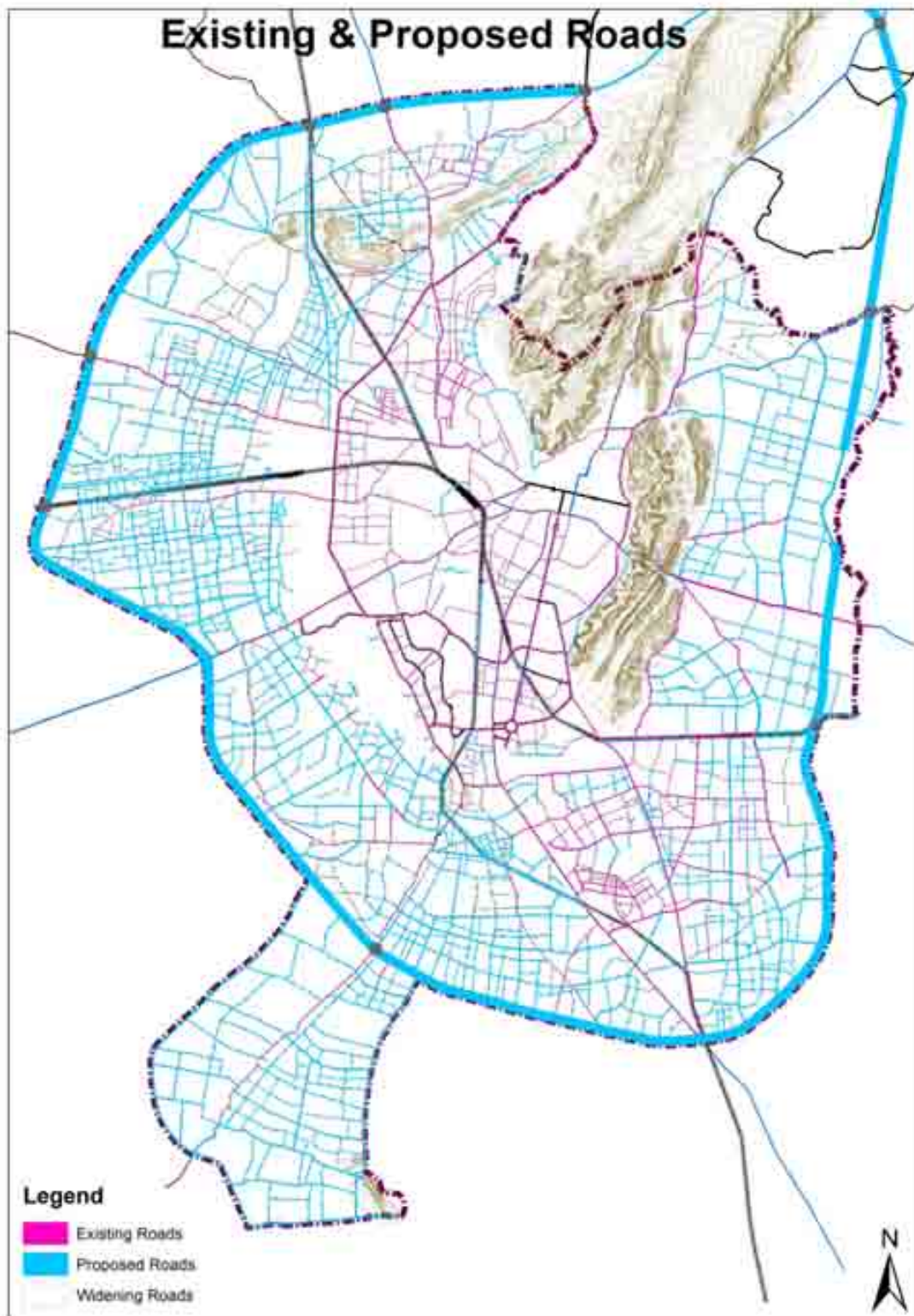
**Table 2.7 Length of Total roads in U1 (Excluding Special Area) of New Jaipur**

S. No.	Road width M (ft)	Existing length (km)	Proposed length (km)	Total (km)
1	24m (80ft)	109.9355	191.5479	306.52
2	28 m (90ft)	10.11	-	10.11
3	30 m (100ft)	177.85	504.30	746.93
4	35 m (115ft)	0.85	1.69	2.54
5	36 m (120ft)	9.84	8.45	21.19
6	39 m (130ft)	2.89	-	2.89
7	45 m (150ft)	24.98	7.56	32.54
8	48 m (160ft)	95.01174	161.1766	287.25
9	52 m (170ft)	-	0.43	0.43
10	54 m (180ft)	4.83	-	4.83
11	60m (200ft)	137.0185	221.4406	376.91
	Total	463.38	905.05	1485.62

The city would have Master Plan around 1500 km. of 24 mt. + roads. This do not include NH/SH running through the U-1 areas.



Map 2-8 Existing and Proposed Roads



The Zonal Development Plans would further indicate the next hierarchy of roads missing links and changing the width of the roads after finalization of this document.

## PROFILE OF MAJOR CITY ROADS:

The following shall be the right of ways of major roads.

**Table : 2-8 ROW of Major Roads**

TONK ROAD	As per MDP 2011	MDP 2025	Use
Ajmeri Gate to Tonk Fatak R.O.B.	120'-0"	No Change	Cc
Tonk Fatak R.O.B. to Air Port fly over	160'-0"	No Change	Cb
Air Port flyover To Bambala Bridge	200'-0"	No Change	Ca
Bambala Bridge To Jaipur Region Boundry	300'-0" + 100' Plantation corridor	No Change	U-3
<b>AJMER ROAD</b>			
Railway flyover to E.S.I. Hospital	120'-0"	No Change	Cc
E.S.I. Hospital to Amanisha nala Bridge	160'-0"	No Change	Cb
Amani Shah Nalla To Existing Gopal Pura Bye Pass	200'-0"	No Change	Cb
Existing Gopal Pura Bye Pass To Ring Road	300'-0"+100' Plantation corridor	No Change	Ca
Ring Road To JDA Region Boundry	300'-0"+ 100' Plantation corridor	No Change	U-3
<b>SIKAR ROAD</b>			
Jhotwara Road Junction To 200' -0" Wide Road Junction near Murlipura Scheme	160'-0"	No Change	Cb
200'-0" Wide Road Junction near Murlipura Scheme to Harmada	200'-0"	No Change	Ca
Chandwaji bypass Road, near vdaipura village to Jaipur Region boundary	300'-0"+ 100' Plantation corridor	No Change	Ca
<b>AMBER ROAD</b>			
Jorwar Sing Gate To Delhi Bye Pass Crossing Near Kun da	160'-0" (कनक वृन्दावन घाटी से आमेर Police Thana कस्बा तक के क्षेत्र को छोड़ते हुए)	160'-0"	Cb

DELHI ROAD			
Transport Nagar Crossing To Delhi Bye Pass Crossing Near Kunda	300'-0"	300'-0"	
Delhi Bye Pass Crossing Near Kunda To JDA Region Boundary	300'-0" + 100' Plantation corridor	No Change	Ca
AGRA ROAD			
Transport Nagar Crossing To Goner Road junction	300'-0" (ट्रांसपोर्ट नगर चौराहे)	100'-0"	Ca
Goner Road junction to Jaipur Region Boundary	300' -0" + 100' Plantation corridor	No Change	
JAMWA RAMGARH ROAD			
Delhi Bye Pass Junction to Ring Road	200"	200'	U-3
Ring Road to JDA Region Boundary	300'+100' Plantation corridor	300' -0" +100' Plantation corridor	U-3
DIGGI-MALPURA ROAD			
Muhana Road Junction to Ring Road	200'-0"	200'	Ca
Beyond Ring Road (i) As per Sector 57 proposals (ii) After Balawala Highway Control Belt Regulations shall apply	300'-0"	300'-0"	U-3
KALWAR ROAD			
Jhotwara Road Junction (Chomu Pulia) to Express Highway	160'-0"	160'-0"	Cb
Express Highway to Govind Pura(200' - 0" ft road)	200'-0"	200'-0"	Ca
Govind Pura (200' -0" ft road) to U1 Area	300'-0"+100' Plantation Corridor	300' -0" +100' Plantation corridor	Ca
U1 to Region Boundary	300' Plantation Corridor	No Change	U-3

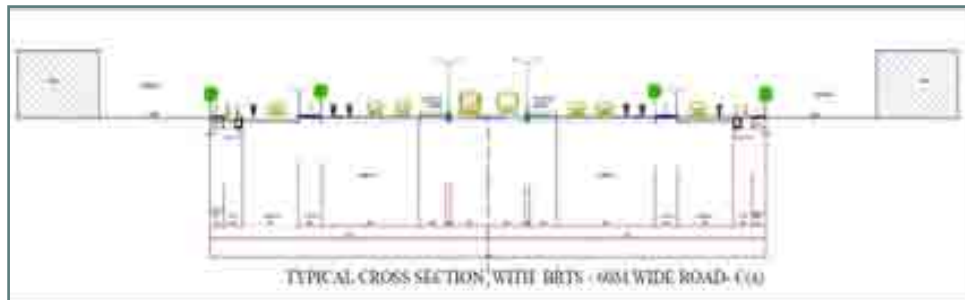


<b>SIRSI ROAD</b>			
Queen's Road Junction to Khatipura Junction	160'	160'	Cb
Khatipura Junction to Express Highway	160'	160'	Cb
Express Highway to Sirsi Village	200'	160'	Cb
<b>NIWAROO ROAD</b>			
Industrial area to Express highway	160'	160'	Cb
Express highway to U -1 area	200'	200'	Ca
<b>JLN MARG</b>			
Ramniwas Bagh to Indira Circle	120'	120'	
Indira circle to Delhi Railway line	160'	240'	
Delhi Railway line to Jawahar Circle	200'	240'	Ca
Jawahar circle to Airport	200'	200'	Ca
<b>GOPALPURA BYE -PASS</b>			
Tonk Road to Sawai Madhopur Railway Line	160'	160'	Cc
Sawai Madhopur Railway line to Ajmer Road Junction	160'	160'	Cb
<b>NEW SANGANER ROAD</b>			
Gopal pura Bye -pass to ROB	200'	260'	Ca
Ramgarh Link Road	200'	100'	

**Prithviraj Marg and Bhagwandas Road shall be 120', however the central park area not to be disturbed. Detailed Plans shall be further attend to the ROW.**

**Ca:**

Under these categories of roads it has been suggested to include the important roads where right of way is more than 200' plus with a provision of service road. Road side commercial permission could be considered subject to availability of service roads and a minimum setback of 12 mtr. or as per the provision of Building Bye Laws whichever is more.



**Cb:**

Roads having minimum right of way of 160 ft. and above like Gopalpura road, Tonk road, Ajmer road etc. where commercial permissions could be considered only on the availability of the service road and parking as per the provision of Building Bye Laws.



**Cc:**

Major roads less than 160 ft. or where existing development has come up and provision of service road is not possible could be considered for the development of commercial activities subject to preparation of redevelopment plans of those areas to cater to the needs of parking and other community facilities.



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It is also recommended that one single plot depth or 1.5 times of the road width whichever is less could be considered for commercial development. Property depth above 1.5 times of roads width could be considered by the competent Statutory Committee of JDA.

By enforcing the same an urban form as above in all these major roads and suitable development plans can be taken up by JDA once the Master Plan is finalized. In furtherance the Committee endorsed the road widening proposals enumerated in Master Development Plan 2011 for the following roads with certain improvements. All these roads are to be prepared with detailed re-development plans to achieve the objectives of better transporting system in the existing developed area.

#### **C-Scheme Area**

- Ashok Marg from Ramsingh Road to Ajmer Road through Govt. press round about to be made to 120 ft. ROW.

#### **Bani Park Area**

- Kantichandra Road, Shiv Marg, Kabir Marg, road leading from Chinkara Canteen to Jhotwara Road via Madho Singh Circle be widened to the extent possible after utilization of land to be obtained from front set back areas.

#### **New Colony Area**

- Roads in this area to be widened to the extent possible as per the redevelopment plan to be prepared for the area.

#### **Tilak Nagar Area**

- Shanti Path running east to west between Jawaharnagar bye-pass and Indira Circle be widened to 200 ft.

#### **Civil Lines Area**

- Hawa Sarak to be widened to 120 ft.

### Adrash Nagar-Raja Park Area

This is an area requiring special treatment and an adequate widening of roads be proposed after preparation of comprehensive redevelopment plan keeping in view the future intensification of use from predominant residential use to mixed landuse. In this reference, Moti Dungri Road connecting with Jawaharnagar Bye-pass passes through Guru Nanak Sansthan Circle, Road between Shanti Path and 20 Dukans passing in front of LBS College deserves special attention. J.N.N. need to take further steps in this direction. Govind Marg to be widened to 100 ft.

### Other Areas

The following table list out the roads and there connecting areas, and the right of way to be upgraded is also given table :

Jhalana Institutional Area to J.L. N. Marg	100 feet
Gandhi Circle via Jhalana Inst. Area to Jagatpura	200 feet
Gandhi Circle to Tonk Road	100 feet
JLN Marg near Jawahar Kala Kendra to Tonk Road Over Bridge near Central School.	100 feet
Road from Jagatpura Road to Mansarovar(Southern Bye -Pass as proposed in Master Plan of Jaipur for 1991)	200 feet
From JLN Marg to mansarovar via Durgapura Maharani Bagh	100 feet
From 22 Godown to Diggi Malpura Road along west of Rly line	100 feet
North of Sewarage Farm New Link between Sanganer Sodala Road to Gopalpura Bye Pass	100 feet
Gandhi Path	100 feet
Mount Road-west of Nahargarh foot hills to Sikar Road	100 feet
West of Ramnagar to Jhotwara Road	100 feet
Mount Road to Shastri Nagar Circle Road	100 feet
New Link from Mount Road to Ram Nagar Road	100 feet
Mount Road to Subhashnagar Road	100 feet



## Bus Transport

The Jaipur city is very well connected to all parts of the State and the Country with efficient Bus Transport system. In order to integrate the various mode of public transport available such as Taxi, Mini Buses, Auto Rickshaw, buses & Metro Rail, JCTSL has decided to introduce Common Mobility Card Scheme of GOI in Jaipur through ITMS on the buses of JCTSL. This will enable the passengers to travel in the only one Smart Card in all type of Public Transport not only in Jaipur but all over India when this Scheme is implemented all over India. The realtime bus arrival & departure information shall also be available to the passenger in the bus & on Bus Que Sheletr. Buses shall be provided with CC Camera's Card Validators. The Card can be recharged easily on various counters opened near to their residential areas resulting in convenience to the public.

In order to maintain & operate 400 buses, the land to develop infrastructure facilities, two more depots on Sikar Road & Ajmer Road are being reserved by JDA. These depots are likely to be developed in coming years.

The Master Development Plan proposes to cater to the requirement of bus terminals in all the directions in addition to the existing ones.

- I- Bus terminal on south of Niwaru Road at the periphery.
- II- Bus terminal on South of Kalwar Road at the periphery.
- III- Bus terminal at the extended Sirsi road near Nimera
- IV- Bus terminal south Delhi Railway Line near Khatipura Railway Station.
- V Bus terminal at the intersection of Jawahar Nagar Bypass with Shanti path is proposed. This shall cater to the future needs with the proposed Tunnel is realised as transport interchange.

In addition to the above the inter-changes, they are to accommodate with circulation areas at appropriate locations (as already enumerated supra) and these shall cater to the requirement of bus stations for both RSRTC and private in the coming years.



The central bus station which is operated from the Sindhi Camp has lived its utility and is a major traffic problem. With the various bus terminals being proposed it is suggested that the Central Sindhi Camp bus stand may be converted as a Central Bus Station for inter city bus traffic movement and bus terminals (both existing and proposed) proposed to be connected with shuttle services.

**Map 2-9 Inter Connectivity with Shuttle Services**



### **Truck Terminals**

The MDP 2011 had prescribed truck terminals to cater to the regional traffic while proposing land use plans for satellite towns. However, the development of truck terminals could not come up as envisaged due lack of infrastructure development. In addition to the existing truck terminals, a truck terminal is already being developed east of Sikar Road however looking into the development of the city with a horizon year 2025, the interchanges have been accommodated with truck terminals. The satellite towns have been further accommodated with truck terminals to cater to the entire Jaipur Region.

### **Inter-changes**

The urbanisable area U-1 is proposed with the following major inter changes on the ring road which has been taken as external boundary of the U-1 area. The earlier proposals now confirmed to the areas within 360 mt acquired area.

- I- Inter-change at the confluence of NH 8 (Ajmer Road) with Ring Road.
- II- Inter-change at the confluence of SH-12 (Diggi Malpura Road) with Ring Road.
- III- Inter-change at the confluence of NH-12 (Tonk Road) and Sawai Madhopur Railway Line with Ring Road.
- IV- Inter-change at the confluence of Delhi Railway line with Ring Road. It is proposed to be detailed while preparing New Jaipur Scheme Plan.
- V- Inter-change at the confluence of NH-11 (Agra Road) with Ring Road.
- VI- Inter-change at the confluence of SH-55 (Jamwa Ramgarh Road) with Ring Road.

The inter-changes have been made to accommodate the smooth traffic flow. The uses within as per the need shall be as per the plan while finalising the concerned statutory committee may modify the same.

**Map 2-10 Proposed Interchanges**



In addition to the above the "C" bye-pass from Ajmer Road intersection to the Chandwa ji Junction is passing through the urbanisable area to a length of 17 kms. With the ring road on anvil at the outer periphery of the U-1 the utility of this bye-pass gets minimised in the coming years and this relegate to an arterial road serving the city. The "C" bye-pass being elevated shall be impediment in future due to its elevation and to develop the inter-connectivity on either side of the urban development inter-changes are propose on the following junctions of this bye-pass.

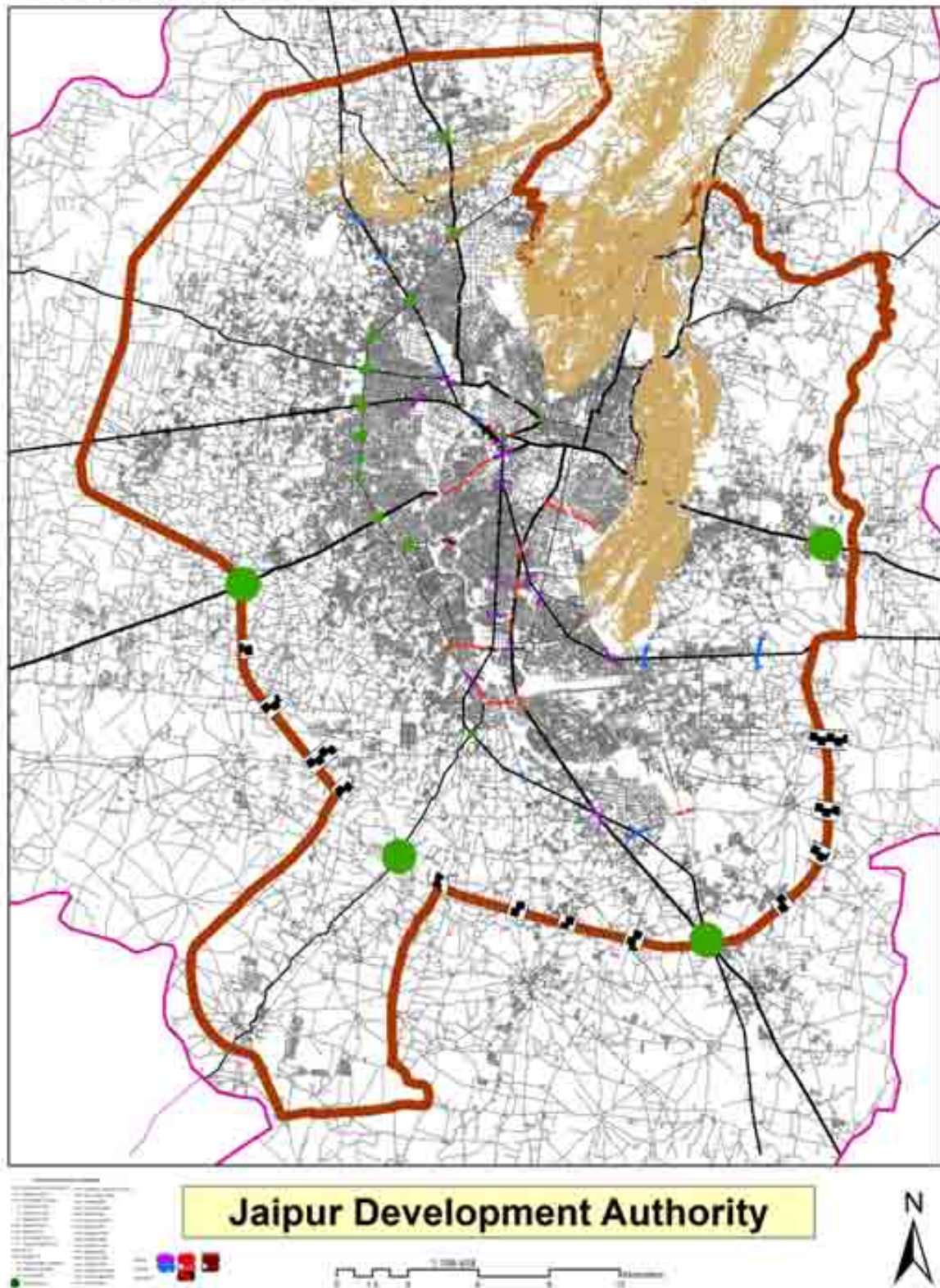
- I- Sikar Road (Transport Nagar)
- II- Sikar Road (Road No. 14, zone "C" Bye pass)
- III- Sikar Railway Line (Zone "C" Bye pass)
- IV- Niwaru Road (Zone "C" Bye Pass)
- V- Kalwar Road (Zone "C" Bye Pass)
- VI- Ajmer Railway Line (Zone "C" Bye Pass)
- VII- Sirsi Road (Zone "C" Bye Pass)
- VIII- Amar Pali marg (Zone "C" Bye Pass)
- IX- Gandhi Path (Zone "C" Bye Pass)
- X- Ajmer Road (Zone "C" Bye Pass)
- XI- Junction on New Sanganer Road and Gopalpura Bypass.

In addition some more interchanges have been identified within the developed area

- Interchange point at Chand Pole Gate enveloping area of Chand Pole Mandi and Purana Pagal Khana area.
- At the ingress point of Railway Station.
- At Junction of Railway line and Diggi Malpura Road, South of Sanganer.
- At the tri junction of Gopalpura bye pass with New Sanganer Road.



Map 2-11 Flyover, Underpass and Over bridges



## **Grade Separators**

In order to encourage inter-connectivity between physical barriers or congested areas grade separators in the form of flyovers, ROBs, RUBs, underpasses have been developed. In addition to the existing ones and looking into the future development additional grade separators have been proposed in the U-1 area.

### **2.10.2 Rail Network**

Existing railway station in Jaipur is already handling about 80,000 passengers per day which is expected to grow to 200,000 by 2025. With the growth of Jaipur, the current railway station is now falling in one of the most congested part of the city with very limited scope for improving. The approaches to it are difficult without carrying out substantial land acquisition/ demolition of structures. The congestion at Jaipur Station is further expected to grow over time. Jaipur is identified as one of the station to be upgraded to a World Class Station for which consultants have been appointed by Railways.

For an expanding city like Jaipur it is also desirable to have different terminals in different directions accordingly the following proposals have been made.


The circulation pattern around Jaipur Railway Station is to be improved with widening of roads and an inter-change at the engrace point of railway station by improving connectivity with Hasanpura Flyover, Sindhi Camp and Station road leaving to Chinkara Canteen.



**Map 2-12 Proposals for Rail Network**



It is proposed to come up with detailed plan to accommodate all ingress and egress points of Railway Station by an inter change.

 Proposed inter change merging Hasanpura ROB, flyover to Sindhi camp and road leading to Chinkara canteen.

Master plan of Jaipur & Durgapura station will be prepared for up gradation. It is proposed to add platforms to both Jaipur and Durgapura railway station. Durgapura station will be developed considering tourism importance of Jaipur city. Tourist trains will be stopped at Durgapura station providing adequate facilities of world class reception centre and waiting hall. The station development will be a combination of heritage and latest technologies. Maintenance of trains will be done at Bais-godam. considering the increasing no of passengers, number of boggies in Jaipur-churu meter gauge will be increased to 12 from 8.

A passenger yard is proposed at Khatipura on the Delhi Railway line. In addition to it, the existing. Stations situated U-1 is provided with good road network for better connectivity. The land use plan is proposed with 60mt. road all along the railway line from Shivdaspura to Chomu on eastern side.

### **Goods Yard and Freight Stations**

The Existing goods yard and ICD on Kanakpura are facing constraint in terms of movement of goods in order to improve the goods yards facilities the Ajmer Railway line is provided with additional yard area.

### **2.10.3 Air Connectivity**

Jaipur Airport is developing into a major air traffic terminal. Being near to Delhi, Jaipur have an added advantage, and have provision for expanding airport related activities.

- First Airport in India to get IMS (Integrated Management System) certification. IMS includes ISO 9001, ISO 14001 and OHSAS 18001 certificates.
- Jaipur experiences phenomenal rise in air traffic. Passenger traffic increase by 77% in 2006 -07 compared to 2005-06.

- It remains a preferred airport for diversions /training and charter flights.
- Being upgraded to category II
- All major Airline operators (Domestics & Internationals) are operating through Jaipur.
- Jaipur is connected via air to : New Delhi, Mumbai, Kolkata, Gauhati, Hyderabad, Bangluru, Goa, Udaipur, Jodhpur, Jaselmer, Agra, Cochin, Chennai, Ahmedabad, Dubai, Sharjah, Muscat
- The terminal II started operating in the north of the airport.

At present total land available 716 acres, initially additional land requested from state government 146 acres, due to people's agitation replanning took place for 64 acres instead of 146 acres. New requirement of 50 acres projected on vacant land.

For futuristic growth (15-20 ) years) in order to provide flight kitchens, HAJ terminal, RWY extension, cat II operations, new site for international / domestic cargo complex, helicopter landing area, IAF and Army area (authorities desire land at the airport for their operational requirements), additional parking bays, relocation of DVOR, runway extension, city side development through private participation, isolation bay for b747, hangars, MT workshop, category ix fire station area is required . The proposed expansion is taken into account in the preparation of the land use plan.

**Mass rapid transit system, identification of right kind of system of BRTS/MRTS. Frequent bus connectivity (every 10 minutes), additional multilevel taxi/car parking and other such provisions required to enhance the present airport connectivity.**



#### 2.10.4 Public Transport System

Public transportation system facilities in the city are grossly inadequate so a Comprehensive Transportation Mobility Plan has prepared for Jaipur city. This study has given the type of public transportation requirement for the city. Generally the following is considered.

- (i) City Buses
- (ii) Bus Rapid Transit System
- (iii) Tramway system and
- (iv) Metro system

The MRTS, BRTS corridors under public transport system improvement measures are broadly identified in the CMP. The Metro and BRTS proposals may warrant certain corrections while implementing the project. Such corrections in alignment and others, it is proposed to consider it as part of Master Development Plan- 2025. In addition certain facilities being developed while implementing plan are to be taken as use premises permitted in all use zones.

#### **BRTS Corridors**

##### **North-South Corridor:**

**Pkg-I- C** Zone bypass to Panipech via Sikar Road (7.1 km)...*completed*

**Pkg-II A-** Panipech to Laxmi Mandir Xing (8.5km) utility shifting is in progress

**Pkg-II B-** Sanganer Airport to 22 Godam (10.5 km)

##### **East-West Corridor:**

**Pkg-III A-** Amrut Nagar road crossing (Mansarovar) to Queen's road junction on Ajmer road (8.20 km)

**Pkg-III B-** Queen's road on Ajmer road to Government Hostel and Sardar Patel Marg Junction via Sodala Police Station & Civil lines junction including elevated road (5.15 km)

**Pkg-III C-** Govt Hostel to Transport Nagar (7.25 km).

An influence are of 100 mt. on either side of BRTS corridor is provided. Policy guidelines, in this direction, as per Government orders, will be made for implementation. To this effect it shall be treated as part of the Master Plan-2025.



## METRO

Rajasthan Govt. has engaged The Delhi Metro Rail Corporation (DMRC) for the preparation of a detailed project report for a metro system in Jaipur. The DMRC is finalizing the two corridors as most eligible for introduction of a metro system.

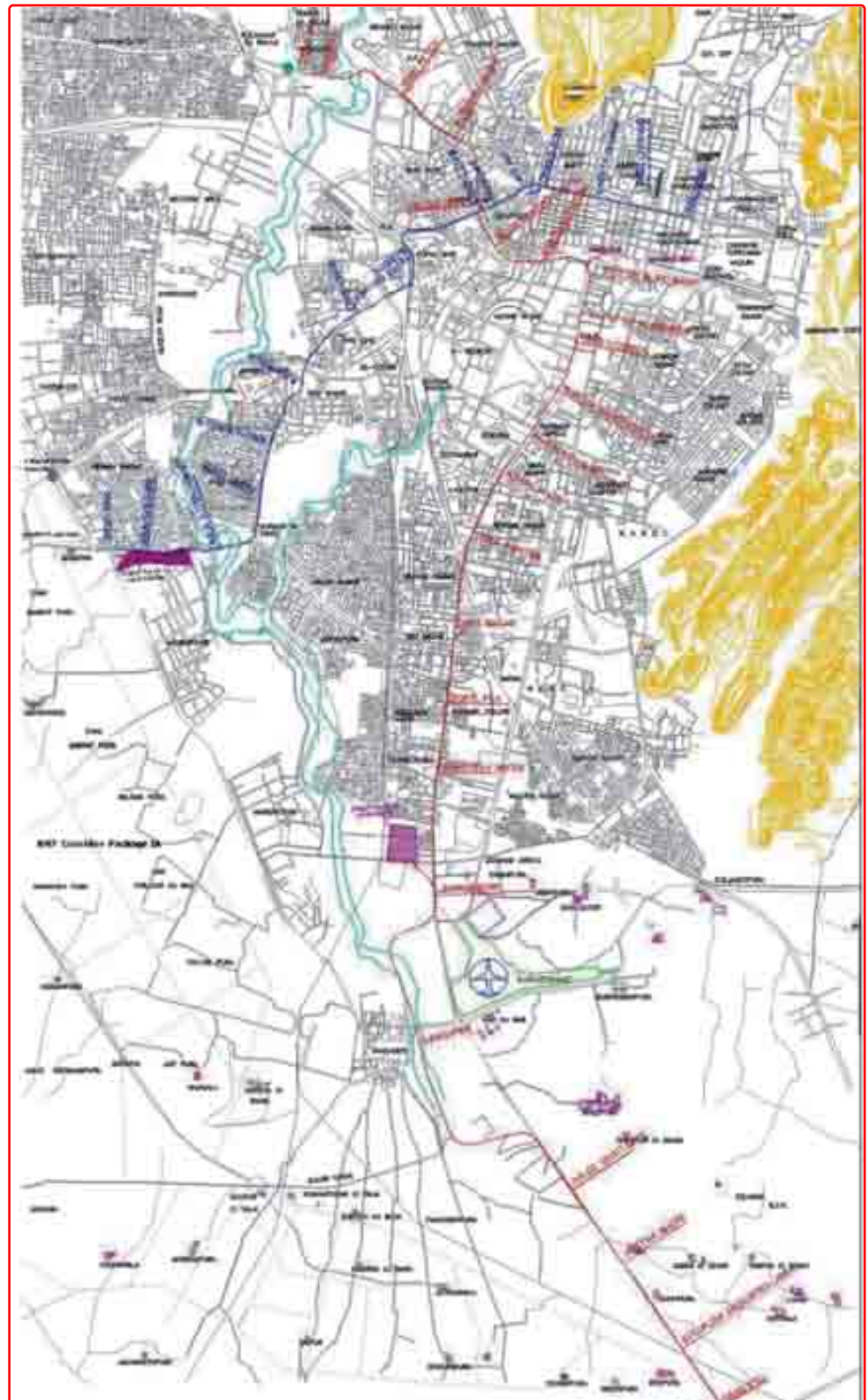
- **Corridor-I (EastWest)** It starts from Badi choupar (walled city) and terminate at Gopalpura bypass and New Sanganer Road Junction. It passes though Sindhicamp Railway Station, Parivahan Marg, Ajmer Road, Sodala, Gujar Ki Thadi, and Gopalpura Bypass. The portion from Ramganj Choupar to Jalupura is proposed as underground route.
- **Corridor-II (North-South)** It starts from Ambabari and passes though Nirwan Marg, Banipark, Sindhi Camp, M.I. Road, Ajmerigate, Tonk Road, Bajaj Nagar, Gopalpura, Durgapura, Sanganer, Haldighati and Sitapura Industrial Area. Underground portion envisaged from Subhash Nagar Shopping Centre to Ajmerigate.

In DPR two corridors are proposed corridor -1 from Durgapura to Ambabari of length 17.36 Km and corridor -2 from Mansarovar to Badi Chaupar of length 11.57 Km. It was decided by State Govt. to implement the project on Public Private Partnership (PPP) basis. It is under consideration to make project viable under PPP to extend the corridor -1 from Durgapura to Sitapura on Tonk road and in place of diverting it to JLN Marg to keep it on Tonk road from Durgapura to Tonkphatak. The length of corridor -1 will change from 17.36 Km to 23.00 Km (approx).

1. The DPR was submitted by DMRC to State Govt. in the month of February, 2010. The other proposals with respect to development of High Density and other parameters like use, terminals, ROW etc shall be seen as the proposal of this Plan
2. DMRC is also proposing a Master Plan for Metro to meet the needs of city

An influence zone of 500 mt. of either side of Metro corridor is provided. Policy guidelines, in this direction, as per government orders, will be made for implementation. To this effect it shall be treated as part of the Master Plan-2025

Map 2-14 Alignment and Proposed Metro Stations





The Jaipur Metro will have two corridors and a total of 29 stations, which are expected to be completed by July 2013.

**Table 2-9: Land Use along Metro Corridor**

Use	U1 Area (Sq. km)	Corridor Area (Sq. km)	% of Corridor Area (W.R.T. U1 Area)
Residential	482	18.85	3.91
Commercial	49	3.30	6.74
Public Semi Public	54	3.62	6.66
Army Area	10	0.59	5.61
Industry	32	0.97	3.06
Special Area	42	3.00	7.10
Circulation	92	1.23	1.33
Recreational	65	1.62	2.48
<b>Total</b>		<b>33.19</b>	

The total 33.19 sq. km area (3.51% of U1 area) comes under the metro corridor within 500 m buffer in the both sides of the corridor. The total corridor density is 363 ppha but the city density is 121 ppha.

#### **2.10.5 Parking**

The parking places proposed in major available areas of the city. The parking will be provided at Ramleela maidan, Dushehra Maidan, Collectorate Circle, Sodala Police Thana and two level underground parking at Ramnivas Garden. The one hac. land will be provided at Shanti Path (forest land) for the population of Raja Park after the discussion and modalities with Forest Dept. and this need to be further detailed out in the Zonal Development Plan.

### **2.10.6 Comprehensive Mobility Plan**

In addition to the above JDA embarked on the preparation of Comprehensive Mobility Plan, and some important aspects of the plan are as follows:

#### **Vision**

The mobility plan seeks to “move people, not vehicles”. By emphasizing the pre-eminence of public transport and non-motorized transport and integrating the land use with transport networks, it seeks to achieve the objectives of the National Urban Transport Policy (NUTP) in Jaipur.

**“To ensure a high class, sustainable and efficient transport which promotes tourism and meets the demand of the envisaged economic developments of the area.”**

#### **Objectives**

In order to address the existing and envisaged mobility situation in 2031 and to fulfill the vision stated above, the following objectives need to be achieved:

- Integration of land use and transport-connectivity
- Improved accessibility
- Improved pedestrian facilities
- Introduce parking facilities
- Improved safety of travel
- Reduction in Traffic congestion
- Reduction in pollution

#### **Transport Improvement Strategies**

The mobility goals for the Jaipur Region will need to be addressed through a multipronged approach. The following strategies need to be adopted in order to meet the various transport goals set for Jaipur.

- I. Land Use and Transport Strategy
- II. Development of Mobility Corridors
- III. Public Transit Improvement Strategy
- IV. Non-Motorized Transport Strategy
- V. Parking management Strategy
- VI. Freight management Strategy
- VII. Traffic Management Strategy

It is important to note that each of the above strategies is equally important and the order of listing does not imply priority. Each of the broad strategies includes sub strategies of immense importance. The strategies when implemented through specific projects shall fulfill the goals and objectives of the study. The following Table highlights the specific strategies and the sections thereafter discuss these strategies in detail.

**Table 2-10 Strategies for transport improvement**

SI	Strategy	Policy
1	Moving people rather than vehicles	<ul style="list-style-type: none"> <li>• Augmenting the coverage and capacity of the rail and bus transits</li> <li>• Priority for bus transit by reservation of lanes along major arterial roads</li> <li>• Differential pricing commensurate with the LOS for public transit.</li> <li>• Running mini-buses for railway/metro stations access</li> </ul>
2	Integrating land use and urban transportation	<ul style="list-style-type: none"> <li>• Developing a transport network based on Comprehensive Transport &amp; Traffic Study</li> <li>• Restructuring the land use distribution around MRTS/transit nodes</li> <li>• Reduce the gap in the supply of minor arterial/collectors. Develop grid network in outer areas</li> </ul>
3	Priorities to non-motorized transport (NMT) -	<ul style="list-style-type: none"> <li>• Footpaths in residential streets and on major roads with commercial activities</li> <li>• Redeeming the existing footpaths from encroachments &amp; obstructions</li> <li>• Propose legal framework for evicting the encroachments on footpaths / roads</li> <li>• Demarcating road space exclusively for movement by pedestrians and cyclists</li> <li>• Providing safe passage of pedestrian / cyclists by grade separation.</li> </ul>
4	Optimizing the existing road and transport infrastructure	<ul style="list-style-type: none"> <li>• Widening critical road links and intersections</li> <li>• Phased widening of roads to their prescribed street alignment width</li> <li>• Articulating the road network by developing missing links</li> <li>• Selected junction improvements for improving corridor throughput</li> <li>• Upgrading high density corridors as multi-modal transit corridors</li> <li>• Shifting the inter-regional terminals from city core to the city fringe</li> </ul>
5	Putting a parking policy in place	<ul style="list-style-type: none"> <li>• Mandatory off-street parking norms for various landuses</li> <li>• Develop multi-level parking at major traffic generating locations</li> <li>• Develop park-and-ride facility at all critical sub-urban / RTS / metro rail stations</li> <li>• Develop park-and-ride facility at all critical bus terminals</li> <li>• Restrict/ban on-street parking on critical commercial streets</li> <li>• Parking pricing to reduce the use of private modes</li> <li>• Construction of parking complexes on government agencies land</li> </ul>
6	Redefining the role of para-transit	<ul style="list-style-type: none"> <li>• Encourage wider coverage and capacity by the para-transit</li> <li>• Provide parking for para-transit at public transport terminals</li> <li>• Encourage cycle-rickshaws to operate between residential areas and transit routes</li> <li>• Regulate the operation of para-transit by enforcing minimum safety norms.</li> </ul>

7	Segregating freight traffic & passenger traffic	<ul style="list-style-type: none"> <li>• Plan and develop orbital roads in the form of urban bypasses</li> <li>• Plan and develop outstation truck terminals and parking</li> </ul>
8	Deploying various travel demand management (TDM) measures	<ul style="list-style-type: none"> <li>• Stagger the school &amp; office &amp; market times zone- wise</li> <li>• Encourage car-pooling and van-pooling</li> <li>• Encourage new industrial complexes to have residential quarters within their premises</li> <li>• Decentralise major activities to reduce traffic</li> </ul>
9	Putting in place an environmental development management mechanism	<ul style="list-style-type: none"> <li>• Enlarge vehicular population using pollution free fuels viz. LPG / CNG / battery</li> <li>• Establish a GIS based air quality monitoring and information system</li> <li>• Major transport development measure to comply with environmental safeguards</li> <li>• Subject every major transport development measure to safety audit.</li> </ul>
10	Setting up a unified institutional framework encompassing all modes	<ul style="list-style-type: none"> <li>• Set up UMTA within a specified timeframe with coordinating, planning and advisory role</li> <li>• PPP in development as well as operation of urban transport infrastructure</li> </ul>
11	Enforcement as a potential tool for development	<ul style="list-style-type: none"> <li>• Effectively clear infrastructure assets from encroachments by constant patrolling</li> <li>• Campaigns and special drives to educate the road users to adhere to traffic discipline</li> </ul>
12	Promoting innovative technologies / practices	<ul style="list-style-type: none"> <li>• Leverage ITS and technology applications</li> <li>• Develop new roads with ducts for services / utilities</li> <li>• Cement-concrete the existing road pavement particularly the road intersections and</li> </ul>

Based on the aforementioned framework of strategies for achieving the vision, Mobility plan elements are summarized as follows:






- I. Mobility Corridor Plan
- II. Public Transport Plan
- III. Passenger and Commercial Terminal Plan
- IV. Non-Motorized Transport Plan
- V. Freight Management Plan
- VI. Traffic Engineering & Management plan
- VII. Road Maintenance & Management Plan

### Study Outcome

It has been showed that if nothing is done to the present transport infrastructure the public transport modal share (motorized) would reduce to 16% while the goal is 50%. The consequence of this is substantial investments in vehicle traffic related capacity enhancements to accommodate the increase in car/ 2wheeler trips. If the CMP and the project schemes that form part of the CMP are implemented then the transport system would improve:

The horizon year public transport trip share would increase to 48% (without NMT) that nearly meets the goal.

- The horizon year motorized personalized transport modal share would reduce to 38% (without NMT).
- The horizon year average network speed is projected to be 32 kmph.

Mode	Trips Nos./% (2031)
 + 	240666/(38%)
 +  Taxi	88666/(14%)
	303999/(48%)
<b>Total (motorised)</b>	<b>633331/ (100%)</b>

Index	Formulation	Present	Goal	Goals Achieved
PT Mode Share (Motorised)	Public Transport Trips / Total Trips	31%	50%	48%
IPT	Registered IPT vehicles / Lakh of Population	958	1000	1000
Walkability	Footpath Length / Road Length	51%	100%	80%
Fatality	No. of Fatalities / Lakh of Population	71	0	0
NMT	% of NMT trips in total trips	31%	35%	35%

## 2.11 Social Infrastructure

The public semi public use component attends 5.50% of the urbanisable area. The Development Promotion and Control Regulations have given further flexibility towards this use. In additional scheme zonal level social infrastructure shall be detailed out in the Zonal Development Plan.

### 2.11.1 Public Semi Public

The earlier master plans were having Public Semi Public uses under various heads. In the present context all the earlier categories have been clubbed in to one major category to accommodate multiple uses, which complement to each other.

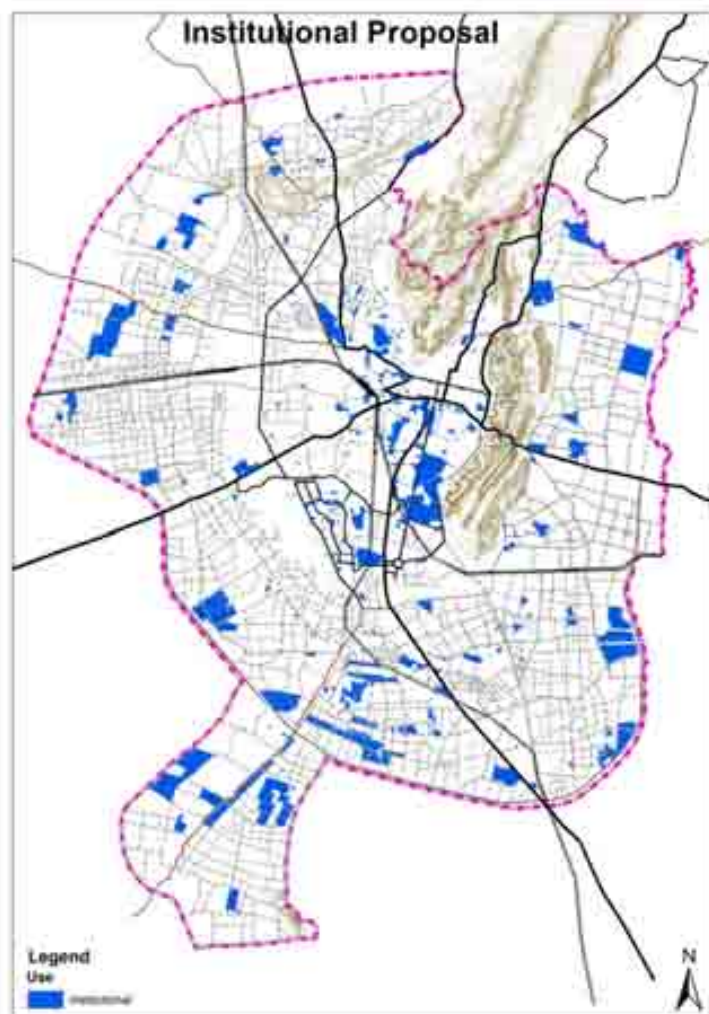
**Table 2-11 Institutional Uses in MDP 2025**

Sl.	Land use	Proposal in 2011 (Ha.)	Develop in 2007 (in Ha.)
1	Governmental	602	340
2	Public and Semi Public	3241	1200
	<b>Total</b>	<b>3843</b>	<b>1540</b>

**Map 2-15 Institutional Proposal (U1)**

A general spread of Institutional use is to be made in the proposed U1 area. More over the development controls promote, liberally, these uses.

In view of the above a broad brush of institutional areas have been proposed in the plan. These areas with flexible permissible development controls for these uses in the other use zones will accommodate the needs of the future.



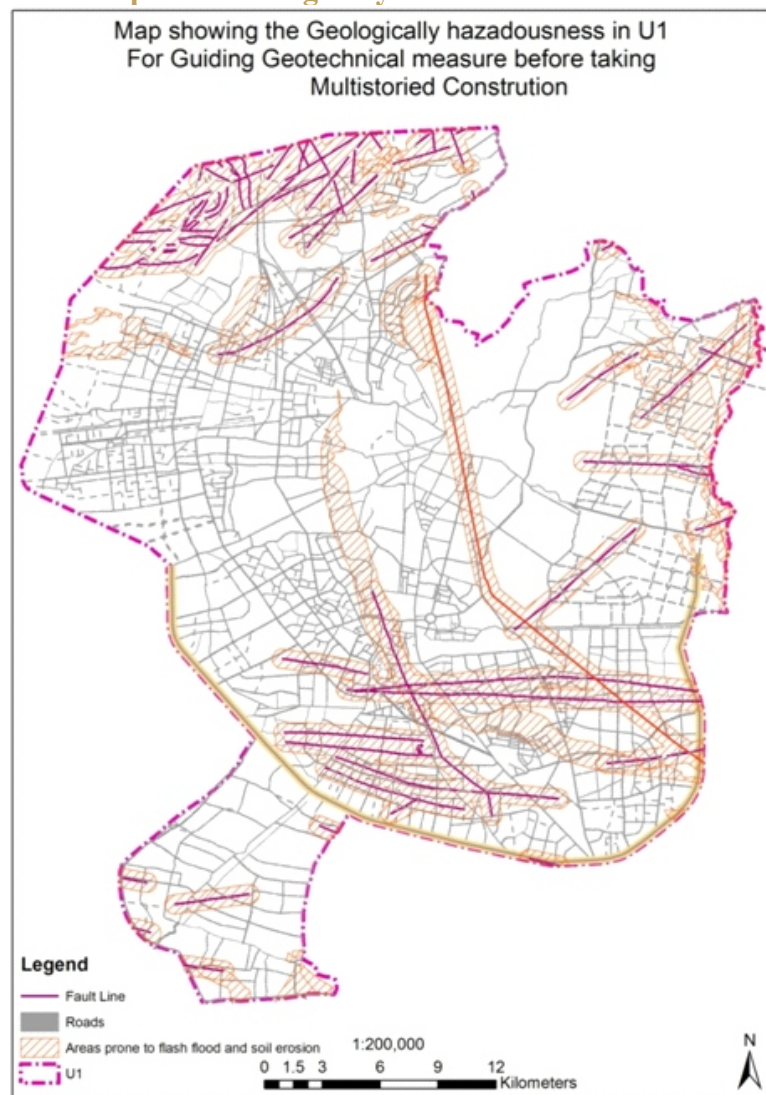
### 2.11.2 Disaster Management

Efforts have been made in this plan to address and accordingly propose the areas of geologically vulnerable area, in the new areas of development under low intensity development. There may be cases of contradiction, while detailing the plans balanced approach can be taken up. There may be cases for multi storied construction. In such case, a map is needed for the people to be able to find an idea of the extent.

The following map generated to guide the people at large to perform the geotechnical measures while making the constructions.

In the same manner, the plan identified flash flood prone areas while attending the Regional Plan. Suitable measures are to be taken up to minimize loss of life and property with Disaster Management and Preparedness. The Zonal Development Plans shall further carry out the proposed action of such areas.

**Map 2-16 Geologically Hazardousness in U1**



## 2.12 Physical Infrastructure (Utilities)

### 2.12.1 Water Supply

The city population is expected to reach 64.95 lakhs by 2025, thus the water requirements works out as following:

**Table -2-12: Water requirements for 2025**

Water Standard	Requirement (in MLD)
Population of city by 2025	64.95 lakhs
Requirement @ 180 lpcd (As per PHED)	1170 MLD
<b>Total requirment</b>	<b>1170 MLD</b>
Requirment of Non-potable water for Horticulture and flushing purposes	100 MLD

The total water requirement of U1 area for 2025 in 1170 MLD. The Existing supply to the city is 362 MLD as follows:

#### Existing water supply situation

From Ramgarh Dam	Designed Capacity	Actual supply
Bisalpur Project	418 MLD	80 MLD
Local ground water - Tubewells (1880)	88 MLD	282 MLD
From Ramgarh Dam	13 MLD	0 MLD
<b>Total</b>	<b>519 MLD</b>	<b>362 MLD</b>

Ground water table is depleting due to over exploitation (60%). Quality of water supply is deteriorating day by day. Unequal and deficient water supply.

Proposed coverage 2025 for Bisalpur Project

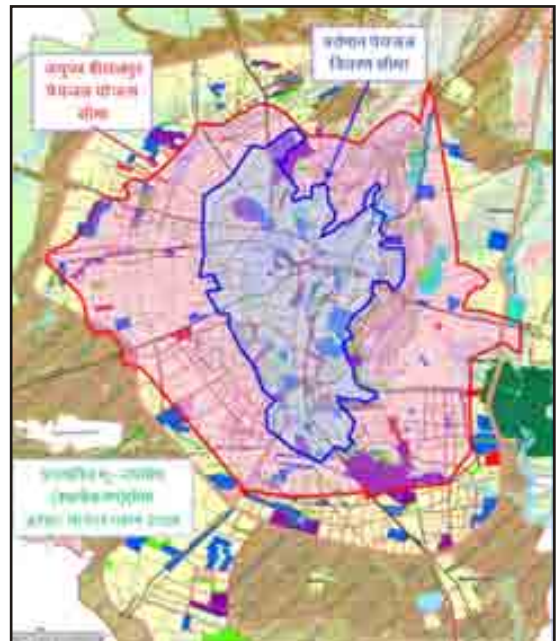
- Population 53.27 lakh
- Water Demand : 961 MLD
- Proposed supply : 820 MLD

Out of the total 1170MLD demand 820 MLD is to be met by Bisalpur Project and tubewells etc. Rest of the demand shall be met by Isarda dam and Chambal dam for which detailed study is being done by PHED.Efforts are being made by PHED for augmentating water from Isarda dam.



To increase the potential of ground water and fulfill the demand of water supply in coming years following measures are proposed to be undertaken:

**Map 2-17 Water Supply in U1Area**



**Proposed Measures**

- Roof top rain water harvesting
- Construction of Anicut for surface run off on Dundh river and amanishah nallah
- Use of recycled water
- o Establishment of small scale sewage treatment plant at different places in city.
- o Recycling of waste water from sewage treatment plants of Dehlawas, Brahmpuri, Jaisinghpura khor, and Relawata
- Complete restriction of use of ground water in parks and open spaces
- Law for control on ground water use in urban areas
- Project report on possibility to augment water from Isarda/ Chambal dam
- Dual piping system to separate sewer lines from Rain water harvesting system and to work out future modalities.
- Development charges for development of water supply system in Newly developed colonies need revisiting and there need to be balanced between cost of distribution and revenue received.

**Water recycling policy & dual pumping system :** PHED has proposed for water recycling policy to be formulated and has further proposed to make it mandatory for all new building with covered area of more than 1000 sqm. To avoid use of potable water for gardening, toilet flushing, fire protection etc. Dual plumbing system has also been proposed to be promoted by offering financial and other incentives.

The issue involves greater emphasis on IEC (Information, Education and Communication) campaigns to educate citizens and government officials on mechanism and benefit of recycling water due to lack of citizen willingness due to increased investment required.

### 2.12.2 Drainage

Implementation of drainage project will make the Jaipur ecologically sound and will improve the quality of life. Further this will be an added attraction and will enhance the inflow of tourist domestic as well as foreign. Low impact development (LID) techniques shall be used for land development and storm water management.

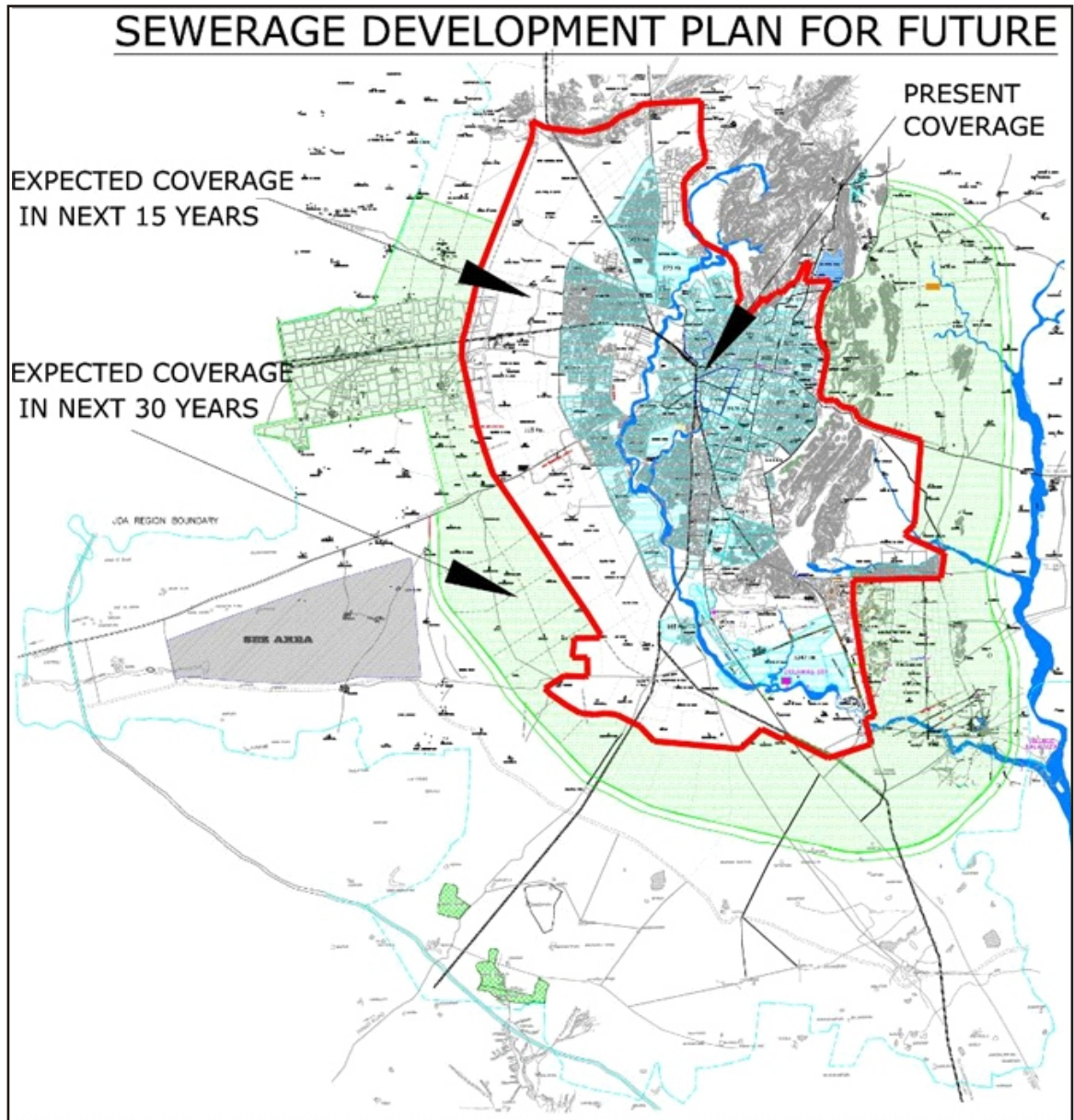
### 2.12.3 Sewerage Proposal

As a result of feasibility study it was analysed that Sewage treatment plant may be allowed in all use zones of in the land utilization subject to availability of land and suitability of Location. As per discussion with PHED the total designed water supply in the City is around 1170 MLD out of which only 80% water (936 MLD) reaches to consumers due to transmission losses. As per standards the sewage generation is 80% of water supply to consumers therefore in jaipur region sewage generation for year 2025 is 749 MLD.

<b>Projected water requirement for 2025 (MLD)</b>	<b>1170 MLD</b>
<b>Water supply after transmission losses (80%)</b>	<b>936 MLD</b>
<b>Sewerage @80% of water supply (MLD) for year-2025</b>	<b>749 MLD</b>

The region study covers location and capacity of existing and proposed STPs. According to this the designed capacity of Sewage treatment plant is 317 MLD. It is proposed to channelize the treated sewage as per slope. As per PHED 100 MLD water is needed for Horticulture and flushing requirement, which can be fulfilled through treated water in the city. Therefore treated water can be recycled for these purposes. Detail plan and feasibility study need to be undertaken for this. Further requirement of sewage treatment plant will be met as the development and expansion of city takes place. Detailed study will be done for sewerage network in the region.

Map 2-18 Proposed Sewerage development plan

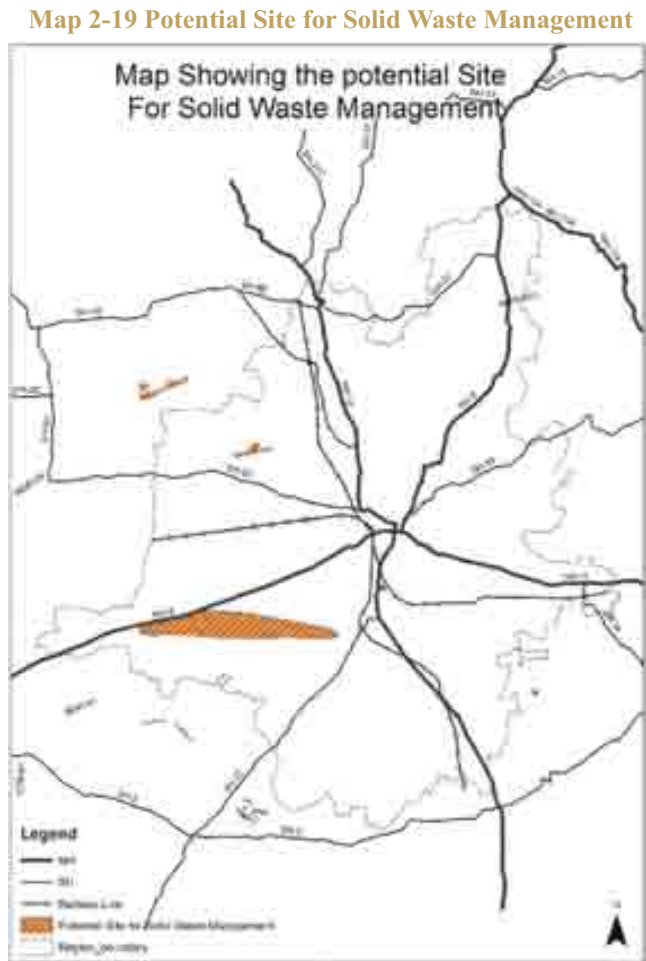


#### 2.12.4 Solid Waste Management

The solid waste management sites have been identified based upon the inputs provided by the GSI. These are zone no. 7 and Zone 10 as per the land suitability map developed. The total area amounts to 62 sq.km. which is suitable for solid waste management from which the exact location and area can be identified.

Jaipur Municipal Corporation has taken various steps to improve the waste management process additional to the efforts at region level.

- Tenders are invited for 'Integrated waste management' to make walled city waste depot free. Transportation of waste is undertaken efficiently
- For management of solid waste generated form Hotels, restaurants, food joints and marriage gardens, Nigam has proposed a scheme named "Green line service". under this scheme all the waste generated from these places will be collected in closed compactor through Door to door service and transported to landfill site at Langadiyawas, where this organic waste will be processed to make compost. This scheme will also generate funds for nigam through CDM process.



**Table 2-13 Wards Prescribed with complete waste management**

SI	Zone	Permanent staff
1	Mansarovar	26,27,28
2	Civil lines	11,12,13,14
3	Vidyadhar nagar	1,2,3,6

**Table 2-14 Wards Prescribed with Door to Door collection facility**

SI	Zone	Wards
1	Hawamahal East	49,52,53,54,55,56,57,58,59,72,73
2	Hawamahal west	60,61,62,64,65,70,71
3	Amber	74,75,76,77
4	Mansarovar	23,24
5	Vidyadhar nagar	4,5,7,8,9,10,66,67,68,69
6	Sanganer	30,31,36,37
7	Civil lines	19,20,21
8	Moti Doongri	35,48,51

### Way Forward

Solid waste management (SWM) is an integral part of the urban environment and planning of the urban infrastructure to ensure a safe and healthy human environment while considering the promotion of sustainable economic growth.

Appropriate solid waste management of a city is crucial for public health and aesthetic surroundings and also essential for a clean look. Therefore, the removal of any scattered and littered waste is as important as effective street sweeping and drain cleaning. Due to the size and multiple activities in an integrated township, different types of solid waste are generated.

**To implement an energy generation project it is crucial to assess the technical & financial feasibility of the project.** To estimate the feasibility of any landfill gas to energy project, a crucial step would be to conduct a feasibility study to estimate the potential of methane emissions. This in turn would assist in planning the design and management of the dumpsite after closure. Since Jaipur generates around 1600TPD waste LFG project can be undertaken, therefore it is important to conduct feasibility.

## 2.12.5 Power

### 1. Projected power demand

The requirement/ Planning of transmission infrastructure are related to the load growth of the area. The present assessment for power requirement of Jaipur city is being done looking to the growth of demand in the city. The projected power demand of Jaipur will be as under:

**Table 2-15 Projected Power Demand**

Year	Demand	CAGR
Present demand (FY -10)	650 MW	-
2011-12	936 MW	(FY-10 to FY-12) : 20%
2016-17	2329 MW	(FY-12 to FY-17) : 20%
2021-22	4105 MW	(FY-17 to FY-22) : 12%
2029-30	7579 MW	(FY-22 to FY-30) : 8%
Over all CAGR (FY -10 to FY -30)		(FY-10 to FY-30) : 13%

Looking to the rapid growth of the Jaipur city, RVPN is already in process of phase wise strengthening of transmission system of Jaipur city. Under the following GSS are proposed / under execution:

#### I. Proposed schemes:

- a) 220 kv GSS: Mansarovar (GIS), Nallah Power House (GIS), Purana Ghat (GIS), sitapura, Kunda ki dhani
- b) 132 kv GSS: MNIT (GIS)

#### II. Under execution schemes:

220 kv GSS Indira Gandhi Nagar (Hybrid), 132 kv GSS PWD Bunglow (GIS), 132 kv GSS SEZ-1 and 132 kv GSS New Jhotwara (GIS) sub-station are under execution.

In addition to above, under master plan 10 nos of 220 kv GSS have also been identified in the outer periphery of Jaipur city to meet the load growth of outer area, which will be a part of Jaipur city in the future.

For meeting the anticipated load of 2329 MW up to 2016-17 & beyond, the upward supporting transmission system i.e. at 400 kv & 765 kv voltage level have been proposed to be interconnected to major generators and would be ready by 2013-14.

Implementation of these planned / under execution schemes will be sufficient to meet the projected load requirement (i.e. 4105 MW) up to the year 2021-22.

A master plan for the State has already been approved by Board of RVPN to meet the demand upto 2016-17. Under this plan, 10 nos. of 220kv GSS having capacity of 100 MVA each have been proposed to meet the urban load of Jaipur city.

Upward transmission system has also been approved by RVPN, under which one 400 kv GSS , Jaipur North (2X315 MVA) and 765 kv GSS (2X1500 MVA), Near Phagi (Jaipur) will be created by 2013-14.

### **1. Land for Sub-Stations**

To provide quality power and make system compatible with international standards & looking to the scarcity of land in urban area, RVPN has already started adopting new technologies in transmission sector like Gas Insulated Switchgear Sub-station, laying of underground high voltage cables, use of narrow base towers for high voltage lines & automated system operations etc. The power supply is being affected by voltage class and right of way (RoW) for laying transmission lines is being provided as a safety corridor against any eventual happening.

Jaipur Development Authority / GoR support is required while development of electricity transmission infrastructure, like right of way (RoW) for laying transmission lines and availability of land for sub-station.

The details of required of land for new GSS and ROW corridor width for lines are as under:

**Table 2-16 Land requirement for GSS**

S. No.	Voltage Class	Required area for construction of GSS	Recommended width of Right of Way
1	765 kv	43.0 Hectare	65 meter
2	400 kv	20.0 Hectare	52 meter
3	220 kv	6.0 Hectare	35 meter
4	132 kv	3.5 Hectare	27 meter





## 2.13

### Land uses in Master plan 2025

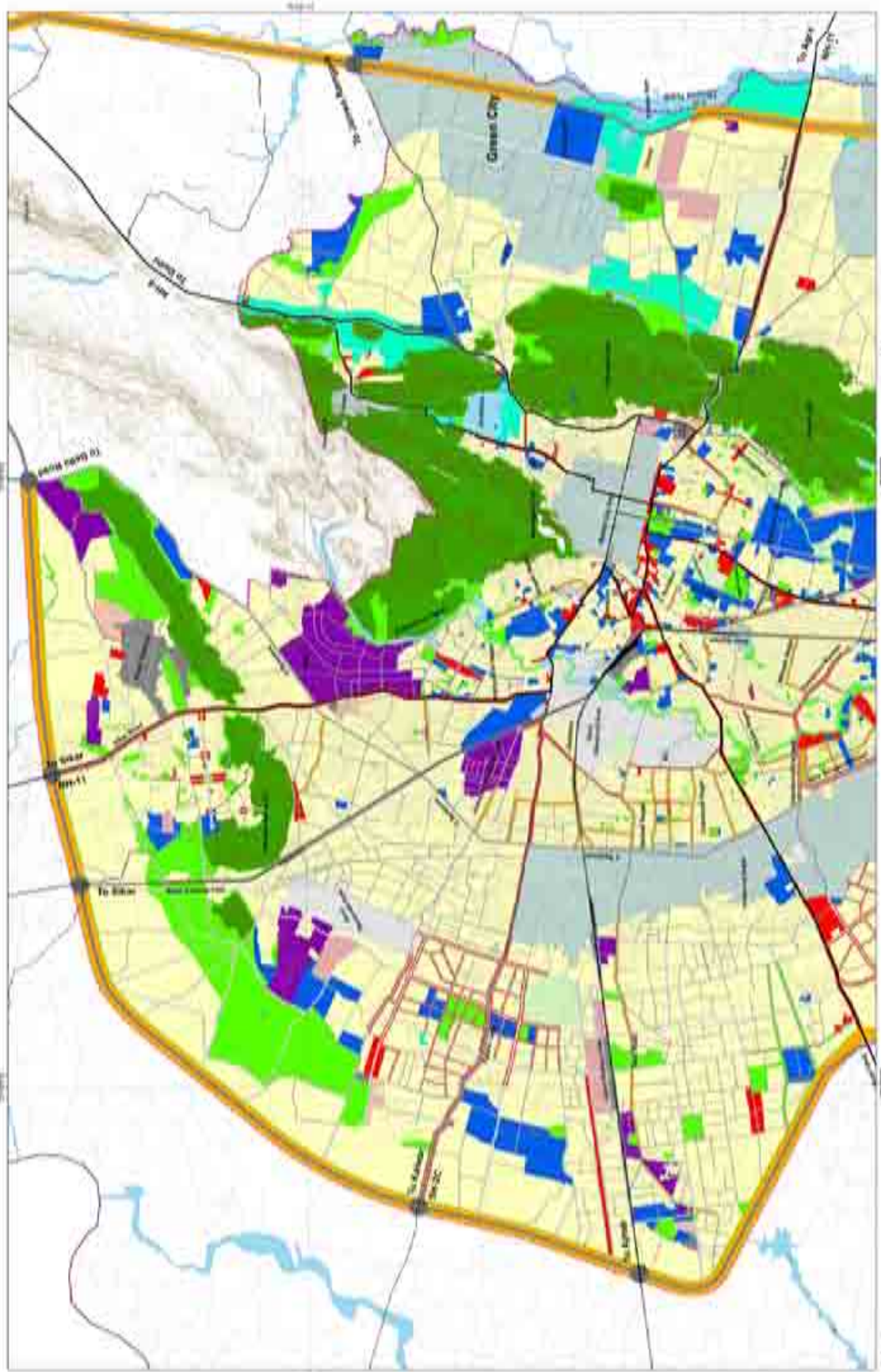
In order to reorient and redefining the system of change in land use the basic frame work of the urbanisable area is categorized with minimum number of major heads while defining the land use zoning in the urbanisable area. These are further supported by development controls and proposed development plans in reading the sub-heads use premises. The land use zoning was provided with major heads as mentioned below for the horizon Year 2025.

The following table enumerate the land use under each head provided for Jaipur

**Table 2-17 Land use for Urban Area-I (2025)**

Land use for U1 -2025			
S. No.	Use	Area (sq km)	Percentage
1	Residential	457.46	48.39
2	Commercial	72.22	7.64
2.1	Retail	31.57	3.34
2.2	DC	6.22	0.66
2.3	SCC	0.50	0.05
2.4	WC	4.01	0.42
2.5	Mixed	29.58	3.13
2.6	TOD	0.33	0.03
3	Public Semi Public	52.00	5.50
4	Govt Use	0.44	0.05
5	Army Area	10.42	1.10
6	Tourist Facility	10.32	1.09
7	Industry	26.38	2.79
8	Special Area	70.36	7.44
9	Circulation	100.30	10.61
10	Recreational	62.99	6.66
11	Nursery & Orchards	0.33	0.03
11	Water Bodies & Drain	7.99	0.85
12	Open Forest	70.97	7.51
13	Open Space	0.35	0.04
14	Ecological	0.48	0.05
15	U3 Area	2.33	0.25
	<b>Total</b>	<b>945.34</b>	<b>100.00</b>





**Legend**

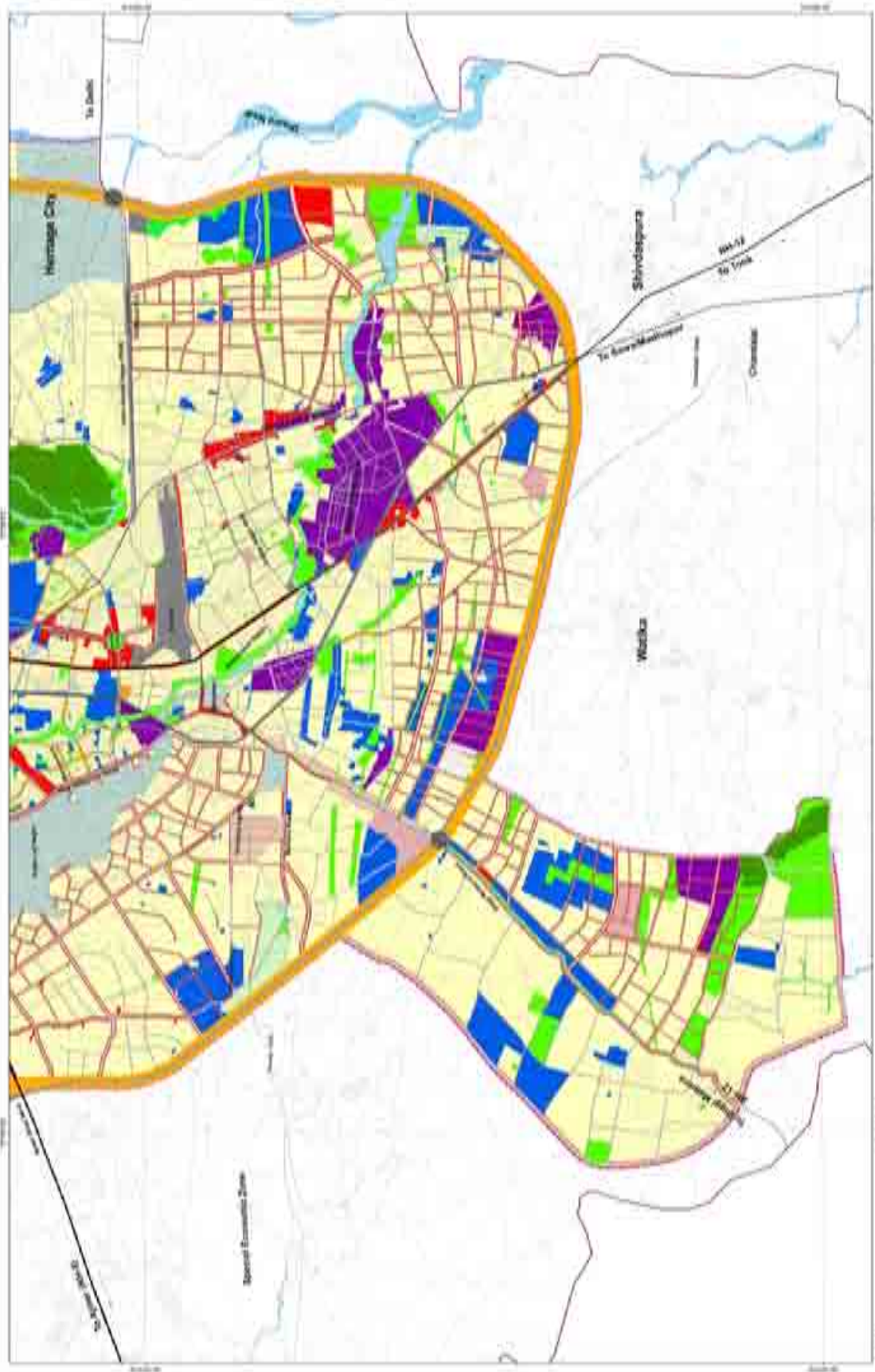
Water	Water	Water	Water
Green	Green	Green	Green
Blue	Blue	Blue	Blue
Yellow	Yellow	Yellow	Yellow
Red	Red	Red	Red
Orange	Orange	Orange	Orange
Purple	Purple	Purple	Purple
Grey	Grey	Grey	Grey
White	White	White	White

**Scale**  
 0 1250 2500 3750 5000 6250 7500 8750 10000  
 Kilometers

**PROPOSED LANDUSE/RTI**  
 Jaipur Development Authority

**Key map**

**North Arrow**



Scale: 1:25,000  
 0 100 200 Meters  
**PROPOSED LANDUSE/UT**  
**Japur Development Authority**

**Legend**

Water	Blue
Open Space	Green
Residential	Yellow
Commercial	Red
Industrial	Purple
Public Use	Light Blue
Other	Light Green

**CHAPTER**

**3**

**QUALITY  
OF LIFE**

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Thought the level and quality of Infrastructure has been upgraded considerably, yet keeping the Importance of the Jaipur city, it is obligatory that the quality of life be brought at par with International standards.

### **3.1 Sustainable development**

To achieve a sustainable society. It is important to achieve these measures:

- Use of energy, water and other natural resources efficiently and carefully
- Minimise waste, recycling, composting or energy recovery and finally dispose of what is left.
- Limit pollution to levels which do not damage natural systems
- Value and protect the diversity of nature
- Protect human health and amenity through safe, clean, pleasant environments
- Emphasis health service, prevention action as well as care
- Maximise everyone's access to the skills and knowledge needed to play a full part in society
- Ensure access to good food, water, housing and fuel at a reasonable cost
- Encourage necessary access to facilities, services, goods and other people in ways which make less use of the car and minimise impacts on the environment
- Make opportunities for culture, leisure and recreation readily available to all
- Meet local needs locally wherever possible Create or enhance places, spaces and buildings that work well, wear well and look well
- Make settlements 'human' in scale and form
- Value and protect diversity and local distinctiveness and strengthen local community and cultural identity
- Empower all sections of the community to participate in decision making and consider the social and community impacts of decisions.
- Create a vibrant local economy that gives access to satisfying and rewarding work without damaging the local, national or global environment
- Value unpaid work

### **3.2 Environmental Considerations**

The green areas in and around region shall be developed as a fertile zone in the sector of food production, forestry, soil conservation, village development and other essential for sustainable development. Forest cover shall be increased by forestation activities.

Various cities around the world are already setting targets and introducing policies for promoting renewable energy and reducing GHG emissions and on the lines JDA also planning to take various measures to reduce GHG emission.

### 3.2.1 Afforestation

The Forest area in Jaipur region shown by census do not include areas of reserved forests and protected forests in surrounding hills that amount to approximately 75 km<sup>2</sup>. From another perspective, overall, it is necessary regenerate at least 1 medium sized mature tree as desirable number per person in Jaipur, to increase forest cover

There are large chunks of land in forest area which is lying bare owing to deforestation and forest degradation activities. There is an urgent need to identify these areas and to find out technologies for afforestation of these areas, so that deforestation can be stopped to reduce GHG emission and generate a healthy environment.

MDP 2025 attends to develop Rock cut area in Jaipur region. These Rock cut areas in Eco sensitive zone are lying unused which can be developed and landscaped as rock garden, botanical garden for both educational and entertainment purposes.

#### Landscaping on Rock cut/hilly areas

A hill can be landscaped in various ways and can be converted in to a beautiful garden that has colorful flowering plants. but it is necessary to take measure to prevent soil erosion and land slides while designing.



Before landscaping on

Hilly/Rock cut areas it is necessary to ensure that the soil does not get eroded in the long term. A heavy layer of mulch can be used to prevent erosion. Grass grows efficiently to prevent.

While landscaping a rocky area small retaining wall at stretches can also be constructed as it prevents landslides and also ensure the soil is not eroded. They are designed specifically to offset slopes while enhancing the curb appeal for landscape. A retaining wall maintains water level in the plants and adds to the beauty significantly.

The above measures are needed to bring beauty to the rock cut areas.

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Landscaping can also be done by cutting the gentle slope to make terrace gardens. A hill can be landscaped by creating a rock garden. A rock garden could be constructed to hold the shape of a hill. A rock garden would help to redirect the water coming down the slopes of the hill landscape to a sump to be recycled later or to the vegetation on level ground below the hill.

### **3.2.2 Water Harvesting**

To recharge ground water and increase water table JDA has made various efforts which are on going, viz:

- Mandatory provision of Rain water harvesting in plots more than 300 sqm area
- 21 institutes are registered as "JALDOOT" for providing information on rain water harvesting to general public.
- Financial assistance for Construction of Storm water and roof top water harvesting structure in public buildings
- All big parks will have treatment plant for recycling of waste water for horticulture use.
- Provision of drip irrigation in all big parks to reduce water consumption and reduce grass cover by planting more trees.

The artificial recharge of groundwater shall be practised to augment natural replenishment of groundwater reserves. JDA has identified various injection lines in Jaipur region for recharging of water. It is necessary to protect these points and create water bodies around these points for easy recharge of ground water. These injection lines should be treated for underground water recharge so the recreational areas can be proposed at these places.

### **3.2.3 Water Shed Management**

Since water is a key resource and we can never create more water, therefore, water management deserves priority in the development and preservation of any area. All the old water bodies which are dried up due to lack of maintenance shall be regenerated. The institutions like 'water parliament' shall be encouraged. Watershed management shall be improved and general public shall be educated about watershed problems and their remedies. It must be an integrated programe, with the involvement of people right from demarcation of watershed to implementation.



### 3.2.4 Environment effect of Urban Transport

The comprehensive mobility plan for Jaipur Proposes various transport projects for Jaipur which can help in reducing Green house gases emission level. These projects when implemented have positive impact on the environment. The element of emission from vehicles such as carbon-monoxide, Hydrocarbons and particulate matter may significantly reduced in the year 2031, but if no projects are implemented, it can result in High emission of GHG gases as indicated :

SI	Elements	2031 (Tons/day)	2031 (Tons/day)
		Do Nothing	With Projects
1	Carbon Mono oxide	26.17	20.84
2	Hydro Carbons	11.44	9.3
3	Particulate matter	0.75	0.63

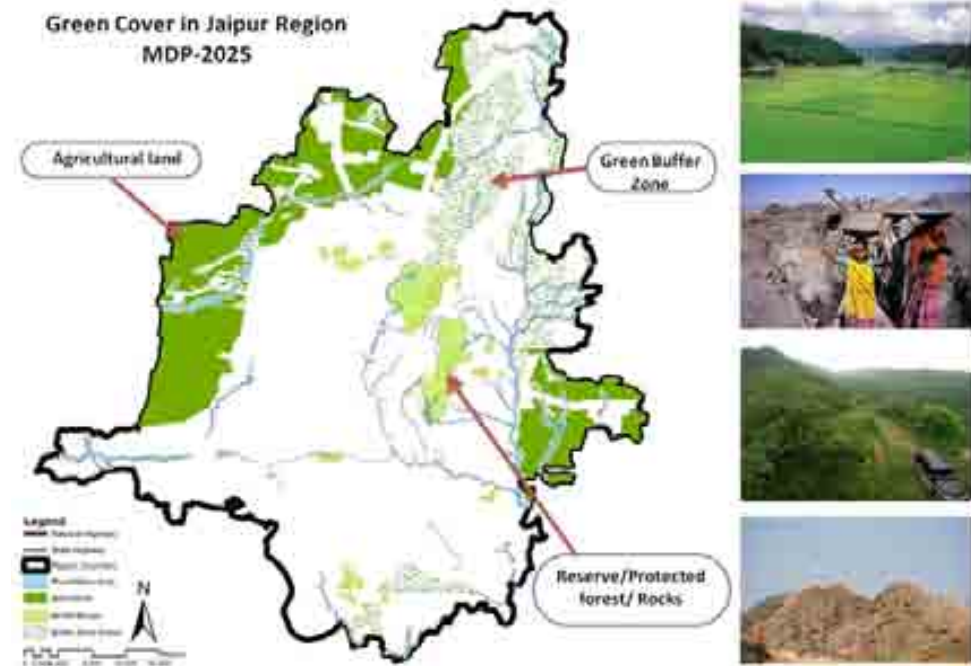
*"Hence efforts have to make to reduce the effect of air and noise pollution due to urban transport and to protect the environment for a sustainable development".*

### 3.3 Master Development plan-2025

A Master plan, prepared for urban areas, serves as an instrument and policy framework to guide the process of urban development. over the years it has emerged as an important approach to urban planning in the country.

The land use plan of Jaipur is proposed, keeping in view the basic ideals of a developing city and the innovative approach being developed. The land use is based on the following premises; the built-up area, consisting of buildings and developments for residential, commercial, institutional, industrial and utility area along with circulation. the largely unbuilt part consist of agricultural uses, reserve/protected forest, hills, river/nallah/water bodies and a number of green activities.

A world class green spaces including various ecological areas/nature surrounds residential and commercial areas, making life on the greens a reality. The green activities are linked to the promotion of sustainable development, surrounding the built up area and acting as interface between the city and its bio region with Development Promotion and Control Regulations One.



(GSI) geological survey of India, has defined the Land capability of the Jaipur region for various uses based on various geo-factors such as geology, hydrology, ground water conditions, soil conditions and environmental geo hazards. As per these suitability units MDP there are three types of green spaces in MDP-2025 Jaipur region, namely, Agriculture area, Eco sensitive area (Hills/Reserve/protected forest) and Buffer zone adjoining G1. These green spaces cover about 30% of region area. The Master Development Plan 2025, proposed to enhance the per capita of open space for the population projected to grow to 6.50 million by the year 2025, besides this State-of-the-art infrastructure, excellent institutional and healthcare facilities, lush greens, everything is attended planned to excel even under the most discerning eye. The Master plan has considered the each and every aspect of development to fulfil the purpose of the infrastructure.

The master plan takes into account local living and work practices together with an analysis of the current state of the region's infrastructure. It also visions an intense and close relationship between the city area and the rural areas including the green belt which will be synergic nature, thus reducing the urban and rural divide that has crept in to planning so far and encouraging a rural-urban continuum. The approach of master plan is to establish that economic and human intellectual resources which, normally gravitate to urban areas, can be effectively used to plan development more evenly and to create an equitable and economical sound society.

One of the most useful strategies for enhancing the urban green spaces in Jaipur would be to protect and develop adjoining forest lands in accordance with Forest (Conservation) Act, 1980, and after carrying out appropriate Environmental Impact Assessment by investing in sequential restoration and enrichment of local biodiversity. Urban green spaces serve important social, psychological, health, aesthetic, ecological and economic functions. In the face of rapid urbanization of Jaipur city, developing forest lands as urban green spaces and botanical gardens would be a prudent conservation strategy. Indeed, this could be a vital tool to solve the challenge of forest land encroachments in urban proximity.

#### **3.4 Downstream Projects for Energy efficiency**

Taking measures to reduce the GHG emission and Global warming, will not only increase energy efficiency and promote sustainable development in Jaipur region but also it can earn CER by selling carbon credits under KYOTO protocol. As per the brief research following projects have potential to be undertaken in Jaipur region.

- Reducing Emissions from Deforestation in and Forest Degradation in Developing Countries (REDD)
- Reducing Emissions from human-induced land-use change and forestry activities, limited to afforestation and reforestation
- Avoiding emission from Solid waste through alternative waste treatment processes
- Mitigation of greenhouse gas emissions from treatment of industrial wastewater
- “Mitigation of greenhouse gases emissions with treatment of wastewater in aerobic wastewater treatment plants”.
- Solar thermal domestic water heating systems.
- Installation of zero energy water purifier for safe drinking water application.
- “Avoidance of landfill gas emissions by in-situ aeration of landfills”.
- Rail/Bus based Urban Mass Rapid Transit Projects.
- Grid-connected electricity generation from renewable sources.

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### **3.5 Way Forward**

In order to make the city energy efficient and reduce global warming, there is a need to conduct sector specific assessment of impacts, vulnerability and mitigation potential in the region. collaboration with international and national research institution in essential to share best practices, technologies and knowledge base and enable appropriate training and capacity building at different levels in the region.

Also Research is needed to get a better understanding of the urban forest in Jaipur and other cities of Rajasthan. Research that quantifies the spatial extent, species diversity across different urban land use, growth and mortality, urban tree biomass, diameter distribution of urban trees across various species, present carbon storage and rate of carbon sequestration by urban trees and urban forest, pollution mitigation potential, and hydrological functions of urban forests is urgently required.

To achieve an orderly and balanced development, there can not be a complete freedom for individual, group of individuals or institutions to carry out development without considerations for the surrounding environment. Hence development guidelines are established which would encourage development without violating the principles of planning for the common good, therefore a number of Zoning and development promotion regulations have been drawn.

**CHAPTER**

**4**

**DEVELOPMENT  
POLICIES AND  
PLAN  
IMPLEMENTATION**

## 4.1 Policies

In order to promote planned / integrated development of various towns by providing the basic infrastructure facilities and to safeguard the interest of the public at large by ensuring availability of residential plots/houses at affordable prices, the State Government decided to review the existing Township Policy, 2002 and other policies and programmes pertaining to urban areas of Rajasthan. Following new initiatives have already been taken during the last one year:

- (i) Rajasthan Municipal Act, 2009 (new enactment).
- (ii) Affordable Housing Policy, 2009 with focus on EWS/LIG Housing through Public Private Partnership. (PPP)
- (iii) New Building Regulations, 2010 for Jaipur (in place of Building Regulations of 2000).
- (iv) Model Building Regulations for all towns of Rajasthan.
- (v) Detailed Guidelines for Sub-division and reconstitution of plots in urban areas.
- (vi) Slum Development Policy through Public Private Partnership (PPP)
- (vii) Draft Master Plan for Jaipur and Other Towns of Rajasthan.
- (viii) Policy for Residential, Group Housing and Other Schemes in the Private Sector, 2010.
- (ix) Rajasthan Town and Country Planning & Development Bill, 2010 (draft).
- (x) Policy for Transferable Development Rights (TDR) (draft).

### 4.1.1 Rajasthan Township Policy

In order to promote planned development of new townships in the State and to encourage Private Sector Investment / Foreign Direct Investment (FDI) in housing and real estate sector.

#### (i) Types of schemes envisaged

- (i) Township Scheme More than 20 hectares.
- (ii) Mini-Township Scheme More than 10 hectares and up to 20 hectares.
- (iii) Special Townships like
  - a. Educational Township, Industrial Township, I.T. Township etc with more than 10 hectares of land.
  - b. Mixed land use on land of closed /sick units in small towns with minimum area of 10 hectares in RIICO industrial areas in small towns.
  - c. Affordable housing projects on land of sick or unviable units in industrial areas of RIICO or elsewhere.

**(ii) Development control regulations and planning considerations  
Township / Mini Township**

- (i) The land should be contiguous in planning area where road, water supply, power line, sewerage and various infrastructure facilities can be extended without financial burden on the concerned local body & other government agencies.
- (ii) The layout plan of the various proposed schemes should have the planning norms of the land.
- (iii) The Township / Mini-Township shall not include land under the forest, water bodies, land falling within 100m from (having the level below the HFL) the HFL of the major lakes, dams, land falling within 200m from the official boundary of Historical Monuments and places of Archaeological importance, Archaeological Monuments, Heritage Precincts, other restricted areas.
- (iv) The Township/Mini-township scheme shall have a minimum of 15m-approach road from any National Highway, State Highway, MDR, ODR, or any other road area network / sector roads / master plan roads. The Developer shall provide a proper bituminous road with 5.5 meters width or surrender the road or procure the required strip of land and surrender the same to the local body along with the amount for construction of the road by the local body.
- (v) For Township / Mini Township global FAR for the entire gross area of scheme shall be 1.2. However the individual plots can be allowed maximum FAR as per Building Regulation but not exceeding 2.4.
- (vi) Each Urban Local Body shall earmark contiguous area in one or more zones for township development within the Master Plan area or within the Municipal area (where Master Plan is not available).
- (vi) Any two or more schemes of different persons / companies may be clubbed together with the consent of all the parties and approved as a single scheme subject to minimum limit of clubbed area as 10 hectares.

**Special Township schemes (minimum area 10 hectares)**

- Maximum Saleable area allowed 65% out of which
- Area for Major economic activities -40% to 45%
- Residential - 20% (including 5% of residential area for EWS/LIGH housing)
- Commercial purpose -3%
- Facilities/Services/Open/Road area 35% out of which facilities area - 10%,

- Open area- 5% and area under roads 20%
- Minimum width of roads-18 meters width up to length of 400 meters, 24 mts or more if length is more than 400 meters).
- In case the area for roads exceeds 20% the saleable area (65%) will be reduced proportionately.
- All internal development to be carried out by the developer.
- As regards the other special townships like tourism, IT etc. a maximum of 20% of the total area would be allowed for residential activities and supporting social infrastructure. Detailed parameters would be approved on a case-to-case basis by the State Government.
- In all the Special Townships the provisions of Building Regulations shall apply. However in case of lack of certain provisions, the same shall be decided and notified by State Government (Urban Development and Housing Department) separately.
- Mixed Land use Including Housing in Industrial Areas in Small Towns (population of up to 25,000 as per 2001 Census)
- Large chunks of land are lying vacant in some of the industrial areas in smaller towns mainly on account of sick / closed units for more than 10 years and with no revival package/plan sanctioned for such units.

### **Policy For Residential, Group Housing And Other Schemes In The Private Sector, 2010\* (up To 10 Hectares)**

In order to promote planned development of new townships in the State and to encourage Private Sector Investment / Foreign Direct Investment (FDI) in housing and real estate sector, above policy is hereby issued.

A need was felt to lay down new Policy guidelines for Smaller Residential Schemes, Group Housing and other schemes (other than townships) to provide for smoother and speedier development of such schemes in the State without any ambiguity.

The Policy will apply to the areas listed below:

- (a) Area under the draft / sanctioned master plan of town / region;
- (b) Area under the peripheral control belt of the master plan of a town / region;



(c) All areas covered under Planning and Development Authorities (Jaipur Development Authority, Jodhpur Development Authority), Urban Improvement Trusts (UIT's), Rajasthan Housing Board and Municipal Bodies in the State;

(d) Any other area notified / approved by the Government

Following types of schemes are envisaged under this Policy:

- (i) Residential scheme Above 2 hectares and up to 10 hectares
- (ii) Small residential scheme up to 2 hectares
- (iii) Group Housing Scheme
- (iv) Farm House Scheme
- (v) Commercial Schemes
- (vi) Individual industrial units or a cluster of industrial units.
- (vii) Individual Institutional unit/tourism unit or a cluster of such units.

#### **4.1.2 Affordable Housing Policy**

Sustainable human development cannot be achieved without adequate & affordable housing. Affordable shelter for the masses or creation of productive and responsive housing for all is not a simple technological issue or a mere problem of the finance. It is a complex amalgam of a host of factors, which need to be tackled at all levels and in a synchronized manner.

##### **(i.) Goal of Sustainable Development of Housing**

"Affordable housing for all and integrated habitat development with a view to ensure equitable supply of land, shelter and services at affordable prices in Rajasthan, with special focus on urban poor and excluded groups of society".

##### **(ii) Programmes of Affordable Housing**

In order to meet the growing requirement of shortage of affordable housing in EWS/LIG categories, an initial target of construction of 1,25,000 houses for weaker sections, lower income groups and lower middle income groups has been fixed. Based on the progress achieved, the target was suitably revised subsequently. Out of this 50,000 houses to be constructed by Rajasthan Housing Board and remaining 75000 houses to be constructed through Public Private Partnership as well as by Jaipur and Jodhpur Development Authority/Urban Improvement Trusts/ Municipalities.

These houses to be constructed under the following programmes & schemes:



1. Declaration of the Slum Areas
2. Prevention of Growth of Slum Areas and Registration of the Existing Slum Dwellers
3. Identification of Slum Areas
4. Eligibility criteria
5. Verification of the Technical and Financial Eligibility of the Private Developer
6. Presentation by the Shortlisted Private Developer and Approval of the Successful bidder
7. Role of the State Government and Urban Local bodies
8. Constitution of Slum Area Committee for Speedy and Transparent approach
9. Guidelines for the Preparation of Detailed Project Report by the Successful bidder
10. Approval of the Technical and Financial Parameters of the DPR Prepared by successful bidder
11. Selection of the Developer through Global Tender:
12. Allowable FSI/FAR in Slum Area project

## 4.2

### Plan Implementation

#### 4.2.1 Objectives

- I. To strike a balance between planning policies and mechanism to implement proposals.
- II. To make the plan simpler with less number of land uses and support it with simpler techniques to read the document and interpret.
- III. To identify the agencies responsible to implement with an annual action plan and budgetary proposal.
- IV. To identify a mechanism to monitor and over-see the implementation of proposals.
- V. To relate the document as an implement for decision workers.

#### 4.2.2 Implementation

- As a derivative of any Master Plan the success and failure stem from the fact of action taken on the plan implementation.
- The early stages of growth of the Indian economy, the development mechanism, to be public sector led and driven. Development through private sector was not even conceptualized, even if it is so, the CBM (confidence building measures) were not enough. Today there is an impending need for PPP modal or development. This plan reiterate the need.
- The role of private sector in the assembly and development of land with provisions of infrastructure services.
- The border less city concept is gaining ground and encompassing a large area without proper development inputs may be a hurdle in implementation of development controls.
- The very success of any Master Plan is to pool the land for the planned proposals of physical, social infrastructure and other economic inputs.
- The residential development has already gone in to the hands of private sector and the development agencies have acknowledged it through many policies. The rest are generally required to get pooled for bulk land requirement like Commercial, Green covers, Institutional, Circulation. Promotion and Control Measures are required.
- It all depends upon the land bank available to the Development Authority for implementing the proposals and measures addressed and detailed tracking system of enlisting and proper disposal is required.

- Lands as required for specific activities like industries, Agriculture market yards, circulation whole sale commercial activities to be directly acquired by the agencies and associations responsible for promotion and development of the activities. These proposals are to match with MDP-2025 landuse proposals. Prior permission to be taken from JDA.

It has been in practice to term that traditional land use planning is impractical, however it is not land use planning alone but unattended policies, speculative market and efforts of the agencies by means of crisis management negated the planned implementation. A new beginning is to be made for better implementation.

On these lines an effective monitoring system to implement the plan in letter and spirit to be formed.

#### **4.2.3 Action Plan**

For an effective planned Implementation of Master development plan by providing a time schedule is required. The purpose of action plan is to evaluate in detail the action required to convert strategy into practise. The action plan sets out in detail the steps taken in implementing each component of the overall strategy over a period of time. The action plan is divided into three time segments:

- The short time period 2011-2015 (5 years)
- The medium term period 2016-2020(5 years)
- The Long term period 2021-2030 (10 years)

The action plan is more detailed in its provision for the short term i;e, for a period of five years. The medium and long term provisions are less detailed and focus on the major objectives and targets as the detail of the plan will have to take into account the success of the implementation of the objectives for the short term as well as the actual developments. The group that to be following for plan implementation shall take initiatives in this regard.

#### **Down stream projects for implementation of Master plan**

- In all mixed use areas construction of boundary wall in the front shall not be permitted. Efforts to be made that in all schools, colleges, offices and Institutional areas are to be encouraged to construct the front boundary wall after leaving minimum of 3 m offset from the road R.O.W. for visitors parking.
- In all commercial/mixed use/transport nodes/education/healthcare etc. area as prescribed under National Policy on Street Vendors shall be reserved for informal trade, kiosks, low turnover vendors of daily needs.
- With a view to implement 74th CAA, the Municipal Bodies/Local governments be empowered to prepare and approve Local Area Plans and Special Area Plans within the mandate of MDP 2025. The responsibility of preparing layout plans rests with the land owning agency.

- For proper implementation of MDP 2025 and also to take up Planning and Development reforms following high level Committees/groups may be constituted by the State Government:
  - i. Plan Monitoring Committee
  - ii. Environment Planning and Coordination Committee
  - iii. Infrastructure Development and Coordination Committee
  - iv. Spatial Data Infrastructure Group
  - v. Committee on Networked Common Platform for Building Approvals of both JDA and J.N.N.
  - vi. Legal Framework Review Group to plug loopholes and negate contradictions.
- All the residential developments shall provide EWS/LIG/social housing component a priority.
- The road Right Ways wherever proposed to be reduced shall be subject to preparation of detailed Road development Plan giving reasons/justification for its reduction.
- Master Plan is a policy level plan and is not complete without the follow-up strategic level plans. The 'concerned organizations shall prepare within two years of the approval of MDP 2025 the following Plans:
  - i. Zonal Development Plans
  - ii. Water Supply Plan
  - iii. Power Generation and Distribution Plan
  - iv. Solid Waste Management Plan
  - v. Drainage Plan
  - vi. Environment Management Plan
  - vii. Housing Development Plan (including Slum Rehabilitation /BSUP/ IHS DP)
  - viii. Special Area/ Heritage Conservation Plan
  - ix. Mobility/Transportation Plan at zonal level
  - x. City Landscape Plan
  - xi. Village Development Plans on PURA concept
  - xii. Disaster Management Strategic Plan
  - xiii. Financing Strategic Plan
  - xiv. Land Information and Management Strategy
  - xv. Catchment area plan for Jaipur Region
  - xvi. Decongestion plan for walled city area
  - xvii. Public convenience plan

In order to ensure further development scope of the Region the following are the pointers:

The sector plans are generally prepared for U-1 area and a major road network of 30 mtr. and above prescribed in U2 area. However, while examining the proposals of earlier commitments, it is felt that once a major frontage is occupied by one single parcel of land, the rear side of the plot or piece of land loses the advantage of having any approach to the major road or sometimes with no approach road at all. In the same analogy there have been requests from department of public utilities, local Govt. agencies for land allotment to provide physical/social infrastructure. The land bank with the local Authority is fast declining. The tendency of these agencies to go for acquisition/negotiations for the said purpose is not forth coming. This create large burden on the local authority.

In order to attend the above a new provision is made as under:

All the development permissions on non plotted development land having area of one hectare and above (eg. group housing/ hotel/ resort/institution/industry etc.)

- (i) Set apart 5% for facilities and utilities.

The land so earmarked shall (a) abut a road, with a minimum area (contiguous) of 500 Sq.mtr. and one side dimension of 25 mtr. (b) In case of large area of 3 hectares and above or odd shaped size, the B.P.C (L.P) may decide about the dimensioning. (c) Transfer the land to JDA by way of surrendering.

- (ii) Set part 9 mtr. from the sides, for road, to enable opening or approach to the rear hinter land to major road. In case of odd shaped/zig zagged land the BPC(L.P) may take appropriate decision with regards to alignment of road/access. In the cases where Master Plan roads, Sector roads are already provided it shall be accommodated accordingly.

### **Detailed Development Plans**

(i) **New Jaipur** : The **new Jaipur area** is earmarked with Green City and Heritage City, in this respect a detailed project is to be prepared.

(ii) **Amanisha nala** is to do be developed as life line of the city. It starts from foot hills of Nahargarh and flows through Jaipur city in north to south direction and culminates in to Dhund River. The length of this nala is about 48 K.m. Many other nalas of the city i.e. Nahri Ka Naka nala, Ganda nala and Jawahar nala also merge with Amanisha nala.

The Hon'ble High Court has passed an interim decision about the width of Amanisha nala in the matter of P.N. Mendola V/s State Govt. and other on 16.9.09. It was directed by the Court to maintain the width of nala from 150 ft. (47mtr.) to 210 ft. (about 70 mtr.). In compliance of the Court's decision the minimum width of nala is kept 47 mtr. and to a maximum as per actual width available. The same shall be decided accordingly while preparing Amanisha Nala development Plan to be taken up as a project. While implementing the project, if there is any discrepancy in the MDP 2025 land use map and in the project regarding the alignment and land use, the detailed plan shall be final and it shall be treated as part of Master Plan. The Amanisha Nala area is considered as Special Area.

**(iii) Prithviraj Nagar:** The Hon'ble High Court has passed a decision about Prithvi Raj Nagar scheme on 29.10.10. In compliance of the Hon'ble High Court's decision, and in furtherance:

- (i) to designate Scheme Area as a special area in the plan
- (ii) to follow road network plan as was suggested by the committee constituted by the committee/State govt. for P.R.N. scheme as guidance and further changes with respect to road network while implementing the plan, due to construction at site if considered, to this effect, it shall be treated as part of MDP 2025 proposals.

**(iv) Jawahar Circle** The area around Jawahar Circle shall be treated for Special project area and the land use may be governed as shown in the Master Plan. To this effect detailed project/area details shall be construed as part of Master Plan.

- All plots situated at junctions of 18 mtr. and above where rotaries/traffic islands are provided for regularisation of traffic and all plots situated on either side of flyovers/ROB are barred from Mixed Land use /Commercial use permission in future. Existing establishments may be continued and regularised as per policy of State Government. New permission shall not be granted, if traffic generation activities are sought to be established such as Restaurants, Showrooms, Big commercial establishments etc. Only convenient shops or mixed use can be considered as part of commercial activities on such places.

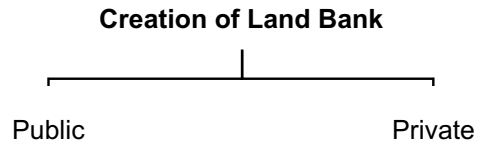


- The isolated industrial uses which have come amidst the developed residential area shall be shifted in phased manner by drawing development plans in consultation with Industries Department and RIICO. These pockets shall be treated as special areas (even otherwise indicated in the map). The State Government shall take final view of the land uses on all such cases.
- The Warehousing/ godowns handling the explosives and highly inflammable goods which exist within the city is to be shifted outside the urbanisable area to minimize the loss of life and property. All such uses existing (even otherwise mentioned in the Plan) are to be treated as special areas and further modalities to be worked out to decide about the land use of all such cases by the Authority.
- Master plan is prepared on the scale of 1:25000. In case of any deviations in the alignment of the sector roads/ roads widths, in the plan, it is suggested that while interpreting the plan the sector plans prepared which are detailed in nature shall have final say in this respect. In case of any further clarification the cases shall be referred to Executive Committee and finalised.
- The land use of the concessional allotments shall be for the use for which it was allotted, even otherwise mentioned in the Master Plan.
- प्रारूप मास्टर विकास योजना 2025 जयपुर रीजन के प्रकाशन के पश्चात जविप्रा अधिनियम की धारा 25(1) के अन्तर्गत दी गयी स्वीकृतियों एवं जविप्रा अधिनियम की धारा 25 की उपधारा 2 व 3 के अन्तर्गत प्रक्रियाधीन प्रकरणों को मास्टर विकास योजना 2025 जयपुर रीजन के भू उपयोग मानचित्र में समायोजित किया जावे।
- जिन भूमियों की 90बी की कार्यवाही पूर्ण की जा चुकी है उनको मास्टर विकास योजना 2025 जयपुर रीजन के प्रस्तावों में जोनल विकास योजना बनाते समय यथावत समायोजित किया जावेगा।
- All the allotments made by the LPC of JDA/Cabinet Subcommittee/State Government commitments are honored. The intended use has its validity even otherwise mentioned in the plan.

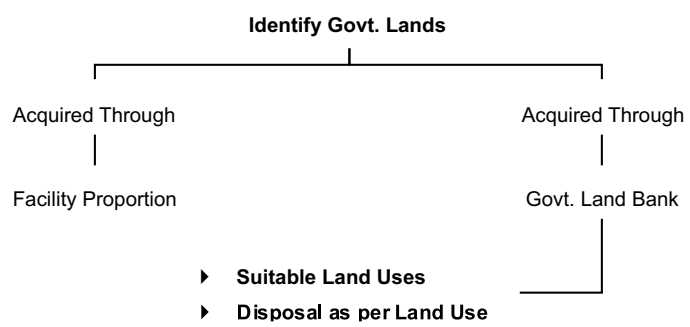
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- Regularization policy of the State Government on any matter shall be treated as part of the Master Plan.
  - The Master Plan which shall be in force till 05.9.2025, in any manner do not guarantee title and the respective laws shall always prevail.
  - The Zonal Development plans for the planning zone's as envisaged in the Master Plan-2025 shall be prepared keeping the spirit and the further detailing, corrective measures can be undertaken.
  - Notwithstanding anything contained in the plan all the decisions which are in deviation with Master Development Plan 2011 shall be prospective and retrospective effect shall not be considered.
  - The Master Plan acknowledge the inputs of world class city project initiative. The world class city project is separate in its entity and development programs are to be treated as part of the Master Plan-2025.
  - The village development plans shall be prepared. While doing so the provision of appropriate amenities in rural area should be guiding factor.
  - The plan gives utmost priority to PUBLIC TRANSPORTATION SYSTEM. In order to give impetus, any fresh proposals/routes /development inputs, in case, felt necessary by the Government/ Authorities, even otherwise not covered by the Master Plan can be carried out on its own/by State Level initiation. The Master Plan shall be deemed to be modified to that extent.
  - The Master Plan acknowledges the spirit of Section 28 of JDA Act 1982 on REVIEW OF PLAN. The State Government or Authority at any time within ten years from the date on which plan comes under operation, if opines that the revision of plan is necessary can review the plan. (The provisions of the Section 28 of JDA Act 1982 prevails).
  - The change in land use under Section 25 of JDA Act is prohibited for a period of two years from 6.9.2011. In special cases of public interest JDA can pursue change in land use after the approval of State Level Committee set up at State Government level for change in land use matters.
  - The Local Authority to continue exercise its jurisdiction. While exercising the same, the Local Authority shall respect the plan in letter and spirit.
  - Jaipur Region is given the status of Metropolitan area from 10.09.2010. This Master Plan shall, in all its validity shall be considered accordingly. The Metropolitan inputs, as and when, envisaged by the Metropolitan area council shall be treated as part of this plan.

## 4.3 Asset Creation:

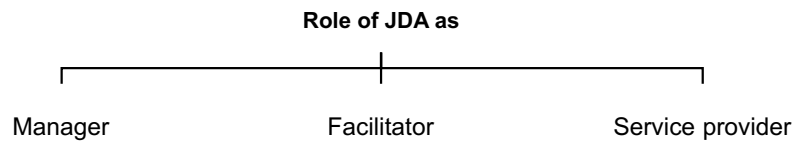
The following modules can be worked out for asset creation and further modalities are to be worked out to make it pragmatic.



### (i) Public Land Bank



### (ii.) Private Land Bank



**Table 4-1 Role of JDA on Private land**

	<b>Manager</b>	<b>Facilitator</b>	<b>Service provider</b>
<b>Role of JDA</b>	<b>Model 1 - Use Management Project</b>	<b>Model II – Participatory Management (MoU based dev.)</b>	<b>Model III -Plan Guided Project</b>
	<ul style="list-style-type: none"> <li>a) Invitation to land owners to register with JDA for disposal with the expected value in return (1 year gestation).</li> <li>b) JDA to act as manager by inviting prospective buyers to register with JDA for land with expected purchase value</li> <li>c) Disposal of land as per the land use by optimum measures by JDA</li> <li>d) Return the land owner the expected value retaining the premium or guarantee value of 20%</li> </ul>	<ul style="list-style-type: none"> <li>a) Invitation to land owners to submit applications for planning of the land</li> <li>b) JDA to plan appropriate layout of the area as per land use /scheme provisions</li> <li>c) 75% of the land given to the land owner for disposal at his end</li> <li>d) JDA to dispose the rest 25%</li> </ul>	<ul style="list-style-type: none"> <li>a) Applications invited from land owners for plan guided project</li> <li>b) JDA to prepare layout as per the provisions and charge 15% of the reserve price or dlc rate as administrative charges.</li> <li>c) The land owner has to pay the other development charges/external development charges.</li> </ul>
<b>Advantage</b>	<ul style="list-style-type: none"> <li>a) Land uses are respected</li> <li>b) Faith created in both selling mechanism and buying mechanism</li> <li>c) Check of unscrupulous elements in urban management.</li> <li>d) Creation of faith amongst people</li> </ul>	<ul style="list-style-type: none"> <li>a) Land use ensured at JDA level</li> <li>b) The land owner is assured of the validity of the layout</li> <li>c) Land bank for JDA to meet the budgetary provisions</li> <li>d) Creation of faith amongst people</li> </ul>	<ul style="list-style-type: none"> <li>a) Land use ensured at JDA level</li> <li>b) The land owner is assured of the validity of the layout</li> <li>c) Delay in project clearance is avoided</li> <li>d) Creation of faith amongst people</li> </ul>

#### **4.3.1 Transfer Right Approach for Utility/Facility Land**

- Entire JDA to have FSI as 1.0, irrespective of the use, whether residential/ commercial/ institutional/ industrial/ recreational, as a Right.
- Upper limit is fixed for consumption for each use
- The person respecting the land use get to use traded FSI only to achieve upper limit
- The person applies for CLU (change of landuse) do not get this benefit as a deterrent

#### **Choice to the Landlord**

- Either he develops himself or surrender the land to JDA
- If he Surrenders JDA get 75% with the 25% to the land lord
- If he surrenders he gets tradable Right of 1.0 FSI which he can sell in that zone only
- Any development of having an area of 10000 Sq. Mt. 10% of the land to be surrendered to JDA free of cost to develop facilities of urban development.

#### **Model**

- For example: a landlord has 20000 sq mt and the use is Recreational
- How do you rope him to adhere to the Land Use?
- Any subdivision has multiple primary uses and secondary uses. Primary ones are directly related to recreational and the secondary are the complementary ones. Only 25%of the area can be utilised for the secondary uses.
- The FSI 1.0 can be utilised for the complementary (secondary) one and the rest 75% to be utilized by the authority to develop primary use. The land lord has lost not the FSI of the entire 20000 sq. mt but the 75% of the area only.
- For ex: primary uses are park, playground, stadium, exhibition area, nurseries, trade fair ground, sanctuary, zoo, nocturnal park, snow parks, city level park, regional park, Ag. research farm, helipad etc
- Secondary uses are Dharmashala, old age home, marriage garden, hotel, cafeteria, eateries, art gallery, museum, research center, yoga center, cinema etc

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### **Transfer Right Approach for Utility/Facility Land**


- How does it help?
- When the entire gamut of uses have the uniform FSI 1.0 use do not get the advantage over the other.
- The land owner whose land has been shown as recreational can surrender the land to JDA and exchange it for tradable FSI of 1.0
- JDA keeps record of such FSI and permits it to only those people who respect the Land Use to a limit that JDA can fix
- It ensures the Land Use and every land owner gets equitable right irrespective of Land Use

**Note:** The details of **Receiving Zones and Sending Zone** shall be worked out separately.

## जयपुर विकास प्राधिकरण, जयपुर

विषय : जयपुर विकास प्राधिकरण की 59वीं बैठक दिनांक 05.09.2011 का कार्यवाही विवरण

क्र. सं.	ए.सं.	विषय	सुझाव/निर्णय	सम्बन्धित अधिकारी
01.	80.1 (पृ. 1 से 16)	जयपुर विकास प्राधिकरण की 59वीं बैठक दिनांक 12.05.2011 की निर्णयों के कार्यवाही विवरण की पुष्टि।	जयपुर विकास प्राधिकरण की 59वीं बैठक दिनांक 12.05.2011 के निर्णयों के कार्यवाही विवरण का अनुमोदन किया गया।	
02.	80.2 (पृ. 16 से 29)	जयपुर विकास प्राधिकरण की 59वीं बैठक दिनांक 12.05.2011 में लिये गये निर्णयों की अनुपालना।	जयपुर विकास प्राधिकरण की 59वीं बैठक दिनांक 12.05.2011 में लिये गये निर्णयों का सर्वसम्मति से अनुमोदन किया गया।	
03.	80.3 (पृ. 30 से 43)	मास्टर विकास योजना-2025 (जयपुर शहर) के अनुमोदन हेतु।	मास्टर विकास योजना 2025 जयपुर शहर के अनुमोदन हेतु एजेन्डा प्राधिकरण की बैठक में प्रस्तुत किया गया। एजेन्डा पर विस्तृत विचार विमर्श पश्चात निर्णय लिया गया कि प्रमुख मास्टर विकास योजना 2025 का अनुमोदन निम्न बिन्दुओं की सम्मिलित करने हुए किया जावे एवं तदनुसार इसकी अतिरिक्तता जारी की जावे।  1. राज्य सरकार द्वारा गठित समिति की रिपोर्ट एवं प्राधिकरण की बैठक में विस्तृत विचार विमर्श पश्चात लिये गये निम्न निर्णयानुसार प्रमुख मास्टर विकास योजना-2025 की रिपोर्ट एवं भू-उपयोग/सांकेतिक में संशोधन किये जावे।  2. समिति द्वारा प्रस्तुत रिपोर्ट व समय समय पर हुए विचार विमर्श के काम में नया जयपुर अन्वेषण का नया, सघनतम क्षेत्र में स्थित औद्योगिक क्षेत्र, औद्योगिक भूमि, औद्योगिक इकाइयों, शारदीयारी क्षेत्र, साट की घुणी, जमने, सागानेर क्षेत्र के भू-उपयोग को मास्टर विकास योजना 2025 में विशिष्ट क्षेत्र अंकित किया गया है। उक्त स्थित सभी क्षेत्र विशिष्ट क्षेत्र की श्रेणी में आते हैं। ऐसे क्षेत्रों का विकास/क्रियान्वयन मास्टर विकास योजना-2025 के अनुमोदन के पश्चात् जोरत ध्यान बनाकर राज्य सरकार के नीतिगत निर्णय के परिपेक्ष में, राज्य सरकार के अनुमोदन उपरान्त इनकी क्रियान्वयन हेतु प्लान लागू किया जावेगा तथा राज्य सरकार के नीतिगत निर्णय के अन्तर्गत अनुमोदित प्लान को मास्टर प्लान 2025 के प्रस्तावों का भाग माना जावेगा। वर्तमान में विशिष्ट क्षेत्र में जहाँ भी इस प्रकार की भू-उपयोग को अनुज्ञेय किया गया है अथवा ऐसी गतिविधियाँ कार्यरत हैं। वे राज्य सरकार द्वारा प्लान के अनुमोदन तक अनुज्ञेय रहेगी/कार्यरत रहेगी।  उक्त निर्णय लिया गया कि विशिष्टता औद्योगिक क्षेत्र,	निदेशक (आयोजना)

  
 जयपुर विकास प्राधिकरण  
 जयपुर

			<p>सीतापुरा औद्योगिक क्षेत्र, मालवीय नगर औद्योगिक क्षेत्र, मानसरोवर औद्योगिक क्षेत्र (विकसित क्षेत्र) जो कि मूलतः औद्योगिक क्षेत्र है इनका भू उपयोग औद्योगिक ही रखा जावे।</p> <p>3. प्राकृतिक मास्टर विकास योजना 2025 जयपुर रीजन के प्रकाशन के पश्चात जदिप्रा अधिनियम की धारा 25(1) के अन्तर्गत दी गयी स्वीकृतियों एवं जदिप्रा अधिनियम की धारा 25 की उपधारा 2 व 3 के अन्तर्गत प्रक्रियाधीन प्रकरणों को मास्टर विकास योजना 2025 जयपुर रीजन के भू उपयोग मानचित्र में समायोजित किया जावे।</p> <p>4. जिन भूमियों की 90वीं की कार्यवाही पूर्ण की जा चुकी है उनको मास्टर विकास योजना 2025 जयपुर रीजन के प्रस्तावी में जोनल विकास योजना बनाते समय यथावत समायोजित किया जावे।</p> <p>5. शहर के विकास को देखते हुये धनी आवासीय कॉलोनीयों के कम ऊंचा आसपास स्थित विस्फोटक, ज्वलनशील पदार्थों के भण्डार गृहों को धरणबद्ध तरीके से स्थानान्तरित किया जावे।</p> <p>6. जोनल डेवलपमेंट प्लान शीघ्र बनाये जाकर डेवलपमेंट प्रमोशन एण्ड कंट्रोल रेग्युलेशन-2025 के अनुसार अनुपालना भी सुनिश्चित की जावे।</p> <p>7. मास्टर विकास योजना 2025 जयपुर रीजन में यू-1 क्षेत्र की बाहर देखते हुए जिन क्षेत्रों में भीके पर विकास हो चुका है व कॉन्टिनेंट हो चुके है उनके आस-पास के क्षेत्र की स्थिति विशेष व स्वरूप को देखते हुये मास्टर विकास योजना 2025 जयपुर रीजन के भू उपयोग मानचित्र में उस क्षेत्र के भू उपयोग को विस्तारित किया जावे।</p>
			<p>8. समय-समय पर यातायात प्लान/सेक्टर प्लान/सड़कों/पार्किंग आदि की व्यवस्था धर धरणबद्ध तरीके से योजना बनाकर क्रियान्विति की जाये ताकि आम नागरिकों को सुगम यातायात संभालन का परित्याम मिल सके।</p> <p>9. विकास की गति व दिशा के मध्यनजर infrastructure development की विस्तृत योजना बनाकर उसकी क्रियान्विति की जावे।</p> <p>10. शहर के आस-पास स्थित पहाडियां व वन भूमि को संबंधित विभागों द्वारा योजना बनाकर संरक्षित व विकसित किया जावे।</p> <p>11. नये सेक्टर प्लान बनाये जाने के समय मास्टर विकास योजना-2025 जयपुर रीजन में प्रस्तावित सड़कों के निर्धारण में पीटी सर्वे अनुसार यदि कोई बदलाव किया जाना है। तो ऐसे प्रकरण EC की बैठक में निर्णय हेतु रखे जायेंगे। जिन क्षेत्रों के सेक्टर प्लान बन गये है</p>



			<p>उनमें स्थित भूखण्ड का परीक्षण सेक्टर प्लान के अनुसार ही किया जावे।</p> <p>12. बैठक में मास्टर प्लान के विपरीत अनाधिकृत निर्माण पर चर्चा हुई इसके अतिरिक्त विभिन्न संस्थाओं को आवंटित भूखण्डों में भीके पर आवंटन की शर्तों के विपरीत उपयोग किये जाने एवं आवंटन की शर्तों का उल्लंघन किये जाने पर चर्चा हुई ऐसे प्रकरणों की "Third Party" से निम्न कैटेगिरीज में दल बनाकर जांच कराई जावे।</p> <p>ग्रुप 1 अनाधिकृत निर्माण बाधत</p> <p>ग्रुप 2 शैक्षणिक एवं अन्य संस्थाओं को आवंटित भूखण्डों का आवंटन की शर्तों के विपरीत उपयोग।</p> <p>ग्रुप 3 मेडिकल एवं अस्पताल हेतु आवंटित भूखण्डों का आवंटन की शर्तों के विपरीत उपयोग।</p> <p>उक्त संदर्भ में जांच उपरान्त नियमानुसार कार्यवाही की जावेगी।</p> <p>13. मास्टर विकास योजना 2025 जयपुर रीजन के प्रस्तावों के विचार विमर्श के दौरान यह भी निर्णय लिया गया कि मास्टर विकास योजना 2025 जयपुर रीजन में लागू होने के पश्चात 2 वर्ष की अवधि तक नू उपयोग परिवर्तन नहीं किये जायेंगे। यदि जनहित में आवश्यक हो तो</p>
			<p>प्राधिकरण स्तर पर प्रस्ताव बनाते हुए राज्य स्तरीय समिति की सिफारिश के पश्चात राज्य सरकार द्वारा ऐसे नू उपयोग परिवर्तन हेतु निर्णय लिया जावेगा।</p> <p>14. मास्टर विकास योजना-2025 जयपुर रीजन के प्रस्तावों का समयबद्ध व चरणबद्ध तरीके से क्रियान्वयन किया जावे।</p> <p>15. मास्टर विकास योजना 2025 जयपुर रीजन को अधिसूचित किये जाने के साथ साथ प्राधिकरण की 57वीं बैठक दिनांक 14.10.09 के एजेंडा संख्या 67.11 के अनुसार जयपुर रीजन में स्थित 725 ग्रामों को सम्मिलित करते हुए सम्पूर्ण क्षेत्र को डवलपमेंट एरिया घोषित किये जाने की कार्यवाही की जावे।</p> <p>16. 11 सैटेलाइट टाऊन्स एवं 4 ग्रोव सेक्टरों यथा बगल, बीनू, बस्ती, शिवदासपुरा व चन्दलाई, जमघारामगढ़, कालवाड़, अमरोल, जाहोला, भानपुरकला, मुकुस, कान्गोला, चौप, बगवाडा, पन्ना, बाटिका, की संशोधित मास्टर विकास योजना 2025 का अनुमोदन किया गया।</p> <p>17. मास्टर विकास योजना 2025 जयपुर रीजन में प्रस्तावित ईकोलोजिकल क्षेत्र में विद्यमान धार्मिक आबादी के स्वाभाविक विकास हेतु आबादी से 500 मीटर के रेडियस में आवश्यक गतिविधियों को मिला नू उपयोग के</p>

			<p>अन्तर्गत योजना बना कर ही अनुज्ञेय किया जाये।</p> <p>18. मास्टर विकास योजना-2025 जयपुर रीजन में प्रस्तावित ग्रामीण व इकोलोजिकल क्षेत्र में स्थित ग्रामों की अलग से विकास योजनाएँ बनाए जाये।</p> <p>19. मास्टर विकास योजना 2025 जयपुर रीजन में प्रस्तावित रिक्रेशनल भू उपयोग हेतु निजी भूमि पर पार्क प्रस्तावित करने के स्थान पर 2 हेक्टेयर से 10 हेक्टेयर की योजनाओं में 5 प्रतिशत एवं 10 हेक्टेयर से बड़ी टाउनशिप योजनाओं में दस प्रतिशत भूमि पार्क, ओपन स्पेस हेतु आरक्षित रखी जाए एवं इस प्रकार की टाउनशिप योजनाओं में यथासंभव लैंड यूजिंग के आधार पर सैटल पार्क/रीजनल पार्क रखे जाये।</p> <p>20. मेट्रो कॉरिडोर के सहारे सहारे दोनों ओर 500 मीटर तक व बीआरटीएस कोरीडोर के सहारे सहारे दोनों ओर 100 मीटर तक का Influence Zone रखे जाने का निर्णय लिया गया। इस बाबत नीतिगत निर्णय राज्य सरकार के आदेशों के अनुरूप किया जाकर क्रियान्विति की जायेगी जो इस मास्टर प्लान का भाग होगा।</p> <p>21. राज्य सरकार/जविप्रा/स्थानीय निकाय द्वारा आवंटित भूखण्डों का भू उपयोग, जिस प्रयोजन हेतु आवंटन किया गया है वह माना जायेगा। ऐसे भूखण्ड जिनका आवंटन विधायती दर पर किया गया है, का भू उपयोग</p>
			<p>यदि मास्टर विकास योजना 2025 में अन्य उपयोग हेतु दाखाया गया हो तो भी ऐसे भूखण्डों का भू उपयोग आवंटन उद्देश्य ही रहेगा तथा अन्य परिवर्तन निषेध होगा।</p> <p>22. मास्टर विकास योजना 2025 जयपुर रीजन के अनुमोदन के पूर्व राज्य सरकार, जिला कलेक्टर/स्थानीय निकाय/जयपुर नगर निगम/जविप्रा अथवा उप जिला कलेक्टर/अन्य सक्षम स्तर पर दी गई अनुमतियों को जिनका समायोजन भू उपयोग मानचित्र में नहीं हो पाया है, इस प्लान के अन्तर्गत मान्यता दी जाये एवं इसका उल्लेख रिपोर्ट में किया जाये।</p> <p>23. मास्टर विकास योजना-2025 जयपुर रीजन में प्रस्तावित यू-1 क्षेत्र के अतिरिक्त यू-2 व यू-3 एरिया में भी राज्य सरकार द्वारा अभिसूचित अफोडेबल हाउसिंग पॉलिसी-2009 के प्रावधानों के अनुरूप आवेदित अफोडेबल हाउसिंग योजनाएं अनुसूच की जायेगी।</p> <p>24. ऐसी भूमियां जिनकी 90बी/Landuse/Layout plan/Commitment कितराये रूप में हो चुके हैं परन्तु ऐसे Commitment के तहत छोटी भूमि स्थित होने पर इनका समायोजन जोमल प्लान बनाते समय Integrated planning approach रखते हुये भू उपयोगों को विस्तारित किया जा सकेगा एवं ऐसे भू-उपयोगों को मास्टर प्लान में समायोजित माना जायेगा।</p>

			<p>25. शिवदासपुरा एवं चन्दसाईं के ग्रोथ सेक्टरों की मास्टर विकास योजना-2025 में दर्शाये गये स्पेशल एरिया को सजावट रखा जाये। इस क्षेत्र के संकट में राज्य सरकार का निर्णय मास्टर प्लान के प्रस्तावों का भाग माना जाएगा।</p> <p>26. मास्टर विकास योजना 2025 जयपुर रीजन के भू उपयोग मानचित्र में निम्न सड़कों को व्यावसायिक एवं मिश्रित भू उपयोग हेतु दर्शाया जाये।</p>
<b>List of Roads on Which Mixed Landuse is Permitted</b>			
Sl	Sector No.	Road	ROW
1.	Sector 1	Durgapura Railway crossing to Mahaveer Nagar 60' Sector Road Junction	100'
2.	Sector 2 & 3	Gandhi Path (spans road to Zone 'C' Bye pass)	100'
3.		Prince road- Ajmer road to Queens's road (15% to 20%)	100'
4.		Amarpath Marg Queens road to Zone 'C' Bye pass (Banning Commercial Land use as per Master plan)	80'
5.		Vaishali Marg- Queens road to zone 'C' Bye Pass (banning commercial land use as per Master Plan)	80'
6.		Gaunam Marg-Gandhi Path to Sixti Road (banning commercial as per master Plan)	80'
7.		Sixti road Queens's road Junction to Nimeda	160'
8.		Neel Sarovar Marg- Gandhi path to Tagore Circle	80'
9.		80' Sector road Prince Road junction to Zone 'C' bye pass	80'
10.	Sector 4	Mahesh Nagar 80' Road (Mahesh Nagar) Phatak to Gopal Pura Bye Pass.	80'
11.	Sector 5	110' Sector road (sector 5) from Gopalpura bye pass Junction to Jangpali crossing	110'
12.	Sector 7	Hawa Sarak - Civil lines circle to Sodala junction (mixed use with 15 mt height)	100'
13.	Sector 8	Hatwara Road - Ajmer Road to NBC Road	80'
14.		NBC Road - Jacob road junction (South side) to Hatwara road junction	100'
15.	Sector 9	Guru Nanak Path from ROB to Calgari circle	100'
16.		Shivanand marg from gurunank path junction to pradhan marg junction	80'

			17.		Parveenji Marg	80'
			18.		Acharya Tulsi Marg from railway line to parveenji marg junction	80'
			19.		Pardhan marg from Goramukh path junction to B2 bye pass junction 80'	80'
			20.	Sector 9 II	Jagatpura road from caigiri circle to B2 Bye pass Junction (both side ) and from B2 bye pass junction to jagatpura ROB starting point west side)	200'
			21.	Sector 10	income Tax Colony road Tonk road junction to JLN Marg junction	100'
			22.	Sector 13 &	Vainiki Marg Siroi Road to 100' Road Junction	100'
			23.	14	100' Road of Sector 13&14 Parallel to Ajmer Railway line from khatipura road junction to Express Highway	100'
			24.	Sector 15	Kharni Pharak Road - Kalwar Road to Ajmer Ry. line	80'
			25.		100' Sector Road (Sector 15) Parallel to Ajmer Railway from Khatipura Road Junction to Zone 'C' bye pass	100'
			26.	Sector 16	200' Sector road (Sector 16) from Zone 'C' Bye Pass to 80' Road junction	200'
			27.		Niwases Road from zone 'c' bye pass junction to Jhutwara Industrial area	160'
			28.		80' Road Extension of Khatipura road from Kalwar road to 200' road junction	80'
			29.	Sector 19	Muripura 200' Sikar Road junction to Kadiya Palace	Court decision 200'
			30.	Sector 31	100' Sector road from 'C' Bye pass to joha mandi scheme crossing.	100'
			31.	Sector 41	160' road linking Govindpura scheme from Gular canal junction to 160' sector road junction (link of Govindpura scheme)	160'
			32.	Shastri Nagar	Nirman Marg Junction to Amantaha Palaya Durgaha Junction	100'
			33.	'C' Scheme	'C' Scheme Prithviraj marg - Naloh to Chenua house circle	120'
			34.	Mansarovar	Mansarovar Madhyam Marg	80'
			35.		Swarn Path Mansarovar	80'
			36.		V.T. Road Mansarovar	150'
			37.		Vijay Path Mansarovar	80'
			38.		Patel Marg Mansarovar	100'
			39.		Shriya Path Mansarovar Gopalpura bye pass Junction to Dwarkadas Path Junction ( West Side ) and to Mansarovar Industrial Area (Both Sides)	100'
			40.	Govind Marg	Bhagat Singh Park to JLN Marg Junction	100'

			<table border="1" data-bbox="858 241 1433 394"> <tr> <td data-bbox="858 241 911 394">41.</td> <td data-bbox="911 241 995 394">Mott Doongari Road.</td> <td data-bbox="995 241 1326 394">Jain Nansiya (Anandpur) to JLN Marg Junction.</td> <td data-bbox="1326 241 1433 394">100'</td> </tr> </table> <p data-bbox="858 421 1437 544">Note: The above list enumerate in the present context and the list can be further enhanced with the permission of the Authority or in consideration of Zonal Development Plan during the plan period.</p> <p data-bbox="858 551 1437 701">All plots situated at junctions on these roads and all plots situated on either side of flyovers/ROB are barred from Mixed Land use permission unless detailed redevelopment plan is prepared for proper stream lining of traffic and parking provisions in such activities.</p> <p data-bbox="906 730 1390 768" style="text-align: center;"><b>वाणिज्यिक नू उपयोग हेतु प्रस्तावित सडकों की सूची</b></p> <ol data-bbox="858 790 1406 1059" style="list-style-type: none"> <li>1. टोक रोड : रामनाथ सर्किल से रिंग रोड तक</li> <li>2. डिग्गी रोड : रिंग रोड से देनवाल तक</li> <li>3. अजमेर रोड : गार्डमेन्ट इस्टेट से रिंग रोड तक</li> <li>4. सीकर रोड : चौमू पुलिसा से प्रस्तावित रिंग रोड तक</li> <li>5. कालवाड रोड : झोटवाडा आर.ओ.बी से प्रस्तावित रिंग रोड तक</li> <li>6. आगरा रोड : बूलगिरी से रिंग रोड तक</li> <li>7. आमेर रोड : जेठरावर सिंह गेट से कनक वृद्धावन तक</li> </ol>	41.	Mott Doongari Road.	Jain Nansiya (Anandpur) to JLN Marg Junction.	100'
41.	Mott Doongari Road.	Jain Nansiya (Anandpur) to JLN Marg Junction.	100'				
			<ol data-bbox="858 1077 1422 1877" style="list-style-type: none"> <li>8. नू सागानेर रोड : (सोडाला से गोपालपुरा बाईपास, गोपालपुरा बाईपास से सागानेर आर.ओ.बी. तक)</li> <li>9. छातीपुरा रोड</li> <li>10. बर्डीस रोड (पश्चिम दिशा)</li> <li>11. गोपालपुरा बाईपास : (गोपालपुरा आर.ओ.बी. से अजमेर रोड)</li> <li>12. जे.एल.एन. मार्ग : (गुरुनानक पथ से जवाहर सर्किल)</li> <li>13. गोविन्द मार्ग (आंशिक भाग) (परनामी मंदिर से आगरा रोड)</li> <li>14. मोतीदुंगरी रोड (आंशिक भाग) (आनन्द कॉलोनी से एम.आई. रोड)</li> <li>15. सडकार मार्ग (आंशिक भाग) (ज्योति नगर के छोड़ते हुए)</li> <li>16. 200 फीट चौड़ी सडक (एयरपोर्ट के दक्षिण में सागानेर सर्किल से महल रोड)</li> <li>17. 200 फीट चौड़ी सडक (जवाहर सर्किल से एयरपोर्ट टर्मिनल तक)</li> <li>18. 160 फीट चौड़ी सडक (जवाहर सर्किल से जगतपुरा रोड तक एयरपोर्ट की उत्तरी सीमा पर)</li> <li>19. रामगड रोड (आमेर रोड से दिल्ली बाईपास जं. तक दक्षिण दिशा की ओर)</li> <li>20. दशहरा जोड़ी रोड (आमेर रोड से दशहरा जोड़ी तक)</li> <li>21. अम्दार पटेल मार्ग (22 मोदाम सर्किल से जमनालाल बजाज मार्ग तक)</li> </ol>				

			<p>इनके अतिरिक्त सेक्टर प्लानिंग में सेक्टर 36, 37, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60, 61 के अनारगैड प्रस्तावित वाणिज्यिक भू उपयोग भी शामिल हैं।</p> <p>यातायात के सफल संचालन हेतु प्रस्ताव है कि उक्त ऐसी सभी सड़कें जिन पर व्यवसायिक भू उपयोग प्रस्तावित किया गया है ऐसी सड़कों के जंक्शन पर व आर.ओ.बी. /फ्लाइओवर के दोनों ओर स्थित सड़कों पर व्यवसायिक भू उपयोग प्रतिबंधित रहेगा व नियमन भी नहीं किया जायेगा। ऐसी सड़कों पर यदि औद्योगिक इकाईयां स्थित हैं तो उनका भू उपयोग व्यवसायिक ना होकर मास्टर प्लान में अंकित विशिष्ट उपयोग हेतु ही रहेगा व राज्य सरकार के निर्णय के अनुरूप ही ऐसी औद्योगिक इकाईयों का भू उपयोग निर्धारण हो सकेगा जो इस मास्टर प्लान का भाग माना जायेगा।</p> <p>27. शहर में आवासीय परिसरों में होटल/रेस्ट हाउस/व्यवसायिक गतिविधियां संचालित हैं, इनके नियमन हेतु राज्य सरकार के स्तर पर अलग नीति बनाकर उनका नियमन किया जा सकेगा। यह निर्णय मास्टर प्लान प्रस्तावों का भाग माना जाएगा।</p> <p>28. जीराघर गिरा गेट से जलमहल व आमरे होने हुए दिल्ली रोड को जोड़ने वाली एच घाट की गुणी रोड को ट्रांसपोर्ट</p>
			<p>नगर बीराह से दूल्हानरी तक दोनों सड़कों को डीरेक्ट सड़क के रूप में घोषित किया जाये। इन दोनों सड़कों पर होने वाले विकास एवं इनके स्वरूप भवनों की उंचाई आदि के बारे में अलग से भवन विनियम बनाकर उक्त लिखित दोनों सड़कों को संरक्षित किया जाये।</p> <p>29. ट्रांसपोर्ट नगर से जलमहल बीराह तक के क्षेत्र को सी-डवलपमेंट एरिया घोषित करते हुए इसकी अलग से योजना बनायी जाए, इस क्षेत्र की सी-डवलपमेंट योजना बनाकर शीघ्र लागू की जाये।</p> <p>30. जवाहर सर्किल के आस-पास के क्षेत्र को अलग से विशेष योजना तैयार की जाये एवं उनकी शीघ्र क्रियाविधि की जाये इस योजना के जो भी प्रस्ताव तैयार किये जाएंगे उनको मास्टर प्लान का भाग माना जाएगा।</p> <p>31. मास्टर विकास योजना-2025 में प्रस्तावित यू-2, यू-3 क्षेत्र में Rajasthan Township Policy 2010 के अनुसार राज्य सरकार द्वारा समय समय पर जारी आदेश/परिपत्रों को इस मास्टर प्लान का भाग माना जायेगा। Development Promotion and Control Regulations-2025 से भी सदानुसार अंकित किया जाये।</p> <p>32. बन्दसं ज़ोन हेतु भी राज्य सरकार की नीति के अनुरूप कार्यवाही की जा जाये व मास्टर प्लान में इस नीति को</p>

			<p>इसका नाम माना जाएगा।</p> <p>33. वातावरण के दबाव के अध्ययन कर रूखों को जन्तुहित में वातावरण साफ़ नेहरू मार्ग की चौड़ाई 200 फीट से बढ़ाकर 240 फीट, न्यू सागानेर रोड की चौड़ाई (सागानेर ROB से लेकर गोपालपुरा माईपास तक) 200 फीट से बढ़ाकर 260 फीट व गोविन्द मार्ग की चौड़ाई (त्रिभुक्ति लॉकिल से ट्रांसपोर्ट भंगर चौकहे तक) 100 फीट किये जाने का निर्णय लिया गया। जोनल विकास योजना बनते समय इन सड़कों की चौड़ाई निर्णयानुसार रखी जावे।</p> <p>विश्रावर नगर से वापपोल वाया शास्की नगर सड़क को उपयुक्त चौड़ाई प्रस्तावित की जावे एव इसे जोनल विकास योजना में समाविष्टित किया जावे।</p> <p>पुष्पीराज रोड व मंगलानदास रोड को सड़कों की स्थिति के अनुरूप तथात्तम 120 फीट चौड़ा किया जाने का निर्णय लिया गया।</p> <p>34. मिश्रित आवासीय भू उपयोग में स्कूल/ऑफिस सेक्टर अनुज्ञेय नहीं होंगे एवं आवासीय भू उपयोग में मर होटल इत्यादि अनुज्ञेय नहीं किया जावे। तदनुसार Development Promotion and Control Regulation-2025 में संशोधन किया जावे।</p> <p>35. वास्टर विकास योजना-2025 के प्रस्तावों के विपरीत यदि किसी प्रकार से किसी भी न्यायालय द्वारा निर्णय दिया हुआ हो तो वास्टर प्लान के प्रभावान उक्त निर्णयों के अन्तर्गत ही प्रभावी होंगे।</p> <p>36. राज्य सरकार द्वारा गठित कमेटी दिनांक 25.01.2010 द्वारा प्रेषित रिपोर्ट में दी गई सिफारिशों का अनुमोदन उक्त निर्णयों के अन्तर्गत किया गया।</p>	
64.	60.4 (पृ 44 से 58)	प्राधिकरण की बैठक के समाप्त नहीं जाने हेतु रिग रोड, जयपुर में सम्बन्धित एजेण्डा।	<p>विचार विमर्श परवाह सर्वसम्मति से निम्न निर्णय लिए गये -</p> <p>(1) जोन की अधिकाधिकी शाखा द्वारा स्ट्रक्चरल के सर्वे एवं सर्वे में सर्वे शुल्क स्टैम्पद्वारा का प्रचलित दर से मूल्यांकन एवं मुद्रापत्रों के मरद भुगतान हेतु सम्बन्धित जोन उपायुक्त के माध्यम से अतिरिक्त आयुक्त (पूर्व) द्वारा रिपोर्ट निर्णय कर मुद्रापत्रों की रवीकृत राशि के बैंक तैयार करने के लिए लेखाधिकारी (भुगतान) को प्रेषित किये जावे एव लेखाधिकारी (भुगतान) बैंक तैयार कर सम्बन्धित जोन उपायुक्त को वितरण हेतु उपलब्ध करवाने की स्वीकृति प्रदान की गई।</p> <p>(2) जयपुर विकास प्राधिकरण की धारा 44 एवं नूनि अधिग्रहण अधिनियम की धारा 11(2) के तहत समर्पणनाम लेकर आंकलन पत्र जारी करने हेतु सम्बन्धित जोन उपायुक्तों को अधिकृत किया गया। इस प्रकार से जारी किये गये समस्त समझौते को अतिरिक्त आयुक्त (पूर्व) द्वारा इकट्ठाई किया जाकर प्राधिकरण की आगामी बैठक में अनुमोदन करवाया जावेगा। इसके अतिरिक्त रिग रोड हेतु एनायर्ड कमेटी द्वारा लिए गए सभी निर्णयों से सम्बन्धित एजेण्डा का अंशतोन्न कर अनुमोदन किया गया है।</p>	अतिरिक्त आयुक्त (पूर्व)