Implementation of Multi-Level Car Parking cum Commercial Development at Old West Point School Area

on

Design, Build, Finance, Operate and Transfer (DBFOT) Basis

VOLUME III- PROJECT INFORMATION MEMORANDUM

Dated [●]
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1 Introduction

Sikkim is a state in northeast India. It borders Tibet in the north and northeast, Bhutan in the east, Nepal in the west, and West Bengal in the south. Sikkim is the least populous and second smallest among the Indian states. A part of the Eastern Himalaya, Sikkim is notable for its biodiversity, including alpine and subtropical climates, as well as being a host to Kanchenjunga, third highest on Earth. A referendum in 1975 led to Sikkim joining India as its 22nd state.

The state's economy is largely agrarian based on the terraced farming of rice and the cultivation of crops such as maize, millet, wheat, barley, oranges, tea, and cardamom.

Tourism in Sikkim has emerged as the new profession of the Sikkimese people with its vast natural potential. Promotion of village tourism, homestay, cultural tourism, trekking tourism, ecotourism, wellness tourism, floritourism and adventure tourism has given fillip to the tourism trade in the state where a large of number of people are engaged under different employment opportunities.

Because of its hilly terrain and poor transport infrastructure, Sikkim lacks a large-scale industrial base. Brewing, distilling, tanning, and pharmaceuticals are the main industries.

In recent years, the government of Sikkim has extensively promoted tourism.

1.1 Gangtok

Gangtok is a city, municipality, the capital, and the largest town of Sikkim. It also is the headquarters of the East Sikkim district. Gangtok is in the eastern Himalayan range, at
an elevation of 1,650 m (5,410 ft). Nestled within higher peaks of the Himalaya and enjoying a year-round mild temperate climate, Gangtok is at the centre of Sikkim's tourism industry.

Gangtok is the main base for Sikkim tourism. Summer and spring seasons are the most popular tourist seasons. Many of Gangtok's residents are employed directly and indirectly in the tourism industry, with many residents owning and working in hotels and restaurants. M. G. Marg is one of the main shopping and cultural activity streets in Gangtok.

The main market in Gangtok provides many of the state's rural residents a place to offer their produce during the harvest seasons. Following schematic depicts the SWOT analysis of Gangtok:

1.2 Gangtok Civic Administration

Gangtok is administered by the Gangtok Municipal Corporation along with the various departments of the Government of Sikkim, particularly the Urban Development Department (UDD) and the Public Health Engineering Department (PHED). These departments provide municipal functions such as garbage disposal, water supply, tax collection, license allotments, and civic infrastructure.

As the headquarters of East Sikkim district, Gangtok houses the offices of the district Magistrate/ District collector. Gangtok is also the seat of the Sikkim High Court, which is India's smallest High Court in terms of area and population of jurisdiction. Gangtok does not have its own police Commissionerate.
like other major cities in India. Instead, it comes under the jurisdiction of the state police, which is headed by a Director General of Police.

**Urban Development Department**

**Proposed Land-use Pattern of Gangtok**

Keeping in view of the rapid urbanization vis-à-vis the requirement of infrastructures, the Department has prepared the Master Plans for Gangtok town, which envisages perspective planning. These objectives can be achieved through the broad strategies being adopted by the department. Plans are being formulated to develop Gangtok Town as a Model City¹.

![Proposed Land Use Pattern of Gangtok Town in 2020](image)

1.2.1 **Gangtok Smart City Development Limited**

The Smart Cities Mission is an initiative by the Government of India to drive economic growth and improve the quality of life of people by enabling local development and harnessing technology as a means to create smart outcomes for citizens.

The Gangtok Smart City Development Limited (GSCDL), the Authority of the Project, has been formed by the Gangtok Municipal Corporation along with Government of Sikkim to implement various area based as well as pan-city level projects under Smart City Mission. The Gangtok Municipal Corporation has entrusted GSCDL to implement the said Project. The GSCDL will plan, appraise, approve, release funds, implement, manage, operate, monitor, and evaluate various Smart City development projects in Gangtok.

¹ Source: Urban Development and Housing Department, Government of Sikkim [www.sikkim.nic.in](http://www.sikkim.nic.in)
1.3 Gangtok Utility Services

Electricity is supplied by the power department of the Government of Sikkim. Gangtok has a nearly uninterrupted electricity supply. The rural roads around Gangtok are maintained by the Border Roads Organisation, a division of the Indian army. Most households are supplied by the central water system maintained and operated by the PHED. The main source of PHED water supply is the Rateychu River, located about 16 km from the city, at an altitude of 2,621 m (8,599 ft). Its water treatment plant is located at Selep. The river Rateychu is snow-fed and has perennial streams.

Around 40% of the population has access to sewers. However, only the toilet waste is connected to the sewer while sullage is discharged into the drains. Without a proper sanitation system, the practice of disposing sewage through septic tanks is prevalent. The entire city drains into the two rivers, Ranikhola and Roro Chu, through numerous small streams and Jhoras. Ranikhola and Roro Chu rivers confluence with Teesta River, the major source of drinking water to the population downstream. The densely populated urban area of Gangtok does not have a combined drainage system to drain out the storm water and wastewater from the buildings.

1.4 Connectivity

**Road:** Taxis are the most widely available public transport within Gangtok. Most of the residents stay within a few kilometres of the town centre and many have their own vehicles such as two-wheelers and cars. The share of personal vehicles and taxis combined is 98% of Gangtok's total vehicles, a high percentage when compared to other Indian cities. City buses comprise less than one percent of vehicles. Those travelling longer distances generally make use of share-jeeps, a kind of public taxis. Four-wheel drives are used to easily navigate the steep slopes of the roads.

Gangtok is connected to the rest of India by an all-weather metalled highway, National Highway 10, earlier known as National Highway 31A, which links Gangtok to Siliguri, located 114 km away in the neighbouring state of West Bengal. The highway also provides a link to the neighbouring hill station towns of Darjeeling and Kalimpong, which are the nearest urban areas. Regular jeep, van, and bus services link these towns to Gangtok. Gangtok is a linear city that has developed along the arterial roads, especially National Highway 10. Most of the road length in Gangtok is of two-lane undivided carriageway with footpath on one side of the road and drain on the other. The steep gradient of the different road stretches coupled with unplanned road configuration constrain the smooth flow of vehicular as well as pedestrian traffic.
Rail: The nearest railhead connected to the rest of India is the station of New Jalpaiguri in Siliguri, situated 124 km away from Gangtok. Work has commenced for a broad-gauge railway link from Sevoke in West Bengal to Rangpo in Sikkim.

Air: Bagdogra Airport, in Siliguri (West Bengal) is about 130 km from Gangtok.
2 The Project Site

2.1 Introduction

Parking is an essential component of any city's transportation system. Managing public and private parking spaces is an integrated aspect of a planned urban transportation system. This plays an important role in increasing the capacity of existing roadways, improving traffic circulation, and reducing urban chaos in the city. The unprecedented growth in the number of motor vehicles, especially the taxis and cars along with the concentration of activities has led to acute parking problems in the Gangtok City area. As the road space is limited and On-Street parking is not possible on all roads, parking demand far outstrips the supply equation. Moreover, there are limited parking lots leading to spill-over of on-street parking on the main carriageway and impeding the movement of the traffic stream.

Accordingly, GSCDL, under smart city program has identified various Multi-Level Car Parking projects to be implemented on priority. Under the program, GSCDL has identified an existing MLCP, which will be demolished and upgrade into a state of the art, modern MLCP cum Commercial Development at Old West Point School Area near M.G. Marg.

![Figure 1 Location of project Site](image-url)

The identified Project Site of about 5708 Sqm. of area is an existing MLCP, without any commercial development at Old West Point School area near M.G. Marg, which is in the heart of the city of Gangtok, located adjacent the NH 10 and M.G. Marg market. The
existing MLCP houses majorly taxi parking along with private car parking. The pre-dominant landuse in the vicinity of the Project Site is commercial with limited shops on the ground floor and hotels on upper floors of the buildings. As per stability map prepared by Mines and Geology Department, Gangtok, the site chosen is in Zone 3.

2.2 SWOT Analysis

Strength:
- Commercial Landuse within surrounding area
- Parking Demand within the influence area of the site
- Good accessibility and feasible approach to the site though the NH10
- Appropriate Site Area for proposed MLCP cum Commercial development
- No adaptability issues as Existing parking facility is already functioning
- Advantageous locations due to commercial landuse

Weakness:
- Irregular Shape of Site

Opportunity:
- High Commercial and rental potential for the site
- Parking Demand from the adjoining site location
- Location of site within the vicinity of the MG Market.

Threat:
- Immediate parking locations
- Lower parking rates

2.3 Access to the Project Site

The site’s has multiple accesses from NH10 in the East and Church Road in the North. The existing MLCP structure is built on the natural land slope with Ground level and G-1 levels accessible from NH10. Level G-2 is accessible from Church road. The exit from Level G-1 is at Church road with linkage to NH10 as well. The Access roads are shown in subsequent figures given below.
2.4 Existing Parking Situation at The MLCP

The Existing parking facility is being used by long route intercity taxis as well local taxis and private vehicles. Level G-1 and G-2 are majorly used by long route taxis. However, Local taxis use almost $1/4^{th}$ of the parking bays on Level G-1 and Private vehicles use level G-2 for parking. Ground floor mostly sees mix parking with Cars/ jeep/ Taxis and
private vehicles. 2 Wheelers are also seen parked on Ground floor level i.e. NH10 level. Figures below depict the Parking conditions within various levels of the existing MLCP.

Figure 3: Parking at NH10 Level

Figure 4: Parking at NH10 Level
At present, no proper parking bay system is followed. Due to high demand, the parking facility is under tremendous pressure and operates beyond its capacity. As such, even the parking aisles are used for parking activity and vehicles are shifted manually by parking attendants to give way to an incoming or outgoing vehicle.

2.5 Passenger Amenities

The Existing MLCP is of considerably basic nature in terms of passenger amenities and other infrastructural facilities with poorly maintained public toilet and an unplanned passenger waiting area. In absence of a regularised canteen, many unorganised eatery points are operational, mostly at level G-1 and level G-2. Levels G-1 and G-2 are connected by staircase within the building footprint. Although a passenger enquiry counter is operational, no IT based information system is found to be in place. Signage, rate card and input & output terminals were missing at all levels.
2.6 Commercial Development

2.6.1 PROJECT SITE – VICINITY TO M.G. MARG

M.G. Marg is a 'must visit' place in Gangtok and this is the town centre of the hill town. M.G. Marg is also the main market area of Gangtok. The road and the area around it have transformed over the years. It is now more like a long stretch of open mall or boulevard square where locals and tourists take leisure stroll or just sit and relax on one of the many benches laid along the middle and both sides of the road to soak in the ambience.

The road is lined up with glittering shops, restaurants, cafes & bars on both sides. Many tourists take a table on a roadside restaurant and watch the activities on the street. It is like a carnival-like atmosphere out here. In line with government's green initiative, all buildings on both sides of this road are painted green. The Statue of Unity overlooks MG Marg. The statue comprises of the figures of Bhutia Chieftain Khye Bumsa, the Lepcha leader Thetong Tek and his wife Ngo-Kong-ngol. The statue depicts peace, love, and harmony. About midway is an imposing statue of Mahatma Gandhi. There are Victorian lamps along this road. When lit up after dark, the entire place looks magical. As part of Gangtok Annual Food and Culture Festival that takes place in the month of December, many different food stalls are set up at the Titanic park in MG Road, cultural shows take place here opposite to Sikkim Tourism & Civil Aviation Department where ethnic dance performances and musical shows are organized.

Table 1: Proposed Site Details

<table>
<thead>
<tr>
<th>S. No</th>
<th>Particulars</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Site Area (sqm.)</td>
<td>5707.8</td>
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<tr>
<td>2</td>
<td>Commercial floor Coverage (sqm.)</td>
<td>50%</td>
</tr>
<tr>
<td>3</td>
<td>Parking floor Coverage</td>
<td>&lt;75%</td>
</tr>
<tr>
<td>4</td>
<td>Total no. of floors (Nos.)</td>
<td>11*</td>
</tr>
<tr>
<td>5</td>
<td>Lower parking Floors (Nos.)</td>
<td>4; Level 0 to 3</td>
</tr>
<tr>
<td>6</td>
<td>Ground and Above (Nos.)</td>
<td>7; Level 4 to 10</td>
</tr>
<tr>
<td>7</td>
<td>Commercial Built up Area (sqm.)</td>
<td>13,680#</td>
</tr>
<tr>
<td>8</td>
<td>Total Built up Area (Sqm.)</td>
<td>30,780*</td>
</tr>
</tbody>
</table>
Implementation of Multi-Level Car Parking cum Commercial Development at Old West Point School Area on Design, Build, Finance, Operate and Transfer (DBFOT) Basis

*The concessionaire shall perform detailed environmental assessment and geo technical studies and obtain the approvals of the relevant authority. The concessionaire shall further submit to GSCDL the detailed structure design and traffic flow designs characteristics duly vetted by one of the IIT’s.

# The areas are indicative, and deviation will be allowed up to +/-10% at the DPR stage and subject to approval of GSCDL.

2.6.2 COMMERCIAL DEVELOPMENT
The Concessionaire shall be entitled to construct/ develop such components which it deems appropriate from commercial viability point of view provided however that such component does not fall in the category of prohibitive item as per Authority or GoS or GOI norms or applicable law.

- Shopping Mall
- Multiplex
- Hotel
- Food Courts/Restaurants/ coffee shop
- Commercial (Retail cum Office) Area would include retail shopping, branded showrooms, anchor stores, Entertainment Complex/ Zone and business spaces
- Banks
- Coaching Institutes
- Gaming Zone/children play home
- Gymnasium or Health Centre
- Any other activity with the approval of Authority

2.6.3 RESTRICTED COMMERCIAL DEVELOPMENT
Following functions / products are not permitted for development:

- Industrial activities
- Hostel
- Warehousing (except such warehousing facility which is incidental to the use of the Project)
- Wholesale Activity
- Car Service Garage
- Workshops
- Hospitals or health centres
- Other environmentally incompatible functions

A foot over bridge connection is also proposed to connect the proposed MLCP cum commercial building to the MG Marg.

2.7 POTENTIAL PARKING DEMAND
Redevelopment of Old West Point MLCP will attract following set of parking:

- Existing parking demand at Old West Point: 100% (As the existing facility is being redeveloped, it is assumed that all existing demand will remain intact)
- Potential parking demand to be generated by commercial development at Old West Point: 100%
2.7.1 POTENTIAL PARKING DEMAND.

The maximum demand from the existing Old West point school (Hungry Jack), is estimated at 355 ECS. The demand assessed is including of private cars, taxis, govt. Cars and two wheelers. The LCVs and heavy trucks have not been considered for the proposed parking facility.

2.7.2 POTENTIAL PARKING DEMAND THAT CAN BE GENERATED BY PROPOSED COMMERCIAL DEVELOPMENT AT OLD WEST POINT

It is essential to consider the parking demand that can be generated by commercial built up area planned at Old West Point. It has been estimated that the parking demand could be generated by the commercial area up to 415 ECS.

2.8 PARKING SUPPLY

a. The level 0 and level 1 shall be ordinary parking floors, to be handed over to the authority for running the intercity stand.

b. The level 2 and level 3 shall be puzzle / Stack parking within the revenue stream of the concessionaire.

The traffic flowing in or out of the MLCP shall be so designed so as to ensure that the traffic movement in the NH is not delayed due to spillage.
3 PROJECT SITE MAP