Parking Guidelines

Lodha's internal standards:

4WP – Four wheeler parking; 2WP – Two wheeler parking

Segment	Total No. of Car Parks Required	Max constructed area per covered car parking (sq. ft.)	Ratio of different types of 4WP bays
Luxury	No. of 4WPs per unit = no. of bedrooms per unit + 10% guest 4WP (subject to max. = lower of no. of flats/5,25 per marketing project (MP))	425	10% Very Large, 90% Large
Hi-end	No. of 4WPs per unit = no. of bedrooms per unit (-) 1 + 10% guest 4WP (subject to max = lower of no. of flats / 10, 50 per MP)	425	100% Regular
Aspirational	Studio / 1 BHK – 1 4WP / unit 2 BHK - 1 4WP / unit 2.5 BHK - 1.25 4WPs / unit (allocation shall be 1/unit for the lower 75% units and 2 per unit for the upper 25% units) 3 BHK and larger - no. of bedrooms per unit (-) 1 + 10% guest 4WP (subject to max = lower of no. of flats / 10, 50 per MP)	350 (avoid basements as far as possible)	100% Regular
Casa	Studio / 1 BHK – 1 4WP / unit 2 BHK – 1 4WP / unit 2.5 BHK – 1 4WP / unit 3 BHK – 1.25 4WPs / unit (allocation shall be 1/unit for the lower 75% units and 2 per unit for the upper 25% units) 4 BHK or larger – No. of 4WP per unit = (no. of bedrooms / 2) + 10% guest 4WP (subject to max = lower of no. of flats / 20, 100 per MP)	325 (avoid basements as far as possible)	100% Small
Crown	1 BHK: 1 2WP / unit + 5% guest 2WP (subject to max = lower of no. of flats / 20, 50 per MP) 2 BHK: 1 4WP / unit + 5% guest 4 WP, (subject to max = lower of no. of flats / 20, 25 per MP) Units w/ 2 WP are to be constructed in separate MP (with separate amenities & entry/exit) from units with 4 WP.	325 (avoid basements as far as possible)	100% Small
Excelus	1 4WP per 1000 sq. ft. of leasable area + visitor = 10% of Occupier 4WP, subject to cap of (max (100, 5% of Occupier 4WP)) + 2WP (as per availability) + 1 bus 4WP for every 1,00,000-2,00,000 sq. ft. of leasable area.	375	1% Very Large (min. 5), 99% Regular
iThink	1 4WP per 1300 sq. ft. of leasable area + visitor = 10% of Occupier 4WP, subject to cap of (max (100, 5% of Occupier 4WP))+ + 2WP (as per availability)	350 (avoid basements as far as possible)	100% Regular

	+ 1 bus 4WP for every 1,00,000 - 2,00,000 sq. ft. of leasable area.		
Supremus + Signet (Formerly Boulevard) (Retail & Offices)	**Dedicated parking:** Mid-Income & Affordable locations: 4WP for 100% of no. of units with RNA >= 550 sft + 2WP for rest of units + Pay-and-Park facility (located within 10 m walk of entry to the building) with 4WP = ~35% of no. of units <550 sft RNA + 2WP = (lower of no. of units / 10, 100) Premium & Luxury locations: 4WP for each unit + 10% guest 4WP (subject to max = lower of no. of units / 20, 100) Total no. of units = all office and retail units as per design intent (prior to any merging of units)	350 (avoid basements as far as possible)	Mid-Income & Affordable locations: 100% Regular; Premium & Luxury locations: 100% large
Experia (Mall)	1 4WP per 350-450 sq. ft. of leasable area	350	100% Medium (note: if targeted to luxury customers, 100% Large)

Parking bay Sizes (LxW):

- **Small Car Bay– 4.5 m x 2.3 m** for parking of small cars like Honda City, Toyota Etios (max vehicle length: 4.45 m, max vehicle width – 1.8 m, max vehicle height – 1.85 m)
- **Regular Car Bay – 5 m x 2.4 m** for parking of regular cars like BMW 5 series, Mercedes E-Class, Audi Q7 (max vehicle length: 5 m, max vehicle width – 1.95 m, max vehicle height – 1.85 m)
- **Large Car Bay – 5.5 m x 2.5 m** for parking of large cars like BMW 7 series, Mercedes S-Class Regular, Mercedes GL 350 SUV (max vehicle length: 5.25 m, max vehicle width – 1.95 m, max vehicle height –1.85 m)
- **Very Large Car Bay – 6.25 m x 2.75 m** for parking of very large cars like Mercedes S Class LWB, Maybach, Rolls Royce Phantom, Hummer (max vehicle length: 6.1 m, max vehicle width – 2.2 m, max vehicle height – 2.1 m) (in case of automated car park systems, these maybe accommodated on surface parking)
- **2WP – 2m x 1m**
- **Bus bay – 12 m x 3.3 m**

In case of dead wall (i.e. obstruction to opening of door), bay size to be increased by 0.2 m per side obstructed. Further, in case of odd no. of cars between columns, add 0.05 m in car bay adjacent to each column.

1. The aforesaid cost guidelines are based on costs as on 1.1.2010 and will need to be revised annually based on inflation (eg. the CPI (Consumer Price Index)).
2. If regulatory requirements for no. of parking is higher (including any visitor parking requirement), try to optimize and then same has to be provided for. For such incremental car park over Lodha internal standards, stack/tandem parking is permitted. The extra car parks available for regulatory

reasons (i.e. beyond Lodha internal standards) to be classified as usable (including those that maybe stack or tandem) and not usable. The additional usable car parks can also be alloted if there is consumer demand for the same.

Notes

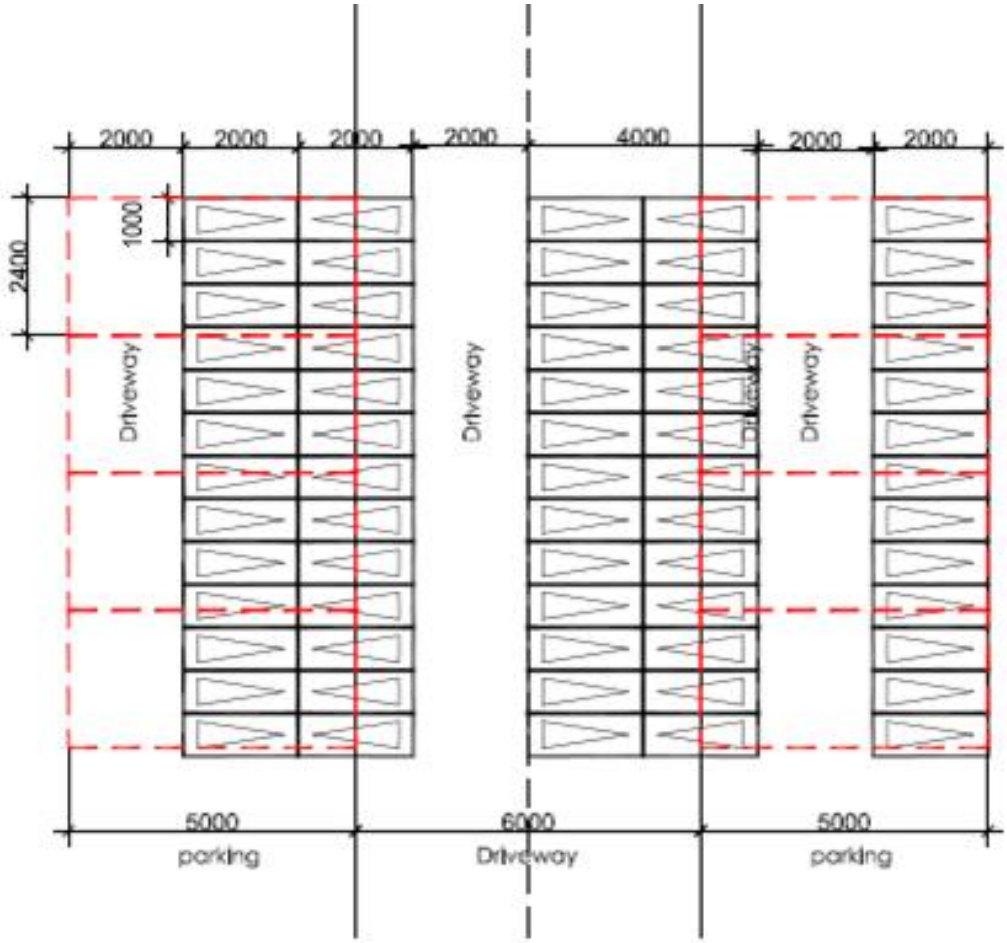
1. Parking refers to 4-wheeler parking, unless otherwise stated.
2. Please avoid 'stack/ tandem/similar' types of parkings for car parks as per Lodha internal standards (**however, such 'stack/tandem' can and should be used for the incremental car parks over Lodha internal standards i.e. for regulatory standards – (less) Lodha internal standards, since it is cheaper to use these types rather than build regular car parks**). For Lodha internal standards, if there is significant difficulty in doing normal car parks, max. 5% of total no. of customer allocable parkings (calculate on no of tandem/stack car parks, not bays) can be tandem/ stack etc. provided both parkings are allocated to the same unit.
3. In case of any 'fractional' no. of parkings per unit (eg. 1.25, 1.5 etc.) as per norms, the aforesaid table shall have the rounded down no. of car parks allocated for each unit (eg. If 1.25 car parks per unit, allocate 1 per unit in aforesaid table) and the surplus designed car parks shall go into the count of 'Surplus usable car parks allocable to any unit for extra value'.
4. Atleast 30 days prior to commencement of possession of a given plant, Design will provide CC with a parking plan and info as per **Annexure A** for each plant in AutoCAD which will enable CC to allocate the parkings to customers. The parking layout or nos cannot by changed by Design after this information is communicated to CC and hence, Design should verify that said slots are/will be physically usable (no impediments like columns, service pipes etc.). CC shall ensure that the parking no. are informed to customer in *possession letter*. The *possession letter* will contain clarity that '*the aforesaid parking slots are your permanent slots. Since construction maybe ongoing at site, customer maybe allotted alternative slots, on temporary basis, for upto 12 months from your Key Handover – the details of the alternative slots, if applicable, will be informed to him at the time of your Key Handover*'.
   Prior to giving the parking allocation to CC, Design will take inputs from CM on the aforesaid permanent parking plan and ensure that CM is aligned wrt the readiness of the permanent parking slots. Linked to this, CM will need to ensure that all permanent parking for a given wing are ready within 11 (not 12) months from date of first PDL for that building and in the interim, sufficient no. (basis likely possessions + atleast 50% of the final no. of guests parking) of temporary parking slots are available for the use of the customer. The temporary parking slots will be fixed (till the permanent slot is made available) and will not be on first-come-first-serve / rotational basis. Further, temporary car parking slot allocation is linked to KHO and not usage of the unit / parking. HPM shall be responsible for ensuring that the temporary parking allocation is done in a timely (at KHO) and thoughtful manner (working with CM to ensure that the temporary parking is safe, reasonably accessible (travel distance from building lobby to further car park not to exceed 500 m walk) and in hygenic condition).
5. Parking bay slot marking to be done with yellow/other appropriate colour thermoplastic paint in continuous full line on all sides of parking slot (no L or T marking).
6. Cat-eye reflectors – to only be placed at the point where driveway abuts a parking bay (and nowhere else).
7. Car-stopper to be provided only for parking bay's along the building perimeter/parapet at distance of 600 mm from the parapet/perimeter (only for Luxury projects).
8. Clear height required for parking is only 2.1 m (except if service vehicles are expected to enter the said parking level). Overall parking level FTF height ought not to exceed 3 m. This does not apply to PPL/GCP where norms of PPL/GCP shall apply.

9. To allow easy opening of doors, the columns should finish within 1 m of the start of the length of the parking bay. The balance length upto end of parking bay should be free of structural encumbrance. Also, column should be offset by atleast 200 mm from the driveway.
10. In case of special types of parking slots eg. those with electric charging points, there should generally be 'non sold' parking viz.guest/visitor parking and should be marked with signage as 'Electric Car Parking only. Please use with consideration for your fellow electric car users.'
11. Parking Numbering:
    i. Each parking will have a five-digit numbering, as follows:
    First two digits. – Podium / Basement / Ground name eg. P4 parkings would have parkings nos. P4xxx. Ground parking would have first two characters as G0. The remaining three digits will start from the 1st parking as 001 and then move along the said level. Eg. P3 podium with 98 parkings would have numbering P3001 – P3098. Then P4 podium numbering will again start from P4001-P4xxx. This may need to extend to 6 digits, if a given level has more than 999 parking slots eg. P30001-P32000.
    ii. In case of designated two wheeler parking, the number shall follow with a suffix T at the end of the aforesaid number eg. P4001T. The two wheeler numbering series for each level shall start after the end of the 4-wheeler numbering series for that level eg. If there are 40 4 wheelers on a level and 10 2-wheelers, it shall be P4001-P4040 for 4 wheelers and P4041T-P4050T for 2-wheelers.
    iii. In case of parking plan to be given to CC as per d above, following detail will be inserted after each parking number (not to be used for signage or any external communication) '-Parking Type abbreviation' (see Annexure A for abbreviations). Eg. P4001 will be written as 'P4001-CR' in the parking plan.
    iv. In case any car parks are meant to be used for guest / service use only, the words 'Guest use only' OR 'Service use only' should be painted/stated in the parking bay at appropriate location.
12. Please also refer to the 'Podium & Basement Design Guidelines'.

13. In case of parallel parking, the slot **length** should be increased by 1 m eg. for small car parking, instead of 4.5 m, 5.5 m length should be provided and so on. Does not apply for 2 wheeler parking.
14. 4-wheeler double parking lane should not be less than 6 m and single parking lane should be 5m in width.
15. There should be easy, weather proof access from parking location to the lobby of the concerned building. In case of MCLP, the access can be a covered walkway of min. 2.4 m width with sufficient weather protection on the sides and top. The sides of such walkway need to be covered from top to the extent of 1/3rd of the vertical opening (i.e. if height of vertical opening is 2.1 m, the overhang from top should be atleast 0.7 m) so that the rain water ingress is avoided. Alternatively, the horizontal canopy can be extended by the same extent outside the 'core walkway zone' so that the rain ingress is cut off.
16. Entry of any parking building can be located < max. 500 m (max. 300 m for hi-end residential developments and 100 m for luxury residential developments) from the main lobby of the building which it serves. There should be a weather protected (rain and sunshine) protected walking path from the main lobby of the building to the entry of the parking building (optional in case of Casa developments). Further, no parking slot can be located > 500 m (horizontal travel distance) from the main lobby of the building which it serves.
17. While location two wheeler parking, ideally locate at dead ends (and also used off corners) so that not only the car parking bays but also the driveways can be used to maximize the 2-wheeler parking, since parking driveway for 2-wheelers can be as low as 2m for single as well as double parking. In such spots, one can fit upto 8 two-wheelers in lieu of each car parking bay (including usage of part of the driveway). (Refer diagram - I.)

18. Value engineering ratios:
    a. Ratio of Open to Total Car Parks (Open / Total Car Parks) – Maximize
    b. Area per covered car park (Total covered area for parking (including ancilliary parking and service areas) / No. of covered car parks)
19. All allotted car parks to have standard Lodha car sticker (Marketing to design). Note: car sticker will have space for following to be written using marker: a. Project initial b. Validity c. Car Park no
20. Wherever RFID access is planned, 'Fast Tag' issued by govt can be programmed for identification (so that we do not have to spend money on issuing our own RFID). This will be a great way of implementing the RFID access control without significant cost.

Diagram – I


2000
2000
2000
2000
4000
2000
2000
1000
2400
Driveway
Driveway
Driveway
Driveway
5000
parking
6000
Driveway
5000
parking

Annexure A

Parking related information to be given by Design to CC along with plant-wise parking plan, atleast 30 days prior to commencement of possession:

Plant: _____		
Abbreviation	**Car Park Type**	**No. of usable car parks**
OR4	Open Regular	
OS4	Open Stack	
OT4	Open Tandem	
CR4	Covered* Regular	
CS4	Covered* Stack	
CT4	Covered* Tandem	
2WP	2 wheeler parking	
Total no. of usable car parks		
Of which,		
- Allocated to units as per Lodha standards**		
- Guest car parks as per Lodha standards (non-allocable)		
- Surplus usable car parks allocable to any unit for extra value		

* Podium / Basement / Multi-level car park / similar

** In case of fractional allocation per unit as per Lodha policy, rounded down no. considered and surplus included under 'Surplus usable car parks allocable to any unit for extra value'