Parking Guidelines

Lodha's internal standards:

Segment	Total No. of Car Parks Required	Max constructed area per covered car parking (sq. ft.)	Max. Cost per sq. ft. for covered parking	Ratio of different types of car parking bays
Luxury	No. of parkings per unit = no. of bedrooms per unit + 10% guest parking (subject to max. = lower of no. of flats/5,25 per marketing project (MP))	425	1200	10% Very Large, 90% Large
Hi-end	No. of parkings per unit = no. of bedrooms per unit (-) 1 + 10% guest parking (subject to max = lower of no. of flats / 10, 50 per MP)	425	1200	100% Regular
Aspirational	Studio / 1 BHK – 1 parking / unit 2 BHK - 1 parking / unit 2.5 BHK - 1.25 parkings / 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 parking (subject to max = lower of no. of flats / 10, 50 per MP)	350 (avoid basements as far as possible)	1000	100% Regular
Casa	Studio / 1 BHK – 1 parking / unit 2 BHK – 1 parking / unit 2.5 BHK – 1 parking / unit 3 BHK – 1.25 parkings / 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 parkings per unit = (no. of bedrooms / 2) + 10% guest parking (subject to max = lower of no. of flats / 20, 100 per MP)	325 (avoid basements as far as possible)	NA	100% Small
Crown	Studio / 1 BHK: 1 2WP (Two wheeler parking) / unit + 5% guest 2WP (subject to max = lower of no. of flats / 20, 100 per MP)		NA	100% Small
Excelus	1 parking per 1000 sq. ft. of leasable area + visitor = 10% of Occupier Parking, subject to cap of (max (100, 5% of Occupier Parking)) + 2WP (as per	375	1200	1% Very Large (min. 5), 99% Regular

	availability) + 1 bus parking for every 1,00,000-2,00,000 sq. ft. of leasable area.			
Supremus	1 parking per 1000 sq. ft. of leasable area + visitor = 10% of Occupier Parking, subject to cap of (max (100, 5% of Occupier Parking))+ 2WP (as per availability)	425	1200	100% Regular
iThink	1 parking per 1300 sq. ft. of leasable area + visitor = 10% of Occupier Parking, subject to cap of (max (100, 5% of Occupier Parking))+ + 2WP (as per availability) + 1 bus parking for every 1,00,000 - 2,00,000 sq. ft. of leasable area.	350 (avoid basements as far as possible)	1000	100% Regular
Signet (Formerly Boulevard) (Retail & Offices)	**Dedicated parking:** Mid-Income & Affordable locations: 4WP (4 wheeler parking) for ~10% of total no. of units Premium & Luxury locations: 4WP for ~65% of total no. of units **Pay & Park** (within 10 min walking distance from building entrance lobby) which can be used for owners as well as visitors: Mid-Income & Affordable locations: 4WP (4 wheeler parking) = 25% of total no. of units + 2WP = total no. of units Premium & Luxury locations: 4WP = ~35% of total no. of units + 2WP = 50% of total no. of units Total no. of units = all office and retail units as per design intent (prior to any merging of units)	375	NA	Mid-Income & Affordable locations: 100% Regular; Premium & Luxury locations: 100% large
Experia (Mall)	1 parking per 350-450 sq. ft. of leasable area	350	1200	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)
- **Two Wheeler Parking bay (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.
3. The changes wrt parking size and mix made vide policy updated on 22.12.17 are to be implemented on best effort basis for projects where sale has already commenced as on 22.12.17. To be implemented fully for projects where sale has not commenced as on 22.12.17.

Notes

a) Parking refers to 4-wheeler parking, unless otherwise stated.
b) 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.
c) 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'.
d) 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 6 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'*.

e) 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).
f) Cat-eye reflectors – to only be placed at the point where driveway abuts a parking bay (and nowhere else).
g) 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).
h) 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.
i) For any residential building, the parking slot should not be greater than 400 m (5 min walk) away from the entrance lobby of the building in which the unit is located. This should be limited to 250 m (3 min walk) in case of hi-end or luxury residential.
j) 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.
k) 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.'
l) 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.
m) Please also refer to the 'Podium & Basement Design Guidelines'.

m) 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.
n) 4-wheeler double parking lane should not be less than 6 m and single parking lane should be 5m in width.

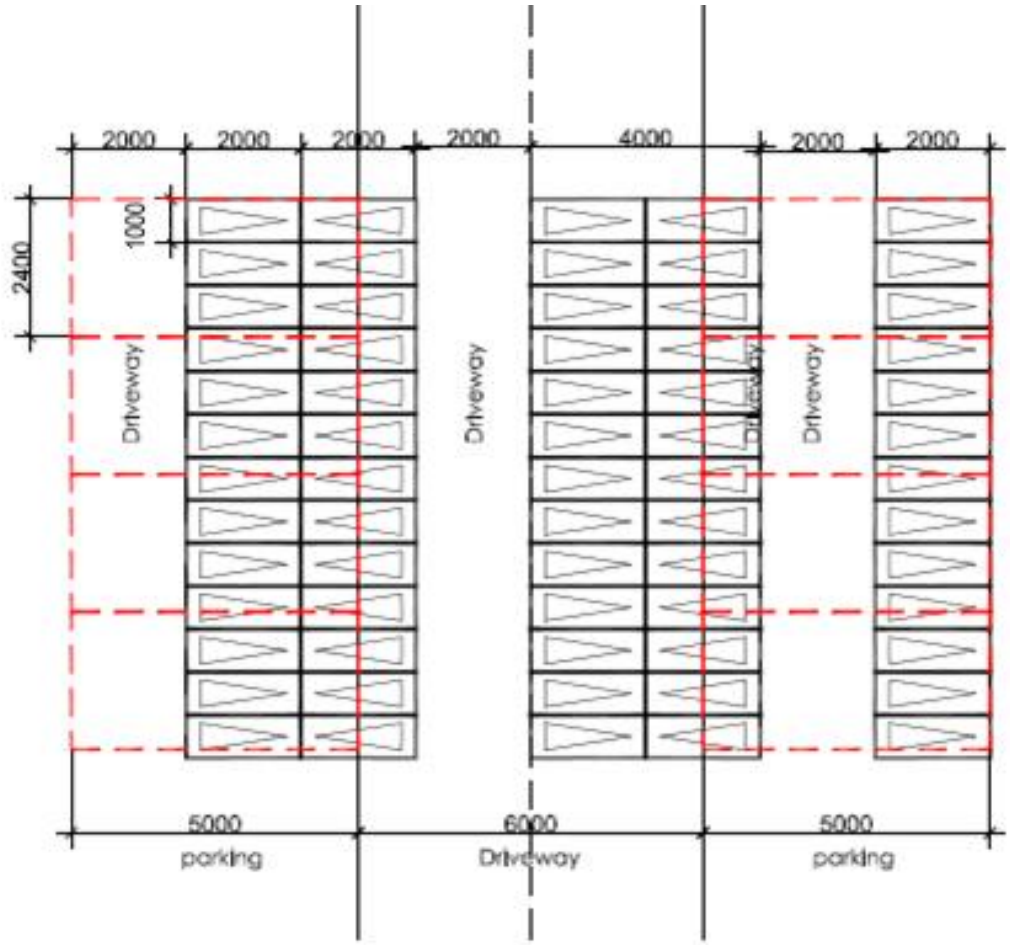
o) There should be easy, weather proof access from parking location to the lobby of the concerned building. In case of MCLP, the access can be a covered walkway of min. 2.4 m width with sufficient weather protection on the sides and top. The sides of such walkway need to be covered from top to the extent 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.

p) 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 and vertical travel distance) from the main lobby of the building which it serves.

q) 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.)

r) 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)

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**
OR	Open Regular	
OS	Open Stack	
OT	Open Tandem	
CR	Covered* Regular	
CS	Covered* Stack	
CT	Covered* Tandem	
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'